DEPARTMENT OF CITY PLANNING

RECOMMENDATION REPORT

City Planning Commission

Date: June 26, 2025
Time: 8:30 a.m.
Place: Van Nuys City Hall
Council Chamber, Second Floor
14410 Sylvan Street
Van Nuys, Ca 91401
Public Hearing: April 22, 2025
Appeal Status: Appealable to City Council
Expiration Date: July 3, 2025
Multiple Approval: Yes

Case No.:	CPC-2024-2971-CU3-DB-PR-HCA
CEQA No.:	ENV-2024-2972-CE
Incidental Cases:	N/A
Related Cases:	N/A
Council No.:	2 – Nazarian
Plan Area:	Van Nuys – North Sherman Oaks
Specific Plan:	N/A
Certified NC:	Greater Valley Glen
GPLU:	Neighborhood Office Commercial
Zone:	
Applicant:	Vigen & Roselyn Haroutunian, Hidden Villas, LLC
Representative:	Michael Gonazales, Gonzales Law Group

PROJECT LOCATION: **13610, 13610 ½, 13612, 13612 ½, 13614, 13614 ½, 13616, 13616 ½, 13618, & 13618 ½ W Sherman Way**

PROPOSED PROJECT: Demolition and removal of existing residential structures including 10 dwelling units, and 24 non-protected significant trees, for the construction, use, and maintenance of a five-story, 168-unit mixed-income residential building including 18 units set aside for Very Low Income households, totaling 115,358 square feet of floor area.

REQUESTED ACTION:

1. An Exemption from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines, Article 19, Section 15332, Class 32, in-fill development 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 Chapter 1a Section 13B.2.3, a Class 3 Conditional Use Permit for a 45% Density Bonus as outlined in LAMC Chapter 1 Section 12.22.A.25 in order to permit the construction of a 168 unit mixed-income residential building with the following requested on- and off-menu incentives and waivers:

   a. On-Menu Incentive to allow for FAR averaging and parking access from a less restrictive to a more restrictive zone;

   b. Off-Menu Incentive to allow 99 automobile parking spaces in lieu of the 201 spaces otherwise required;

   c. Off-Menu Incentive to allow a 7% increase in maximum allowable floor area to permit 115,358 square feet of floor area for a floor area ratio of 2.93:1 across the C1-VL and P1-VL zones;

d. Waiver of Development Standards to allow a total height of 58 feet and five stories in lieu of the 45-foot and 3-story height limits pursuant to the C2-1VL and P-1VL zones;

e. Waiver of Development Standards to allow the transitional height requirement to a depth of 100 feet from the adjacent R1 zone to allow a height of 5 stories and 58 feet.

f. Waiver of Development Standards to allow a zero-foot side yard for the westerly P zone portion of the site in lieu of the otherwise required five feet;

g. Waiver of Development Standards to allow a zero-foot side yard for the westerly C zone portion of the site in lieu of the otherwise required five feet;

h. Waiver of Development Standards to allow a zero-foot side yard for the northerly C zone portion of the site in lieu of the otherwise required five feet;

i. Waiver of Development Standards to allow a zero-foot rear yard for the P zone portion of the site in lieu of the otherwise required 15 feet;

j. Waiver of Development Standards to allow a 36% reduction in required open space to provide 10,771 square feet in lieu of the otherwise required 16,975 square feet;

3. Pursuant to LAMC Chapter 1a Section 13.B.2.4 Project Review for a residential project which results in an increase of 50 or more dwelling units or guest rooms as outlined in LAMC Chapter 1 Section 16.05.

RECOMMENDED ACTIONS:

1. **Determine**, based on the whole of the administrative record, that the Project is exempt from the California Environmental Quality Act (CEQA) pursuant to State CEQA Guidelines, Article 19, 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,
2. **Approve** Pursuant to LAMC Chapter 1a Section 13B.2.3, a Class 3 Conditional Use Permit for a 45% Density Bonus as outlined in LAMC Chapter 1 Section 12.22.A.25 in order to permit the construction of a 168 unit mixed-income residential building with the following requested on- and off-menu incentives and waivers requested by the applicant for a project totaling 168 dwelling units, reserving 18 units for Very Low Income household occupancy for a period of 55 years and removing 24 non-protected significant trees and planning 42 new trees:
    a. On-Menu Incentive to allow for FAR averaging and parking access from a less restrictive to a more restrictive zone;
    b. Off-Menu Incentive to allow 99 automobile parking spaces in lieu of the 201 spaces otherwise required;
    c. Off-Menu Incentive to allow a 7% increase in maximum allowable floor area to permit 115,358 square feet of floor area for a floor area ratio of 2.93:1 across the C1-VL and P1-VL (utilizing RAS4-1VL development standards) zones;
    d. Waiver of Development Standards to allow a total height of 58 feet and five stories in lieu of the 45-foot and 3-story height limits pursuant to the C2-1VL and P-1VL zones;
    e. Waiver of Development Standards to allow the transitional height requirement to a depth of 100 feet from the adjacent R1 zone to allow a height of 5 stories and 58 feet.

f. Waiver of Development Standards to allow a zero-foot side yard for the westerly P zone portion of the site in lieu of the otherwise required five feet;

g. Waiver of Development Standards to allow a zero-foot side yard for the westerly C zone portion of the site in lieu of the otherwise required five feet;

h. Waiver of Development Standards to allow a zero-foot side yard for the northerly C zone portion of the site in lieu of the otherwise required five feet;

i. Waiver of Development Standards to allow a zero-foot rear yard for the P zone portion of the site in lieu of the otherwise required 15 feet;

j. Waiver of Development Standards to allow a 36% reduction in required open space to provide 10,771 square feet in lieu of the otherwise required 16,975 square feet;

3. **Approve** Pursuant to LAMC Chapter 1a Section 13.B.2.4 Project Review for a residential project which results in an increase of 50 or more dwelling units or guest rooms as outlined in LAMC Chapter 1 Section 16.05.

4. **Adopt** the attached findings.

VINCENT P. BERTONI, AICP
Director of Planning

for Blake Lamb

Blake Lamb, Principal City Planner

Jojo Pewsawang, Senior City Planner

Maren Gamboa, City Planner
maren.gamboa@lacity.org

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PROJECT ANALYSIS

Project Summary

The Proposed Project (**Exhibit A**) is for the demolition of the ten existing units, and the construction, use, and maintenance of a 5-story multi-unit residential project that contains 168 dwelling units and approximately 115,358 square feet of floor area for a floor area ratio (FAR) of 2.93 to 1. The project proposes to provide 99 automobile parking spaces and 120 bicycle parking stalls in an at grade parking garage. Access to the parking garage will be from Sherman Way. A total of 10,771 square feet of open space is proposed along with 42 trees.

The Project will utilize LAMC 12.22.A.25 and California Government Code Section 65915, and LAMC Chapter 1a Section 13B.2.4 to request incentives, waivers of development standards, and a conditional use to allow 10 percent additional density beyond the 35 percent density increase allowed ministerially. The Project will set aside a minimum 15 percent of the project's 116 base units as Very Low Income (VLI) for a total of 18 units to qualify for a 45 percent density bonus and three incentives. The 168 units will be comprised of 150 market rate units and 18 units set aside for Very Low-Income households. Based on the percentage of affordable units, the project is eligible for a maximum of 3 incentives.

The Applicant is requesting an on-menu incentive to allow FAR averaging across the Property, an off-menu incentive to allow reduced parking, and an off-menu incentive for an increase in floor area. The Applicant is also requesting waiver of development standards for increased height, reduced open space, and various yard reductions.

The Project requires a CUP, pursuant to LAMC Section 13B.2.3, to allow an additional density bonus of 10 percent (for a total bonus of 45 percent). As a result of this density increase, the applicant is required to provide additional affordable units. The Project also requires Project Review pursuant to LAMC Chapter 1a Section 13B.2.4.

Figure 1 Rendering of the north facade as seen from Sherman Way

Background

The parcel of land is located at 13610 Sherman Way and is comprised of one, irregular shaped lot (APN 2328008024) with 50 feet of frontage on Sherman Way with approximately 46,211 square feet of gross lot area as seen on **Exhibit B**. The site is approximately 296 feet deep and 210 feet wide at the widest point. The Property is split zoned P-1VL and C1-1VL and is in the Van Nuys – North Sherman Oaks Community Plan area. The Community Plan designates the Property as Neighborhood Office Commercial. The Neighborhood Office Commercial land use designation lists the following zones as corresponding zones: C1, C1.5, C2, C4, RAS3, and RAS4.

Figure 2 Aerial View with the subject site outlined in blue

The C1-1VL portion is approximately 9,223 square feet of gross lot area and fronts Sherman Way. This portion contains a driveway and portions of three residential structures. The P-1VL portion is approximately 37,005 square feet and contains the remaining structures and surface parking. The C1 zone permits a limited array of land uses including commercial and multifamily residential uses. The 1VL Height District allows a maximum height of 45 feet and three (3) stories and a maximum floor area ratio (“FAR”) of 1.5:1. Utilization of Government Code Section 65915 allows for the highest density allowed per the General Plan, which is one unit per 400 feet of lot area as allowed in the RAS4 zone, a corresponding zone the Neighborhood Office Commercial designation of this site. Therefore, the P zone portion of the lot is subject to the RAS4 development standards for Density Bonus projects, which allows for a 3:1 FAR.

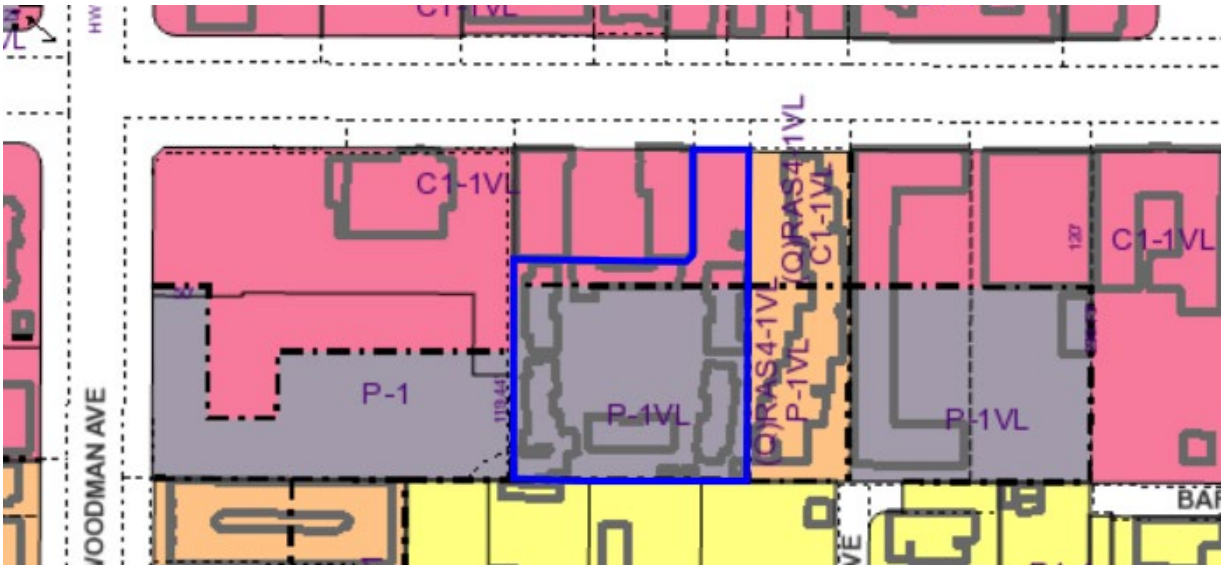

Figure 3 Zoning map of the subject site

The subject property is located in an AB 2334 Low Vehicle Travel Area, an Affordable Housing Linkage Free Low Market Area, a Low TCAC Opportunity Area, located within ½ mile of a High Quality Transit Corridor, an Urban Agriculture Incentive Zone, and a 400-foot height limit above Elevation 790 Airport Hazard Zone. The site is not located in a Flood Zone a Landslide Area, Tsunami Inundation Area, a Methane Hazard Area, a Very High Fire Hazard Severity Zone, Fire District 1, a Special Grading Area, Coastal zone, and is not located near any wells. The site is not located in a Liquefaction Area and is 5.69 kilometers from the Verdugo Fault and is not within the Alquist-Priolo Fault Zone.

The Tree Report (**Exhibit D**) was prepared by Lisa Smith of The Tree Resource. The report states that there are 24 non-protected significant trees on site, all of which are slated for removal due to the location of the proposed building. There is one Western Sycamore on site that is a protected tree species, however because it was planted or grown as part of a tree planting program, as opposed to natively occurring, it is not considered a protected tree with a replacement requirement pursuant to the definition of Protected Tree found in LAMC Section 17.02.

The site is currently improved with six structures containing ten residential dwelling units built between 1948 and 1952. The Los Angeles Housing Department Replacement Unit Determination (RUD) Letter identified all ten as protected. The RUD letter identifies seven replacement units to be restricted for Very Low-Income Households (VLI) based on income verification. Pursuant to the Comprehensive Housing Affordability Strategy, the remaining three units shall be replaced as two VLI units and one for Low Income Households.

Project Overview

The Applicant proposes demolishing the existing structures and clearing the site in order to develop the Project. The Project proposes 115,358 square feet of floor area for a 168-unit residential building with 18 units set aside for Very Low-Income households, representing 15 percent of the 116 base density. The proposed building is 58 feet in height and five stories tall.

The Project frontage is 50 feet on Sherman Way and widens to 210 feet after 100 feet in depth, creating a flag lot behind the multi-tenant strip mall abutting the property. Access will occur via a driveway on Sherman Way, and the ground floor frontage will feature indoor and outdoor community space including a 735 square foot recreation room, with pedestrian access to the lobby and offices. At the rear of the lot on the ground floor is the parking garage featuring 99 vehicle

parking spaces, 109 long-term bicycle stalls, and 11 short-term bicycle stalls. The parking garage all includes the electrical room, track and recycling facilities, and two storage rooms.

The second floor features the start of the residential units with 42 units as well as 6,200 square feet of open space in a central courtyard, 3,246 square feet of open space on a rear roof deck patio, and 200 square feet of balcony private open space. Each subsequent floor features 42 units with a central opening to the courtyard below and private balcony open space. The roof proposes four solar panel arrays for a total of 2,950 square feet of solar panels. The project does not propose a rooftop deck.

The Project has been designed and will be constructed to incorporate environmentally sustainable building features and construction protocols required by the Los Angeles Green Building Code and CALGreen. These standards will reduce energy and water usage and waste, and thereby reduce associated greenhouse gas emissions and help minimize the impact on natural resources and infrastructure.

Density
The site has a General Plan Land Use designation of Neighborhood Commercial in the Van Nuys – North Sherman Oaks Community Plan. This designation has corresponding zones of C1, C1.5, C2, C4, RAS3, and RAS4. The site has a split zone of C1-1VL and P1-1VL. The C1 zone allows for a density of one unit per 800 square feet of lot area, and the P zone does not allow for any residential use. However, pursuant to Assembly Bill 2334, applicants utilizing density bonus may calculate the maximum allowable density based on the most permissive zone allowed in the General Plan. In this instance, RAS4 allows for a density of one unit per 400 square feet of lot area, and this applies to the entire site. Therefore, the site has a base density of 116 units based off of 46,211 square feet of lot area before the 5 foot dedication on Sherman Way. The project qualifies for a 45 percent density bonus by providing 15 percent, or 18 units, of the base density set aside for Very Low Income Households. Therefore, the project's 168 units are permitted within the C1-1VL and P-1VL zones within the Neighborhood Commercial Land Use.

Floor Area
The site is allowed a 1.5:1 FAR for the C1 portion of the site and a 3:1 FAR for the P zone portion of the site utilizing the RAS4 development standards. This results in a maximum allowable floor area of 107,910 square feet for an averaged FAR of 2.7:1. The project is proposing a total of 115,358 square feet for an averaged FAR of 2.93:1. This represents a 7% increase in allowable floor area. At the hearing the applicant clarified a calculation error whereas they believed they were proposing a project of 107,255 square feet, within the limits of the allowable floor area. However, upon building and safety review, they determined the actual proposed floor area to be 115,358, necessitating an additional waiver request. It is noted that the project has not changed since originally filed and is the same project presented at the hearing.

Height, Setbacks, and Stepbacks
The C1 zone in the 1VL height district allows for a project of 45 feet in height and stories stories tall. The RAS4 zone in the 1VL height district allows for a height of 50 feet and three stories. The project is requesting waivers in order to allow a height of 58 feet for five stories. Additionally, the C1 zone is subject to transitional height requirements within proximity to zones designated RW or more restrictive. Per LAMC 12.21.1 A.10, portions of buildings in C or M Zones within certain distances of RW1 or more restrictive Zones shall not exceed the following height limits, in accordance

Distance (ft)	Height (ft)
0 – 49	25
50 – 99	33
100 – 199	61

The project is abutting R1 zoned properties to the south so would be subject to transitional height. However, the C1 zone portion of the site is approximately 174 feet from the R1 property, and the requested height is below the max height allowed for transitional height.

The project is providing the required 10-foot front yard along Sherman Way along with a five-foot dedication. The project is also providing a minimum required five-foot setback on the eastern portion of the site. The Project requests a waiver for the five-foot setbacks required in on the western side yard in the P and C1 zones, as well as the northern side yard in the C1 zone. Further, the project requests a waiver for the required 15-foot year yard in order to provide parking spaces in the at grade parking garage. The project will observe a 15-foot rear second floor stepback by providing an open space deck above the parking garage.

Access and Circulation
Vehicular access to the ground floor parking area would be provided via a driveway on Sherman Way. Pedestrian access within and around the Site will be enhanced via sidewalk improvements and the outdoor patio abutting the common recreation room on the ground floor.

Vehicular and Bicycle Parking
Pursuant to LAMC Section 12.21 A.4(a), the 168 residential dwelling units are ordinarily required to provide 201 parking spaces. As part of a Density Bonus request, the project is requesting an incentive to provide 99 spaces.

The Project would provide short and long-term bicycle parking in compliance with LAMC requirements. The Project is providing the required 11 short-term and 109 long-term bicycle parking spaces.

Landscaping
The projects open space will be landscaped in accordance with LAMC 12.21 G. The project original proposed a waiver for a reduction in planted trees, from the required 42 to 29. In response to the public hearing and in consultation with the Neighborhood Council, that request has been rescinded and the project will provide the required number of trees.

Surrounding Properties

Abutting properties to the south, are zoned R1-1 and developed with single family uses.

The properties to the west are zoned C1-1VL and P-1 and developed with a Norms restaurant, a parking lot, and a multi-tenant strip mall.

The property abutting to the east is a multi-unit apartment building developed via a zone change from C1-1VL and P-1VL to (Q)RAS4-1VL.

Across the street to the north, properties are zoned C1-VL and developed with single story commercial buildings, and multi-story residential buildings.

Street Designations

Sherman Way, abutting the Site to the south, is designated as a Boulevard II with a designated right-of-way width of 110 feet and roadway width of 80 feet. It is improved with a right-of-way width of 100 feet and roadway width of 80 feet with an asphalt roadway and concrete curb, gutter, and sidewalk.

Subject Property:

Ordinance No. 159,220 - Effective August 20, 1984, this ordinance established the 1VL height district along Sherman Way.

Ordinance No. 167,939 - Effective June 28, 1992, this ordinance changed the zone from C2-1VL to C1-1-VL as part of the general plan consistency rezoning for the properties on the south side of Sherman Way.

Ordinance No. 170,031 - Effective November 2, 1994, this ordinance established the P zone on the properties on the south side of Sherman Way.

Nearby Properties:

Case No. CPC-2005-7950-ZC-ZAA-SPR – On July 17, 2006, the City Planning Commission approved a Zone Change, Adjustment, and Site Plan Review for a mixed-use project totaling 52-unit residential condominiums and 4,000 square feet of retail space. Located within the C1-1VL and P-1VL zones at 13604 W Sherman Way.

Case No. CPC-2015-2424-ZC-SPR-DB - On January 23, 2017, the City Planning Commission approved a Zone Change, Density Bonus, and Site Plan Review for the demo of an existing fast food restaurant and the construction of a new 93-unit mixed-use building with 650 square feet of ground floor retail. Located within the C1-1VL zone at 13641 W Sherman Way.

Urban Design Studio

The proposed project was presented at City Planning's Urban Design Studio on January 8, 2025. The meeting was held with the purpose to take comments and providing feedback about the design for Case No. CPC-2024-2971-CU3-DB-PR-HCA.

UDS Comments/Suggestions
Pedestrian-First:
The space provided for the lobby is extremely skimpy to effectively serve this many households
Recognizing that this project's site has an unusual configuration, the space planning within the 'panhandle' would be much improved if the lobby and bicycle room were moved to connect to Sherman Way, i.e. switching places with the rec. room/manager's office (an odd combo)
Instead of reaching the lobby by way of a corridor, the lobby could then reclaim that space lost to circulation and have a connection with the front patio, e.g. making for a good spot to wait for a ride share while satisfying the DB requirement that all buildings must be oriented to the street
360° Design:
A simple but nicely-considered design and one that appears to have an interesting and playful relationship with the MFR project to the east
The stepping back of planes, as indicated on the elevations and emphasized in the renderings' shadows, doesn't seem entirely consistent with how this feature is depicted in plans, sections
Some attempt should be developed to soften the appearance of the extensive blank walls at the garage level; one option could be to utilize some compact spaces, to free space for vine pockets
Climate-Adapted
Provides a generous courtyard space, one that appears to be proposed as open to the corridors
The rec. room/manager's office, if truly intended to provide attractive and usable common open space, is in a location remote from the main activity of the building--and so unlikely to figure prominently on residents' mental maps; see also the comments under Pedestrian First, above

Ligustrum japonicum ‘Texanum’, as well as Lagerstroemia indica, are classified as Moderate water use plants in WUCOLS Region III, not Low; consider substituting Frangula californica or Rhus integrofolia for the privet, additional Heteromeles arbutifolia for the crepe myrtles

The Applicant responded by rearranging the ground floor common uses to align with the notes from Urban Design Studio. The lobby/lounge now fronts the public right of way creating an active use on the ground floor.

The Applicant did not respond to the comments on 360-degree design regarding the rear wall and the possibility of reconfiguring parking to provide planting along the property line. The Applicant did not revise the tree planting plan to include more climate-adapted trees and plants.

Hearing Officer Notes

A public hearing was conducted remotely by Hearing Officer Maren Gamboa on behalf of the City Planning Commission telephonically via Zoom on April 22, 2025. There were approximately 8 people on the call. Seven people spoke at the hearing, all expressing concerns about the project.

Oral testimony focused on the displacement of current residents, loss of tree canopy, traffic, and potential impacts to neighboring single family residences.

After the hearing, one letter in opposition to the project was received from the Greater Valley Glen Neighborhood Council.

All letters are included for review in Exhibit F. Further details can be found in the Public Hearing section of this Staff Report.

Issues

Displacement

The site is currently developed with 10 residential units. These units are covered by the city’s Rent Stabilization Ordinance and are occupied by long term residents, including families with children. The unique setting of this bungalow complex includes being set back from Sherman Way and being home to 24 significant trees. This was often described as an “oasis” from the bustling activity on Sherman Way. The particular challenge for displaced residents is being able to find anything comparable, the low-rise bungalow setting, in proximity to the current location. If forced to move, residents would have to travel further to find something comparable in size and amenities, but unlikely to find something comparable in price due to the RSO protections on site an the state of the current housing market.

Tree Canopy

The site is home to 24 mature, significant trees that add to the tree canopy in the area and reduce the heat island effect for a largely developed area on Sherman Way. The site includes a protected tree species, though it is not a protected tree by nature of being planted as part of a planting program as opposed to naturally occurring. The tree canopy will be replaced with an apartment building that covers the entire lot. The tree planting plan shows all required trees planted on above ground podiums which are not ideal conditions to support the kind of trees that are being removed.

Traffic and Parking

Sherman Way is considered a busy street and concerns were raised about ingress and egress to the site along Sherman Way. Speakers were also concerned about parking, stating that the reduced parking would lead to people parking in the nearby neighborhoods, citing other residential uses nearby where residents park on the nearby streets.

Conclusions

As shown in Exhibit “A” plans and findings below the proposed Project achieves General Plan and Community Plan goals with an overall design of building and landscaping that reflects the development rights allowed per the site’s land use designation and in consideration with State Density Bonus Law. The development of 168 residential units, 18 of which are to be reserved for Very Low Income households, will meet several goals of the recently adopted Housing Element, especially those related to diversity of housing options and providing neighborhood stability through creating additional community housing options. Given that the requested uses will be in conformance with relevant Planning documents and Code sections as described below in the Findings, the granting of the requested project entitlement will be in in line with the planning and development of the site and surrounding area.

For the reasons stated above and in the Findings, Staff recommends approval of the requested entitlements for a Density Bonus, Conditional Use, and Project Review.

CONDITIONS OF APPROVAL

Entitlement Conditions

1. **Site Development.** Except as modified herein, the project shall be in substantial conformance with the plans and materials submitted by the Applicant, labeled Exhibit "A", and attached to the subject case file. No change to the plans shall be made without prior review by the Department of City Planning, Valley Project Planning Bureau, and written approval by the Director of Planning. Each change shall be identified and justified in writing. Minor deviations may be allowed in order to comply with the provisions of the Municipal Code, the project conditions, or the project permit authorization.

2. **On-site Restricted Affordable Units.** 18 units shall be reserved for Very Low Income Household, as defined by the California Government Code Section 65915 and by the Los Angeles Housing Department (LAHD). In the event the SB 8 Replacement Unit condition requires additional affordable units or more restrictive affordability levels, the most restrictive requirements shall prevail.

3. **Changes in On-Site Restricted Units**. Deviations that increase the number of On-Site Restricted Units or that change the composition of units or parking numbers shall be consistent with LAMC Section 12.22 A.25.

4. **SB 8 Replacement Units (California Government Code Section 66300 et seq.)** The project shall be required to comply with the Replacement Unit Determination (RUD) letter, dated November 2, 2023, to the satisfaction of LAHD. The most restrictive affordability levels shall be followed in the covenant. In the event the On-site Restricted Affordable Units condition requires additional affordable units or more restrictive affordability levels, the most restrictive requirements shall prevail.

5. **Housing Requirements**. Prior to the issuance of a building permit, the owner shall execute a covenant to the satisfaction of the Los Angeles Housing Department (LAHD) to make 18 units available to Very Low Income Households or equal to 15 percent of the project's total proposed residential density allowed, 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, the number of required reserved on-site Restricted Units may not be adjusted. A new entitlement will be required to adjust the number of required reserved on-site Restricted Units. Enforcement of the terms of said covenant shall be the responsibility of LAHD. The applicant shall submit a copy of the recorded covenant to the Department of City Planning for inclusion in this file. The project shall comply with the Guidelines for the Affordable Housing Incentives Program adopted by the City Planning Commission and with any monitoring requirements established by the LAHD.

   Unless otherwise required by state or federal law, the project shall provide an onsite building manager's unit, which the owner shall designate in the covenant. The Owner may not use an affordable restricted unit for the manager's unit.

6. **Rent Stabilization Ordinance (RSO).** Prior to the issuance of a Certificate of Occupancy, the owner shall obtain approval from LAHD regarding replacement of affordable units, provision of RSO Units, and qualification for the Exemption from the Rent Stabilization Ordinance with Replacement Affordable Units in compliance with Ordinance No. 184,873. In order for all the new units to be exempt from the Rent Stabilization Ordinance, the applicant will need to either replace all withdrawn RSO units with affordable units on a one-for-one basis or provide at least 20 percent of the total number of newly constructed rental

units as affordable, whichever results in the greater number. The executed and recorded covenant and agreement submitted and approved by LAHD shall be provided.

7. **Residential Density**. The project shall be limited to a maximum density of 168 residential dwelling units, including On-Site Restricted Affordable Units.

8. **Floor Area**. **(Incentive)** The project shall be limited to a maximum floor area of 115,358 square feet and a Floor Area Ratio of 2.93:1.

9. **Height. (Waiver)**The height of the building shall be limited to 58 feet, as shown on the project plans, Exhibit "A", attached to the subject case file.

10. **Setbacks**

    a. **Front Yard.** The project shall provide a 10-foot front yard setback.

    b. **Side Yard. (Waiver)** The project shall provide a minimum zero-foot side yard setback on the northerly side yard.

    c. **Side Yard. (Waiver)** The project shall provide a minimum zero-foot side yard setback on the westerly side yard.

    d. **Side Yard.** The project shall provide a minimum five-foot side yard setback on the easterly side yard.

    e. **Rear Yard. (Waiver)** The project shall provide a minimum zero-foot rear yard setback.

11. **Parking.**

    a. **Automobile Parking for Residential Uses. (Waiver)** Based upon the number and type of dwelling units proposed a minimum 201 parking spaces is required for the project. A waiver of incentive for reduced parking has been granted for the project to provide 99 total parking spaces.

    b. **Adjustment of Parking.** In the event that the number of Restricted Affordable Units should increase, or the composition of such units should change (i.e., the number of bedrooms, or the number of units made available to Senior Citizens and/or Disabled Persons), or the applicant selects another Parking Option (including Bicycle Parking Ordinance) and no other Condition of Approval or incentive is affected, then no modification of this determination shall be necessary, and the number of parking spaces shall be re-calculated by the Department of Building and Safety based upon the ratios set forth above.

    c. **Bicycle Parking.** The project shall provide a minimum of 11 short-term bicycle parking spaces and 109 long-term bicycle parking spaces, in compliance with LAMC Section 12.21 A.16.

    d. **Electric Vehicle Parking.** All electric vehicle charging spaces (EV Spaces) and electric vehicle charging stations (EVCS) shall comply with the regulations outlined in Sections 99.04.106 and 99.05.106 of Article 9, Chapter IX of the LAMC, to the satisfaction of the Department of Building and Safety. The project shall include at least 20 percent of the total automobile parking spaces developed on the project site capable of supporting future electric vehicle supply equipment (EVSE). Plans

shall indicate the proposed type and location(s) of EVSE and also include raceway method(s), wiring schematics and electrical calculations to verify that the electrical system has sufficient capacity to simultaneously charge all electric vehicles at all designated EV charging locations at their full rated amperage. Plan design shall be based upon Level 2 or greater EVSE at its maximum operating ampacity.

In addition, five (5) percent of the total automobile parking spaces developed on the project site, and all parking spaces in excess of code required for the use, shall be further provided with EV chargers to immediately accommodate electric vehicles within the parking areas.

When the application of either the required 20 percent or five percent results in a fractional space, round up to the next whole number. A label stating "EV CAPABLE" shall be posted in a conspicuous place at the service panel or subpanel and next to the raceway termination point.

12. **Open Space. (Waiver)** A minimum of 10,771 square feet of open space shall be permitted in lieu of the minimum 16,975 square feet otherwise required.

13. **Landscape Plan.** The landscape plan shall indicate landscape points for the project equivalent to 10% more than otherwise required by LAMC 12.40 and Landscape Ordinance Guidelines “O”. All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be attractively landscaped, including an automatic irrigation system, and maintained in accordance with a landscape plan prepared by a licensed landscape architect or licensed architect, and submitted for approval to the Department of City Planning.

14. **Street Trees.** Street trees shall be provided to the satisfaction of the Urban Forestry Division.

15. **Street trees** may be used to satisfy on-site tree requirements pursuant to LAMC Section 12.21 G.2 (Chapter 1, Open Space Requirement for Six or More Residential Units).

16. **Required Trees per 12.21 G.2**. As conditioned herein, a final submitted landscape plan shall be reviewed to be in substantial conformance with Exhibit “A”. There shall be a minimum of 42 24-inch box, or larger, trees onsite pursuant to LAMC Section 12.21 G.2. Any required trees pursuant to LAMC Section 12.21 G.2 shown in the public right-of-way in Exhibit “A” shall be preliminarily reviewed and approved by the Urban Forestry Division prior to building permit issuance. In-lieu fees pursuant to LAMC Section 62.177 shall be paid if placement of required trees in the public right-of-way is proven to be infeasible due to City-determined physical constraints.

Site Plan Review

17. **Landscaping.**

    a. All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be attractively landscaped, including an automatic irrigation system, and maintained in accordance with a landscape plan prepared by a licensed landscape architect or licensed architect, and submitted for approval to the Department of City Planning.

    b. b. All planters containing trees shall have a minimum depth of 48 inches.

c. Planting of required trees within the public right-of-way shall obtain approval from the Urban Forestry Division prior to obtaining clearance from the Department of City Planning. In the event that a required tree cannot be planted within the public right-ofway, those trees shall be planted on-site.

18. **Sustainability**

a. Electric Vehicle Parking. All electric vehicle charging spaces (EV Spaces) and electric vehicle charging stations (EVCS) shall comply with the regulations outlined in Sections 99.04.106 and 99.05.106 of the LAMC. In addition to those EVCS parking spaces required in Sections 99.04.106 and 99.05.106 of the LAMC, all parking provided in excess of the minimum required shall be EVCS.
b. Solar Energy Infrastructure. The Project shall comply with the Los Angeles Municipal Green Building Code, Section 99.05.211, to the satisfaction of the Department of Building and Safety.

19. **Parking / Driveway Plan.** Prior to the issuance of any building permit, the applicant shall submit a parking and driveway plan to the Department of Transportation for approval.

20. **Lighting.** Lighting should be directed onto the site and be adequately aimed and shielded so as to not spill over onto adjacent properties, especially into areas planned and zoned for residential uses.

21. **Trash and Recycling.** All trash collection and storage areas shall be located on-site and shall not be visible from the public right-of-way.

22. **Mechanical Equipment.** All mechanical equipment on the roof shall be screened from view by any abutting properties. The transformer, if located in any street-facing yard, shall be screened with landscaping consistent with LADWP access requirements.

23. **Maintenance.** The subject property (including all trash storage areas, associated parking facilities, sidewalks, yard areas, parkways, and exterior walls along the property lines) shall be maintained in an attractive condition and shall be kept free of trash and debris.

24. **Graffiti.** All graffiti on the site shall be removed or painted over to match the color of the surface to which it is applied within 24 hours of its occurrence.

Administrative Conditions

25. **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.

26. **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.

27. **Approval, Verification and Submittals.** Copies of any approvals, guarantees or verification of consultations, review of approval, plans, etc., as may be required by the subject conditions, shall be provided to the Department of City Planning prior to clearance of any building permits, for placement in the subject file.

28. **Code Compliance.** Use, area, height, and yard regulations of the zone classification of the subject property shall be complied with, except where granted conditions differ herein.

29. **Department of Building and Safety**. The granting of this determination by the Director of Planning does not in any way indicate full compliance with applicable provisions of the Los Angeles Municipal Code Chapter IX (Building Code). Any corrections and/or modifications to plans made subsequent to this determination by a Department of Building and Safety Plan Check Engineer that affect any part of the exterior design or appearance of the project as approved by the Director, and which are deemed necessary by the Department of Building and Safety for Building Code compliance, shall require a referral of the revised plans back to the Department of City Planning for additional review and sign-off prior to the issuance of any permit in connection with those plans.

30. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Department of City Planning.

31. **Expiration**. In the event that this grant is not utilized within three years of its effective date (the day following the last day that an appeal may be filed), the grant shall be considered null and void. Issuance of a building permit, and the initiation of, and diligent continuation of, construction activity shall constitute utilization for the purposes of this grant.

32. **Indemnification and Reimbursement of Litigation Costs.**

    Applicant shall do all of the following:

    a. Defend, indemnify and hold harmless the City from any and all actions against the City relating to or arising out of, in whole or in part, the City's processing and approval of this entitlement, including but not limited to, an action to attack, challenge, set aside, void or otherwise modify or annul the approval of the entitlement, the environmental review of the entitlement, or the approval of subsequent permit decisions or to claim personal property damage, including from inverse condemnation or any other constitutional claim.

    b. Reimburse the City for any and all costs incurred in defense of an action related to or arising out of, in whole or in part, the City's processing and approval of the entitlement, including but not limited to payment of all court costs and attorney's fees, costs of any judgments or awards against the City (including an award of attorney's fees), damages and/or settlement costs.

    c. Submit an initial deposit for the City's litigation costs to the City within 10 days' notice of the City tendering defense to the Applicant and requesting a deposit. The initial deposit shall be in an amount set by the City Attorney's Office, in its sole discretion, based on the nature and scope of action, but in no event shall the initial deposit be less than 50,000. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (b).

d. Submit supplemental deposits upon notice by the City. Supplemental deposits may be required in an increased amount from the initial deposit if found necessary by the City to protect the City's interests. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement (b).

e. If the City determines it necessary to protect the City's interests, execute an indemnity and reimbursement agreement with the City under terms consistent with the requirements of this condition.

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

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

For purposes of this condition, the following definitions apply:

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

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

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

FINDINGS

CONDITIONAL USE FINDINGS

1. That the project will enhance the built environment in the surrounding neighborhood or will perform a function or provide a service that is essential or beneficial to the community, city, or region.

The project site located at 13610 Sherman Way and is comprised of one, irregular shaped lot with 50 feet of frontage on Sherman Way and approximately 46,211 square feet of gross lot area. The site is approximately 296 feet deep and 210 feet wide at the widest point. The Property is split zoned P-1VL and C1-1VL and is in the Van Nuys – North Sherman Oaks Community Plan area. The Community Plan designates the Property as Neighborhood Office Commercial. The Neighborhood Office Commercial land use designation lists the following zones as corresponding zones: C1, C1.5, C2, C4, RAS3, and RAS4.

Located on a major thoroughfare comprised of an assortment of small-, mid-size, and large apartment complexes and various commercial developments, the Project is compatible with the diverse character of the built environment while markedly improving the area's urban design and streetscape. The Project replaces 10 residential units with a new apartment building comprised of 168 dwelling units.

The project provides 168 units of new housing, including 18 units reserved for Very Low Income Households, representing a 158 unit increase over existing improvements. The scale and the unit mix are in line with the City's housing needs and policy goals to provide more housing, particularly Very Low Income housing, in areas near transit, jobs, and other amenities. The site is in a Low Vehicle Miles Traveled Area pursuant to AB 2345 and is well suited for homes and a building of this scale. As such, the project will enhance the built environment in the surrounding neighborhood and will perform a function and provide a service that is beneficial to the region.

2. That the project's location, size, height, operations and other significant features will be compatible with and will not adversely affect or further degrade adjacent properties, the surrounding neighborhood, or the public health, welfare, and safety.

The parcel of land located at 13610 Sherman Way is comprised of one, irregular shaped lot with 50 feet of frontage on Sherman Way and approximately 46,211 square feet of gross lot area. The site is approximately 296 feet deep and 210 feet wide at the widest point. The Property is split zoned P-1VL and C1-1VL and is in the Van Nuys – North Sherman Oaks Community Plan area. The Community Plan designates the Property as Neighborhood Office Commercial. The Neighborhood Office Commercial land use designation lists the following zones as corresponding zones: C1, C1.5, C2, C4, RAS3, and RAS4.

Located in a dynamic neighborhood comprised of an assortment of small-, mid-size, and large apartment complexes and various commercial developments, the Project is compatible with the diverse character of the built environment while markedly improving the area's urban design and streetscape. The Project replaces 10 residential units with a new mixed-use apartment building comprised of 168 dwelling units.

The Project does not change the use and character of the neighborhood. The Project's height is comparable to the Property's surrounding commercial corridor and retains the character of the surrounding area at the ground level. The backwards "L" shape of the site also allows for the Project to be stepped back behind another property so the height is not concentrated directly on Sherman Way. This barrier allows the Project to exist without impacting nearby

uses. Moreover, all Project parking will take place within a parking garage, and loading is also internal portion of the Property, situated away from the street and towards the interior of the Property.

The Project's operations will not impact neighbors. Off-street parking is located within an enclosed structure. Furthermore, the Project's rear open space deck area will contain trees to shield the single family uses located to the south of the Property. The Project is also transit accessible, by being within walking distance of multiple bus routes. Additionally, trash collection and loading will all be performed in a covered off-street loading area within the Property, which is exclusively accessible through the Property's driveway, further decreasing impacts on the neighboring community. Other building operations, including trash collection and loading, also take place out of neighbors' eyesight.

3. That the project substantially conforms with the purpose, intent and provisions of the General Plan, the applicable community plan, and any applicable specific plan.

The project is located in the Van Nuys – North Sherman Oaks Community Plan with a land use designation of Neighborhood Office Commercial. The Neighborhood Office Commercial land use designation lists the following zones as corresponding zones: C1, C1.5, C2, C4, RAS3, and RAS4. The site is zoned C1-1VL and P-1VL. The P zone is not a corresponding zone, and the project is utilizing AB 2334 to allow the highest density allowed in the General Plan, which is RAS4.

The Project is consistent with the intent and purpose of the City's General Plan and the Community Plan. The land uses and zoning designation in the surrounding area are increasingly commercial in nature and allow mixed-use developments, with many already existing near the Property. The Project is in substantial conformance with the purposes, intent, and provisions of the General Plan and the Community Plan. The Project advances the following objectives from the General Plan and Community Plan:

General Plan
The Project advances the following objectives and policies from the General Plan's Framework Element:

- Objective 3.4: *Encourage new multi-family residential, retail commercial, and office development in the City's neighborhood districts, community, regional, and downtown centers as well as along primary transit corridors/boulevards, while at the same time conserving existing neighborhoods and related districts.* The Project advances this objective by locating new market-rate units, affordable housing units.

The Project advances the following objectives and policies from the General Plan's Housing Element:

- Objective 1.1.2: *Expand affordable rental housing for all income groups that need assistance*. The Project will expand affordable rental housing by providing 18 Very Low Income Units in a City with a critical shortage of affordable housing.

- Objective 2.5.2: *Foster the development of new affordable housing units citywide and within each Community Plan area*. The Project advances this objective by incorporating 18 Very Low Income Units in a City with a critical need for such units.

Van Nuys – Sherman Oaks Community Plan

The Project advances the following objectives and policies from the Van Nuys – Sherman Oaks Community Plan:

- **Goal 1 – A SAFE, SECURE, AND HIGH QUALITY RESIDENTIAL ENVIRONMENT FOR ALL ECONOMIC, AGE, AND ETHNIC SEGMENTS OF THE COMMUNITY.**

  The Project advances this goal by providing a healthy mix of two-bedrooms, one-bedrooms, and studio units, with an affordable component.

- Objective 1.2: *To locate new housing in a manner which reduces vehicular trips and makes it accessible to services and facilities.* The Project advances this objective by locating new market-rate units, affordable housing units along a high intensity commercial corridor located along Sherman Way.

- *Policy 1-2.1 Locate higher residential densities near commercial centers, light rail transit stations, and major bus routes where public service facilities and utilities will accommodate this development.*

- *Policy 1-2.3 Encourage multiple residential development in commercial zones.*

  The Project advances Policies 1-2.1 and 1-2.3 by providing a multi-unit residential development that adds residential density on the Sherman Way commercial corridor. The Project thereby locates higher residential densities near the commercial corridor, while also providing public convenience for future residents by providing a lifestyle that encourages walkable communities and use of public transit.

- Objective 1-5: *To promote and ensure the provision of adequate housing for all persons regardless of income, age, or ethnic background.*

- *Policy 1-5.1 Promote greater individual choice in type, quality, price, and location of housing.*

  The Project advances Objective 1-5 and Policy 1-5.1 by increasing housing availability by providing 168 units, 18 of which are set aside as Very Low Income, thus representing a 158-unit net increase over existing improvements. The Project is located in a well-connected urban area with adequate transit access. The unit mix will ensure all types of households will be served by the Project. The project will create a modern, high-quality residential development in the Van Nuys community.

DENSITY BONUS / AFFORDABLE HOUSING INCENTIVES PROGRAM FINDINGS

4. Pursuant to Section 12.22 A.25(g) of the LAMC and Government Code Section 65915, the Commission shall approve a Density Bonus and requested incentive(s) unless the Commission finds that:

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 Commission 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.

LAMC Section 12.22 A.25 establishes that a Housing Development Project may qualify for one, two, or three incentives based on the percentage of units set aside for Very Low Income, Low Income, or Moderate-Income Households. The project has a base density of 116 units, is proposing 168 units, and is providing 18 units for Very Low Income households, which qualifies the project for up to three (3) incentives. The project includes an on-menu incentive for averaging, and off-menu incentives for reduced parking and increased Floor Area Ratio. It also includes six (6) requests for waivers of development standards to allow the project to provide reduced side yards, reduced open space, increase in height, and a waiver of transitional height requirements.

Off-Menu Incentives

Floor Area. The requested incentive, a seven percent increase in floor area to 115,358 square feet for an average FAR of 2.93:1, permits exceptions to zoning requirements that result in building design or construction efficiencies that provide for affordable housing costs. The requested incentive allows the developer to expand the building envelope so the additional units can be constructed, and the overall space (dedicated to residential uses) is increased. These incentives support the Applicant's decision to provide 18 affordable units for Very Low Income Households.

Parking. The requested incentive, a parking reduction to allow 99 spaces in lieu of 201 spaces, permits exceptions to zoning requirements that result in building design or construction efficiencies that provide for affordable housing costs. The requested incentive allows the developer to avoid costly underground construction and devote more above ground space in the building envelope so the additional units can be constructed, and the overall space (dedicated to residential uses) is increased. These incentives support the Applicant's decision to provide 18 affordable units for Very Low Income Households.

b. The Incentive(s) will have a specific adverse impact upon public health and safety or the physical environment, or on any real property that is listed in the California Register of Historical Resources and for which there are no feasible method to satisfactorily mitigate or avoid the specific adverse impact without rendering the development unaffordable to Very Low, Low and Moderate Income households. Inconsistency with the zoning ordinance or the general plan land use designation shall not constitute a specific, adverse impact upon the public health or safety (Gov. Code 65915(d)(1)(B) and 65589.5(d)).

There is no substantial evidence in the record that the proposed off-menu incentives will have a specific adverse impact. A “specific adverse impact” is defined as, “a significant, quantifiable, direct and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete” (LAMC Section 12.22-A.25(b)). Based on the above there is no basis in the record to deny the requested incentives. As required by Section 12.22 A.25 (e)(2), the project meets the additional eligibility criterion that is required for density bonus projects.

The facade of the proposed building which faces Sherman Way will be articulated in multiple ways, creating a visually interesting elevation that invites interaction with the street. The structure will also be oriented toward the street with entrances, windows, and architectural features on street-facing elevations as required. The project does not involve a contributing

structure in a designated Historic Preservation Overlay Zone or on the City of Los Angeles list of Historical-Cultural Monuments. Finally, according to ZIMAS, the project is not located in a Hillside area or a Very High Fire Hazard Severity Zone. Therefore, there is no substantial evidence that the proposed project incentives will have a specific adverse impact on the physical environment, on public health and safety.

c. *The incentive(s) are contrary to state or federal law.*

There is no substantial evidence in the record that the incentives are contrary to state or federal law.

5. Pursuant to Section 12.22 A.25(g) of the LAMC and Government Code Section 65915, the Commission shall approve a Density Bonus and requested Waiver(s) of Development Standards unless the Commission finds that:

a. *The Waiver(s) of Development Standards 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 the general plan land use designation shall not constitute a specific, adverse impact upon the public health or safety.*

There is no substantial evidence in the record that the proposed waivers will have a specific adverse impact on 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)). The project does not involve a contributing structure in a designated Historic Preservation Overlay Zone or on the City of Los Angeles list of Historical-Cultural Monuments. Therefore, there is no substantial evidence that the proposed project, and thus the requested Waivers, will have a specific adverse impact on the physical environment, or on public health and safety. Based on the above, there is no basis to deny the requested Waiver.

b. *The application of the development standards for which waivers or reductions are requested would 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 Density Bonus project 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)).

Waivers of Development Standards

Height. The requested waiver, an increase in height to 58 feet and five stories, permits exceptions to zoning requirements that result in building design or construction efficiencies that provide for affordable housing. The requested waiver allows the developer to expand the building envelop so the additional units allowed under Government Code Section 65915 may be achieved by increasing the overall space dedicated to residential uses. This waiver

supports the Applicant's decision to provide 18 affordable units for Very Low Income Households.

Transitional Height. The requested waiver, a waiver of transitional height limitations, permits exceptions to zoning requirements that result in building design or construction efficiencies that provide for affordable housing. The requested waiver allows the developer to expand the building envelop so the additional units allowed under Government Code Section 65915 may be achieved by increasing the overall space dedicated to residential uses. This waiver supports the Applicant's decision to provide 18 affordable units for Very Low Income Households.

Side Yards. The requested waivers, reduction in westerly and northerly side yards, permits exceptions to zoning requirements that result in building design or construction efficiencies that provide for affordable housing. The requested waivers allow the developer to expand the building envelop so the additional units allowed under Government Code Section 65915 may be achieved by increasing the overall space dedicated to residential uses. This waiver supports the Applicant's decision to provide 18 affordable units for Very Low Income Households.

Open Space. The requested waiver, a reduction in required open space, permits exceptions to zoning requirements that result in building design or construction efficiencies that provide for affordable housing. The requested waiver allows the developer to expand the building envelop so the additional units allowed under Government Code Section 65915 may be achieved by increasing the overall space dedicated to residential uses. This waiver supports the Applicant's decision to provide 18 affordable units for Very Low Income Households.

Rear Yard. The requested waiver, a reduction of the year yard from 15 feet to zero feet, permits exceptions to zoning requirements that result in building design or construction efficiencies that provide for affordable housing. The requested waiver allows the developer to expand the building envelop so the additional units allowed under Government Code Section 65915 may be achieved by increasing the overall space dedicated to residential uses. This waiver supports the Applicant's decision to provide 18 affordable units for Very Low Income Households.

These waivers are necessary to allow the project to be developed at its proposed density and floor area. Imposing the side yard, open space and height requirements would result in removing a portion of the currently proposed building envelope and a corresponding reduction in residential floor area and dwelling units for the project.

As proposed, the granting of these waivers will allow for the development of the proposed project with the inclusion of the affordable residential units because the quantity of units allowed under the density bonus within the 2.93:1 FAR, averaging across zones, and reduced residential automobile parking spaces under the Incentives allows for the development of the affordable units. As presented by the applicant, without the requested height, side yard, and open space waivers, the project would be physically precluded from the providing the allowable floor area and density allowed under GC 65915.

c. *The waiver(s) or reductions of development standards are contrary to state or federal laws.*

There is no evidence in the record that the proposed waiver is contrary to state or federal laws.

Project Review Findings

6. The project substantially conforms with the purposes, intent and provisions of the General Plan, applicable community plan, and any application specific plan.

The project is located in the Van Nuys – North Sherman Oaks Community Plan with a land use designation of Neighborhood Office Commercial. The Neighborhood Office Commercial land use designation lists the following zones as corresponding zones: C1, C1.5, C2, C4, RAS3, and RAS4. The site is zoned C1-1VL and P-1VL. The P zone is not a corresponding zone, and the project is utilizing AB 2334 to allow the highest density allowed in the General Plan, which is RAS4.

The Project is consistent with the intent and purpose of the City's General Plan and the Community Plan. The land uses and zoning designation in the surrounding area are increasingly commercial in nature and allow mixed-use developments, with many already existing near the Property. The Project is in substantial conformance with the purposes, intent, and provisions of the General Plan and the Community Plan. The Project advances the following objectives from the General Plan and Community Plan:

General Plan
The Project advances the following objectives and policies from the General Plan's Framework Element:

- Objective 3.4: *Encourage new multi-family residential, retail commercial, and office development in the City's neighborhood districts, community, regional, and downtown centers as well as along primary transit corridors/boulevards, while at the same time conserving existing neighborhoods and related districts.* The Project advances this objective by locating new market-rate units, affordable housing units.

The Project advances the following objectives and policies from the General Plan's Housing Element:

- Objective 1.1.2: *Expand affordable rental housing for all income groups that need assistance*. The Project will expand affordable rental housing by providing 18 Very Low Income Units in a City with a critical shortage of affordable housing.

- Objective 2.5.2: *Foster the development of new affordable housing units citywide and within each Community Plan area*. The Project advances this objective by incorporating 18 Very Low Income Units in a City with a critical need for such units.

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  The Project advances this goal by providing a healthy mix of two-bedrooms, one-bedrooms, and studio units, with an affordable component.

- Objective 1.2: *To locate new housing in a manner which reduces vehicular trips and makes it accessible to services and facilities.* The Project advances this objective by locating new market-rate units, affordable housing units along a high intensity commercial corridor located along Sherman Way.

- *Policy 1-2.1 Locate higher residential densities near commercial centers, light rail transit stations, and major bus routes where public service facilities and utilities will accommodate this development.*

- *Policy 1-2.3 Encourage multiple residential development in commercial zones.*

  The Project advances Policies 1-2.1 and 1-2.3 by providing a multi-unit residential development that adds residential density on the Sherman Way commercial corridor. The Project thereby locates higher residential densities near the commercial corridor, while also providing public convenience for future residents by providing a lifestyle that encourages walkable communities and use of public transit.

- Objective 1-5: *To promote and ensure the provision of adequate housing for all persons regardless of income, age, or ethnic background.*

- *Policy 1-5.1 Promote greater individual choice in type, quality, price, and location of housing.*

  The Project advances Objective 1-5 and Policy 1-5.1 by increasing housing availability by providing 168 units, 18 of which are set aside as Very Low Income. The Project is located in a well-connected urban area with adequate transit access. The unit mix will ensure all types of households will be served by the Project.

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

The parcel of land located at 13610 Sherman Way and is comprised of one, irregular shaped lot with 50 feet of frontage on Sherman Way and approximately 46,211 square feet of gross lot area. The site is approximately 296 feet deep and 210 feet wide at the widest point. The Property is split zoned P-1VL and C1-1VL and is in the Van Nuys – North Sherman Oaks Community Plan area. The Community Plan designates the Property as Neighborhood Office Commercial. The Neighborhood Office Commercial land use designation lists the following zones as corresponding zones: C1, C1.5, C2, C4, RAS3, and RAS4.

Located in a dynamic neighborhood comprised of an assortment of small-, mid-size, and large apartment complexes and various commercial developments, the Project is compatible with the diverse character of the built environment while markedly improving the area's urban design and streetscape. The Project replaces 10 residential units with a new mixed-use apartment building comprised of 168 dwelling units.

The Project does not change the use and character of the neighborhood. The Project's height is comparable to the Property's surrounding commercial corridor and retains the character of the surrounding area at the ground level. The backwards "L" shape of the site also allows for the Project to be stepped back behind another property so the height is not concentrated directly on Sherman Way. This barrier allows the Project to exist without impacting nearby uses. Moreover, all Project parking will take place within a parking garage, and loading is also internal portion of the Property, situated away from the street and towards the interior of the Property.

The Project's operations will not impact neighbors. Off-street parking is located within an enclosed structure. Furthermore, the Project's rear open space deck area will contain trees to shield the single family uses located to the south of the Property. The Project is also transit accessible, by being within walking distance of multiple bus routes. Additionally, trash collection and loading will all be performed in a covered off-street loading area within the Property, which is exclusively accessible through the Property's driveway, further decreasing impacts on the neighboring community. Other building operations, including trash collection and loading, also take place out of neighbors' eyesight.

8. **Any residential project provides recreational and service amenities to improve habitability for its residents and minimize impacts on neighboring properties.**

The proposed project of 168 units, with a mix of studio, one-, and two-bedroom apartments is required by the LAMC to provide 16,975 square feet of Open Space. The project requests a waiver to reduce the open space by approximately 36 percent. The Project proposes providing approximately 10,771 square feet of open space located primarily on the second floor. The Project's common open space includes a 6,200 square foot central court on the second floor, 735 square foot recreation room on the ground floor, and a 3,246 square foot podium deck located in the rear of the Project on the second floor above the parking garage. The Project also provides 650 square feet of private balconies.

These amenities are dispersed throughout the building to maximize access to the open space for Project residents. The open space courtyard is located at the center of the Property, surrounded by four walls to minimize impacts on neighboring properties. Furthermore, the Project contains multiple amenity rooms within the structure that don't count towards the strict LAMC open space requirement. Some of the rooms such as exercise rooms and recreational rooms will further concentrate residents elsewhere. The open space located at the rear of the Property will be surrounded by the structure to the north and large trees to the south, that will cover the neighboring properties. These features also minimize impacts to neighboring properties by diffusing the open-air common space (and any potential noise impacts) to various parts of the building.

Additional Findings

9. **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. 186,952, have been reviewed and it has been determined that this project is located outside of a flood zone.

10. The proposed project qualifies for a Class 32 Categorical Exemption because it conforms to the definition of "In-fill Projects". The project can be characterized as in-fill development within urban areas for the purpose of qualifying for Class 32 Categorical Exemption as a result of meeting five established conditions and if it is not subject to an Exception that would disqualify it. The Categorical Exemption document attached to the subject case file provides the full analysis and justification for project conformance with the definition of a Class 32 Categorical Exemption.

PUBLIC HEARING AND COMMUNICATIONS

Public Hearing

On behalf of the City Planning Commission, A public hearing was conducted remotely by Hearing Officer Maren Gamboa on behalf of the City Planning Commission telephonically via Zoom on April 22, 2025. There were approximately 8 people on the call. Seven people spoke at the hearing, all expressing concerns about the project.

Summary of Initial Public Hearing Testimony and Communications

Three current residents of the site talked about the unique nature of the property and their inability to find anything comparable to it, both in setting and price, without the need to move much further away. They considered it an oasis away from Sherman Way.

Neighboring property owners voiced their concerns about privacy, traffic, and parking.

Speaker Marianne King was opposed to the side yard reductions and emphasized the needs of trees to be planted in the ground, and the reduction of the tree canopy on the site will contribute to the heat island effect, suggesting rooftop open space is more appropriate given those concerns.

Joanne D'Antonio from the Greater Valley Glenn land use committee noted that their committee has recently formed and had not had a chance to meet on this project prior to the hearing. The speaker shared individual concerns about trees, privacy, and the overall scale of the project.

On June 5, 2025, the Greater Valley Glen Neighborhood Council issued a letter in response to the project. The letter raised concerns about the displacement of current residents, the change to the tree canopy in the area, and ingress/egress on Sherman Way.

All letters are included for review in Exhibit F.

Exhibit A - Plans

DENSITY BONUS APARTMENT DEVELOPMENT

13610 SHERMAN WAY BOULEVARD, VAN NUYS, CA

ASSESSOR'S ID #: 2328-008-024

PROJECT INFORMATION

PROJECT DESCRIPTION:

5 STORY MIXED-USE MULTI-FAMILY HOUSING, TYPE I AND VA CONSTRUCTION. PARKING AND LOBBY ON GROUND LEVEL AND 168 RESIDENTIAL UNITS ON 4 FLOORS ABOVE.

APPLICABLE CODES:

2020 LOS ANGELES BUILDING CODE, 2020 LOS ANGELES FIRE CODE

ZONING INFORMATION

ZONING	PARCEL	LOT AREA
C1.5VL	13610 SHERMAN WAY NORTH PORTION APN: 2328008024	9,223 SF
P1VL (BASED ON RAS4-1VL)	13610 SHERMAN WAY SOUTH PORTION APN: 2328008024	37,005 SF
	TOTAL	46,228 SF

DENSITY CALCULATIONS

ZONE	C1-1VL	P1VL
LOT AREA	9,223 SF	37,005 SF
LAMC DENSITY-LOT AREA PER UNIT	400 SF/DU	400 SF/DU
UNITS ALLOWABLE (AREA/400)	23 UNITS	93 UNITS

TOTAL ALLOWABLE UNITS = 116 (23+93)
TOTAL PROPOSED UNITS = 168 (116X1.45)(DENSITY BONUS)*
*AB 2334 ALLOWS C1.5 DENSITY
LAMC SCTION 12.24.U26 IS UTILIZED TO PROVIDE THE ADDITIONAL 10% BONUS

UNIT MIX:

TYPE	COUNT	MIX
STUDIO	109	64.9%
1 BEDROOM	52	30.9%
2 BEDROOM	7	4.2%
TOTAL	168	100%

*PROJECT REQUETS 45% DENSITY BONUS
18 UNITS (15% OF 116) SHALL BE FOR VERY LOW INCOME HOUSEHOLDS

F.A.R.

F.A.R. CALCULATIONS

ZONING	C1VL	P1VL (BASED ON RAS4-1VL)
BASE F.A.R. UNDER PROPOSED ZONING	1.5	3
BASE BUILDABLE AREA	6,810 SF	32,565 SF
BASE FLOOR AREA SF ALLOWED	10,215 SF	97,695 SF

TOTAL FLOOR AREA SF ALLOWED = 10,215+97,695= 107,910 SF
TOTAL FLOOR AREA SF PROPOSED = 115,358 SF
TOTAL BASE BUILDABLE AREA ALLOWED = 6,810+32,565 = 39,375 SF
PROPOSED FAR 115,358/39,375 = 2.929

ZONING SETBACKS

TYPE (C1VL ZONE)	REQUIRED	PROVIDED
FRONT	10'	10'
SIDE (EAST)	8'	8'-2"
SIDE (WEST)	8'	0' (1ST FLR) 5' (UPPER)
REAR	N/A	N/A
TYPE RAS4 ZONE)	REQUIRED	PROVIDED
FRONT	N/A	N/A
SIDE	5' GROUND FLR. GAR.	0' GROUND FLR. GAR.
SIDE	5' UPPER FLOORS	5' UPPER FLOORS
REAR	15' GROUND FLOOR	0'
REAR	15' UPPER FLOORS	15' (12' AT STAIR)

FLOOR AREA CALCULATIONS (RESID.)

Floor:	Units:	2BR	1 Br	Single	Rentable Area
5th Floor:	42 units	2	13	27	23,530 sf
4th Floor:	42 units	2	13	27	23,530 sf
3rd Floor:	42 units	2	13	27	23,530 sf
2nd Floor:	42 units	1	13	28	23,065 sf
1st floor:	0				0 sf
Total:	168 units	7	52	109	93,655 sf

PARKING SPACES REQUIRED

units	2br	1br	Single
(Code)	14 (7X2)	78 (52X1.5)	109 (109X1) = 201
(Per 65915(p)(1)	11 (7X1.5)	52 (52X1)	109 (114X1) = 172
TOTAL			172

PARKING SPACES PROVIDED

Residential	99 (ALL STANDARD & EV)
Total	99

☐ EVCS ELECTRIC VEHICLE CHARGING STATIONS, 38 TOTAL

38 EV CAPABLE SPACES PROVIDED, 30 REQUIRED (30% OF 99)
8 EV STATIONS SHALL BE EV READY (25% OF 30)
3 EV STATIONS SHALL HAVE EV CHARGERS (10% OF 30)

BICYCLE PARKING REQUIRED

Short Term	(Resid.)	Long Term	(Resid.)
	11		109

BICYCLE PARKING PROVIDED

Short Term	(Resid.)	Long Term	(Resid.)
	11		109

OPEN SPACE

Unit Type:	Number	Required Open space	Total Area
2 BR(3 HAB.RMS)	7	125 SF	875 SF
1 BR(2 HAB.RMS)	52	100 SF	5,200 SF
SINGLE(1 HAB. RM.)	109	100 SF	10,900 SF
TOTAL:			16,975 SF

OPEN SPACE PROVIDED:

COMMON OPEN SPACE
CENTRAL COURT: 6,200 SF
REC. ROOMS: 735 SF
REAR ROOF DECK: 3,246 SF
TOTAL: 10,181 SF 10,181 SF

PRIVATE OPEN SPACE
2ND FLOOR 4 X50 = 200 SF
3RD FLOOR 4X50 = 200 SF
4TH FLOOR 3X50 = 150 SF
5TH FLOOR 2X50 = 100 SF
TOTAL 650 SF 650 SF

PROVIDED OPEN SPACE 10,831 SF

REQUIRED OPEN SPACE 16,975 SF

TREES REQUIRED 168/4=42
TREES PROVIDED = 43

CONSULTANTS

LAND CONSULTANT:

MICHAEL GONZALES
GONZALES LAW GROUP
707 WILSHIE BLVD., SUITE 4350
LOS ANGELES, CALIFORNIA 90017
TEL (213) 279-6966

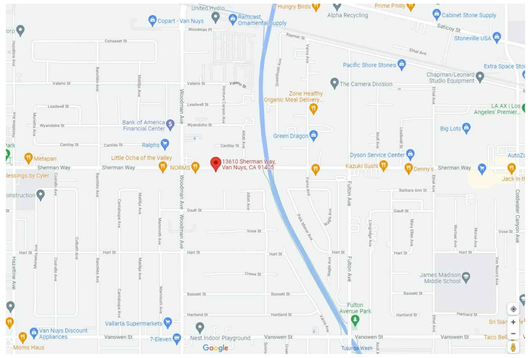
LANDSCAPE:

LARRY G TISON
LANDSCAPE ARCHITECTURE
314 E. BROADWAY, STE D
GLENDALE, CALIFORNIA 91205
TEL (818) 241-9169

SURVEYOR:

LAWRENCE J. SCHMAHL
11209 HOWARD STREET
WHITTIER, CALIFORNIA 90606
TEL (562) 908-0570

VICINITY MAP



WAVERS & INCENTIVES

INCENTIVESS:
1, ON-MENU INCENTIVE PER LAMC 12.22.A.25(f)(8) AND GOV CODE 65915 (d) TO ALLOW FOR FAR AVERAGING FAR & PARKING ACCESS FROM L LESS RESTRICTIVE ZONE TO A MORE RESTRICTIVE ZONE
2. OFF-MENU INCENTIVE PER LAMC 12.22.A.25(g)(3) & GOV. CODE 65915(d) TO ALLOW 99 PARKING SPACES IN LIEU OF THE PARKING FROM 201(LAMC)/176(parking option 1)
3. OFF-MENU INCENTIVE TO PERMIT A MAXIMUM FLOOR AREA OF 115,385 SQ. FT. GOR A CORESPONDING FAR OF APPROXIMATELY 2.931 AVERAGE ACROSS THE PROJECT SITE IN LIEU OF THE OTHERWISE PERMITTED 1.5:1 IN THE C1VL ZONE AND 3.1 FAR IN THE P1VL (BASED ON RAS-1VL) ZONE (2.84 AVERAGE) PERMITTING A MAXIMUM OF 107,910 SQ. FT.

WAIVERS:
1. WAIVER OF VL 45 FT. & 3 STORY HEIGHT RESTRICTION (LAMC 12.21.1.A.1) TO ALLOW A HEIGHT OF 58 FT. & 5 STORIES IN BOTH p & C PORTIONS
2. WAIVER OF THE TRANSITIONAL HEIGHT REQUIREMENT TO A DEPTH OF 100 FEET FROM THE AGJACENT R1 ZONE (LAMC 12.21 1.A 10) TO ALLOW A HIGHT OF 5 STORIES AND 58 FT.
3. REDUCE REAR YARD FROM 15 FT. TO 0 FT.
4. REDUCE SIDE YARD FROM 5 FT. TO 0 FT. IN P ZONE
5. REDUCE SIDE YARD FROM 5 FT. TO 0 FT. IN C1 ZONE
6. REDUCE THE REQUIRED OPEN SPACE FROM 16,975 SF TO 10,831 SF (36.1 % REDUCTION)

SHEET INDEX

LEGAL DESCRIPTION:

PORTION OF LOT 74 OF TRACT NO. 1081, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 17, PAGES 130 AND 131 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

APN: 2328008024

REVISIONS
8/22/22
10/06/22
11/01/22
4/4/23
4/27/23
5/1/23
6/23/23
8/10/23
8/14/23
8/17/23
9/6/23
9/15/23
9/18/23
9/29/23
11/2/23
11/16/23
11/20/23
12/14/23
1/8/24
1/16/24
2/13/24
2/15/24
1/8/25
1/23/25
1/28/25
2/11/25
5/22/25

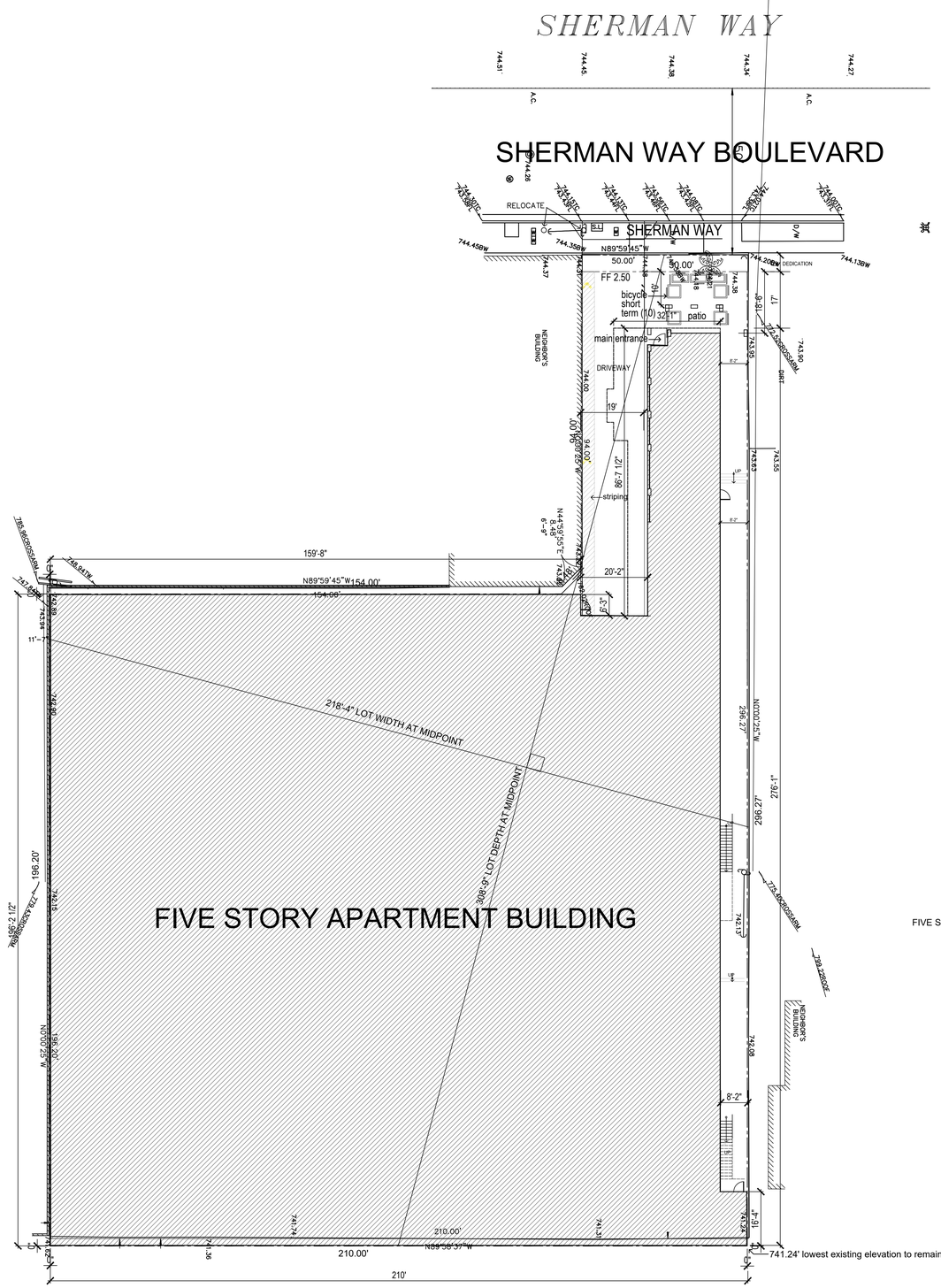
TITLE SHEET

168 UNIT DEVELOPMENT
13610 SHERMAN WAY, VAN NUYS, CA 91405

GARO V. MINASSIAN, ARCHITECT, INC.
140 ACARI DRIVE, LOS ANGELES, CALIFORNIA

SHEET NO.
A1.0

DATE:
02.17.2022



FIVE STORY APARTMENT BUILDING

PLAN NORTH

SITE PLAN
SCALE: 1/16" = 1'-0"

REVISIONS
- 8/22/22
- 4/4/23
- 4/27/23
- 5/1/23
- 9/15/23
- 9/18/23
- 11/2/23
- 12/3/23

SITE PLAN & GENERAL INFORMATION

168 UNIT DEVELOPMENT
13610 SHERMAN WAY, VAN NUYS, CA 91405

GARO V. MINASSIAN, ARCHITECT, INC.
140 ACARI DRIVE, LOS ANGELES, CALIFORNIA

SHEET NO.
A1.1

DATE:
02.17.2022

GAS STATION

COFFEE/RETAIL/RESTAURANT/AUTOMOTIVE

SHERMAN WAY

SHERMAN WAY BOULEVARD

WOODMAN AVENUE

NORMS RESTAURANT

PARKING

BAKERY

PARKING

MARKET

SHOPPING CENTER

TRANSITIONAL HOUSING

SHOPPING CENTER

PROPOSED DENSITY BONUS APARTMENT BUILDING

PARKING

APARTMENTS

APARTMENTS

ACCESSORY

ACCESSORY

ACCESSORY

ACCESSORY

ACCESSORY

ACCESSORY

ACCESSORY

ACCESSORY

ACCESSORY

HOUSE

HOUSE

HOUSE

HOUSE

HOUSE

HOUSE

HOUSE

PLAN NORTH

SITE PLAN

SCALE 1/48" = 1'-0"

REVISIONS
- 8/22/22
- 4/4/23
- 4/27/23
- 11/2/23
- 1/16/24

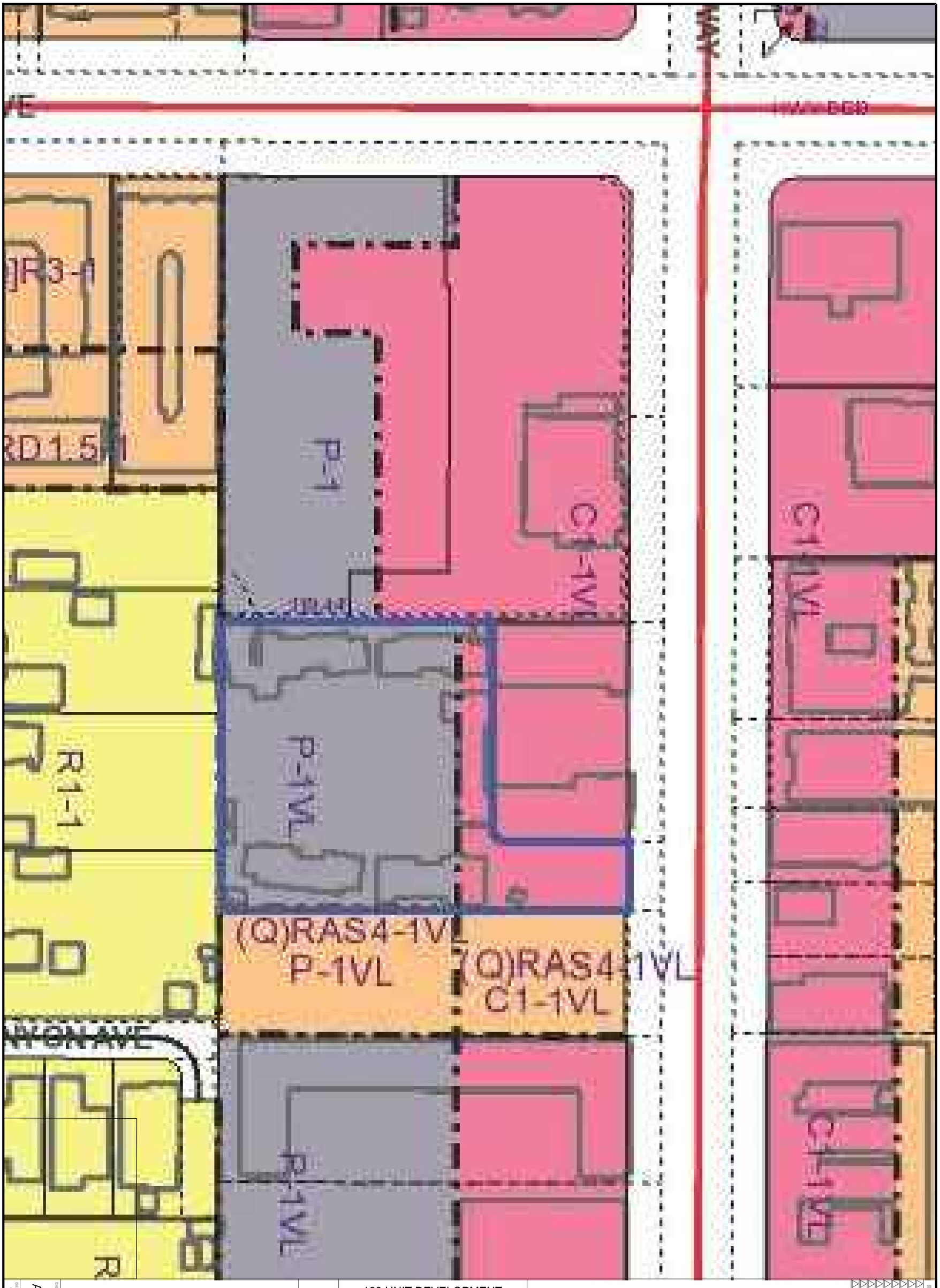
SITE PLAN & GENERAL INFORMATION

168 UNIT DEVELOPMENT
13610 SHERMAN WAY, VAN NUYS, CA 91405

GARO V. MINASSIAN, ARCHITECT, INC.
140 ACARI DRIVE, LOS ANGELES, CALIFORNIA

SHEET NO.
A1.1A

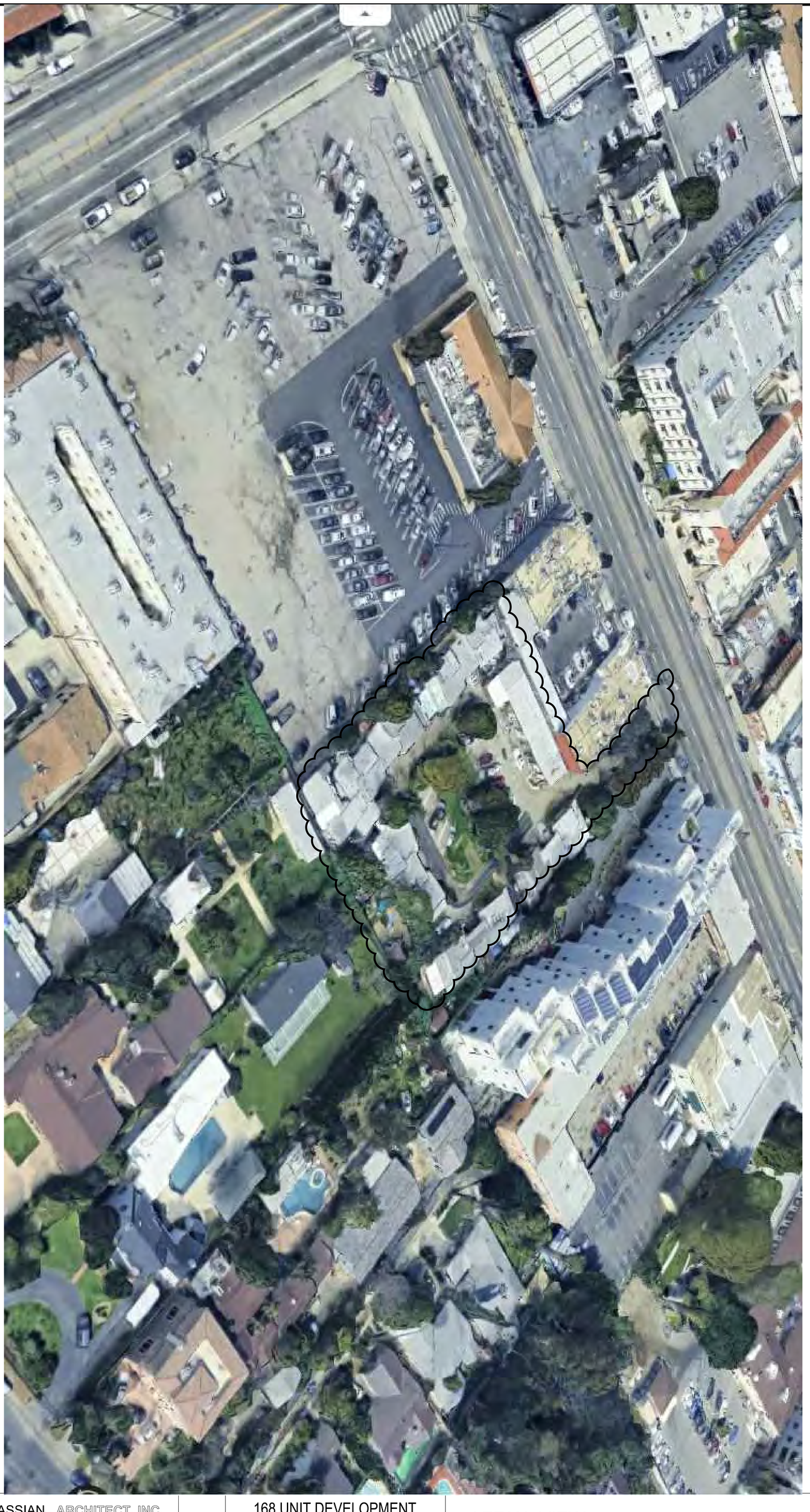
DATE:
02.17.2022



DATE: 02.17.2022	SHEET NO. A1.1B	GARO V. MINASSIAN , ARCHITECT, INC. 140 ACARI DRIVE, LOS ANGELES, CALIFORNIA	168 UNIT DEVELOPMENT 13610 SHERMAN WAY, VAN NUYS, CA 91405

ZONING MAP

REVISIONS: 8/22/22; 4/4/23; 4/27/23; 11/2/23; 1/16/24



DATE
02.17.2022

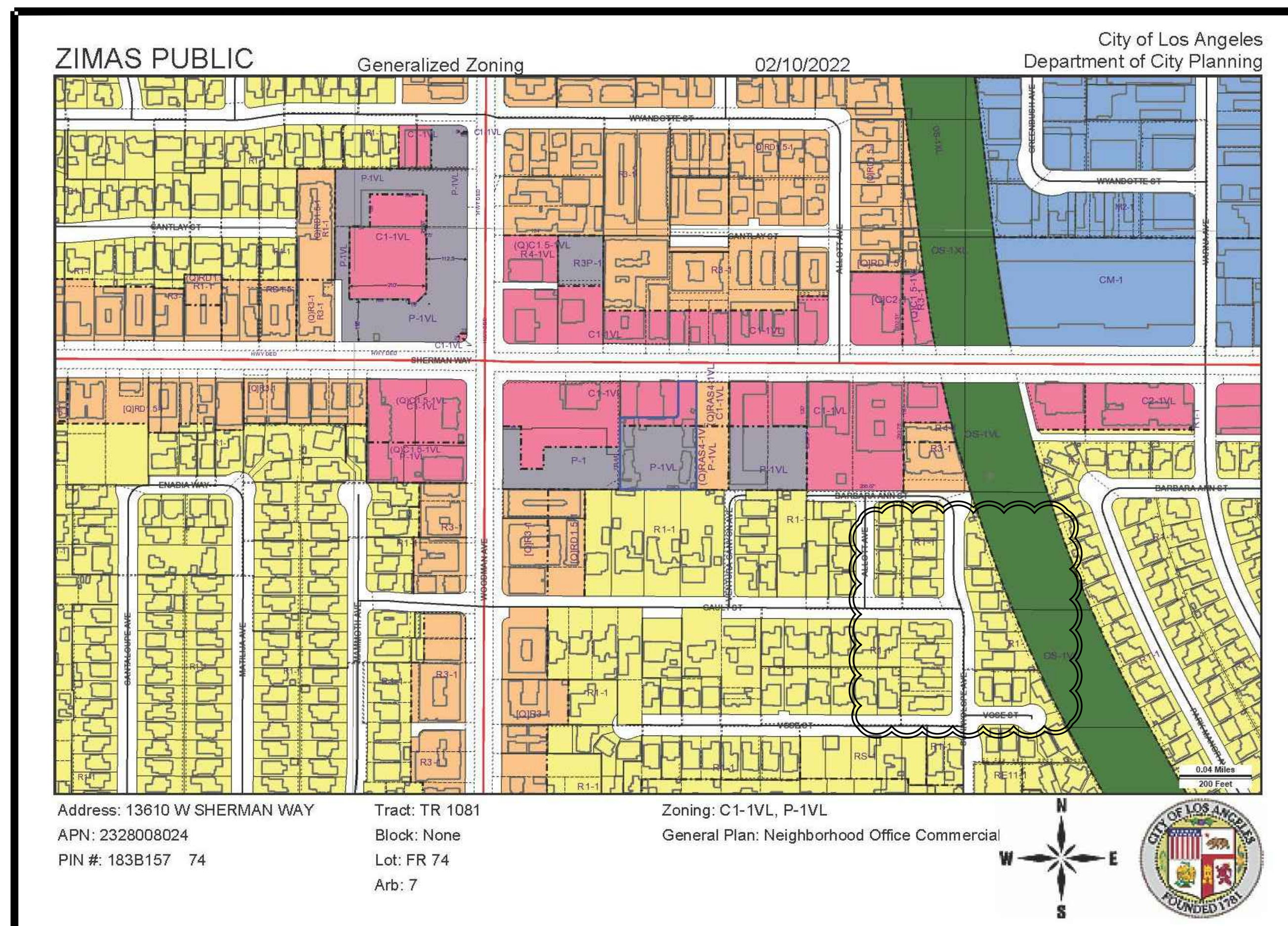
SHEET NO.
A1.1C

GARO V. MINASSIAN , ARCHITECT, INC.
140 ACARI DRIVE, LOS ANGELES, CALIFORNIA

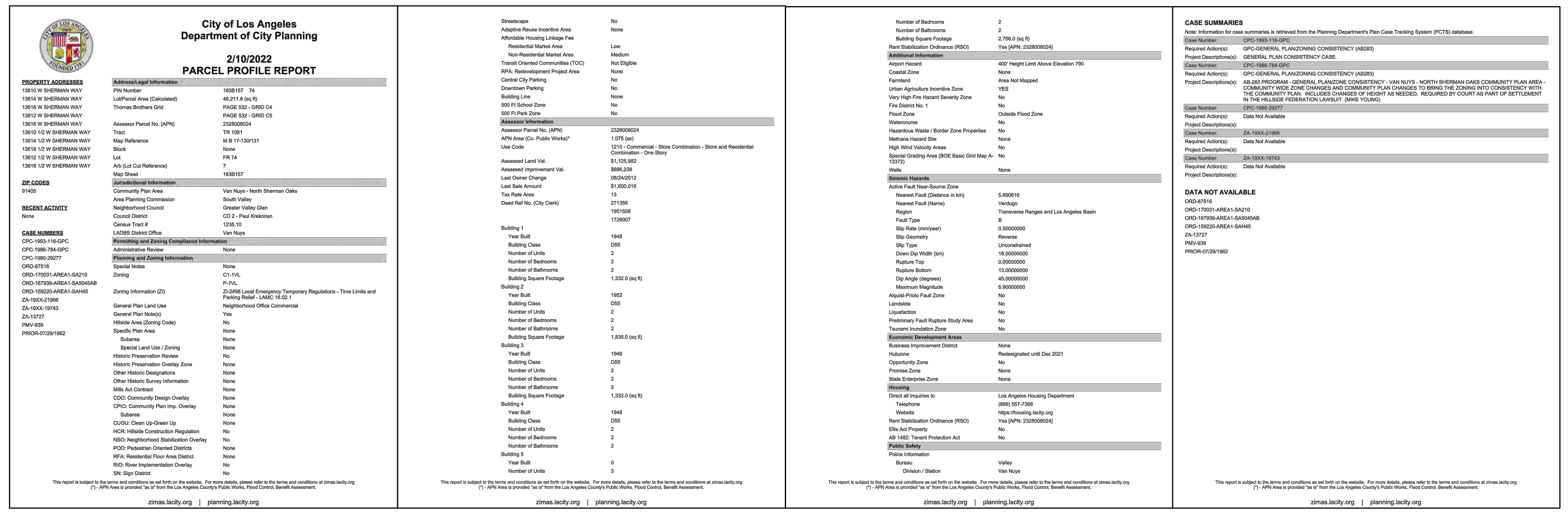
168 UNIT DEVELOPMENT
13610 SHERMAN WAY, VAN NUYS, CA 91405

AERIAL VIEW

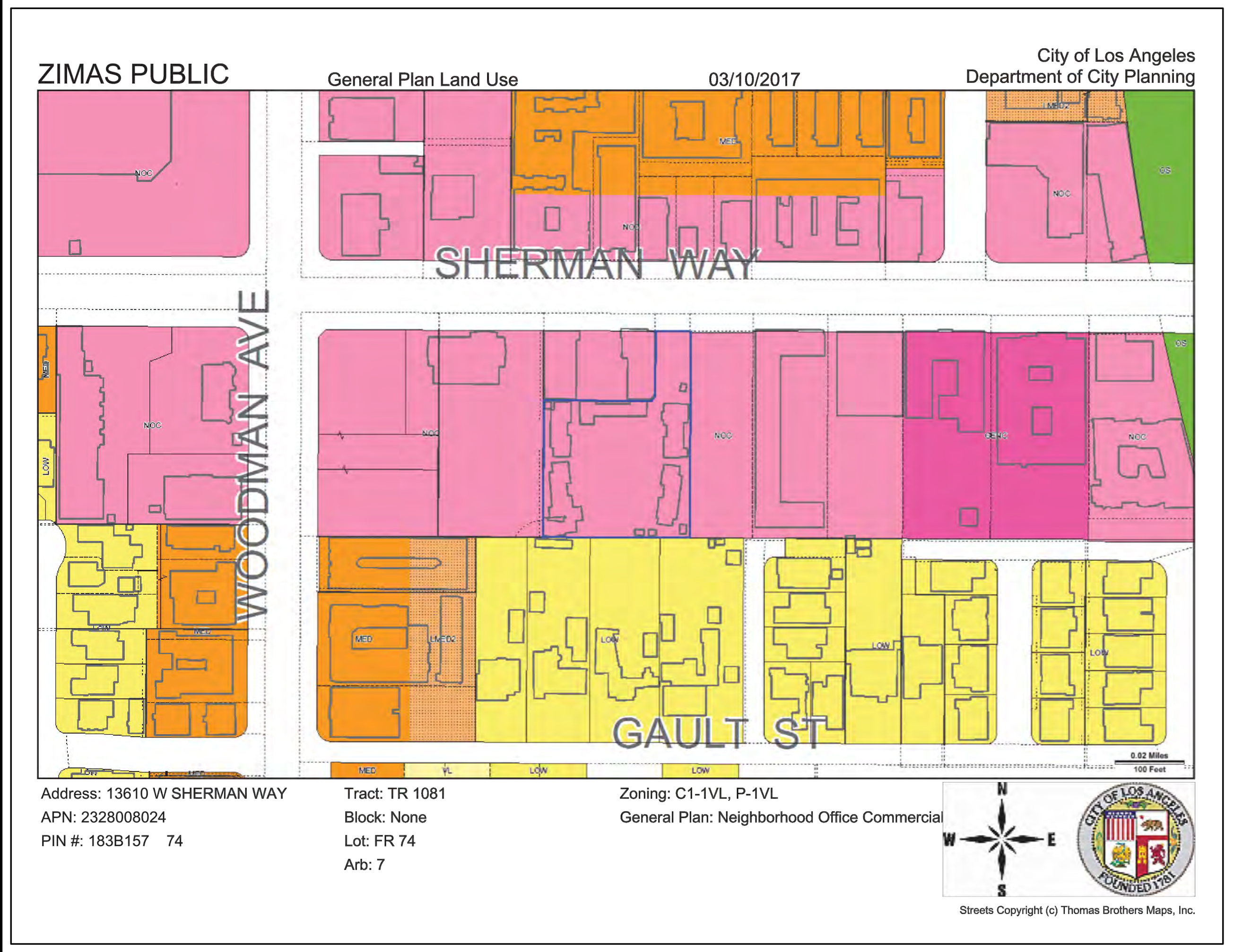
REVISIONS
8/22/22
4/4/23
4/27/23
11/2/23
1/16/24



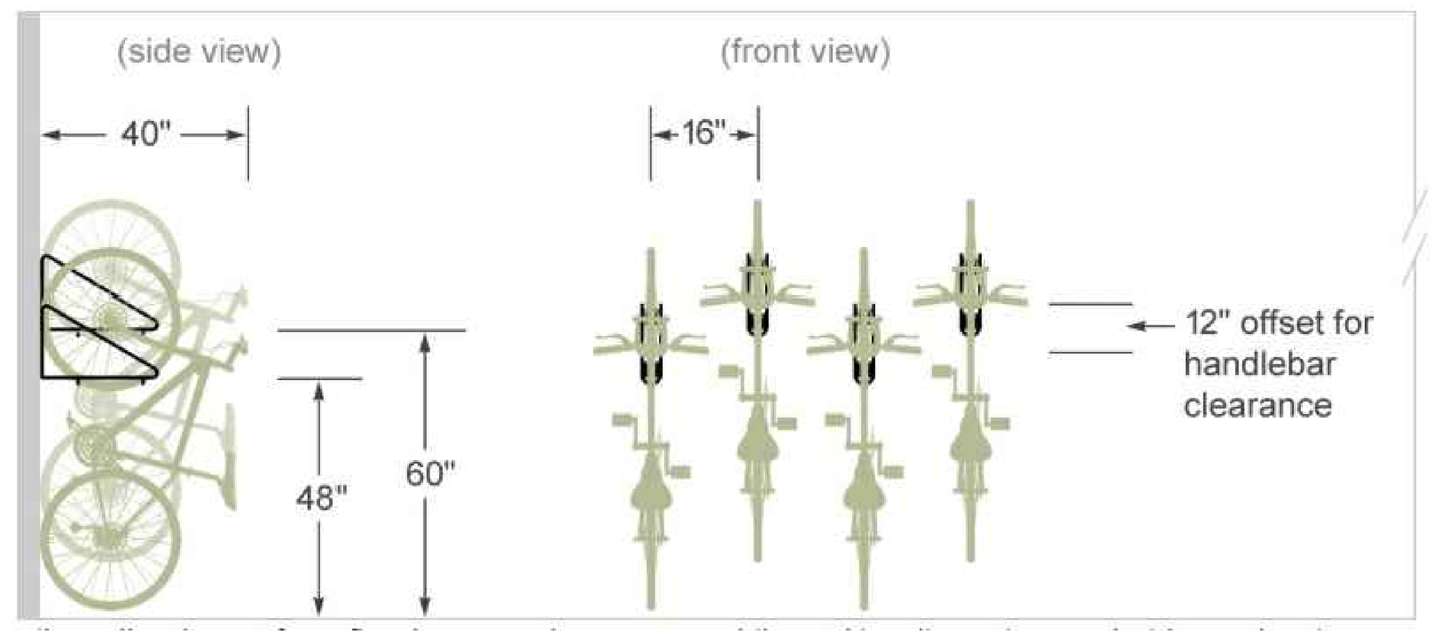
ZONING MAP

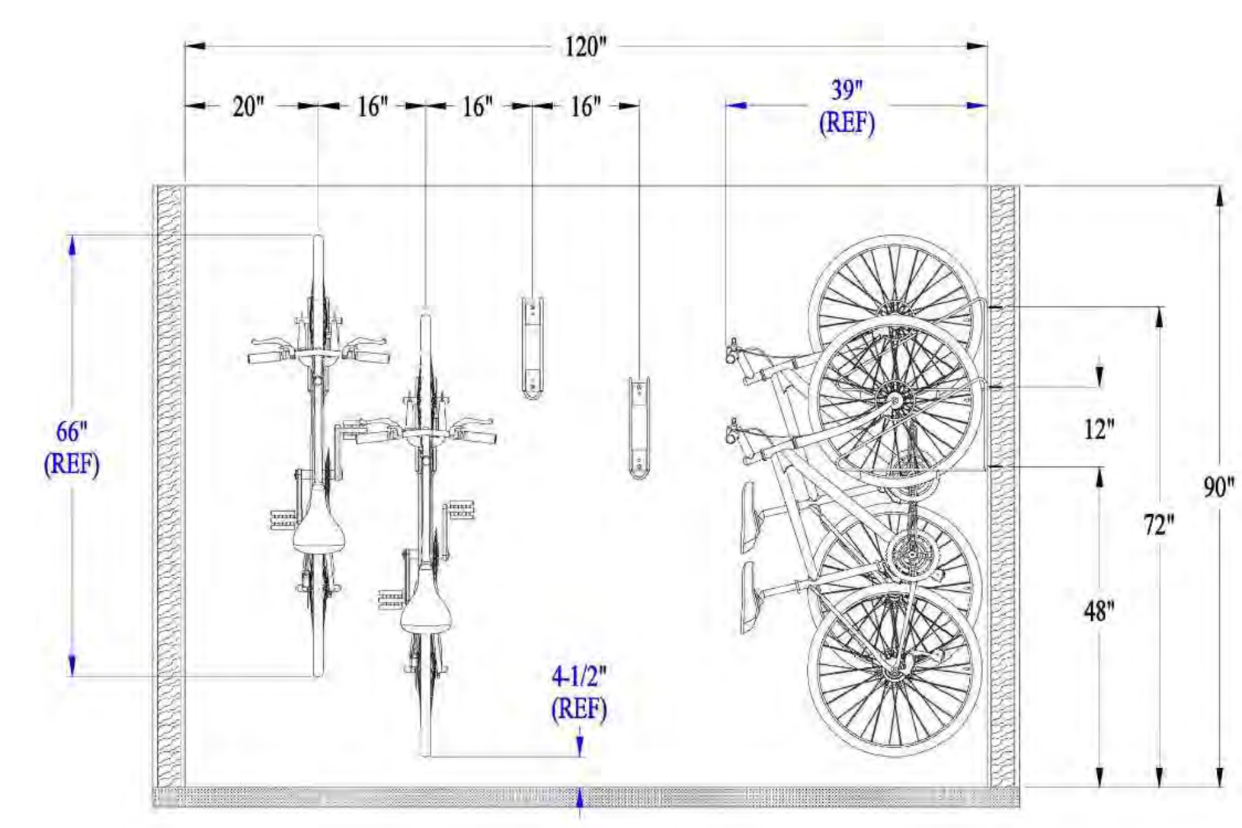


PARCEL REPORT



GENERAL PLAN





LONG TERM

CITY ORDINANCE 182386

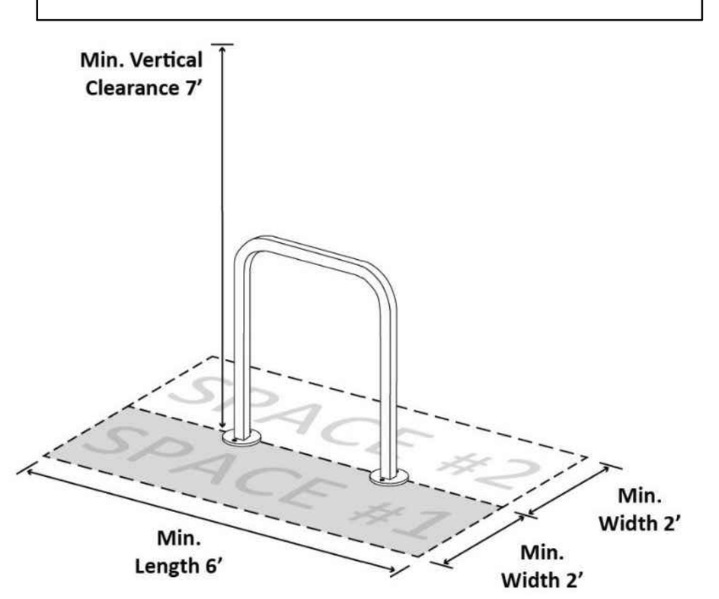
(a) Design Standards.

(1) Dimensions.

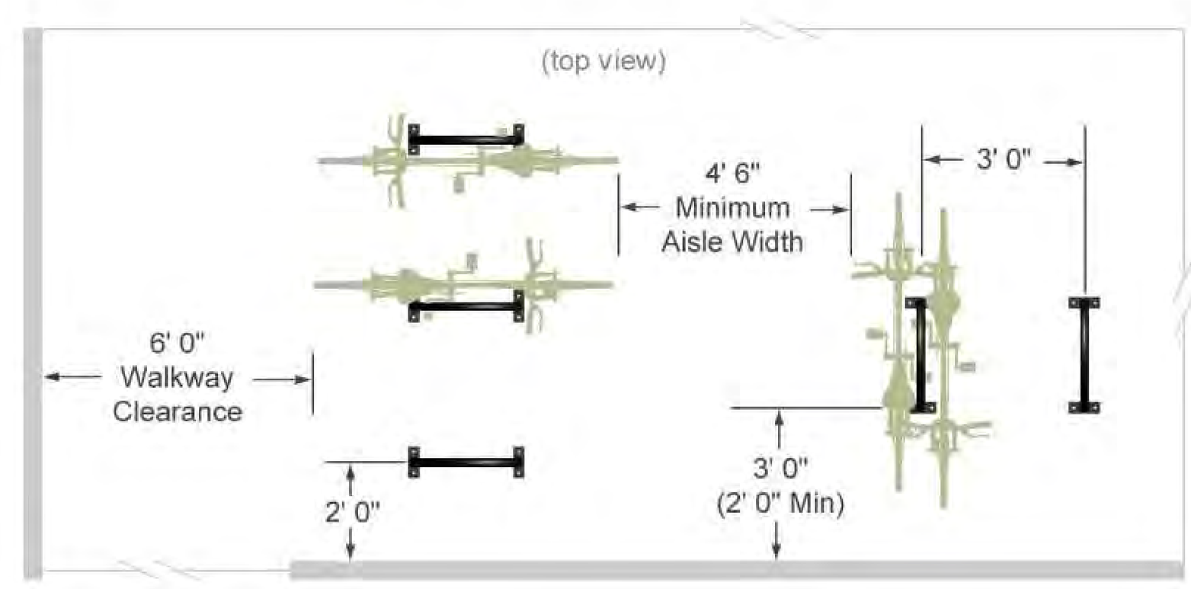
(i) Each bicycle parking space shall be a minimum six feet (72 inches) in length.

(1) Long-term bicycle parking may be mounted so that the bicycle is stored in a vertical fashion. In such cases, devices that hold the bicycle upright by wheel contact shall hold at least 180 degrees of wheel arc. Bicycle parking installed vertically shall be a minimum of 4 feet (48 inches) deep and six feet (72 inches) in height.

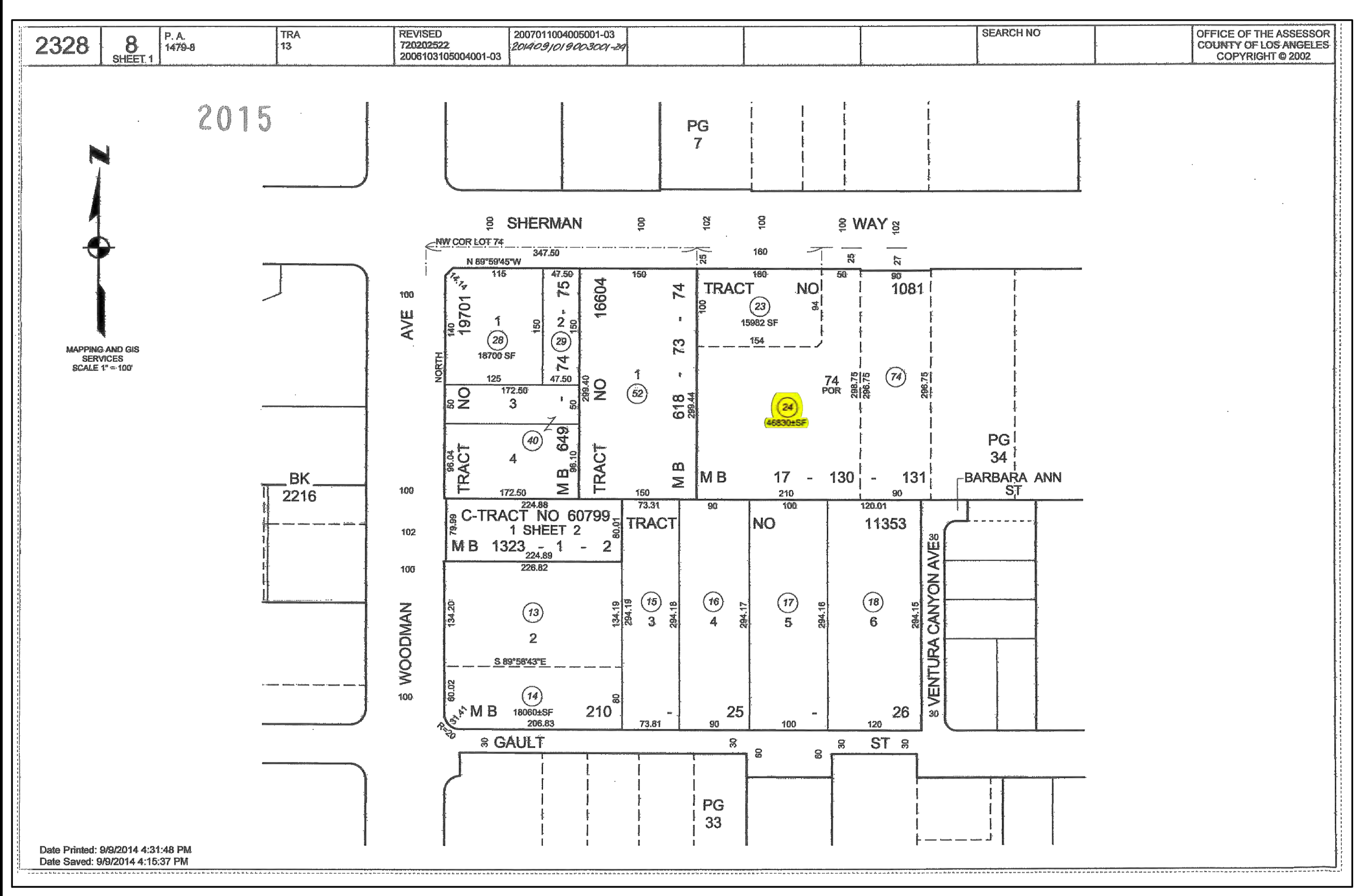
(ii) Long-term bicycle parking spaces shall be a minimum of 18 inches wide.



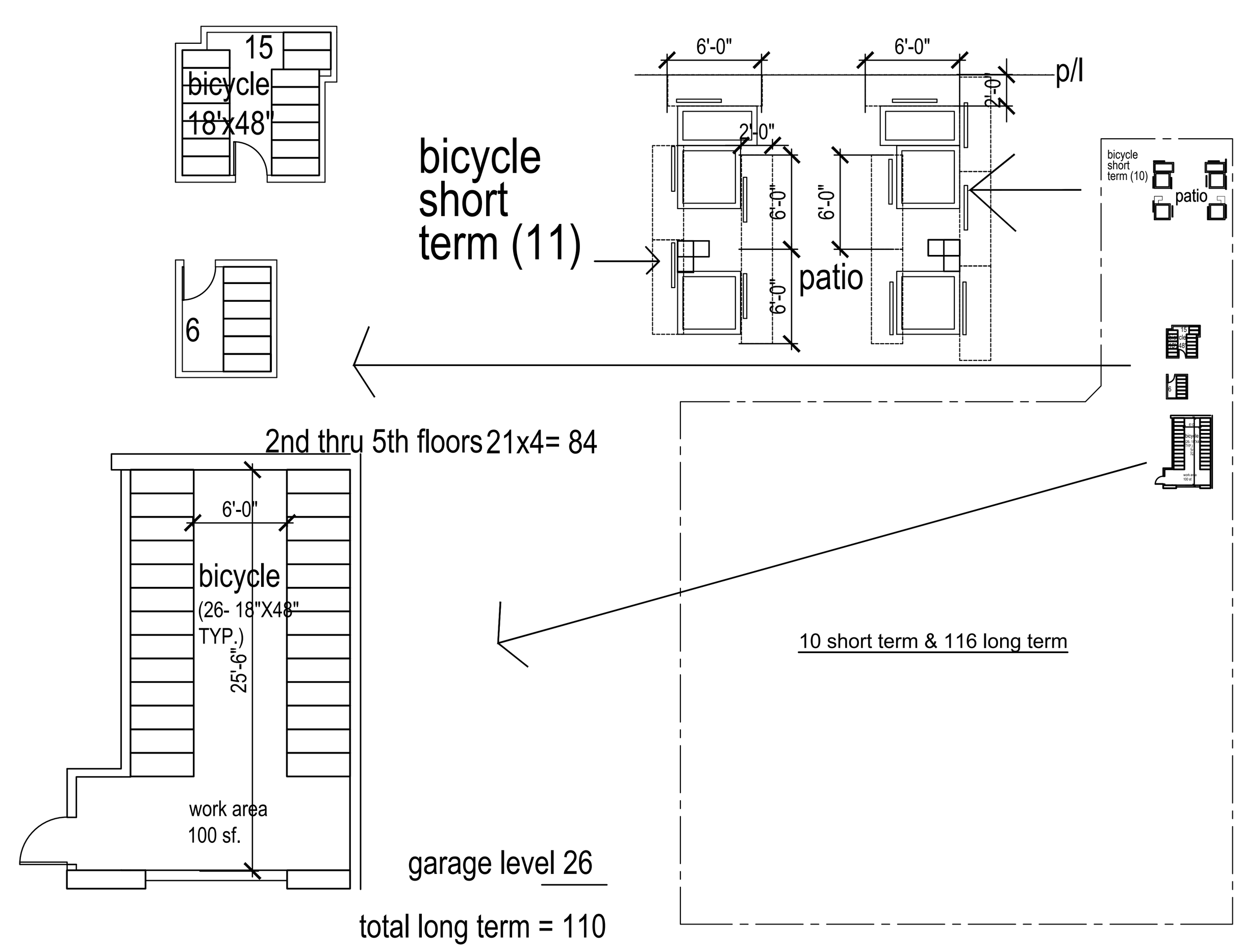
SHORT TERM



BICYCLE RACK DETAILS



PARCEL MAP



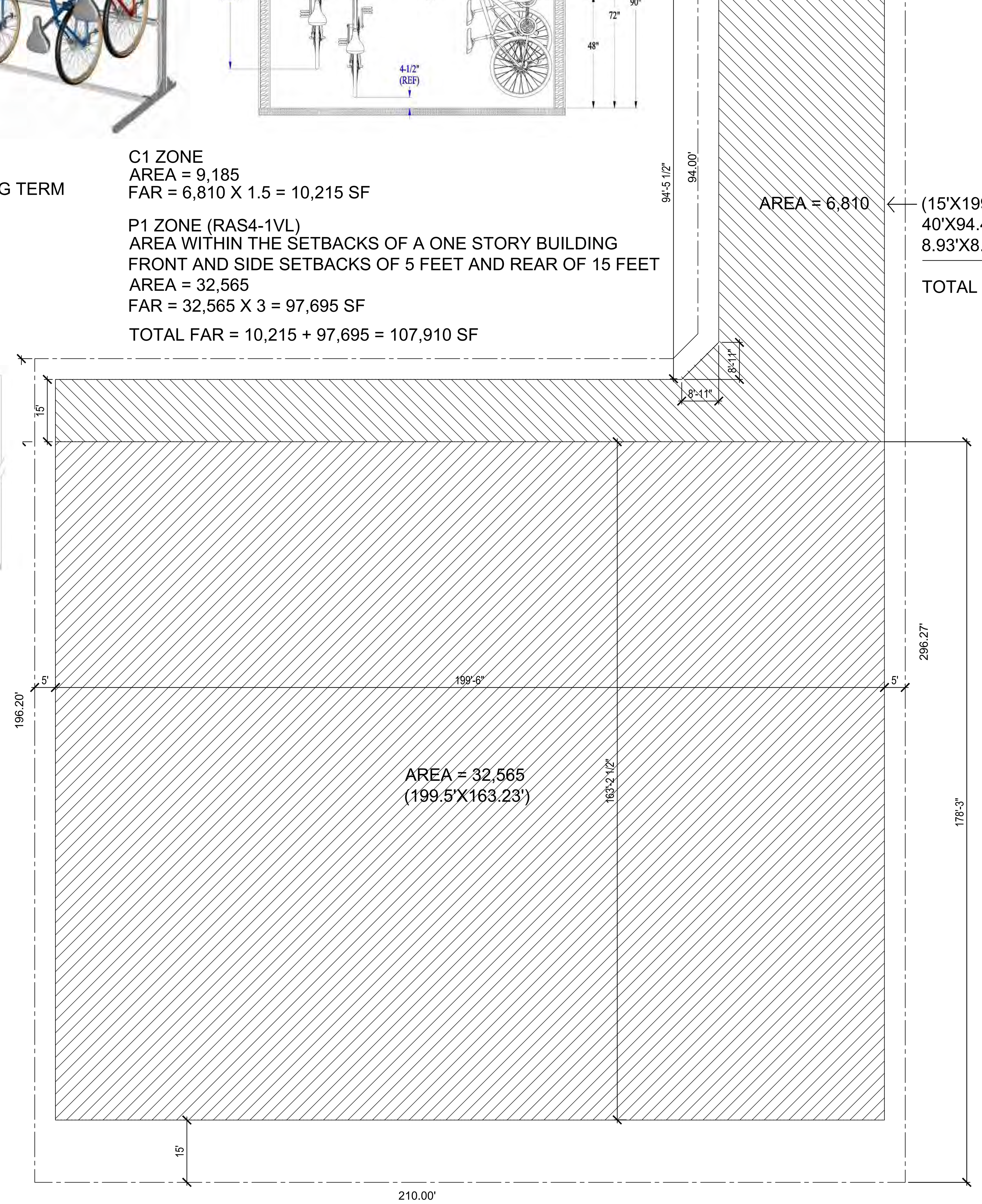
BICYCLE PARKING DIAGRAM

C1 ZONE
AREA = 9,185
FAR = 6,810 X 1.5 = 10,215 SF

P1 ZONE (RAS4-1VL)
AREA WITHIN THE SETBACKS OF A ONE STORY BUILDING
FRONT AND SIDE SETBACKS OF 5 FEET AND REAR OF 15 FEET
AREA = 32,565
FAR = 32,565 X 3 = 97,695 SF

TOTAL FAR = 10,215 + 97,695 = 107,910 SF

SHERMAN WAY BOULEVARD



(15'X199.5'= 2,992.5
40'X94.43'= 3,777.5
8.93'X8.93'/2= 40

TOTAL = 6,810)

BUILDABLE FLOOR AREA DIAGRAM

SCALE: 1/16" = 1'-0"

REVISIONS
8/22/22
4/4/23
4/27/23
5/1/23
9/15/23
9/18/23
11/2/23
12/14/23
2/13/24
12/3/24
2/11/25

SITE PLAN & GENERAL INFORMATION

168 UNIT DEVELOPMENT
13610 SHERMAN WAY, VAN NUYS, CA 91405

GARO V. MINASSIAN, ARCHITECT, INC.
140 ACARI DRIVE, LOS ANGELES, CALIFORNIA

SHEET NO.
A1.2

DATE:
02.17.2022

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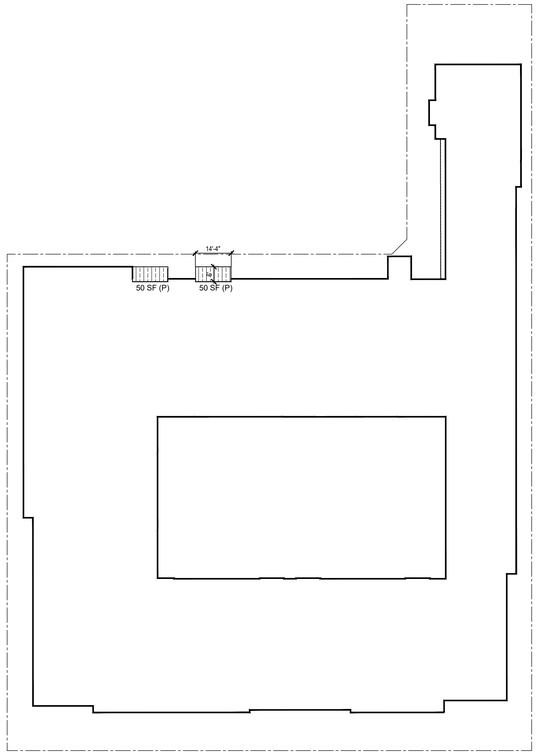
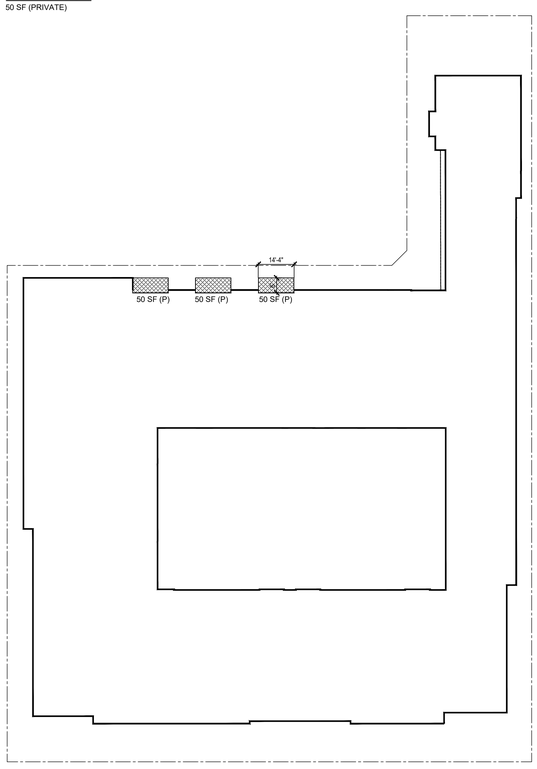
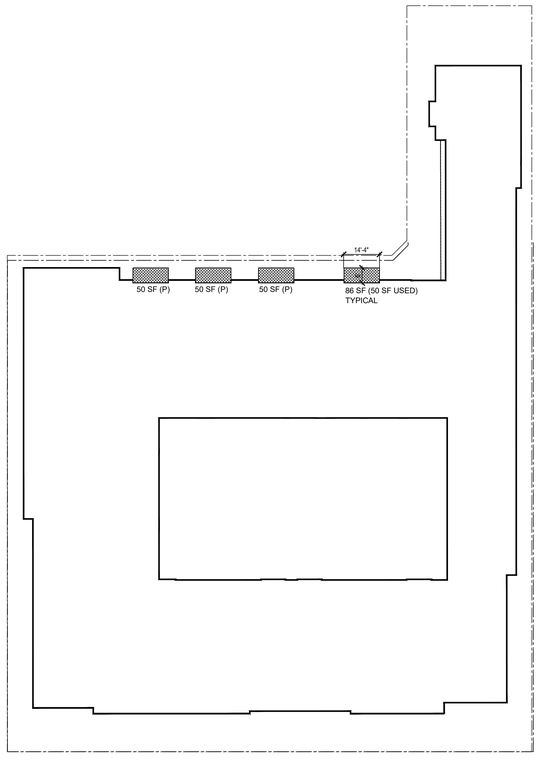


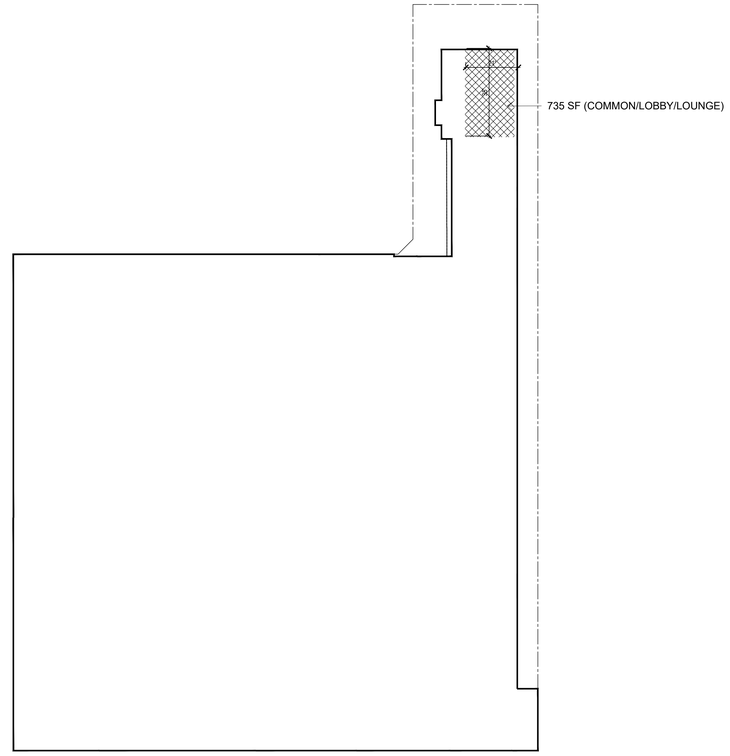
FIFTH FLOOR
50 SF (PRIVATE)



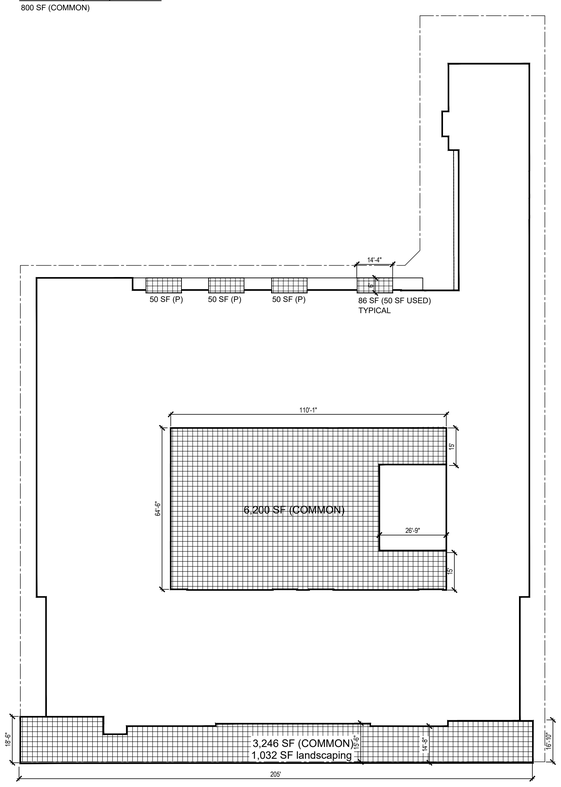
FOURTH FLOOR
150 SF (PRIVATE)



THIRD FLOOR
200 SF (PRIVATE)



GROUND (1ST) FLOOR
800 SF (COMMON)



SECOND FLOOR
7,420 SF (COMMON) 200 SF (PRIVATE)

OPEN SPACE PROVIDED:

COMMON OPEN SPACE		
CENTRAL COURT:	6,200 SF	
LOUNGE:	735 SF	
REAR ROOF DECK:	3,246 SF	
TOTAL:	10,181 SF	10,181 SF
PRIVATE OPEN SPACE		
2ND FLOOR 4 X50 =	200 SF	
3RD FLOOR 4X50 =	200 SF	
4TH FLOOR 3X50 =	150 SF	
5TH FLOOR 2X50 =	100 SF	
TOTAL	650 SF	650 SF
TOTAL OPEN SPACE		10,831 SF
REQUIRED OPEN SPACE		16,975 SF

SEE 2ND FLOOR PLAN FOR LANDSCAPING

LEGEND

- GROUND FLOOR
- 2ND FLOOR
- 3RD FLOOR
- FOURTH FLOOR
- FIFTH FLOOR

OPEN SPACE DIAGRAMS

SCALE 1/48" = 1'-0"

REVISIONS
- 4/4/23
- 4/27/23
- 9/28/23
- 11/2/23
- 11/20/23
- 1/8/24
- 1/28/24
- 2/11/25

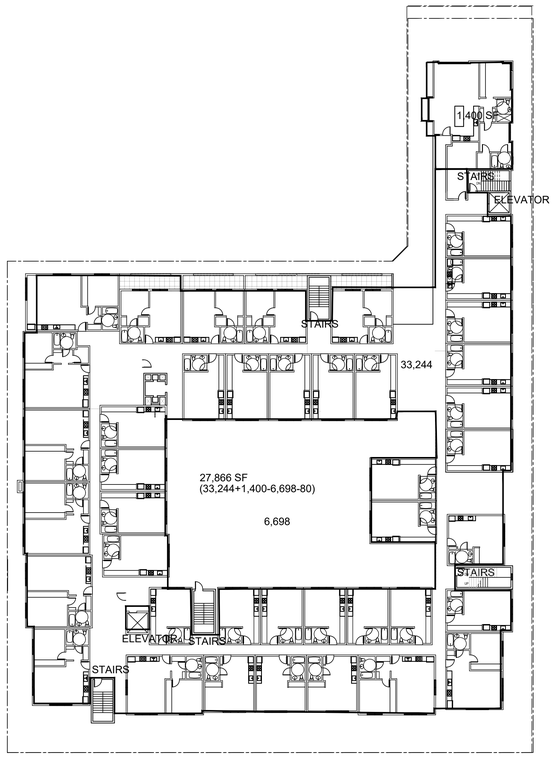
SITE PLAN & GENERAL INFORMATION

168 UNIT DEVELOPMENT
13610 SHERMAN WAY, VAN NUYS, CA 91405

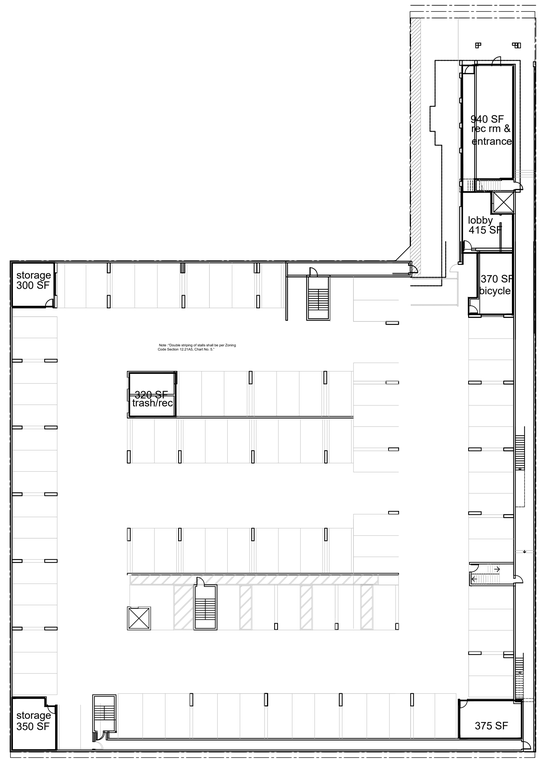
GARO V. MINASSIAN, ARCHITECT, INC.
140 ACARI DRIVE, LOS ANGELES, CALIFORNIA

SHEET NO.
A1.3

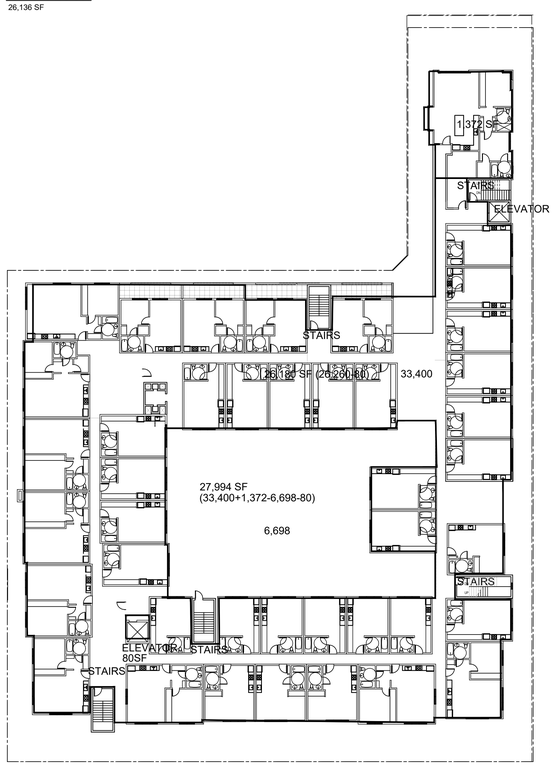
DATE:
02.17.2022



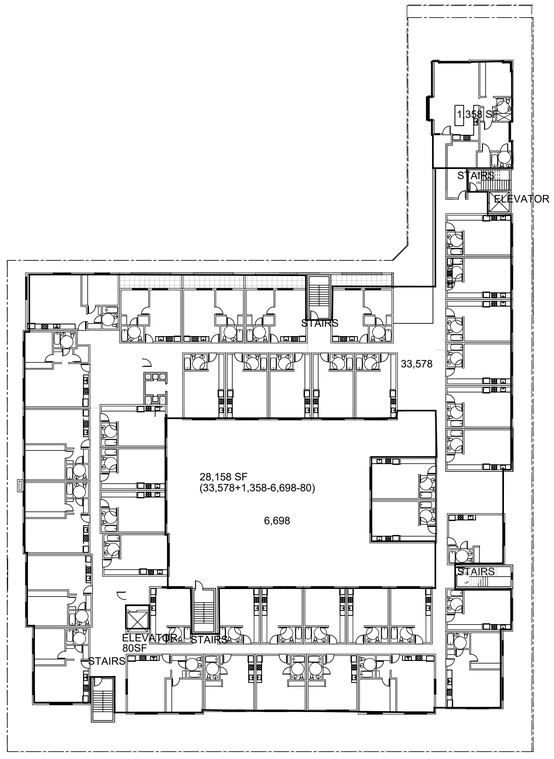
FIFTH FLOOR
26,136 SF



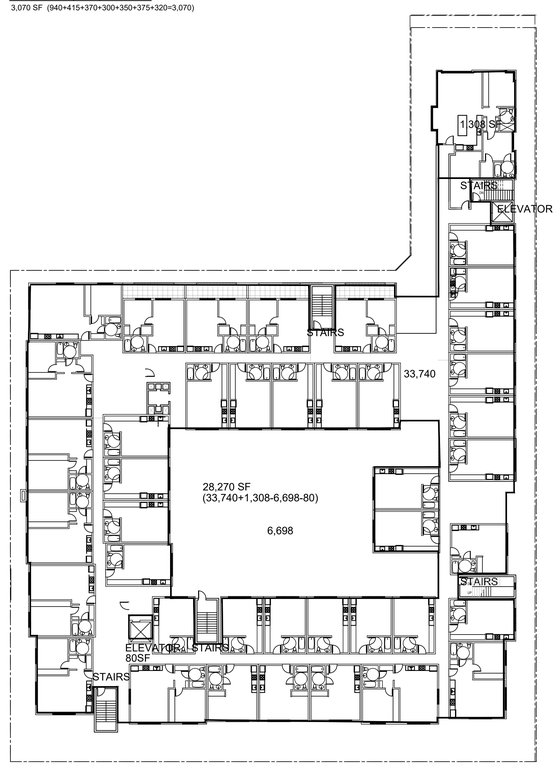
GROUND (1ST) FLOOR
3,070 SF (940+415+370+300+350+375+320=3,070)



FOURTH FLOOR
26,136 SF



THIRD FLOOR
26,136 SF



SECOND FLOOR
26,136 SF

1ST FLOOR	3,070 SF
2ND FLOOR	28,270 SF
3RD FLOOR	28,158 SF
4TH FLOOR	27,994 SF
5TH FLOOR	27,866 SF
TOTAL	115,358 SF

FLOOR AREA DIAGRAMS

SCALE 1/48" = 1'-0"

REVISIONS
- 4/4/23
- 4/27/23
- 9/28/23
- 11/2/23
- 12/3/24
- 1/28/25

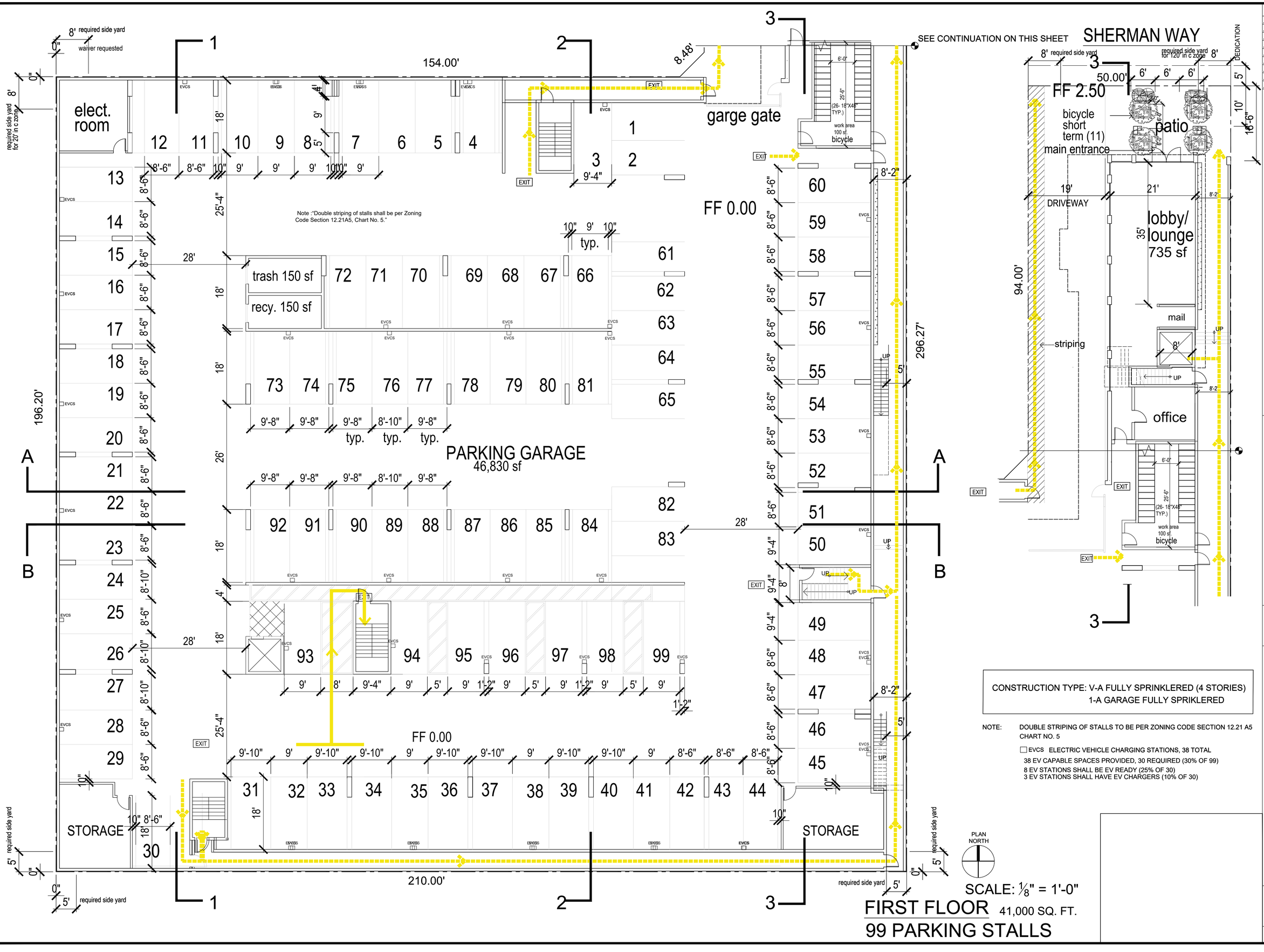
SITE PLAN & GENERAL INFORMATION

168 UNIT DEVELOPMENT
13610 SHERMAN WAY, VAN NUYS, CA 91405

GARO V. MINASSIAN, ARCHITECT, INC.
140 ACARI DRIVE, LOS ANGELES, CALIFORNIA

SHEET NO.
A1.4

DATE:
02.17.2022



CONSTRUCTION TYPE: V-A FULLY SPRINKLERED (4 STORIES)
1-A GARAGE FULLY SPRIKLERED

NOTE: DOUBLE STRIPING OF STALLS TO BE PER ZONING CODE SECTION 12.21 A5 CHART NO. 5

☐ EVCS ELECTRIC VEHICLE CHARGING STATIONS, 38 TOTAL
38 EV CAPABLE SPACES PROVIDED, 30 REQUIRED (30% OF 99)
8 EV STATIONS SHALL BE EV READY (25% OF 30)
3 EV STATIONS SHALL HAVE EV CHARGERS (10% OF 30)

PLAN NORTH

SCALE: 1/8" = 1'-0"

FIRST FLOOR 41,000 SQ. FT.
99 PARKING STALLS

REVISIONS
8/22/22
11/1/22
4/4/23
4/27/23
5/1/23
9/6/23
9/15/23
9/18/23
9/28/23
11/2/23
1/8/24
1/16/24
2/15/24
12/3/24
2/11/25
5/22/25

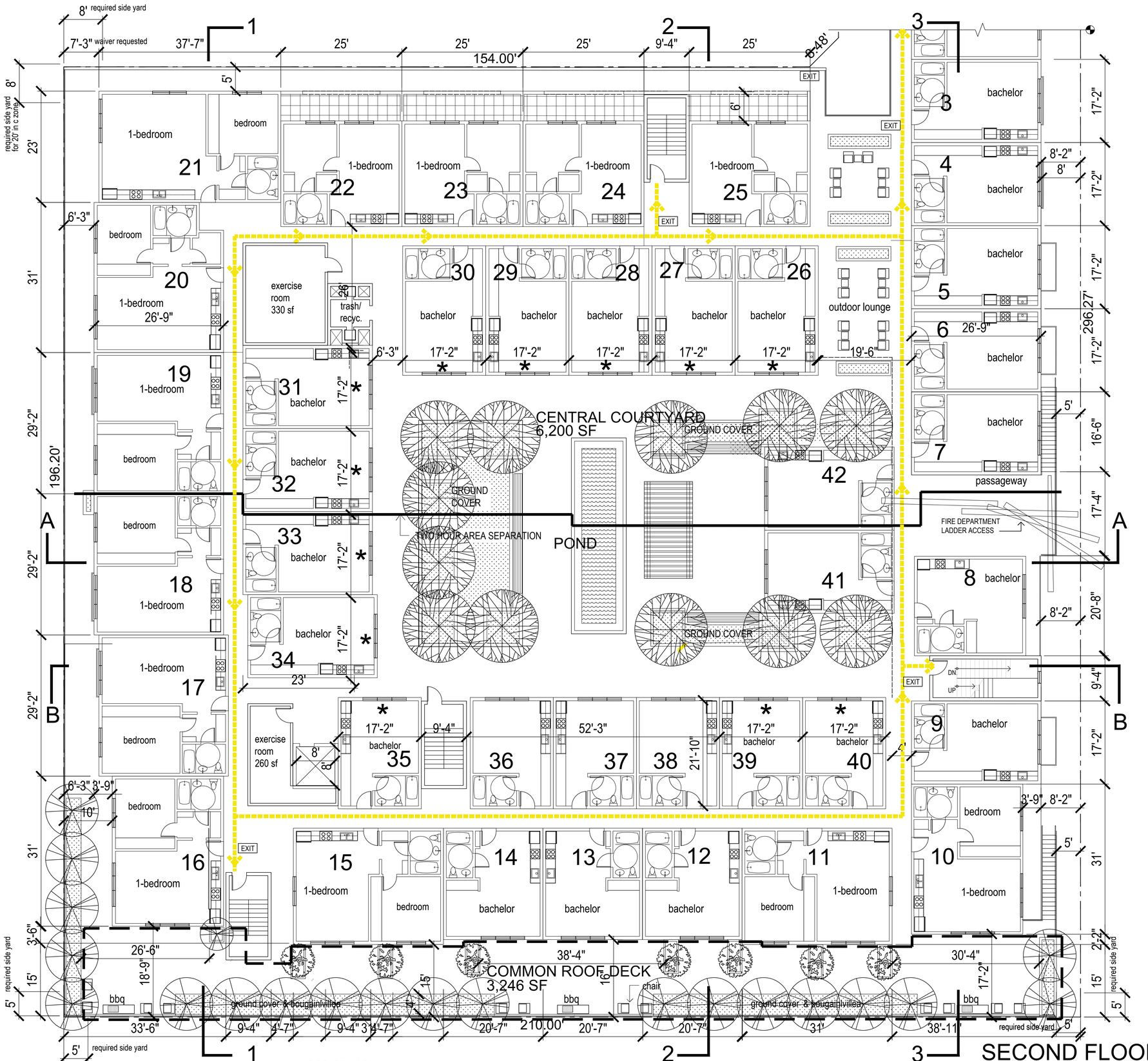
FIRST FLOOR PLAN

168 UNIT DEVELOPMENT
13610 SHERMAN WAY, VAN NUYS, CA 91405

GARO V. MINASSIAN, ARCHITECT, INC.
140 ACARI DRIVE, LOS ANGELES, CALIFORNIA

SHEET NO.
A2.0

DATE:
02.17.2022



CONSTRUCTION TYPE: V-A FULLY SPRINKLERED (4 STORIES)
1-A GARAGE FULLY SPRIKLERED

* EGRESS BEDROOM WINDOWS FACING COURTYARD

PLAN NORTH

LANDSCAPE AREA:
(205*4)+(14.75*4)+(13*4)+(9*9 PLANTERS) = 1,012 SF

SECOND FLOOR PLAN

SECOND FLOOR SCALE: 1/8" = 1'-0"

42 units (1-2BR, 13-1BR, 28-BACHELOR)

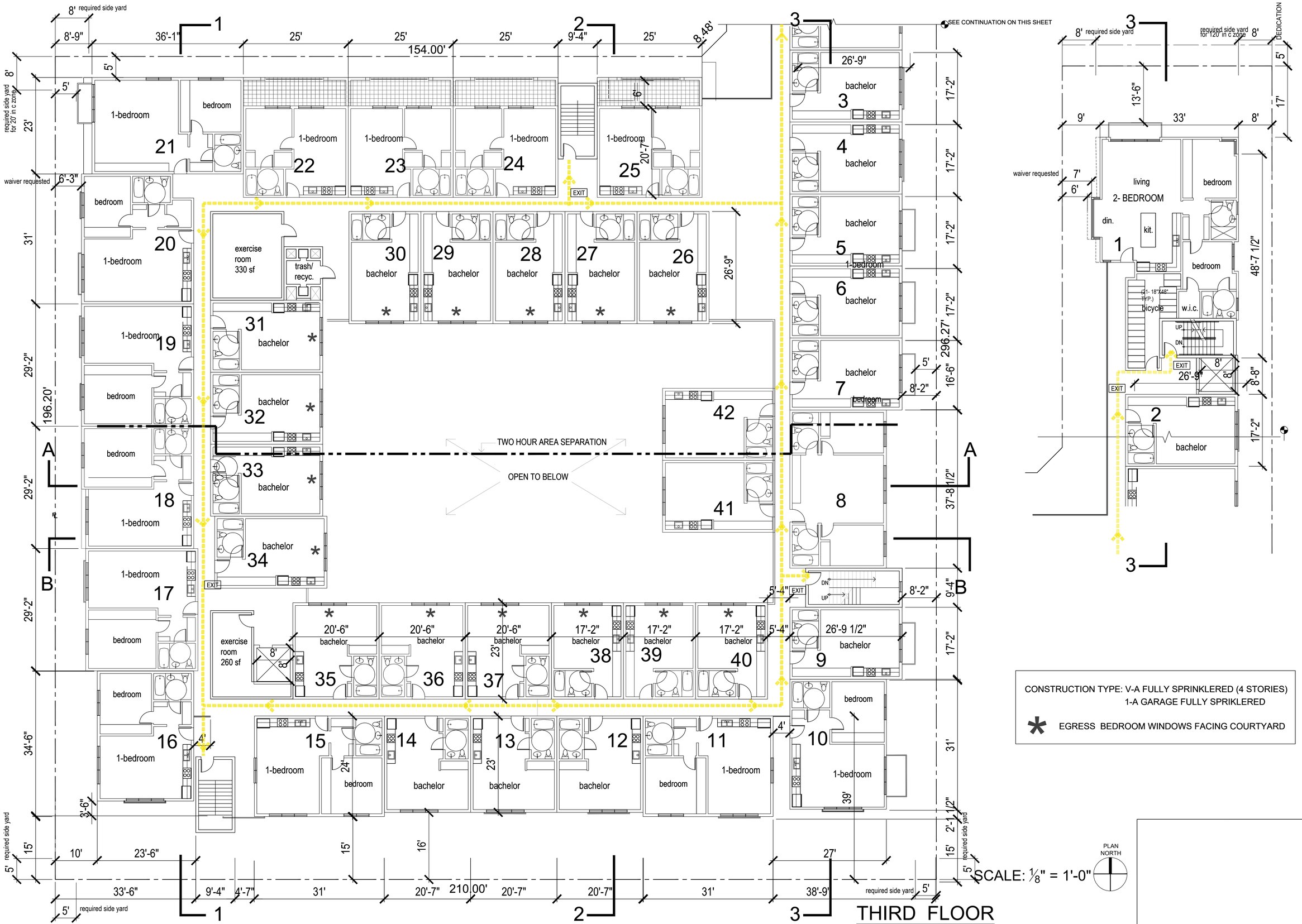
REVISIONS
- 8/22/22
- 11/1/22
- 4/4/23
- 4/27/23
- 5/1/23
- 9/28/23
- 11/2/23
- 12/14/23
- 1/8/24
- 12/3/24
- 1/28/25
- 2/11/25
- 5/22/25

168 UNIT DEVELOPMENT
13610 SHERMAN WAY, VAN NUYS, CA 91405

GARO V. MINASSIAN, ARCHITECT, INC.
140 ACARI DRIVE, LOS ANGELES, CALIFORNIA

SHEET NO.
A2.1

DATE:
02.17.2022



REVISIONS
- 8/22/22
- 11/1/22
- 4/4/23
- 4/27/23
- 5/1/23
- 9/28/23
- 11/2/23
- 12/14/23
- 1/8/24
- 12/3/24
- 1/28/25

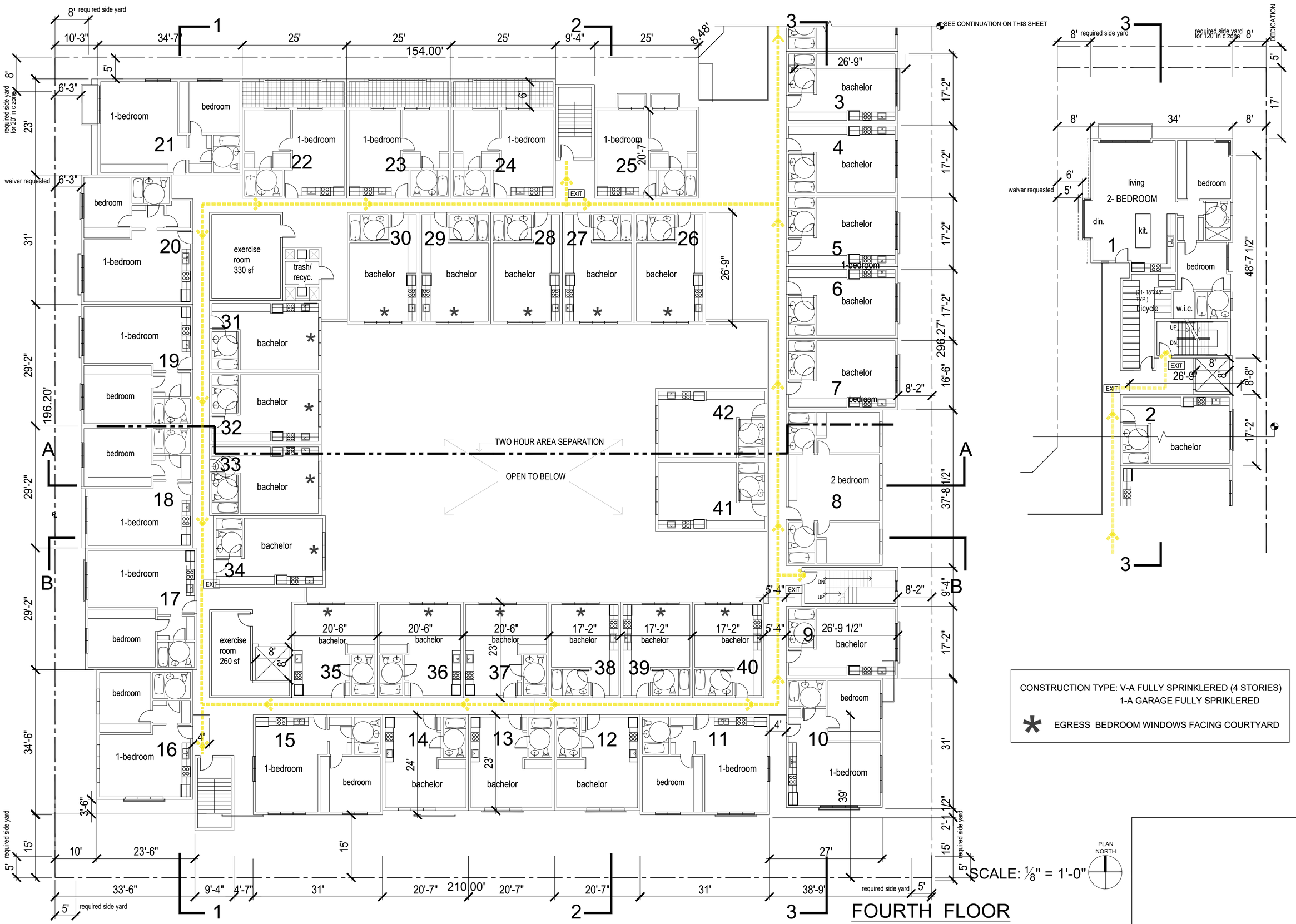
THIRD FLOOR PLAN

168 UNIT DEVELOPMENT
13610 SHERMAN WAY, VAN NUYS, CA 91405

GARO V. MINASSIAN, ARCHITECT, INC.
140 ACARI DRIVE, LOS ANGELES, CALIFORNIA

SHEET NO.
A2.2

DATE:
02.17.2022



FOURTH FLOOR PLAN

FOURTH FLOOR

42 units (2-2BR, 13-1BR, 27-BACHELOR)

REVISIONS
- 8/22/22
- 11/1/22
- 4/4/23
- 4/27/23
- 5/1/23
- 9/28/23
- 11/2/23
- 12/3/24

168 UNIT DEVELOPMENT
13610 SHERMAN WAY, VAN NUYS, CA 91405

GARO V. MINASSIAN, ARCHITECT, INC.
140 ACARI DRIVE, LOS ANGELES, CALIFORNIA

SHEET NO.
A2.3

DATE:
02.17.2022

8' required side yard

SEE CONTINUATION ON THIS SHEET

TWO HOUR AREA SEPARATION

EXIT

waiver requested

CONSTRUCTION TYPE: V-A FULLY SPRINKLERED (4 STORIES)
1-A GARAGE FULLY SPRIKLERED

* EGRESS BEDROOM WINDOWS FACING COURTYARD

PLAN NORTH

FIFTH FLOOR

FIFTH FLOOR SCALE: 1/8" = 1'-0"

42 units (1-2BR, 13-1BR, 27-BACHELOR)

REVISIONS
- 8/22/22
- 11/1/22
- 4/4/23
- 12/3/24

168 UNIT DEVELOPMENT
13610 SHERMAN WAY, VAN NUYS, CA 91405

GARO V. MINASSIAN, ARCHITECT, INC.
140 ACARI DRIVE, LOS ANGELES, CALIFORNIA

SHEET NO. A2.4

DATE: 02.17.2022

NOTE:
MECHANICAL EQUIPMENT
LOCATED IN EACH UNIT

1 2 3

50'-0"

23,600 SF

EXIT

800 SF
SOLAR PANELS

800 SF
SOLAR PANELS

675 SF
SOLAR PANELS

675 SF
SOLAR PANELS

A A

B B

DN.

EXIT

16

799.24 HIGHEST ELEVATION AT TOP OF PARAPET

1 2 3

50'

3

DN.

3

CONSTRUCTION TYPE: V-A FULLY SPRINKLERED (4 STORIES)
1-A GARAGE FULLY SPRIKLERED

* EGRESS BEDROOM WINDOWS FACING COURTYARD

PLAN
NORTH

ROOF PLAN

SCALE: 1/8" = 1'-0"

REVISIONS
8/22/22
11/1/22
4/27/23
5/1/23
9/28/23
11/2/23

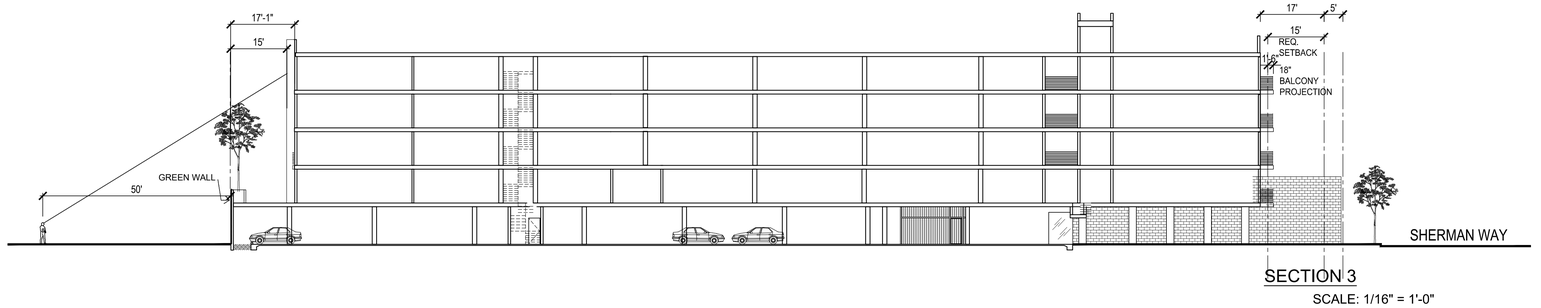
ROOF PLAN

168 UNIT DEVELOPMENT
13610 SHERMAN WAY, VAN NUYS, CA 91405

GARO V. MINASSIAN, ARCHITECT, INC.
140 ACARI DRIVE, LOS ANGELES, CALIFORNIA

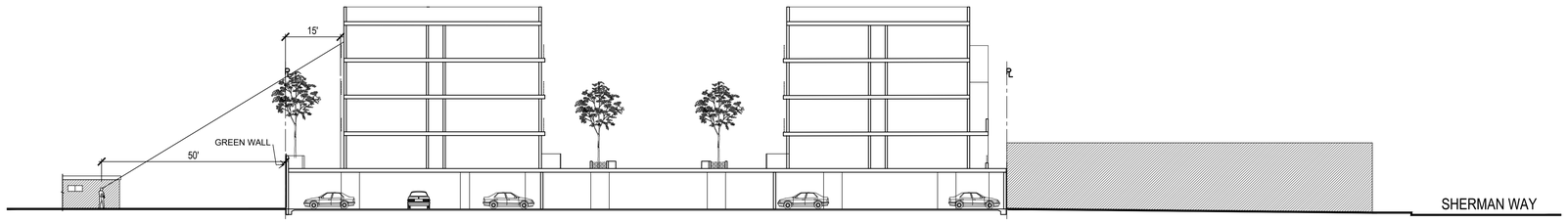
SHEET NO.
A2.5

DATE:
02.17.2022



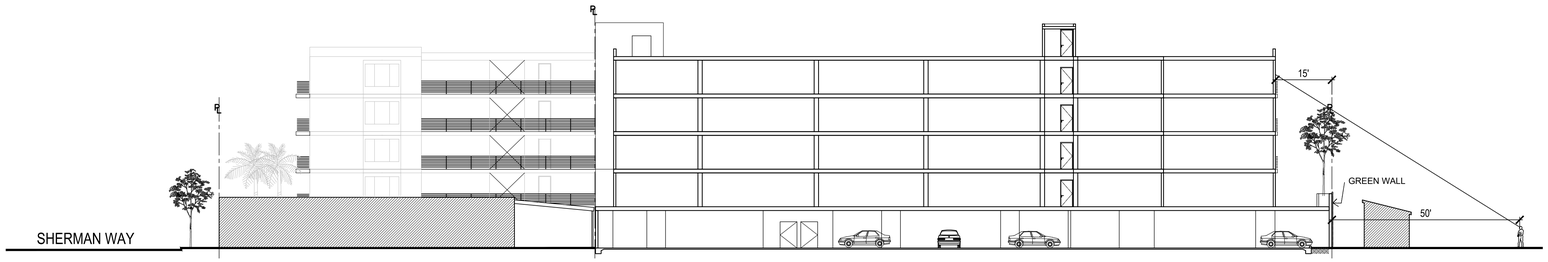
SECTION 3

SCALE: 1/16" = 1'-0"



SECTION 2

SCALE: 1/16" = 1'-0"



SECTION 1

SCALE: 1/16" = 1'-0"

PLAN NORTH

REVISIONS
- 9/29/22
- 11/1/22
- 4/27/23
- 5/1/23
- 11/2/23

BUILDING SECTIONS

168 UNIT DEVELOPMENT
13610 SHERMAN WAY, VAN NUYS, CA 91405

GARO V. MINASSIAN, ARCHITECT, INC.
140 ACARI DRIVE, LOS ANGELES, CALIFORNIA

SHEET NO.
A3.0

DATE:
02.17.2022

WEST ELEVATION

SCALE: 1/8" = 1'-0"

NORTH ELEVATION

SCALE: 1/8" = 1'-0"

REVISIONS
- 8/22/22
- 11/1/22
- 4/27/23
- 5/1/23
- 9/6/23
- 9/28/23
- 10/2/23
- 1/8/24

ELEVATIONS

168 UNIT DEVELOPMENT
13610 SHERMAN WAY, VAN NUYS, CA 91405

GARO V. MINASSIAN, ARCHITECT, INC.
140 ACARI DRIVE, LOS ANGELES, CALIFORNIA

SHEET NO.
A3.1

DATE:
02.17.2022

EAST ELEVATION

SCALE: ⅛" = 1'-0"

SOUTH ELEVATION

SCALE: ⅛" = 1'-0"

REVISIONS
- 8/22/22
- 11/1/22
- 4/27/23
- 5/1/23
- 9/6/23
- 11/2/23
- 1/8/24

ELEVATIONS

168 UNIT DEVELOPMENT
13610 SHERMAN WAY, VAN NUYS, CA 91405

GARO V. MINASSIAN, ARCHITECT, INC.
140 ACARI DRIVE, LOS ANGELES, CALIFORNIA

SHEET NO.
A3.2

DATE:
02.17.2022

VIEW FROM THE SOUTH WEST

GARO V. MINASSIAN , ARCHITECT, INC.
140 ACARI DRIVE, LOS ANGELES, CALIFORNIA

168 UNIT DEVELOPMENT
13610 SHERMAN WAY, VAN NUYS, CA 91405

ELEVATIONS

DATE: 02.17.2022
SHEET NO. A3.3

REVISIONS
11/1/22
2/11/25

VIEW FROM SHERMAN WAY

REVISIONS
11/1/22

ELEVATIONS

168 UNIT DEVELOPMENT
13610 SHERMAN WAY, VAN NUYS, CA 91405

GARO V. MINASSIAN, ARCHITECT, INC.
140 ACARI DRIVE, LOS ANGELES, CALIFORNIA

SHEET NO.
A3.4

DATE:
02.17.2022

VIEW FROM SHERMAN WAY

DATE: 02.17.2022

SHEET NO. A3.4A

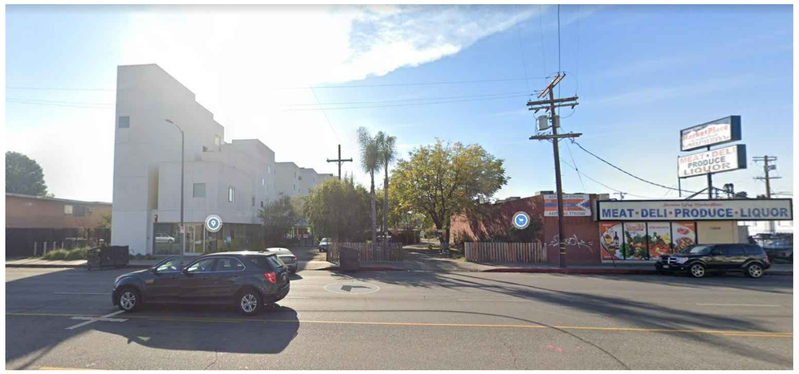
GARO V. MINASSIAN , ARCHITECT, INC.
140 ACARI DRIVE, LOS ANGELES, CALIFORNIA

168 UNIT DEVELOPMENT
13610 SHERMAN WAY, VAN NUYS, CA 91405

ELEVATIONS

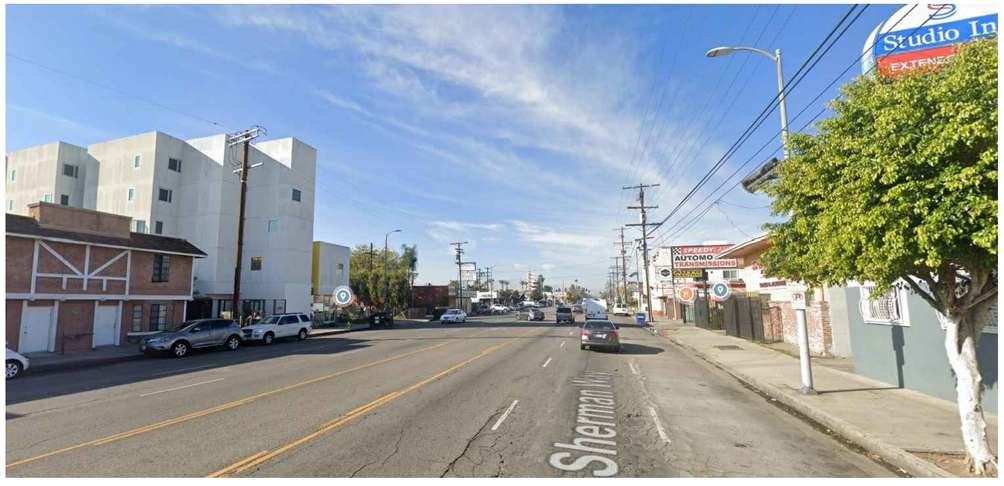
REVISIONS 11/1/22

COMMERCIAL RETAIL BUILDING TO THE EAST OF SITE FRONTAGE



STREET FRONTAGE WITH ADJACENT BUILDING TO THE EAST & WEST

ADJACENT BUILDING TO THE EAST



SHERMAN WAY BLVD. VIEW TOWARDS WEST TAKEN FROM EAST OF SITE

SHERMAN WAY BLVD. ACROSS THE SITE TO THE NORTH

REVISIONS
- 8/22/22
- 4/4/23

PHOTOS

168 UNIT DEVELOPMENT
13610 SHERMAN WAY, VAN NUYS, CA 91405

GARO V. MINASSIAN, ARCHITECT, INC.
140 ACARI DRIVE, LOS ANGELES, CALIFORNIA

SHEET NO.
A3.5

DATE:
02.17.2022

EAST VIEW FROM SHERMAN WAY

REVISIONS
11/1/22

ELEVATIONS

168 UNIT DEVELOPMENT
13610 SHERMAN WAY, VAN NUYS, CA 91405

GARO V. MINASSIAN , ARCHITECT, INC.
140 ACARI DRIVE, LOS ANGELES, CALIFORNIA

SHEET NO.
A3.6

DATE:
02.17.2022

SOUTH VIEW

GARO V. MINASSIAN , ARCHITECT, INC.
140 ACARI DRIVE, LOS ANGELES, CALIFORNIA

168 UNIT DEVELOPMENT
13610 SHERMAN WAY, VAN NUYS, CA 91405

ELEVATIONS

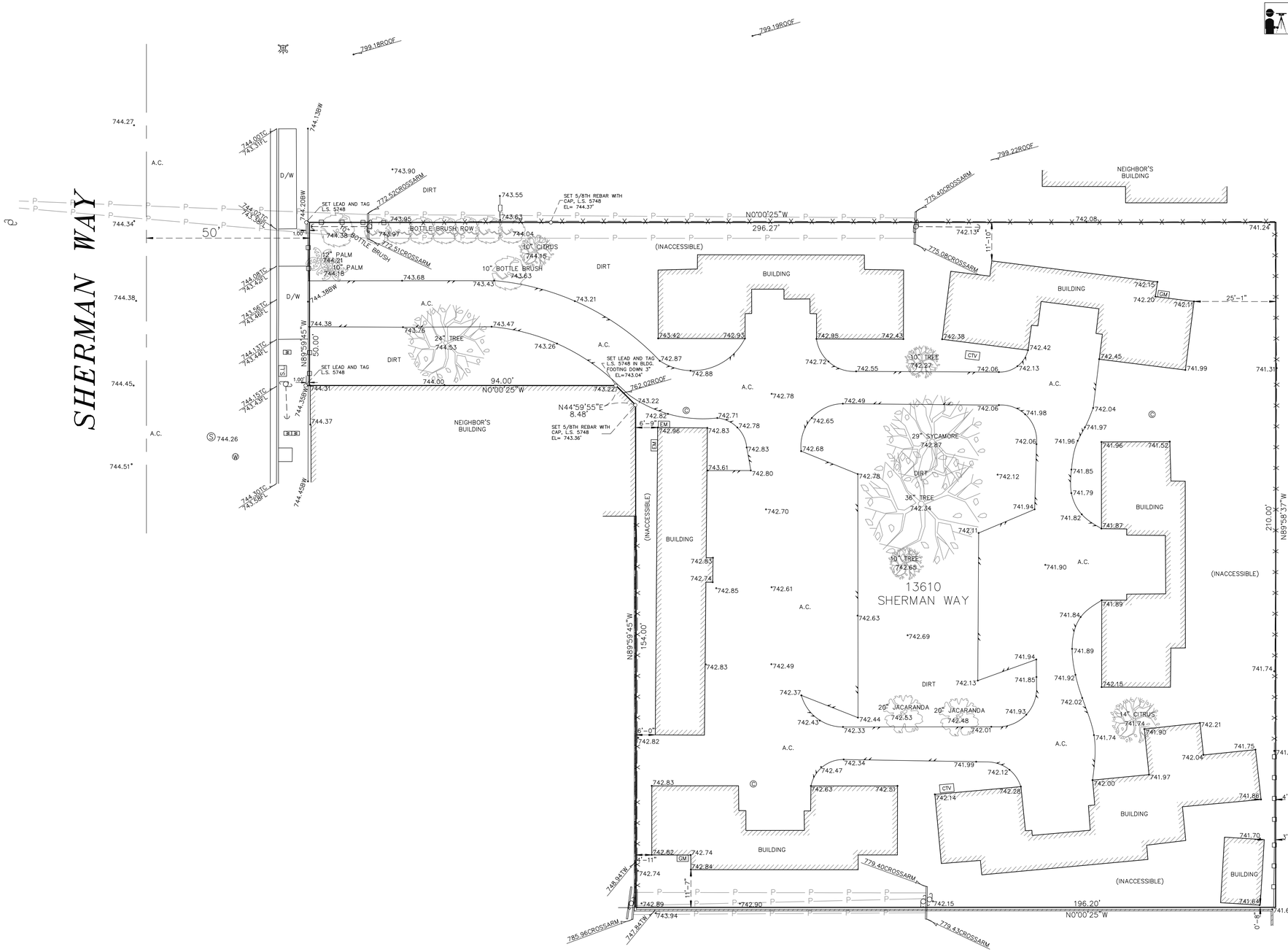
DATE: 02.17.2022
SHEET NO. A3.7

REVISIONS
11/1/22
02/11/25

LAWRENCE J. SCHMAHL LICENSED SURVEYOR PLS 5748
11209 HOWARD ST. WHITTIER, CALIFORNIA 90606 (562) 908-0570 / (323) 773-1675

TOPOGRAPHIC SURVEY

SCALE: 1" = 16' DECEMBER, 2021
MAP REV. SEPT., 2023



LEGAL DESCRIPTION:

PORTION OF LOT 74 OF TRACT NO. 1081, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 17, PAGES 130 AND 131 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

BENCHMARK:

SPIKE IN EAST CURB OF WOODMAN AVE; 46.1FT NORTH OF BCR NORTH OF SHERMAN WAY

LABM: 08-23005 EL=745.739FT (2000) NAVD 1988

TOTAL SITE AREA:

46,228 SQUARE FEET
1.06 ACRES

FOR:

GREGORY HAROUTUNIAN
3400 WHITE ROSE WAY
ENCINO, CA 91436

LICENSED LAND SURVEYOR
LAWRENCE J. SCHMAHL
No. 5748
STATE OF CALIFORNIA

BY: _____
LAWRENCE J. SCHMAHL L.S. 5748

LEGEND:

A.C.	ASPHALT CONCRETE
BW	BACK OF WALK
CONC.	CONCRETE
D/W	DRIVEWAY
E	EAST
FF	FINISHED FLOOR
FL	FLOWLINE
N	NORTH
S	SOUTH
TC	TOP OF CURB
TG	TOP OF GRATE
TW	TOP OF WALL
W	WEST
	BUILDING LINE
CTV	CABLE TV BOX
	CENTERLINE
Ⓒ	CLEANOUT
	EDGE OF PAVEMENT
EM	ELECTRIC METER
—X—X—X—	FENCE, CHAIN-LINK
	FENCE, IRON
	FENCE, WOOD
	FIRE HYDRANT
GM	GAS METER
	GUY WIRE
	POWER POLE
	POWER POLE W/CONDUIT
—P—P—	POWER LINE
	PROPERTY LINE
Ⓢ	SEWER MANHOLE
52.52 52.52	SPOT ELEVATIONS
S.L.	STREETLIGHT BOX
	WALL
	WATER METER
Ⓦ	WATER VALVE

NOTE:

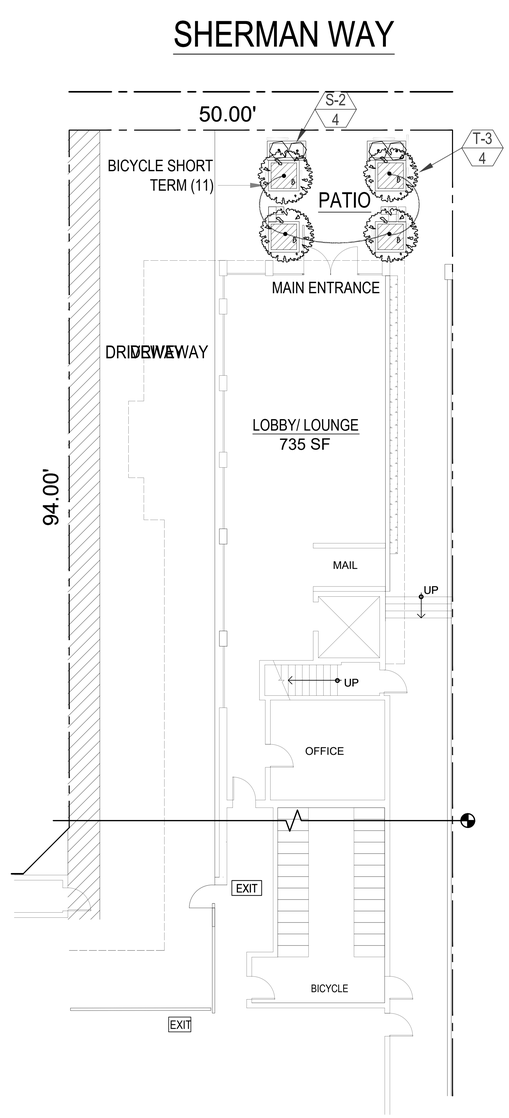
THIS SURVEY DOES NOT INCLUDE UNRECORDED EASEMENTS, UNDERGROUND PUBLIC UTILITIES OR OTHER SUBSTRUCTURES, OR ZONE EASEMENTS, SETBACK OR STREET WIDENING DATA IF APPLICABLE. ACCORDING TO A PRELIMINARY TITLE REPORT, PREPARED BY FIDELITY NATIONAL TITLE AS ORDER NO. 00331484-994-VNO-CH, DATED OCTOBER 22, 2021, NO EASEMENTS AFFECT THIS PROPERTY. WE MAKE NO GUARANTEES AS TO THE ACCURACY OR COMPLETENESS OF THAT REPORT.
IF THE EXISTING GRADES SHOWN ON THIS MAP ARE TO BE USED FOR CONSTRUCTION PURPOSES, IT IS THE RESPONSIBILITY OF THE PARTY USING THIS MAP TO VERIFY THE VERTICAL DATUM BY CHECKING BETWEEN AT LEAST FIVE EXISTING GRADES SHOWN HEREON.
IF THE INFORMATION ON THIS MAP IS TO BE INCLUDED IN CONSTRUCTION PLANS, THIS MAP IN ITS ENTIRETY MUST BE MADE A PART OF THOSE CONSTRUCTION PLANS.

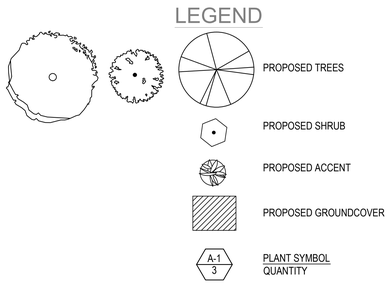
JOB# 13436

PLANT LIST

WATER USAGE	SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	QTY.	SPACING
LW	T-1	OLEA EUROPA 'SWAN HILL'	FRUITLESS OLIVE	36" BOX	12	-
LW	T-2	LAGERSTROEMIA INDICA	CRAPE MYRTLE	24" BOX	20	-
LW	T-3	HETEROMELES ARBUTIFOLIA	TOYON MULTI	24" BOX	11	-
LW	S-1	LIGUSTRUM JAPONICUM	TEXAS PRIVET	5 GAL.	8	4' O.C.
LW	S-2	CISTUS x PURUREUS	ORCHID ROCKROSE	5 GAL.	16	3' O.C.
LW	S-3	BOUGAINVILLEA MANILA	RED BOUGAINVILLEA	5 GAL.	30	6' O.C.
LW	A-1	DIETES BICOLOR	FORTNIGHT LILY	5 GAL.	68	RANDOM
LW	GROUND COVER (ALL P.A.S)	SENECIO SERPENS	BLUE SENECIO	FLATS	AS NEEDED	12" O.C.

LW: LOW WATER USAGE /P.F: .3
LANDSCAPE AREA : 1,352 SQ. FT.





REVISIONS
8/22/22
11/1/22
4/4/23
4/27/23
5/1/23
9/28/23
11/2/23
12/14/23
1/8/24
12/3/24
1/28/25
2/11/25

1ST FLOOR LANDSCAPE PLAN

168 UNIT DEVELOPMENT
13610 SHERMAN WAY, VAN NUYS, CA 91405

GARO V. MINASSIAN, ARCHITECT, INC.
140 ACARI DRIVE, LOS ANGELES, CALIFORNIA

SHEET NO.
L-1

DATE:
02.17.2022

M:\acad\13610 sherman way\cad\Landscape Plans\L-1.dwg, model, 2/17/2025 7:02:15 PM

154.00'
8.48'
296.27'
196.20'
210.00'

EXIT
1-bedroom
bedroom
21
22
23
24
25
20
exercise room 330 sf
trash/ recyc.
30
29
28
27
26
outdoor lounge
19
31
32
33
34
18
17
35
36
37
38
39
40
16
15
14
13
12
11
10
3
4
5
6
7
8
9
42
41
PASSAGEWAY
CENTRAL COURTYARD
6,200 SF
POND
COMMON ROOF DECK
3,246 SF
bachelor
bedroom
1-bedroom
bbq
DN.
UP
A-1 4
A-1 3
A-1 2
A-1 6
A-1 8
T-1 6
T-1 3
S-1 4
S-2 12
S-3 7
S-3 11
S-3 9
S-3 3
T-2 5
T-2 7
T-2 6
T-2 2
T-3 3
T-3 4

PLAN NORTH

PLANTING PLAN

SCALE: ⅛" = 1'-0"

REVISIONS
8/22/22
11/1/22
4/4/23
4/27/23
5/1/23
9/28/23
11/2/23
12/14/23
1/8/24
12/3/24
1/28/25
2/11/25

PODIUM LEVEL LANDSCAPE PLAN

168 UNIT DEVELOPMENT
13610 SHERMAN WAY, VAN NUYS, CA 91405

GARO V. MINASSIAN, ARCHITECT, INC.
140 ACARI DRIVE, LOS ANGELES, CALIFORNIA

SHEET NO.
L-2

DATE:
02.17.2022

Reference Evapotranspiration (ETo) 50.1

Hydrozones ® /Planting Description[2]	Plant Factor (PF)	Irrigation Method[3]	Irrigation Efficiency (IE)[3]	ETAF (PF/IE)	Landscape Area (sq. ft.)	ETAF x Area	Estimated Total Water Use (ETWU)[4]
Regular Landscape Areas							
A-1/LW	.3	B	.81	.37	100	192.9	7090
A-2/LW	.3	B	.81	.37	1779	892.10	25010
A-3/LW	.3	B	.75	.4	1790	1260.0	47340
A-4/LW	.3	B	.81	.37	1779	892.10	25010
A-5/LW	.3	B	.81	.37	84	93.1	2610
A-6/LW	.3	B	.81	.37	100	192.7	5090
A-7/LW	.3	B	.81	.37	342	1155.5	32550
				Totals	11550 (A)	5217 (B)	159112
Special Landscape Areas							(360)
[redacted]				1			
				1			
				1			
				1			
				1			
				Totals	(C)	(D)	
						ETWU Total	159112
						Maximum Allowed Water Allowance (MAWA)[5]	173,098

[2] Hydrozone/Planting Description E.g
1.) Front lawn
2.) low water use plantings
3.) medium water use plantings

[3] Irrigation Method: overhead spray or drip

[3] Irrigation Efficiency: 0.75 for spray head; 0.81 for drip

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

[5] MAWA (Annual Gallons Allowed) = (Eto) (0.62) [(ETAF x LA) + ((1-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.

(50.1)(0.62)(.55)(11,550 ft²) + (0)
= MAWA: 173,098 GPY
= ETWU: 159112 GPY

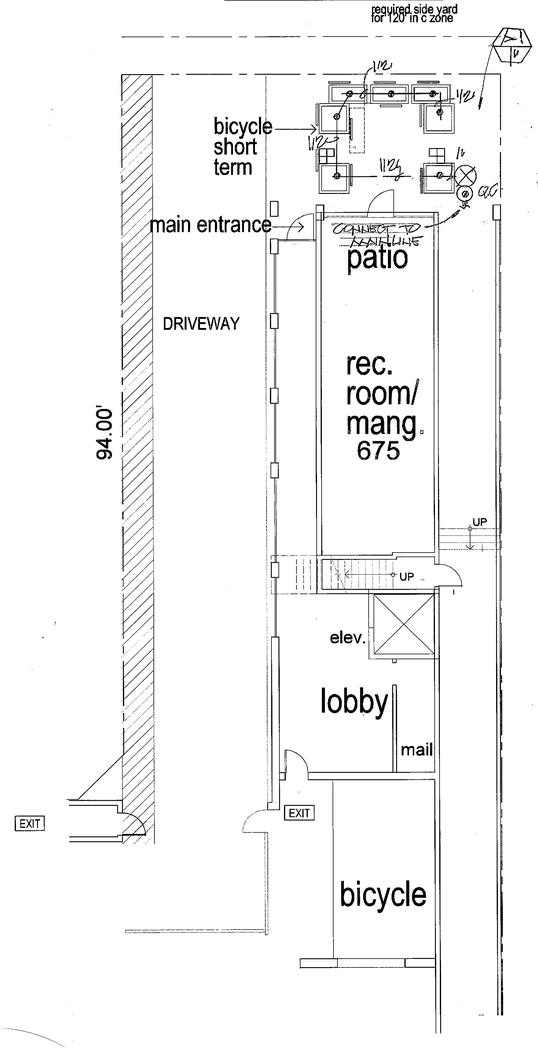
LEGEND

	WEATHER BASED CONTROLLER (RAINBIRD ESP-LXME 8 STATION
RS	RAIN SENSOR (RAINBIRD RSD-BEX)
BPA	BACKFLOW PREVENTER (FEBCO 825-Y-1½")
QC	QUICK-COUPLER (RAINBIRD 44LC [illegible])
	VALVE (RAINBIRD PEB SERIES)
A-1 / 1"	12.0 VALVE NO. / GPM; VALVE SIZE
	LATERAL LINE / SCHD 40 PVC
M	MAINLINE / SCHD 40 PVC
SOV	SHUT-OFF VALVE
M	IRRIGATION METER

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 WITHIN THE IRRIGATION CONTROLLER FOR SUBSEQUENT MANAGEMENT PURPOSES.
A CERTIFICATE 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.
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.

SHERMAN WAY

required side yard for 120' in c zone



PLAN NORTH

SCALE: 1/8" = 1'-0"

SPRINKLER HEADS

SYMBOL	DESCRIPTION	MODEL NO.	GPM	RADIUS	PSI
●	RAINBIRD	1812-1401	.25	-	30
▼	FULL BUBBLER RAINBIRD POP-UP 1/2"	1812-12HNP2	.65	12'	30
▽	" " 1/2 HOSE	1812-12HNP2	1.30	12'	30

IRRIGATION PLAN

LICENSED LANDSCAPE ARCHITECT — 3/16/21 — 04/30/24 — STATE OF CALIFORNIA

#1244

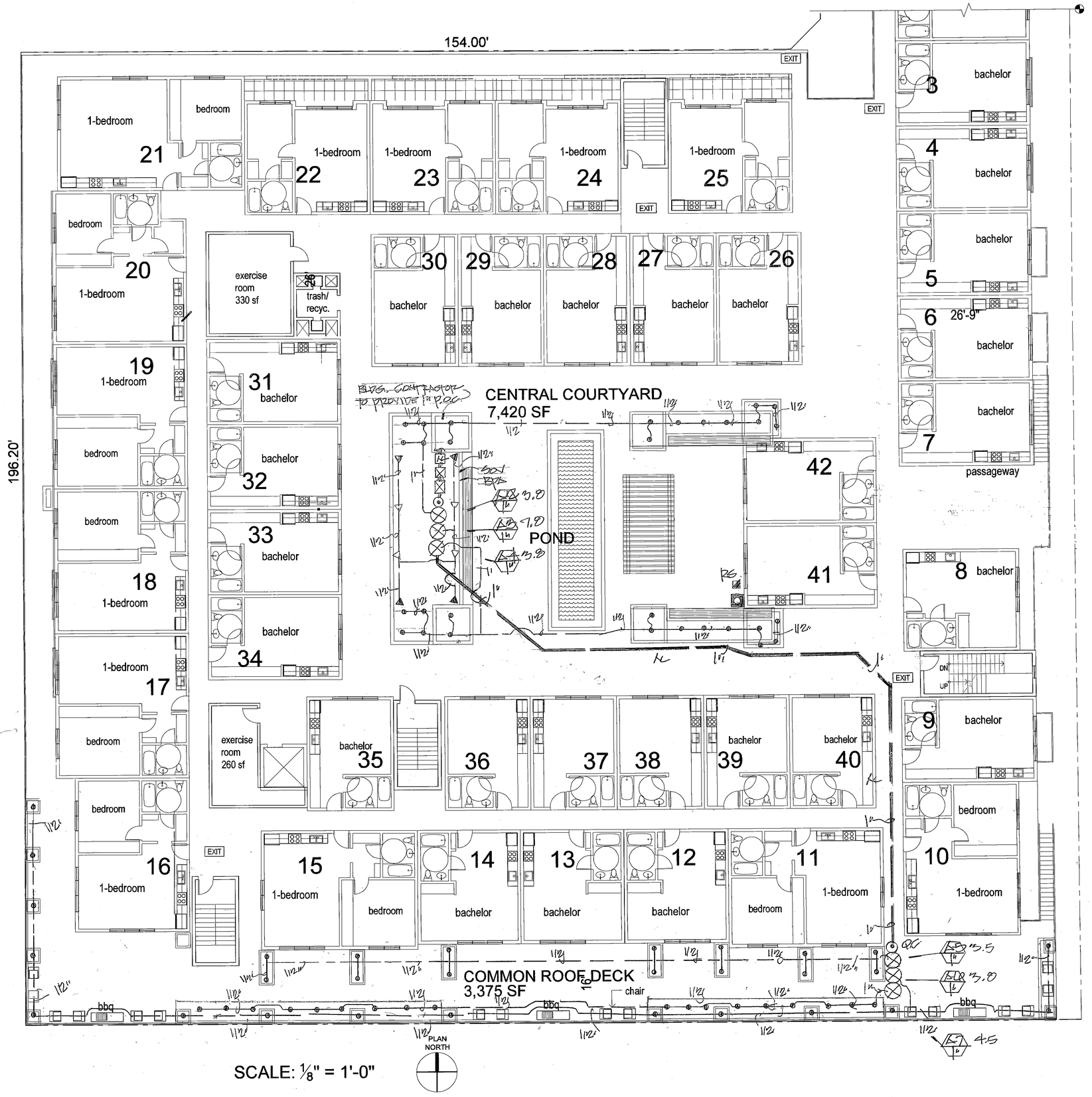
LARRY G. TISON & ASSOCIATES
LARRY G. TISON, A.S.L.A.
LANDSCAPE ARCHITECTURE
514 E. BROADWAY, SUITE D, GLENDALE, CALIFORNIA 91205
818-241-9169

REVISIONS
- 8/22/22
- 11/1/22
- 4/4/23
- 4/27/23
- 5/1/23
- 9/6/23
- 9/15/23
- 9/18/23
- 9/28/23
- 11/2/23
- 1/8/24
- 1/16/24
- 2/15/24

168 UNIT DEVELOPMENT
13610 SHERMAN WAY, VAN NUYS, CA 91405

GARO V. MINASSIAN, ARCHITECT, INC.
140 ACARI DRIVE, LOS ANGELES, CALIFORNIA

SHEET NO.
L-3



NOTE:
- REFER TO SHEET L-3 FOR LEGEND, SPRINKLER HEADS & NOTES

IRRIGATION PLAN

SECOND FLOOR

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
- 8/22/22
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- 5/1/23
- 9/28/23
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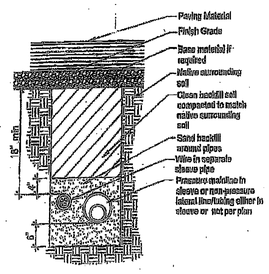
- 12/14/23
- 1/8/24

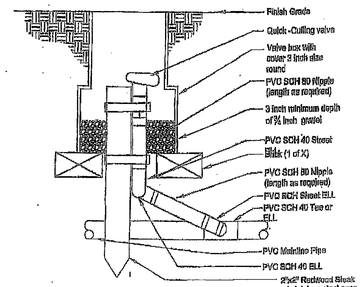
168 UNIT DEVELOPMENT
13810 SHERMAN WAY, VAN NUYS, CA 91405

GARO V. MINASSIAN , ARCHITECT, INC.
140 ACARI DRIVE, LOS ANGELES, CALIFORNIA

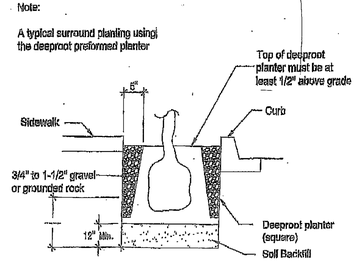
SHEET NO. L-4



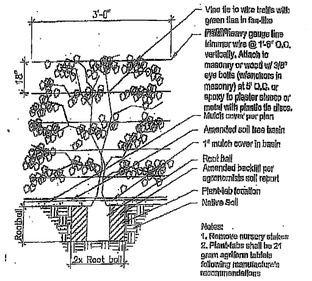
Pipe & wire trenching



Quick coupling valve



Tree Root barriers



Vine Planting detail

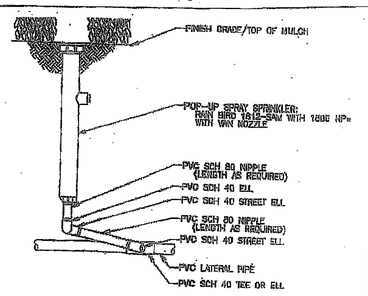
Landscape Notes

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.

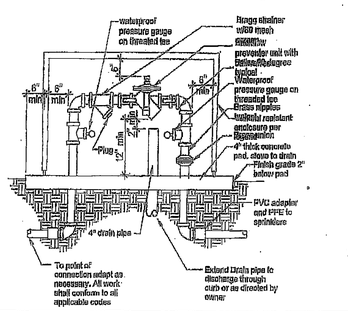
Note: This formula is a Std. mix and will change if there are any unusual soil conditions at the site. Compacted backfill shall be 100% on site soil.

Soil Texture	Moisture retained per foot of soil							
	Cover	Gals	Cover	Gals	Cover	Gals	Cover	Gals
Coarse Sandy Soil	2.00	2.00	2.00	1.50	1.50	1.50	1.00	0.50
Coarse sandy soil over compact basin	1.75	1.50	1.25	1.50	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	0.60	0.30	0.40	0.20
Light over compact soil	0.50	0.30	0.60	0.25	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

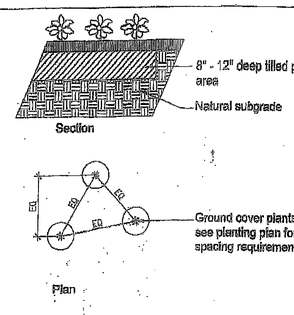
Soil characteristics



POP-UP SPRAY SPRINKLER



Backflow preventer



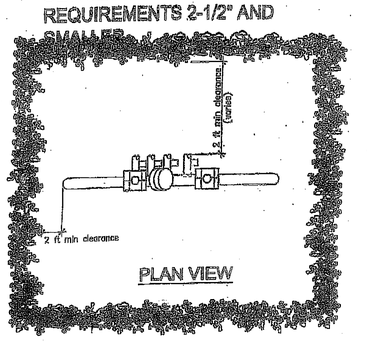
Ground Cover planting detail

Irrigation notes

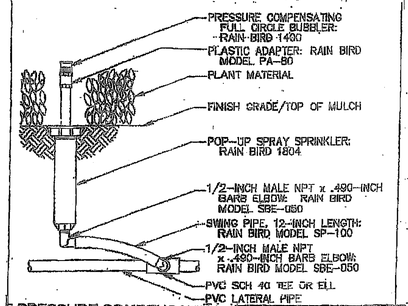
1. All irrigation lines under drives to be installed in pvc sleeve @ 18" depth min.
2. Locate all RCV's and HB's in planting areas. (typ.)
3. Jet all lines and trenches under paving 90% min.
4. Install remote control valve in ametex 12" box or equal (one valve per box) & marked "irrigation", located 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.

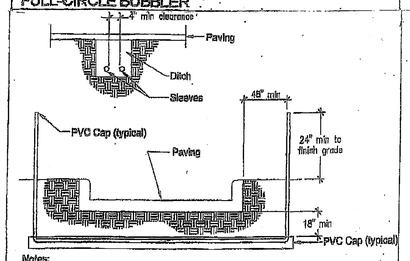
BACKFLOW PREVENTION DEVICES SCREENING REQUIREMENTS 2-1/2" AND SMALLER



BACKFLOW DEVICE SCRENING DETAIL



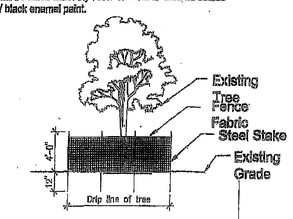
PRESSURE COMPENSATING FULL-CIRCLE BUBBLER



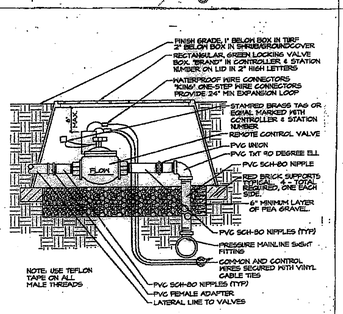
Notes:
1. All PVC irrigation sleeves to be class 200 pipe
2. All joints to be solvent welded and watertight
3. Where there is more than one sleeve, extend the smaller sleeve to 24-inches minumum above finish grade
4. Mechanically temp to 95% compaction.

Sleeving

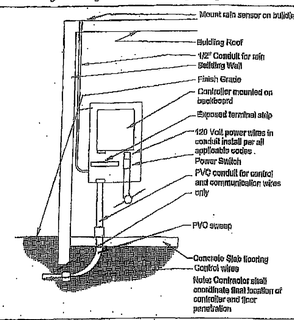
Note:
1. Dripline of tree shall be enclosed w/ a 4'-0" high fence, fence fabric to be durable and bright color, stake to be steil, size and installed to be depth of 12" min.
2. Any trenching required within the dripline of the tree shall be hand dub. Any roots cut over 2" shall be sealed w/ black enamel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



Projection of Existing Tree

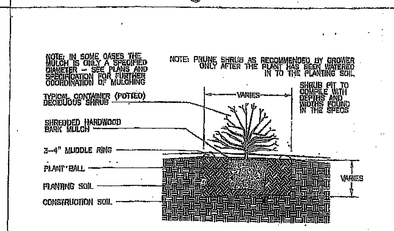


REMOTE CONTROL VALVE



Polyethylene edging

Solid-state Controller



Tree staking detail

CONTANER SHRUB PLANTING DETAIL

DETAIL & SPECIFICATION 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 1844 Signature Renewal Date Date STATE OF CALIFORNIA

REVISIONS
- 8/22/22
- 11/1/22
- 4/4/23
- 4/27/23
- 5/1/23
- 9/28/23
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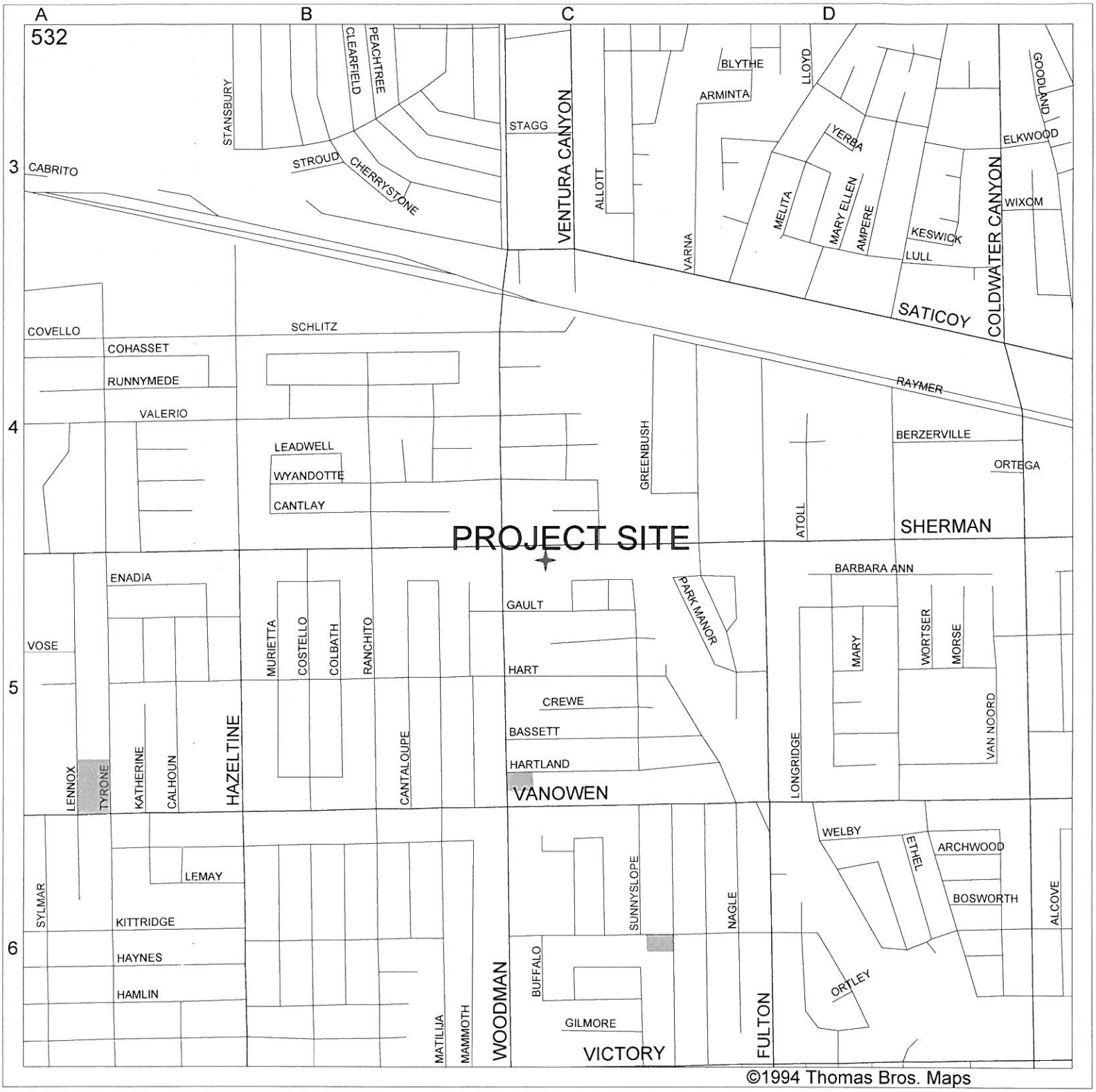
168 UNIT DEVELOPMENT
13610 SHERMAN WAY, VAN NUYS, CA 91405

GARO V. MINASSIAN , ARCHITECT, INC.
140 ACARI DRIVE, LOS ANGELES, CALIFORNIA

SHEET NO.
L-5

Exhibit B – Maps



VICINITY MAP

SITE : 13610-13618 SHERMAN WAY

GC MAPPING SERVICE, INC.

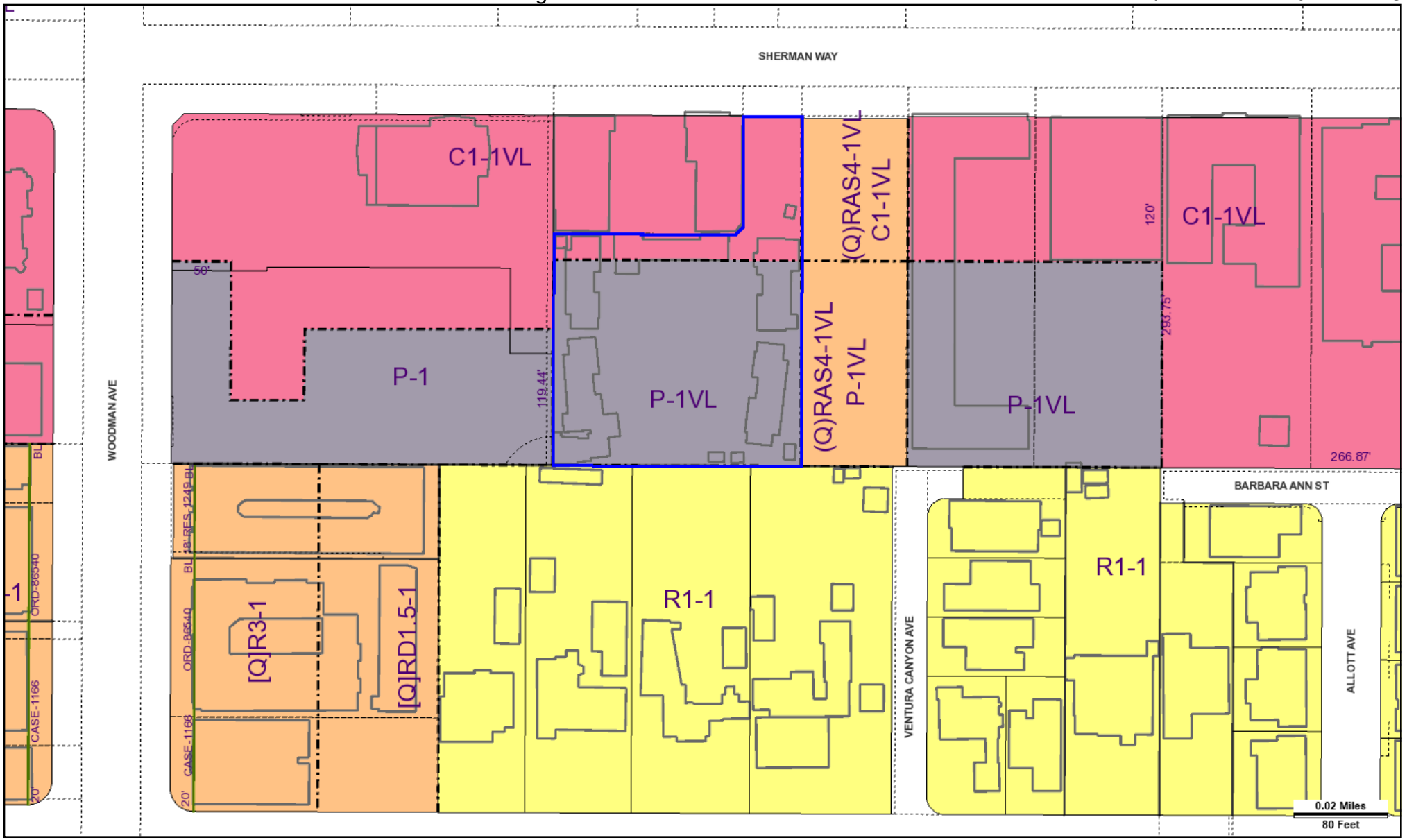
3055 WEST VALLEY BOULEVARD
ALHAMBRA CA 91803
(626) 441-1080, FAX (626) 441-8850
gcmapping@radiusmaps.com

ZIMAS PUBLIC

Generalized Zoning

04/06/2023

City of Los Angeles
Department of City Planning



Address: 13610 W SHERMAN WAY
APN: 2328008024
PIN #: 183B157 74

Tract: TR 1081
Block: None
Lot: FR 74
Arb: 7

Zoning: C1-1VL, P-1VL
General Plan: Neighborhood Office Commercial

N
W E
S

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

Categorical Exemption

Sherman Way Residential Project

Case Number: CPC-2024-2971-CU3-DB-PR-HCA
ENV Case Number:ENV-2024-2972-CE

Project Location: 13610-13618 West Sherman Way, Los Angeles, CA 91405

Community Plan Area: Van Nuys – North Sherman Oaks

Council District: 2 – Adrin Nazarian

Project Description: The Project includes demolition and removal of the existing improvements, including six existing structures containing 10 residential dwelling units and 24 significant trees from the Project Site and development of the site with a 115,358 square foot 5-story residential building with a maximum building height of 58 feet above-ground surface. The proposed building would include 168 multi-family residential dwelling units inclusive of 18 dwelling units set aside for Very-Low Income households pursuant to Section 12.22.A.25 of the Los Angeles Municipal Code (LAMC), which implements the State Density Bonus Law (California Government Code Section 65915).

The first floor would contain the lobby, recreation room, vehicle and bicycle parking, while floors two through five would contain the residential dwelling units with a central courtyard starting on the second level. Additionally, the Project would provide a total of 10,831 square feet of open space, including 10,181 square feet of common open space and 650 square feet of private open space. Also, the Project would provide 99 vehicle parking spaces, and the Project would provide 109 long-term bicycle parking spaces and 11 short-term bicycle parking spaces. The Project would require removal of the 24 on-site trees, and will be required to plant 42 new 24-in box trees. Construction at the Project Site would occur over an estimated 22-month period. The Project would require the export of approximately 5,950 cubic yards of debris during the demolition phase, approximately 12,000 square feet of landscaping during the site preparation phase, and approximately 3,125 cubic yards of soil during the grading phase. The Applicant is seeking the following approvals from the City:

1) Pursuant to LAMC Section 12.22.A.25 and the State Density Bonus Law (Government Code Section 65915), the Project will set aside 15 percent of base density (i.e., 18 dwelling units) for Very Low Income for a ministerial 35 percent density bonus in exchange for one On-Menu Incentive (and additional 10 percent through a CUP, for a total of 45 percent, as noted below), two Off-Menu Incentives, and five Waivers of Development Standards.

- On-Menu Incentive:
  - Pursuant to LAMC 12.22.A.25(f)(8) and Government Code Section 65915(d), an averaging of floor area ratio (FAR) and parking access from a less restrictive to a more restrictive zone.
- Off-Menu Incentives:
  - Pursuant to LAMC Section 12.22.A.25(g)(3) and Government Code Section 65915(d), reduced vehicle parking requirement to allow 99 vehicle parking spaces in lieu of the LAMC required automobile spaces after all permissible reductions;

- Pursuant to LAMC Section 12.22.A.25(g)(3) and Government Code Section 65915(d) a a 7% increase in maximum allowable floor area to permit 115,358 square feet of floor area for a floor area ratio of 2.93:1 across the C1-VL and P1-VL zones;.

- Waivers of Development Standards:
  - Pursuant to LAMC Section 12.21.1.A.1, waiver of VL 45-foot and 3-story height restriction (to allow a height of up to 58 feet and 5 stories in both the P1 and C1 zoned portions of the Project Site;
  - Pursuant to LAMC Section 12.13.5.B.2 and LAMC Section 12.11.5.C.2, waiver of the westerly side yard setback requirement of 5 feet for the C Portion of the Project Site to 0 feet;
  - Pursuant to LAMC Section 12.13.5.B.2 and LAMC Section 12.11.5.C.2, waiver of the northerly side yard setback requirement of 5 feet for the C Portion of the Project Site to 0 feet;
  - Pursuant to LAMC Section 12.13.5.B.2 and LAMC Section 12.11.5.C.2, waiver of the westerly side yard setback requirement of 5 feet for the P Portion of the Project Site (respectively) to allow a side yard of 0 feet**;**
  - Pursuant to LAMC Section 12.11.5.C.2, waiver of rear yard setback requirement of 15 feet for the to allow a rear yard of 0 feet;
  - Pursuant to Government Code Section 65915(e) and LAMC Section 12.22.A.25, for a reduced open space requirement of 16,975 square feet to allow 10,771 square feet of open space
  - Pursuant to Government Code Section 65915(e) and LAMC Section 12.22.A.25, for a waiver of the transitional height requirement of LAMC 12.21.1.

2) Pursuant to LAMC Section 13B.2.4 Project Review for a project that results in the creation of greater than 50 net new residential dwelling units; and

3) a Conditional Use Permit ("CUP"), pursuant to LAMC Section 13B.2.3, to allow an additional density bonus of 10 percent for a total bonus of 45 percent.

PREPARED FOR:	**PREPARED BY:**	**PROJECT APPLICANT:**
The City of Los Angeles Department of City Planning	CAJA Environmental Services 9410 Topanga Canyon Boulevard Suite 101 Chatsworth, CA 91311	Vigen & Roselyn Haroutunian 13610-13618 Sherman Way Van Nuys, CA 91405

CATEGORICAL EXEMPTION

SHERMAN WAY RESIDENTIAL PROJECT

JUNE 2025

PROJECT DESCRIPTION

Existing Conditions

The 46,211-square-foot (1.06-acre) Project Site is located at 13610-13618 West Sherman Way within the boundaries of the Van Nuys – Sherman Oaks Community Plan (Community Plan) in the City of Los Angeles (City). The Assessor Parcel Number (APN) for the Project Site is 2328-008-024. The Project Site is an "L" shaped flag lot, with the narrowest portion fronting Sherman Way. The Project Site is bounded by Sherman Way, a bakery, and a market on the north, a bakery and a market, a restaurant and associated surface parking on the west, single-family residential on the south, and multi-family residential on the east. Land uses within the greater Project Site area include mixed commercial and residential uses along Sherman Way and multi-family and single-family residential neighborhoods to the north and south of the uses on Sherman Way. Regional access to the Project Site area is provided via State Route 170 (SR 170) located approximately 1.5 to the east and Interstate 405 (I-405) located approximately 2.5 miles to the west.

The Project Site is currently improved with six residential apartment buildings with 11 total dwelling units, open space, and surface parking. Additionally, there are 24 non-protected trees on the Project Site including the following[1]:

- 1 Black walnut (*Juglans hindsiii*)[2]
- 2 Queen palm (*Syagrus romanzoffiana*)
- 4 Bottlebrush (Melaleuca viminalis)
- 7 Weeping fig (*Ficus benjamina*)
- 2 Jacaranda (*Jacaranda mimosifolia*)
- 1 Rubber tree (*Ficus elastica*)
- 1 Carob tree (*Ceratonia siliqua*)

---

[1] *Tree Report, The Tree Resource, November 6, 2023. Refer to Appendix A. The City defines a protected tree as oaks (Quercus sp.) indigenous to California but excluding the scrub oak (Quercus dumosa); Southern California black walnut (Juglans californica var. californica); Western sycamore (Platanus racemosa) and California bay laurel (Umbellularia californica) trees with a diameter at breast height (DBH) of four inches or greater. Protected Shrubs are defined as Mexican elderberry (Sambucus mexicana); Toyon (Heteromeles arbutifolia) which measure four inches or more in cumulative diameter, four and one-half feet above the ground level at the base of the shrub.*

[2] *This black walnut tree is not the species defined as a protected tree by the City.*

- 1 Western sycamore (*Platanus racemosa)*[3]
- 1 Guava (*Psidium guajava*)
- 1 Crepe myrtle (*Lagerstroemia indica*)
- 1 Evergreen ash (*Fraxinus uhdei*)
- 1 Citrus spp.
- 1 Eugenia brush cherry (*Syzygium panivulatum*)

Vehicle access to the Project Site is provided by one driveway on Sherman Way.

The Project Site is zoned C1-1VL (Limited Commercial Zone, Height District 1VL) and P1-1VL (Automobile Parking Zone, Height District 1VL) with a General Plan land use designation of Neighborhood Office Commercial. Additionally, the Project Site falls within the boundaries of ZI-2498 Local Emergency. Temporary Regulations – Time Limits and Parking Relief – LAMC 16.02.1 and ZI-2512 Housing Element Inventory of Sites.

Project Characteristics

The Project includes the demolition and removal of all existing uses from the Project Site and the development of the site with a 5-story residential building with a maximum building height of 58 feet above-ground surface. The proposed building would include 168 multi-family residential dwelling units inclusive of 18 dwelling units set aside for Very Low Income households pursuant to Section 12.22.A.25 of the Los Angeles Municipal Code (LAMC), which implements the State Density Bonus Law (California Government Code Section 65915. The first floor would contain the lobby, recreation room, and vehicle and bicycle parking, while floors two through five would contain the residential dwelling units with a central courtyard starting on the second level. A breakdown of the dwelling unit types is included in Table 1.

Table 1
Residential Unit Breakdown

Unit Type	Number
Studio	109 du
1 Bedroom	52 du
2 Bedroom	7 du
Total	**168 du**

du = dwelling unit

Source: Garo V; Minassian, February 17, 2022.

Open Space

The Project's open space requirements per the LAMC are presented in Table 2. As a Density Bonus Project, the Project is allowed development incentives and waivers of development standards for the provision of affordable dwelling units. As discussed later under subheading "Requested Approvals," the Applicant is requesting a waiver of development standards for reduced open space (among others). As shown in Table 3, the Project would provide a total of

[3] *This western sycamore was planted intentionally, is not naturally occurring, and is not a protected tree as defined by the City.*

10,900 square feet of open space, including 10,250 square feet of common open space and 650 square feet of private open space.

Table 2
Open Space Requirements

Unit Type	Number of Units	LAMC Open Space Requirement	Size
Studio	109 du	100 sf/du	10,900 sf
1 Bedroom	52 du	100 sf/du	5,200 sf
2 Bedroom	7 du	125 sf/du	875 sf
		Total Required	**16,975 sf**
LAMC = Los Angeles Municipal Code *du = dwelling unit* *sf = square feet*			

Table 3
Project Open Space

Type	Size
Common Open Space	
Central Court	6,200 sf
Recreation/Exercise Rooms	735 sf
Rear Roof Deck	3,246 sf
	10,181 sf
Private Open Space	650 sf
Total Provided	**10,831 sf**
sf = square feet	
Source: Garo V; Minassian, February 17, 2022.	

Parking and Vehicle Access

The Project's vehicle parking requirements are shown in Table 4. As shown, pursuant to Government Code Section 65915(d), the Project would be required to provide 201 vehicle parking spaces. However, as a Density Bonus Project, the Applicant is requesting an incentive for reduced vehicle parking (among others). As shown in Table 4, the Project would provide 99 vehicle parking spaces.

Table 4
Vehicle Parking Summary for the Project

Use	Size	Government Code Section 65915(d) Parking Requirement	Number of Spaces
Residential			
Studio	109 du	1.0 space/du	109
1 Bedroom	52 du	1.0 spaces/du	52
2 Bedroom	7 du	1.5 spaces/du	10
Total Required Pursuant to 65915(d)			***172***
Total Required Pursuant to LAMC			**201**
Total Provided Pursuant to Density Bonus			**99**

du = dwelling unit sf = square feet

Source: Source: Garo V; Minassian, February 17, 2022.

The LAMC bicycle parking requirements for the Project are shown in Table 5. As shown the Project would be required to provide a minimum of 109 long-term bicycle parking spaces and 10 short-term bicycle parking spaces. The Project would provide theses bicycle parking spaces along with vehicle parking spaces on the first floor of the building.

Table 5
Bicycle Parking Requirements for Residential Units

Units	Number of Units	LAMC Section 12.21 A.16(a)(1)(i) Requirement	Number of Spaces
Long-Term Spaces Required			
Units 1-25	25	1.0 space/unit	25
Units 26-100	75	1.0 space/1.5 units	50
Units 101-200	68	1.0 space/2.0 units	34
Total Required Long Term			**109**
Short-Term Spaces Required			
Units 1-25	25	1.0 space/10 units	3
Units 26-100	75	1.0 space/15 units	5
Units 101-200	68	1.0 space/20 units	3
Total Required Short Term			**11**

Vehicle and bicycle access would be provided to the first-floor parking garage via one driveway on Sherman Way.

Tree Removal and Replacement

As stated previously, there are 24 non-protected trees on the Project Site. There are no street trees located adjacent to the site. The Project would require removal of the 24 on-site trees, which would be replaced in accordance with the City's 1:1 replacement requirement.

Pursuant to LAMC 12.21 G.3, one tree must be provided for every four units. At 168 units, the project is required to plan 42 new trees. The Applicant originally requested an incentive to reduce

the number of required trees to provide a minimum of 29 but after neighborhood consultation has rescinded the waiver request and will plant 42 trees.

Estimated Construction Schedule

The Project's estimated construction schedule is shown in Table 6. Construction at the Project Site would occur over an estimated 22-month period. The Project would require the export of approximately 5,950 cubic yards of debris during the demolition phase, approximately 12,000 square feet of landscaping during the site preparation phase, and approximately 3,125 cubic yards of soil during the grading phase.

Table 6
Construction Schedule Assumptions

Phase	Duration	Notes
Demolition	Month 1	Removal of 5,950 tons of debris hauled 40 miles to landfill in 10-cubic yard capacity trucks.
Site Preparation	Month 2 (one week)	Removal of 12,000 square feet of landscaping hauled 40 miles to landfill in 10-cubic yard capacity trucks.
Grading	Month 2	Approximately 3,125 cubic yards of soil (including 25 percent swell factor) hauled 40 miles to landfill in 10-cubic yard capacity trucks.
Trenching	Months 3 (two weeks)	Trenching for utilities, including gas, water, electricity, and telecommunications.
Building Construction	Months 3-22	Foundation work (e.g., pouring concrete pads), framing, welding; installing mechanical, electrical, and plumbing. Floor assembly, interior painting, cabinetry and carpentry, elevator installations, low voltage systems, trash management.
Architectural Coatings	Months 21-22	Application of interior and exterior coatings and sealants.
Source: DKA Planning, 2023.		

Haul Route

Haul trucks would exit the Project Site to eastbound Sherman Way to travel to northbound/southbound I-405. As stated previously, the Project would require the export of approximately 3,125 cubic yards of soil, as well as the removal of 5,950 tons of debris, and 12,000 square feet of landscaping, which would be transported to a facility within 40 miles of the Project Site.

Requested Approvals

To allow for the development of the Project, the Applicant is seeking the following approvals from the City:

1. Pursuant to LAMC Section 12.22.A.25 and the State Density Bonus Law (Government Code Section 65915), the Project will set aside 15 percent of base density (i.e., 18 dwelling units) for Very Low Income for a ministerial 35 percent density (and an additional 10 percent using a CUP, for a total of 45 percent, as noted below) bonus in exchange for one

On-Menu Incentive, two Off-Menu Incentives, and five Waivers of Development Standards.

On-Menu Incentive:

A. Pursuant to LAMC 12.22.A.25(f)(8) and Government Code Section 65915(d), an averaging of floor area ratio (FAR) and parking access from a less restrictive to a more restrictive zone.

Off-Menu Incentives:

B. Pursuant to LAMC Section 12.22.A.25(g)(3) and Government Code Section 65915(d), reduced vehicle parking requirement to allow 99 vehicle parking spaces in lieu of the LAMC required automobile spaces after all permissible reductions;

C. Pursuant to LAMC Section 12.22.A.25(g)(3) and Government Code Section 65915(d) a a 7% increase in maximum allowable floor area to permit 115,358 square feet of floor area for a floor area ratio of 2.93:1 across the C1-VL and P1-VL zones;.

Waivers of Development Standards:

D. Pursuant to LAMC Section 12.21.1.A.1, waiver of VL 45-foot and 3-story height restriction (to allow a height of up to 58 feet and 5 stories in both the P1 and C1 zoned portions of the Project Site;

E. Pursuant to LAMC Section 12.13.5.B.2 and LAMC Section 12.11.5.C.2, waiver of the westerly side yard setback requirement of 5 feet for the C Portion of the Project Site to 0 feet;

F. Pursuant to LAMC Section 12.13.5.B.2 and LAMC Section 12.11.5.C.2, waiver of the northerly side yard setback requirement of 5 feet for the C Portion of the Project Site to 0 feet;

G. Pursuant to LAMC Section 12.13.5.B.2 and LAMC Section 12.11.5.C.2, waiver of the westerly side yard setback requirement of 5 feet for the P Portion of the Project Site (respectively) to allow a side yard of 0 feet**;**

H. Pursuant to LAMC Section 12.11.5.C.2, waiver of rear yard setback requirement of 15 feet for the to allow a rear yard of 0 feet;

I. Pursuant to Government Code Section 65915(e) and LAMC Section 12.22.A.25, for a reduced open space requirement of 16,975 square feet to allow 10,771 square feet of open space;

J. Pursuant to Government Code Section 65915(e) and LAMC Section 12.22.A.25, for a waiver of the transitional height requirement of LAMC 12.21.1.

2. Pursuant to LAMC Section 13B.2.4 Project Review for a project that results in the creation of greater than 50 net new residential dwelling units.

3. CUP, pursuant to LAMC Section 13B.2.3, to allow an additional density bonus of 10 percent for a total bonus of 45 percent.

Pursuant to various sections of the LAMC and other City requirements, the Applicant will request approvals and permits from the Building and Safety Department (and other municipal agencies) for Project construction actions including, but not limited to demolition, shoring, grading, foundation, haul route, tree removal, and building and tenant improvements.

CATEGORICAL EXEMPTION

Title 14 of the California Code of Regulations, Chapter 3 (Guidelines for Implementation of the California Environmental Quality Act [CEQA]), Article 19 (Categorical Exemptions), Section 15300 (Categorical Exemptions) includes a list of classes of projects that have been determined not to have a significant effect on the environment and which shall, therefore, be exempt from the provisions of CEQA.

For the reasons discussed in this document, the Project is categorically exempt from the requirement for the preparation of environmental documents under Class 32 in Section 15332, Article 19, Chapter 3, Title 14 of the California Code of Regulations. Class 32 is intended to promote infill development within urbanized areas. The class consists of environmentally benign in-fill projects that are consistent with local general plan and zoning requirements. Class 32 is not intended to be applied to projects that would result in any significant traffic, noise, air quality, or water quality effects. Application of this exemption, as all categorical exemptions, is limited by certain exceptions identified in Section 15300.2 of the CEQA Guidelines.

15332. In-Fill Development Projects.

Class 32 consists of projects characterized as in-fill development meeting the conditions described in this section.

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

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

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

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

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

***Note:** Authority cited: Section 21083, Public Resources Code. Reference: Section 21084, Public Resources Code.*

15300.2. Exceptions

(a) Location. Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located -- a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply all instances, except where the project may

impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.

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

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

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

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

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

Discussion of Section 15332(a)

The Project would be consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.

General Plan

The Project is consistent with the intent and purpose of the City's General Plan and the Community Plan. The land uses and zoning designation in the surrounding area are increasingly commercial in nature and allow mixed-use and high-density residential developments, with many already existing near the Project Site. As demonstrated below, the Project is in substantial conformance with the purposes, intent, and provisions of the General Plan and the Community Plan. The Project advances the following objectives and goals of the General Plan and Community Plan:

Framework Element

- Objective 3.4: *Encourage new multi-family residential, retail commercial, and office development in the City's neighborhood districts, community, regional, and downtown centers as well as along primary transit corridors/boulevards, while at the same time*

conserving existing neighborhoods and related districts. The Project advances this objective by locating new market-rate units, affordable housing units, along the Sherman Way commercial corridor.

Housing Element

- Objective 1.1.2: *Expand affordable rental housing for all income groups that need assistance*. The Project expands affordable rental housing by setting aside 13 dwelling units for Very Low Income households in a City with a critical shortage of affordable housing.

- Objective 2.5.2: *Foster the development of new affordable housing units citywide and within each Community Plan area*. The Project advances this objective by setting aside 13 dwelling units for Very Low Income households in a City with a critical need for such units.

Van Nuys – Sherman Oaks Community Plan

Goal 1 – A SAFE, SECURE, AND HIGH QUALITY RESIDENTIAL ENVIRONMENT FOR ALL ECONOMIC, AGE, AND ETHNIC SEGMENTS OF THE COMMUNITY.

The Project advances this goal by providing a healthy mix of two-bedroom, one-bedroom, and studio units, with an affordable component.

- Objective 1.2: *To locate new housing in a manner which reduces vehicular trips and makes it accessible to services and facilities.* The Project advances this objective by locating new market-rate units and affordable housing units along Sherman Way commercial corridor.

- *Policy 1-2.1 Locate higher residential densities near commercial centers, light rail transit stations, and major bus routes where public service facilities and utilities will accommodate this development.*

- *Policy 1-2.3 Encourage multiple residential development in commercial zones.*

  The Project advances Policies 1-2.1 and 1-2.3 by providing a residential development that adds high-density residential on the Sherman Way commercial corridor. The Project's residential nature supports the economic well-being of the area by adding more housing along an existing commercial corridor, thereby encouraging residential development in the commercially zoned Property. The Project thereby locates higher residential densities near the commercial corridor, while also providing public convenience for future residents by providing a lifestyle that encourages walkable communities and use of public transit.

- Objective 1-5: *To promote and ensure the provision of adequate housing for all persons regardless of income, age, or ethnic background.*

- *<u>Policy 1-5.1</u> Promote greater individual choice in type, quality, price, and location of housing.*

  The Project advances Objective 1-5 and Policy 1-5.1 by increasing housing availability by providing 168 units, 18 of which are set aside for Very Low Income households. The Project's high-density residential nature provides housing within a commercial corridor. The Project is located in a well-connected urban area with adequate parking which enhances accessibility for residents. The unit mix ensures all types of households would be served by the Project.

Zoning

The Project Site is subject to the Van Nuys-North Sherman Oaks Community Plan, which designates the site as Neighborhood Commercial. The zoning for the Project Site is split between P-1VL (the "P Portion") and C1-1VL (the "C Portion"). The Community Plan lists C1, C1.5, C2, C4, RAS3, and RAS4 as corresponding zones to the Neighborhood Commercial land use designation. (Note that P is not one of the corresponding zones). The Project would utilize the updated definition of "maximum allowable density" that allows sites to calculate density based on underlying land use designation.

Assembly Bill (AB) 2334 made changes to the definition of "maximum allowable residential density" in the Density Bonus law. This term is used to identify a project's base density, which is the number of units used to calculate the number of density bonus units and affordable units. The definition was updated to mean the maximum number of units allowed under the zoning ordinance, specific plan, or general plan land use designation, including the greater amount if a range of density is permitted or if there is an inconsistency. The density permitted by the general plan is based on the General Plan Land Use designation for a property. If the designation allows for greater density through one of the corresponding zones in the permitted range, then it shall be used to calculate the maximum allowable residential density for density bonus projects

The maximum density allowed in Neighborhood Commercial for the RAS4 zone is one dwelling unit for 400 square feet. The Applicant intends to utilize RAS4 density across the entire Project Site or one dwelling unit per 400 square feet of lot area. The Project would comply with all other applicable zoning standards.

Additionally, pursuant to LAMC 13B.2.4, the Project would be subject to Project Review for a project that results in the creation of greater than 50 net new residential dwelling units. All other aspects of the Project would comply with the LAMC. Thus, the Project is consistent with the zoning for the Project Site.

Pursuant to LAMC Section 12.22.A.25 and the State Density Bonus Law, the Project will set aside 15 percent of base density (i.e., 18 dwelling units) for Very Low Income for a ministerial 35 percent density bonus in exchange for one On-Menu Incentive, two Off-Menu Incentives, five Waivers of Development Standards. Additionally, the Project will request, pursuant to LAMC Section 13B.2.312.24.U.26, to allow an additional density bonus of 10 percent for a total bonus of 45 percent.

Discussion of Section 15332(b)

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

The 1.06-acre Project Site is located in an urbanized area of the City. The Project Site is bounded by Sherman Way, a bakery, and a market on the north, a bakery and a market, a restaurant and associated surface parking on the west, single-family residential on the south, and multi-family residential on the east. The Project Site is currently improved with six residential apartment buildings with 11 total dwelling units, open space, and surface parking. Land uses within the greater Project Site area include mixed commercial and residential uses along Sherman Way and multi-family and single-family residential neighborhoods to the north and south of the uses on Sherman Way. Therefore, the Project is within City limits on a site of no more than five acres that is substantially surrounded by urban uses.

Discussion of Section 15332(c)

The Project Site has no value as habitat for endangered, rare, or threatened species.

Habitat for special-status species in general requires shelter and protection from weather and predators, humans, and other types of danger; access to food/nutrition sources, water, and sunlight; particular soil and hydrological conditions; and safe breeding and germination conditions. The 1.06-acre Project Site is located in an urbanized area of the City. The Project Site is bounded by Sherman Way, a bakery, and a market on the north, a bakery and a market, a restaurant and associated surface parking on the west, single-family residential on the south, and multi-family residential on the east. The Project Site is currently improved with six residential apartment buildings with 10 total dwelling units, open space, and surface parking. Land uses within the greater Project Site area include mixed commercial and residential uses along Sherman Way and multi-family and single-family residential neighborhoods to the north and south of the uses on Sherman Way. Given that the site is largely developed with buildings, asphalt, and concrete and is surrounded by similar development, and because the vegetation on-site was planted for landscaping purposes and not as habitat for biological resources and because there are no water resources on the site, the Project Site has no value as habitat for endangered, rare, or threatened species.

Discussion of Section 15332(d)

Approval of the Project would not result in any significant effects relating to traffic, noise, air quality, or water quality.

TRAFFIC

The information and analysis below are based on the following source (refer to Appendix B):

- *Transportation Assessment for Mixed-Use Project, Overland Traffic Consultants, Inc., August 2023.*
- *Supplemental Transportation Evaluation, Overland Traffic Consultants, Inc., January 2024.*

- *LADOT Approval Letter, September 13, 2024.*

On July 30, 2019, the City adopted vehicle miles traveled (VMT) as its criterion for determining transportation impacts under CEQA. These changes are mandated by requirements of the State of California Senate Bill 743 (SB 743) and the State's CEQA Guidelines.

CEQA Guidelines for evaluating transportation impacts no longer focus on measuring automobile delay and level of service (LOS). Instead, SB 743 directed lead agencies to revise transportation assessment guidelines to include a transportation performance metric that promotes: the reduction of greenhouse gas (GHG) emissions, the development of multimodal networks, and access to diverse land uses.

The Los Angeles Department of Transportation (LADOT) Transportation Assessment Guidelines (TAG), August 2022, establishes the criteria, instructions, and standards for the preparation of the CEQA transportation analyses for land development projects. The TAG recognizes three CEQA thresholds for identifying significant transportation impacts in accordance with SB 743 that are applicable to the Project.

1. Threshold T-1: Conflicting with Plans, Programs, Ordinances, or Policies

2. Threshold T-2.1: Causing Substantial Vehicle Miles Traveled (VMT)

3. Threshold T-3: Substantially Increasing Hazards Due to a Geometric Design Feature or Incompatible Use

Project Initial CEQA Screening

A project is reviewed through a series of screening criteria to determine whether further CEQA analysis is required. If the development project requires a discretionary action, and the answer is yes to any of the following screening questions, further analysis may be needed to assess whether the proposed project would conflict with plans, programs, ordinances, or policies.

1. Does the Project involve a discretionary action that would be under review by the Department of Planning?

   Yes, the Project is requesting Project Review approval, On and Off-Menu Incentives, Waivers of Development Standards under the State Density Bonus, and a CUP.

2. Would the Project generate a net increase of 250 or more daily vehicle trips?

   Yes, using the LADOT VMT calculator (version 1.4) for screening purposes, the Project would generate an increase of 747 daily vehicle trips without any Transportation Demand Management (TDM) strategies. TDM strategies are not considered in the screening criteria.

3. 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 lines, etc.)?

Yes, according to the Mobility Plan 2035 (Mobility Plan) street standards for Sherman Way (a Boulevard II roadway along the northern boundary of the site) require a 110-foot right-of-way (55-foot half) with 80-foot roadway (40-foot half). The current right-of-way along the Sherman Way frontage is 100 feet, and the Project Site frontage is dedicated to a 50-foot half right-of-way. A 5-foot dedication would be required for the Boulevard II street standard. The current roadway is 80 feet in width (40-foot half), and no additional roadway widening is necessary.

4. Would the Project generate a net increase in daily VMT?

   Yes, using the LADOT VMT calculator Version 1.4, the Project would generate an increase of 5,301 daily VMT. Note that TDM strategies are not considered in the screening criteria.

5. Would the Project be located within a one-half mile of a fixed-rail or fixed-guideway transit station and replace the existing number of residential units with a smaller number of residential units?

   No. The location of the Project is not within a half mile of a fixed-rail or fixed-guideway transit station.

6. Is the project proposing new driveways, or introducing new vehicle access to the property from the public right-of-way?

   Yes, currently the Project Site has one driveway on Sherman Way. The Project would relocate the driveway on Sherman Way from its current location to the west side of the Project Site's Sherman Way frontage.

7. Does the land use project include the development of 50 dwelling units or guest rooms or a combination thereof or include 50,000 square feet of non-residential space?

   Yes, the Project will provide 168 residential units.

Based on these Project VMT Initial Screening Criteria for land development projects, further CEQA and Non-CEQA analysis is required to assess whether the Project would negatively affect the transportation system.

Conflicts with Plans, Programs, Ordinances, or Policies (Threshold T-1)

To guide the City's Mobility Plan 2035, the City adopted programs, plans, ordinances, and policies that establish the transportation planning framework for all travel modes, including vehicular, transit, bicycle, and pedestrian facilities. Land development projects shall be evaluated for conformance with these City-adopted transportation plans, programs, and policies.

The Threshold T-1 impact criteria apply if the project conflicts with a program, plan, ordinance(s), or policy addressing the transportation circulation system. However, a project would not result in an impact merely based on whether a project would not implement a program, policy, or plan. Rather, it is the intention of this threshold test to ensure that proposed development does not conflict with nor preclude the City from implementing adopted programs, plans, and policies.

The TAG provides a list of key City plans, policies, programs, and ordinances for consistency review (refer to Table 7). Projects that generally conform with and do not conflict with the City's development policies and standards addressing the circulation system, will generally be considered consistent.

As summarized in Table 7, the Project would not conflict with City Planning. plans, programs, and ordinances, and no significant impacts related to Threshold T-1 would occur as a result of the Project.

Causing Substantial Vehicle Miles Traveled (Threshold T-2.1)

The intent of this threshold question is to assess whether a land development project causes a substantial VMT impact. CEQA Guidelines Section 15064.3(b) requires the use of VMT as the new metric for analyzing transportation impacts.

To address this question, LADOT's TAG identified significant VMT impact thresholds for each of the seven Area Planning Commission (APC) sub-areas in the City. A project's VMT is compared against its APC threshold goal for household VMT per capita and work VMT per employee to evaluate the significance of the project's VMT.

A development project will have a potential impact if the development project would generate VMT exceeding 15 percent below the existing average VMT for the Area Planning Commission (APC) area in which the project is located per TAG's Table 2.2-1 (refer to Table 8).

The Project Site is in the South Valley APC subarea that limits daily household VMT per capita to a threshold value of 9.4 and a daily work VMT per employee to a threshold value of 11.6 (15 percent below the existing VMT for the South Valley APC).

<u>Project Design Features</u>

- Parking Strategy – Reduced Parking Supply – This strategy permissively changes the onsite parking supply to provide less than the amount of vehicle parking required by direct application of the LAMC 12.21.A.4.a without consideration of permissible parking reduction mechanisms.

- Bike Parking - This strategy involves implementation of short- and long-term bicycle parking to support safe and comfortable bicycle travel by providing parking facilities at destinations under existing LAMC regulations applicable to the Project (LAMC Section 12.21.A.16). The Project is providing 119 bicycle parking spaces (109 long-term spaces and 10 short-term spaces).

With Project Design Features of reduced vehicle parking to 99 spaces and bicycle parking per LAMC, the Project's daily household VMT per capita is 7.3 per the LADOT VMT calculator tool. This is below the South Valley APC VMT 9.4 threshold. (Full results of the Project's VMT calculation are provided in Appendix F of the Transportation Assessment prepared for the Project and found in Appendix B to this document) Therefore, no significant impacts related to Threshold T-2.1 would occur as a result of the Project.

Table 7
Consistency Check with Key City Plans, Programs, Ordinances, or Policies

TAB Table 2.1-1: City Documents that Establish the Regulatory Framework				
#	**Plan or Policy**	**Consistent?**	**Notes**	**Preclude City Implementation?**
1	LA Mobility Plan 2035	Yes	The Project would comply with the LA Mobility Plan 2035 street standards as required by the City of Los Angeles Bureau of Engineering Department. The Project Site has a 50-foot frontage along Sherman Way, a designated Boulevard II roadway. A 5-foot dedication is required and would be provided. No roadway widening is required.	No
2	Plan for Healthy LA	Yes	The Project would support Policy 5.7, Land Use Planning for Public Health, and Greenhouse Gas (GHG) Emission Reduction by reducing single-occupant vehicle trips by its proximity to high-quality and high-frequency transit service. The Project would not conflict with policies in the Plan for Healthy LA that promote active transportation, safe communities, and healthy neighborhoods.	No
3	Land Use Element of the General Plan	Yes	The Project is in the Van Nuys – North Sherman Oaks Community Plan area. The Project would be in substantial conformance with the purposes, intent, and provisions of the General Plan and the Community Plan. Conformance information is provided in the environmental document.	No
4	Specific Plans	N/A	None.	N/A
5	LAMC Section 12.21A.16 (Bicycle Parking)	Yes	The Project would comply with the required number of short- and long-term bicycle parking pursuant to LAMC Section 12.21. A.16.	No
6	LAMC Section 12.26J (TDM Ordinance)	N/A	LAMC Section 12.26J Transportation Demand Management and Trip Reduction Measures applies to the construction of new non-residential floor area greater than 25,000 square feet. The Project would not include any commercial space, so this is not applicable.	N/A

Table 7
Consistency Check with Key City Plans, Programs, Ordinances, or Policies

TAB Table 2.1-1: City Documents that Establish the Regulatory Framework				
#	**Plan or Policy**	**Consistent?**	**Notes**	**Preclude City Implementation?**
7	LAMC Section 12.37 (Waivers of Dedications Improvement)	Yes	No waivers for dedication or improvement are requested.	No
8	Vision Zero Action Plan	Yes	Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all. The Project would not preclude or conflict with the implementation of any current or future Vision Zero projects in the public right-of-way, Vision Zero Project maps can be checked using the link shown. https://ladotlivablestreets.org/programs/vision-zero/maps	No
9	Vision Zero Corridor Plan	Yes	A Vision Zero Complete Streets Project on Woodman Avenue between Sherman Way and Saticoy Street included minor street crosswalks, intersection tightening, continental crosswalk upgrades, and edge line treatments. https://ladotlivablestreets.org/projects/woodman The Project would not preclude or conflict with any future Vision Zero projects in the public right-of-way	No
10	Citywide Design Guidelines	Yes	Per Guidelines 1-3 below.	No
	Guideline 1: Promote a safe, comfortable, and accessible pedestrian experience for all	Yes	The Project would create a continuous and straight sidewalk clear of obstructions for pedestrian travel. The Project will provide and improve adequate sidewalk width and right-of-way that accommodates pedestrian flow and activity. Enhanced visibility, such as a parabolic mirror(s) and/or audible alert is recommended at the driveway. Pedestrian access will be provided at street level with direct access to the surrounding neighborhood and amenities.	No

Table 7
Consistency Check with Key City Plans, Programs, Ordinances, or Policies

TAB Table 2.1-1: City Documents that Establish the Regulatory Framework				
#	**Plan or Policy**	**Consistent?**	**Notes**	**Preclude City Implementation?**
	Guideline 2: Carefully incorporate vehicular access such that it does not degrade the pedestrian experience.	Yes	The Project complies with the Citywide Design Guidelines incorporating vehicle access locations and do not discourage and/or inhibit the pedestrian experience.	No
	Guideline 3: Design projects to actively engage with streets and public space and maintain human scale.	Yes	The building design uses attractive architectural elements. The Project would not preclude or conflict with the implementation of future streetscape projects in the public right-of-way.	No
Source: Overland Traffic Consultants, Inc., January 2024. Refer to Appendix B.				

Table 8
VMT Impact Criteria
(15% Below APC Average)

Area Planning Commission	Daily Household VMT Per Capita	Daily Work VMT Per Employee
Central	6.0	7.6
East LA	7.2	12.7
Harbor	9.2	12.3
North Valley	9.2	15.0
South LA	6.0	11.6
South Valley	9.4	11.6
West LA	7.4	11.1

Substantially Increasing Hazards Due to a Geometric Design Feature or Incompatible Use (Threshold T-3.1)

The third CEQA question is answered by an evaluation of the potential increase in hazards due to a geometric design feature associated with the Project Site access and may include safety, operational delays caused by vehicles slowing and/or queuing to access a project site, or capacity impacts related to vehicle conflicts with pedestrians, bikes, or other vehicles. Project size, location, and access design are considered in the review to evaluate any access deficiencies that may be considered significant.

The Project is providing a new relocated driveway on Sherman Way by moving the existing driveway west near the Sherman Way property line. No additional driveways are proposed from the public right-of-way. There is an existing building that extends to the sidewalk immediately west of the site. This structure may impede the view of pedestrians on the sidewalk. Elements such as a parabolic mirror(s) and/or audible alert are recommended to provide enhanced visibility both for vehicles exiting the site and eastbound pedestrians crossing the driveway. With implementation of a safety feature to improve visibility, the Project design will not adversely affect the visibility of pedestrians and bicyclists to drivers entering and exiting the Project Site or the visibility of vehicles to pedestrians and bicyclists.

The Project is providing a relocated driveway along the west Project boundary along Sherman Way. No additional driveways are proposed from the public right-of-way.

1. The residential Project is compatible with surrounding land uses that would not increase a transportation hazard.

2. A 5-foot dedication on Sherman Way would provide additional sight-line clearance for pedestrian, bicycle, and vehicular traffic.

3. The Project's access is consistent with LADOT driveway placement and location per LADOT Manual of Policies and Procedures, Section 321, Driveway Design.

4. The Project would provide a single relocated driveway on Sherman Way near the westerly property line, consistent with the LADOT Driveway Design Guidelines.

5. An existing left-turn median two-way left-turn lane on Sherman Way provides for safe left-turn access into and out of the Project Site.

6. Vehicular site access provides clear sight lines to and from the garage.

7. Pedestrian and vehicle access is separated with direct street-level pedestrian access.

8. Protected pedestrian crossings with continental crosswalks are provided at the nearby intersection of Sherman Way and Woodman Avenue, less than one block west of the Project Site.

9. Protected left-turn signals are provided for all approaches at Sherman Way and Woodman Avenue.

10. A substantial increase in traffic demand can cause potential safety impacts to the regional freeway. Thus, Caltrans' environmental analyses for new land use development projects may include freeway off-ramp safety considerations and analysis of vehicle queuing on freeway off-ramps. In response, LADOT has developed the following criteria to determine when a freeway safety analysis is necessary for a Transportation Assessment.

    The initial step is to identify the number of Project trips expected to be added to nearby freeway off-ramps serving the Project Site. If the Project adds 25 or more trips to any off-ramp in either the morning or afternoon peak hour, then that ramp should be studied for potential queuing impacts. If the Project is not expected to generate more than 25 or more peak hour trips at any freeway off-ramps, then a freeway ramp analysis is not required.

    The Project generates a net total of 12 inbound AM peak-hour trips and 22 inbound PM peak-hour trips, less than the 25 inbound peak-hour trips threshold. Therefore, no further freeway safety analysis is necessary using this guidance criteria. The Project does not substantially increase hazards due to freeway queueing or create freeway safety impacts.

The review of the Project Site plans does not reveal any hazardous geometric design features. Therefore, no significant impacts related to Threshold T-3.1 would occur as a result of the Project.

NOISE

The analysis below is based primarily on technical data prepared by DKA Planning (refer to Appendix C).

Regulatory Setting

The City's General Plan contains a Noise Element that includes objectives and policies intended to guide the control of noise to protect residents, workers, and visitors. Its primary goal is to

manage long-term noise impacts to preserve acceptable noise environments for all types of land uses. The Noise Element contains no quantitative or other thresholds of significance for evaluating a project's noise impacts. However, the Noise Element does contain a land use and noise compatibility table, which is included as Table 9. Policy P16 of the Noise Element instructs to use, "as appropriate," this table "or other measures that are acceptable to the city, to guide land use and zoning reclassification, subdivision, conditional use and use variance determinations and environmental assessment considerations, especially relative to sensitive uses, as defined by this chapter…"[4] "Noise sensitive" uses are defined as "single-family and multi-unit dwellings, long-term care facilities (including convalescent and retirement facilities), dormitories, motels, hotels, transient lodgings, and other residential uses; houses of worship; hospitals; libraries; schools; auditoriums; concert halls; outdoor theaters; nature and wildlife preserves, and parks."[5] The Noise Element further instructs that the table is designed "to help guide determination of appropriate land use and mitigation measures vis-à-vis existing or anticipated ambient noise levels."

Table 9
City of Los Angeles Noise Element – Guidelines for Noise Compatible Land Use

Land Use Category	Day-Night Average Exterior Sound Level (CNEL dB)						
	50	**55**	**60**	**65**	**70**	**75**	**80**
Residential Single Family, Duplex, Mobile Home	A	C	C	C	N	U	U
Residential Multi-Family	A	A	C	C	N	U	U
Transient Lodging, Motel, Hotel	A	A	C	C	N	U	U
School, Library, Church, Hospital, Nursing Home	A	A	C	C	N	N	U
Auditoriums, Concert Halls, Amphitheaters	C	C	C	C/N	U	U	U
Sports Arena, Outdoor Spectator Sports	C	C	C	C	C/U	U	U
Playground, Neighborhood Park	A	A	A	A/N	N	N/U	U
Golf Course, Riding Stable, Water Recreation, Cemetery	A	A	A	A	N	A/N	U
Office Building, Business, Commercial, Professional	A	A	A	A/C	C	C/N	N
Industrial, Manufacturing, Utilities, Agriculture	A	A	A	A	A/C	C/N	N

A = Normally Acceptable - Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.
C = Conditionally Acceptable - New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply system or air conditioning will normally suffice.
N = Normally Unacceptable - New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.
U = Clearly Unacceptable - New construction or development should generally not be undertaken.

Source: Noise Element of the Los Angeles City General Plan – Exhibit I

[4] *Noise Element of the Los Angeles City General Plan, February 1999.*

[5] *Ibid.*

Los Angeles Municipal Code

The LAMC contains a number of regulations that would apply to the Project's temporary construction activities and long-term operations.

Section 41.40(a) would prohibit the Project's construction activities from occurring between the hours of 9:00 P.M. and 7:00 A.M., Monday through Friday. Subdivision (c) would further prohibit such activities from occurring before 8:00 A.M. or after 6:00 P.M. 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 P.M. and 7:00 A.M. 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 this 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 A.M. or after 6:00 P.M. 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 delivering of construction materials in such areas shall be prohibited on Saturdays and on Sundays during the hours herein specific…*

Section 111.02 discusses the measurement procedure and criteria regarding the sound level of "offending" noise sources. A noise source causing a 5 dBA increase over the existing average ambient noise levels of an adjacent property is considered to create a noise violation. However, Section 111.02(b) provides a 5 dBA allowance for noise sources lasting more than five but less than 15 minutes in any 1-hour period, and a 10 dBA allowance for noise sources causing noise lasting 5 minutes or less in any 1-hour period. In accordance with these regulations, a noise level increase from certain city-regulated noise sources of five dBA over the existing or presumed ambient noise level at an adjacent property is considered a violation.

Section 112.01 of the LAMC would prohibit any amplified noises, especially those from outdoor sources (e.g., outdoor speakers, stereo systems, etc.) from exceeding the ambient noise levels of adjacent properties by more than 5 dBA. Any amplified noises would also be prohibited from

being audible at any distance greater than 150 feet from the Project's property line, as the Project is located within 500 feet of residential zones.

SEC.112.01 RADIOS, TELEVISION SETS, AND SIMILAR DEVICES

(a) It shall be unlawful for any person within any zone of the City to use or operate any radio, musical instrument, phonograph, television receiver, or other machine or device for the producing, reproducing or amplification of the human voice, music, or any other sound, in such a manner, as to disturb the peace, quiet, and comfort of neighbor occupants or any reasonable person residing or working in the area.

(b) Any noise level caused by such use or operation which is audible to the human ear at a distance in excess of 150 feet from the property line of the noise source, within any residential zone of the City or within 500 feet thereof, shall be a violation of the provisions of this section.

(c) Any noise level caused by such use or operation which exceeds the ambient noise level on the premises of any other occupied property, or if a condominium, apartment house, duplex, or attached business, within any adjoining unit, by more than five (5) decibels shall be a violation of the provisions of this section.

Section 112.02 would prevent Project heating, ventilation, and air conditioning (HVAC) systems and other mechanical equipment from elevating ambient noise levels at neighboring residences by more than 5 dBA.

SEC.112.02. AIR CONDITIONING, REFRIGERATION, HEATING, PLUMBING, FILTERING EQUIPMENT

(a) It shall be unlawful for any person, within any zone of the city, to operate any air conditioning, refrigeration or heating equipment for any residence or other structure or to operate any pumping, filtering or heating equipment for any pool or reservoir in such manner as to create any noise which would cause the noise level on the premises of any other occupied property … to exceed the ambient noise level by more than five decibels.

The LAMC also provides regulations regarding vehicle-related noise, including Sections 114.02, 114.03, and 114.06. Section 114.02 prohibits the operation of any motor driven vehicles upon any property within the City in a manner that would cause the noise level on the premises of any occupied residential property to exceed the ambient noise level by more than 5 dBA. Section 114.03 prohibits loading and unloading causing any impulsive sound, raucous or unnecessary noise within 200 feet of any residential building between the hours of 10:00 P.M. and 7:00 A.M. Section 114.06 requires vehicle theft alarm systems to be silenced within five minutes.

Section 112.05 of the LAMC establishes noise limits for powered equipment and hand tools operated within 500 feet of residential zones. Of particular importance is subdivision (a), which institutes a maximum noise limit of 75 dBA at 50 feet for the types of construction vehicles and equipment that would be required for the Project's construction. However, the LAMC notes that

these limitations would not necessarily apply if it can be proven that compliance 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 A.M. and 10:00 P.M., 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 devices or techniques during the operation of the equipment.*

Existing Conditions

Noise-Sensitive Receptors

Noise-sensitive receptors in the vicinity of the Project Site include but are not limited to the following:

- Residences, 13604 Sherman Way; 5 feet east of the Project Site.
- Residences, 13600 Sherman Way; 90 feet east of the Project Site.
- Residences, Gault Street; 110 feet south of the Project Site to the main residences.
- Residences, 13623 Sherman Way; 120 feet northwest of the Project Site.
- Residences, 7114 – 7124 Ventura Canyon Ave; 125 feet southeast of the Project Site
- Motel, 13561 Sherman Way; 140 feet northeast of the Project Site.

Existing Ambient Noise Conditions

In September 2023, short-term noise measurements were taken near the Project Site to determine the ambient noise conditions of the neighborhood near sensitive receptors.[6] The noise levels in the Project Site vicinity are shown in Table 10.

Table 10
Existing Noise Levels

Noise Measurement Locations	Primary Noise Source	Sound Levels		Nearest Sensitive Receptor(s)	Noise/Land Use Compatibility [b]
		dBA (L_{eq})	dBA (CNEL)[a]		
A. 13623 Sherman Way	Traffic from Sherman Way	72.9	70.9	Residences – 13623 Sherman Way, Motel – 13561 Sherman Way	Normally Unacceptable
B. 13604 Sherman Way.	Traffic from Sherman Way	71.0	69.0	Residences – 13600 and 13604 Sherman Way	Conditionally Acceptable
C. 13623 Gault St..	Traffic from Gault St.	56,.0	54.0	Residences – Gault St.	Normally Acceptable

[a] *Estimated based on short-term (15-minute) noise measurement using Federal Transit Administration procedures from 2016 Transit Noise and Vibration Impact Assessment Manual, Appendix E, Option 4.*

[b] *Pursuant to California Office of Planning and Research "General Plan Guidelines, Noise Element Guidelines, 2017. When noise measurements apply to two or more land use categories, the more noise-sensitive land use category is used. See Table 11 for definition of compatibility designations.*

Source: DKA Planning, 2023.

Thresholds of Significance

Construction Noise Threshold

According to the City, the on-site construction noise impact would be considered significant if the following occurred:

- Construction activities lasting more than one day would exceed existing ambient exterior sound levels by 10 dBA (hourly L_{eq}) or more at a noise-sensitive use;

[6] *Noise measurements were taken using a Quest Technologies Sound Examiner SE-400 Meter. The Sound Examiner meter complies with the American National Standards Institute (ANSI) and International Electrotechnical Commission (IEC) for general environmental measurement instrumentation. The meter was equipped with an omni-directional microphone, calibrated before the day's measurements, and set at approximately five feet above the ground.*

- Construction activities lasting more than 10 days in a three-month period would exceed existing ambient exterior noise levels by 5 dBA (hourly L_{eq}) or more at a noise-sensitive use; or

- Construction activities of any duration would exceed the ambient noise level by 5 dBA (hourly L_{eq}) 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 any time on Sunday.

Operational Noise Thresholds

In addition to applicable City standards and guidelines that would regulate or otherwise manage a project's operational noise impacts, the following criteria are adopted to assess the impacts of the Project's operational noise sources:

- Project operations would cause ambient noise levels at off-site locations to increase by 3 dBA CNEL or more to or within "normally unacceptable" or "clearly unacceptable" noise and land use compatibility categories, as defined by the City's General Plan Noise Element (refer to Table 9).

- Project operations would cause any 5 dBA or greater noise increase.[7]

Project Impacts

On-Site Construction Activities

Construction would generate noise during the construction process that would span approximately 22 months of demolition, grading, trenching, building construction, and architectural coatings, as shown in Table 6. During all construction phases, noise-generating activities could occur at the Project Site between 7:00 A.M. and 9:00 P.M. Monday through Friday, in accordance with LAMC Section 41.40(a). On Saturdays, construction would be permitted to occur between 8:00 A.M. and 6:00 P.M.

Noise levels would generally peak during the demolition and grading phases, when diesel-fueled heavy-duty equipment like excavators and dozers are used to move large amounts of debris and dirt, respectively. This equipment is mobile in nature and does not always operate in a steady-state mode full load, but rather powers up and down depending on the duty cycle needed to conduct work. As such, equipment is occasionally idle during which time no noise is generated.

[7] *As a 3 dBA increase represents a barely noticeable change in noise level, this threshold considers any increase in ambient noise levels to or within a land use's "normally unacceptable" or "clearly unacceptable" noise/land use compatibility categories to be significant so long as the noise level increase can be considered barely perceptible. For instances when the noise level increase would not necessarily result in "normally unacceptable" or "clearly unacceptable" noise/land use compatibility, a readily noticeable 5 dBA increase would still be considered significant. Increases less than 3 dBA are unlikely to result in noticeably louder ambient noise conditions and would therefore be considered less than significant.*

During other phases of construction (e.g., building construction, architectural coatings), noise impacts are lesser than during grading because they are less reliant on using heavy equipment with internal combustion engines. Smaller equipment such as forklifts, generators, and various powered hand tools and pneumatic equipment would generally be utilized. Off-site secondary noises would be generated by construction worker vehicles, vendor deliveries, and haul trucks.

LAMC Section 112.05 provides that noise levels from powered construction equipment shall not exceed 75 dBA within 500 feet of residential zones. However, such level may be exceeded if all technically feasible noise reduction measures are implemented. According to the LAMC, "technically infeasible" means that the above noise limitation cannot be complied with despite the use of mufflers, shields, sound barriers, and/or any other noise reduction device or techniques during the operation of the equipment.[8] In compliance with LAMC Section 112.05, during the Project's construction phase, a temporary, eight-foot-tall noise barrier would be placed along the eastern and southern perimeter of the Project Site. The barrier would reduce construction-related noise levels at the adjacent uses by at least 10 dBA and not have any gaps or holes between the panels or at the bottom.

Because the Project's construction phase would occur for more than three months, the applicable City threshold of significance for the Project's construction noise impacts is an increase of 5 dBA over existing ambient noise levels. As shown in Table 11, when considering ambient noise levels, the use of multiple pieces of powered equipment simultaneously and PDF-1 (Noise Barrier) in accordance with LAMC 112.05 would not increase ambient noise in excess of the City's significance threshold of 5 dBA at the location of the sensitive receptors closest to the Project Site. (Sensitive receptors located further away from the Project Site would experience lower noise increases than those identified in Table 11.) Therefore, the Project's on-site construction noise impact would be less than significant.

Table 11
Construction Noise Levels at Off-Site Sensitive Receptors

Receptor	Maximum Construction Noise Level (dBA L_{eq})	Existing Ambient Noise Level (dBA L_{eq})	New Ambient Noise Level (dBA L_{eq})	Increase (dBA L_{eq})	Significant ?
1. Motel – 13561 Sherman Way	51.4	72.9	72.0	0.0	No
2. Residences – 13600 Sherman Way	44.8	71.0	71.0	0.0	No
3. Residences – 13604 Sherman Way	70.7	71.0	73.9	2.9	No
4. Residences – 13523 Sherman Way	55.7	72.9	73.0	0.1	No
5. Residences – Gault St.	52.7	56.0	57.7	1.7	No
Source: DKA Planning, 2023. Refer to Appendix C.					

[8] *LAMC Section 112.05*

Off-Site Construction Activities

The Project would generate noise at off-site locations from haul trucks moving debris and landscaping from the Project Site during demolition and site preparation activities, respectively; vendor trips; and worker commute trips. These activities would generate up to an estimated 194 peak hourly passenger-car-equivalent (PCE) vehicle trips, as summarized in Table 12, during the building construction phase.[9] This would represent approximately 3.5 percent of traffic volumes on Sherman Way, which carries approximately 5,593 vehicles at Orion Avenue in the morning peak hour of traffic.[10] Because workers and vendors will likely use more than one route to travel to and from the Project Site, this conservative assessment of traffic volumes overstates the likely traffic volumes from construction activities at this intersection.

Sherman Way would serve as part of the haul route for debris exported from the Project Site given its direct access to the San Diego Freeway to the west. Because the Project's construction-related trips would not cause a doubling in traffic volumes (i.e., a 100 percent increase) on Sherman Way, the Project's construction-related traffic would not increase existing noise levels by 3 dBA or more, which is less than the 5 dBA threshold of significance for off-site construction noise activities. Therefore, the Project's noise impacts from construction-related traffic would be less than significant.

Table 12
Estimated Hourly Construction Vehicle Trips

Construction Phase	Worker Trips[a]	Vendor Trips	Haul Trips	Total	Percent of AM Peak-Hour Trips on Sherman Way[b]
Demolition	13	0	162[c]	175	3.1
Site Preparation	8	0	49[d]	56	1.0
Grading	10	0	85[e]	95	1.7
Trenching	3	0	0	3	0.0
Building Construction	130	64[f]	0	194	3.5
Architectural Coating	26	0	0	26	0.5

a Assumes all worker trips occur in the peak hour of construction activity.
b Percent of existing traffic volumes on Sherman Way at Orion Avenue.
c The Project would generate 1,190 haul trips over a 20-day period with seven-hour workdays. Because haul trucks emit more noise than passenger vehicles, a 19.1 passenger car equivalency (PCE) was used to convert haul truck trips to a passenger car equivalent.

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9 Construction traffic is outlined in the air quality modeling results in Appendix D. This is a conservative, worst-case scenario, as it assumes all workers travel to the worksite at the same time and vendor and haul trips are made in the same early hour, using the same route as haul trucks to travel to and from the Project Site. The PCE vehicle trips estimate is calculated for the purpose of estimating traffic-related noise and not any traffic impacts.

10 DKA Planning, 2023, based on City of Los Angeles database of traffic volumes on Sherman Way at Orion Ave, https://navigatela.lacity.org/dot/traffic_data/manual_counts/Orion.ShermanWay.170322-NDSMAN.pdf, 2017 traffic counts adjusted by one percent growth factor to represent existing conditions.

[d] *Assumes 89 haul trips over a five-day period. Assumes a 19.1 PCE.*
[e] *Assumes 625 haul trips over a twenty-day period. Assumes a 19.1 PCE.*
[f] *This phase would generate about 24 vendor truck trips daily over a seven-hour workday. Assumes a blend of vehicle types and a 9.55 PCE.*

Note: The PCE vehicle trips estimate is calculated for the purpose of estimating traffic-related noise and not any traffic impacts.

Source: DKA Planning, 2023.

On-Site Operational Activities

As discussed below, the Project's operational noise impacts would be less than significant.

Mechanical Equipment

The Project would operate mechanical equipment on the roof approximately 58 feet above grade that would generate incremental long-term noise levels. This would include the use of typical heating, ventilation, and air conditioning (HVAC) equipment or heat pumps for multi-family residences (e.g., 2.5-ton Carrier 24ABC630A003 Carrier 25HBC5), with each unit distributed across the roof as needed to serve each residence. These units typically range in height from approximately 32 inches to 45 inches.[11] While each unit would have a sound power of up to 76 dBA, the location on the roof (set back at a minimum of 10 feet from the edge of the building) and the 4-foot and 3.5-inch parapet wall on the edge of the roof would prevent a direct line-of-sight, both of which would shield the noise path to nearby sensitive receptors. As blocking the line-of-sight to a noise source generally results in a 5-decibel reduction, each rooftop unit would generate about 50.3 dBA at 10 feet of distance.[12]

However, noise levels from rooftop mechanical equipment on nearby sensitive receptors would be negligible. First, there would be no line-of-sight from these rooftop HVAC units to the sensitive receptors. Second, the presence of the Project's 4-foot and 3.5-inch parapet wall along the roof edge would create an effective barrier that would further reduce noise levels from rooftop HVAC units by 8 dBA or more.[13] These design elements would be helpful in minimizing noise, as equipment often operates continuously throughout the day and occasionally during the day, evenings, and weekends. As a result, noise from HVAC units would negligibly elevate ambient noise levels, far less than the 5 dBA CNEL threshold of significance for operational impacts. Compliance with LAMC Section 112.02 would further limit the impact of HVAC equipment on noise levels at adjacent properties.

Otherwise, all other mechanical equipment would be fully enclosed within the structure. This would include mechanical, electrical, and plumbing rooms, as well as elevator equipment (including hydraulic pump, switches, and controllers) in the subterranean basement. All these

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[11] *Carrier, Product Detail, https://www.shareddocs.com/hvac/docs/1009/Public/00/24ABA4-2PD.pdf*

[12] *Washington State Department of Transportation, Noise Walls and Barriers. https://wsdot.wa.gov/construction-planning/protecting-environment/noise-walls-barriers. Assumes the Carrier's rated sound power of 76 dB.*

[13] *Ibid.*

activities would generally occur within the envelope of the development, operational noise would be shielded from off-site noise-sensitive receptors.

Auto-Related Activities

The majority of vehicle-related noise impacts at the Project Site would come from vehicles entering and exiting the residential development from a driveway off Sherman Way. During the afternoon peak hour, up to 55 net vehicles would generate noise in and out of the garage, with up to 55 net vehicles using the garage in the morning peak hour. Over a 24-hour period, the average vehicle use of the garage during daytime hours (average of 40 vehicles per hour between 8:00 A.M. and 7:00 P.M.) and nighttime hours (an average of 17 vehicles hourly from 7:00 P.M. to 8:00 A.M.) would elevate ambient CNEL noise levels.

Nearby residences at 13604 Sherman Way would have an indirect line of sight to the driveway, approximately 50 feet away, shielded by the recreation and lobby of the proposed development. When combined with noise from up to 55 additional vehicles traveling on Sherman Way in the peak A.M. and P.M. hours, ambient noise levels would be elevated by 0.8 dBA CNEL, well below the 5 dBA threshold of significance for operational sources of noise (refer to Table 13).

Table 13
Auto-Related Noise Levels at Off-Site Sensitive Receptors

Receptor	Maximum Construction Noise Level (dBA L_{eq})	Existing Ambient Noise Level (dBA L_{eq})	New Ambient Noise Level (dBA L_{eq})	Increase (dBA L_{eq})	Significant ?
Residences – 13604 Sherman Way	62.0	69.0	69.8	0.8	No
Source: DKA Planning, 2023. Refer to Appendix C.					

Outdoor Activities

Trash collection. On-site trash and recyclable materials for the residents would be managed from the waste collection area on the first floor of the parking garage. Dumpsters would be moved to the street manually or with container handler trucks that use hydraulic-powered lifts that use beeping alerts during operation. Haul trucks would access solid waste from Sherman Way, where solid waste activities would include the use of trash compactors and hydraulics associated with the refuse trucks themselves. Noise levels of approximately 71 dBA L_{eq} and 66 dBA L_{eq} could be generated by collection trucks and trash compactors, respectively, at 50 feet of distance.[14] These noise events would be comparable to those serving the existing residences and would not represent a significant change in current noise from trash collection.

Landscape maintenance. Noise from gas-powered leaf blowers, lawnmowers, and other landscape equipment can generate substantial bursts of noise during regular maintenance. For example, two gas-powered leaf blowers with two-stroke engines and a hose vacuum can generate

[14] *RK Engineering Group, Inc. Wal-Mart/Sam's Club reference noise level, 2003.*

an average of 85.5 dBA L_{eq} and cause nuisance or potential noise impacts for nearby receptors.[15] The landscape plan focuses on a modest palette of accent trees and raised planters that will minimize the need for powered landscaping equipment, as some of this can be managed by hand. These noise events would be comparable to those serving the existing residences and would not represent a significant change in current noise from landscape maintenance.

Off-Site Operational Noise

The majority of the Project's operational noise impacts would be off-site from vehicles traveling to and from the development. The Project could add up to 643 vehicle trips to the local roadway network on weekdays when the development could be fully leased and operational in 2027.[16] During the PM peak hour, up to 55 vehicles would generate noise in and out of the garage via the driveway off Sherman Way, with up to 55 net vehicles using the garage in the morning peak hour.[17] This would represent approximately 0.8 percent of traffic volumes on Sherman Way, which carries 5,593 vehicles at Orion Avenue.[18]

Because it takes a doubling of traffic volumes (i.e., 100 percent) to increase ambient noise levels by 3 dBA L_{eq}, the Project's traffic would neither increase ambient noise levels 3 dBA or more into "normally unacceptable" or "clearly unacceptable" noise/land use compatibility categories nor increase ambient noise levels 5 dBA or more. Twenty-four-hour CNEL impacts would similarly be minimal, far below the criterion for significant operational noise impacts, which begin at 3 dBA. Therefore, this impact would be less than significant.

AIR QUALITY

The analysis below is based primarily on air quality modeling conducted by DKA Planning (refer to Appendix D).

Sensitive Receptors

Some land uses are considered more sensitive to changes in air quality than others, depending on the population groups and the activities involved. Generally speaking, sensitive land uses, or sensitive receptors, are those where sensitive individuals are most likely to spend time. Individuals most susceptible to poor air quality include children, the elderly, athletes, and those with cardiovascular and chronic respiratory diseases. As a result, land uses sensitive to air quality may include schools (i.e., elementary schools or high schools), childcare centers, parks and playgrounds, long-term health care facilities, rehabilitation facilities, convalescent facilities, retirement facilities, residences, and athletic facilities. Sensitive receptors in the vicinity of the Project Site include, but are not limited to, the following:

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[15] *Erica Walker et al, Harvard School of Public Health; Characteristics of Lawn and Garden Equipment Sound; 2017. This equipment generated a range of 74.0-88.5 dBA Leq at 50 feet.*

[16] *Supplemental Transportation Evaluation, Overland Traffic Consultants, Inc., January 2024.*

[17] *Ibid.*

[18] *DKA Planning, 2023, based on City of Los Angeles database of traffic volumes on Sherman Way at Orion Ave, https://navigatela.lacity.org/dot/traffic_data/manual_counts/Orion.ShermanWay.170322-NDSMAN.pdf, 2017 traffic counts adjusted by one percent growth factor to represent existing conditions.*

- Residences, 13604 Sherman Way; 5 feet east of the Project Site.
- Residences, 13600 Sherman Way; 90 feet east of the Project Site.
- Residences, Gault Street; 110 feet south of the Project Site to the main residences.
- Residences, 13623 Sherman Way; 120 feet northwest of the Project Site.
- Residences, 7114 – 7124 Ventura Canyon Ave; 125 feet southeast of the Project Site
- Motel, 13561 Sherman Way; 140 feet northeast of the Project Site.

Existing Emissions

The Project Site is currently improved with 11 multi-family residences. Pollutant emissions associated with the existing uses are indicated on Table 14.

Table 14
Existing Daily Operations Emissions

Emissions Source	Daily Emissions (Pounds Per Day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Area Sources	0.2	<0.1	0.6	<0.1	<0.1	<0.1
Energy Sources	<0.1	<0.1	<0.1	<0.1	<0.1	<0.1
Mobile Sources	0.2	0.1	1.5	<0.1	0.3	0.1
Regional Total	**0.4**	**0.2**	**2.2**	**<0.1**	**0.3**	**0.1**
Source: DKA Planning, 2024, based on CalEEMod 2022.1.1.21 model runs (refer to Appendix D).						

Air Quality Management Plan Consistency

The Air Quality Management Plan (AQMP), prepared by the South Coast Air Quality Management District (SCAQMD), is a regional blueprint for achieving air quality standards and healthful air throughout the South Coast Air Basin. The AQMP represents a comprehensive analysis of emissions, meteorology, regional air quality modeling, regional growth projections, and the impact of control measures. SCAQMD adopted the 2022 AQMP, which relies the growth assumptions in the Southern California Association of Government's (SCAG) 2020-2045 regional Transportation Plan/Sustainable Communities Strategy (2020-2045 RTP/SCS) on December 2, 2022, updating the region's air quality attainment plan to address the "extreme" ozone non-attainment status for the Basin and the severe ozone non-attainment for the Coachella Valley Basin by laying a path for attainment by 2037. This includes reducing nitrogen oxide (NO_x) emissions by 67 percent more than required by adopted rules and regulations in 2037. The AQMP calls on strengthening many stationary source controls and addressing new sources like wildfires but still concludes that the region will not meet air quality standards without a significant shift to zero emission technologies and significant federal action.

In accordance with the SCAQMD's CEQA Air Quality Handbook, the following criteria are used to evaluate a project's consistency with the AQMP:

- 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
    - Delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP?
- 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 land use policies?

Would the Project increase the frequency or severity of existing air quality violations or cause or contribute to new air quality violations or delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP?

As discussed below, the Project would not generate pollutant emissions in excess of SCAQMD's significance thresholds. Thus, the Project would not increase the frequency or severity of existing air quality violations or cause or contribute to new air quality violations or delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP. Therefore, the Project would be consistent with this criterion.

Is the project consistent with the population, housing, and employment growth projections upon which AQMP forecasted emission levels are based?

The AQMP is based on the growth assumptions in the 2020-2045 RTP/SCS, which provides socioeconomic forecast projections of regional population growth. The 2020-2045 RTP/SCS accommodates 21.3 percent growth in population from 2016 (3,933,800) to 2045 (4,771,300) and a 15.6 percent growth in jobs from 2016 (1,848,300) to 2045 (2,135,900).

The Project would result in a residential population of approximately 395 people.[19] The Project's residential population would represent approximately 0.009 percent of the forecasted population growth between 2016 and 2045. Thus, the Project would be consistent with the growth projections in the AQMP. Therefore, the Project would be consistent with this criterion.

Would the Project implement feasible air quality mitigation measures?

As discussed below, the Project would not result in any significant air quality impacts and as a result, no mitigation measures are required. Therefore, the Project would be consistent with this criterion.

Would the Project be consistent with the land use policies set forth in the AQMP?

With regard to land use developments such as the Project, the AQMP's air quality policies focus on the reduction of pollutant emissions and vehicle trips/VMT. As discussed below, the Project would not generate pollutant emissions in excess of SCAQMD's significance thresholds and would not result in any significant air quality impacts.

[19] *Transportation Assessment for Mixed-Use Project, Overland Traffic Consultants, Inc., August 2023. Refer to Appendix B.*

The Project represents an infill development within an existing urbanized area that would concentrate housing and population within a high-quality transit area (HQTA). As discussed above, the Project Site is in the South Valley APC subarea that limits daily household VMT per capita to a threshold value of 9.4 and a daily work VMT per employee to a threshold value of 11.6 (15 percent below the existing VMT for the South Valley APC). With Project Design Features of reduced parking to 102 spaces and bicycle parking per LAMC, the Project's daily household VMT per capita is 7.3 per the LADOT VMT calculator tool. This is below the South Valley APC VMT 9.4 threshold. Thus, the Project would not result in any significant VMT impacts.

Also, "green" principles outlined in the City's Green Building Code would be incorporated throughout the Project to comply with the City of Los Angeles Green Building Code and the California Green Building Standards Code (CALGreen) through energy conservation, water conservation, and waste reduction features. In accordance with City Ordinance 187714, the Project would be all-electric. Thus, the Project would be consistent with the AQMP policies.

For all of the reasons discussed above, the Project would be consistent with the AQMP.

Project Construction Emissions

Construction-related emissions were estimated using the SCAQMD's CalEEMod 2022 model and a projected construction schedule of approximately 22 months. Table 6 summarizes the estimated construction schedule that was modeled for air quality impacts.

The Project would be required to comply with the following regulations, as applicable:

- SCAQMD Rule 403, would reduce the amount of particulate matter entrained in ambient air as a result of anthropogenic fugitive dust sources by requiring actions to prevent, reduce or mitigate fugitive dust emissions.

- SCAQMD Rule 1113, which limits the VOC content of architectural coatings.

- SCAQMD Rule 402, which states that a person shall not discharge from any source whatsoever such quantities of air contaminants or other materials which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health, or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.

- In accordance with Section 2485 in Title 13 of the California Code of Regulations, the idling of all diesel-fueled commercial vehicles (with gross vehicle weight over 10,000 pounds) during construction would be limited to five minutes at any location.

- In accordance with Section 93115 in Title 17 of the California Code of Regulations, operation of any stationary, diesel-fueled, compression-ignition engines would meet specific fuel and fuel additive requirements and emissions standards.

The Project's maximum daily regional and local emissions from construction, as estimated using SCAQMD's CalEEMod model, are shown in Table 15. As indicated, the Project's regional construction emissions would not exceed SCAQMD regional significance thresholds for VOC, NO_X, CO, SO_X, PM_{10}, or $PM_{2.5}$. Local emissions also would not exceed SCAQMD's significance

thresholds for NO_X, CO, PM_{10}, or $PM_{2.5}$. Therefore, the Project's construction-related air quality impacts would be less than significant.

Operational Emissions

Emissions associated with the Project's operations were also calculated using CalEEMod. As shown below in Table 16, the Project's maximum daily emissions would not exceed SCAQMD's regional significance thresholds for VOC, NO_X, CO, PM_{10}, and $PM_{2.5}$, nor would the emissions exceed SCAQMD localized thresholds for NO_X, CO, PM_{10}, or $PM_{2.5}$. The Project's operational-related air quality impacts would be less than significant.

Table 15
Maximum Daily Regional and Localized Construction Emissions

Construction Year	Emissions in lbs per day					
	VOC	**NO_X**	**CO**	**SO_x**	**PM_{10}**	**$PM_{2.5}$**
2025	1.7	25.6	20.1	0.1	7.7	2.1
2026	1.5	10.0	19.	<0.1	2.3	0.8
2027	15.3	10.6	19.4	<0.1	2.5	0.8
Maximum Regional Emissions	14.8	25.6	20.1	0.1	7.7	2.1
Regional Daily Threshold	*75*	*100*	*550*	*150*	*10*	*50*
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
Maximum Localized Emissions	14.7	14.1	14.5	<0.1	3.4	1.9
Localized Significance Threshold	N/A	80	498	N/A	4	3
Exceed Threshold?	**NA**	**No**	**No**	**NA**	**No**	**No**

NA = Not Applicable

Note: It is possible that construction of the Project could begin somewhat later than assumed in this document. In such case, construction emissions would not exceed those identified on this table, due to improved engine efficiencies and related reduced emissions.

Source: DKA Planning, 2024. Refer to Appendix D.

Table 16
Maximum Daily Regional and Localized Operational Emissions

Emissions Source	Emissions in lbs per day					
	VOC	**NO_x**	**CO**	**SO_x**	**PM_{10}**	**$PM_{2.5}$**
Area	3.3	0.1	11.3	<0.1	<0.1	<0.1
Energy	<0.1	<0.1	<0.1	<0.1	<0.1	<0.1
Mobile Sources	2.1	1.4	16.9	<0.1	3.8	1.0
Total Regional Emissions	5.4	1.6	28.2	<0.1	3.8	1.0
(Less Existing Emissions)	*(0.4)*	*(0.2)*	*(2.2)*	*(<0.1)*	*(0.3)*	*(0.1)*
Net Total Regional Emissions	*4.9*	*1.3*	*26.0*	*<0.1*	*3.4*	*0.9*
Regional Daily Thresholds	*55*	*55*	*550*	*150*	*150*	*55*
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
Total Localized Emissions	***3.1***	***0.1***	***10.7***	***<0.1***	***<0.1***	***<0.1***
Localized Significance Thresholds	*NA*	*80*	*498*	*NA*	*1*	*1*
Exceed Threshold?	**NA**	**No**	**No**	**NA**	**No**	**No**

NA = Not Applicable

LST analyses based on a 1-acre site with 25-meter distances to receptors in the East San Fernando Valley SRA.

Source: DKA Planning, 2024. Refer to Appendix D.

Odors

The Project is a residential development, which would not include any activities typically associated with unpleasant odors and local nuisances (e.g., rendering facilities, dry cleaners). The Project would not generate odors that would affect a substantial number of people. Therefore, Project impacts related to odor would be less than significant.

WATER QUALITY

During construction of the Project, particularly during the grading and excavation phases, stormwater runoff from precipitation events could subject exposed and stockpiled soils to erosion and could convey sediments into municipal storm drain systems. In addition, on-site watering activities to reduce airborne dust could contribute to pollutant loading in runoff. Pollutant discharges relating to the storage, handling, use, and disposal of chemicals, adhesives, coatings, lubricants, and fuel could also occur. However, due to the Project Site's size (i.e., over one acre), the Project Applicant would be required to comply with the National Pollutant Discharge Elimination System (NPDES) General Construction Permit including the preparation of a Stormwater Pollution Prevention Plan (SWPPP) and implementation of best management practices (BMPs), required to minimize soil erosion and sedimentation from entering the storm drains during the construction period.

In addition, the Project would be subject to the City's Stormwater and Urban Runoff Pollution Control regulations (Ordinance No. 172,176 and No. 173,494) to ensure pollutant loads from the Project Site would be minimized for downstream receiving waters. Compliance with the NPDES and implementation of the SWPPP and BMPs, as well as the City's discharge requirements would ensure that construction stormwater runoff would not violate water quality and/or discharge requirements.

Stormwater runoff generated during operation of the Project could have the potential to introduce small amounts of pollutants typically associated with a residential development (e.g., household cleaners, landscaping pesticides, and vehicle petroleum products) into the stormwater system. Stormwater runoff from precipitation events could carry urban pollutants into municipal storm drains. However, during operation the Project would be required to comply with the City's Low Impact Development (LID) Ordinance. The LID Ordinance applies to all development and redevelopment in the City that requires a building permit. LID plans are required to include a site design approach and BMPs that address runoff and pollution at the source. Further, to comply with LID Ordinance the Project would be required to capture and treat the first 3/4-inch of rainfall in accordance with established stormwater treatment priorities. Compliance with the LID Ordinance would reduce the amount of surface water runoff leaving the Project Site as compared to the current conditions. Compliance with the LID Ordinance, including the implementation of

BMPs, would ensure that operation of the Project would not violate water quality standards and discharge requirements or otherwise substantially degrade water quality.

Conformance with these regulations would ensure construction and operational activities would not violate water quality standards, waste discharge requirements, or otherwise substantially degrade water quality. Therefore, no significant Project impacts related to water quality would occur.

Discussion of Section 15332(e)

As discussed below, the Project can be adequately served by all required utilities and public services.

PUBLIC SERVICES

Fire Protection

The Project includes the demolition and removal of all existing improvements from the Project Site and the development of the site with a 5-story residential building containing 168 multi-family residential dwelling units, intensifying the use of the Project Site that could result in an increased demand for fire protection services. The factors that the Los Angeles Fire Department (LAFD) considers in determining whether fire protection services for a project are adequate include whether the project: (1) is within the maximum response distance for the land uses proposed; (2) complies with emergency access requirements; (3) complies with fire-flow requirements; and (4) complies with fire hydrant placement. Pursuant to LAMC Section 57.507.3.3, the maximum response distance between a high-density residential/commercial neighborhood land use such as the Project and an LAFD station that houses an engine company is 1.5 miles and an LAFD station that houses a truck company is 2.0 miles. If either distance is exceeded, all structures shall be constructed with automatic fire sprinkler systems. The Project Site is served by several fire stations, as shown in Table 17. The fire station closest to the Project Site is Fire Station 89, which is 2.0 miles away. Regardless, the Project would be constructed with automatic fire sprinkler systems pursuant to LAMC Section 57.507.3.3.

Table 17
Fire Stations Serving the Project Site

No.	Address	Distance from Project Site
39	14615 Oxnard	2.8 miles
81	14355 Arminta Street	2.2 miles
89	7063 Laurel Canyon Boulevard	2.0 miles
102	13200 Burbank Boulevard	2.3 miles
Source: LAFD, http://www.lafd.org/fire-stations/find-your-station, 2023.		

All ingress/egress associated with the Project would be designed and constructed in conformance with all applicable City Building and Safety Department and LAFD standards and requirements for design and construction. The required fire flow for the Project would be confirmed in

consultation with the LAFD during the plan check approval process. Therefore, no significant Project impacts on fire protection services would occur.

Police Protection

The Project includes demolition and removal of all existing improvements from the Project Site and the development of the site with a 5-story residential building containing 168 multi-family residential dwelling units, intensifying the use of the Project Site that could result in an increased demand for police protection services. However, in accordance with the City's regulations, the Project developer would be required to refer to "Design Out Crime Guidelines: Crime Prevention Through Environmental Design," published by the Los Angeles Police Department (LAPD). Contact the Community Relations Division, located at 100 W. 1st Street, #250, Los Angeles, CA 90012; (213) 486-6000. The Project would include standard security measures such as adequate security lighting and controlled residential access. Through compliance with LAPD requirements, no significant Project impacts on police protection services would occur.

Schools

The Project includes demolition and removal of all existing improvements from the Project Site and the development of the site with a 5-story residential building containing 168 multi-family residential dwelling units, intensifying the residential use of the Project Site that could result in an increased need for school services at the Project Site. Pursuant to California Government Code Section 65995/California Education Code Section 17620, mandatory payment of the school fees established by the Los Angeles Unified School District (LAUSD) in accordance with existing rules and regulations regarding the calculation and payment of such fees would, by law, fully address any potential direct and indirect impacts to schools as a result of the Project. Therefore, no significant Project impacts on school services would occur.

Parks

The Project includes demolition and removal of all existing improvements from the Project Site and the development of the site with a 5-story residential building containing 168 multi-family residential dwelling units, intensifying the residential use of the Project Site that could increase the demand on existing parks in the area. The Project Site is located in an area of the City with several parks and recreational amenities within two miles of the site, including the following:

- Tujunga Wash Park
- Greenwood Square Park
- Kittridge Mini Park
- Woodley Park
- Andres and Maria Cardenas Skate Park
- BelAire Avenue Park
- Strathern Park West
- Jamie Beth Slaven Park
- Strathern Park North

Additionally, the Sepulveda Basin Recreation Area, The Japanese Garden, Woodley Lakes Golf Course, and Lake Balboa/Anthony C. Belienson Park are located within five miles of the Project Site.

As shown in Table 3, the Project includes 10,900 square feet of open space, including 10,250 sf of common open spaces (i.e., central and front courts, recreation/exercise rooms, and a rear yard deck) and 650 square feet of private open space. Additionally, pursuant to Section 12.33 (Park Fees and Land Dedication), the Applicant would be required to pay park mitigation fees to minimize the Project's impact on parks. The Project would not require new or expanded parks. Therefore, no significant Project impacts on parks and recreational facilities would occur.

Other Public Facilities

The Project includes demolition and removal of all existing improvements from the Project Site and the development of the site with a 5-story residential building containing 168 multi-family residential dwelling units and up to approximately 555 square feet of ground-floor retail, intensifying the residential use of the Project Site that could increase the demand on existing libraries in the area. Libraries in the vicinity of the Project Site include the following:

- Valley Plaza Branch Library
- Van Nuys Branch Library
- Panorama City Branch Library

Although the Project could increase the demand for library services in the Project Site area, because the area is well served by several existing libraries, the Project would not cause the need for new or altered library facilities, the construction of which could result in significant environmental impacts. These existing libraries are expected to adequately serve the needs of future occupants of the Project. As stated in the 2015-2020 Strategic Plan, the Los Angeles Public Library (LAPL) is committed to increasing the number of people who use library services and the number of library cardholders. Because the Project is in an area well served by existing library facilities, the Project would not require new or expanded libraries. Therefore, no significant Project impacts on library facilities would occur.

UTILITIES AND SERVICE SYSTEMS

Wastewater

The Project Site is located within the service area of the Hyperion Water Reclamation Plant (HWRP), which has been designed to treat a maximum dry-weather daily flow of 450 million gallons per day (mgd) and a peak wet-weather flow of 800 mgd.[20] Full secondary treatment prevents virtually all particles suspended in effluent from being discharged into the Pacific Ocean

[20] *City of Los Angeles Department of Sanitation, https://www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-cw/s-lsh-wwd-cw-p/s-lsh-wwd-cw-p-hwrp;jsessionid=eZqfxN9kH7JNCMKvC8S0n8GklyH7VwNMZ03aN9oSSgGtF5ixQkRV!2143003606!2064592652?_afrLoop=11698142585277113&_afrWindowMode=0&_afrWindowId=null&_adf.ctrl-state=1dl2da31dl_1#!%40%40%3F_afrWindowId%3Dnull%26_afrLoop%3D11698142585277113%26_afrWindowMode%3D0%26_adf.ctrl-state%3D1dl2da31dl_5, accessed August 17, 2023.*

and is consistent with the Los Angeles Regional Water Quality Control Board's (LARWQCB) discharge policies for the Santa Monica Bay. The HWRP currently treats an average daily flow of approximately 275 mgd. Thus, there is an available capacity of no less than approximately 175 mgd available capacity.[21] The Project would generate a net increase of approximately 13,295 gallons of wastewater per day (or 0.013 mgd) (refer to Table 18). It should be noted that this amount does not take into account the net decrease associated with the effectiveness of water conservation measures required in accordance with the City's Green Building Code, which would likely reduce the Project's water consumption (and wastewater generation) shown in Table 18. With a remaining daily capacity of 175 mgd, the HWRP would have adequate capacity to serve the Project.

Pursuant to City policy, the Bureau of Sanitation would check the gauging of the sewer lines and make the appropriate decisions on how best to connect to the local sewer lines at the time of construction. A final approval for sewer capacity and connection permit would be made at the time of construction. Therefore, no significant Project impacts related to wastewater treatment would occur.

Table 18
Estimated Water and Wastewater Generation Rate[1]

Land Use	Size	Water and Wastewater Generation Rate[2]	Total (gpd)
Existing			
Residential – 2-Bedroom	11 du	150 gpd/du	1,650
Project			
Residential – Studio	109 du	75 gpd/du	8,175
Residential – 1-Bedroom	52 du	110 gpd/du	5,720
Residential – 2-Bedroom	7 du	150 gpd/du	1,050
		Total	***14,945***
		Less Existing	*(1,650)*
		Net Total	***13,295***

gpd = gallons per day du = dwelling unit sf = square feet

1 *Assumes that water consumption is equal to wastewater generation and does not account for the effectiveness of mandatory conservation measures.*
2 *Source: City of Los Angeles Bureau of Sanitation, Sewer Generation Factors, April 6, 2012.*

Water

LADWP provides water service to the Project Site. LADWP's water supply sources include the Los Angeles Aqueduct (LAA), local groundwater, the SWP (supplied by the Metropolitan Water District [MWD]), the Colorado River Aqueduct (also supplied by MWD), and recycled water. The

21 *City of Los Angeles Department of Sanitation, https://www.lacitysan.org/san/faces/wcnav_externalId/s-lsh-wwd-cw-p-hwrp-tp?_adf.ctrl-state=11xuw0lp30_1&_afrLoop=14492376382522290&_afrWindowMode=0&_afrWindowId=null#!%40%40%3F_afrWindowId%3Dnull%26_afrLoop%3D14492376382522290%26_afrWindowMode%3D0%26_adf.ctrl-state%3D11xuw0lp30_5, accessed October 18, 2023.*

California Urban Water Management Planning Act of 1984 requires every municipal water supplier who serves more than 3,000 customers or provides more than 3,000 acre-feet per year (AFY) of water to prepare an Urban Water Management Plan (UWMP) every five years to identify short-term and long-term water resources management measures to meet growing water demands during normal, single-dry, and multiple-dry years. In the UWMP, the water supplier must describe the water supply projects and programs that may be undertaken to meet the total water use of the service area. The UWMP that applies to the Project is LADWP's 2020 UWMP. The 2020 UWMP provides historical and forecasted water demands for the City. Total water demand varies annually and is contingent on various factors including population growth, weather, water conservation, drought, and economic activity. Table 19 shows a breakdown of historical water demand for the LADWP service area. Table 20 provides LADWP's projected water demand from 2025 to 2045 for average-year, single-dry-year, and multi-dry-year hydrological conditions.

Table 19
Breakdown of Historical Water Demand for LADWP's Service Area

Fiscal Year Ending Average	Single Family		Multi-Family		Commercial		Industrial		Government		Non-Revenue		Total
	AF	%	AF	%	AF	%	AF	%	AF	%	AF	%	AF
2016-2020	170,660	35%	141,088	28%	88,680	18%	14,938	3%	39,628	8%	40,690	8%	495,685
2011-2015	206,652	37%	161,592	29%	96,832	18%	17,855	3%	43,573	8%	26,139	6%	552,768
2006-2010	236,154	38%	180,277	29%	106,964	17%	23,196	4%	42,956	7%	30,617	5%	620,165
2001-2005	239,754	37%	190,646	29%	109,685	17%	21,931	3%	41,888	6%	52,724	8%	656,628
1996-2000	222,748	36%	191,819	31%	111,051	18%	23,560	4%	39,421	6%	33.696	5%	622,295
1991-1995	197,322	34%	177,104	30%	110,724	19%	21,313	4%	38,426	7%	39,364	7%	584,253
30-Year Average	212,215	36%	173,755	30%	103,990	18%	20,465	3%	40,982	7%	37,205	6%	588,611

AF = Acre Feet

Source: 2020 Urban Water Management Plan, LADWP.

Table 20
Service Area Reliability Assessment (AFY)

Hydrological Conditions[1]	Years				
	2025	2030	2035	2040	2045
Average Year	642,600	660,200	678,800	697,800	710,500
Single Dry Year	674,700	693,200	712,700	732,700	746,000
Multi-Dry Year (Year 1)	657,900	675,800	694,900	714,400	727,400
Multi-Dry Year (Year 2)	661,700	679,700	698,900	718,500	731,500
Multi-Dry Year (Year 3)	674,400	693,200	712,800	732,700	746,000
Multi-Dry Year (Year 4)	661,600	679,600	698,900	718,400	731,500
Multi-Dry Year (Year 5)	655,700	673,600	692,600	712,000	724,900

AFY = acre-feet per year

Source: 2020 UWMP, LADWP, Exhibits 11E, 11F, and 11G.

More frequent and longer-lasting dry periods, regulatory constraints, and seismic risks that can result in water delivery system outages are causing increased stress on water supply reliability for LADWP. As such, in preparation for taking reasonable actions to balance water demands with limited water supplies, LADWP has prepared a Water Shortage Contingency Plan (WSCP) that outlines a set of actions that the City can take in the event of a declared water supply shortage or emergency situation. The City has six standard water shortage levels and response actions, as summarized in Table 21. Under state law, LADWP has the authority to implement the water shortage actions outlined in the WSCP. In all water shortage cases, shortage response actions to be implemented are at the discretion of LADWP based on an assessment of the supply shortage, customer response, and the need for demand reductions. Upon proclamation by the Governor of a state of emergency under the California Emergency Services Action based on extended dry conditions, the state will defer to implementation of locally adopted water shortage contingency plans to the extent practicable. LADWP will coordinate with regional and local water suppliers for which it provided water supply services for a possible proclamation of a local emergency, as necessary.

Table 21
Water Shortage Response Actions

Water Shortage Level	Percent Shortage	Shortage Response Actions
Level 1: No Shortage	≤10%	Water Shortage Level 1 constitutes a consumer demand reduction of up to 10%. Shortage response actions under this level include the permanent water use restrictions listed below. **Phase I Restrictions** - No LADWP customer shall use a water hose to wash any paved surfaces, except to alleviate immediate safety or sanitation hazards. - No LADWP customer shall use water to clean, fill or maintain levels in decorative fountains, ponds, lakes, or similar structures used for aesthetic purposes, unless such water is part of a recirculating system. - No restaurant, hotel, cafe, cafeteria, or other public place where food is sold, served, or offered for-sale, shall serve drinking water to any person unless expressly requested. - No LADWP customer shall permit water to leak from any pipe or fixture on the customer's premises.

Table 21
Water Shortage Response Actions

Water Shortage Level	Percent Shortage	Shortage Response Actions
Level 2: Moderate Shortage	≤20%	Water Shortage Level 2 is implemented when there is a reasonable probability of supply shortage from LADWP-controlled supplies in the long-term and a demand reduction of up to 20% is necessary to mitigate this long-term shortage risk. Conservation Ordinance Phase 2 will be implemented to achieve the necessary demand reduction. Additionally, to reduce consumption during this phase and all higher levels of conditions, LADWP may increase its public education and outreach efforts and enforcement measures to build awareness of voluntary water conservation practices and all permanent water waste prohibitions. **Actions** Mandatory Conservation Phase 2 - Restrictions on landscape irrigation watering days (Monday, Wednesday, or Friday for odd-numbered street addresses and Tuesday, Thursday, or Sunday for even-numbered street addresses). - Irrigation of Sports Fields may deviate from the non-watering days to maintain play areas and accommodate event schedules. - Irrigation of large landscape areas may deviate from the non-watering days under certain conditions. - Provisions do not apply to drip irrigation supplying water to a food source or to hand-held hose watering of vegetation. - Increase outreach efforts for high-volume customers and provide one on one assessments. - Expand enforcement of unreasonable use of water. - Increase water conservation rebates and incentives. - Increase conservation messaging (radio, TV, social media, educational events).

Table 21
Water Shortage Response Actions

Water Shortage Level	Percent Shortage	Shortage Response Actions
Level 3: Significant Shortage	≤30%	A Water Shortage Level 3: Significant Shortage is implemented when demand must be reduced up to 30% to ensure sufficient supplies. During a Significant Shortage, a new set of mandatory water conservation practices takes effect, in addition to all Permanent Water Waste Prohibitions and Level 1 and Level 2 conservation practices. Beginning with Water Shortage Level 3, LADWP may elect to withdraw from available emergency storage along the LAA system and from local groundwater basins. Emergency storage along the LAA may come in the form of emergency reservoir storage and/or emergency groundwater pumping in the Owens Valley with the approval of the LA/Inyo Standing Committee. Emergency storage from local groundwater basin may come in the form of storied water credits. Withdrawals from emergency supplies may provide only short-term relief and the extent of withdrawals will be determined based on assessments of long-term shortage risk. **Actions** Mandatory Conservation Phase 3 - Further restrictions on landscape irrigation watering days (Monday or Friday for odd-numbered street addresses and Sunday or Thursday for even-numbered street addresses) - Recommend use of pool covers to decrease water loss from evaporation. - Recommend washing of vehicles at commercial car wash facilities. - Irrigation of sports fields may deviate from the non-watering days to maintain play areas and accommodate event schedules. - Irrigation of large landscape areas may deviate from the non-watering days under certain conditions. - Provisions do not apply to drip irrigation supplying water to a food

Table 21
Water Shortage Response Actions

Water Shortage Level	Percent Shortage	Shortage Response Actions
		source or to hand-held hose watering of vegetation. - Withdraw from available emergency storage along the LAA System and local groundwater basins.
Level 4: Severe Shortage	≤40%	Water Shortage Level 4: Severe Shortage is implemented when demand must be reduced up to 40% to ensure sufficient supplies. During a Severe Shortage, a new set of mandatory water conservation practices takes effect, in addition to all Permanent Water Waste Prohibitions and additional restriction practices that became mandatory under Water Shortage Level 1, Level 2, and Level 3. LADWP may also elect to increase withdrawals from available emergency storage along the LAA system and from local groundwater basins. **<u>Actions</u>** <u>Mandatory Conservation Phase 4</u> - Further restrictions on landscape irrigation watering days (Monday for odd-numbered street addresses and Tuesday for even-numbered street addresses). - Mandate use of pool covers on all residential swimming pools when not in use. - No washing of vehicles allowed except at commercial car wash facilities. - No filling of decorative fountains, ponds, lakes, or similar structures used for aesthetic purposes, with potable water. - Irrigation of sports fields may deviate from the non-watering days to maintain play areas and accommodate event schedules. - Irrigation of large landscape areas may deviate from the non-watering days under certain conditions. - Provisions do not apply to drip irrigation supplying water to a food

Table 21
Water Shortage Response Actions

Water Shortage Level	Percent Shortage	Shortage Response Actions
		source or to hand-held hose watering of vegetation. - Withdraw from available emergency storage along the LAA System and local groundwater basins
Level 5: Critical Shortage	≤50%	Water Shortage Level 5: Critical Shortage is implemented when a water shortage emergency requires that demand be reduced up to 50% to ensure sufficient supplies. Mandatory conservation practices imposed under Water Shortage Levels 1 through 4 remain in effect and LADWP may elect to further increase withdrawals from available emergency storage along the LAA system and from local groundwater basins. **Actions** Mandatory Conservation Phase 5 - No landscape irrigation allowed. - No filling of residential swimming pools and spas with potable water. - No washing of vehicles allowed except at commercial car wash facilities. - No filling of decorative fountains, ponds, lakes, or similar structures used for aesthetic purposes, with potable water. - Golf courses and professional sports fields may apply water to sensitive areas, such as greens and tees, during non-daylight hours and only to the extent necessary to maintain minimum levels of biological viability. - Provisions do not apply to drip irrigation supplying water to a food source or to hand-held hose watering of vegetation. - Withdraw from available emergency storage along the LAA System and local groundwater basins
Level 6: Super Critical Shortage	> 50%	Water Shortage Level 6: Supercritical Shortage is implemented when a water shortage emergency requires that demand be reduced greater than 50% to ensure

Table 21
Water Shortage Response Actions

Water Shortage Level	Percent Shortage	Shortage Response Actions
		sufficient supplies. During a Supercritical Shortage, a new set of mandatory conservation measures takes effect, in addition to all Permanent Water Waste Prohibitions. Mandatory conservation practices that were imposed Levels 1 through 5 remain in effect. LADWP may elect maximize withdrawals from available emergency storage along the LAA system and from local groundwater basins for supply augmentation. **<u>Actions</u>** Mandatory Conservation Phase 6 - No landscape irrigation allowed. - No filling of residential swimming pools and spas with potable water. - No washing of vehicles allowed except at commercial car wash facilities. - No filling of decorative fountains, ponds, lakes, or similar structures used for aesthetic purposes, with potable water. - Golf courses and professional sports fields may apply water to sensitive areas, such as greens and tees, during non-daylight hours and only to the extent necessary to maintain minimum levels of biological viability. - Provisions do not apply to drip irrigation supplying water to a food source or to hand-held hose watering of vegetation. - The Board is hereby authorized to implement additional prohibited uses of water based on the water supply situation. Any additional prohibition shall be published at least once in a daily newspaper of general circulation and shall become effective immediately upon such publication and shall remain in effect until cancelled.

Table 21
Water Shortage Response Actions

Water Shortage Level	Percent Shortage	Shortage Response Actions
		- Withdraw from available emergency storage along the LAA and local groundwater basin. - Additional measures authorized by the Board
Source: 2020 UWMP, Appendix I, LADWP.		

The Project would connect to the existing water conveyance infrastructure near the Project Site. As shown in Table 18, the Project would consume a net increase of approximately 13,295 gallons of water per day (or 0.013 mgd). Based on its 2020 UWMP, LADWP has supply capabilities that would be sufficient to meet expected demands from 2025 through 2045 under single dry-year and multiple dry-year hydrologic conditions. The Project Applicant would be required to comply with the water efficiency standards outlined in Los Angeles City Ordinance No. 180,822 and in the LAGBC to conserve water usage. Additionally, the Project would be subject to any water shortage response actions identified by LADWP to ensure water service availability. Further, prior to issuance of a building permit, the Project Applicant would be required to consult with LADWP to determine Project-specific water supply service needs and all water conservation measures that shall be incorporated into the Project. As such, the Project would not require new or additional water supply or entitlements. Therefore, no significant Project impacts related to water supply would occur.

Solid Waste

Demolition and construction debris would be generated during the Project's construction phase. The Project's demolition and construction debris would primarily be classified as inert waste and would be recycled in accordance with the Citywide [Construction and Demolition] C&D Waste Recycling Ordinance, which requires all mixed C&D waste generated within City limits to be taken to a City-certified C&D waste processor for recycling, and with LAMC Section 66.32, which requires 70 percent of solid waste (including C&D debris) generated in the City to be recycled. Solid waste diversion would be accomplished through the on-site separation of materials and/or by contracting with a solid waste disposal facility that would guarantee a minimum diversion rate of 70 percent. In compliance with the LAMC, the Project's General Contractor would utilize solid waste haulers, contractors, and recyclers who have obtained an AB 939 Compliance Permit (i.e., Waste Hauler Permit) from the Los Angeles Sanitation Department (LASAN). Furthermore, recycling facilities in the Los Angeles region (such as American Waste Transfer Station, Compton Recycling and Transfer Station, Carson Transfer Station and Materials Recovery Facility, Waste Resources Recovery, Falcon Refuse Center Inc., and the Southeast Resource Recovery Facility) would receive recyclable construction waste. Additional recycling facilities and inert waste landfills (which are able to accept fill dirt, concrete, glass, etc.) are listed in LASAN's Construction and Demolition Recycling Guide and would be utilized as needed.

Long-term operation of the Project would generate solid waste and would create a demand for landfill capacity. The landfills that serve the City and the capacity of these landfills are shown in Table 22. As shown, the landfills have an approximate available daily intake of 16,531 tons. As shown in Table 23, Project operations would generate a net increase of approximately 0.96 tons of solid waste per day. This total is a conservative estimate and does not account for the net decrease associated with the previous use and the effectiveness of recycling efforts, which the Project would be required by the City to implement. With a remaining daily intake capacity of approximately 16,531 tons of solid waste per day, the landfills serving the City could accommodate the Project's approximately net increase of 0.96 tons of solid waste per day.

Table 22
Landfill Capacity

Landfill Facility	Estimated Remaining Life (years)	Estimated Remaining Disposal Capacity (million tons)	Permitted Intake (tons/day)	Daily Disposal (tons/day)	Available Daily Intake (tons/day)
Sunshine Canyon	17	65.9	12,100	7,420	4,680
Chiquita Canyon	27	54.4	12,000	6,114	5,886
Antelope Valley	13	10.1	3,600	2,785	815
Lancaster	81	9.8	3,000	395	2,605
Calabasas	14	1.0	3,500	955	2,545
				Total	**16,531**

Source: County of Los Angeles, Countywide Integrated Waste Management Plan, 2020 Annual Report, October 2021.

Table 23
Estimated Solid Waste Generation

Land Use	Size	Generation Rate[1]	Total (tpd)
Existing			
Residential	11 du	12.23 lbs/unit/day	0.06
Project			
Residential	168 du	12.23 lbs/unit/day	1.02
		(Less Existing)	*(0.06)*
		Net Total	***0.96***

tpd = tons per day du = dwelling unit emp. = employee lbs = pounds

[1] *Source: City of Los CEQA Thresholds Guide.*

The Project's solid waste would be handled by private waste collection services. Pursuant to Section 66.32 of the LAMC, the Project's solid waste contractor must obtain, in addition to all other required permits, an Assembly Bill 939 (AB 939) Compliance Permit from LASAN. The Project would be required to comply with LAMC Section 12.21 A.19, which requires new development to provide an adequate recycling area or room for collecting and loading recyclable

materials. Additionally, the Project would be required to comply with CALGreen Code waste reduction measures for the operation of the Project. Recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass, and other recyclable material. These bins shall be emptied and recycled accordingly as a part of the Project's regular solid waste disposal program. For these reasons, the Project would not generate solid waste in excess of State or local standards or in excess of the capacity of local infrastructure and would not otherwise impair the attainment of solid waste reduction goals. Therefore, no significant Project impacts related to solid waste would occur.

Categorical Exemption Exceptions

Section 15300.2 (Exceptions), Article 19, Chapter 3, Title 14 of the California Code of Regulations includes Exceptions to Categorical Exemptions for certain activities. For the reasons discussed below, none of the Exceptions apply to the Project.

15300.2. Exceptions

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

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

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

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

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

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

Discussion of Exceptions

Section 15300.2 (a) - Location:

This Exception is not applicable to the Project, because the Project does not fall under the definitions of Classes 3, 4, 5, or 11.

Section 15300.2(b) - Cumulative Impacts

The cumulative impact analysis considers the potential impacts associated with implementation of the Project in conjunction with "successive projects of the same type in the same place over time." Related projects in the vicinity of the Project Site are outlined in Table 24. As discussed below, the Project would not contribute to any significant cumulative impacts resulting from successive projects of the same type in the same place over time, and this Exception does not apply.

Table 24
Related Projects

No.	Address	Land Uses	Size	Distance/Direction From Project Site	Status
1	7600 Tyrone Avenue	Industrial	283,920 sf	1.4 miles/NW	Under Construction
2	7700 Woodman Avenue	Senior Apartments	288 du	0.8 miles/N	Constructed[1]
3	13670 Sherman Way	Pharmacy	14,786 sf	0.1 miles/W	Proposed
4	14203 Valerio Street	Charter School	330 students	1.0 mile/NW	Under Construction
5	6857 N. Hazeltine Avenue	Single-Family	10 du	1.0 mile/SW	Proposed
6	13513 Vanowen Street	Condominiums	8 du	1.2 miles/S	Under Construction
7	14045 Sherman Way	Apartments	42 du	0.6 miles/E	Proposed
8	14116 Sherman Way	Apartments	23 du	0.7 miles/E	Proposed

du = dwelling units sf = square fee HT = high-turnover FF = fast food

[1] *Because this related project is complete and operational, the related project is part of the existing condition and is not considered in the cumulative analysis.*

Source: Overland Traffic Consultants, Inc., 2023. Refer to Appendix B.

Air Quality

The SCAQMD recommends that any construction-related emissions and operational emissions from individual development projects that exceed the project-specific mass daily emissions thresholds identified above also be considered cumulatively considerable.[22] Individual projects that generate emissions not in excess of SCAQMD's significance thresholds would not contribute considerably to any potential cumulative impact. As discussed previously, the Project would not

[22] *White Paper on Regulatory Options for Addressing Cumulative Impacts from Air Pollution Emissions, SCAQMD Board Meeting, September 5, 2003, Agenda No. 29, Appendix D, p. D-3.*

produce VOC, NO_X, CO, SO_X, $PM_{2.5}$, and PM_{10} emissions in excess of SCAQMD's significance thresholds. Therefore, the cumulative air quality impact of successive projects of the same type in the same place over time would not be significant.

Water Quality

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

Noise

Of the related projects listed in Table 24, Related Project No. 3, located at 13760 Sherman Way is the only related project located within 0.25 miles of the Project Site and is considered below in the analysis.

Construction

On-Site Construction Noise

As illustrated in Table 25, the cumulative noise levels at the analyzed sensitive receptors would not be considered significant, as they would not exceed 5.0 dBA L_{eq}. These cumulative noise levels at analyzed sensitive receptors are marginally higher than impacts from the Project alone, as more distant related projects have minimal impact on construction noise levels due to intervening structures that shield noise from more distant construction sites. Based on this, there would not be cumulative noise impacts at any nearby sensitive uses located near the Project Site and related projects in the event of concurrent construction activities.

Table 25
Cumulative Construction Noise Levels at Off-Site Sensitive Receptors

Receptor	Maximum Construction Noise Level (dBA L_{eq})	Existing Ambient Noise Level (dBA L_{eq})	New Ambient Noise Level (dBA L_{eq})	Increase (dBA L_{eq})	Significant ?
1. Motel – 13561 Sherman Way	51.5	72.9	72.9	0.0	No
2. Residences – 13600 Sherman Way	45.5	71.0	71.0	0.0	No

3. Residences – 13604 Sherman Way	70.9	71.0	74.0	3.0	No
4. Residences – 13523 Sherman Way	57.1	72.9	73.0	0.1	No
5. Residences – Gault St.	54.7	56.0	58.4	2.4	No
Source: DKA Planning, 2023. Refer to Appendix C.					

Off-Site Construction Noise

Other concurrent construction activities from the related project in the vicinity of the Project could contribute to cumulative off-site impacts if haul trucks, vendor trucks, or worker trips for Related Project No. 3 were to utilize the same roadways as the Project and at the same time. As discussed previously, the Project would contribute approximately 194 peak-hour PCE vehicle trips during the building construction phase.[23] This would represent about 3.5 percent of traffic volumes on Sherman Way, which carries about 5,593 vehicles at Orion Avenue in the morning peak hour of traffic.[24] Any related projects would have to add 5,399 peak hour vehicle trips to double volumes on Sherman Way.

The one related project (i.e., Related Project No. 3) within 1,000 feet of the Project Site is a pharmacy development that is smaller in scale than the Project. Even if all trips from this related project use Sherman Way, the trips would fall far short of the PCEs necessary to double traffic noise on this arterial. As such, cumulative noise due to construction truck traffic from the Project and related projects would not have the potential to double traffic volumes on any roadway necessary to elevate traffic noise levels by 3 dBA, let alone the 5 dBA threshold of significance for traffic impacts. As such, cumulative noise impacts from off-site construction would be less than significant.

Operation

The Project Site and the surrounding neighborhood have been developed with residential and commercial land uses that have previously generated, and will continue to generate, noise from a number of operational noise sources, including mechanical equipment (e.g., HVAC systems), outdoor activity areas, and vehicle travel. The one related project in the vicinity of the Project Site is residential and would also generate minimal stationary-source and mobile-source noise due to ongoing day-to-day operations. These types of uses generally do not involve the use of noisy heavy-duty equipment such as compressors, diesel-fueled equipment, or other sources typically associated with excessive noise generation.

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[23] *This is a conservative, worst-case scenario, as it assumes all workers travel to the worksite at the same time and that vendor and haul trips are made in the same early hour, using the same route as haul trucks to travel to and from the Project Site.*

[24] *DKA Planning, 2023, based on City of Los Angeles database of traffic volumes on Sherman Way at Orion Ave, https://navigatela.lacity.org/dot/traffic_data/manual_counts/Orion.ShermanWay.170322-NDSMAN.pdf, 2017 traffic counts adjusted by one percent growth factor to represent existing conditions.*

On-Site Stationary Noise Sources

Noise from on-site mechanical equipment (e.g., HVAC units) and any other human activities from related projects would not be typically associated with excessive noise generation that could result in increases of 5 dBA or more in ambient noise levels at sensitive receptors when combined with operational noise from the Project. Related Project No. 3 is a pharmacy, a use that does not generate loud noises. Similar to the Project, the pharmacy building would likely operate HVAC equipment on the rooftop. The related project would be required to comply with LAMC Section 112.02, which requires the project developer to ensure such equipment does not exceed the ambient noise level by more than 5 dBA. The related project is located approximately 500 feet west of the Project, and given this distance, attenuation due to intervening development, and regulatory compliance with the LAMC, cumulative noise levels from on-site sources would not result in a cumulatively noticeable increase in ambient noise levels. Therefore, cumulative stationary source noise impacts would be less than significant.

Off-Site Mobile Noise Sources

The Project would add approximately 55 vehicle trips to the local roadway network in a peak traffic hour at the start of operations in 2027. Related projects would have to generate 5,485 additional vehicle trips onto Sherman Way in the morning peak hour to elevate noise by 3 dBA. Instead, the one nearby related project at 13670 Sherman Way (Related Project No. 3) would generate approximately 16 AM peak-hour trips.[25]

When combined with the Project, these two developments would add approximately 70 AM peak-hour trips, a 1.3 percent increase in volume of traffic on Sherman Way at Orion Avenue in the morning peak hour, assuming all vehicle trips use this roadway segment. As this would not increase traffic volumes by 100 percent, cumulative noise due to off-site traffic would not increase ambient noise levels by 3 dBA, let alone by the 5 dBA threshold of significance. Therefore, cumulative traffic noise impacts would be less than significant.

Traffic

OPR's *Technical Advisory on Evaluating Transportation Impacts in CEQA* states the following regarding cumulative traffic impacts:

> *Cumulative Impacts. A project's cumulative impacts are based on an assessment of whether the "incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects." (Pub. Resources Code, § 21083, subd. (b)(2); see CEQA Guidelines, § 15064, subd. (h)(1).) When using an absolute VMT metric, i.e., total VMT (as recommended below for retail and transportation projects), analyzing the combined impacts for a cumulative impacts analysis may be appropriate. However, metrics such as VMT per capita or VMT per employee, i.e., metrics framed in terms of efficiency (as recommended below for use on residential and office projects), cannot be summed because they employ a denominator. A project that falls below an efficiency-*

[25] *Transportation Assessment for Mixed-Use Project Located at 13610 W. Sherman Way. City of Los Angeles VMT Calculator, v1.4 Project Screening Summary, Overland Traffic Consultants, Inc., August 2023.*

based threshold that is aligned with long-term goals and relevant plans has no cumulative impact distinct from the project impact. Accordingly, a finding of a less-than-significant project impact would imply a less than significant cumulative impact, and vice versa. This is similar to the analysis typically conducted for greenhouse gas emissions, air quality impacts, and impacts that utilize plan compliance as a threshold of significance. (See Center for Biological Diversity v. Department of Fish & Wildlife (2015) 62 Cal.4th 204, 219, 223; CEQA Guidelines, § 15064, subd. (h)(3).)

As discussed above, the Project satisfies the criteria to be considered a local-serving use and is screened out from further VMT analysis, as it is presumed the Project would cause less than significant transportation impacts. For this reason, the Project's cumulative contribution to traffic impacts would also be less than significant.

Public Services

Fire Protection

Implementation of the Project and the related projects could result in a net cumulative increase in demand for fire protection services. Cumulative development requires the LAFD to continually evaluate the need for new or physically altered facilities in order to maintain adequate service ratios. As with the Project, the related projects would be subject to the Fire Code and other applicable regulations of the LAMC including, but not limited to, automatic fire sprinkler systems for high-density residential land uses, such as the Project and related projects, located farther than 1.5 miles from the nearest LAFD station that houses an engine or 2.0 miles from the nearest LAFD station that houses a truck company to compensate for additional response time, and other recommendations made by the LAFD to ensure fire protection safety. Compliance with the applicable regulatory measures would ensure that LAFD would be able to provide adequate facilities to accommodate future growth and maintain acceptable levels of service. Furthermore, the increased demands for additional LAFD staffing, equipment, and facilities would be funded via existing mechanisms (e.g., property taxes and government funding) to which the Project and related projects would contribute. Therefore, the cumulative impact on fire protection from successive projects of the same type in the same place over time would not be significant.

Police Protection

Implementation of the Project and the related projects could result in a net cumulative increase in demand for police protection services. Cumulative development requires the LAPD to continually evaluate the need for new or physically altered facilities in order to maintain adequate service ratios. As with the Project, the related projects would be subject to the review and oversight of the LAPD related to crime prevention features, and other applicable regulations of the LAMC. The review process would ensure the ability of the LAPD to provide adequate facilities to accommodate future growth and maintain acceptable levels of service. Furthermore, the increased demands for additional LAPD staffing, equipment, and facilities would be funded via existing mechanisms (e.g., property taxes and government funding) to which the Project and related projects would contribute. Therefore, the cumulative impact on police protection from successive projects of the same type in the same place over time would not be significant.

Schools

The Project and the related projects could cumulatively increase the number of students in the Project Site area. However, similar to the Project Applicant, the applicants of all the related projects would be required to pay the state-mandated applicable school fees to the LAUSD to ensure that no significant impacts on school services would occur. Therefore, the cumulative impact on schools from successive projects of the same type in the same place over time would not be significant.

Parks

The Project and the related projects could cumulatively increase demand for parks and recreational services. The applicants of residential related projects would be subject to the City's Park and Recreation Ordinance and must comply with LAMC open space requirements, ensuring that any potential impacts to parks and recreational facilities would be less than significant. Therefore, the cumulative impact on parks from successive projects of the same type in the same place over time would not be significant.

Other Public Facilities

Implementation of the related projects in concert with the Project could further increase the demand for library services. However, the Project Site area is well served by several existing libraries, and cumulative development would not cause the need for new or altered library facilities, the construction of which could result in significant environmental impacts. Therefore, the cumulative impact on library services from successive projects of the same type in the same place over time would not be significant.

Utilities

Wastewater

Implementation of the related projects in concert with the Project would increase the need for wastewater treatment. Table 26 shows that the cumulative development of the Project and related projects could result in the need to treat approximately 87,941gallons of wastewater per day (or 0.087 mgd per day). It should be noted that this amount does not take into account the net decrease in wastewater generation (and water consumption) that would occur as a result of removal of existing uses for the related projects or the effectiveness of water conservation measures required in accordance with the City's Green Building Code, both of which would likely substantially reduce the cumulative water consumption and wastewater generation shown in Table 25. With a remaining treatment capacity of approximately 175 mgd, the HWRP would have adequate capacity to accommodate the wastewater treatment requirements of cumulative development. No new or upgraded treatment facilities would be required. Therefore, the cumulative impact on wastewater from successive projects of the same type in the same place over time would not be significant.

Table 26
Estimated Cumulative Water Consumption and Wastewater Generation[1]

Land Uses	Size	Water Consumption/ Wastewater Generation Rate[2]	Total (gpd)
Multi-Family Residential	361 du	150 gpd/du	54,150
Single-Family Residential	10 du	230 gpd/du	2,300
Retail	14,786 sf	25 gpd/1,000 sf	370
School	330 students	11 gpd/student	3,630
Industrial	283,920 sf	50 gpd/1,000 sf	14,193
		Total Related Projects	***74,646***
		Plus Project	*13,295*
		Total	**87,941**

gpd = gallons per day *du = dwelling unit*

[1] Assumes wastewater generation equals water consumption.
[2] Source: City of Los Angeles Bureau of Sanitation, Sewer Generation Factors, April 6, 2012. This rate does not assume the effectiveness of any mandatory water conservation measures that are required in the City.

Water

Implementation of the related projects and in concert with the Project could increase the need for water supply in the City. Table 26 shows that the cumulative development in the Project Site area could result in a demand of approximately 87,491 gallons of water per day (or 0.087 mgd per day). It should be noted that this amount does not take into account the net decrease in water consumption (and wastewater generation) that would occur as a result of removal of existing uses for the related projects or the effectiveness of mandatory water conservation measures required in accordance with the City's Green Building Code, both of which would likely substantially reduce the cumulative water consumption (and wastewater generation) shown in Table 26.

LADWP (through its 2020 UWMP) anticipates that its projected water supplies will meet demand through the year 2045. In terms of the City's overall water supply condition, any related project that is consistent with the City's General Plan has been taken into account in the planned growth of the water system. In addition, any related project that conforms to the demographic projections from SCAG's Regional Transportation Plan and is located in the service area is considered to have been included in LADWP's water supply planning efforts so that projected water supplies would meet projected demands. Similar to the Project, each related project would be required to comply with City and state water code and conservation programs for both water supply and infrastructure.

Related projects that propose changing the zoning or other characteristics beyond what is within the General Plan would be required to evaluate the change under CEQA review process. The CEQA analysis would compare the existing to the proposed uses and the ability of LADWP supplies and infrastructure to provide a sufficient level of water service. Future development projects within the service area of the LADWP would be subject to the water conservation measures outlined in the City's Green Building Code, which would partially offset the cumulative demand for water. LADWP undertakes expansion or modification of water service infrastructure

to serve future growth in the City as required in the normal process of providing water service. Therefore, the cumulative impact on water supply from successive projects of the same type in the same place over time would not be significant.

Solid Waste

Implementation of the related projects in concert with the Project would increase demand on existing landfill space, which in turn could increase the need for landfill capacity in the region. As shown in Table 27, implementation of the Project in conjunction with the related projects would result in an estimated solid waste generation of approximately 9.44 tons per day. It should be noted that this amount does not take into account the net decrease in solid waste generation that would occur as a result of removal of existing uses or the effectiveness of recycling measures required in accordance with existing City's recycling regulations, both of which would likely substantially reduce the cumulative solid waste generation. With a remaining daily capacity of approximately 16,531 tons of solid waste per day, the landfills serving the Project and related projects would have adequate capacity to accommodate cumulative solid waste generation. Additionally, all development in the City is required to comply with City and state recycling regulations. Therefore, the cumulative impact on landfill capacity from successive projects of the same type in the same place over time would not be significant.

Table 27
Estimated Cumulative Solid Waste Generation

Land Uses	Size	Solid Waste Generation Rate[1]	Total (tpd)
Residential	371 du	12.23 lbs/day/du	2.26
Commercial	1,183 emp.[2]	10.53 lbs/emp./day	6.22
		Total Related Projects	***8.48***
		Plus Project	*0.96*
		Total	**9.44**

tpd = tons per day du = dwelling unit lbs = pounds emp. = employee

[1] *Source: City of Los Angeles CEQA Thresholds Guide.*
[2] *Assumes 0.00271 employees per square foot. Source: 2022 Developer Fee Justification Study, Los Angeles School District, March 2022.*

Section 15300.2(c) – Significant Effects Due to Unusual Circumstances

There are no unusual circumstances related to implementation of the Project. The Project includes infill development of a site currently developed with six residential buildings with 11 dwelling units in an urbanized portion of the City. The proposed residential uses is allowed under the existing zoning and land use designation for the Project Site. Additionally, the Project Site is not located in a designated "environmentally sensitive area." While no unusual circumstances exist, as described above, there is also no reasonable possibility that any significant effects could result from the Project's development. Specifically, no significant impacts related to traffic, noise, air quality, water quality, public services, and/or utilities would occur as a result of the Project. Therefore, this Exception does not apply to the Project.

Section 15300.2(d) – Scenic Highways

The closest state-designated scenic highway is a segment of Interstate 210 between the 101 Freeway to the City of Pasadena located approximately six miles east of the Project Site.[26] The Project Site is not visible from any state-designated scenic highway. Therefore, this Exception does not apply to the Project.

Section 15300.2(e) – Hazardous Waste Sites

The Project Site is not included on any list compiled pursuant to Government Code Section 65962.5.[27] Thus, the Project would not create a hazard to the public or the environment as a result of being listed on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Therefore, this Exception does not apply to the Project.

Section 15300.2(f) – Historical Resources

The information and analysis presented below are based on the following source (refer to Appendix E):

- *Historic Assessment for 13610-13616 Sherman Way in Van Nuys, California, Sapphos Environmental Inc., March 6, 2023.*

REGULATORY SETTING

Federal

The National Historic Preservation Act of 1966, as amended, defines the criteria to be considered eligible for listing in the National Register of Historic Places (National Register):

> *The quality of significance in American history, architecture, archeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association and…*
>
> *A. that are associated with events that have made a significant contribution to the broad patterns of our history; or*
>
> *B. that are associated with the lives of persons significant in our past; or*
>
> *C. that embody distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or*

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[26] *Caltrans, California State Scenic Highway System Map https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa , accessed August 25, 2023.*

[27] *Department of Toxic Substances Control, https://www.envirostor.dtsc.ca.gov/public/map/?myaddress, accessed August 25, 2023.*

D. that have yielded, or may be likely to yield, information important in prehistory or history (36 Code of Federal Regulations [CFR] Section part 63).

According to *National Register Bulletin No. 15*, "to be eligible for listing in the National Register, a property must not only be shown to be significant under National Register criteria, but it also must have integrity." Integrity is defined in *National Register Bulletin No. 15* as "the ability of a property to convey its significance." Within the concept of integrity, the National Register recognizes the following seven aspects or qualities that in various combinations define integrity*: location, design, setting, materials, workmanship, feeling*, and *association*.

State

Section 5024.1(c), Title 14 California Code of Regulations, Section 4852 of the California Public Resources Code defines the criteria to be considered eligible for listing in the California Register of Historic Resources (California Register):

A resource may be listed as an historical resource in the California Register if it meets any of the following [National Register] criteria:

1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;

2. Is associated with the lives of persons important in our past;

3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or

4. Has yielded, or may be likely to yield, information important in prehistory or history.

Section 4852(C) of the California Code of Regulations defines integrity as follows:

Integrity is the authenticity of an historical resource's physical identity evidenced by the survival of characteristics that existed during the resource's period of significance. Historical resources eligible for listing in the California Register must meet one of the criteria of significance described in section 4852(b) of this chapter and retain enough of their historic character or appearance to be recognizable as historical resources and to convey the reasons for their significance. Historical resources that have been rehabilitated or restored may be evaluated for listing.

The California Office of Historic Preservation provides the following guidance for completing historic resource surveys:

Historic resource surveys are performed to identify, record, and evaluate historic properties within a community, neighborhood, project area, or region. Surveys provide information needed to make informed planning decisions, prioritize preservation goals and objectives, develop and implement land use policies, perform environmental reviews pursuant to CEQA, develop adaptive reuse and heritage tourism initiatives, educate the

public and increase the understanding of and appreciation for the built environment as a tangible reminder of the community's history. Surveys also assist in the identification of resources worthy of designation in a local register of historic resources, the California Register, or the National Register, as well as properties potentially eligible for federal tax benefits or other state and local preservation incentives.

Surveys should be updated regularly to consider properties that may have achieved significance since the survey was originally conducted and to incorporate resources that were initially overlooked. Updating an existing survey offers an opportunity to identify and document physical changes that have occurred to a property and its surroundings since the last survey, and to identify sites where historic properties have since been moved or demolished. Finally, as architectural values were often the only criterion for significance in older surveys and resources were frequently only evaluated for the National Register, a survey update should provide for reevaluating properties within broader historic contexts using local, California, and National Register criteria.

Local government surveys should consider the presence of potential historic districts which may be eligible for national, state, or local designation or may warrant special consideration in local planning such as the development of design guidelines, historical preservation overlay zones (HPOZs), conservation zones, or review by a historic preservation commission prior to granting permits for demolitions or other actions which could alter or destroy district contributors.

California Environmental Quality Act 15064.5. Determining the Significance of Impacts to Archaeological and Historical Resources

(a) For purposes of this section, the term "historical resources" shall include the following:

(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 (Pub. Res. Code § 5024.1, Title 14 CCR, Section 4850 et seq.).

(2) A resource included in a local register of historical resources, as defined in section 5020.1(k) of the Public Resources Code or identified as significant in an historical resource survey meeting the requirements section 5024.1(g) of the Public Resources Code, shall be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.

(3) Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be an historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole

record. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the California Register of Historical Resources (Pub. Res. Code § 5024.1, Title 14 CCR, Section 4852) including the following:

(A) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;

(B) Is associated with the lives of persons important in our past;

(C) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or

(D) Has yielded, or may be likely to yield, information important in prehistory or history.

(4) The fact that a resource is not listed in, or determined to be eligible for listing in the California Register of Historical Resources, not included in a local register of historical resources (pursuant to section 5020.1(k) of the Public Resources Code), or identified in an historical resources survey (meeting the criteria in section 5024.1(g) of the Public Resources Code) does not preclude a lead agency from determining that the resource may be an historical resource as defined in Public Resources Code sections 5020.1(j) or 5024.1.

(b) A project with an effect that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment.

(1) Substantial adverse change in the significance of an historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired.

(2) The significance of an historical resource is materially impaired when a project:

(A) Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register of Historical Resources; or

(B) Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources pursuant to section 5020.1(k) of the Public Resources Code or its identification in an historical resources survey meeting the requirements of section 5024.1(g) of the Public

Resources Code, unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or

(C) Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register of Historical Resources as determined by a lead agency for purposes of CEQA.

(3) Generally, a project that follows the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings or the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings (1995), Weeks and Grimmer, shall be considered as mitigated to a level of less than a significant impact on the historical resource.

(4) A lead agency shall identify potentially feasible measures to mitigate significant adverse changes in the significance of an historical resource. The lead agency shall ensure that any adopted measures to mitigate or avoid significant adverse changes are fully enforceable through permit conditions, agreements, or other measures.

(5) When a project will affect state-owned historical resources, as described in Public Resources Code Section 5024, and the lead agency is a state agency, the lead agency shall consult with the State Historic Preservation Officer as provided in Public Resources Code Section 5024.5. Consultation should be coordinated in a timely fashion with the preparation of environmental documents.

(c) CEQA applies to effects on archaeological sites.

(1) When a project will impact an archaeological site, a lead agency shall first determine whether the site is an historical resource, as defined in subdivision (a).

(2) If a lead agency determines that the archaeological site is an historical resource, it shall refer to the provisions of Section 21084.1 of the Public Resources Code, and this section, Section 15126.4 of the Guidelines, and the limits contained in Section 21083.2 of the Public Resources Code do not apply.

(3) If an archaeological site does not meet the criteria defined in subdivision (a), but does meet the definition of a unique archeological resource in Section 21083.2 of the Public Resources Code, the site shall be treated in accordance

with the provisions of section 21083.2. The time and cost limitations described in Public Resources Code Section 21083.2 (c–f) do not apply to surveys and site evaluation activities intended to determine whether the project location contains unique archaeological resources.

(4) If an archaeological resource is neither a unique archaeological nor an historical resource, the effects of the project on those resources shall not be considered a significant effect on the environment. It shall be sufficient that both the resource and the effect on it are noted in the Initial Study or EIR, if one is prepared to address impacts on other resources, but they need not be considered further in the CEQA process.

(d) When an initial study identifies the existence of, or the probable likelihood, of Native American human remains within the project, a lead agency shall work with the appropriate Native Americans as identified by the Native American Heritage Commission as provided in Public Resources Code Section 5097.98.

The applicant may develop an agreement for treating or disposing of, with appropriate dignity, the human remains and any items associated with Native American burials with the appropriate Native Americans as identified by the Native American Heritage Commission. Action implementing such an agreement is exempt from:

(1) The general prohibition on disinterring, disturbing, or removing human remains from any location other than a dedicated cemetery (Health and Safety Code Section 7050.5).

(2) The requirements of CEQA and the Coastal Act.

(e) In the event of the accidental discovery or recognition of any human remains in any location other than a dedicated cemetery, the following steps should be taken:

(1) There shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until:

(A) The coroner of the county in which the remains are discovered must be contacted to determine that no investigation of the cause of death is required, and

(B) If the coroner determines the remains to be Native American:

1. The coroner shall contact the Native American Heritage Commission within 24 hours.

2. The Native American Heritage Commission shall identify the person or persons it believes to be the most likely descended from the deceased Native American.

3. The most likely descendent may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Section 5097.98, or

(2) Where the following conditions occur, the landowner or his authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance.

(A) The Native American Heritage Commission is unable to identify a most likely descendent or the most likely descendent failed to make a recommendation within 24 hours after being notified by the commission.

(B) The descendant identified fails to make a recommendation; or

(C) The landowner or his authorized representative rejects the recommendation of the descendant, and the mediation by the Native American Heritage Commission fails to provide measures acceptable to the landowner.

(f) As part of the objectives, criteria, and procedures required by Section 21082 of the Public Resources Code, a lead agency should make provisions for historical or unique archaeological resources accidentally discovered during construction. These provisions should include an immediate evaluation of the find by a qualified archaeologist. If the find is determined to be an historical or unique archaeological resource, contingency funding and a time allotment

sufficient to allow for implementation of avoidance measures or appropriate mitigation should be available. Work could continue on other parts of the building site while historical or unique archaeological resource mitigation takes place.

City

Historic-Cultural Monument. Section 22.171.7 of the City Cultural Heritage Ordinance defines a Historic-Cultural Monument (HCM):

> *For purposes of this article, a Historic-Cultural Monument (HCM) is any site (including significant trees or other plant life located on the site), building or structure of particular historic or cultural significance to the City of Los Angeles. A proposed Monument may be designated by the City Council upon the recommendation of the Commission if it meets at least one of the following criteria:*
>
> 1. *Is identified with important events of national, state, or local history, or exemplifies significant contributions to the broad cultural, economic, or social history of the nation, state, city or community;*
>
> 2. *Is associated with the lives of historic personages important to national, state, city, or local history; or*
>
> 3. *Embodies the distinctive characteristics of a style, type, period, or method of construction; or represents a notable work of a master designer, builder, or architect whose individual genius influenced his or her age.*

Unlike the National and California Registers, the City Cultural Heritage Ordinance makes no mention of concepts such as integrity or period of significance. Additionally, properties do not have to reach a minimum age, such as 45 to 50 years, to be designated as HCMs.

***Historic Preservation Overlay Zone*.** The City has established 36 Historic Preservation Overlay Zones (HPOZs), or historic districts. City Ordinance No. 175891 amended Section 12.20.3 of the City's municipal code regarding HPOZs. The purpose of the ordinance was stated as:

> *It is hereby declared as a matter of public policy that the recognition, preservation, enhancement, and use of buildings, structures, landscaping, natural features, and areas within the City of Los Angeles having historic, architectural, cultural, or aesthetic significance are required in the interest of the health, economic prosperity, cultural enrichment, and general welfare of the people.*

Contributing elements are defined as any building, structure, landscape, or natural feature identified in a historic resource survey as contributing to the historic significance of the HPOZ, including a building or structure that has been altered, where the nature and extent of the alterations are determined reversible by the historic resources survey.

METHODOLOGY

To assess the potential significance of the subject property, a site visit was conducted to document the exterior of the building using digital photography. Building permits from the City were reviewed. Sanborn Fire Insurance maps and historic issues of the *Los Angeles Times* and *Los Angeles Sentinel* were also reviewed. The purpose of the research was to determine whether the subject property has been substantially altered, is associated with a significant event or person, or is the work of a master architect.

CONSTRUCTION HISTORY

The Los Angeles County Assessor portal and City Department of Building and Safety records were reviewed. The buildings between 13610–13616 were constructed between 1947 and 1952. The building permits did not identify an architect associated with the design of the buildings. The building permits from 1947 identify John E. Mackel as the licensed engineer associated with construction. A permit was issued in 1962 to construct a beauty shop on the site. A review of additional permits indicates the beauty shop was located at 13610. An additional permit was issued in 1968 to complete an addition to the unit at 13616. A permit was issued in 1972 to convert the 10- by 18-foot portion of the carport structure at 13616 into a storage area. A permit was issued in 1974 to add space to the beauty shop. A permit was issued in 1977 to convert the storage space located in the beauty shop to a bathroom. A permit was issued in 1978 to erect a pole sign. A permit was issued in 2003 for the completion of roofing repair at the 13610 unit. A permit was issued in 2010 to convert the beauty shop and guest room area back to a duplex with attached carport. The unit addressed at 13620 was not included in the original design of the apartment court. A permit associated with the construction of the unit at 13620 was not available from the City.

SITE VISIT

Sapphos Environmental, Inc. conducted a site visit on February 9, 2023, for the purposes of documenting the site. The site is a courtyard-style complex of modest cottages oriented on the outside of a circular asphalt pathway. The majority of the cottages on site are vernacular and appear to be exact replicas of one another. The buildings on the site are not visible from the public right-of-way and are set back from Sherman Way to the south.

The buildings are made of two units. Each building features split-sloped roofs that are clad in composition shingles. The façades are clad in smooth stucco and feature rectangular picture windows and single-hung windows. Based on a visual inspection of the units, the wood windows appear to be original material. A flat carport roof extends between both units. Some individual units have wooden trellises appended to the façade and others do not. Additional features include semi-circular lawn spaces in front of each unit and brick planters. Each unit is accessible from the asphalt pathway that leads guests around the complex and out onto Sherman Way.

PRELIMINARY FINDINGS

CEQA Analysis

The site was evaluated to determine if the site or buildings on the site are considered to be historical resources pursuant to CEQA. Newspaper and assessor records research revealed that the apartment court is located on Tract 1081 in the City. The tract was originally surveyed in 1910 and was mutually owned by the Lankershim Land Company, the Lankershim Development Company, Title Insurance and Trust, and B.F. Elliot. The initial development of the subject property began 37 years after the tract was originally surveyed. Newspaper research revealed that advertisements regarding lots for sale in the tract began in 1915 and did not go beyond 1926. An additional newspaper search provided numerous vacancy advertisements between 1948 and 1959. Based on newspaper research, the property does not appear to be associated with a demonstrably significant event associated with the City, state, or nation. Information beyond initial lot sales and apartment vacancies was not found in historical newspaper articles. Information pertaining to the subject property's ordinary existence as a multi-family complex in the City revealed nothing to assert that the subject property was a significant development in the City. The subject property does not appear to be associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.

The subject property was not found to be associated with a person(s) important in our past.

Based on a visual inspection of the property and a review of all the associated building permits, the subject property does not embody the distinctive characteristics of a type, period, region, or method of construction, does not represent the work of an important creative individual, or possesses high artistic value. Over the course of time, the subject property site has been altered. The unit at 13610 underwent substantial alterations that included the construction of storage space and a beauty shop. Additionally, the unit at 13616 features vinyl windows that do not match the wood windows found throughout the building. Based on a review of historic aerial photographs, it appears that the unit at 13620 was built after 1966. Finally, there was no information regarding the professional life of John E. Mackel to identify him as a master builder.

Based on information found in historical newspaper articles, tract development history, City building permits, and a visual inspection of the subject property, it appears that the subject property does not appear to be historically significant. Therefore, the subject property is not a historical resource pursuant to Section 15064.5(a) of the CEQA Guidelines.

NATIONAL REGISTER

Criterion A

The subject property is not eligible for listing in the National Register pursuant to Criterion A. Based on the information reviewed in historic newspaper articles regarding the development of the tract and construction of the subject property, the subject property is not associated with events that have made a significant contribution to the broad patterns of our history.

Criterion B

The subject property is not eligible for listing in the National Register pursuant to Criterion B. The subject property is not associated with the lives of persons significant in our past.

Criterion C

The subject property is not eligible for listing in the National Register pursuant to Criterion C. The subject property does not embody the distinctive characteristics of a type, period, region, or method of construction, does not represent the work of an important creative individual, or possesses high artistic value. Over the course of time, the subject property site has been altered. The unit at 13616 underwent substantial alterations that included the construction of storage space and a beauty shop. Additionally, the unit at 13616 features vinyl windows that do not match the wood windows found throughout the building. The unit addressed at 13620 was not included in the original design of the apartment court. A permit associated with the construction of the unit at 13620 was not available from the City. Based on a review of historic aerial photographs, it appears that the unit at 13620 was built after 1966. Finally, there is no information regarding the professional life of John E. Mackel to identify him as a master builder.

Criterion D

The subject property does not appear to yield or may be likely to yield, information important in prehistory or history. The site was graded during the original construction, and it is unlikely that a new construction project would unearth archeological remains considered historic archeological/cultural resources.

CALIFORNIA REGISTER

The California Register eligibility criteria mirror those of the National Register. Pursuant to Public Resources Code Section 5024.1(d)(1), properties listed in the National Register are automatically listed in the California Register. Therefore, the subject property is also not eligible for listing in the California Register.

CITY HCM

Similarly, the HCM criteria are similar to the National Register and California Register criteria. Therefore, the subject property is not eligible for designation as an HCM.

CITY HPOZ

Neighboring buildings reflect an incoherent variety of dates of construction and styles of architecture. Therefore, the subject property would not contribute to a potential HPOZ.

CONCLUSION

Sapphos Environmental, Inc. has determined the subject property does not appear to be a historical resource pursuant to Section 15064.5(a) of the CEQA Guidelines. Additionally, the subject property does not appear to be eligible for listing in the National Register or California

Register, or for designation as a City HCM. Therefore, no significant impacts related to historical resources would occur as a result of the Project.

APPENDIX A – TREE REPORT

TREE REPORT

PREPARED FOR

GLG

PROPERTY

13610 Sherman Way

Los Angeles, CA 91405

CONTACT

Michael Gonzales

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November 6, 2023

PREPARED BY

LISA SMITH, **THE TREE RESOURCE ®**

REGISTERED CONSULTING ARBORIST #464

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TREE REPORT

13610 Sherman Way,
Van Nuys, CA 91405

SUMMARY

PROJECT OVERVIEW	
Site Address	**13610 Sherman Way, Van Nuys, CA 91405**
Location and/or Specific Plan	**Van Nuys**
Project Description	**Multi Family Housing**
Date of Site Visit	**September 30th, 2023**
Number of Protected Trees on Site	**0**

This Tree Report was prepared at the request of the property owner, GLG, who is preparing to build a multi-family housing project on this property. The subject property is 1.06 acres and is located in the Van Nuys (Valley Glen) area of Los Angeles. It is currently developed with multi family housing which the owner is preparing to demolish.

PROTECTED TREES, URBAN FORESTRY DIVISION

This property is under the jurisdiction of the City of Los Angeles and guided by the Native Tree Protection Ordinance No. 186873. **Protected Trees** are defined by this ordinance as oaks (*Quercus* sp.) indigenous to California but excluding the scrub oak (*Quercus dumosa*); Southern California black walnut (*Juglans californica var. californica*); Western sycamore (*Platanus racemosa*) and California bay laurel (*Umbellularia californica*) trees with a diameter at breast height (DBH) of four inches (4") or greater. **Protected Shrubs** are defined as Mexican elderberry (*Sambucus mexicana*); Toyon (*Heteromeles arbutifolia*) which measure four inches or more in cumulative diameter, four and one-half feet above the ground level at the base of the shrub.

There is one (1) Western Sycamore #13 that was intentionally installed and therefore does not meet the criteria of native naturally occurring, and therefore is not protected. Please see LADBS map and Historical photographs attached to this report regarding this tree.

There are NO trees or shrubs on this property that would be considered protected within the City of Los Angeles Native Tree Protection Ordinance.

NEIGHBOR TREES

I have also inspected the neighboring properties to confirm there are no protected tree species that are adjacent to the construction zone, or in areas of impact.

NON-PROTECTED SIGNIFICANT TREES, DEPARTMENT OF CITY PLANNING

The Department of City Planning requires the identification of the location, size, type and condition of all existing trees on the site with a DBH of 8 inches (8") or greater. These trees will be identified as **Non-Protected Significant Trees.**

At this time, I observed twenty-four (24) **Non-Protected Significant Trees** on the property. These trees will be impacted by construction and are recommended for removal and replacement to the satisfaction of the City of Los Angeles Department of City Planning.

ASSIGNMENT

The Assignment included:

- Field Observation and Inventory of Trees on Site
- Photographs of the subject trees are included in Appendix B
- Evaluation of potential construction impacts
- Matrix of proposed tree removals and trees to remain

LIMITS OF THE ASSIGNMENT

The field inspection was a visual, grade level tree assessment. No special tools or equipment were used. No tree risk assessments were performed. My site examination and the information in this report is limited to the date and time the inspection occurred. The information in this report is limited to the condition of the trees at the time of my inspection.

TREE CHARACTERISTICS AND SITE CONDITIONS

Detailed information with respect to size, condition, species and recommendations are included in the Summary of Field Inspections in Appendix C. The trees are numbered on the Tree Location Map in Appendix A.

IMPACT ANALYSIS AND SPECIFIC RECOMMENDATIONS

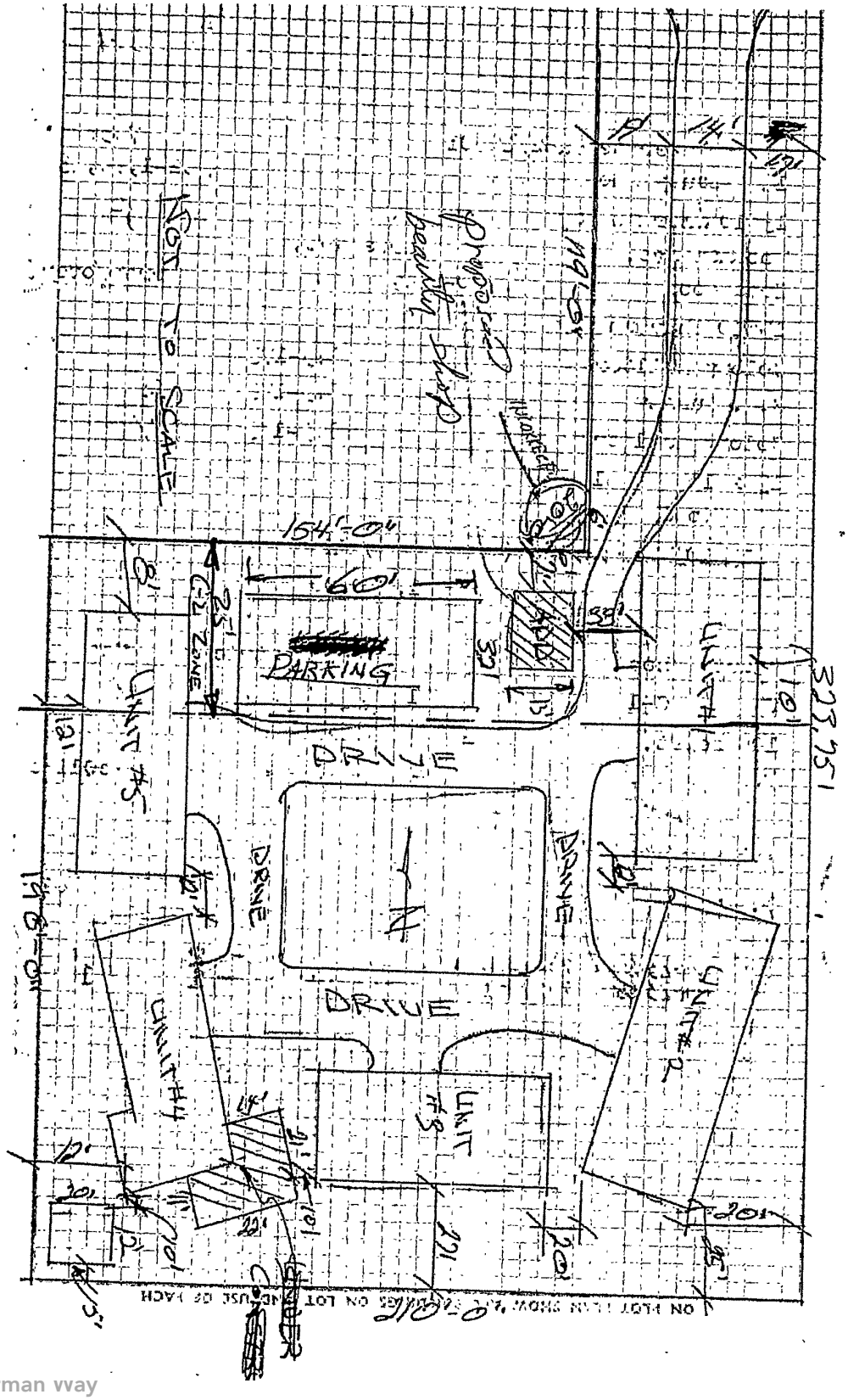
STREET TREES

There are no trees that are located in the front sidewalk portion of this property. There are no trees that meet the criteria of the City of Los Angeles Parkway Street Trees.

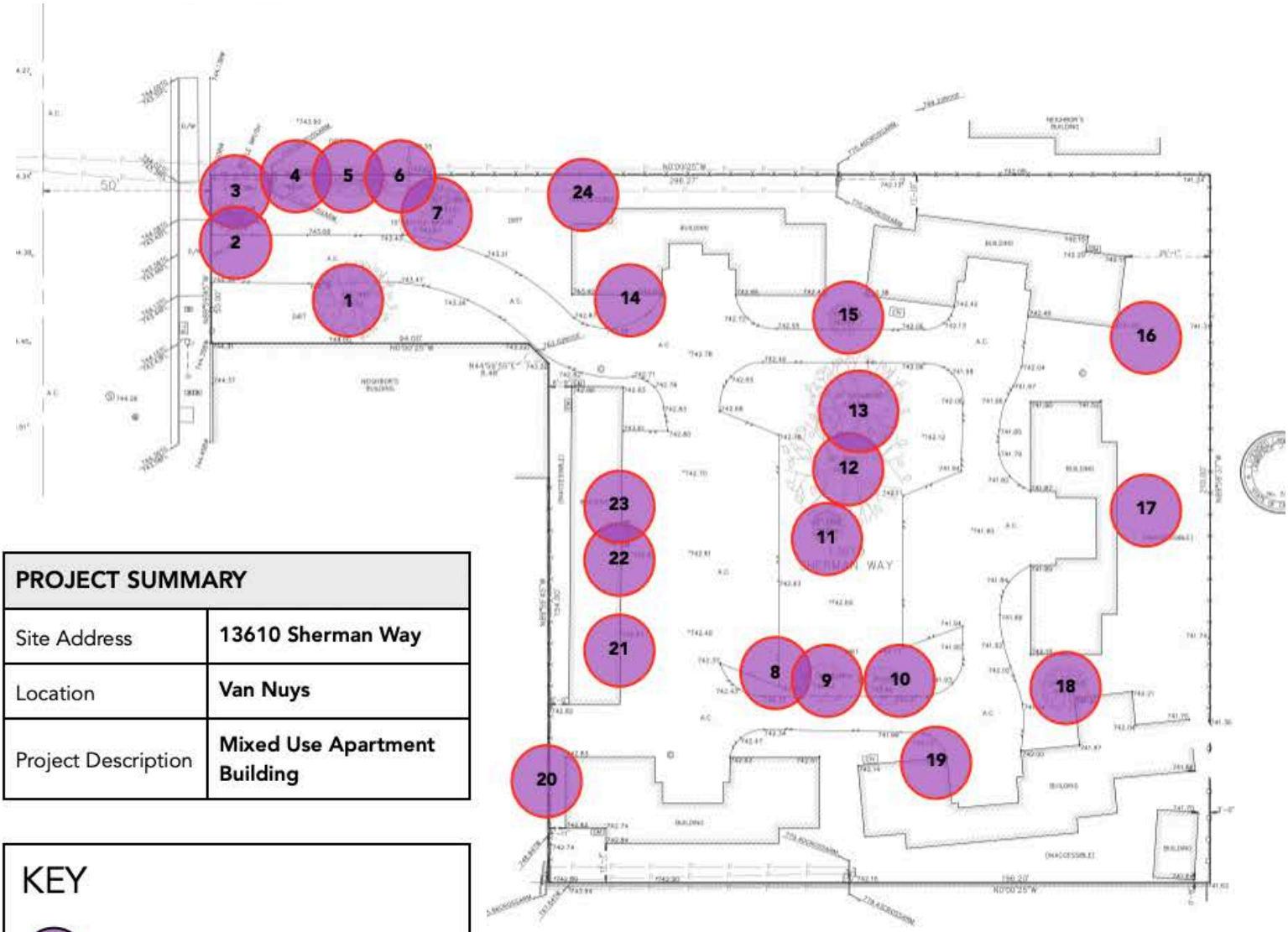
NON-PROTECTED TREES

Twenty-four (24) Non-Protected Significant Trees are in the direct footprint of the new construction and are recommended for removal.

LADBS MAP - Intentionally Installed Western Sycamore



APPENDIX A.1 - TREE LOCATION MAP, REDUCED Survey



PROJECT SUMMARY	
Site Address	**13610 Sherman Way**
Location	**Van Nuys**
Project Description	**Mixed Use Apartment Building**

KEY

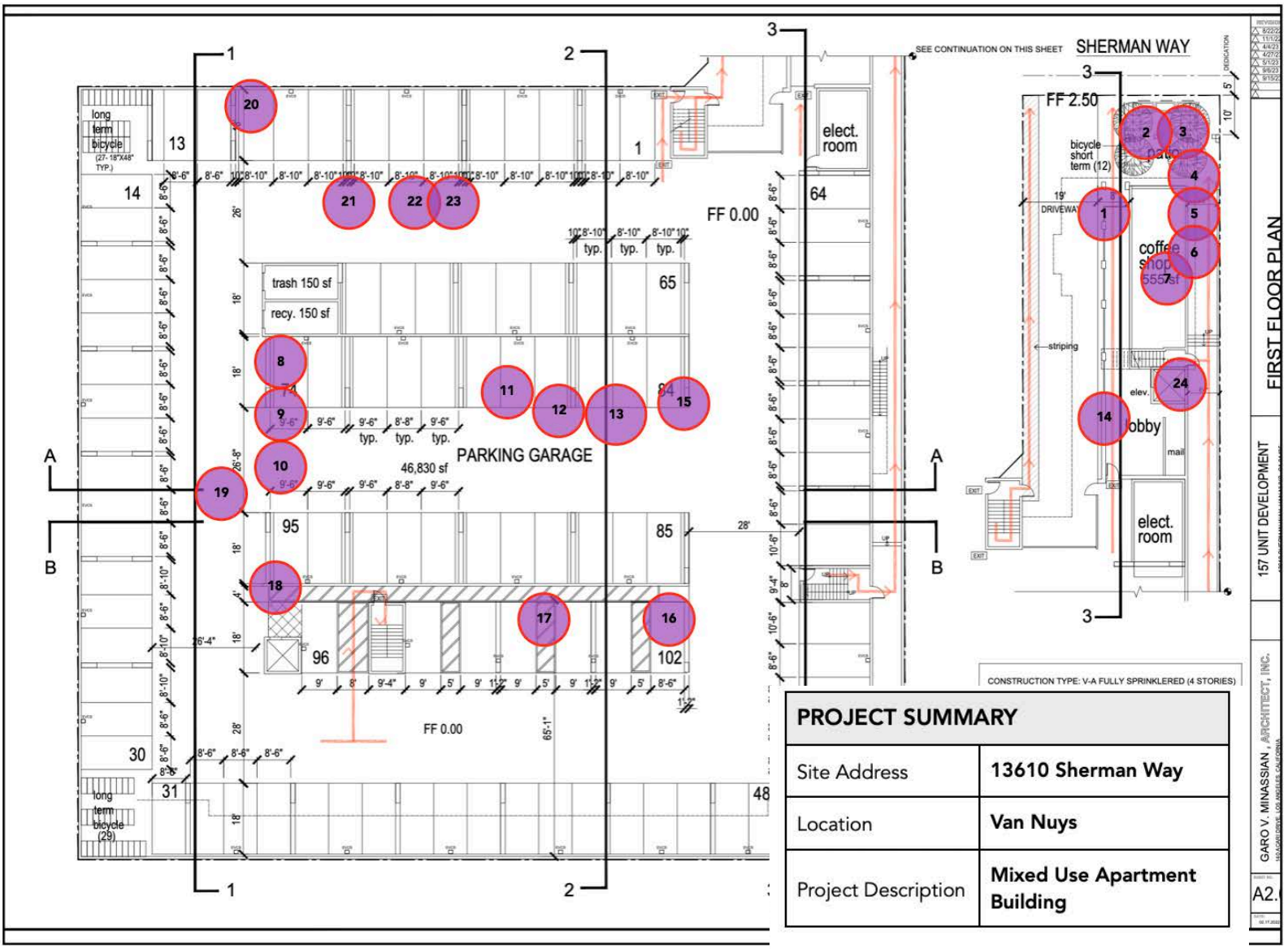
Non-Protected Significant Tree

Tree recommended for removal

SUMMARY OF REPLACEMENT

NON-SIGNIFICANT TREES, 8" DBH + REPLACED 1:1

APPENDIX A.2 - TREE LOCATION MAP, REDUCED Site Plan



PROJECT SUMMARY	
Site Address	**13610 Sherman Way**
Location	**Van Nuys**
Project Description	**Mixed Use Apartment Building**

KEY

Non-Protected Significant Tree

Tree recommended for removal

SUMMARY OF REPLACEMENT

NON-SIGNIFICANT TREES, 8" DBH + REPLACED 1:1

APPENDIX B - PHOTOGRAPHS

PHOTO 1 - Shown here is a picture of Tree #1, the Northern Black Walnut Tree (*Juglans hindsii*). This is the non-protected species of the black walnut. This tree will be impacted by construction and is recommended for removal.

APPENDIX B - PHOTOGRAPHS

PHOTO 2 - Two Queen Palms are shown on the left. Trees #2 and #3. This tree will be impacted by construction and is recommended for removal.

APPENDIX B - PHOTOGRAPHS

PHOTO 3 - Bottlebrush trees (#4 & #5) will be impacted by construction and is recommended for removal. The numbered trees are under 8 " in DBH and do not meet the criteria to be considered non-protected.

APPENDIX B - PHOTOGRAPHS

PHOTO 4 - Bottlebrush trees (#6 & #7) will be impacted by construction and is recommended for removal. The numbered trees are under 8 " in DBH and do not meet the criteria to be considered non-protected.

APPENDIX B - PHOTOGRAPHS

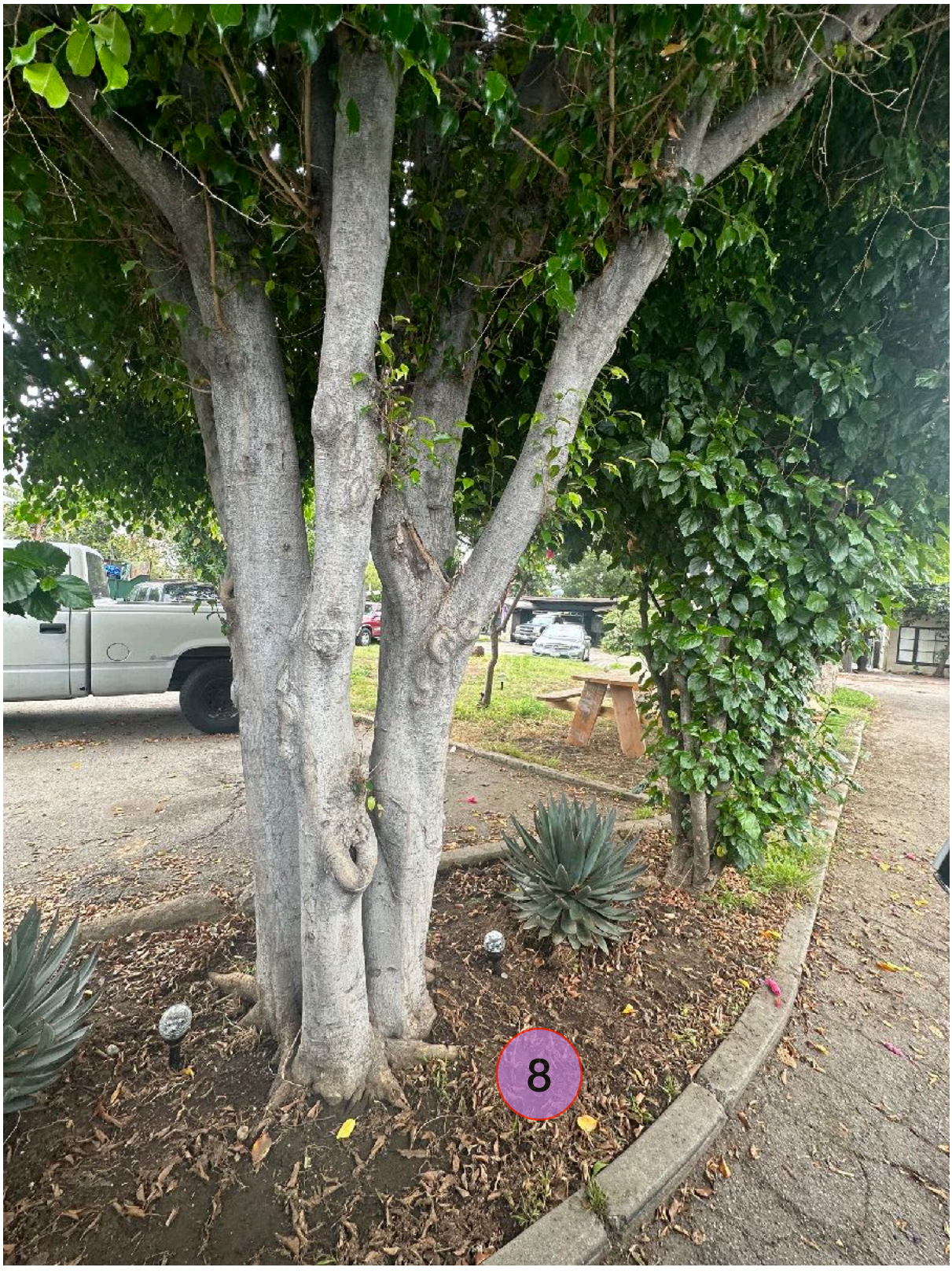


PHOTO 5 - Shown above is Tree # 8, the Weeping Fig (*Ficus benjamina*) This tree will be impacted by construction and is recommended for removal.

APPENDIX B - PHOTOGRAPHS

PHOTO 6 - Shows jacaranda trees #9 and #10, these trees will be impacted by construction and are recommended for removal.

APPENDIX B - PHOTOGRAPHS

PHOTO 7 - Shows jacaranda tree # 10. This tree will be impacted by construction and is recommended for removal.

APPENDIX B - PHOTOGRAPHS

PHOTO 8 - Shows Rubber Tree (*Ficus elastica*) #11. This tree will be impacted by construction and is recommended for removal.

APPENDIX B - PHOTOGRAPHS

PHOTO 9 - Shows Carob tree #12. This tree will be impacted by construction and is recommended for removal.

APPENDIX B - PHOTOGRAPHS

PHOTO 10 - Shown above is Tree #13, Western Sycamore. This tree was intentionally installed and therefore does not meet the criteria of native naturally occurring, and therefore is not protected. This tree will be impacted by construction and is recommended for removal.

APPENDIX B - PHOTOGRAPHS

PHOTO 11 - Shown above is Tree #13, Western Sycamore. This tree was intentionally installed and therefore does not meet the criteria of native naturally occurring, and therefore is not protected. This tree will be impacted by construction and is recommended for removal.

APPENDIX B - PHOTOGRAPHS

PHOTO 12 - Shown above is Tree #14, Weeping Fig (*Ficus benjamina*). This tree will be impacted by construction and is recommended for removal.

APPENDIX B - PHOTOGRAPHS

PHOTO 13 - Shown above is Tree #15, guava tree. This tree will be impacted by construction and is recommended for removal.

APPENDIX B - PHOTOGRAPHS

PHOTO 14 - Shown above is Tree #16, Crape myrtle. This tree will be impacted by construction and is recommended for removal.

APPENDIX B - PHOTOGRAPHS

PHOTO 15 - Shown above is Tree #17, Evergreen Ash This tree will be impacted by construction and is recommended for removal.

APPENDIX B - PHOTOGRAPHS

PHOTO 16 - Shown above is Tree #18, citrus tree. This tree will be impacted by construction and is recommended for removal.

APPENDIX B - PHOTOGRAPHS

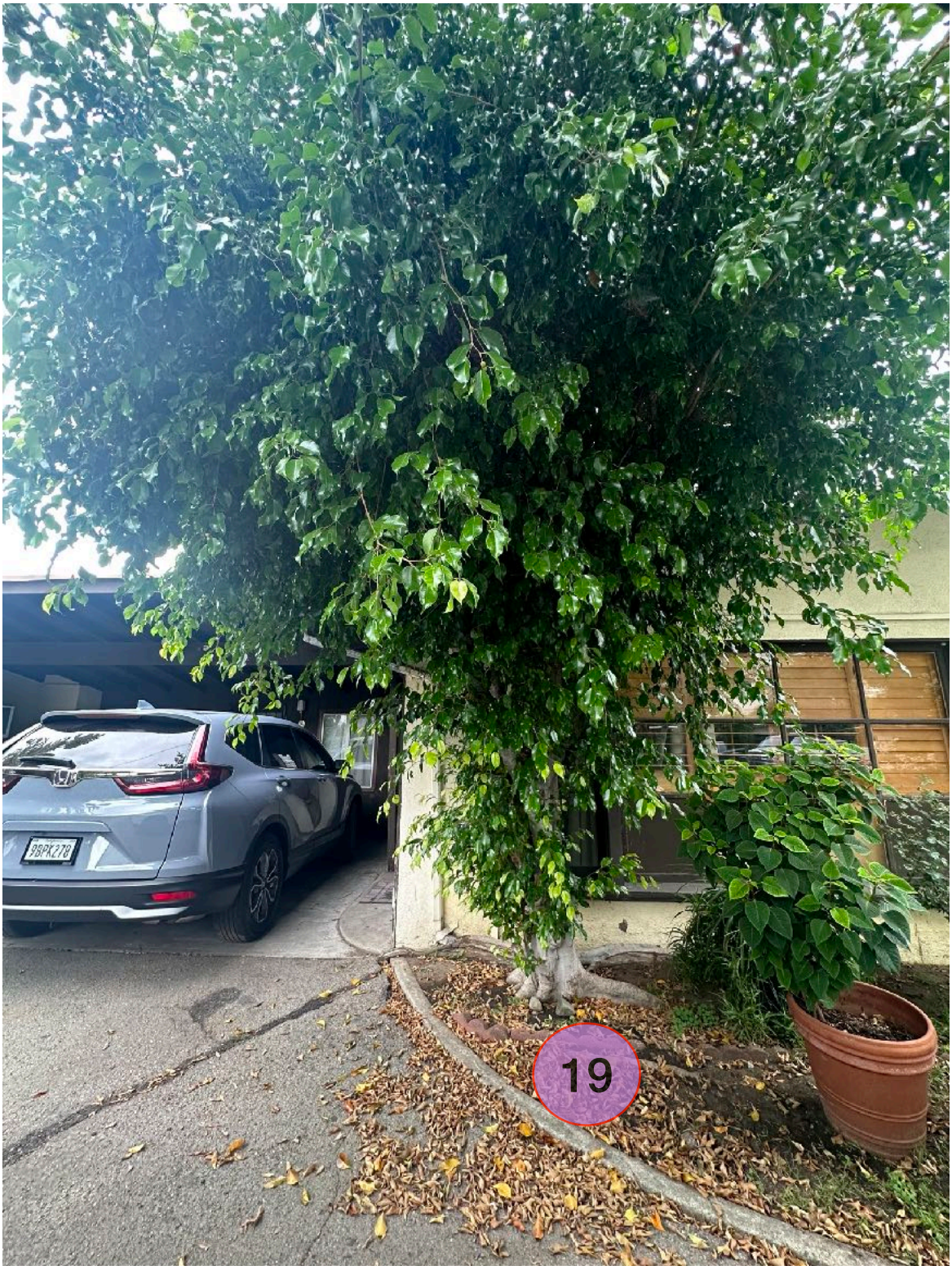


PHOTO 17 - Shown above is Tree #19, Weeping Fig (*Ficus benjamina*). This tree will be impacted by construction and is recommended for removal.

APPENDIX B - PHOTOGRAPHS

PHOTO 18 - Shown above is Tree #20, Weeping Fig (*Ficus benjamina*). This tree will be impacted by construction and is recommended for removal.

APPENDIX B - PHOTOGRAPHS

PHOTO 19 - Shown above is Tree #21, Weeping Fig (*Ficus benjamina*). This tree will be impacted by construction and is recommended for removal.

APPENDIX B - PHOTOGRAPHS

PHOTO 20 - Shown above is Tree #22, Weeping Fig (*Ficus benjamina*). This tree will be impacted by construction and is recommended for removal.

APPENDIX B - PHOTOGRAPHS

PHOTO 21 - Shown above is Tree #23 Weeping Fig (*Ficus benjamina*). This tree will be impacted by construction and is recommended for removal.

APPENDIX B - PHOTOGRAPHS

PHOTO 22 - Shown above is Tree #24, Eugenia. This tree will be impacted by construction and is recommended for removal.

APPENDIX B - PHOTOGRAPHS

PHOTO 23 - Shows a 1947 image from Historicalaerials.com. This aerial shows there are no trees.

APPENDIX B - PHOTOGRAPHS

PHOTO 23 - Shows a 1953 image from Historicalaerials.com. This aerial shows houses are there and center courtyard, and no sycamore.

APPENDIX B - PHOTOGRAPHS

PHOTO 23 - Shows a 1964 image from Historicalaerials.com. Now you can see the 2 large trees matching side by side in the center courtyard.

APPENDIX C - SUMMARY OF FIELD INSPECTION

Tree #	Species	Status	DBH (")	Height (')	Spread (')	Summary of Condition	Retain or Remove
1	Black Walnut *Juglans hindsiii*	Non-Protected	16,14	40	40	Fair	Remove
2	Queen Palm *Syagrus romanzoffiana*	Non-Protected	14	25	15	Poor	Remove
3	Queen Palm *Syagrus romanzoffiana*	Non-Protected	14	25	15	Poor	Remove
4	Bottlebrush *Melaleuca viminalis*	Non-Protected	10	15	15	Fair	Remove
5	Bottlebrush *Callistemon citrinus*	Non-Protected	8 +	15	10	Fair / Poor	Remove
6	Bottlebrush *Callistemon citrinus*	Non-Protected	8 +	15	10	Fair / Poor	Remove
7	Bottlebrush *Callistemon citrinus*	Non-Protected	8 +	15	10	Fair / Poor	Remove
8	Weeping Fig *Ficus benjamina*	Non-Protected	12,12,6	25	25	Fair	Remove
9	Jacaranda *Jacaranda mimosifolia*	Non-Protected	14,14	30	25	Fair	Remove
10	Jacaranda *Jacaranda mimosifolia*	Non-Protected	20	30	25	Fair / Poor	Remove
11	Rubber Tree *Ficus Elastica*	Non-Protected	12	25	15	Fair	Remove
12	Carob Tree *Ceratonia siliqua*	Non-Protected	30	30	25	Poor	Remove
13	Western Sycamore *Platanus racemosa*	Non-Protected	26	40	25	Poor	Remove
14	Weeping Fig *Ficus benjamina*	Non-Protected	8	15	12	Fair / Poor	Remove
15	Guava *Psidium guajava*	Non-Protected	9	20	10	Fair / Poor	Remove
16	Crepe Myrtle *Lagerstroemia indica*	Non-Protected	12 + Multi	15	15	Fair / Poor	Remove
17	Evergreen Ash *Fraxinus uhdei*	Non-Protected	12 +	40	30	Fair	Remove
18	Citrus spp.	Non-Protected	10	20	15	Fair	Remove
19	Weeping Fig *Ficus benjamina*	Non-Protected	12	15	15	Poor	Remove
20	Weeping Fig *Ficus benjamina*	Non-Protected	8	10	10	Fair / Poor	Remove
21	Weeping Fig *Ficus benjamina*	Non-Protected	8 Multi	10	10	Fair / Poor	Remove
22	Weeping Fig *Ficus benjamina*	Non-Protected	8 Multi	10	10	Fair / Poor	Remove
23	Weeping Fig *Ficus benjamina*	Non-Protected	8 Multi	10	10	Fair / Poor	Remove
24	Eugenia Brush Cherry Syzygium panivulatum	Non-Protected	8 +	20	12	Fair / Poor	Remove

APPENDIX D - SUMMARY OF DATA

Tree #	Species	Status	Summary of Condition	Retain or Remove	Reason for Removal
1	Black Walnut *Juglans hindsiii*	Non-Protected	Fair	Remove	Construction Impact
2	Queen Palm *Syagrus romanzoffiana*	Non-Protected	Poor	Remove	Construction Impact
3	Queen Palm *Syagrus romanzoffiana*	Non-Protected	Poor	Remove	Construction Impact
4	Bottlebrush *Melaleuca viminalis*	Non-Protected	Fair	Remove	Construction Impact
5	Bottlebrush *Callistemon citrinus*	Non-Protected	Fair / Poor	Remove	Construction Impact
6	Bottlebrush *Callistemon citrinus*	Non-Protected	Fair / Poor	Remove	Construction Impact
7	Bottlebrush *Callistemon citrinus*	Non-Protected	Fair / Poor	Remove	Construction Impact
8	Weeping Fig *Ficus benjamina*	Non-Protected	Fair	Remove	Construction Impact
9	Jacaranda *Jacaranda mimosifolia*	Non-Protected	Fair	Remove	Construction Impact
10	Jacaranda *Jacaranda mimosifolia*	Non-Protected	Fair / Poor	Remove	Construction Impact
11	Rubber Tree *Ficus Elastica*	Non-Protected	Fair	Remove	Construction Impact
12	Carob Tree *Ceratonia siliqua*	Non-Protected	Poor	Remove	Construction Impact
13	Western Sycamore *Platanus racemosa*	Non-Protected	Poor	Remove	Construction Impact
14	Weeping Fig *Ficus benjamina*	Non-Protected	Fair / Poor	Remove	Construction Impact
15	Guava *Psidium guajava*	Non-Protected	Fair / Poor	Remove	Construction Impact
16	Crepe Myrtle *Lagerstroemia indica*	Non-Protected	Fair / Poor	Remove	Construction Impact
17	Evergreen Ash *Fraxinus uhdei*	Non-Protected	Fair	Remove	Construction Impact
18	Citrus spp.	Non-Protected	Fair	Remove	Construction Impact
19	Weeping Fig *Ficus benjamina*	Non-Protected	Poor	Remove	Construction Impact
20	Weeping Fig *Ficus benjamina*	Non-Protected	Fair / Poor	Remove	Construction Impact
21	Weeping Fig *Ficus benjamina*	Non-Protected	Fair / Poor	Remove	Construction Impact
22	Weeping Fig *Ficus benjamina*	Non-Protected	Fair / Poor	Remove	Construction Impact
23	Weeping Fig *Ficus benjamina*	Non-Protected	Fair / Poor	Remove	Construction Impact
24	Eugenia Brush Cherry Syzygium panivulatum	Non-Protected	Fair / Poor	Remove	Construction Impact

APPENDIX D - SUMMARY OF DATA

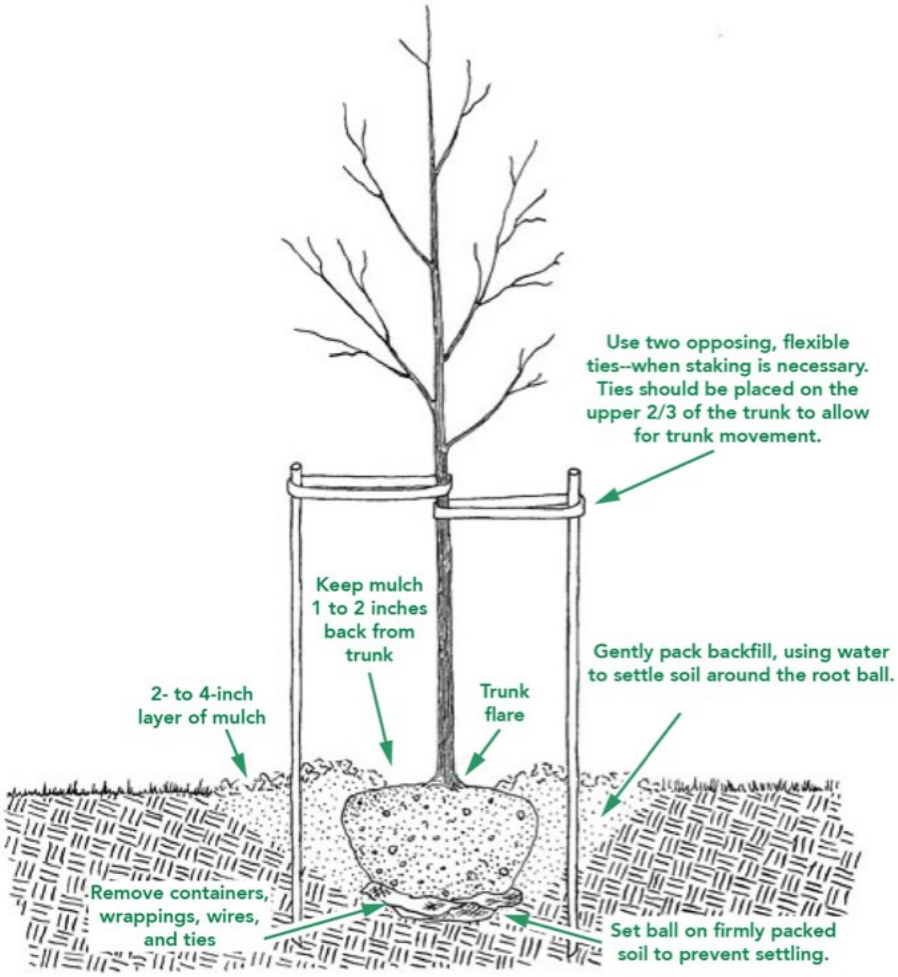
Table 3. Summary of Replacement

	Existing Trees to Be Removed	Trees to be Planted in Replacement
NON-PROTECTED SIGNIFICANT TREES 8" + DBH Replaced 1:1	24	24
TOTAL	**24**	**24**

Recommended Species and Size of Replacement Trees

Replacement to the satisfaction of the City of Los Angeles.

NEW TREE PLANTING



The ideal time to plant trees and shrubs is during the dormant season, in the fall after leaf drop or early spring before budbreak. Weather conditions are cool and allow plants to establish roots in the new location before spring rains and summer heat stimulate new top growth. Before you begin planting your tree, be sure you have had all underground utilities located prior to digging.

If the tree you are planting is balled or bare root, it is important to understand that its root system has been reduced by 90 to 95 percent of its original size during transplanting. As a result of the trauma caused by the digging process, trees commonly exhibit what is known as transplant shock. Containerized trees may also experience transplant shock, particularly if they have circling roots that must be cut. Transplant shock is indicated by slow growth and reduced vigor following transplanting. Proper site preparation before and during planting coupled with good follow-up care reduces the amount of time the plant experiences transplant shock and allows the tree to quickly establish in its new location. Carefully follow nine simple steps, and you can significantly reduce the stress placed on the plant at the time of planting.

NEW TREE PLANTING, continued

1. Dig a shallow, broad planting hole. Make the hole wide, as much as three times the diameter of the root ball but only as deep as the root ball. It is important to make the hole wide because the roots on the newly establishing tree must push through surrounding soil in order to establish. On most planting sites in new developments, the existing soils have been compacted and are unsuitable for healthy root growth. Breaking up the soil in a large area around the tree provides the newly emerging roots room to expand into loose soil to hasten establishment.

2. Identify the trunk flare. The trunk flare is where the roots spread at the base of the tree. This point should be partially visible after the tree has been planted (see diagram). If the trunk flare is not partially visible, you may have to remove some soil from the top of the root ball. Find it so you can determine how deep the hole needs for proper planting.

3. Remove tree container for containerized trees. Carefully cutting down the sides of the container may make this easier. Inspect the root ball for circling roots and cut or remove them. Expose the trunk flare, if necessary.

4. Place the tree at the proper height. Before placing the tree in the hole, check to see that the hole has been dug to the proper depth and no more. The majority of the roots on the newly planted tree will develop in the top 12 inches of soil. If the tree is planted too deeply, new roots will have difficulty developing because of a lack of oxygen. It is better to plant the tree a little high, 1-2 inches above the base of the trunk flare, than to plant it at or below the original growing level. This planting level will allow for some settling.

5. Straighten the tree in the hole. Before you begin backfilling, have someone view the tree from several directions to confirm that the tree is straight. Once you begin backfilling, it is difficult to reposition the tree.

6. Fill the hole gently but firmly. Fill the hole about one-third full and gently but firmly pack the soil around the base of the root ball. Be careful not to damage the trunk or roots in the process. Fill the remainder of the hole, taking care to firmly pack soil to eliminate air pockets that may cause roots to dry out. To avoid this problem, add the soil a few inches at a time and settle with water. Continue this process until the hole is filled and the tree is firmly planted. It is not recommended to apply fertilizer at time of planting.

7. Stake the tree, if necessary. If the tree is grown properly at the nursery, staking for support will not be necessary in most home landscape situations. Studies have shown that trees establish more quickly and develop stronger trunk and root systems if they are not staked at the time of planting. However, protective staking may be required on sites where lawn mower damage, vandalism, or windy conditions are concerns. If staking is necessary for support, there are three methods to choose among: staking, guying, and ball stabilizing. One of the most common methods is staking. With this method, two stakes used in conjunction with a wide, flexible tie material on the lower half of the tree will hold the tree upright, provide flexibility, and minimize injury to the trunk (see diagram). Remove support staking and ties after the first year of growth.

8. Mulch the base of the tree. Mulch is simply organic matter applied to the area at the base of the tree. It acts as a blanket to hold moisture, it moderates soil temperature extremes, and it reduces competition from grass and weeds. A 2- to 3-inch layer is ideal. More than 3 inches may cause a problem with oxygen and moisture levels. When placing mulch, be sure that the actual trunk of the tree is not covered. Doing so may cause decay of the living bark at the base of the tree. A mulch-free area, 1 to 2 inches wide at the base of the tree, is sufficient to avoid moist bark conditions and prevent decay.

TREE MAINTENANCE AND PRUNING

Some trees do not generally require pruning. The occasional removal of dead twigs or wood is typical. Occasionally a tree has a defect or structural condition that would benefit from pruning. Any pruning activity should be performed under the guidance of a certified arborist or tree expert.

Because each cut has the potential to change the growth of the tree, no branch should be removed without a reason. Common reasons for pruning are to remove dead branches, to remove crowded or rubbing limbs, and to eliminate hazards. Trees may also be pruned to increase light and air penetration to the inside of the tree's crown or to the landscape below. In most cases, mature trees are pruned as a corrective or preventive measure.

Routine thinning does not necessarily improve the health of a tree. Trees produce a dense crown of leaves to manufacture the sugar used as energy for growth and development. Removal of foliage through pruning can reduce growth and stored energy reserves. Heavy pruning can be a significant health stress for the tree.

Yet if people and trees are to coexist in an urban or suburban environment, then we sometimes have to modify the trees. City environments do not mimic natural forest conditions. Safety is a major concern. Also, we want trees to complement other landscape plantings and lawns. Proper pruning, with an understanding of tree biology, can maintain good tree health and structure while enhancing the aesthetic and economic values of our landscapes.

Pruning Techniques – From the I.S.A. Guideline

Specific types of pruning may be necessary to maintain a mature tree in a healthy, safe, and attractive condition.

Cleaning is the removal of dead, dying, diseased, crowded, weakly attached, and low- vigor branches from the crown of a tree.

Thinning is the selective removal of branches to increase light penetration and air movement through the crown. Thinning opens the foliage of a tree, reduces weight on heavy limbs, and helps retain the tree's natural shape.

Raising removes the lower branches from a tree to provide clearance for buildings, vehicles, pedestrians, and vistas.

Reduction reduces the size of a tree, often for clearance for utility lines. Reducing the height or spread of a tree is best accomplished by pruning back the leaders and branch terminals to lateral branches that are large enough to assume the terminal roles (at least one-third the diameter of the cut stem). Compared to topping, reduction helps maintain the form and structural integrity of the tree.

TREE MAINTENANCE AND PRUNING, continued

How Much Should Be Pruned?

Mature trees should require little routine pruning. A widely accepted rule of thumb is never to remove more than one-quarter of a tree's leaf-bearing crown. In a mature tree, pruning even that much could have negative effects. Removing even a single, large- diameter limb can create a wound that the tree may not be able to close. The older and larger a tree becomes, the less energy it has in reserve to close wounds and defend against decay or insect attack. Pruning of mature trees is usually limited to removal of dead or potentially hazardous limbs.

Wound Dressings

Wound dressings were once thought to accelerate wound closure, protect against insects and diseases, and reduce decay. However, research has shown that dressings do not reduce decay or speed closure and rarely prevent insect or disease infestations. Most experts recommend that wound dressings not be used.

DISEASES AND INSECTS

Continual observation and monitoring of your tree can alert you to any abnormal changes. Some indicators are: excessive leaf drop, leaf discoloration, sap oozing from the trunk and bark with unusual cracks. Should you observe any changes, you should contact a Tree specialist or Certified Arborist to review the tree and provide specific recommendations. Trees are susceptible to hundreds of pests, many of which are typical and may not cause enough harm to warrant the use of chemicals. However, diseases and insects may be indication of further stress that should be identified by a professional.

GRADE CHANGES

The growing conditions and soil level of trees are subject to detrimental stress should they be changed during the course of construction. Raising the grade at the base of a tree trunk can have long-term negative consequences. This grade level should be maintained throughout the protected zone. This will also help in maintaining the drainage in which the tree has become accustomed.

INSPECTION

The property owner should establish an inspection calendar based on the recommendation provided by the tree specialist. This calendar of inspections can be determined based on several factors: the maturity of the tree, location of tree in proximity to high-use areas vs. low-use area, history of the tree, prior failures, external factors (such as construction activity) and the perceived value of the tree to the homeowner.

Assumptions and Limiting Conditions

No warranty is made, expressed or implied, that problems or deficiencies of the trees or the property will not occur in the future, from any cause. The Consultant shall not be responsible for damages or injuries caused by any tree defects, and assumes no responsibility for the correction of defects or tree related problems.

The owner of the trees may choose to accept or disregard the recommendations of the Consultant, or seek additional advice to determine if a tree meets the owner's risk abatement standards.

The Consulting Arborist has no past, present or future interest in the removal or retaining of any tree. Opinions contained herein are the independent and objective judgments of the consultant relating to circumstances and observations made on the subject site.

The recommendations contained in this report are the opinions of the Consulting Arborist at the time of inspection. These opinions are based on the knowledge, experience, and education of the Consultant. The field inspection was a visual, grade level tree assessment.

The Consulting Arborist shall not be required to give testimony, perform site monitoring, provide further documentation, be deposed, or to attend any meeting without subsequent contractual arrangements for this additional employment, including payment of additional fees for such services as described by the Consultant.

The Consultant assumes no responsibility for verification of ownership or locations of property lines, or for results of any actions or recommendations based on inaccurate information.

This Arborist report may not be reproduced without the express permission of the Consulting Arborist and the client to whom the report was issued. Any change or alteration to this report invalidates the entire report.

Should you have any further questions regarding this property, please contact me at (310) 663-2290.

Respectfully submitted,

Lisa Smith

Registered Consulting Arborist #464
ISA Board Certified Master Arborist #WE3782B
ISA Tree Risk Assessor Qualified- Instructor
American Society of Consulting Arborists, Member

APPENDIX B – TRAFFIC DATA

Overland Traffic Consultants, Inc.

TRANSPORTATION ASSESSMENT FOR MIXED - USE PROJECT

Located at
13610 W. Sherman Way

in the
City of Los Angeles

Prepared by:
Overland Traffic Consultants, Inc.
952 Manhattan Beach Bl, #100
Manhattan Beach, California 90266
(310) 545-1235

August 2023

TRANSPORTATION ASSESSMENT
FOR A MIXED-USE PROJECT

Located at
13610 W. Sherman Way
in the Van Nuys – North Sherman Oaks Community Plan Area
of the City of Los Angeles

Prepared by:

Overland Traffic Consultants, Inc.
952 Manhattan Beach Bl., Suite 100
Manhattan Beach, California 90266
(310) 930 - 3303

August 31, 2023

EXECUTIVE SUMMARY

Introduction

Overland Traffic Consultants has prepared this assessment of the potential California Environmental Quality Act (CEQA) transportation impacts and Non-CEQA deficiencies for a proposed mixed-use project located at 13610 W. Sherman Way (Project) in the Van Nuys – North Sherman Oaks Community Area of the City of Los Angeles. The Project is located on the south side of Sherman Way east of Woodman Avenue. The aerial view for the Project's location is provided in Figure 1.

The purpose of this Transportation Assessment (TA) is to document potential transportation impacts and deficiencies associated with the Project using the Los Angeles Department of Transportation's (LADOT) Transportation Assessment Guidelines (TAG), August 2022. The TAG establishes procedures and methods for review of development projects following the CEQA guidelines. LADOT has determined that a Transportation Assessment (TA) with a CEQA and non-CEQA component is required for the Project and has approved a Memorandum of Understanding (MOU) for the Project analysis (see MOU Appendix A).

Project Description

The Project Site's lot area is approximately 46,211.8 square feet and occupied by six residential apartment buildings with 11 apartment units that are occupied, surface parking and open space.

The Project consists of removing the existing buildings and constructing a five-story building with 157 multi-family units (144 market rate units and 13 units affordable housing units) with amenities and 555 square feet of ground floor small restaurant/café.

Parking & Access – Per Los Angeles Municipal Code (LAMC) residential is required 180 residential and commercial is 3 spaces for small restaurant or 2 for retail. The Project currently proposes a small restaurant. A combined total of 183 parking spaces are required for the residential and commercial components. According to California Government Code Section 65915 (p), parking can be permissively reduced to 159

spaces for the residential component. The residential parking can be further reduced by up to 10% by providing 4 bicycle parking spaces to replace each vehicle parking space. The requirement would be reduced to 143 residential vehicle parking spaces with permitted replacement of vehicle parking with bicycle parking and 3 commercial parking spaces. An off-menu density bonus incentive will be requested by the Project to further reduce the parking to 102 vehicle parking spaces. This further reduction is a proposed Project Design Feature which will reduce vehicle miles traveled (VMT).

The Project will provide code required 91 bicycle parking spaces (10 short term and 87 long term).

One existing driveway on Sherman Way will be relocated to provide access to the Project's at-grade parking.

FIGURE 1

2/2023

PROJECT SETTING

Overland Traffic Consultants, Inc.
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(310) 545 - 1235, OTC@overlandtraffic.com

Transportation Assessment CEQA and Non-CEQA Review

On July 30, 2019, the City of Los Angeles adopted vehicle miles traveled (VMT) as its criterion for determining transportation impacts under CEQA. These changes are mandated by requirements of the State of California Senate Bill 743 (SB 743) and the State's CEQA Guidelines.

CEQA Guidelines for evaluating transportation impacts no longer focus on measuring automobile delay and level of service (LOS). Instead, SB 743 directed lead agencies to revise transportation assessment guidelines to include a transportation performance metric that promotes: the reduction of greenhouse gas emissions, the development of multimodal networks, and access to diverse land uses.

The LADOT TAG, August 2022, establishes the criteria, instructions, and standards for the preparation of the CEQA transportation analyses for land development projects. The TAG recognizes three CEQA thresholds for identifying significant transportation impacts in accordance with SB 743 that are applicable to the Project.

1. Threshold T-1: Conflicting with Plans, Programs, Ordinances, or Policies
2. Threshold T-2.1: Causing Substantial Vehicle Miles Traveled (VMT)
3. Threshold T-3: Substantially Increasing Hazards Due to a Geometric Design Feature or Incompatible Use

The City's adopted review process also requires an additional non-CEQA traffic flow analysis for land development projects that create over 500 daily trips, as this one does. The purpose of this review is to evaluate how projects affect vehicular access, circulation, and safety for all users of the transportation system.

Findings

Based on this evaluation of the CEQA thresholds, the Project does not create a significant Work VMT impact per employee our household VMT impact per capita (CEQA analysis) transportation impact. The Project includes two project design features that reduce vehicle trips including:

Project Design Features:

Parking: Reduced Parking and

Bicycle Infrastructure: Include Bike Parking per LAMC

These Project Design Features are fully detailed on page 15 of this report.

A cumulative VMT impact analysis was conducted through a consistency check with the Southern California Association of Governments' (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (2016-2040 RTP/SCS) plan. The RTP/SCS is the regional plan that demonstrates compliance with air quality conformity requirements and greenhouse gas (GHG) reduction targets.

Per the LADOT TAG, projects 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 2016-2040 RTP/SCS and would have a less-than-significant cumulative impact on VMT. As discussed in detail in Chapter 2 of this report, the Project is consistent with the RTP/SCS plan and no significant impact has been identified.

Therefore, no cumulative land development impacts have been identified that would preclude the City's ability to provide transportation mobility in the area. As such, the Project will not create any cumulative operational impacts, emergency access impacts, and/or hazardous geometric design features.

With inclusion of enhanced visibility at the driveway such as a parabolic mirror (s) and/or devises of equal effectiveness, the Project analysis indicates that there are no potential Non-CEQA anticipated deficiencies identified on the surrounding roadways or at the Project's Sherman Way vehicular access location.

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Appendix E – Mobility Network Maps
Appendix F – VMT Report
Appendix G – Related Project Information
Appendix H – Traffic Volume Data and Level of Service Worksheets
Appendix I – Overview of City Plans, Policies, Programs and Ordinances

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CHAPTER 1 PROJECT DESCRIPTION

The Project Site is located at 13610 Sherman Way (Project Site) in the Van Nuys – North Sherman Oaks Community Plan area. The Project Site is also located in Los Angeles Council District 2 and the Greater Valley Glen Neighborhood Council area. Figure 2 shows the Project's map location.

The Project Site's lot area is approximately 46,211.8 square feet and occupied by six residential apartment buildings with 11 total units that are occupied, surface parking and open space. The Project consists of removing the existing structures and constructing a five-story building with 157 multi-family units (144 market rate units and 13 units set aside as affordable housing units) with amenities and approximately 555 square feet of ground floor small restaurant/café.

Parking - - The City of Los Angeles Municipal Code requires 180 residential and 3 commercial parking vehicle spaces. According to California Government Code Section 65915 (p), parking can be permissively reduced to 159 spaces for the residential component. The residential parking can be further permissively reduced by up to 10% by providing 4 bicycle parking spaces to replace each vehicle parking space. The requirement would be reduced 143 residential vehicle parking spaces ((159 spaces X 10%=16 spaces) and (159 spaces-16 spaces=143 spaces)) with permitted replacement of vehicle parking by bicycle parking and 3 commercial parking spaces. An off-menu density bonus incentive will be requested by the Project to further reduce the parking to 102 (99 residential and 3 commercial) vehicle parking spaces. This further reduction will be a Project Design Feature which will reduce vehicle miles traveled (VMT).

Bicycle parking will be provided on the ground floor level. The Project requires, and will provide, 8 short-term parking spaces for the residents and 2 for the commercial. The requirement for long-term bicycle parking is 79 for the residential component and 2 for the commercial component. This equates to a total of 91 bicycle parking spaces (10 short term and 81 long term). Long-term parking will be located within the garage area on the northwest, southwest and southeast corners of the garage with short term located along the green space provided north of the small restaurant/cafe.

Access – Vehicle parking access will be provided from Sherman Way. The Project has a small frontage along Sherman Way and the driveway will be provided near the western boundary of the frontage. There is a 2-way left turn lane median on Sherman Way in front of the Project. This will facilitate left turns in and out of the site.

Figures 3 illustrates the vehicular access (3a) and ground floor plan (3b).

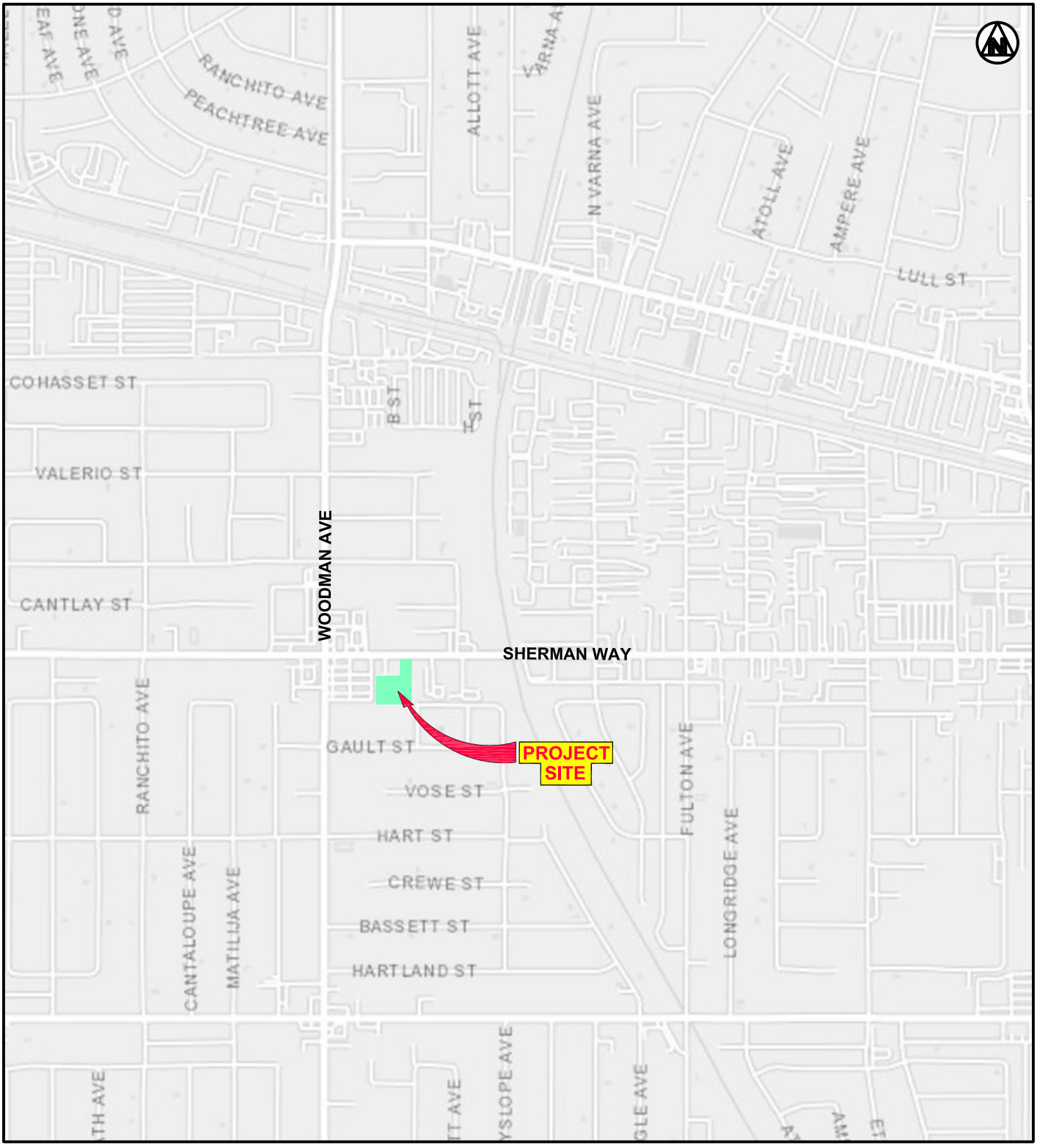

FIGURE 2

2/2023

PROJECT MAP LOCATION

Overland Traffic Consultants, Inc.
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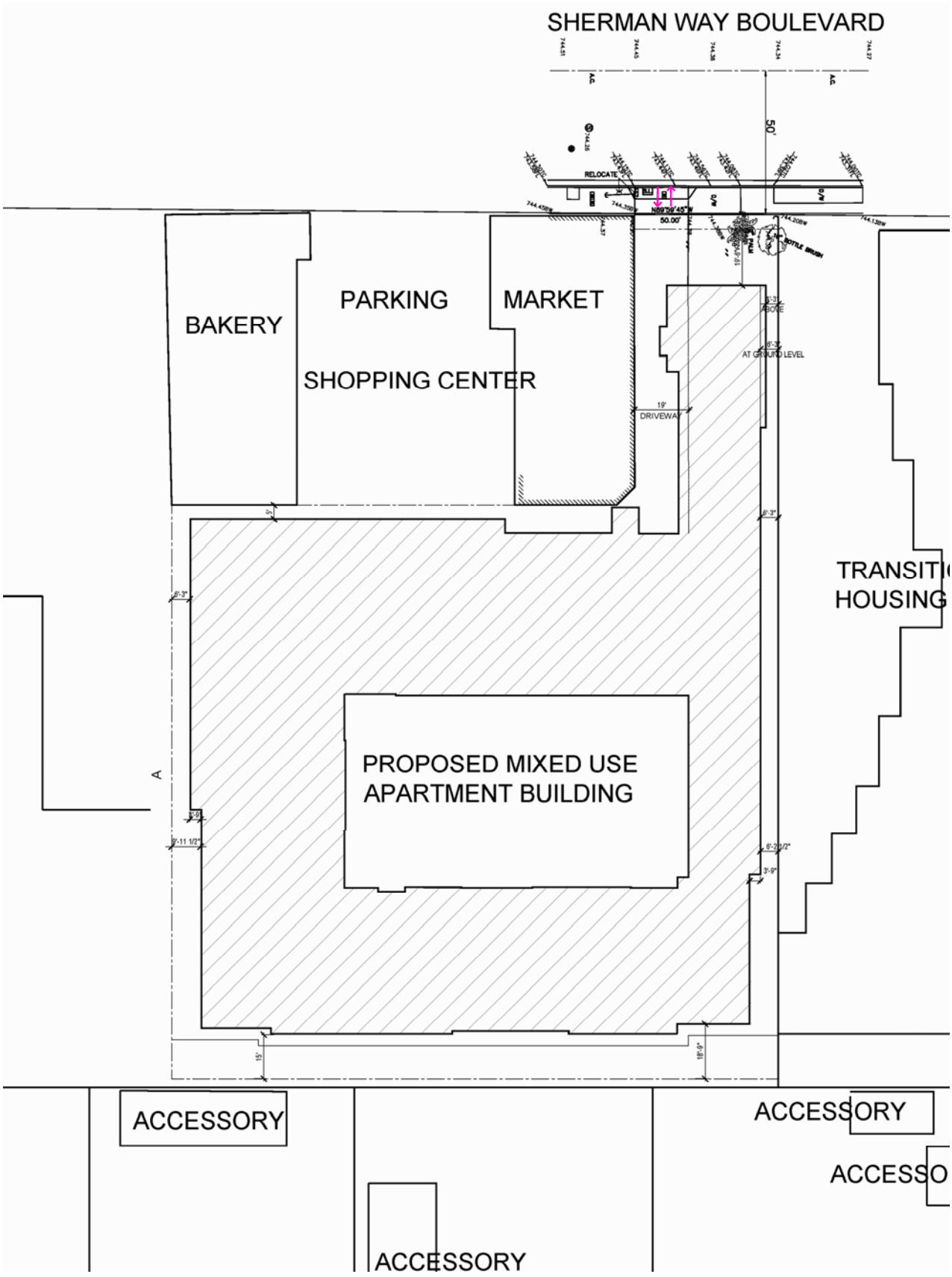

FIGURE 3A

8/2023

PROJECT SITE PLAN

Overland Traffic Consultants, Inc.
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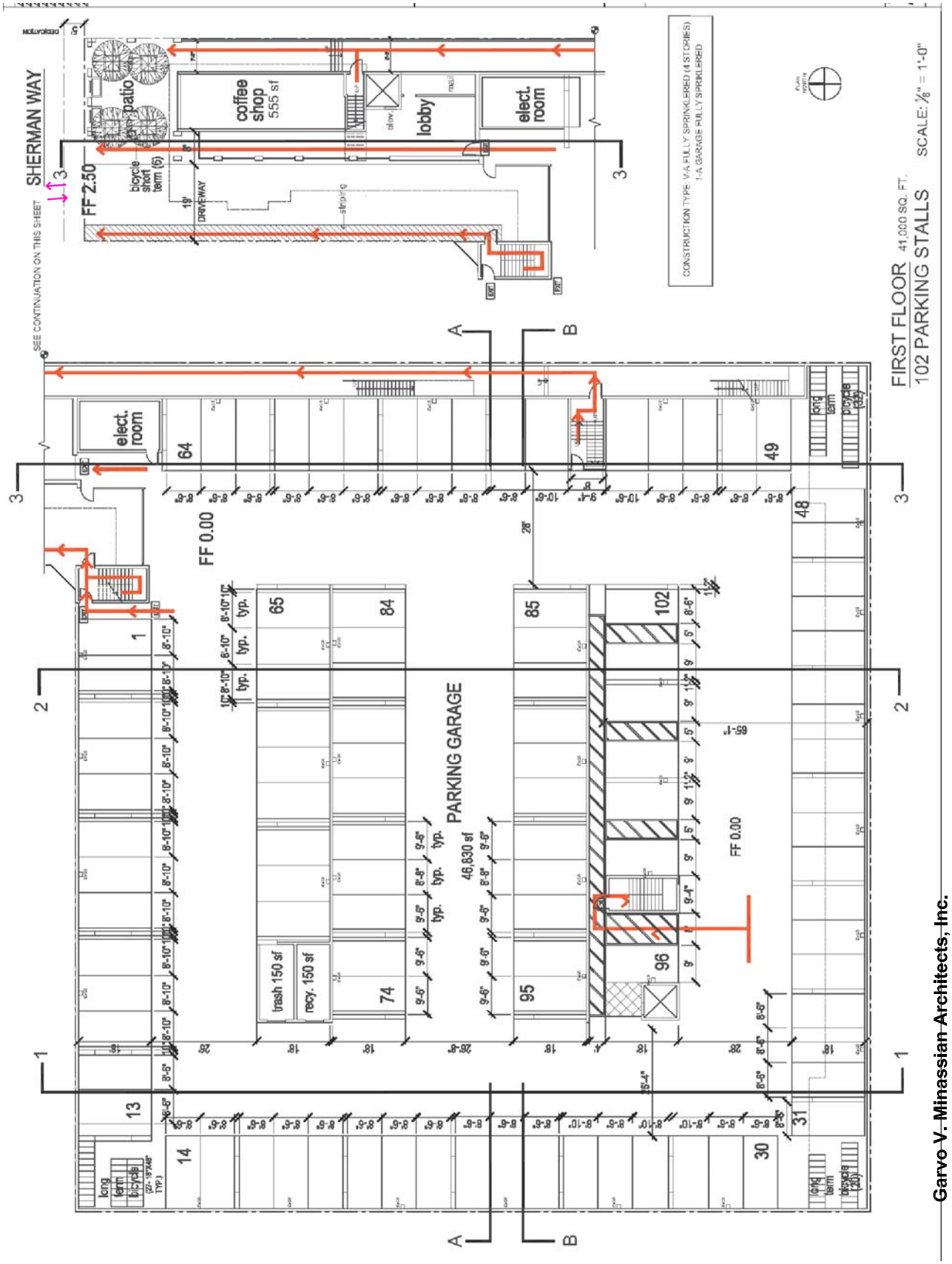

FIGURE 3B

8/2023

PROJECT GROUND FLOOR PARKING & COMMERCIAL LEVEL

Overland Traffic Consultants, Inc.
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The TAG is the City document that establishes procedures and methods for conducting transportation analyses for land development projects. The TAG identifies three CEQA threshold questions for identifying significant transportation impacts in accordance with SB 743 applicable to the Project.

1. Threshold T-1: Conflicting with Plans, Programs, Ordinances, or Policies;
2. Threshold T-2.1: Causing Substantial Vehicle Miles Traveled (VMT);
3. Threshold T-3: Substantially Increasing Hazards Due to a Geometric Design Feature or Incompatible Use.

Project Initial CEQA Screening

A project is reviewed through a series of screening criteria to determine whether further CEQA analysis is required. If the development project requires a discretionary action, and the answer is yes to any of the following screening questions, further analysis may be needed to assess whether the proposed project would conflict with plans, programs, ordinances, or policies.

1. Does the Project involve a discretionary action that would be under review by the Department of Planning?

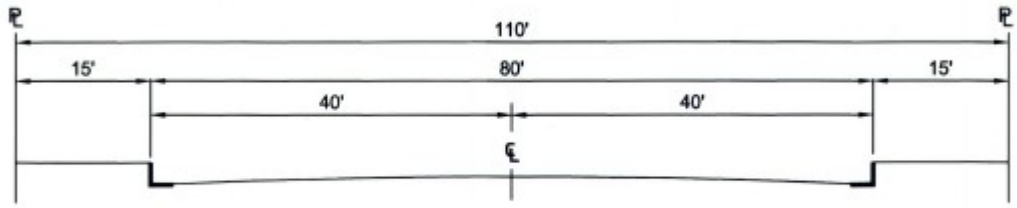
Yes, the Project is requesting Site Plan Review approval, Off-Menu Incentives and Waivers of Development Standards under the State Density Bonus.

2. Would the Project generate a net increase of 250 or more daily vehicle trips?

Yes, using the LADOT VMT calculator (version 1.4) for screening purposes, the Project will generate an increase of 729 daily vehicle trips without any TDM strategies. TDM strategies are not considered in the screening criteria. Appendix I provides screening questions and F contains the VMT reports.

3. 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 lines, etc.)?

Yes, according to the Mobility Plan 2035 (Mobility Plan) street standards for Sherman Way - a Boulevard II roadway along the northern boundary of the site requires a 110-foot right-of-way (55-foot half) with 80-foot roadway (40-foot half). The current right-of-way along the Sherman Way frontage is 100 feet and the Project frontage is dedicated to a 50-foot half right-of-way. A 5-foot dedication would be required for the Boulevard II street standard. The current roadway is 80 feet in width (40-foot half), no additional roadway widening is necessary.



BOULEVARD II (MAJOR HIGHWAY CLASS II)

4. Would the Project generate a net increase in daily VMT?

Yes, using the LADOT VMT calculator Version 1.3, the Project would generate an increase of 5,934 daily VMT. Note that TDM strategies are not considered in the screening criteria. Appendix F contains the VMT reports.

5. Would the Project be located within a one-half mile of a fixed-rail or fixed-guideway transit station and replace the existing number of residential units with a smaller number of residential units?

No. The location of the Project is not within a half mile of the Metro rail station.

6. Is the project proposing new driveways, or introducing new vehicle access to the property from the public right-of-way?

Yes, currently the Project site has one driveway on Sherman Way. The proposed Project will relocate the driveway on Sherman Way from its present location to the west side of the Project's Sherman Way frontage.

7. Does the land use project include the development of 50 dwelling units or guest rooms or combination thereof or include 50,000 square feet of non-residential space?

Yes, the Project will provide 157 residential units and approximately 555 square feet of commercial floor area.

Based on these Project VMT Initial Screening Criterion for land development projects, further CEQA and Non-CEQA analysis is required to assess whether the Project would negatively affect the transportation system.

I. Conflicts with Plans, Programs, Ordinances or Policies (Threshold T-1)

To guide the City's Mobility Plan 2035, the City adopted programs, plans, ordinances, and policies that establish the transportation planning framework for all travel modes, including vehicular, transit, bicycle, and pedestrian facilities. Land development projects shall be evaluated for conformance with these City adopted transportation plans, programs, and policies.

The Threshold T-1 impact criteria applies if the project conflicts with a program, plan, ordinance(s), or policy addressing the transportation circulation system. Please note however, a project would not result in an impact merely based on whether a project would not implement a program, policy, or plan. Rather, it is the intention of this threshold test to ensure that proposed development does not conflict with nor preclude the City from implementing adopted programs, plans, and policies.

The TAG provides a list of key City plans, policies, programs, and ordinances for consistency review, see Table 1. Projects that generally conform with and do not conflict with the City's development policies and standards addressing the circulation system, will generally be considered consistent.

Table 1
Consistency Check with Key City Plans, Programs, Ordinances or Policies

TAG Table 2.1-1: City Documents that Establish the Regulatory Framework				
	Plan or Policy	Consistent?	Notes	Preclude City Implementation?
1.	LA Mobility Plan 2035	Yes	The Project will comply with the LA Mobility Plan 2035 street standards as required by the City of Los Angeles Bureau of Engineering Department. The Project has a 50-foot frontage along Sherman Way, a designated Boulevard II roadway. A 5-foot dedication is required and will be provided. Noo roadway widening is required.	No
2.	Plan for Healthy LA	Yes	The Project would support Policy 5.7, Land Use Planning for Public Health, and Greenhouse Gas (GHG) Emission Reduction by reducing single-occupant vehicle trips by its proximity to high quality and high frequency transit service. The Project would not conflict with policies in the Plan for Healthy LA that promote active transportation, safe communities, and healthy neighborhoods.	No
3.	Land Use Element of the General Plan (35 Community Plans)	Yes	The Project is in the Van Nuys – North Sherman Oaks Community Plan area. The Project would be in substantial conformance with the purposes, intent, and provisions of the General Plan and the Community Plan. Conformance information is provided in the environmental document.	No
4.	Specific Plans	Yes	None.	No
5.	LAMC Section 12.21A.16 (Bicycle Parking)	Yes	The Project will comply with the required number of short- and long-term bicycle parking pursuant to LAMC Section 12.21. A.16.	No
6.	LAMC Section 12.26J (TDM Ordinance)	N/A	LAMC Section 12.26J Transportation Demand Management and Trip Reduction Measures applies to the construction of new non-residential floor area greater than 25,000 sf. Specifically, the Project will provide 555 square feet of commercial space, so this is not applicable.	No
7.	LAMC Section 12.37 (Waivers of Dedications and Improvement)	Yes	No waivers for dedication or improvement are requested.	No
8.	Vision Zero Action Plan	Yes	Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all. The Project would not preclude or conflict with the implementation of any current or future Vision Zero projects in the public right-of-way, Vision Zero Project maps can be checked using the link shown. https://ladotlivablestreets.org/programs/vision-zero/maps	No

	Plan or Policy	Consistent	Notes	Preclude City Implementation
9.	Vision Zero Corridor Plan	Yes	A Vision Zero Complete Streets Project on Woodman Avenue between Sherman Way and Saticoy Street included minor street crosswalks, intersection tightening, continental crosswalk upgrades, and edge line treatments. https://ladotlivablestreets.org/projects/woodman The Project would not preclude or conflict with any future Vision Zero projects in the public right-of-way	No
10.	Citywide Design guidelines	Yes	Per Guideline 1-3 below.	No
	Guideline 1: Promote a safe, comfortable, and accessible pedestrian experience for all	Yes	The Project will create a continuous and straight sidewalk clear of obstructions for pedestrian travel. The Project will provide and improve adequate sidewalk width and right-of-way that accommodates pedestrian flow and activity. Enhanced visibility, such as a parabolic mirror(s) and/or audible alert is recommended at the driveway. Pedestrian access will be provided at street level with direct access to the surrounding neighborhood and amenities.	No
	Guideline 2: Carefully incorporate vehicular access such that it does not degrade the pedestrian experience.	Yes	The Project complies with the Citywide Design Guidelines incorporating vehicle access locations and do not discourage and/or inhibit the pedestrian experience.	No
	Guideline 3: Design projects to actively engage with streets and public space and maintain human scale.	Yes	The building design uses attractive architectural elements. The Project would not preclude or conflict with the implementation of future streetscape projects in the public right-of-way.	No

As summarized above in Table 1, the Project would not conflict with City Planning. plans, programs and ordinances. The TAG also provides a list of questions to guide the Project's consistency review. These questions and answers relative to the Project are provided in Appendix I.

Cumulative Consistency Check

Pursuant to the TAG, each of the plans, programs, ordinances, and policies to assess potential conflicts with proposed projects are reviewed to assess cumulative impacts that may result from the Project in combination with other nearby development projects. In accordance with the TAG, the cumulative analysis must include Related Projects within 0.5 miles of the Project Site. The nearby related project locations, descriptions and estimated vehicle trips considered in this analysis are provided in Appendix G.

As stated in the TAG, page 2-3 & 2-4 Cumulative Impacts, 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 within one-half mile radius from the site. A cumulative impact could occur, for instance, if the Project, with other future development projects were to cumulatively preclude the City's ability to serve transportation user needs as defined by the City's transportation policy framework. Note that Related Projects would be individually responsible for complying with the City's transportation plans, programs ordinances and policies. There is one related project located along Sherman Way east of the proposed Project at the time of preparing this report. This related project at 13670 is proposed on the southeast corner of Sherman Way and Woodman Boulevard. The related project will reduce the number of driveways on Woodman Avenue and Sherman Way. There will be fewer potential conflict points between the two projects, vehicular traffic, pedestrians, and cyclists. No significant impacts were identified with this related project. A related project list and map are provided in Appendix G.

The Project does not have a significant transportation impact under CEQA Threshold T-1

(Conflicting with Plans, Programs, Ordinances, or Policies).

Criteria for Transportation Projects

A Transportation Project includes the addition of through traffic lanes on existing or new highways, including general purpose lanes, high-occupancy vehicle (HOV) lanes, peak period lanes, auxiliary lanes, and lanes through grade-separated interchanges (except managed lanes, transit lanes, and auxiliary lanes of less than one mile in length designed to improve roadway safety).

Not Applicable - This analysis for Transportation Projects is not applicable to land development projects and the Project is not a transportation project because the Project is a land development project. Therefore, the Transportation Project analysis is not part of the Project's CEQA review.

Causing Substantial Vehicle Miles Traveled (Threshold T - 2.1)

The intent of this threshold question is to assess whether a land development project causes a substantial VMT impact. CEQA Guidelines Section 15064.3(b) requires the use of VMT as the new metric for analyzing transportation impacts.

To address this question, LADOT's TAG identified significant VMT impact thresholds for each of seven Area Planning Commission (APC) sub-areas in the City of Los Angeles. A project's VMT is compared against its APC threshold goal for household VMT per capita and work VMT per employee to evaluate the significance of the project's VMT.

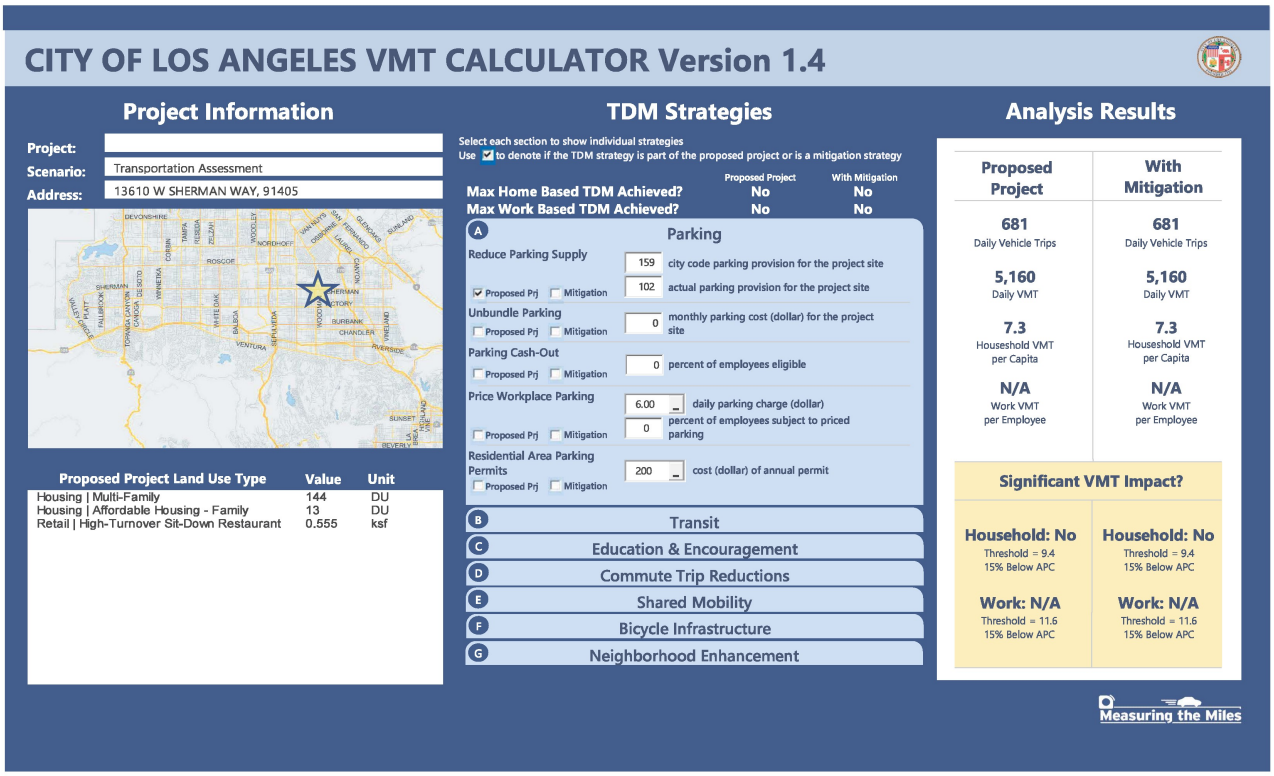
A development project will have a potential impact if the development project would generate VMT exceeding 15% below the existing average VMT for the Area Planning Commission (APC) area in that the project is located per TAG's Table 2.2-1.

The Project is in the South Valley APC sub - area that limits daily household VMT per capita to a threshold value of 9.4 and a daily work VMT per employee to a threshold value of 11.6 (15% below the existing VMT for the South Valley APC), see table on the following page.

Table 2.2-1: VMT Impact Criteria (15% Below APC Average)

AREA PLANNING COMMISSION	DAILY HOUSEHOLD VMT PER CAPITA	DAILY WORK VMT PER EMPLOYEE
Central	6.0	7.6
East LA	7.2	12.7
Harbor	9.2	12.3
North Valley	9.2	15.0
South LA	6.0	11.6
South Valley	9.4	11.6
West LA	7.4	11.1

With Project Design Features of reduced parking to 102 spaces and bicycle parking per LAMC, the Project's daily household VMT per capita is 7.3 per the LADOT VMT calculator tool. As shown on the following page, this is below the South Valley APC VMT 9.4 threshold. The work VMT per employee is not applicable because the proposed 555 square feet commercial space is neighborhood serving and below the 50,000 s.f. threshold. The summary VMT calculator page is provided on the following page. Full results of the Project's VMT calculation are provided in Appendix F.



No VMT Project impacts are created by the development of the Project for the South Valley APC. The Project's VMT calculation report is provided in Appendix F.

Transportation Demand Management (TDM)

The Project's VMT analysis includes two TDM measures as Project Design Features that reduce trips and VMT for the Project. Specifically, the Project's TDM program includes reduced vehicle parking and providing code required bike parking. No additional TDM measures are required beyond the proposed Project Features.

Parking Design Features

- Parking Strategy – Reduced Parking Supply – This strategy permissively changes the on-site parking supply to provide less than the amount of vehicle parking required by direct application of the LAMC 12.21.A.4.a without consideration of parking reduction mechanisms.
- Bike Parking - This strategy involves implementation of short and long-term bicycle parking to support safe and comfortable bicycle travel by providing parking facilities at destinations under existing LAMC regulations applicable to the Project (LAMC Section 12.21.A.16). The Project is providing 91 bicycle parking spaces (81 long-term spaces and 10 short-term spaces).

As stated in the City of Los Angeles VMT Calculator Documentation, May 2020 (Chapter 4, page 17), the effectiveness (reduction in Project VMT) of each TDM strategy/Project Design Feature included in the VMT Calculator is based primarily on research documented in the 2010 California Air Pollution Control Officers Association (CAPCOA) publication, Quantifying Greenhouse Gas Mitigation Measures (CAPCOA, 2010).

With inclusion of Project Design Features, no significant household impact is identified. The work impact per employee is not applicable because there is less than 50,000 square feet of commercial space (555 square feet provided).

Summary:

- Household VMT per Capita Threshold is above 9.4
- Household VMT per Capita with Project Features is 7.3,
- NO HOUSEHOLD VMT IMPACT

- Work VMT per Employee Threshold is above 11.6
- Project provides 555 square feet of retail,
- This is below the threshold of 50,000 square feet
- NO WORK VMT IMPACT

Cumulative VMT Consistency Check

Cumulative VMT impacts are evaluated through a consistency check with the Southern California Association of Governments' (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (2016-2040 RTP/SCS) plan. The RTP/SCS is the regional plan that demonstrates compliance with air quality conformity requirements and greenhouse gas (GHG) reduction targets.

The TAG states on page 2-11:

> *Projects and land use plans that are deemed to be consistent with this plan* (the SCAG RTP/SCS plan) *in terms of development location, density and intensity, are part of the regional solution for meeting air pollution and GHG reduction goals. Projects and land use plans 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, for projects and land use plans that do not demonstrate a project impact by applying an efficiency-based impact threshold (i.e., VMT per capita, VMT per employee, or VMT per service population) in the impact analysis, a less than significant impact conclusion is sufficient in demonstrating there is no cumulate VMT impact. Projects and land uses 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.*

As shown, the Project VMT impact would not exceed the City's South Valley APC VMT impact thresholds and as such, the Project's contribution to the cumulative VMT impact is adequate to demonstrate there is no cumulative VMT impact that would preclude the City's ability to provide transportation mobility in the area.

II. Substantially Increasing Hazards Due to a Geometric Design Feature or Incompatible Use (Threshold T- 3.1)

The third CEQA question is answered by an evaluation of the potential increase in hazards due to a geometric design feature associated with the Project Site access, and may include safety, operational delays caused by vehicles slowing and/or queuing to access a project site, or capacity impacts related to vehicle conflicts with pedestrians, bikes, or other vehicles. Project size, location and access design are considered in the review to evaluate any access deficiencies that may be considered significant.

The Project is providing a new relocated driveway on Sherman Way by moving the existing driveway west near the Sherman Way property line. No additional driveways are proposed from the public right-of-way. There is an existing building that extends to the sidewalk immediately west of the site. This structure may impede the view of pedestrians on the sidewalk. Elements such as a parabolic mirror(s) and/or audible alert are recommended to provide enhanced visibility both for vehicles exiting the site and eastbound pedestrians crossing the driveway. With implementation of a safety feature to improve visibility, the Project design will not adversely affect the visibility of pedestrians and bicyclists to drivers entering and exiting the Project Site or the visibility of vehicles to pedestrians and bicyclists.

The Project is providing a relocated driveway along the west Project boundary along Sherman Way. No additional driveways are proposed from the public right-of-way.

1. The mixed-use Project is compatible with surrounding land uses that would not increase a transportation hazard.
2. A 5-foot dedication on Sherman Way will provide additional sight line clearance for pedestrian, bicycle and vehicular traffic.
3. The Project's access is consistent with LADOT driveway placement and location per LADOT Manual of Policies and Procedures, Section 321, Driveway Design.
4. The Project will provide a single relocated driveway on Sherman Way near to the westerly property line which is consistent with the LADOT Driveway Design

Guidelines.

5. An existing left-turn median 2-way left turn lane on Sherman Way provides for safe left-turn access into and out of the Project Site.
6. Vehicular site access provides clear sight lines to and from the garage.
7. Pedestrian and vehicle access is separated with direct street level pedestrian access.
8. Protected pedestrian crossings with continental crosswalks are provided at the nearby intersection of Sherman Way and Woodman Avenue, less than 1 block west of the Project Site.
9. Protected left-turn signals are provided for all approaches at Sherman Way and Woodman Avenue.
10. A substantial increase in traffic demand can cause potential safety impacts to the regional freeway. Therefore, Caltrans' environmental analyses for new land use development projects may include freeway off-ramp safety considerations and analysis of vehicle queuing on freeway off-ramps. In response, LADOT has developed the following criteria to determine when a freeway safety analysis is necessary for a Transportation Assessments.

    The initial step is to identify the number of Project trips expected to be added to nearby freeway off-ramps serving the Project Site. If the Project adds twenty-five (25) or more trips to any off ramp in either the morning or afternoon peak hour, then that ramp should be studied for potential queuing impacts. If the Project is not expected to generate more than twenty-five (25) or more peak hour trips at any freeway off-ramps, then a freeway ramp analysis is not required.

    As shown above, the Project generates a net total of 12 inbound am peak hour trips and 22 inbound pm peak hour trips, less than the 25 inbound peak hour trips threshold. Therefore, no further freeway safety analysis is necessary using this guidance criteria. The Project does not substantially increase hazards due to freeway queueing or create freeway safety impacts.

This review of the Project Site plans does not present any hazardous geometric design features. Therefore, the Project does not have a significant transportation impact under CEQA Threshold T-3.1 (Substantially Increasing Hazards Due to a Geometric Design Feature).

Cumulative Access Evaluation

According to the TAG, evaluation of site access plans for related projects with access points proposed along the same blocks as the proposed project must be reviewed for potential cumulative access impacts.

As required by LADOT, Related projects within a half mile of the proposed project have been researched. The results of this research, including a list of related projects and map is provided in Appendix G. A CVS pharmacy is planned for 13670 Sherman Way (SEC Sherman Way and Woodman Avenue) approximately 475 feet west of the proposed Project. The CVS project will use 2 existing driveways on Sherman Way and remove one Sherman Way driveway. Three existing driveways will be removed from Woodman Avenue. This related project, along with the proposed Project, will reduce the number of conflict points (driveways) with vehicles, pedestrians, and cyclists. No cumulative access impacts will be created by the combined impact from the Project and the CVS project that would create any geometric safety hazards or impede any City transportation program. A related project list and map is provided in Appendix G.

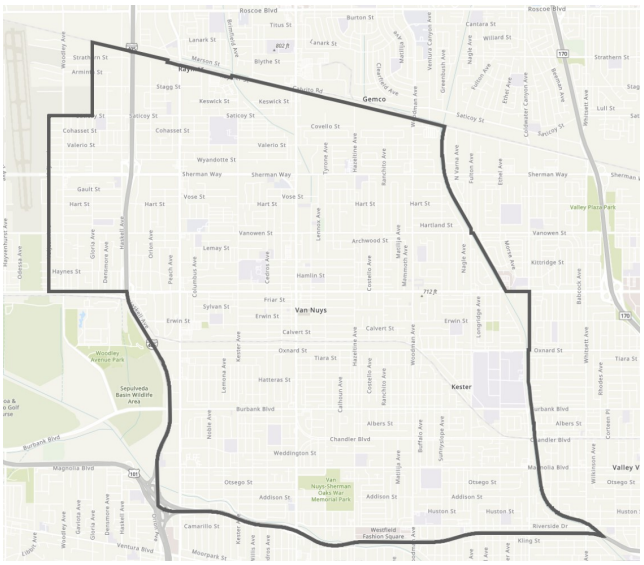
Construction coordination through the City of Los Angeles between the sites will be conducted to not overly burden the pedestrian, cycling and motoring public. No cumulative access impacts were identified.

CHAPTER 3 NON-CEQA TRANSPORTATION ASSESSMENT

In addition to conducting a CEQA review of development projects pursuant to SB743, LAMC Section 16.05 (Site Plan Review) authorizes a non-CEQA transportation analysis of development projects to identify deficiencies that may occur in the area due to the Project. Additional authority is found in other discretionary processes (e.g., conditional use permits) where the City is required to make findings to support approval of a land use development project. This Project will require Site Plan Review approval and Off-Menu Incentives and Waivers of Development Standards under State Density Bonus approvals. LADOT retains the ability to review and impose development conditions to improve operational safety and access around a project site and to better assess how proposed projects may affect the City's transportation system under the non-CEQA assessment.

To assist in the Project's non-CEQA evaluation, the following information summaries the environmental conditions for the Project Site.

PHYSICAL SETTING



The Project Site is in the Van Nuys - North Sherman Oaks Community Plan area approximately 16 miles northwest of downtown Los Angeles. The Project Site is also located in Los Angeles Council District 2, the South Valley Planning Commission Area, and the Greater Valley Glen Neighborhood Council area.

The Community Plan consists of 8,220 net acres with 53% residential (38% single family and 15% multi-family), 7% commercial, 7.5% industrial with the balance being open space and streets. The Community Plan currently in effect was adopted by the city

in 1998, and a new community plan update is actively underway. Appendix B contains the adopted Van Nuys – North Sherman Oaks Community Plan land use map and summary table.

The Project Site is bounded by Sherman Way and commercial uses to the north, commercial uses and surface parking to the west, a multi-family apartment building to the east, and single-family residential uses to the south.

Transportation Facilities

Regional access to the project area is serviced by the San Diego Freeway (Interstate 405) and the Hollywood Freeway (SR 170). The San Diego Freeway, approximately 2.5 miles to the west, is accessible via southbound on/off ramps on Haskell Avenue north of Sherman Way, and northbound on and off ramps on Sherman Way. The San Diego Freeway carries approximately 224,000 vehicles per day (VPD) with 12,000 vehicles per hour (VPH) at Vermont Avenue.

The Hollywood Freeway is approximately 1½ miles east of the Project Site and accessible from Sherman Way. The Hollywood Freeway carries approximately 180,000 vehicles per day (VPD) with 12,000 vehicles per hour (VPH) at Sherman Way. Freeway traffic volumes in the 2020 Caltrans Traffic Volumes Book.

The City of Los Angeles has adopted the Mobility Plan 2035 as an update to the City's General Plan Transportation Element to incorporate the complete streets principles for integrating multi-mode transportation networks. The Mobility Plan 2035 dictates the street standards and designations for all users. Appendix C provides the community plan circulation map of the area roadway designations and roadway design standards.

Pursuant to the City of Los Angeles Mobility Element, arterial roadways are designated Boulevards and Avenues. Boulevards represent the City's widest streets, which typically provide regional access to major destinations; the roadway standard for a Boulevard II roadway is a right-of-way width of 110 feet and a roadway width of 80 feet. Avenues may vary in their land use context, with some streets passing through both

residential and commercial areas; the roadway standard for an Avenue II roadway is a right-of-way width of 86 feet and a roadway width of 56 feet.

Non - arterial roadways connect arterial roadways to local residential neighborhoods or industrial areas. Non - arterial roadways are designated Collector or Local streets. The standard for a Collector Street is a right-of-way width of 66 feet and a roadway width of 40 feet. The standard for a Local Street is a right-of-way width of 60 feet and a roadway width of 36 feet.

Descriptions of the streets serving the Project Site are presented below:

Sherman Way is an east-west roadway designated a Boulevard II street that provides two lanes in each direction with a median left turn lane, a third lane westbound is provided during the weekday afternoon peak hours between 4-7 pm and a third eastbound lane is provided during the weekday morning peak hours between 7-9 am. On-street parking is allowed during off-peak hours.

A traffic signal controls the vehicle traffic and pedestrian flow at the intersection of Sherman Way and Woodman Avenue with protected left turn signals and protected pedestrian crossings with marked continental crosswalks.

Woodman Avenue is a north-south Avenue I street. South of Sherman Way, Woodman Avenue provides two lanes in each direction, a median left-turn lane, bike lanes and 1 to 2-hour on-street parking. North of Sherman Way, Woodman Avenue provides a third lane is provided southbound, and during afternoon peak hours between 3-6 pm for the northbound direction.

Transit Information

Public transportation in the study area is provided by the Metropolitan Transportation Authority (Metro) and LADOT. The transit service available to the Project is briefly described below.

Regional Transit Service

Several transit projects are in the works for the San Fernando Valley. Most recently, Metro has adopted an east-west bus service plan with bus priority lanes and enhanced stops through the northern San Fernando Valley. The North San Fernando Valley Transit Corridor - which spans between the communities of Chatsworth, North Hollywood, and Lake View Terrace - focuses its efforts on the key Valley thoroughfares Roscoe Boulevard and Nordhoff Street, with additional upgrades also envisioned for Lankershim Boulevard, Reseda Boulevard, Sherman Way, Vanowen Street, and Victory Boulevard. Implementation of the improvements - which will offer connections to Cal State Northridge, the G Line Busway, North Hollywood Stations, and the future light rail line on Van Nuys Boulevard - are expected to commence in Fall 2023 and conclude by Winter 2025. A copy of the Metro North San Fernando Valley Transit Corridor Fact Sheet is provided in Appendix D.

In addition, Metro has broken ground on the 6-mile light-East San Fernando Valey Light Rail Transit Line connecting Van Nuys, Panorama City, Arleta and Pacoima along Van Nuys Boulevard. There is a stop at Van Nuys Boulevard and Sherman Way proposed. A copy of the pre-construction Light Rail transit line map is provided in Appendix D.

Metro G line (formerly the Orange line) is a bus rapid transit line operating on dedicated bus lanes between the North Hollywood Red line rail station to the Chatsworth Bus Station. The G line is an 18-mile route with 17 stations spaced approximately 1 mile apart. The nearest station is at Woodman Avenue and Oxnard Street, approximately 1.5 miles to the south. A separated Class I bicycle path shares the right-of-way with the G Line buses.

A map of the San Fernando Valley regional network lines is illustrated on the following page.

Local Transit Service

Metro is implementing the NextGen Bus Plan approved by the Metro Board of Directors and is being implemented with a 3-phased roll-out that began in December 2020 and continues. The approved Bus Plan is a reimagined bus system that focuses on providing fast, frequent, dependable, and accessible service to meet the needs of today's riders. Metro lines serving the Project Site include:

Metro NextGen Local Route 162 runs along Fallbrook Avenue, Sherman Way and Vineland Avenue Street from Woodland Hills, West Hills thru central San Fernando Valley to North Hollywood. Adjacent to the Project Site, Metro line 162 travels along Sherman Way providing 15-minute headways during the weekday AM and PM peak hours and mid-day with 15 to 60-minute headways during the evening hours. Key

stops include West Hills Medical Center, Fallbrook Center, Hollywood Burbank Airport, and the North Hollywood B & G Lines (Red and Orange). Transit stops are provided at the Sherman Way and Woodman Avenue intersection approximately 560 feet west of the Project Site.

Metro NextGen Local Route 158 runs along Devonshire Street, Arleta Avenue and Woodman Avenue to Ventura Boulevard. Line 158 provides 60-minute headways weekdays from approximately 5:30 am to 10 pm. Key stops include Chatsworth Metrolink Station, Chatsworth High School, CSUN, Granada Hills High School, Kaiser Permanente Hospital, and Westfield Fashion Square. Transit stops are provided at the intersection of Woodman Avenue and Sherman Way intersection approximately 560 feet west of the Project Site.

Appendix D provides the transit maps and schedules.

Complete Streets Mobility Networks (Vehicle, Bicycle, Transit and Neighborhood)

The Mobility Plan Element establishes a layered network of street standards designed to emphasize mobility modes within the larger system. This approach maintains the primary function of the streets but identifies streets for potential alternative transportation modes providing a range of options available when selecting the appropriate design elements.

Network layers have been created that prioritize a certain mode within each layer with the goal of providing better connectivity. The network layers are Vehicle Enhanced Network, Transit Enhanced Network, Bicycle Enhanced Network, Neighborhood Enhanced Network, and Pedestrian Enhanced District. It is important to note that the Mobility Network layers shown below are not intended as an absolute but rather a preliminary guide for the city in making future multi-modal improvements that improve the overall safety of the City's streets while providing access to multiple modal choices.

Streets may be listed in several networks with the goal of selecting a variety of mobility enhancements, see the link below for the Mobility Network Layers. Network Mobility Maps shown in Appendix E.

Vehicle Enhanced Network (VEN) - The VEN includes a select number of arterials that carry high volume of traffic for long distance travel on corridors with freeway access. Moderate enhancements typically include technology upgrades and peak-hour restrictions for parking and turning movements. Comprehensive enhancements can include improvements to access management, all-day lane conversions of parking, and all-day turning movement restrictions or permanent access control.

- Victory Boulevard, approximately one mile south of the Project Site, is the closest VEN designated street.

Transit Enhanced Network (TEN) - The TEN is comprised of streets that prioritize travel for transit. Moderate enhancements typically include bus stop improvements and increased service, with transit vehicles continuing to operate in mixed traffic. Moderate plus enhancements include an exclusive bus lane during the peak travel period only.

Comprehensive enhancements include transit vehicles operating in an all-day exclusive bus lane.

- Sherman Way is designated as a Moderate Transit Enhanced Streets.

Bicycle Enhanced Network (BEN) – The BEN prioritize bicycle travel by providing specific bicycle facilities and improvements by a network of low stress bike facilities consisting of protected bike lanes and bike paths, and a bike lane network of striped separated bicycle lanes. The low-stress network provides a higher level of comfort than just a striped bicycle lane.

Bicycle Path (Class 1) – A bicycle path is a facility separated from vehicular traffic for the exclusive use of the cyclist (although sometimes combined with a pedestrian lane). The designated path can be completely separated from vehicular traffic or cross the vehicular traffic with right-of-way assigned through signals or stop signs.

- Metro G Line Rapid Bus Path - A separated Class I bicycle path shares the right-of-way with the G Line buses along the north side of the tracks in the Project area. A fence and green space corridor separates the bus line and bike path.
- The Metrolink Ventura County Line Bike and Aliso Creek Canyon Paths are included on the future Green Network along river channels and transit right-of-way.

Tier 1 Protected Bicycle Lane (Class II) - Protected bike lanes are located next to the curb and separate from moving vehicles by bollard posts or parking vehicles “parking-protected”. Note that a street identified as a Tier 1 Protected Bicycle Lane might ultimately be comprised of successive segments that could include a bicycle lane, a protected bicycle lane and even perhaps a short segment that includes a shared lane marking (sharrows).

- Sherman Way is listed as Tier 1 Protected Bicycle Lane street. Currently, there is no bicycle lane on Sherman Way.

Bicycle Lane Network (Tier 2 & 3) – A bicycle lane is typically provided on arterial streets with a designated lane striped on the street for the exclusive use of the cyclist. The bicycle lanes are occasionally curbside, outside the parking lane, or along a right turn

lane at intersections. The difference between Tier 2 and Tier 3 implies the probability that Tier 2 bicycle lanes are more likely than Tier 3 bicycle lanes to be built by 2035.

- Woodman Avenue is listed as a Tier 2 bicycle lane street. A bicycle lane is currently provided on Woodman Avenue in the Project area.

Bicycle Route (Class III) – A bicycle route is a designated route in a cycling system where the cyclist shares the lane with the vehicle. Cyclists would follow the route and share the right-of-way with the vehicle. Bicycle Routes are preferably located on collector and lower volume streets.

- Valerio Street and Hart Street are identified as a bike route in the City of Los Angeles Bicycle Master Plan.

Neighborhood Enhanced Network (NEN) - NEN is comprised of local streets intended to benefit from pedestrian and bicycle related safety enhancements for more localized travel of slower means of travel while preserving the connectivity of local streets to other enhanced networks. These enhancements encourage lower vehicle speeds, providing added safety for pedestrians and bicyclists.

- Hart Street, Valerio Street and Ranchito Avenue are part of the NEN.

Pedestrian Enhanced District (PEDs) - In addition to these street networks, many arterial streets could benefit from additional pedestrian features to provide better walking connections are identified as Pedestrian Enhanced Districts. The PED segments provided in the mobility map identify streets where pedestrian improvements on arterial streets could be prioritized to provide better walking connections to and from the major destinations within communities.

Several streets within the study area have been identified in the pedestrian enhanced district maps with the goal of providing a more attractive environment to promote walking for shorter trips. Adding pedestrian design features and street trees encourages people to take trips on foot instead of by car.

PED segments call out portions of Sherman Way east of the Project Site where pedestrian improvements could be prioritized to provide better walking connections to and from the major destinations.

The Complete Streets guide acknowledges that adding pedestrian design features and street trees encourages people to take trips on foot instead of by car. Thereby helping to reduce the volume of cars on the road and emissions, increases economic vitality, and makes the city feel like a more vibrant place.

LA Mobility Plan Element Network Maps are included in Appendix E.

PROJECT TRAFFIC GENERATION

As part of the non-CEQA assessment, an operational analysis of the peak hour traffic flow with the Project has been prepared. This traffic flow evaluation is based on a level of service (LOS) calculation which determines vehicle delay using current traffic volume data, traffic signal and street characteristics.

Project traffic has been estimated using traffic generation studies published by the Institute of Transportation Engineers (ITE) Trip Generation, 11th Edition Handbook. The Trip Generation rates are shown in Table 3 below.

Table 3
Project Trip Generation Rates

ITE Code	Description	Daily Trips	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total
220	Apartments (low-rise per unit, not close to rail transit)	6.74	24%	76%	0.40	63%	37%	0.51
221	Apartments (mid-rise, not close to rail transit)	4.54	23%	77%	0.37	61%	39%	0.39
LADOT	Affordable (outside TPA)	4.15	40%	60%	0.55	55%	45%	0.43
932	High Turnover Restaurant	107.20	55%	45%	9.57	61%	39%	9.05

TPA = Transit Priority Area

Th ITE rates do not account for local transit usage in the area. There are two transit options nearby for the residents and café employees/customers. This includes Metro NextGen Local Route 162 on Sherman Way with 15-minute headways and Metro NetGen Local Route 158 on Woodman Avenue with 60-minute headways. Both stops are approximately 560 feet east of the site. In addition, there is a Metro G Line busway station at Woodman Avenue and Oxnard Street approximately 1.5 miles south of the Project. Metro NextGen Local Route 158 provides a stop at this location. A 10% reduction in vehicle trips was used to represent the estimated transit usage.

Using the traffic rates, with transit credits and credits for the existing used apartment use, the Project traffic has been estimated at 619 daily trips with 54 morning and 54 afternoon peak hour trips, as shown in Table 4.

Table 4
Estimated Project Traffic Generation

ITE Code	Description	Size	Daily Trips	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total
	Proposed Project								
221	Apartments (mid-rise)	144 units	654	12	41	53	34	22	56
	Transit/Walk Adjustment	10%	(65)	(1)	(4)	(5)	(3)	(3)	(6)
LADOT	Affordable (outside TPA per unit)	13 units	54	3	4	7	3	3	6
	Transit/Walk Adjustment	10%	(5)	(0)	(1)	(1)	(0)	(1)	(1)
932	Café	555 sf	59	3	2	5	3	2	5
	Internal Trips	10%	(6)	(1)	(0)	(1)	(1)	(0)	(1)
	Transit/Walk Adjustment	10%	(5)	(0)	(0)	(0)	(0)	(0)	(0)
	Subtotal Proposed		686	16	42	58	36	23	59
	Existing								
220	Apartments (low-rise)	11 units	74	1	3	4	4	2	6
	Transit/Walk Adjustment	10%	(7)	(0)	(0)	(0)	(1)	(0)	(1)
	Subtotal Existing		67	1	3	4	3	2	5
	Net (Proposed-Existing)		619	15	39	54	33	21	54

PEDESTRIAN, BICYCLE AND TRANSIT ACCESS ASSESSMENT

The pedestrian, bicycle and transit assessments are intended to determine a project's potential effect on pedestrian, bicycle, and transit facilities in the vicinity of the Project Site. Any deficiencies could be physical (through removal, modification, or degradation of facilities) or demand-based (by adding pedestrian or bicycle demand to inadequate facilities).

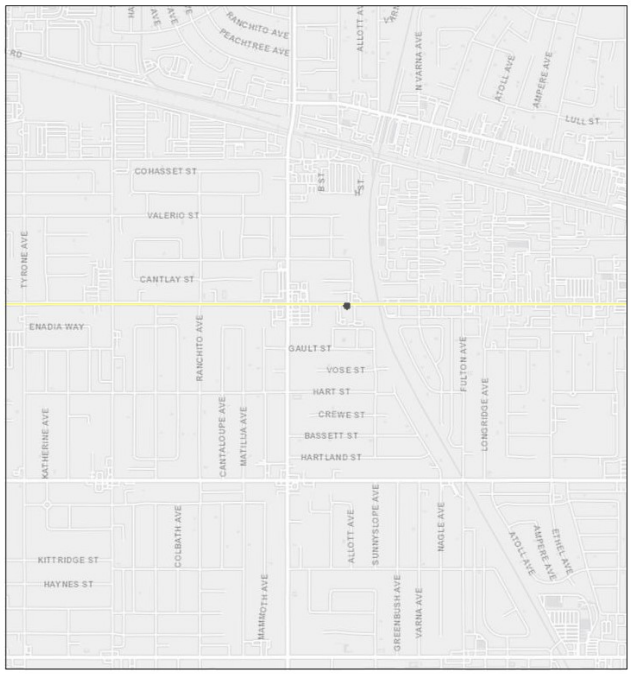
According to the Governor's Office of Planning and Research (OPR) Technical Advisory on Evaluating Transportation, projects that contribute to efficient land use patterns enabling higher levels of walking, cycling, and transit as well as lower than average trip length are considered to have good transportation practices. OPR identified projects and areas presumed to have good transportation practices include:

- Residential, office, or retail projects within a Transit Priority Area (TPA), where a project is within a ½ mile of an existing or major transit stop or an existing stop along a

high - quality transit corridor which will ultimately reduce vehicle trips and encourage public transportation ridership.

- A high-quality transit corridor is defined as a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours (Pub. Resources 215 Code, § 21155).

TRANSIT ENHANCED NETWORK



August 24, 2023

1:18,056

0 0.13 0.25 0.5 mi

0 0.2 0.4 0.8 km

Yellow - Moderate Transit Enhanced Street

Esri, HERE, County of Los Angeles, Bureau of Land Management, Esri, HERE, Garmin, GeoTechnologies, Inc, USGS, EPA

Sherman Way is designated as a Moderate Transit Enhanced Street. The Project Site is not located within a TAP or considered a high-quality transit corridor. However, there are two Metro bus lines within 560 feet at Sherman Way and Woodman Avenue. Metro NextGen Local Route 162 operates along Sherman Way and Metro NextGen Local Route 158 operates along Woodman Avenue. Route 162 provides frequent 15-minute headways, and Route 158 provides 60-minute headways. In addition, the Metro G line busway nearest station is located at Woodman Avenue and Oxnard Street, approximately 1.5 miles to the south.

Removal or Degradation of Facilities

With implementation of enhanced visibility such as parabolic mirrors and/or device(s) of equal effectiveness at the driveway, the Project will not remove, modify, or degrade any pedestrian, bicycle, or transit facility in the vicinity of the Project Site. During construction, no bus stops will need to be temporarily relocated. Any damaged or off

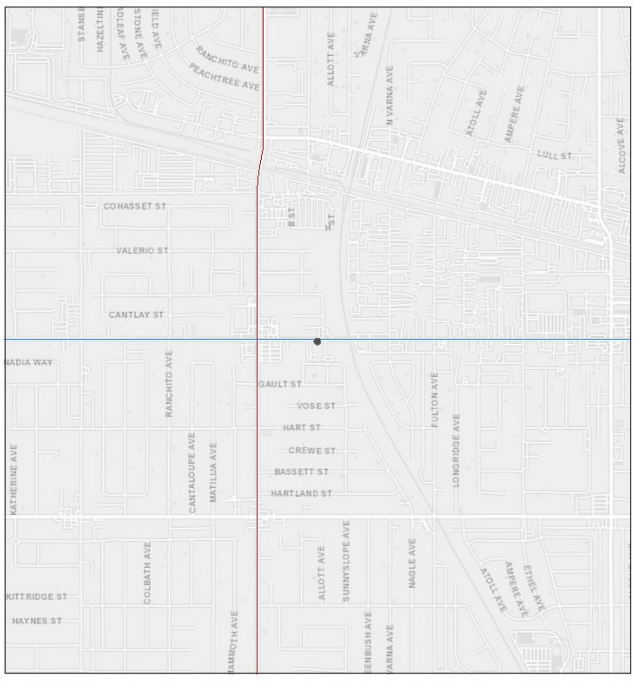
grade sidewalk, curb and gutter along the property frontage(s) will be repaired under Section 12.37 of the LAMC.

Project Intensification of Use

The residential Project is located near roadways included in the Transit Enhanced Network, Bicycle Enhanced Network, Neighborhood Enhanced Network and Pedestrian Enhanced District as shown below in the Complete Street network maps, also provided in Appendix E.

As detailed previously, the Project's residents, café employees and patrons have public transit opportunities in the area. These include Metro NextGen Local 162 and Metro NextGen Local 162. In addition, there is a Metro G line rapid transit line stop available at Woodman Avenue and Oxnard Street, approximately 1.5 miles to the south and accessible via Metro NextGen Local 162.

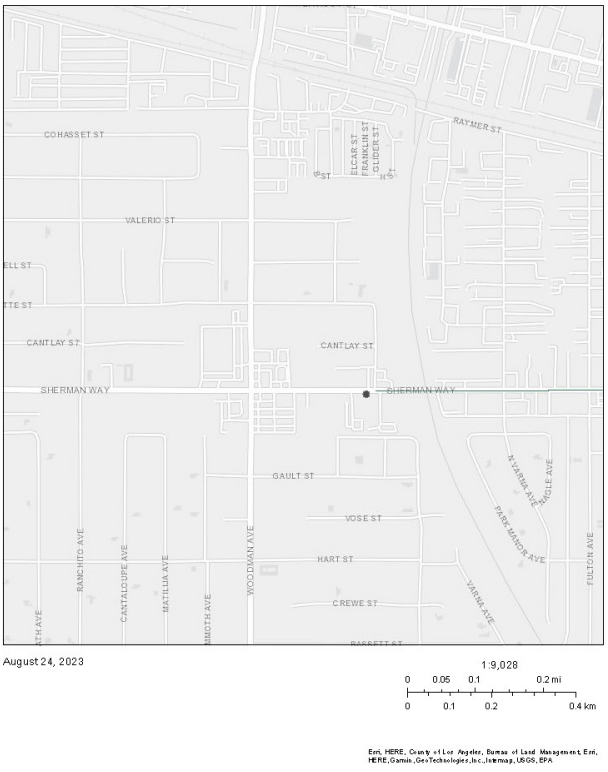
Bicycle Enhanced Network

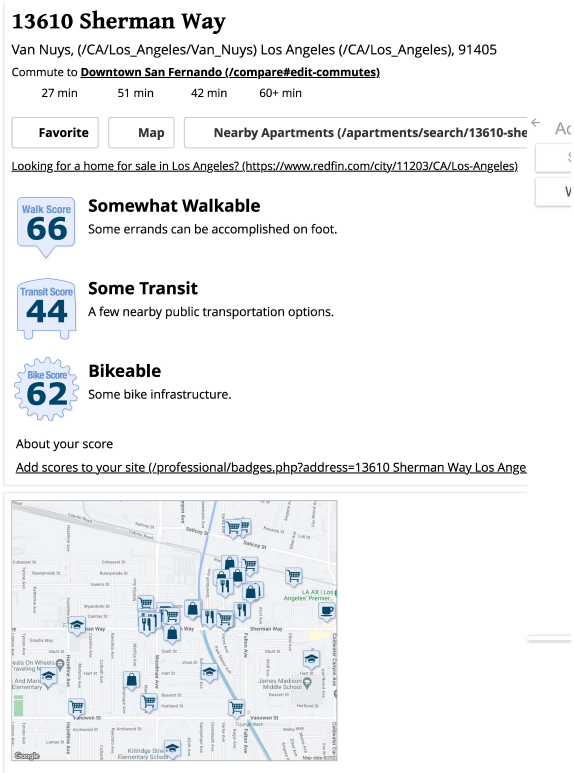


No bike facilities are currently located along the Project's frontage on Sherman Way. Sherman Way, in the Project area and along the Project frontage, is designated as a Tier 1 Protected Bicycle Lane. There is currently a bike lane on Woodman Avenue 560 feet west of the site. This Project will not interfere with any future potential bike line on Sherman Way.

Sherman Way, east of the Project site, is identified as part of the Pedestrian Enhanced District. Pedestrian facilities will be improved along Sherman Way with the replacement of broken sidewalks and curb/gutter. Protected pedestrian crosswalks with continental (cross hatch) crosswalk markings and access ramps are provided at the nearby signalized intersection of Sherman Way and Woodman Avenue. The Project provides a street level pedestrian access point and ground floor small restaurant/café. The Complete Streets guide acknowledges that adding pedestrian design features and street trees encourages people to take trips on foot instead of by car. The Project Site has a Walk Score of 66 out of 100 – identified as somewhat walkable. Some errands can be accomplished on foot. Walk score can be found at https://www.walkscore.com/score/9922-s-figueroa-st-los-angeles-ca-90003

Pedestrian Enhanced District





The Project's Street frontage along Sherman Way is not a part of the NEN. However, Hart Street (approximately 1,300 feet to the south), Valerio Street (approximately 1,350 feet to the north) and Ranchito Avenue (approximately 1,870 feet to the west), are part of the NEN.

Following these OPR guidelines, the Project would have good transportation practices.

PROJECT ACCESS, SAFETY AND CIRCULATION EVALUATION

Project access and circulation is evaluated for safety, operational, and capacity constraints to identify circulation and access deficiencies that may require specific operational improvements. It should be noted that this analysis is not intended to be interpreted as a threshold of significance for the purposes of CEQA review and does not affect the CEQA VMT Impact analysis.

Safety Evaluation

The Project driveway is proposed along the west side of the Project's Sherman Way right-of-way. There is an existing building that extends to the sidewalk immediately west of the site. This structure may impede the view of pedestrians on the sidewalk. Elements such as a parabolic mirror(s) and/or devices of equal effectiveness are recommended to provide enhanced visibility both for vehicles exiting the site and eastbound pedestrians crossing the driveway. With implementation of this safety feature to improve visibility, the Project access will not adversely affect the visibility of pedestrians and bicyclists to drivers entering and exiting the Project Site or the visibility of vehicles to pedestrians and bicyclists. The Project will be providing dedication on the south side of Sherman Way which will improve visibility in the area.

Pedestrian and vehicular access to/from the Project Site is separated with a clear pedestrian and vehicular pathways for promoting a safe and comfortable environment for all. As the only public right-of-way frontage, vehicle access will be from the Sherman Way exclusively.

All emergency ingress/egress associated with the Project would be designed and constructed in conformance with all applicable City Building and Safety Department, LADOT, and LAFD standards and requirements for design and construction. This would also ensure pedestrian safety.

Operational Evaluation

Operational performance may be quantified for primary site access points, unsignalized intersections integral to the project's site access, and signalized intersections in the vicinity of the project site. However, as required by Section 15064.3 of the California Code of Regulations, a project's effect on automobile delay shall not constitute a significant environmental impact under CEQA.

Per the TAG, Project access is considered constrained if the project's traffic would contribute to unacceptable queuing on a 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:

- Additional queue along through lanes and either of the following conditions are expected:
  1. The projected peak hour intersection LOS is D and the through lane queue increases by greater than 75 feet (estimating 20 to 25 feet per vehicle 3.75 to 3 vehicles) on any approach with the directional approach LOS at E or F, or
  2. The projected peak hour intersection LOS is E or F and the through lane queue increases by greater than 50 feet (estimating 20 to 25 feet per vehicle approximately 2.5 to 2 vehicles) on any approach with the directional approach LOS at E or F.
- Spill over from turn pockets into through lanes.
- Block cross streets or alleys.
- Spill over from drive-throughs into streets.
- 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 following traffic conditions evaluation has been prepared to identify any new circulation and access deficiencies that may require specific operational improvements. Existing and future traffic conditions, without and with the Project, have been analyzed at 3 intersections approved by LADOT and at the Project driveway using Level of Service (LOS) procedures. The Project’s overall distribution is provided in Figure 4. The Project’s driveway assignment and traffic flow at the study intersections has been developed and approved by LADOT as shown in Figures 5. The Project trips for the AM and PM Peak Hours and intersection layout characteristics are also provided in Figure 5. This estimated assignment of the Project’s traffic and traffic conditions provides the information necessary to analyze the Project’s traffic flow.

An analysis of the existing and future without and with the Project peak hour traffic has been conducted at each study intersection listed below.

1. Sherman Way and Woodman Avenue,
2. Sherman Way and Allott Avenue, and
3. Sherman Way and Fulton Avenue.

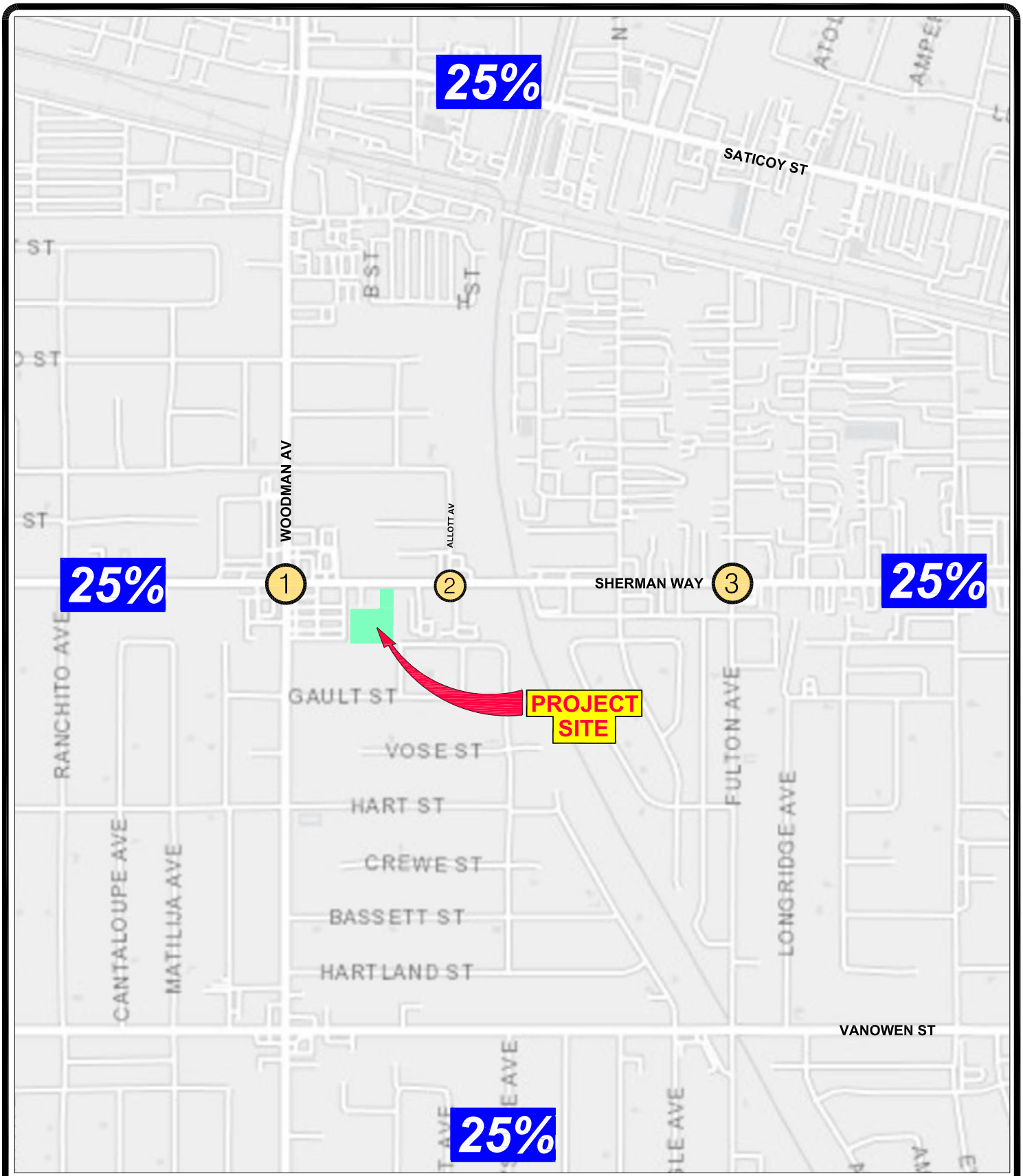


FIGURE 4

5/2022

STUDY INTERSECTIONS & OVERALL DISTRIBUTION

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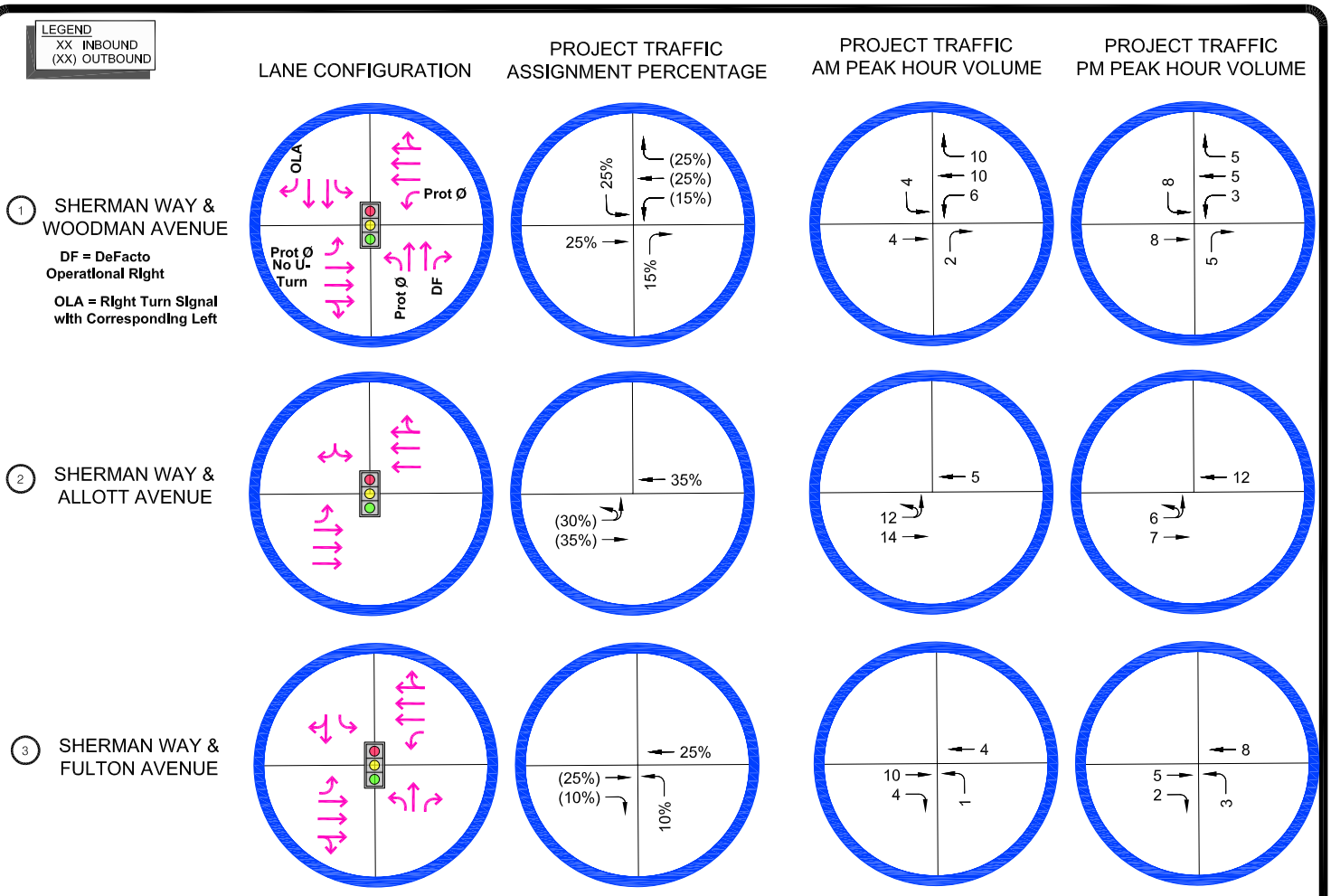
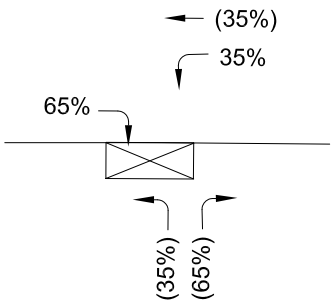
(310) 545-1235, liz@overlandtraffic.com

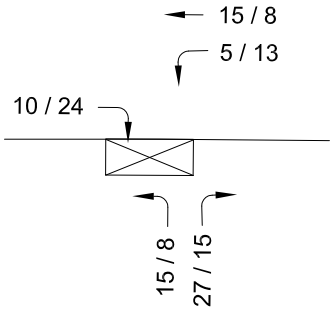


PROJECT ACCESS

DISTRIBUTION



COMBINED TRIPS AM/PM



Without Prior Use Credits

FIGURE 5

5/2023

STUDY INTERSECTION LANE CONFIGURATIONS
PROJECT TRAFFIC ASSIGNMENT
AM & PM PEAK HOUR TRAFFIC VOLUMES

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The evaluation is based on capacity software which calculates the amount of delay per vehicle based upon the intersection traffic volumes, lane configurations, and signal timing. New traffic volumes counts were conducted on May 18, 2023 which was a day during a week with no holidays, school was in session, and it was not raining . Traffic count data is provided in Appendix H. Once the vehicle delay value has been calculated, operating characteristics are assigned a level of service grade (A through F) to estimate the level of congestion and stability of the traffic flow. The term "Level of Service" (LOS) is used by traffic engineers to describe the quality of traffic flow. Definitions of the intersection LOS values are shown in Table 5a for traffic signals (all 3 study intersections) and Table 5b for uncontrolled and stop sign-controlled intersections (driveway).

Table 5a
Signalized Intersection Level of Service Definitions

LOS	HCM (delay in seconds)	Operating Conditions
A	Less than 10	No loaded cycles and few are even close. No approach phase is fully utilized with no delay.
B	>10 to 20	A stable flow of traffic.
C	>20 to 35	Stable operation continues. Loading is intermittent. Occasionally drivers may have to wait more on red signal and backups may develop behind turning vehicles.
D	>35-55	Approaching instability. Delays may be lengthy during short time periods within the peak hour. Vehicles may be required to wait through more than one signal cycle.
E	>55 to 80	At or near capacity with possible long queues for left-turning vehicles. Full utilization of every signal cycle is seldom attained.
F	> 80	Gridlock conditions with stoppages of long duration.

Table 5b
Stop Sign Controlled Intersection Level of Service Definitions

LOS	DELAY (seconds)
A	Less than or equal to 10
B	Over 10 to 15
C	16 - 25
D	26 - 35
E	36 - 50
F	Greater than 50

Results of the intersection LOS analysis are shown in Table 6 below for Existing (2023) and Future (2026) traffic conditions without and with the Project's traffic volume. Future traffic volumes have been increased by 1 percent per year and include other related development project's traffic volume provided in Appendix G. Figure 6 displays the intersection's Existing and Existing + Project traffic volumes. Figure 7 displays the study intersection characteristics Future without Project and Future with Project traffic volumes.

Table 6
Traffic Conditions Without and With Project

			Existing 2023		Existing+ Project		Future (2026) Without Project		Future (2026) With Project	
No.	Intersection	Peak Hour	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS
1	SHERMAN WAY &	AM	35.8	D	36.6	D	44.8	D	46.1	D
	WOODMAN AV	PM	42.1	D	42.9	D	54.1	D	55.2	E
2	SHERMAN WAY &	AM	12.3	B	12.3	B	12.6	B	12.7	B
	ALLOTT AV	PM	11.3	B	11.4	B	11.0	B	11.0	B
3	SHERMAN WAY &	AM	12.6	B	12.6	B	13.1	B	13.4	B
	FULTON AV	PM	14.3	B	14.4	B	15.2	B	15.4	B

s = seconds

As shown in Table 6, one intersection, Sherman Way and Woodman Avenue, is predicted to operate at a LOD D during the Existing and Future without and with Project during the AM and LOS D during the Existing, Existing with Project and Future Without

Project and LOS E during the Future With Project during the Peak Hour. As such, the queue lengths for all movements were evaluated for potential deficiencies. The queue lengths at Sherman Way and Woodman Avenue, as shown in Table 7 on the following page, do not exceed the LADOT conditions, as defined in the TAG where an operational deficiency would be identified.

Queueing data for the study intersections is presented in the worksheets and the queue summary Table 7. As stated previously, the LADOT TAG identifies unacceptable or extended queuing as peak hour intersection or directional approach:

- operating at LOS D and the through lane queue increases by greater than 75 feet *(approximately 3.75 to 3 vehicles*) on any approach, or
- operating at LOS at E or F, and the through lane queue increases by greater than 50 feet *(approximately 2.5 to 2 vehicles)* on any approach.

The intersection of Sherman Way and Woodman Avenue, operating at LOS D during the AM Peak Hour and LOS E during the PM Peak hour in the Future with Project creates 0 to 1 increase in number of vehicles in queue when compared to the Future without Project queues. No deficient conditions are identified based on LADOT criteria.

Table 7
Queue Lengths (number of vehicles)

No.	Intersection	Movement	95th Percential Maximum Queue (vehicles)								Maximum Queue (vehicles)							
			Existing		Existing + Project				Queue Change		Future WO Project		Future + Project				Queue Change	
			AM Peak Hour Queue	PM Peak Hour Queue	AM Peak Hour Queue	LOS	PM Peak Hour Queue	LOS	AM Peak Hour	PM Peak Hour	AM Peak Hour Queue	PM Peak Hour Queue	AM Peak Hour Queue	LOS	PM Peak Hour Queue	LOS	AM Peak Hour	PM Peak Hour
1	SHERMAN WAY & WOODMAN AV	EBL	10.1	12.4	10.1	E	12.4	F	**0.0**	**0.0**	12.6	18.0	12.6	E	18.0	F	**0.0**	**0.0**
		EBT	12.1	11.4	12.1	D	11.6	C	**0.0**	**0.2**	15.5	14.2	15.7	D	14.5	D	**0.2**	**0.3**
		EBR	13.5	13.1	13.5	D	13.3	D	**0.0**	**0.2**	16.9	16.3	17.0	D	16.6	E	**0.1**	**0.3**
		WBL	6.5	9.3	7.2	E	9.9	F	**0.7**	**0.6**	8.0	11.0	8.6	E	11.6	F	**0.6**	**0.6**
		WBT	11.3	10.6	11.7	D	10.8	C	**0.4**	**0.2**	15.6	11.6	16.4	E	11.8	D	**0.8**	**0.2**
		WBR	12.7	11.7	13.2	D	12.0	D	**0.5**	**0.3**	17.5	12.9	18.3	E	13.2	D	**0.8**	**0.3**
		NBL	8.1	15.5	8.1	E	15.5	F	**0.0**	**0.0**	11.3	19.1	11.3	F	19.1	F	**0.0**	**0.0**
		NBT	7.1	6.9	7.1	B	6.9	B	**0.0**	**0.0**	7.9	7.3	7.9	B	7.3	B	**0.0**	**0.0**
		NBR	2.9	2.1	2.9	B	2.2	B	**0.0**	**0.1**	3.8	2.2	3.9	B	2.3	B	**0.1**	**0.1**
		SBL	7.8	6.8	8.0	D	7.5	D	**0.2**	**0.7**	9.6	7.7	10.0	D	8.2	D	**0.4**	**0.5**
		SBT	14.3	8.3	14.4	C	8.3	C	**0.1**	**0.0**	18.8	8.8	18.8	D	8.8	C	**0.0**	**0.0**
		SBR	8.0	6.5	8.0	B	6.5	B	**0.0**	**0.0**	11.1	7.1	11.1	C	7.1	C	**0.0**	**0.0**
2	SHERMAN WAY & ALLOTT AV	EBL	0.5	1.1	0.8	B	1.4	C	**0.3**	**0.3**	0.5	1.2	0.9	B	1.5	C	**0.4**	**0.3**
		EBT	5.1	6.2	6.0	B	6.8	B	**0.9**	**0.6**	5.5	6.4	7.1	B	7.3	B	**1.6**	**0.9**
		WBT	4.9	7.1	5.8	B	7.7	B	**0.9**	**0.6**	5.4	7.2	6.7	B	8.0	B	**1.3**	**0.8**
		WBR	5.4	7.4	6.1	B	7.9	B	**0.7**	**0.5**	6.0	7.5	7.0	B	8.2	B	**1.0**	**0.7**
		SBL	2.5	2.4	3.4	B	2.8	B	**0.9**	**0.4**	2.7	2.5	4.2	B	3.1	B	**1.5**	**0.6**
		SBR	0.0	0.0	0.0	A	0.0	A	**0.0**	**0.0**	0.0	0.0	0.0	A	0.0	A	**0.0**	**0.0**
3	SHERMAN WAY & FULTON AV	EBL	0.0	0.5	0.0	A	0.5	A	**0.0**	**0.0**	0.0	0.5	0.0	A	0.5	A	**0.0**	**0.0**
		EBT	6.7	6.1	6.8	B	6.1	A	**0.1**	**0.0**	7.4	6.3	8.0	B	6.3	A	**0.6**	**0.0**
		EBR	6.8	6.3	6.9	B	6.4	A	**0.1**	**0.1**	7.5	6.5	8.1	B	6.5	A	**0.6**	**0.0**
		WBL	1.0	4.7	1.0	B	4.8	C	**0.0**	**0.1**	1.2	5.7	1.2	C	5.7	C	**0.0**	**0.0**
		WBT	6.0	5.0	6.0	B	5.0	A	**0.0**	**0.0**	7.0	5.0	7.4	B	5.0	A	**0.4**	**0.0**
		WBR	6.2	5.4	6.1	B	5.4	A	**-0.1**	**0.0**	7.2	5.4	7.5	B	5.5	A	**0.3**	**0.1**
		NBL	3.4	9.4	3.4	B	9.6	D	**0.0**	**0.2**	4.0	10.2	4.3	C	10.5	D	**0.3**	**0.3**
		NBT	0.8	3.0	0.8	B	3.0	C	**0.0**	**0.0**	1.0	3.2	1.0	B	3.2	C	**0.0**	**0.0**
		NBR	3.4	10.9	3.4	B	11.0	D	**0.0**	**0.1**	4.0	12.2	4.3	B	12.3	E	**0.3**	**0.1**
		SBL	0.3	1.5	0.3	B	1.5	C	**0.0**	**0.0**	0.4	1.5	0.4	B	1.5	C	**0.0**	**0.0**
		SBT	0.0	0.0	0.0	A	0.0	A	**0.0**	**0.0**	0.0	0.0	0.0	A	0.0	A	**0.0**	**0.0**
		SBR	2.0	3.5	2.0	B	3.5	C	**0.0**	**0.0**	2.3	3.7	2.5	B	3.7	C	**0.2**	**0.0**

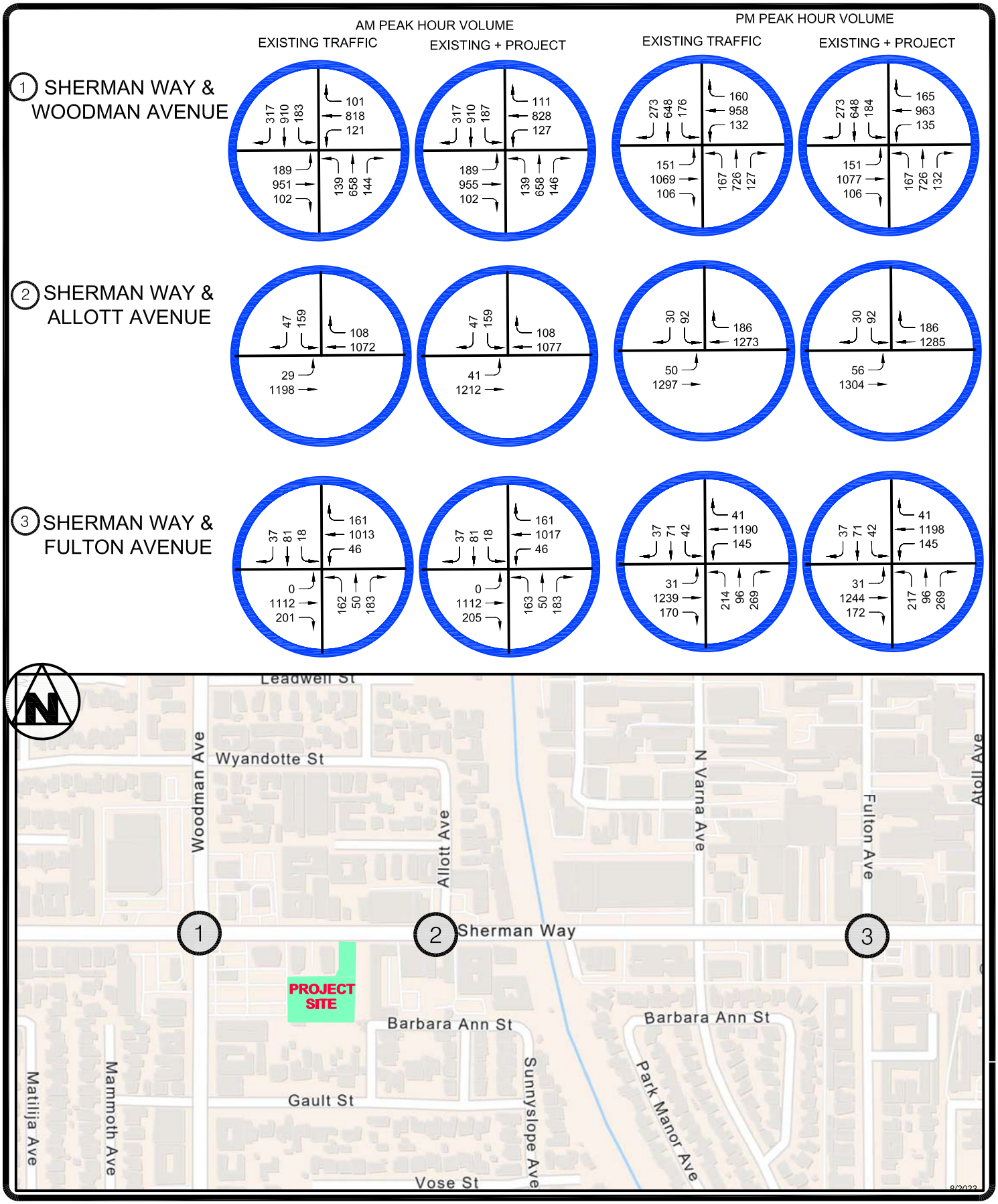
LOS at individual through and turning movements may vary from overall intersection LOS provided in Table 6. Intersection LOS is the combined LOS with all intersection movements.

All Queues at LOS "D" Less than 3 vehicle lengths (appx 60 to 75 feet)

All Queues at LOS "E & F" Less than 2 vehicle lengths (appx 40 to 50 feet)

Negative net queue change indicates a change in critical moves and better operation for that movement

No deficient conditions are identified.



EXISTING TRAFFIC VOLUME WITHOUT AND WITH PROJECT AM & PM PEAK HOUR

FIGURE 6

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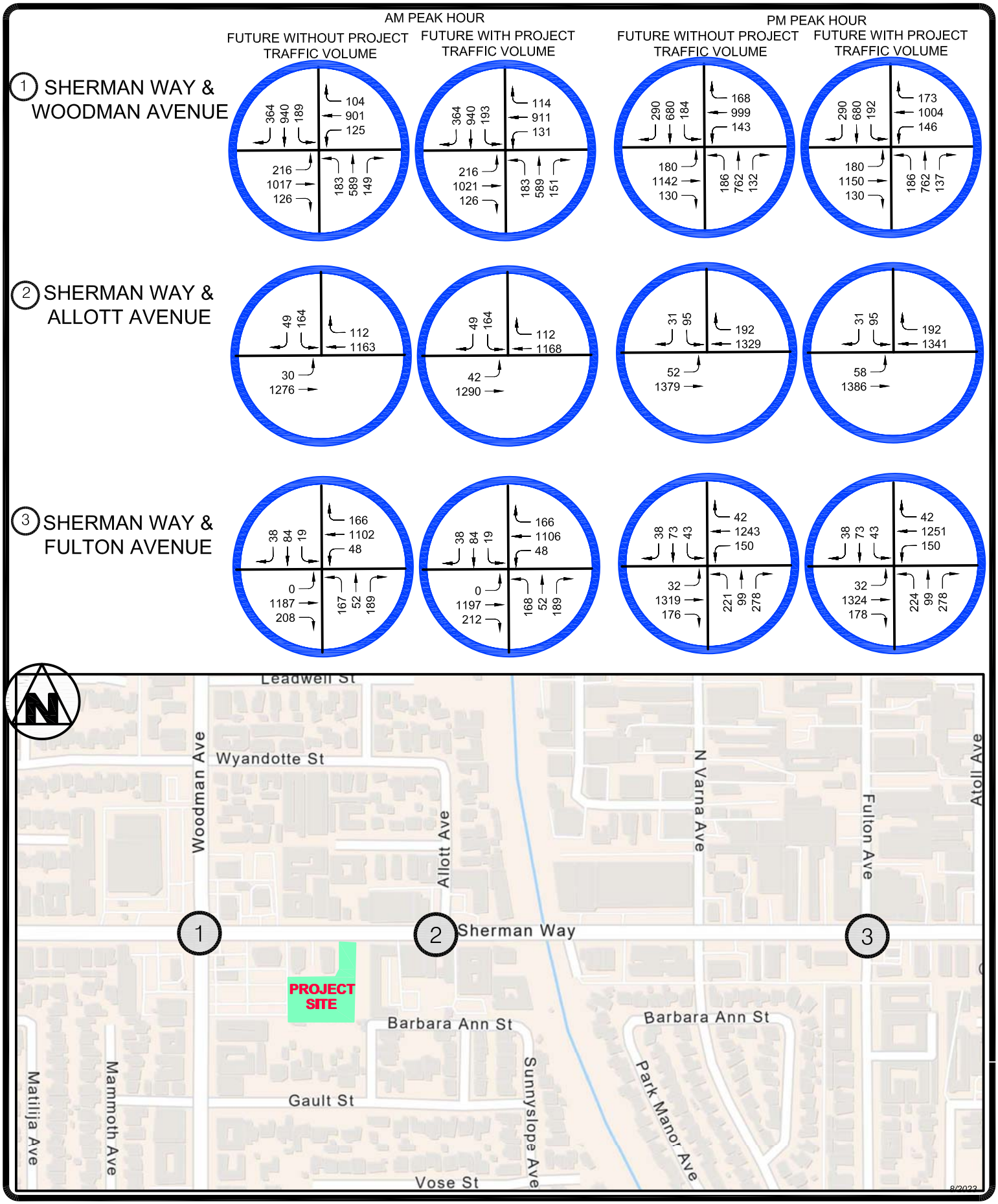

FUTURE (2026) TRAFFIC VOLUME WITHOUT AND WITH PROJECT AM & PM PEAK HOUR

FIGURE 7

Overland Traffic Consultants, Inc.
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(310) 545 - 1235, liz@overlandtraffic.com

As shown in Table 7, the maximum net queue (95th percentile) at the study intersections and directions is less than 2 vehicles. All queue lengths are therefore less than 50 to 75 feet as identified as an unacceptable extended queueing. Note that the Project Design Features (Reduced Parking Supply and Bicycle Parking per LAMC) listed on page 15 of this report, will reduce vehicle trips created by the Project by approximately 13 % according to the VMT Report.

Results of the driveway delay and queuing LOS analysis are shown in Table 8 on the following page for Existing (2023) with the Project and Future (2026) with the Project traffic. No deficient queuing will occur on Sherman Way at the driveway. The projected vehicle queuing exiting the driveway is estimated at 0 to 2 vehicles (95% percentile probability).

Table 8
Traffic Conditions at Project Driveway

			EXISTING + Project 2023 Dealy and Queue Length			FUTURE + Project 2026 QUEUE LENGTH		
Intersection	Peak Hour	Direction	Delay (s)	LOS	Queue	Delay (s)	LOS	Queue
SHERMAN WAY &	AM	NB	30.5	D	0.9	35.7	E	1.1
Project Driveway		EB	-	-	0.0	-	-	
		WBL	19.7	C	0.1	21.3	C	0.1
	PM	NB	39.8	E	0.7	50.2	F	0.9
		EB	-	-	0.0	-	-	
		WBL	22.6	C	0.2	24.7	C	0.2

NBT = Northbound, EB = Eastbound, WBL = Westbound Left
s = seconds
95th precentile Queue - vehicles
The 95th percentile indicates that 95% of the time, the usage is below this amount with the remaining 5% of the time, the usage is above.

Queueing data for the study intersections and driveway is presented in the worksheets and summary table in Appendix H. The Project does not create any

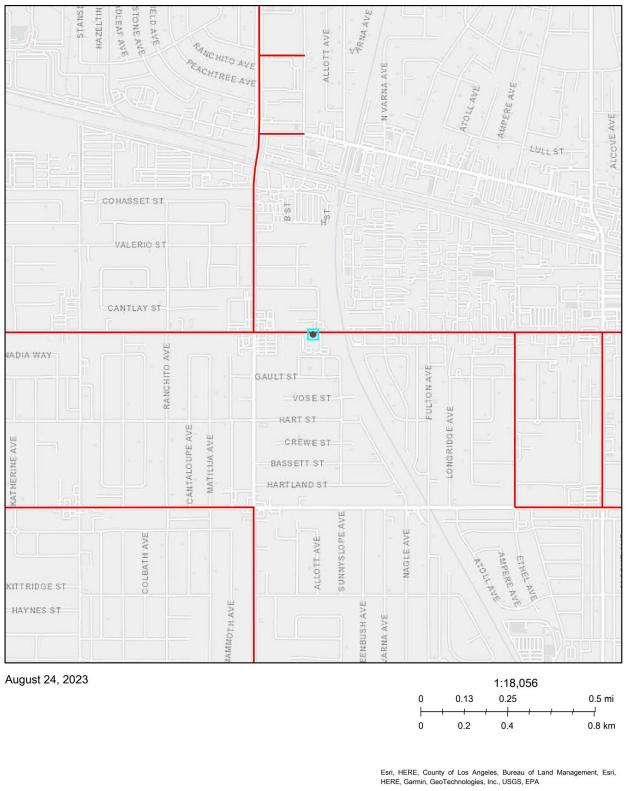
unacceptable operational deficiencies on the Project driveway.

The proposed Project does not create spill over from turn pockets into through lanes, block cross streets or alleys, spill over from drive-throughs into streets or contribute to gridlock congestion. Project Design Features including Reduced Parking and Bicycle Parking per LAMC are listed on page 15 of this report and further reduce vehicle trips. The Project does not create any operational deficiencies in the study area.

Passenger Loading Evaluation

All required parking is located on–site in a parking garage on the ground floor. No dedicated passenger loading zone has been identified as part of the Project at this time. Passenger loading can occur along the Project frontage on Sherman Way or within the Project's garage area.

High Injury Network



High Injury Network

Vision Zero Los Angeles identified a strategic plan to reduce traffic deaths to zero by focusing on engineering, enforcement, education, and evaluation. The priority identified in the report is safety with a goal to make the streets of the City of Los Angeles safer.

As part of an effort to achieve this goal, LADOT identified a High Injury Network (HIN) of city streets. The HIN identifies streets with a high number of traffic-related severe injuries and deaths across all modes of travel with emphasis on those involving pedestrians and cyclists.

Sherman Way is part of the HIN as shown in the HIN map on page 48 and in Appendix C. Continental crosswalks have been installed on all legs of the intersection of Sherman Way and Woodman Avenue. The Project would not preclude or conflict with the implementation of this or any future Vision Zero projects in the public right-of-way.

Construction Overview

Project construction is evaluated to determine if activities substantially interfere with pedestrian, bicycle, transit, or vehicle mobility. Factors to be considered are the location of the Project Site, the functional classification of the adjacent street affected, temporary loss of bus stops or rerouting of transit lines, and the loss of vehicle, bicycle, or pedestrian access.

The Project's potential construction impacts may involve temporary construction activities within the site's adjacent roadways that could cause a temporary loss of on-street parking. However, most of the construction activity would occur onsite.

LADOT's TAG considers three areas to be considered when evaluating project construction activities.

1. Temporary Transportation Constraints

As part of the Project's construction, the City of Los Angeles requires a haul route and may require a Construction Traffic Management Plan (Plan) to be implemented during the construction phase to minimize potential conflicts with vehicles, pedestrians, bicycle, and transit facilities associated with the Project's construction. The Plan should include a construction schedule, the location of any traffic lane or sidewalk closures, any traffic detours, haul routes, hours of operation, access plans to abutting properties, and contact information.

Construction workers are typically expected to arrive at the Project Site before 7:00 AM and depart before or after the weekday peak hours of 4:00 to 6:00 PM. Construction worker vehicles that cannot be accommodated on site will be provided off-street parking and encouraged to use public transit services, and/or shuttle service if needed. Deliveries of construction materials will be coordinated to non-

peak travel periods, to the extent possible and occur on-site or from the adjacent parking lanes.

For off-site activities, a Worksite Traffic Control Plans would be prepared for any temporary traffic lane or sidewalk closures in accordance with City guidelines. These worksite plans will require a formal review and approval by the City prior to the issuance of any construction permits. In addition, the City of Los Angeles will require a non-discretionary Truck Haul Route plan including permitted hauling hours and a haul route to and from the landfill.

Off peak detours around the construction site are expected. Flaggers would be used to control traffic movement during the ingress and egress of construction trucks as needed.

Since Project construction would not substantially interfere with pedestrian, bicycle or vehicle mobility, the construction impacts would be less than significant.

2. Temporary Loss of Access

Vehicular and pedestrian access to the adjacent properties will be maintained. Safe pedestrian circulation paths adjacent to or around the work areas will be provided by covered pedestrian walkways if necessary and will be maintained as required by City-approved Work Area Traffic Control Plans.

Since Project construction would not result in complete loss of vehicular or pedestrian access, the construction impacts on loss of access would be less than significant.

3. Temporary Loss of Bus Stops or Rerouting of Bus Lines

No bus stops are located along the Project frontage. No bus stops will need to be temporarily relocated. There will be no rerouting of bus lines necessary.

Since Project construction would not require relocation of bus stops or bus lines, the construction impacts on transit operations would be less than significant.

Residential Cut-Through Analysis

A neighborhood street impact analysis method is included in the LADOT TAG. The objective of the residential street impact analysis is to determine potential increases in average daily traffic associated with cut-through traffic that can result from a commercial project (or commercial component of a mixed-use project) and impact residential streets. Cut-through trips are defined by the TAG as those which feature travel along a street classified as a Local Street in the City's General Plan, with residential land-use frontage, as an alternative to a higher classification street segment (e.g., Collector, Avenue, or Boulevard as designated in the City's General Plan) to access a destination that is not within the neighborhood within which the Local Street is located.

The proposed Project has a small commercial small restaurant/café proposed with low traffic volumes 48 daily with 5 AM and PM Peak Hour trips. The Project is along a major roadway with no cut-through traffic predicted. No neighborhood cut-through analysis would be required.

APPENDIX A

MEMORANDUM OF UNDERSTANDING

LADOT

Attachment C

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: 13610 Sherman Way Mixed - Use

Project Address: 13610 W. Sherman Way

Project Description: Construct 157 units of multi family housing (of which 13 are affordable VLI)and 555 square foot of commercial - potentially cafe or retail.

LADOT Project Case Number: _____ Project Site Plan attached? *(Required)* ☒ Yes ☐ No

II. TRANSPORTATION DEMAND MANAGEMENT (TDM) MEASURES

Select any of the following TDM measures, which may be eligible as a Project Design Feature[1], that are being considered for this project:

X	Reduced Parking Supply[2]	X	Bicycle Parking and Amenities		Parking Cash Out

List any other TDM measures (e.g. bike share kiosks, unbundled parking, microtransit service, etc) below that are also being considered and would require LADOT staff's determination of its eligibility as a TDM measure. LADOT staff will make the final determination of the TDM measure's eligibility for this project.

1 _____ _____

2 _____ _____

3 _____ _____

III. TRIP GENERATION

Trip Generation Rate(s) Source: ITE 10th Edition / Other 11th Edition ITE & LADOT 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	15	39	54
PM Trips	33	21	54

NET Daily Vehicle Trips (DVT)

619 DVT (ITE 11 ed.)

729 DVT (VMT Calculator ver. 1.4)

[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 the City's Transit Oriented Community Guidelines.

IV. STUDY AREA AND ASSUMPTIONS

Project Buildout Year: 2026 Ambient Growth Rate: 1 % Per Yr.

Related Projects List, researched by the consultant and approved by LADOT, attached? *(Required)* ☐ Yes ☐ No

STUDY INTERSECTIONS and/or STREET SEGMENTS:
(May be subject to LADOT revision after access, safety, and circulation evaluation.)

1 Sherman Way & Woodman Avenue
2 Sherman Way & Allott Avenue
3 Sherman Way & Fulton Avenue

Driveway Analysis: A. Project Dwy & Sherman Way

Provide a separate list if more than six study intersections and/or street segments.

Is this Project located on a street within the High Injury Network? ☒ Yes ☐ No

If a study intersection is located within a ¼-mile of an adjacent municipality's jurisdiction, signature approval from said municipality is required prior to MOU approval.

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

VI. ACCESS ASSESSMENT CRITERIA

If Yes to any of the above questions a., b., or c., the Transportation Assessment must assess the project's potential effect on pedestrian, bicycle, and transit facilities in the vicinity of the proposed project. Complete **Attachment C.1: Access Assessment Criteria** and attach to the draft Transportation Assessment to support the analysis. For the full scope of analysis, see Section 3.2 of the Transportation Assessment Guidelines.

VII. SITE PLAN AND MAP OF STUDY AREA

Please note that the site plan should be submitted to the Department of City Planning for cursory review.

Does the attached site plan and/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 trip distribution percentages at each study intersection	☒	☐	☐
Project driveways designed per LADOT MPP 321 (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)	☐	☐	☒

*For mixed-use projects, also show the project trips and project trip distribution by land use category.

VIII. FREEWAY SAFETY ANALYSIS SCREENING

Will the project add 25 or more trips to any freeway off-ramp in either the AM or PM peak hour? ☐ YES ☒ NO
Provide a brief explanation or graphic identifying the number of project trips expected to be added to the nearby freeway off-ramps serving the project site. If Yes to the question above, a freeway ramp analysis is required.

IX. CONTACT INFORMATION

	CONSULTANT	DEVELOPER
Name:	LIZ FLEMING, OVERLAND TRAFFIC CONSULTANTS	GONZALES LAW GROUP
Address:	952 MANHATTAN BCH BL #100, M.B.	Chris Mangasarian
Phone Number:	310 545-1235	707 WILSHIRE BL, SUITE 4350
E-Mail:	LIZ@OVERLANDTRAFFIC.COM	LOS ANGELES, CA 90017

Approved by:	X	Consultant's Representative		corrected 7-24-23 Date	X	LADOT Representative		8/24/2023 **Date
Adjacent Municipality:				Approved by: (if applicable)		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.

TRIP GENERATION RATES AND CALCULATIONS

13610 Sherman Way

ITE Code	Description	Daily Trips	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total
220	Apartments (low-rise per unit, not close to rail transit)	6.74	24%	76%	0.40	63%	37%	0.51
221	Apartments (mid-rise, not close to rail transit)	4.54	23%	77%	0.37	61%	39%	0.39
LADOT	Affordable (outside TPA)	4.15	40%	60%	0.55	55%	45%	0.43
932	High Turnover Restaurant	107.20	55%	45%	9.57	61%	39%	9.05
822	Retail less than 40,000 sf	54.45	60%	40%	2.36	50%	50%	6.59

ITE Code	Description	Size	Daily Trips	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total
	Proposed Project								
221	Apartments (mid-rise)	144 units	654	12	41	53	34	22	56
	Transit/Walk Adjustment	10%	-65	(1)	(4)	(5)	(3)	(3)	(6)
LADOT	Affordable (outside TPA per unit)	13 units	54	3	4	7	3	3	6
	Transit/Walk Adjustment	10%	-5	(0)	(1)	(1)	(0)	(1)	(1)
932	Café or Retail	555 sf	59	3	2	5	3	2	5
	Internal Trips	10%	-6	(1)	(0)	(1)	(1)	(0)	(1)
	Transit/Walk Adjustment	10%	-5	(0)	(0)	(0)	(0)	(0)	(0)
	Subtotal Proposed		686	16	42	58	36	23	59
	Existing								
220	Apartments (low-rise)	11 units	74	1	3	4	4	2	6
	Transit/Walk Adjustment	10%	-7	(0)	(0)	(0)	(1)	(0)	(1)
	Subtotal Existing		67	1	3	4	3	2	5
	Net (Proposed-Existing)		619	15	39	54	33	21	54

Transit Stops

Sherman Way - Route 162 NW & SE Corners at Woodman Av appx 560 feet west — 15 min headway

Woodman - Route 158 NE & SW corners at Sherman Way appx 560 feet west — 60 min headway

HTO Restaurant used for flexibility and conservative evaluation of 555 sf commercial.

CITY OF LOS ANGELES VMT CALCULATOR Version 1.4

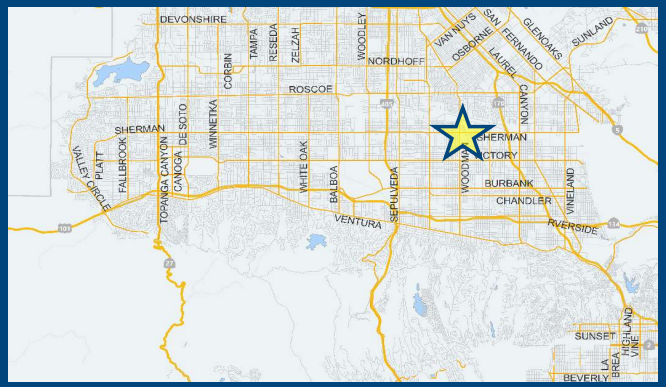
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project:

Scenario: Transportation Assessment

Address: 13610 W SHERMAN WAY, 91405



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 station?

○ Yes ◉ No

Existing Land Use

Land Use Type	Value	Unit
Housing | Multi-Family	11	DU
Housing | Multi-Family	11	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
Retail | High-Turnover Sit-Down Restaurant	0.555	ksf
Housing | Multi-Family	144	DU
Housing | Affordable Housing - Family	13	DU
Retail | High-Turnover Sit-Down Restaurant	0.555	ksf

☐ Click here to add a single custom land use type (will be included in the above list)

Project Screening Summary

Existing Land Use	Proposed
54 Daily Vehicle Trips	783 Daily Vehicle Trips
410 Daily VMT	5,934 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	729 Net Daily Trips
The net increase in daily VMT ≤ 0	5,524 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	0.555 ksf

The proposed project is required to perform VMT analysis.

Measuring the Miles

7/24/2023

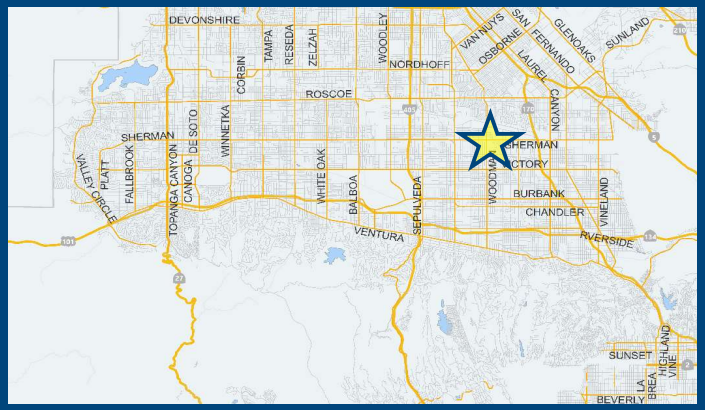
CITY OF LOS ANGELES VMT CALCULATOR Version 1.4

Project Information

Project:

Scenario: Transportation Assessment

Address: 13610 W SHERMAN WAY, 91405



Proposed Project Land Use Type	Value	Unit
Housing | Multi-Family	144	DU
Housing | Affordable Housing - Family	13	DU
Retail | High-Turnover Sit-Down Restaurant	0.555	ksf

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

159 city code parking provision for the project site

102 actual parking provision for the project site

Unbundle Parking

☐ Proposed Prj ☐ Mitigation

0 monthly parking cost (dollar) for the project site

Parking Cash-Out

☐ Proposed Prj ☐ Mitigation

0 percent of employees eligible

Price Workplace Parking

☐ Proposed Prj ☐ Mitigation

6.00 daily parking charge (dollar)

0 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
681 Daily Vehicle Trips	**681** Daily Vehicle Trips
5,160 Daily VMT	**5,160** Daily VMT
7.3 Household VMT per Capita	**7.3** Household VMT per Capita
N/A Work VMT per Employee	**N/A** Work VMT per Employee

Significant VMT Impact?

Proposed Project	With Mitigation
Household: No Threshold = 9.4 15% Below APC	**Household: No** Threshold = 9.4 15% Below APC
Work: N/A Threshold = 11.6 15% Below APC	**Work: N/A** Threshold = 11.6 15% Below APC

Measuring the Miles

7/24/2023

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: July 24, 2023
Project Name:
Project Scenario: Transportation Assessment
Project Address: 13610 W SHERMAN WAY, 91405

Version 1.4

Project Information			
Land Use Type		**Value**	**Units**
Housing	*Single Family*	*0*	*DU*
	Multi Family	144	DU
	Townhouse	*0*	*DU*
	Hotel	*0*	*Rooms*
	Motel	*0*	*Rooms*
Affordable Housing	Family	13	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	0.555	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: July 24, 2023
Project Name:
Project Scenario: Transportation Assessment
Project Address: 13610 W SHERMAN WAY, 91405

Version 1.4

Analysis Results			
Total Employees: 2 Total Population: 365			
Proposed Project		***With Mitigation***	
681	**Daily Vehicle Trips**	**681**	**Daily Vehicle Trips**
5,160	**Daily VMT**	**5,160**	**Daily VMT**
7.3	**Household VMT per Capita**	**7.3**	**Household VMT per Capita**
N/A	**Work VMT per Employee**	**N/A**	**Work VMT per Employee**

Significant VMT Impact?			
APC: South Valley			
Impact Threshold: 15% Below APC Average Household = 9.4 Work = 11.6			
Proposed Project		***With Mitigation***	
VMT Threshold	**Impact**	**VMT Threshold**	**Impact**
Household > 9.4 Work > 11.6	No N/A	Household > 9.4 Work > 11.6	No N/A

TDM Strategy Inputs

Strategy Type		Description	Proposed Project	Mitigations
Parking	Reduce parking supply	City code parking provision (spaces)	159	159
		Actual parking provision (spaces)	102	102
	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*
		Degree of implementation (low, medium, high)	*0*	*0*
	Employer sponsored vanpool or shuttle	*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)	Yes	Yes
	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: July 24, 2023
Project Name:
Project Scenario: Transportation Assessment
Project Address: 13610 W SHERMAN WAY, 91405

Version 1.4

TDM Adjustments by Trip Purpose & Strategy

Place type: Compact Infill

		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	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	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%*	

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Compact Infill

		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	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
	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 sections 1 - 2
	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	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*
MAX. TDM EFFECT	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*

= 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: July 24, 2023
Project Name:
Project Scenario: Transportation Assessment
Project Address: 13610 W SHERMAN WAY, 91405

Version 1.4

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	140	-19.3%	113	10.6	1,484	1,198
Home Based Other Production	388	-27.3%	282	6.6	2,561	1,861
Non-Home Based Other Production	191	-2.1%	187	8.5	1,624	1,590
Home-Based Work Attraction	3	-100.0%	0	9.4	28	0
Home-Based Other Attraction	208	-28.4%	149	5.8	1,206	864
Non-Home Based Other Attraction	54	-3.7%	52	8.1	437	421

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	-13.0%	98	1,042	-13.0%	98	1,042
Home Based Other Production	-13.0%	245	1,618	-13.0%	245	1,618
Non-Home Based Other Production	-13.0%	163	1,383	-13.0%	163	1,383
Home-Based Work Attraction	-13.0%	0	0	-13.0%	0	0
Home-Based Other Attraction	-13.0%	130	751	-13.0%	130	751
Non-Home Based Other Attraction	-13.0%	45	366	-13.0%	45	366

MXD VMT Methodology Per Capita & Per Employee

Total Population: 365
Total Employees: 2
APC: South Valley

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**2,660**	**2,660**
Total Home Based Work Attraction VMT	**0**	**0**
Total Home Based VMT Per Capita	**7.3**	**7.3**
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: LIZ FLEMING

Title: V.P.

Company: OVERLAND TRAFFIC CONSULTANTS

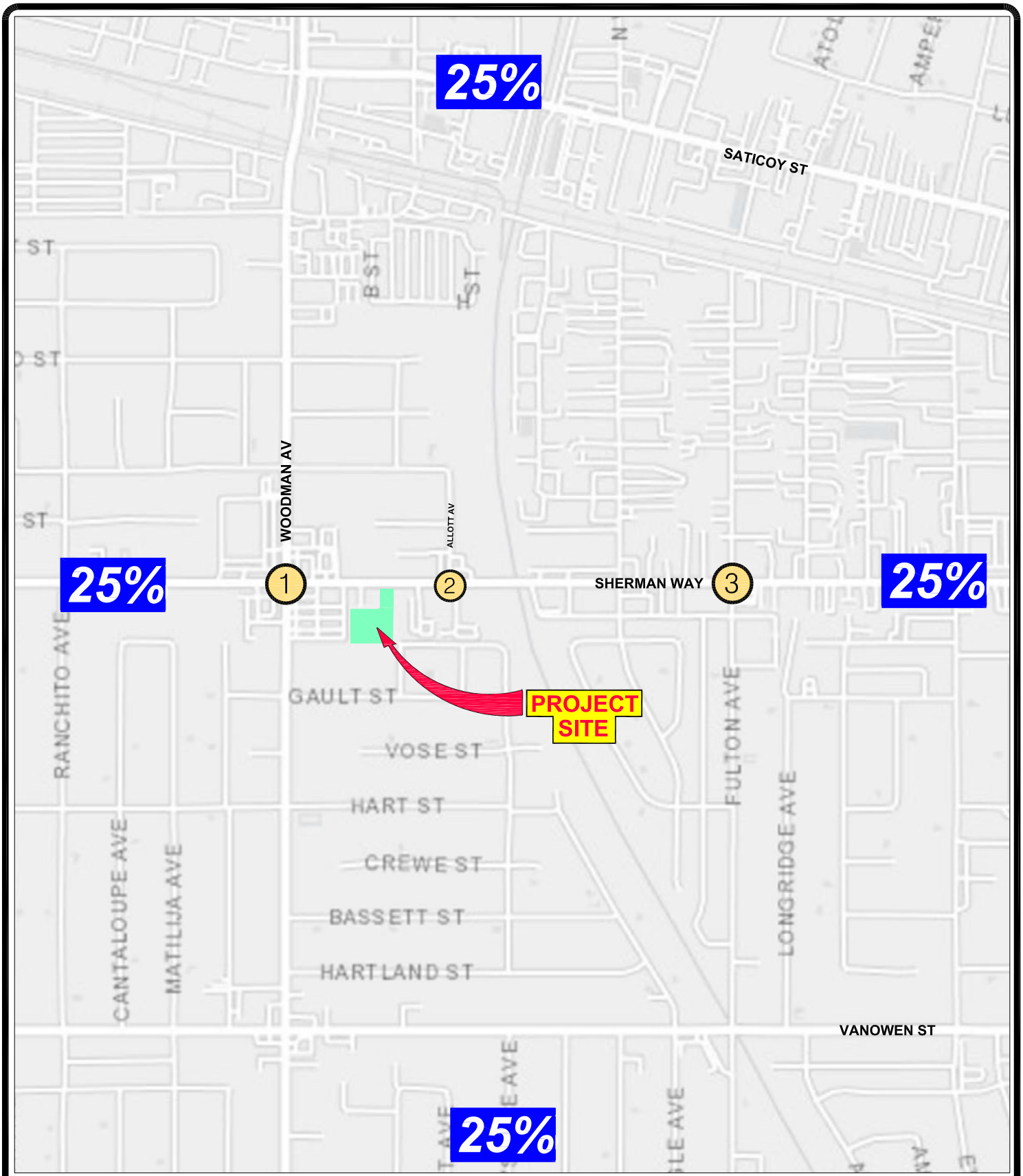
Address: 952 MANHATTAN BCH BL #100

Phone: 310 545-1235

Email Address: liz@overlandtraffic.com

Date: 7-24-23

#	Location	Peak Hour	Project Trips In	# of Trips	Over 25 Peak Hour Trips?
a	NB Hollywood Freeway (SR-170) Off Ramp & EB Sherman Way	AM	0%	0	NO
		PM	0%	0	NO
b	NB Hollywood Freeway (SR-170) Off Ramp & WB Sherman Way	AM	10%	2	NO
		PM	10%	4	NO
c	SB Hollywood Freeway (SR-170) Off Ramp & Sherman Way	AM	10%	2	NO
		PM	10%	4	NO
d	NB San Diego Freeway (I-405) Off Ramp & Sherman Way	AM	5%	2	NO
		PM	5%	2	NO
e	SB San Diego Freeway (I-405) Off Ramp & Sherman Way	AM	5%	2	NO
		PM	5%	2	NO
f	WB Ventury Freeway (US-101) Off Ramp & Woodman Avenue	AM	5%	2	NO
		PM	5%	2	NO
g	EB Ventury Freeway (US-101) Off Ramp & Woodman Avenue	AM	5%	2	NO
		PM	5%	2	NO



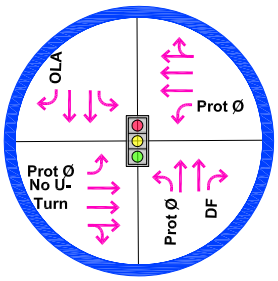
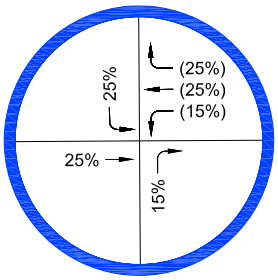
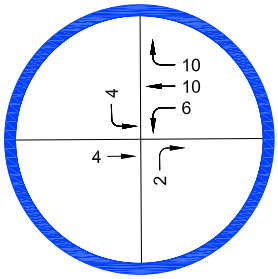
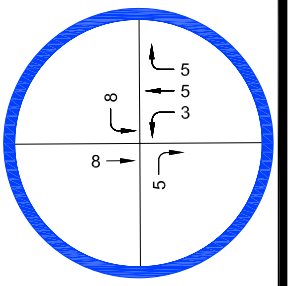
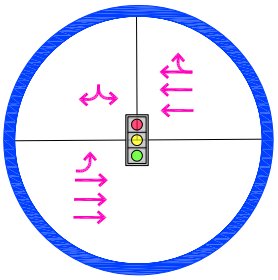
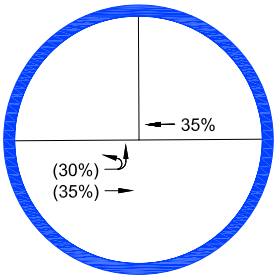
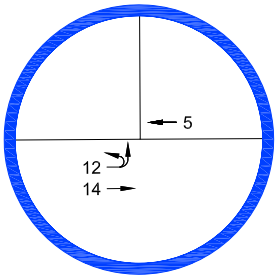
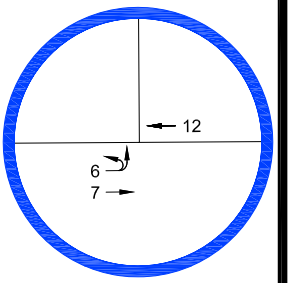
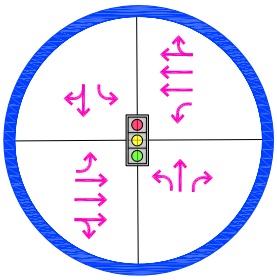
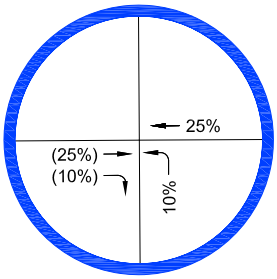
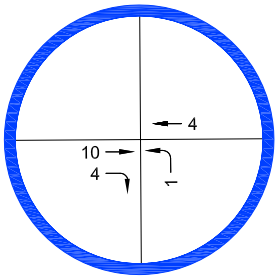
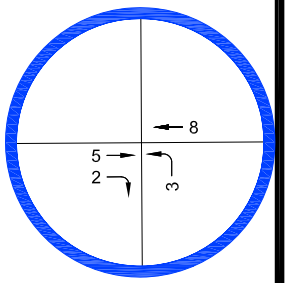
FIGURE

5/2022

STUDY INTERSECTIONS & OVERALL DISTRIBUTION

Overland Traffic Consultants, Inc.
952 Manhattan Beach Bl, #100, Manhattan Beach, CA 90266
(310) 545-1235, liz@overlandtraffic.com

LEGEND
XX INBOUND
(XX) OUTBOUND

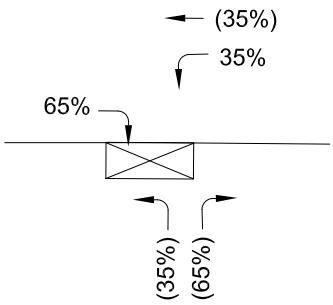
	LANE CONFIGURATION	PROJECT TRAFFIC ASSIGNMENT PERCENTAGE	PROJECT TRAFFIC AM PEAK HOUR VOLUME	PROJECT TRAFFIC PM PEAK HOUR VOLUME
1 SHERMAN WAY & WOODMAN AVENUE				
2 SHERMAN WAY & ALLOTT AVENUE				
3 SHERMAN WAY & FULTON AVENUE				

DF = DeFacto Operational Right

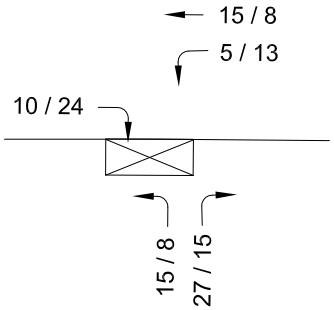
OLA = Right Turn Signal with Corresponding Left

PROJECT ACCESS

DISTRIBUTION



COMBINED TRIPS AM/PM



Without Prior Use Credits

FIGURE

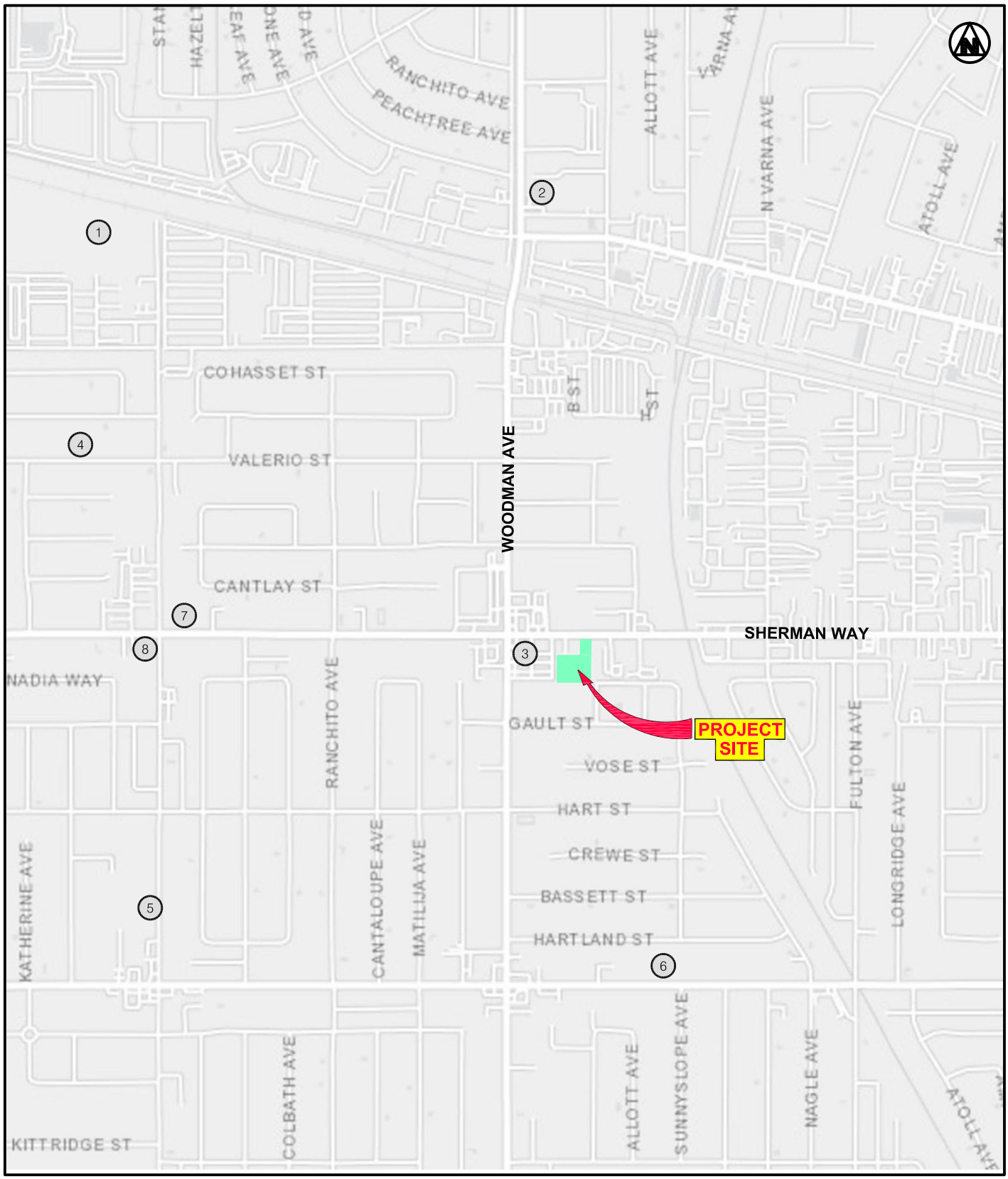
5/2023

STUDY INTERSECTION LANE CONFIGURATIONS
PROJECT TRAFFIC ASSIGNMENT
AM & PM PEAK HOUR TRAFFIC VOLUMES

Overland Traffic Consultants, Inc.
952 Manhattan Beach Bl, #100, Manhattan Beach, CA 90266
(310) 545 - 1235, OTC@overlandtraffic.com

RELATED PROJECT TRAFFIC GENERATION

No.	Use	Size		Location	Daily Traffic	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total
1	Industria	283,920	s.f.	7600 Tyrone Avenue	1,383	185	25	210	26	159	185
2	Senior Apartments	288	Units	7700 Woodman Avenue	630	3	30	33	19	14	33
3	Pharmacy	14,786	s.f.	13670 Sherman Way	548	1	9	16	29	28	57
4	Charter School	330	Students	14203 Valerio Street	611	178	165	343	18	34	53
5	Small Lot Single Family	10	Lots	6857 N. Halzeltine Avenue	72	1	4	5	3	3	6
6	Condominiums	8	Units	13513 Vanowen Street	38	1	2	3	2	1	3
7	Apartments	42	Units	14045 Sherman Way	191	4	12	16	10	6	16
8	Apartments	23	Units	14116 Sherman Way	104	2	7	9	5	4	9



3/2023

RELATED PROJECT MAP LOCATION

Overland Traffic Consultants, Inc.
952 Manhattan Beach Bl, #100, Manhattan Beach, CA 90266
(310) 930 - 3303, OTC@overlandtraffic.com

MIXED USE DEVELOPMENT

13610 SHERMAN WAY BOULEVARD, VAN NUYS, CA

ASSESSOR'S ID #: 2328-008-024

PROJECT DATA

LOT AREA:.....46,211.8 SQ. FT.
STORE FRONT:.....555 SQ. FT.
APARTMENTS:.....92,058 SQ. FT.
ZONE:..... C1-1VL & P-1VL
HEIGHT DISTRICT 1-VL:.....MAX. 3 STORIES, MAX. 45 FEET (NO STORY RESTRICTION FOR RESIDENTIAL)
PROPOSED MAX. HEIGHT:.....58'-0" (DENSITY BONUS WAIVER)
OCCUPANCY:.....R-2, S-2 & B
CONSTRUCTION TYPE:..... V-A FULLY SPRINKLERED (4 STORIES)
1-A GARAGE FULLY SPRIKLERED

FAR(PROPOSED):.....143,668 SF
FAR(ALLOWED):.....150,482 SF (111,468X1.35)(SEE A1.2)
DENSITY(PROPOSED:.....1 UNIT/400 SF + 35% DENSITY BONUS
DENSITY ALLOWED:.....1 UNIT/400 SF
REQUIRED SETBACKS:.....0' IN C1 ZONE AND PARKING LEVEL
REQUIRED SETBACKS:.....8' AT SIDE YARDS, 17' AT REAR YARD (RESIDENTIAL)
PROPOSED SETBACK:.....24' FRONT, 5' & 6'-3" SIDES, 15' REAR (WAIVERS)
OPEN SPACE (PROPOSED):.....13,455 SF (WAIVER)
OPEN SPACE (REQUIRED):.....15,800 SF

DENSITY BONUS ORDINANCE BASED PROJECT

13 UNITS (11% OF 116) SHALL BE FOR VERY LOW INCOME HOUSEHOLDS

PARKING:

units	2br	1br	Single
(Code)	8	55	117 = 180
(Incentive)	6	39	114 = 159

Required (159-16=143) (16 is 10% bicycle reduction) 143

Provided 102 (WAIVER)

BICYCLE PARKING:

Short Term Spaces	Long Term Spaces
8 (1 per 20 units)	79 (1 per 2 units)

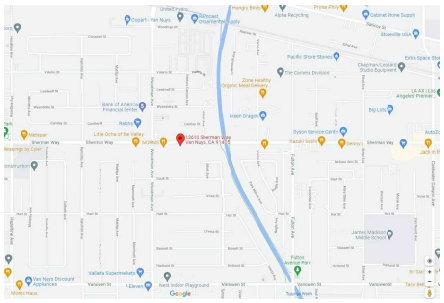
OPEN SPACE:

Unit Type:	Number	Required Open space	Total Area
2 BR(3 HAB.RMS)	4	125 SF	500 SF
1 BR(2 HAB.RMS)	39	100 SF	3,900 SF
SINGLE(1 HAB. RM.)	114	100 SF	11,400 SF
TOTAL:			15,800 SF

OPEN SPACE PROVIDED:
COMMON OPEN SPACE
CENTRAL COURT: 7,420 SF
REC/EXE ROOMS: 1,100 SF
REAR YARD DECK: 3,485 SFZ
FRONT COURT: 800 SF
TOTAL: 12,805 SF 12,805 SF

PRIVATE OPEN SPACE
2ND FLOOR 4 X50 = 200 SF
3RD FLOOR 4X50 = 200 SF
4TH FLOOR 3X50 = 150 SF
5TH FLOOR 2X50 = 100 SF
TOTAL 650 SF 650 SF
TOTAL OPEN SPACE 13,455 SF

VICINITY MAP



UNITS:

Floor:	Units:	2BR	1 Br	Single	Zoning Area
5th Floor:	37 units	1	10	29	22,616 sf
4th Floor:	40 units	1	10	29	22,616 sf
3rd Floor:	40 units	1	10	29	22,616 sf
2nd Floor:	40 units	1	9	27	21,697 sf
Total:	157 units	4	39	114	89,545 sf

SHEET INDEX

LEGAL DESCRIPTION:

PORTION OF LOT 74 OF TRACT NO. 1081, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 17, PAGES 130 AND 131 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

ISSUE / REVISIONS
8/22/22
10/06/22
11/01/22
4/4/23
4/27/23
5/1/23

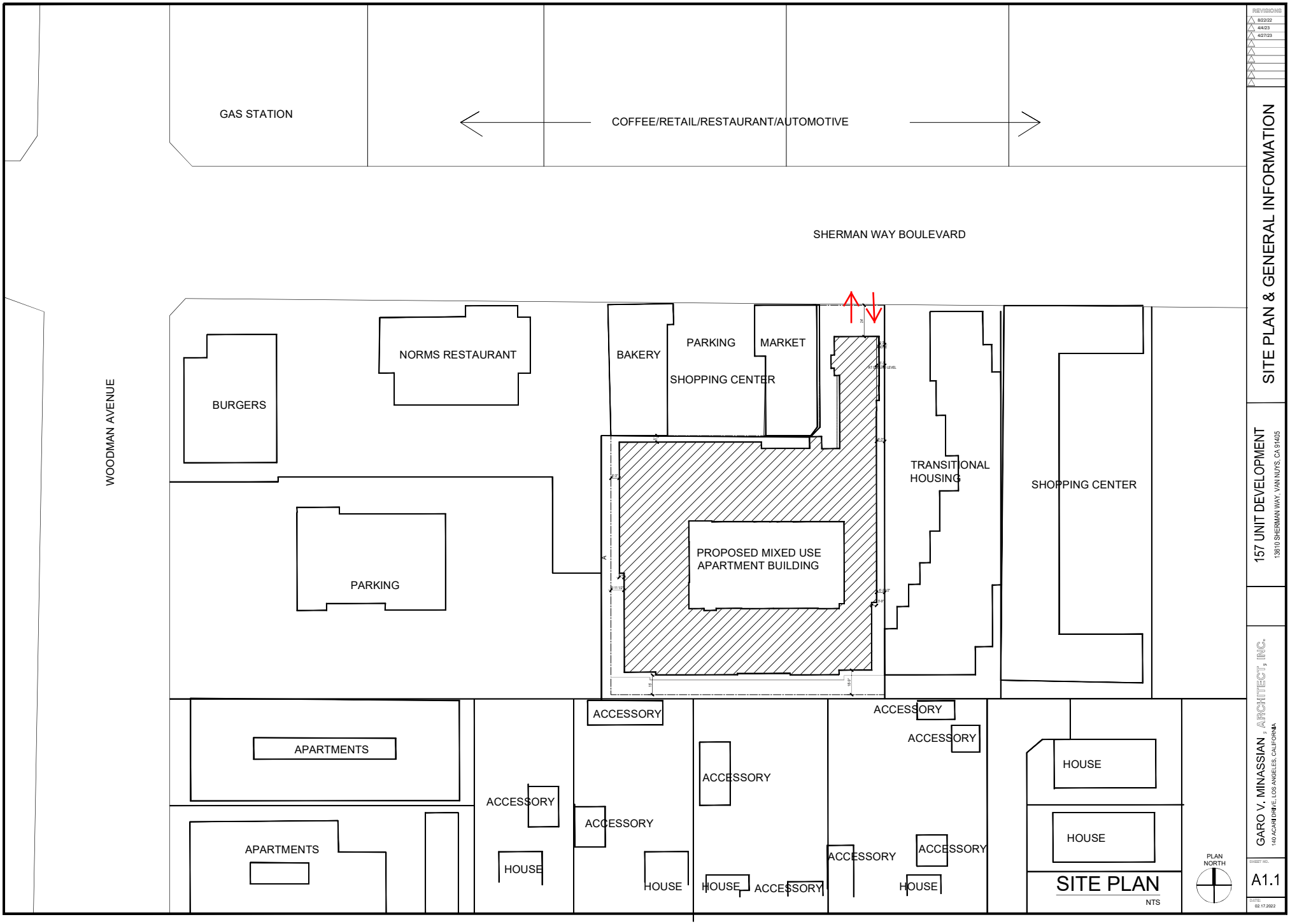
TITLE SHEET

157 UNIT DEVELOPMENT
13610 SHERMAN WAY, VAN NUYS, CA 91405

GARO V. MINASSIAN, ARCHITECT, INC.
140 ACARI DRIVE, LOS ANGELES, CALIFORNIA

SHEET NO.
A1.0

DATE:
02.17.2022



SITE PLAN

NTS

REVISIONS
8/22/22
4/4/23
4/27/23

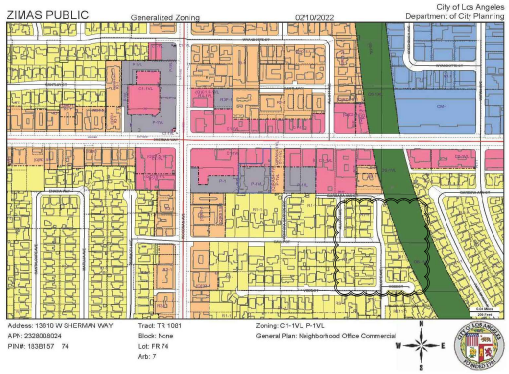
SITE PLAN & GENERAL INFORMATION

157 UNIT DEVELOPMENT
13610 SHERMAN WAY, VAN NUYS, CA 91405

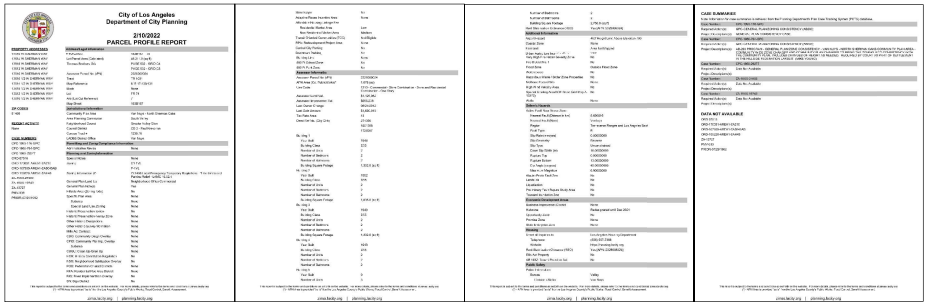
GARO V. MINASSIAN, ARCHITECT, INC.
140 ACHARD DRIVE, LOS ANGELES, CALIFORNIA

SHEET NO.
A1.1

DATE:
02.17.2022

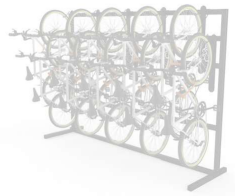


ZONING MAP



PARCEL REPORT

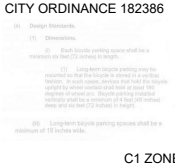
SHORT TERM



LONG TERM

BICYCLE RACK DETAILS

CITY ORDINANCE 182386

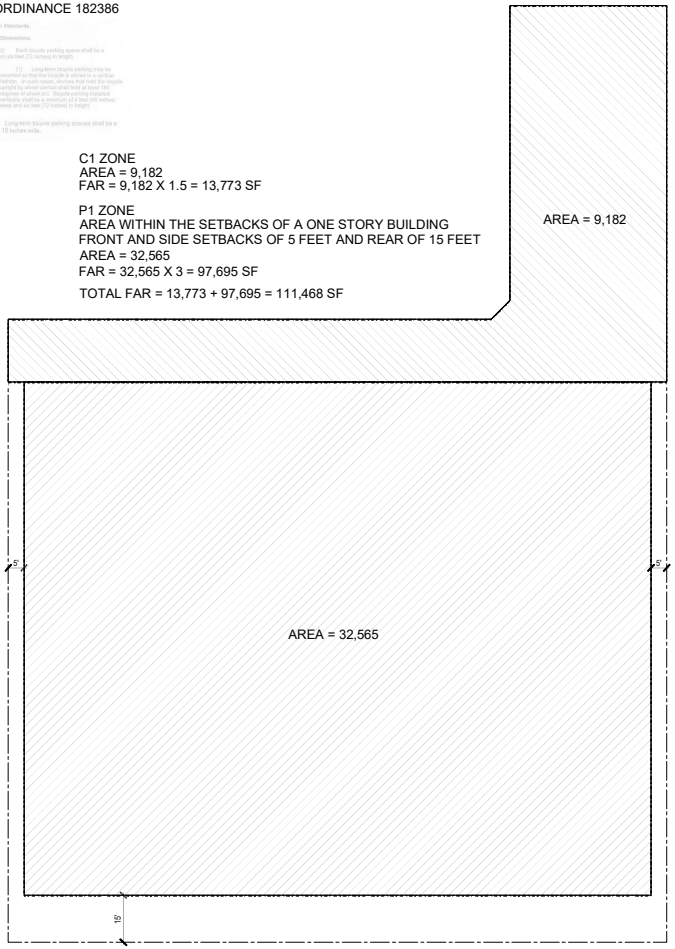


SHERMAN WAY BOULEVARD

C1 ZONE
AREA = 9,182
FAR = 9,182 X 1.5 = 13,773 SF

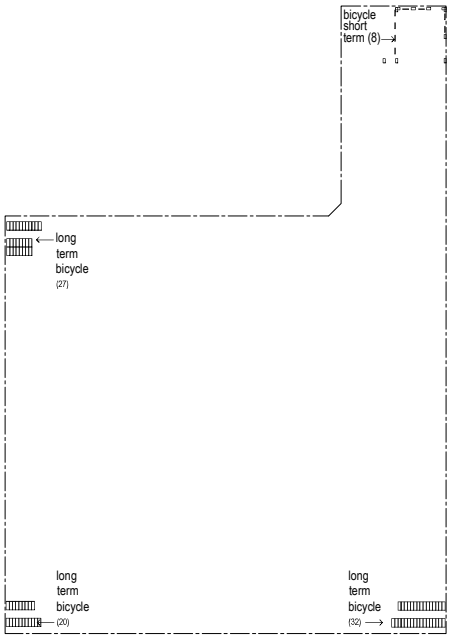
P1 ZONE
AREA WITHIN THE SETBACKS OF A ONE STORY BUILDING
FRONT AND SIDE SETBACKS OF 5 FEET AND REAR OF 15 FEET
AREA = 32,565
FAR = 32,565 X 3 = 97,695 SF

TOTAL FAR = 13,773 + 97,695 = 111,468 SF

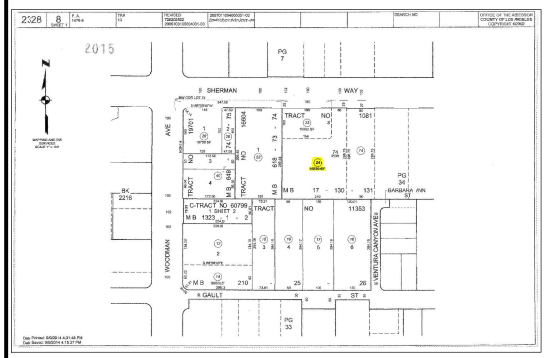


BUILDABLE FLOOR AREA DIAGRAM

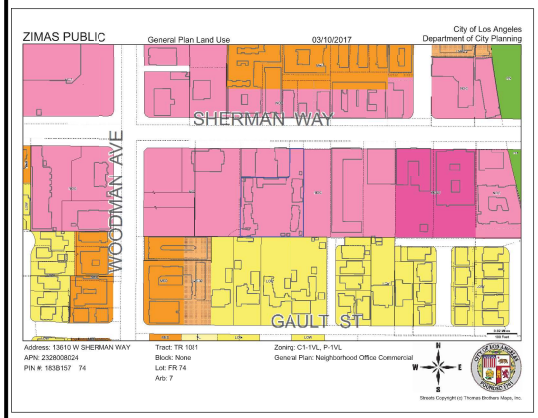
SCALE: 1/16" = 1'-0"



BICYCLE PARKING DIAGRAM



PARCEL MAP



GENERAL PLAN

REVISIONS
8/22/22
4/4/23
4/27/23
5/1/23

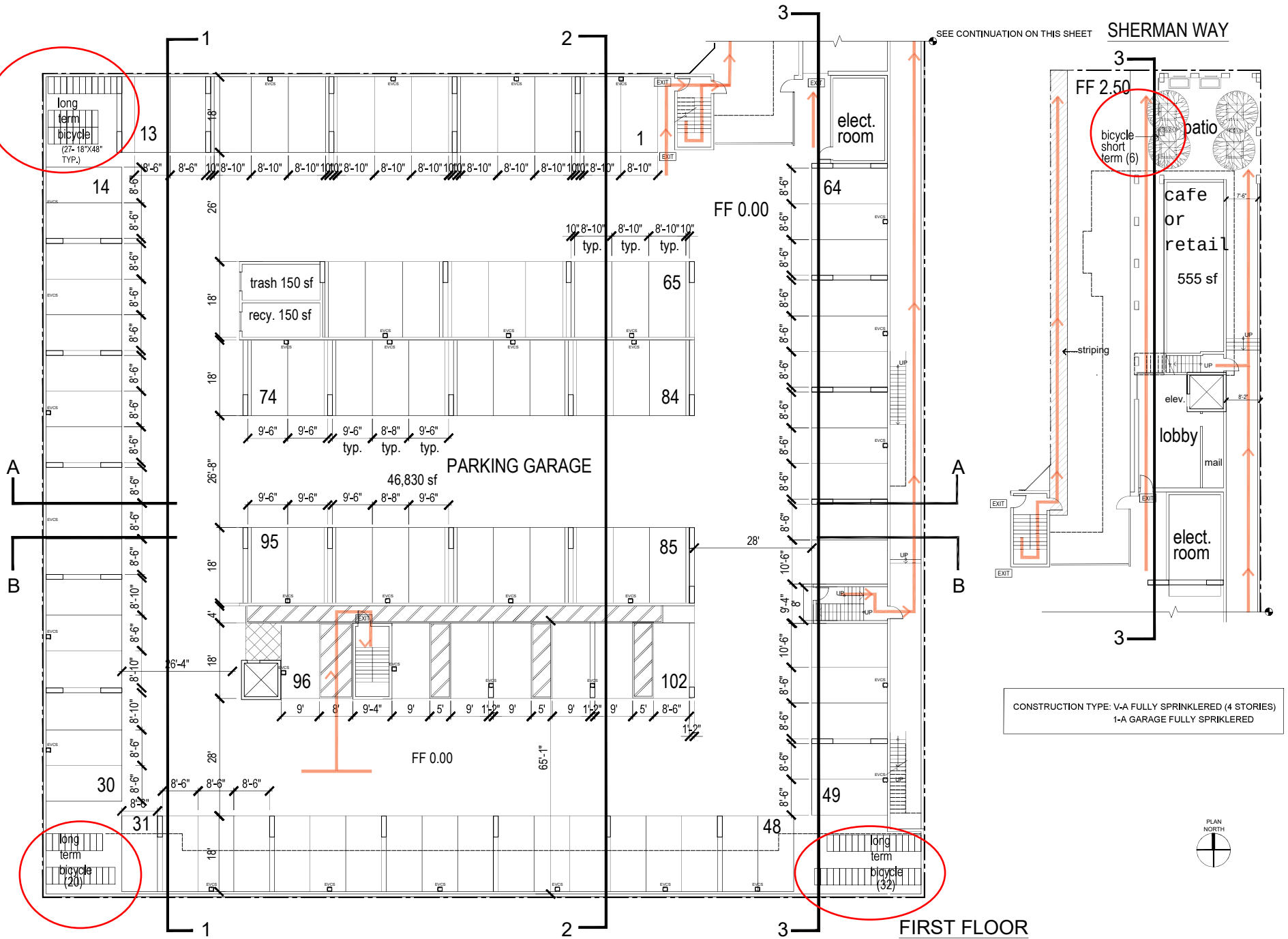
SITE PLAN & GENERAL INFORMATION

157 UNIT DEVELOPMENT
13610 SHERMAN WAY, VAN NUYS, CA 91405

GARO V. MINASSIAN, ARCHITECT, INC.
140 ACARI DRIVE, LOS ANGELES, CALIFORNIA

SHEET NO.
A1.2

DATE:
02.17.2022



FIRST FLOOR
102 PARKING STALLS

SCALE: 1/8" = 1'-0"

REVISIONS
8/22/22
1/1/22
4/4/23
4/27/23
5/1/23

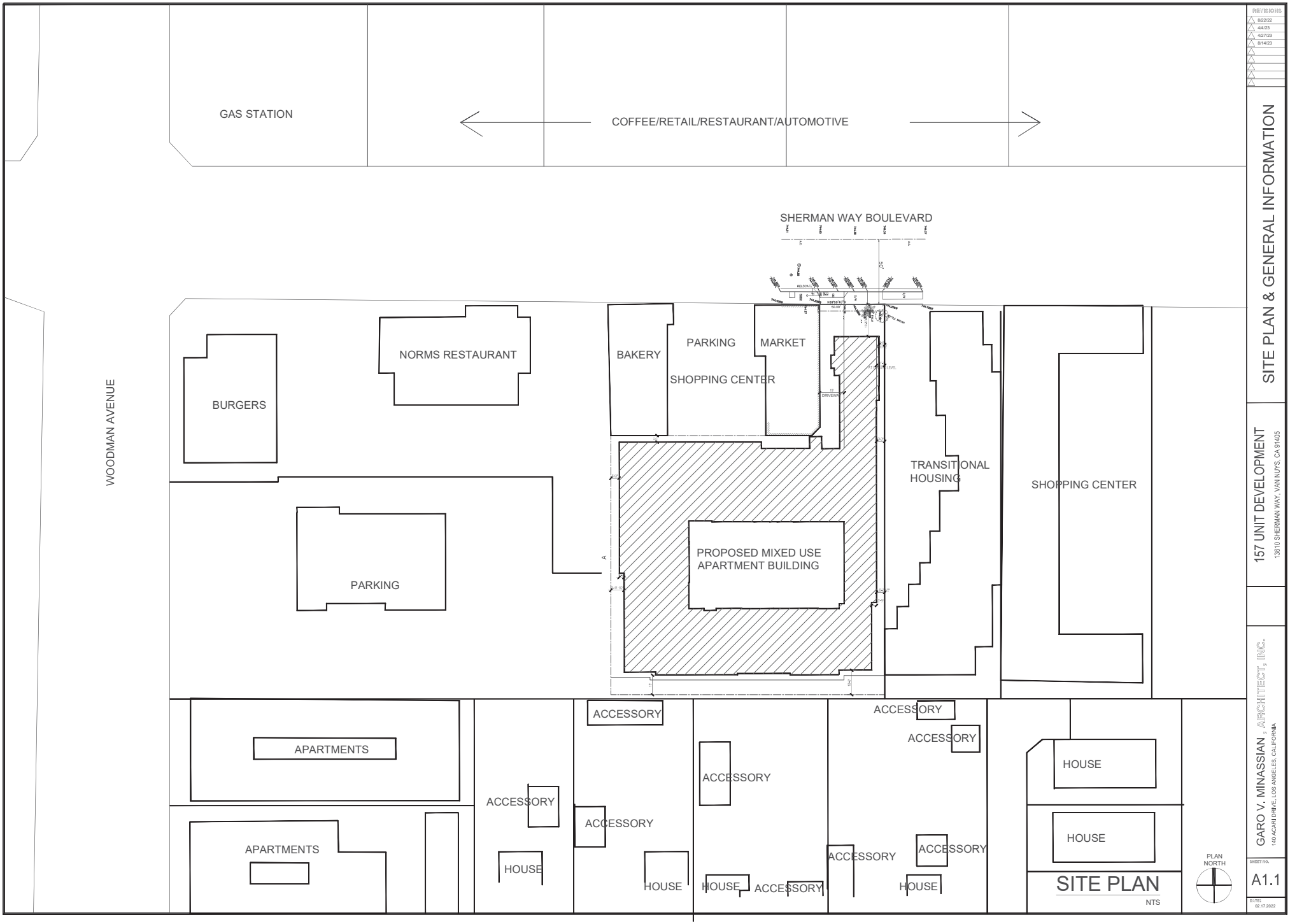
FIRST FLOOR PLAN

157 UNIT DEVELOPMENT
13610 SHERMAN WAY, VAN NUYS, CA 91405

GARO V. MINASSIAN, ARCHITECT, INC.
140 ACARI DRIVE, LOS ANGELES, CALIFORNIA

SHEET NO.
A2.0

DATE:
02.17.2022



SITE PLAN
NTS

REVISIONS
8/22/22
4/4/23
4/27/23
8/14/23

SITE PLAN & GENERAL INFORMATION

157 UNIT DEVELOPMENT
13610 SHERMAN WAY, VAN NUYS, CA 91405

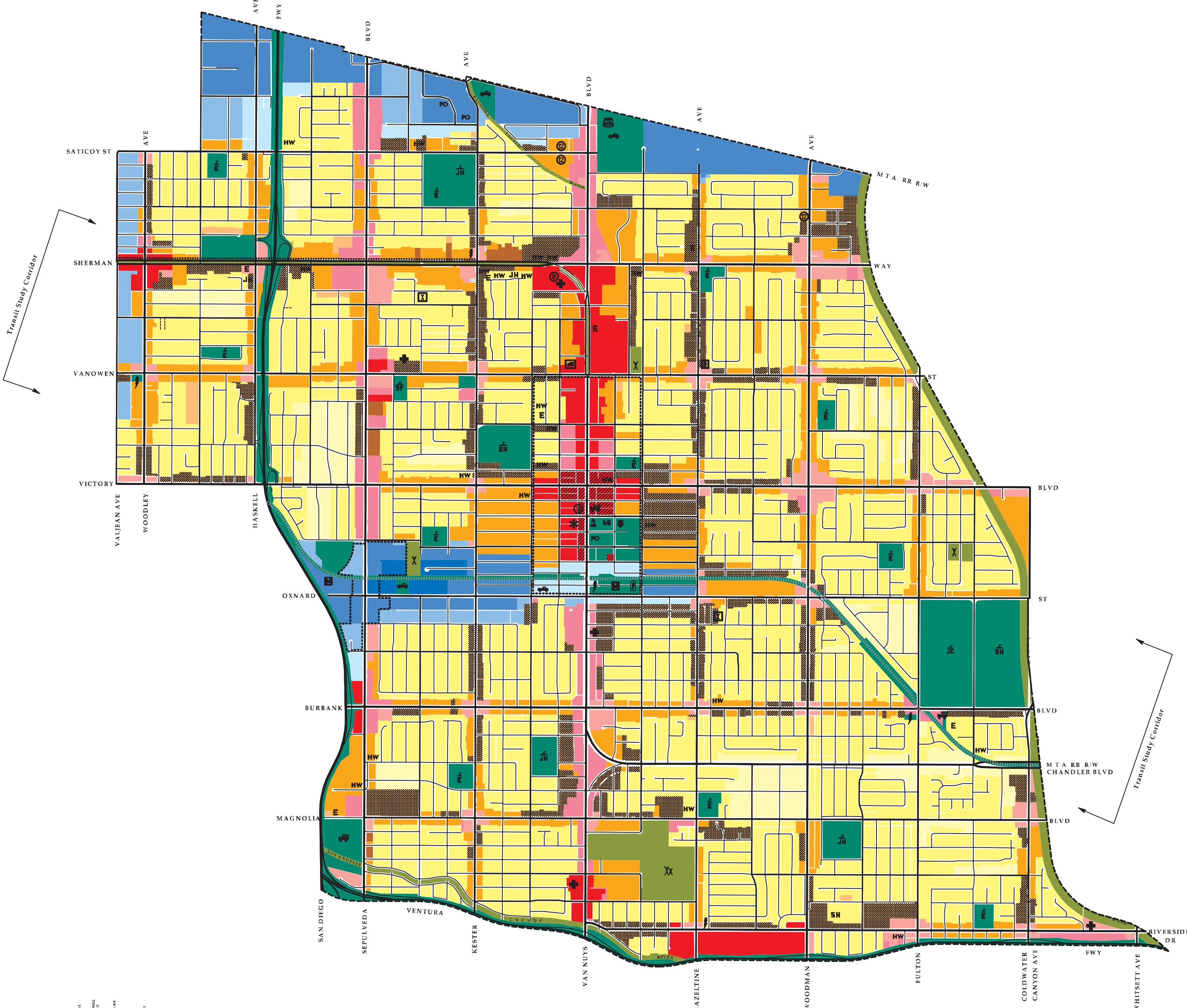
GARO V. MINASSIAN, ARCHITECT, INC.
140 ACHARD DRIVE, LOS ANGELES, CALIFORNIA

SHEET NO.
A1.1

DATE
02.17.2022

APPENDIX B

Community Plan Land Use Map and Summary Table



GENERALIZED CIRCULATION
(See Note 'D')

LAND USE

RESIDENTIAL [1]

LOW DENSITY	CORRESPONDING ZONES [11]	MULTIPLE FAMILY	CORRESPONDING ZONES [11]
VERY LOW	RE20,RA,RE15, RE11	LOW MEDIUM I	R2,RD6 [5],RD3,RD4 RZ3,RZ4,RU,RW1
LOW	RE9,RS,R1,RU, RD6,RD5	LOW MEDIUM II	RD1.5,RD2,RW2, RZ2.2
		MEDIUM	R3
		HIGH MEDIUM	R4

COMMERCIAL		INDUSTRIAL	
NEIGHBORHOOD [2] COMMERCIAL	C1,C1.5,C2,C4, RAS3,RAS4	COMMERCIAL MANUFACTURING	CM
GENERAL [2] COMMERCIAL	C1.5,C2,C4, RAS3,RAS4	LIMITED INDUSTRIAL	CM,MR1,M1
COMMUNITY [3] COMMERCIAL	CR,C2,C4, RAS3,RAS4	LIGHT INDUSTRIAL	MR2,M2
REGIONAL COMMERCIAL	CR,C1.5,C2,C4,R3 R4,R5,RAS3,RAS4	HEAVY INDUSTRIAL	M3

OPEN SPACE, PUBLIC FACILITIES

OPEN SPACE	OS,A1
PUBLIC [13] FACILITIES	PF

PARKING

PARKING	P,PB

CIRCULATION

- Freeway [7]
- Divided Major Highway II
- Divided Scenic Major Highway II
- Major Highway II
- Secondary Highway
- Collector Street [7]
- Local Street
- Private Street
- MTA RR R/W

SPECIAL BOUNDARY

- Commercial Core Special Study Area

ADMINISTRATIVE BOUNDARY

- Community Boundary

NOTES:
- Proposed [6]

SERVICE SYSTEMS [6]

SCHOOL SITES
- Elementary School
- Private Elem School
- Junior High School
- Private Junior H S
- Senior High School
- Private Senior H S
- Community College
- Special Facility

RECREATIONAL SITES
- Neighborhood Park
- Community Park

OTHER FACILITIES
- Police
- Fire Station
- Community Library
- Health Center
- Post Office
- Maintenance Yard
- House Of Worship
- MTA Station
- MTA Metrolink Station
- Branch Administrative Center
- Power Receiving Station
- Power Distribution Station
- Cultural/Historical Site

FOOTNOTES

1. Height District No. 1.
2. Height District No. 1VL (three stories).
3. Height District No. 1L (six stories).
4. Gross acreage includes abutting street.
5. RD6 zone permits apartments and attached housing.
6. Boxed symbol denote the general location of a potential facility. The symbol does not designate any specific property for acquisition.
7. Local streets and freeways are shown for reference only.
8. If this property is developed with residential uses, density should not exceed medium (R3 zone).
9. The use of Transfer of Floor Area Ratio rights to a maximum of 6 to 1 shall be permitted within that portion of the proposed specific plan bounded by Vesper Avenue, Calvert Street, Sylmar Avenue and Gilmore Street, in exchange for public benefit purposes such as: provision of housing, open space, historic preservation, cultural, community and public facilities, and transportation improvements.
10. Existing mobilehome parks are consistent with the Plan. Future mobilehome parks shall be consistent with the Plan when developed in the RMP Zone.
11. Each Plan category permits all indicated corresponding zones as well as those zones referenced in the Los Angeles Municipal Code (LAMC) as permitted by such zones unless further restricted by adopted Specific Plans, specific conditions and/or limitations of project approval, Plan footnotes or other Plan map or text notations.

    Zone established in the LAMC subsequent to the adoption of the Plan shall not be deemed as corresponding to any particular Plan category unless the Plan is amended to so indicate.

    It is the intent of the Plan that the entitlements granted shall be one of the zone designations within the corresponding zones shown on the Plan, unless accompanied by a concurrent Plan Amendment.
12. No new development shall exceed one (1) dwelling unit per 1,200 square feet.
13. The Public Facility (PF) planning land use designation is premised on the ownership and use of the property by a government agency. The designation of the PF Zone as a corresponding zone is based on the same premise. The Plan also intends that when a board or governing body of a government agency officially determines that a property zone PF is surplus, and no other public agency has indicated an intent to acquire, and the City is notified that the agency intends to offer the property for sale to a private purchaser, then the property may be rezoned to the zone(s) most consistent within 500 feet of the property boundary and still be considered consistent with the adopted Plan.
14. All portions of buildings on a C or M zone lot governed by the provisions of Sec. 12.21.1 shall not exceed the height limits set forth below when located within the distances specified from a lot classified in the RW1 Zone or a more restrictive zone in accordance with Sec. 12.21.1 A 10 of the LAMC.

Distance	Height
0 to 49 feet	25 feet
50 to 99 feet	33 feet
100 to 199 feet	61 feet

* Bikeways are shown on the Citywide Bikeways System maps contained in the City's 2010 Bicycle Plan, a component of the Transportation Element of the General Plan, which was adopted by the City Council on March 1, 2011.

Notes :
A. The text of the Community Plan can be accessed on the City Of Los Angeles' Web Page (http://www.planning.lacity.org).
B. Other Special Area Maps may not be included on this document.
C. Parcel level information (plan designation and zoning) can be found on the City Of Los Angeles' ZIMAS Map Automation Web Site.
D. Generalized Circulation is for reference only. For detailed information, see the "Street and Highway Designation" maps prepared and maintained by Public Works/Bureau of Engineering.

GENERAL PLAN LAND USE MAP (as of February 04 2015)

VAN NUYS - NORTH SHERMAN OAKS COMMUNITY PLAN

A PART OF THE GENERAL PLAN OF THE CITY OF LOS ANGELES

City Of Los Angeles - City Planning Department - Systems And GIS Division   Michael LoGrande - Director

NORTH

0 1000 2000 FEET

SUMMARY OF LAND USE

CATEGORY	LAND USE	CORRESPONDING ZONES	NET ACRES	% AREA	TOTAL NET ACRES	TOTAL % AREA
RESIDENTIAL						
Single Family					**3,141**	**38.2**
	Very Low	RE20, RA, RE15, RE11	277	3.4		
	Low	RE9, RS, R1, RU, RD6, RD5	2,864	34.8		
Multiple					**1,237**	**15.1**
	Low Medium I	R2, RD3, RD4, RZ3, RZ4, RU, RW1	24	0.3		
	Low Medium II	RD1.5, RD2 , RW2, RZ2.5	458	5.6		
	Medium	R3	738	9.0		
	High Medium	R4	17	0.2		
COMMERCIAL					**586**	**7.1**
	Neighborhood	C1, C1.5, C2, C4	164	2.0		
	General	CR, C1.5, C2, C4	211	2.5		
	Community	CR, C2, C4	188	2.3		
	Regional	CR, C1.5, C2, C4, R3, R4, R5	23	0.3		
INDUSTRIAL					**611**	**7.4**
	Commercial	CM, P	67	0.8		
	Limited	CM, MR1, M1	156	1.9		
	Light	MR2, M2	362	4.4		
	Heavy	M3	26	0.3		
PARKING					**1**	**0.0**
	Parking	P, PB	1	0.0		
OPEN SPACE/PUBLIC FACILITIES					**850**	**10.4**
	Open Space	OS, A1	169	2.1		
	Public Facilities	PF	681	8.3		
STREETS					**1,794**	**21.8**
	Private Streets	-	1	0.0		
	Public Streets	-	1,793	21.8		
TOTAL					**8,220**	**100.0**

APPENDIX C

Street Standards, Circulation & High Injury Network Map

VAN NUYS - NORTH SHERMAN OAKS

CIRCULATION

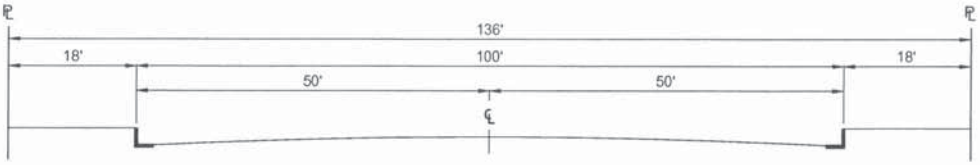
Date: 2/7/2017
DEPARTMENT OF CITY PLANNING
INFORMATION TECHNOLOGIES DIVISION

N
W E
S

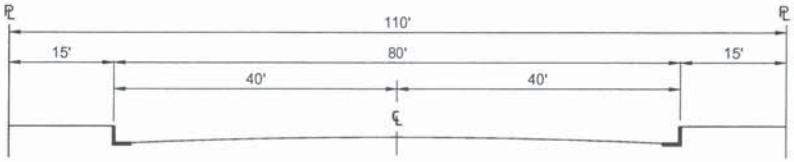
Street Designations and Standard Roadway Dimensions

Previous Designation	Previous Designated Dimensions	Example of Previous Built Dimensions	New Designation(s)	New Designated Dimensions (right-of-way/(Right-of-Way/Roadway widths, feet) Roadway widths, feet)
Major Highway Class I	(126/102)	(126/102)	Boulevard I	(136/100)
		(110/80)	Boulevard II	(110/80)
Major Highway Class II	(104/80)	(104/80)	Boulevard II	(110/80)
		(100/70)	Avenue I	(100/70)
		(86/56)	Avenue II	(86/56)
		(72/46)	Avenue III	(72/46)
Secondary Highway (90/70)	(90/70)	(100/70)	Avenue I	(100/70)
		(86/56)	Avenue II	(86/56)
		(72/46)	Avenue III	(72/46)
		(66/40)	Collector Street	(66/40)
Collector Street	(64/44)	(64/44)	Collector Street	(66/40)
Industrial Collector Street	(64/48)	(64/48)	Industrial Collector Street	(68/48)
Local Street	(60/36)	(60/36)	Local Standard	(60/36)
		(50/30)	Local Limited	(50/30)
Industrial Local	(60/44)	(60/44)	Industrial Local	(64/44)
Standard Walkway	10	10	Pedestrian Walkway	(10–25)
(New Designation)			Shared Street	(30' / 10')
(New Designation)			Access Roadway	(20 right-of-way)
Service Road	20	Various	One-Way Service Road – Adjoining Arterial Streets	(28–35/12 or 18)
			Bi-Directional Service Road – Adjoining Arterial Streets	(33–41/20 or 28)
Hillside Collector	(50/40)	(50/40)	Hillside Collector	(50/40)
Hillside Local	(44/36)	(44/36)	Hillside Local	(44/36)
Hillside Limited Standard	(36/28)	(36/28)	Hillside Limited Standard	(36/28)

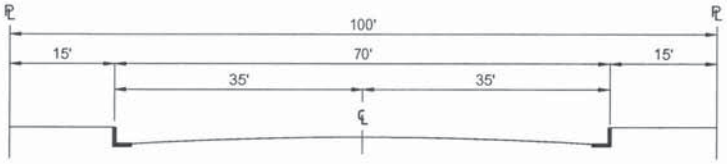
ARTERIAL STREETS



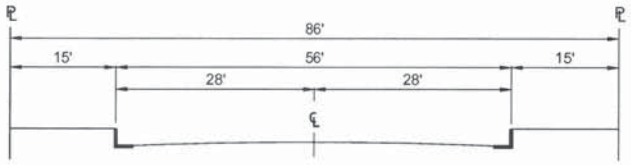
BOULEVARD I (MAJOR HIGHWAY CLASS I)



BOULEVARD II (MAJOR HIGHWAY CLASS II)



AVENUE I (SECONDARY HIGHWAY)



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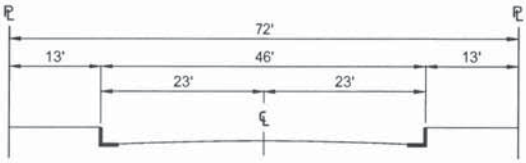


AVENUE III (SECONDARY HIGHWAY)

THIS STANDARD PLAN BECOMES EFFECTIVE CONCURRENT WITH THE ADOPTION OF THE MOBILITY PLAN 2035.

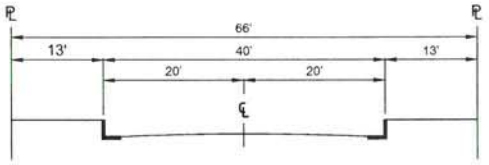
BUREAU OF ENGINEERING — DEPARTMENT OF PUBLIC WORKS — CITY OF LOS ANGELES

--- DRAFT --- STANDARD STREET DIMENSIONS

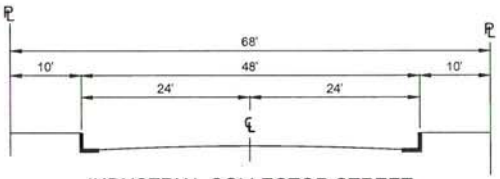
STANDARD PLAN S-470-1

PREPARED	SUBMITTED	APPROVED		SUPERSEDES	REFERENCES
HAMID MADANI, P.E. BUREAU OF ENGINEERING CHECKED RAFFI MASSABKI, P.E. BUREAU OF ENGINEERING	SAMARA ALI-AHMAD, P.E. DATE ENGINEER OF DESIGN BUREAU OF ENGINEERING KENNETH REDD, P.E. DATE DEPUTY CITY ENGINEER	GARY LEE MOORE, P.E., ENV. SP. DATE CITY ENGINEER DEPARTMENT OF TRANSPORTATION DATE GENERAL MANAGER DIRECTOR OF PLANNING DATE	REGISTERED PROFESSIONAL ENGINEER GARY LEE MOORE No. C-49446 Exp. CIVIL STATE OF CALIFORNIA	D-22549 S-470-0	
				VAULT INDEX NUMBER:	
				SHEET 1 OF 4 SHEETS	

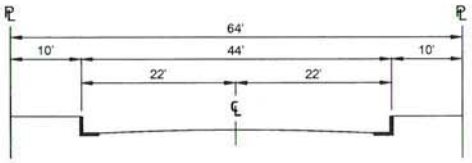
NON-ARTERIAL STREETS



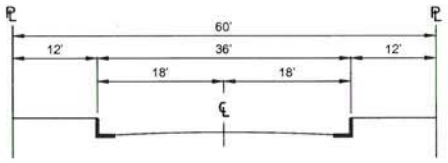
COLLECTOR STREET



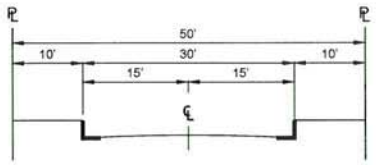
INDUSTRIAL COLLECTOR STREET



INDUSTRIAL LOCAL STREET

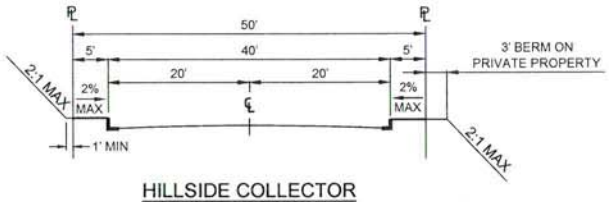


LOCAL STREET - STANDARD

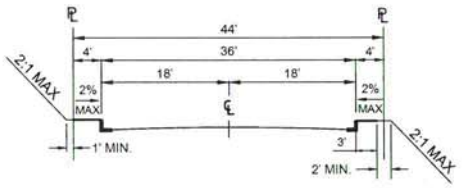


LOCAL STREET - LIMITED

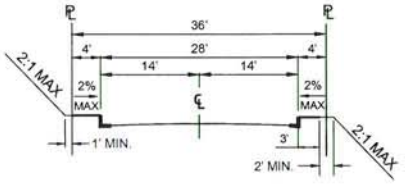
HILLSIDE STREETS



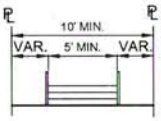
HILLSIDE COLLECTOR



HILLSIDE LOCAL



HILLSIDE LIMITED STANDARD



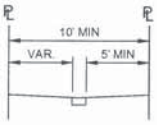
PUBLIC STAIRWAY

CONSTRUCTED IN ACCORDANCE WITH
BUREAU OF ENGINEERING STANDARD PLANS

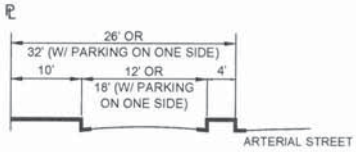
STANDARD PLAN NO. S-470-1	VAULT INDEX NUMBER B-	SHEET 2 OF 4 SHEETS

OTHER PUBLIC RIGHTS-OF-WAY

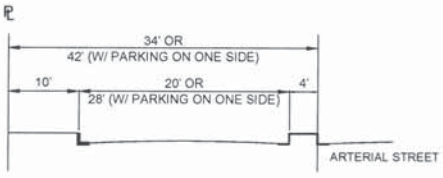
SHARED STREET



PEDESTRIAN WALKWAY

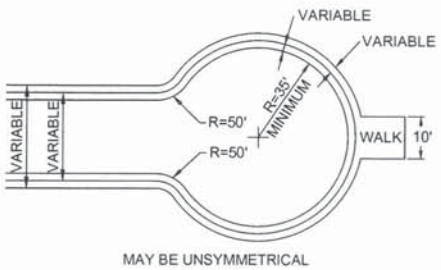


ONE-WAY SERVICE ROAD



BI-DIRECTIONAL SERVICE ROAD

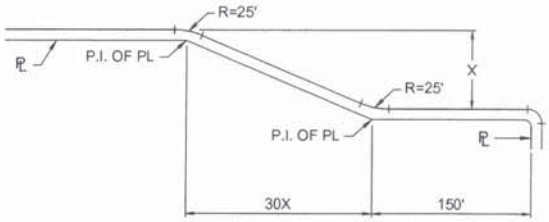
CUL-DE-SAC



MAY BE UNSYMMETRICAL
(PLAN VIEW)

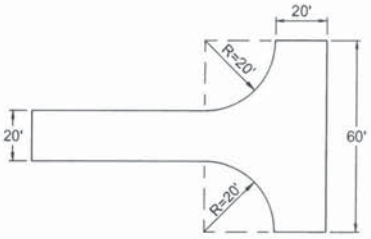
NOTE: FOR FIRE TRUCK CLEARANCE, NO OBSTRUCTION TALLER THAN 6" SHALL BE PERMITTED WITHIN 3FT. OF THE CURB. ON-STREET PARKING SHALL BE PROHIBITED.

TRANSITIONAL EXTENSIONS

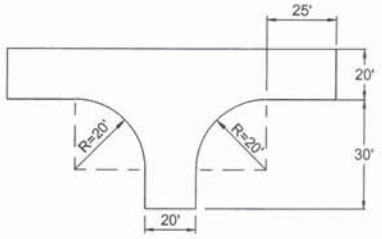


STANDARD FLARE SECTION
(PLAN VIEW)

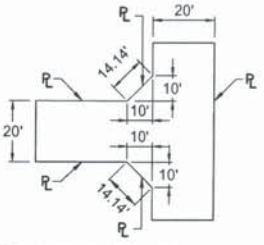
ALLEYS



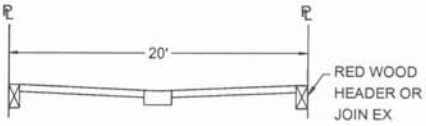
STANDARD TURNING AREA
(PLAN VIEW)



MINIMUM TURNING AREA
(PLAN VIEW)



STANDARD CUT CORNERS
FOR 90° INTERSECTION
(PLAN VIEW)



STANDARD CROSS-SECTION
(PLAN VIEW)

STANDARD PLAN NO. S-470-1	VAULT INDEX NUMBER B-	SHEET 3 OF 4 SHEETS

NOTES

1. CITY COUNCIL MAY, BY ORDINANCE, ADOPT SPECIFIC STANDARDS FOR INDIVIDUAL STREETS THAT DIFFER FROM THESE OFFICIAL STANDARD STREET DIMENSIONS. COMMUNITY PLANS AND SPECIFIC PLANS SHOULD BE REVIEWED FOR FOOTNOTES, INSTRUCTIONS AND/OR MODIFIED STREET DIMENSIONS THAT WOULD REQUIRE STANDARDS DIFFERENT THAN THOSE INDICATED ON THIS STANDARD PLAN.

2. FOR ADDITIONAL GUIDANCE AS TO THE USE OF THE ROADWAY AND SIDEWALK AREA, PLEASE REFER TO THE COMPLETE STREET DESIGN GUIDE AND MANUALS.

3. FOR DISCRETIONARY PROJECTS REQUIRING ACTION FROM THE DEPARTMENT OF CITY PLANNING (PLANNING), PLANNING MAY INCLUDE SPECIFIC INFORMATION AS TO THE DESIGN AND UTILIZATION OF THE SIDEWALK AREA.

4. WHERE A DESIGNATED ARTERIAL CROSSES ANOTHER DESIGNATED ARTERIAL STREET AND THEN CHANGES IN DESIGNATION TO A STREET OF LESSER STANDARD WIDTH, THE ARTERIAL SHALL BE TAPERED IN A STANDARD FLARE SECTION ON BOTH SIDES, AS ON SHEET 3, TO MEET THE WIDTH OF LESSER DESIGNATION AND PROVIDE AN ORDERLY TRANSITION.

5. PRIVATE STREET DEVELOPMENT SHOULD CONFORM TO THE STANDARD PUBLIC STREET DIMENSIONS SHOWN ON THE SHEET, WHERE APPROPRIATE. VARIATIONS MAY BE APPROVED ON A CASE-BY-CASE BASIS BY THE CITY.

6. FIFTY-FOOT CURB RADII (INSTEAD OF THE STANDARD 35' CURB RADII) SHALL BE PROVIDED FOR CUL-DE-SACS IN INDUSTRIAL AREAS. SEE CUL-DE-SAC ILLUSTRATION FOR FURTHER DESIGN STANDARDS.

7. ALLEYS SHALL BE A MINIMUM OF 20' IN WIDTH AND INTERSECTIONS AND/OR DEAD-END TERMINUSES SHALL BE DESIGNED TO CONFORM TO THE ALLEY ILLUSTRATIONS INCLUDED HEREIN.

8. FOR INTERSECTIONS OF STREETS, THE FOLLOWING DEDICATIONS SHALL APPLY;

   A. INTERSECTIONS OF ARTERIAL STREETS WITH ANY OTHER STREET: 15' X 15' CUT CORNER OR 20' CURVED CORNER RADIUS.

   B. INTERSECTIONS ON NON-ARTERIAL AND/OR HILLSIDE STREETS: 10' X 10' CUT CORNER OR 15' CURVED CORNER RADIUS.

9. STREETS THAT ARE ACCOMPANIED BY A PARALLEL FRONTAGE AND/OR SERVICE ROAD ARE DEEMED TO MEET THE STREET STANDARDS SET FORTH HEREIN AND THE DEDICATION REQUIREMENT SHALL BE NO MORE THAN IS NECESSARY TO BRING THE ABUTTING SIDEWALK DIMENSION INTO COMPLIANCE WITH THE STREET STANDARD.

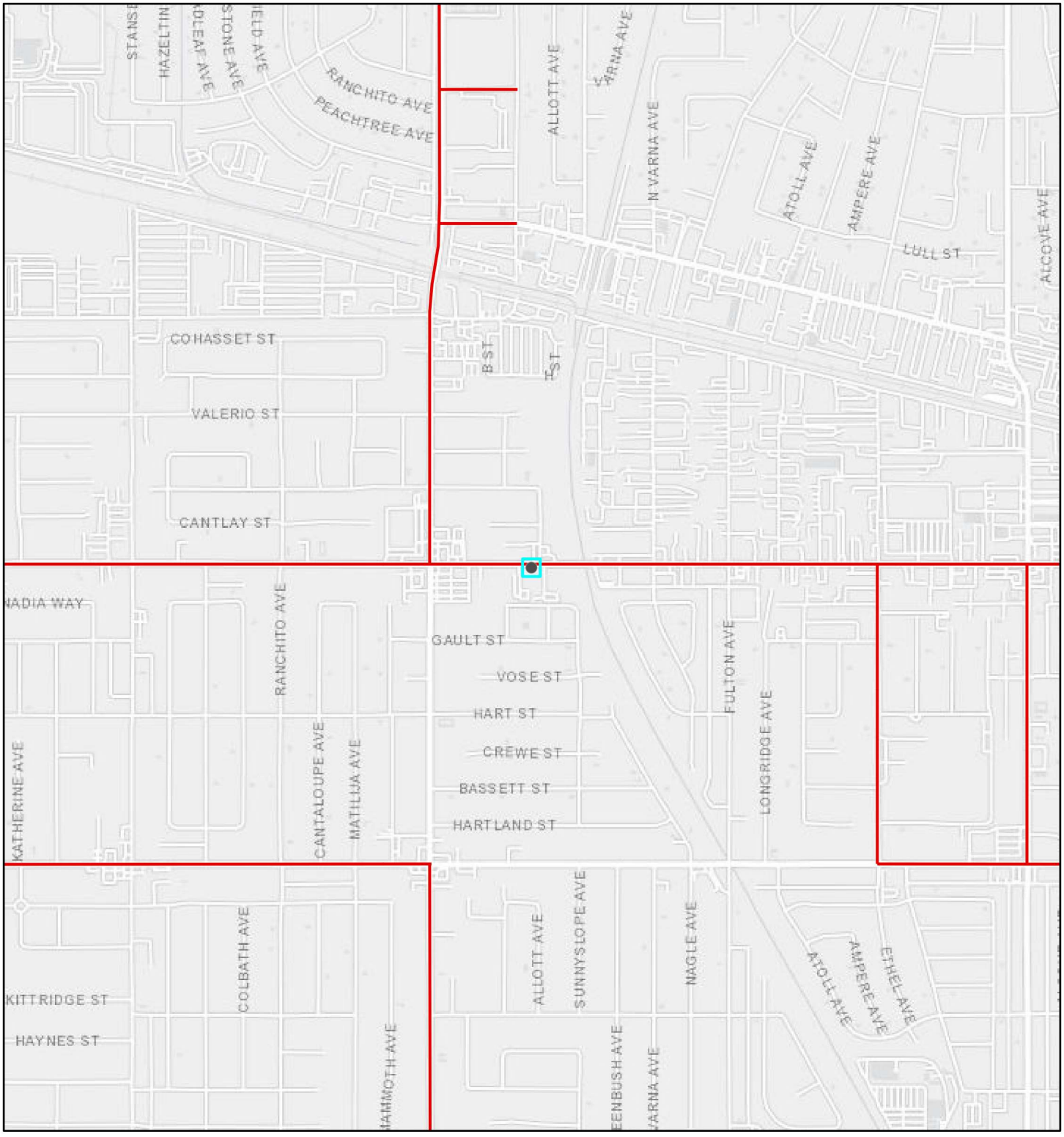
10. DUE TO THEIR UNIQUE CHARACTER AND DIMENSIONS ALL STREETS DESIGNATED AS DIVIDED ARE CONSIDERED TO HAVE MET THEIR STREET STANDARD AND THE DEDICATION SHALL BE NO MORE THAN IS NECESSARY TO BRING THE ABUTTING SIDEWALK DIMENSION COMPLIANT WITH THE STREET STANDARD.

11. THE DIMENSION OF ANY MEDIAN, DIVIDED STRIP AND/OR TRANSIT WAY SHALL BE INCLUDED WHEN DETERMINING THE RIGHT-OF-WAY DIMENSION.

12. THE LOCATION OF THE DRAINAGE GUTTER IS NOT RESTRICTED TO THE CENTER OF THE SHARED STREET AND CAN BE PLACED WHERE NECESSARY AS APPROVED BY THE CITY.

13. A SHARED STREET SHALL PROVIDE A DEDICATED PEDESTRIAN ACCESS ROUTE.

High Injury Network



August 24, 2023

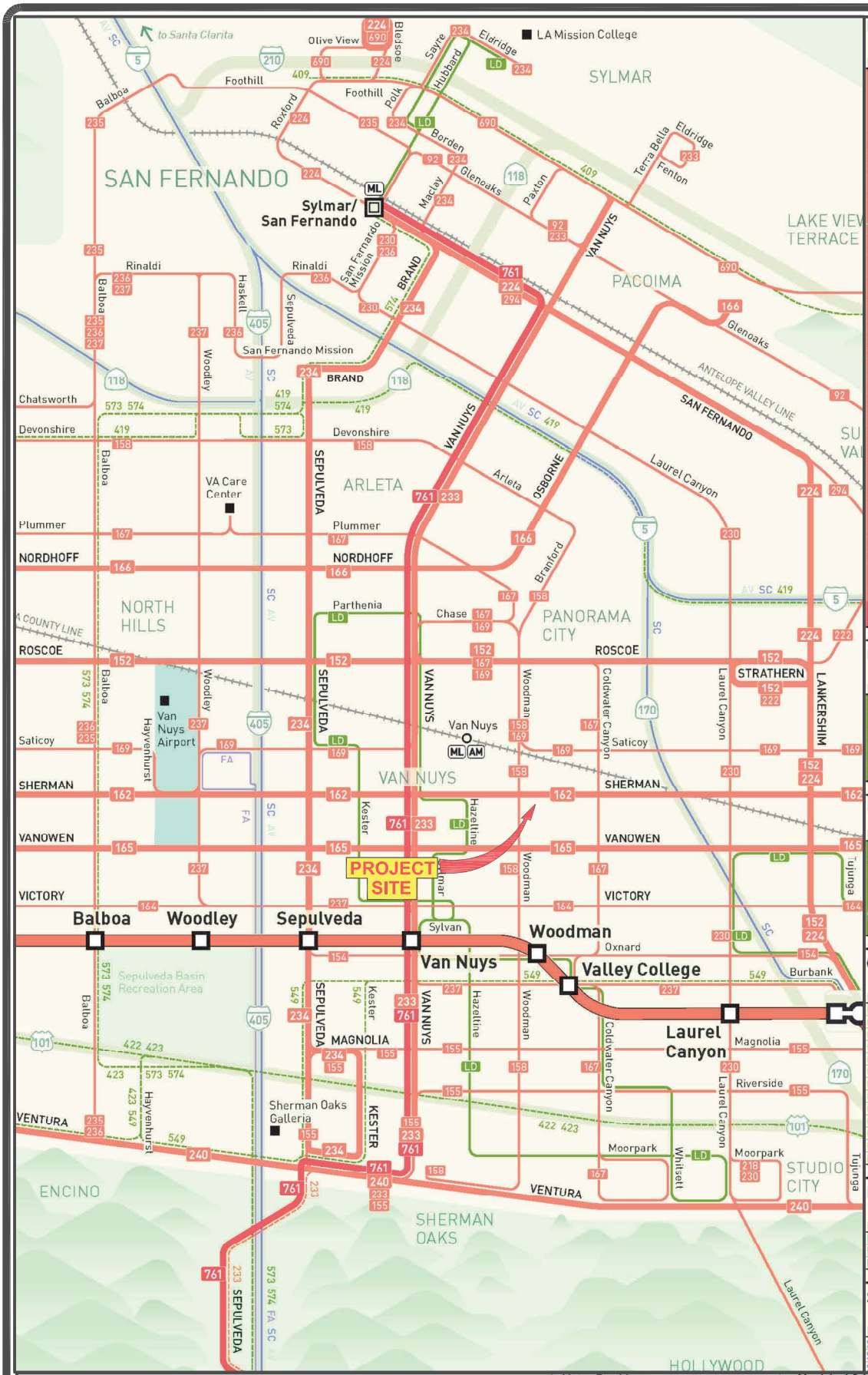
1:18,056

0 0.13 0.25 0.5 mi

0 0.2 0.4 0.8 km

ADDENDIX D

TRANSIT MAPS



Metro Bus

LINE		WEEKDAY PEAK	WEEKDAY DAY	WEEKDAY EVE	SATURDAY DAY	SATURDAY EVE	SUNDAY DAY	SUNDAY EVE
2		7.5	10	20-30	10	20-30	10	20-30
90		20	20	30-60	30	30-60	30	30-60
92		20	20	30-60	30	45-60	30	45-60
94		12-15	15	30-60	20-30	30-60	20-30	30-60
96		45	45	-	60	-	60	-
150		20	20	30-60	30	20-60	30	20-60
152		15	15	20-60	20	30-60	20	30-60
154		60	60	60	60	60	60	60
155		60	60	60	60	60	60	60
158		60	60	60	60	60	60	60
161		30-60	60	-	60	-	60	-
162		15	15	15-60	20	25-60	30	30-60
164		15	15	15-60	30	45-60	30	45-60
165		15	15	15-60	30	40-60	30	40-60
166		15	15	20-45	30	30-45	30	30-45
167		50-60	50	55-60	50-60	55-60	50-60	55-60
169		60	60	60	60	60	60	60
180		10	10	10-30	10-12	15-30	10-12	15-30
182		30	30	30-50	30	35-50	30	35-50
204		10	10	10-30	12	20-30	12	20-30
206		15	15	30-60	20	30-60	20	30-60
207		6-7.5	7.5	8-25	10	10-25	10	10-25
210		10	10	15-55	10	15-60	10	15-60
212		10	10	15-30	15	20-35	15	20-35
217		10	10	15-30	15	15-30	15	15-30
218		55	55	55-60	55	55-60	55	55-60
222		30-60	30-60	30-60	60	60	60	60
224		15	15	20-60	20	20-60	20	20-60
230		20-30	30	30-60	35	35-60	35	35-60
233		10	10	10-60	12	20-60	12	20-60
234		10	10	10-60	15	20-60	15	20-60
235		60	60	-	-	-	-	-
236		60	60	60	60	60	60	60
237		60	60	60	60	60	60	60
240		10	10	10-30	15	15-30	15	15-30
242		40	40	40	40	40	40	40
243		40	40	40	40	40	40	40
244		30	30	30	30	30	30	30
294		30	30	30-60	30	30-60	30	30-60
501		20	30	30	40	40	40	40
601		20	20	20	20	20	20	20
603		12	12	15-30	12	15-30	15	20-30
690		30	30	30	40	40	40	40
754		10	10	20-30	15	30	15	30
761		15	15	15-30	30	30	30	30

LADOT Commuter Express

LINE	WEEKDAY PEAK	WEEKDAY DAY	WEEKDAY EVE	SATURDAY DAY	SATURDAY EVE	SUNDAY DAY	SUNDAY EVE
409	15-40	–	–	–	–	–	–
419	15-75	–	–	–	–	–	–
422	10-35	–	–	–	–	–	–
423	5-65	–	–	–	–	–	–
549	20-40	–	–	–	–	–	–
573	10-45	–	–	–	–	–	–
574	25-60	–	–	–	–	–	–

LADOT DASH

LINE	WEEKDAY PEAK	WEEKDAY DAY	WEEKDAY EVE	SATURDAY DAY	SATURDAY EVE	SUNDAY DAY	SUNDAY EVE
BC	25	25	–	25	–	25	–
NH	30	30	–	30	–	30	–
NR	15-20	20	–	20	–	20	–
OF	15-20	15-20	15-20	15	15	15	15
PV	20	20	–	20	–	20	–
SYL	15	15	15	30	–	30	–
VS	30	30	–	30	–	30	–

Glendale Beeline

LINE	WEEKDAY PEAK	WEEKDAY DAY	WEEKDAY EVE	SATURDAY DAY	SATURDAY EVE	SUNDAY DAY	SUNDAY EVE
GB 1	10-20	10	–	10	–	10	–
GB 3	15-30	40	–	–	–	–	–
GB 31	–	–	–	20-30	–	–	–
GB 32	45-60	45	–	–	–	–	–
GB 33	40-60	50	–	–	–	–	–
GB 34	50	–	–	–	–	–	–
GB 4	10-15	10-15	–	20	–	20	–
GB 5	15-30	20	–	30-45	–	30-45	–
GB 6	15-30	15-20	–	25-45	–	25-45	–
GB 7	10-45	25-40	–	40-45	–	–	–
GB 8	15-30	20	–	30	–	–	–
GB 11	15-25	–	–	–	–	–	–
GB 12	10-35	–	–	–	–	–	–

Burbank Bus

LINE	WEEKDAY PEAK	WEEKDAY DAY	WEEKDAY EVE	SATURDAY DAY	SATURDAY EVE	SUNDAY DAY	SUNDAY EVE
BU OR	30	30	30	–	–	–	–
BU GR	30	30	30	–	–	–	–
BU PR	15	30	15	–	–	–	–

Santa Clarita Transit

LINE	WEEKDAY PEAK	WEEKDAY DAY	WEEKDAY EVE	SATURDAY DAY	SATURDAY EVE	SUNDAY DAY	SUNDAY EVE
SC 757	24-32	32-60	31-60	75	70	75	–
SC 791	25-90	–	–	–	–	–	–
SC 796	27-90	–	–	–	–	–	–

Metro Rail Line & Station
Metro Busway & Station
Metro Rail Line & Station
Metro Busway Line & Station
Transfers
Transfer Point
Multiple Lines
See individual route maps for more detail
Amtrak & Station
Metrolink & Station
Airport
Point of Interest

Metro Bus Lines

A **thick** line shows a frequency of 15 minutes or better.*
A **thin** line shows a less frequent service.*
A **dashed** line shows a part-time service.**
* Based on weekday peak and midday frequencies.
** Part-time means peak only or Owl (late night) services.
All information is subject to change. Before you go, check with Metro

Municipal & Neighboring Bus Lines

LADOT Commuter Express
LADOT DASH
Antelope Valley Transit
Burbank Bus
Glendale Beeline
Simi Valley Transit
LAX FlyAway
Santa Clarita Transit
Check with individual municipal operators for more information.

3/2023

SAN FERNANDO VALLEY METRO TRANSIT SYSTEM MAP

Overland Traffic Consultants, Inc.
952 Manhattan Beach Bl, #100, Manhattan Beach, CA 90266
(310) 930 - 3303, OTC@overlandtraffic.com

13610 Sherman Way

Monday through Friday

Effective Oct 23 2022

158

East on Devonshire - South on Woodman (Approximate Times)

CHATSWORTH	NORTHRIDGE	GRANADA HILLS	ARLETA	PANORAMA CITY	VALLEY GLEN		SHERMAN OAKS
1	2	3	4	5	6	7	9
Chatsworth Station	Devonshire & Tampa	Devonshire & Balboa	Arleta & Van Nuys	Woodman & Roscoe	Woodman & Sherman Way	Woodman & Oxnard	Moorpark & Van Nuys
5:35A	5:44A	5:52A	6:03A	6:16A	6:23A	6:29A	6:41A
6:29	6:39	6:48	7:00	7:13	7:21	7:30	7:46
7:24	7:35	7:46	7:59	8:13	8:21	8:30	8:44
8:28	8:39	8:49	9:01	9:14	9:21	9:28	9:42
9:33	9:43	9:52	10:03	10:15	10:21	10:28	10:42
10:32	10:42	10:52	11:03	11:15	11:21	11:28	11:42
11:29	11:39	11:49	12:01P	12:14P	12:21P	12:28P	12:43P
12:29P	12:39P	12:49P	1:01	1:14	1:21	1:28	1:42
1:26	1:38	1:49	2:01	2:14	2:21	2:28	2:42
2:22	2:36	2:48	3:01	3:14	3:21	3:28	3:42
3:18	3:32	3:46	4:01	4:14	4:21	4:28	4:42
4:01	4:15	4:27	4:41	4:54	5:01	5:08	5:22
4:43	4:56	5:08	5:22	5:34	5:41	5:48	6:02
5:30	5:43	5:55	6:07	6:19	6:26	6:32	6:45
6:30	6:41	6:51	7:03	7:14	7:20	7:25	7:37
7:34	7:43	7:52	8:03	8:14	8:20	8:25	8:37
8:36	8:45	8:54	9:05	9:15	9:20	9:25	9:36

Monday through Friday

158

North on Woodman - West on Devonshire (Approximate Times)

SHERMAN OAKS		VALLEY GLEN		PANORAMA CITY	ARLETA	GRANADA HILLS	CHATSWORTH
9	8	7	6	5	4	3	1
Moorpark & Van Nuys	Woodman & Ventura	Woodman & Oxnard	Woodman & Sherman Way	Woodman & Roscoe	Arleta & Van Nuys	Devonshire & Balboa	Chatsworth Station
—	—	—	—	5:20A	5:31A	5:42A	6:02A
6:04A	6:09A	6:17A	6:23A	6:29	6:40	6:53	7:14
6:58	7:04	7:13	7:20	7:28	7:40	7:55	8:19
7:57	8:03	8:12	8:20	8:28	8:40	8:54	9:14
8:58	9:04	9:13	9:20	9:28	9:39	9:52	10:12
9:58	10:04	10:13	10:20	10:28	10:39	10:52	11:12
10:58	11:04	11:13	11:20	11:28	11:39	11:52	12:12P
11:58	12:04P	12:13P	12:20P	12:28P	12:39P	12:52P	1:13
12:57P	1:03	1:12	1:20	1:28	1:39	1:52	2:13
1:55	2:02	2:12	2:20	2:29	2:40	2:53	3:14
2:52	2:59	3:11	3:20	3:29	3:42	3:55	4:17
3:52	3:59	4:10	4:20	4:29	4:42	4:55	5:17
4:52	4:59	5:10	5:20	5:29	5:42	5:54	6:13
5:53	6:00	6:10	6:20	6:29	6:40	6:52	7:11
6:58	7:05	7:14	7:21	7:28	7:39	7:50	8:08
8:01	8:07	8:15	8:22	8:28	8:39	8:50	9:08
9:02	9:08	9:16	9:23	9:29	9:40	9:51	10:09

Saturday

158

East on Devonshire - South on Woodman (Approximate Times)

CHATSWORTH	NORTHRIDGE	GRANADA HILLS	ARLETA	PANORAMA CITY	VALLEY GLEN		SHERMAN OAKS
1	2	3	4	5	6	7	9
Chatsworth Station	Devonshire & Tampa	Devonshire & Balboa	Arleta & Van Nuys	Woodman & Roscoe	Woodman & Sherman Way	Woodman & Oxnard	Moorpark & Van Nuys
6:34A	6:44A	6:53A	7:04A	7:15A	7:21A	7:27A	7:40A
7:33	7:43	7:53	8:04	8:15	8:21	8:27	8:41
8:32	8:43	8:53	9:04	9:15	9:21	9:28	9:42
9:31	9:42	9:52	10:03	10:15	10:21	10:28	10:43
10:31	10:42	10:52	11:03	11:15	11:21	11:28	11:43
11:31	11:42	11:52	12:03P	12:14P	12:21P	12:28P	12:43P
12:31P	12:42P	12:52P	1:03	1:14	1:21	1:27	1:42
1:30	1:41	1:51	2:02	2:14	2:21	2:27	2:42
2:31	2:42	2:52	3:03	3:15	3:21	3:27	3:41
3:32	3:43	3:53	4:04	4:15	4:21	4:27	4:41
4:32	4:43	4:53	5:04	5:15	5:21	5:27	5:42
5:32	5:43	5:53	6:04	6:15	6:21	6:27	6:41
6:33	6:43	6:53	7:04	7:15	7:21	7:26	7:39
7:35	7:45	7:54	8:04	8:15	8:21	8:26	8:38

Saturday

158

North on Woodman - West on Devonshire (Approximate Times)

SHERMAN OAKS		VALLEY GLEN		PANORAMA CITY	ARLETA	GRANADA HILLS	CHATSWORTH
9	8	7	6	5	4	3	1
Moorpark & Van Nuys	Woodman & Ventura	Woodman & Oxnard	Woodman & Sherman Way	Woodman & Roscoe	Arleta & Van Nuys	Devonshire & Balboa	Chatsworth Station
—	—	—	—	5:35A	5:47A	5:58A	6:15A
6:10A	6:14A	6:22A	6:28A	6:35	6:47	6:58	7:15
7:10	7:14	7:22	7:28	7:35	7:47	7:59	8:18
8:10	8:14	8:22	8:28	8:35	8:47	8:59	9:18
9:09	9:14	9:22	9:28	9:36	9:48	10:00	10:19
10:09	10:14	10:22	10:28	10:36	10:48	10:59	11:18
11:06	11:12	11:21	11:28	11:36	11:48	11:59	12:18P
12:06P	12:12P	12:21P	12:28P	12:36P	12:48P	12:59P	1:18
1:06	1:12	1:21	1:28	1:36	1:48	1:59	2:18
2:06	2:12	2:21	2:28	2:36	2:48	3:00	3:19
3:06	3:12	3:21	3:28	3:36	3:48	4:00	4:19
4:06	4:12	4:21	4:28	4:36	4:49	5:01	5:20
5:06	5:12	5:21	5:28	5:36	5:49	6:01	6:19
6:06	6:12	6:21	6:28	6:35	6:47	6:59	7:17
7:07	7:12	7:21	7:28	7:35	7:47	7:58	8:15
8:07	8:12	8:21	8:28	8:35	8:46	8:57	9:14

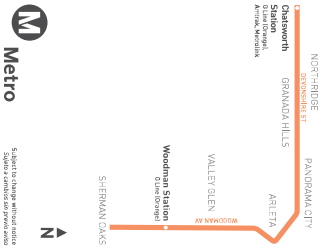
Sunday and Holiday Schedules

Sunday and Holiday Schedule in effect on New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day.

Horarios de domingo y días feriados

Horarios de domingo y días feriados en vigor para New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day y Christmas Day

Metro



Subject to change without notice
Sujeto a cambios sin previo aviso

metro.net
323.GO.METRO
Wheelchair Hotline
(800) 621-7828
Travel Info
511
California Relay Service
711

Effective Oct 23 2022

Metro Local

Eastbound to Sherman Oaks
Westbound to Chatsworth
via Devonshire-St. Woodman Av

158

Sunday & Holiday

Effective Oct 23 2022

158

East on Devonshire - South on Woodman (Approximate Times)

1 CHATSWORTH	2 NORTHRIDGE	3 GRANADA HILLS	4 ARLETA	5 PANORAMA CITY	6 VALLEY GLEN	7 VALLEY GLEN	9 SHERMAN OAKS
Chatsworth Station	Devonshire & Tampa	Devonshire & Balboa	Arleta & Van Nuys	Woodman & Roscoe	Woodman & Sherman Way	Woodman & Oxnard	Moorpark & Van Nuys
6:37A	6:46A	6:54A	7:05A	7:15A	7:20A	7:25A	7:37A
7:35	7:44	7:53	8:04	8:15	8:20	8:25	8:37
8:34	8:44	8:53	9:04	9:15	9:20	9:26	9:39
9:33	9:43	9:52	10:03	10:14	10:20	10:26	10:40
10:32	10:42	10:51	11:02	11:14	11:20	11:26	11:40
11:32	11:42	11:51	12:02P	12:13P	12:20P	12:26P	12:40P
12:32P	12:42P	12:51P	1:02	1:14	1:20	1:26	1:40
1:31	1:41	1:51	2:02	2:14	2:20	2:26	2:40
2:32	2:42	2:52	3:03	3:14	3:20	3:25	3:39
3:33	3:43	3:52	4:03	4:14	4:20	4:25	4:39
4:32	4:43	4:52	5:03	5:14	5:20	5:25	5:39
5:33	5:44	5:53	6:04	6:15	6:20	6:25	6:38
6:35	6:45	6:54	7:04	7:15	7:20	7:25	7:37
7:35	7:45	7:54	8:04	8:15	8:20	8:25	8:37

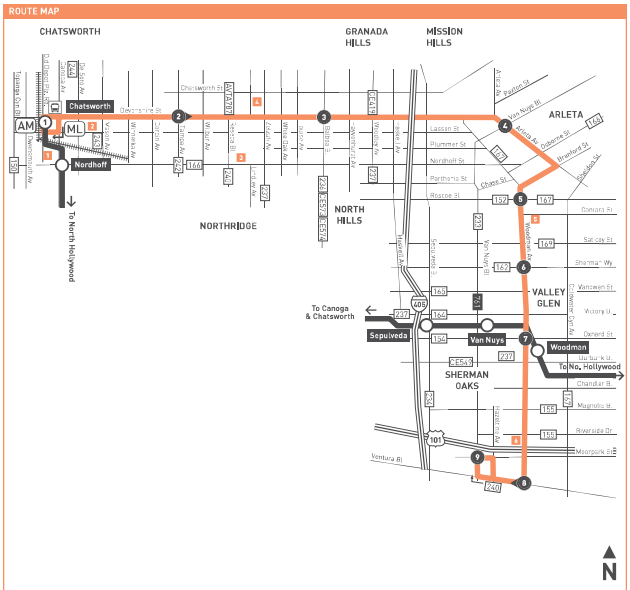
Sunday & Holiday

158

North on Woodman - West on Devonshire (Approximate Times)

9 SHERMAN OAKS	8 VALLEY GLEN	7 VALLEY GLEN	6 VALLEY GLEN	5 PANORAMA CITY	4 ARLETA	3 GRANADA HILLS	1 CHATSWORTH
Moorpark & Van Nuys	Woodman & Ventura	Woodman & Oxnard	Woodman & Sherman Way	Woodman & Roscoe	Arleta & Van Nuys	Devonshire & Balboa	Chatsworth Station
—	—	—	—	5:35A	5:45A	5:55A	6:09A
6:12A	6:16A	6:23A	6:29A	6:35	6:45	6:55	7:10
7:12	7:16	7:23	7:29	7:35	7:46	7:57	8:13
8:11	8:15	8:23	8:29	8:36	8:47	8:58	9:15
9:11	9:15	9:23	9:29	9:36	9:47	9:58	10:16
10:10	10:15	10:23	10:29	10:36	10:47	10:59	11:17
11:10	11:15	11:23	11:29	11:37	11:48	11:59	12:18P
12:10P	12:15P	12:23P	12:29P	12:37P	12:48P	1:00P	1:17
1:11	1:16	1:23	1:29	1:37	1:48	2:00	2:17
2:10	2:15	2:22	2:29	2:36	2:47	2:59	3:16
3:09	3:14	3:22	3:29	3:36	3:48	4:00	4:17
4:10	4:15	4:23	4:29	4:36	4:48	5:00	5:17
5:10	5:15	5:23	5:29	5:36	5:48	6:00	6:17
6:09	6:15	6:23	6:29	6:36	6:48	7:00	7:16
7:09	7:15	7:23	7:29	7:35	7:47	7:58	8:13
8:10	8:15	8:23	8:29	8:35	8:45	8:55	9:10

ROUTE MAP



MAP NOTES

1. **Chatsworth Station**
   Metro 150, 158, 167, 244, Metro G Line (Orange); CE419, SV-C; SC791; Metrolink Ventura County Line; Amtrak
2. **Chatsworth High School**
3. **California State University, Northridge**
4. **Granada Hills High School**
5. **Kaiser Permanente Hospital**
6. **Westfield Fashion Square**

LEGEND

- Route of Line 158
- Route of G Line (Orange)
- Local Stop Timepoint
- Local Stop Timepoint - Single Direction Only
- Metro G Line (Orange) Station & Timepoint
- Metro G Line (Orange) Station
- Transit Center
- AM Amtrak Station
- ML Metrolink Station
- CE LADOT Commuter Express
- SV Simi Valley Transit
- AVTA Antelope Valley Transit Authority

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Transit Information: 323.466.3876
Customer Relations: 213.922.6235
In an Emergency: 1.888.950.7233 or 911

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Monday through Friday

Effective Dec 11 2022

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Eastbound *Al Este* (Approximate Times / Tiempos Aproximados)

WOODLAND HILLS	WEST HILLS	CANOGA PARK	RESEDA	VAN NUYS		NORTH HOLLYWOOD	
1 Fallbrook & Ventura	2 West Hills Medical Center	3 Sherman Way & Topanga Canyon	4 Sherman Way & Reseda	5 Sherman Way & Balboa	6 Sherman Way & Van Nuys	7 Sherman Way & Laurel Canyon	8 North Hollywood Station
—	4:06A	4:12A	4:26A	4:31A	4:41A	4:51A	5:06A
4:33A	—	4:44	4:58	5:03	5:13	5:23	5:38
—	4:58	5:04	5:18	5:23	5:33	5:44	5:59
5:10	—	5:21	5:36	5:42	5:53	6:04	6:19
—	5:28	5:34	5:50	5:56	6:08	6:20	6:36
5:37	—	5:48	6:04	6:11	6:23	6:35	6:52
—	5:56	6:02	6:18	6:25	6:38	6:51	7:08
6:06	—	6:17	6:33	6:40	6:53	7:06	7:23
—	6:22	6:28	6:47	6:54	7:08	7:22	7:40
6:30	—	6:42	7:01	7:09	7:23	7:37	7:55
—	6:49	6:56	7:16	7:24	7:38	7:52	8:10
6:58	—	7:11	7:31	7:39	7:53	8:08	8:26
—	7:19	7:26	7:46	7:54	8:08	8:23	8:41
7:28	—	7:41	8:01	8:09	8:23	8:38	8:56
—	7:49	7:56	8:16	8:24	8:38	8:53	9:11
7:58	—	8:11	8:31	8:39	8:53	9:08	9:25
—	8:17	8:25	8:45	8:53	9:08	9:23	9:41
8:28	—	8:41	9:00	9:08	9:23	9:38	9:56
—	8:49	8:57	9:15	9:23	9:38	9:53	10:11
8:59	—	9:11	9:29	9:38	9:53	10:08	10:26
—	9:19	9:27	9:45	9:54	10:08	10:23	10:41
9:30	—	9:42	10:00	10:09	10:23	10:38	10:56
—	9:49	9:57	10:15	10:24	10:38	10:53	11:11
9:59	—	10:11	10:30	10:39	10:53	11:08	11:26
—	10:18	10:26	10:45	10:54	11:08	11:23	11:41
10:29	—	10:41	11:00	11:09	11:23	11:38	11:56
—	10:48	10:56	11:15	11:24	11:38	11:53	12:11P
10:59	—	11:11	11:30	11:39	11:53	12:08P	12:26
—	11:18	11:26	11:45	11:54	12:08P	12:23	12:41
11:29	—	11:41	11:59	12:09P	12:23	12:38	12:56
—	11:48	11:56	12:15P	12:24	12:38	12:53	1:11
11:59	—	12:11P	12:30	12:39	12:53	1:08	1:26
—	12:18P	12:26	12:45	12:54	1:08	1:23	1:41
12:29P	—	12:41	1:00	1:09	1:23	1:38	1:57
—	12:47	12:55	1:14	1:23	1:38	1:53	2:13
12:58	—	1:10	1:29	1:38	1:53	2:08	2:28
—	1:17	1:25	1:44	1:53	2:08	2:23	2:43
1:26	—	1:39	1:59	2:08	2:23	2:38	2:58
—	1:45	1:53	2:14	2:23	2:38	2:53	3:13
1:55	—	2:08	2:29	2:38	2:53	3:09	3:29
—	2:15	2:23	2:44	2:53	3:08	3:24	3:44
2:24	—	2:37	2:58	3:07	3:23	3:39	3:59
—	2:43	2:51	3:13	3:22	3:38	3:54	4:14
2:53	—	3:06	3:28	3:37	3:53	4:09	4:30
—	3:13	3:21	3:43	3:52	4:08	4:24	4:45
3:23	—	3:36	3:58	4:07	4:23	4:39	5:00
—	3:43	3:51	4:13	4:22	4:38	4:54	5:15
3:52	—	4:06	4:28	4:37	4:53	5:09	5:30
—	4:13	4:21	4:43	4:52	5:08	5:24	5:45
4:22	—	4:36	4:58	5:07	5:23	5:39	6:00
—	4:43	4:51	5:13	5:22	5:38	5:54	6:14
4:52	—	5:06	5:28	5:37	5:53	6:08	6:27
—	5:14	5:22	5:44	5:53	6:08	6:23	6:42
5:23	—	5:37	5:59	6:08	6:23	6:37	6:56
—	5:46	5:54	6:15	6:24	6:38	6:52	7:11
5:56	—	6:09	6:30	6:39	6:53	7:07	7:26
—	6:16	6:24	6:45	6:54	7:08	7:22	7:41
6:29	—	6:42	7:03	7:12	7:26	7:40	7:59
—	6:56	7:04	7:25	7:34	7:48	8:02	8:21
7:18	—	7:31	7:49	7:58	8:11	8:24	8:43
—	7:53	8:01	8:19	8:28	8:41	8:54	9:12
8:19	—	8:32	8:50	8:59	9:11	9:23	9:40
—	8:57	9:04	9:22	9:30	9:41	9:53	10:09
9:24	—	9:36	9:53	10:01	10:11	10:23	10:39
—	10:01	10:08	10:23	10:31	10:41	10:51	11:06
10:29	—	10:40	10:55	11:02	11:11	11:20	11:35
—	11:05	11:11	11:26	11:33	11:42	11:51	12:06A
—	12:05A	12:11A	12:26A	12:33A	12:42A	12:51A	1:06
—	1:05	1:11	1:26	1:33	1:42	1:51	2:06
—	2:05	2:11	2:26	2:33	2:42	2:51	3:06
—	3:05	3:11	3:26	3:33	3:42	3:51	4:06

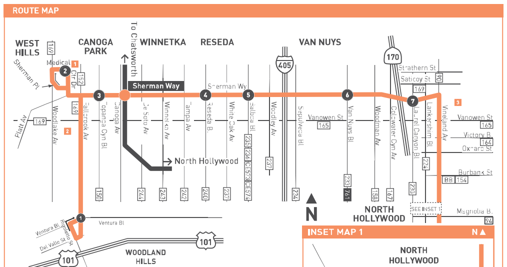
Monday through Friday

162

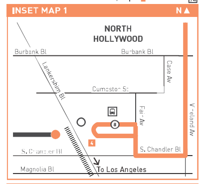
Westbound *Al Oeste* (Approximate Times / Tiempos Aproximados)

NORTH HOLLYWOOD		VAN NUYS		RESEDA	CANOGA PARK	WEST HILLS	WOODLAND HILLS
8 North Hollywood Station	7 Sherman Way & Laurel Canyon	6 Sherman Way & Van Nuys	5 Sherman Way & Balboa	4 Sherman Way & Reseda	3 Sherman Way & Topanga Canyon	2 West Hills Medical Center	1 Fallbrook & Ventura
5:02A	5:21A	5:31A	5:41A	5:48A	6:02A	6:09A	—
5:21	5:40	5:51	6:01	6:08	6:23	—	6:38A
5:36	5:55	6:06	6:18	6:25	6:42	6:49	—
5:49	6:09	6:21	6:33	6:40	6:57	—	7:13
6:04	6:24	6:36	6:49	6:56	7:15	7:23	—
6:18	6:38	6:51	7:04	7:12	7:31	—	7:47
6:32	6:52	7:06	7:20	7:28	7:47	7:55	—
6:45	7:06	7:21	7:35	7:43	8:02	—	8:18
6:59	7:21	7:36	7:50	7:58	8:17	8:26	—
7:14	7:36	7:51	8:05	8:13	8:32	—	8:48
7:30	7:52	8:07	8:21	8:29	8:48	8:57	—
7:45	8:07	8:22	8:36	8:44	9:03	—	9:18
7:59	8:22	8:37	8:51	8:59	9:18	9:27	—
8:14	8:37	8:52	9:06	9:14	9:33	—	9:48
8:29	8:52	9:07	9:20	9:28	9:47	9:56	—
8:45	9:07	9:22	9:35	9:44	10:03	—	10:18
9:00	9:22	9:37	9:50	9:59	10:18	10:27	—
9:15	9:37	9:52	10:05	10:14	10:33	—	10:48
9:29	9:52	10:07	10:21	10:30	10:49	10:58	—
9:44	10:07	10:22	10:36	10:45	11:04	—	11:19
9:59	10:22	10:37	10:51	11:00	11:19	11:28	—
10:14	10:37	10:52	11:06	11:15	11:34	—	11:49
10:29	10:52	11:07	11:21	11:30	11:49	11:58	—
10:43	11:06	11:22	11:36	11:45	12:04P	—	12:19P
10:57	11:21	11:37	11:51	11:59	12:19	12:28P	—
11:12	11:36	11:52	12:06P	12:15P	12:34	—	12:49
11:27	11:51	12:07P	12:21	12:30	12:49	12:58	—
11:41	12:05P	12:22	12:36	12:45	1:04	—	1:19
11:56	12:20	12:37	12:51	1:00	1:19	1:28	—
12:11P	12:35	12:52	1:06	1:15	1:34	—	1:49
12:26	12:50	1:07	1:21	1:30	1:49	1:58	—
12:41	1:05	1:22	1:36	1:45	2:04	—	2:19
12:56	1:20	1:37	1:51	2:00	2:19	2:28	—
1:11	1:35	1:52	2:06	2:15	2:34	—	2:49
1:26	1:50	2:07	2:21	2:30	2:49	2:58	—
1:41	2:05	2:22	2:36	2:45	3:05	—	3:21
1:56	2:20	2:37	2:51	3:00	3:21	3:30	—
2:11	2:35	2:52	3:06	3:16	3:37	—	3:54
2:26	2:50	3:07	3:22	3:32	3:53	4:02	—
2:40	3:04	3:22	3:37	3:47	4:08	—	4:25
2:55	3:20	3:38	3:53	4:03	4:24	4:33	—
3:10	3:35	3:53	4:08	4:18	4:39	—	4:56
3:25	3:51	4:09	4:24	4:34	4:55	5:04	—
3:40	4:06	4:24	4:39	4:49	5:10	—	5:27
3:55	4:21	4:39	4:54	5:04	5:25	5:34	—
4:10	4:36	4:54	5:09	5:19	5:39	—	5:56
4:25	4:51	5:09	5:24	5:34	5:54	6:03	—
4:41	5:07	5:25	5:40	5:49	6:09	—	6:26
4:56	5:22	5:40	5:55	6:04	6:23	6:32	—
5:11	5:37	5:55	6:10	6:18	6:37	—	6:54
5:27	5:53	6:10	6:25	6:33	6:52	7:01	—
5:42	6:07	6:24	6:38	6:46	7:05	—	7:21
5:57	6:22	6:39	6:53	7:01	7:19	7:28	—
6:12	6:37	6:54	7:07	7:15	7:33	—	7:49
6:26	6:51	7:07	7:20	7:28	7:45	7:54	—
6:43	7:07	7:22	7:35	7:43	8:00	—	8:15
7:06	7:29	7:42	7:55	8:03	8:19	8:28	—
7:26	7:49	8:02	8:14	8:22	8:38	—	8:53
7:47	8:09	8:22	8:34	8:42	8:58	9:05	—
8:08	8:29	8:42	8:54	9:02	9:18	—	9:32
8:34	8:55	9:07	9:19	9:27	9:43	—	9:57
9:00	9:20	9:32	9:44	9:52	10:07	10:14	—
9:41	10:01	10:12	10:23	10:30	10:44	10:51	—
10:25	10:44	10:55	11:05	11:12	11:25	11:32	—
11:25	11:44	11:54	12:04A	12:11A	12:24A	12:31A	—
12:25A	12:44A	12:54A	1:04	1:11	1:24	1:31	—
1:25	1:44	1:54	2:04	2:11	2:24	2:31	—
2:25	2:44	2:54	3:04	3:11	3:24	3:31	—
3:25	3:44	3:54	4:04	4:11	4:24	—	—
4:25	4:44	4:54	5:04	5:11	5:24	—	—

ROUTE MAP



INSET MAP 1

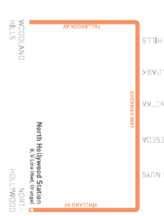


LEGEND

- Route of Lines 162
- Metro B Line (Red)
- Metro G Line (Orange)
- Metro G Line (Orange) Station
- Metro B Line (Red) Station
- Local Stop Timepoint
- Local Stop Timepoint – Single Direction Only
- Transit Center
- ML Metrolink Station
- BB Burbank Bus
- CE LADOT Commuter Express
- SC Santa Clarita Transit

MAP NOTES

1. **West Hills Medical Center**
2. **Fallbrook Center**
3. **Hollywood Burbank Airport**
4. **North Hollywood B, G Lines (Red, Orange) Stations**
Metro 90, 94, 152, 154, 155, 162, 224, 237, 501, Metro B Line (Red), Metro G Line (Orange); BB Media District, BB Noho/Airport; CE549; SC757



Metro

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Sujeto a cambios sin previo aviso

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Travel Info
511

Wheelchair Hotline
800.621.7828

California Relay Service
711

162

Metro Local

Eastbound to North Hollywood
Westbound to Woodland Hills
via Fallbrook Av, Sherman Wy, Vineland Av

Effective Dec 11 2022

Saturday

Effective Dec 11 2022

162

Eastbound *Al Este* (Approximate Times / Tiempos Aproximados)

WOODLAND HILLS	WEST HILLS	CANOGA PARK	RESEDA	VAN NUYS		NORTH HOLLYWOOD
1	2	3	4	5	6	7	8
Fallbrook & Ventura	West Hills Medical Center	Sherman Way & Topanga Canyon	Sherman Way & Reseda	Sherman Way & Balboa	Sherman Way & Van Nuys	Sherman Way & Laurel Canyon	North Hollywood Station
—	4:02A	4:08A	4:22A	4:30A	4:41A	4:51A	5:03A
4:57A	—	5:07	5:23	5:30	5:41	5:51	6:03
—	5:52	5:58	6:14	6:21	6:34	6:46	7:00
6:14	—	6:25	6:44	6:52	7:06	7:18	7:32
—	6:50	6:57	7:16	7:24	7:38	7:50	8:05
7:14	—	7:27	7:46	7:54	8:08	8:21	8:36
—	7:50	7:57	8:16	8:24	8:38	8:51	9:06
8:14	—	8:26	8:45	8:53	9:07	9:20	9:35
—	8:38	8:45	9:04	9:12	9:26	9:38	9:53
8:55	—	9:07	9:27	9:35	9:49	10:03	10:18
—	9:17	9:25	9:44	9:55	10:09	10:23	10:38
9:33	—	9:45	10:04	10:15	10:29	10:44	11:00
—	9:54	10:02	10:26	10:34	10:49	11:06	11:21
10:10	—	10:22	10:46	10:54	11:09	11:26	11:41
—	10:34	10:42	11:06	11:14	11:29	11:46	12:01P
10:51	—	11:03	11:25	11:35	11:49	12:06P	12:21
—	11:15	11:23	11:45	11:55	12:09P	12:26	12:41
11:30	—	11:43	12:05P	12:15P	12:29	12:45	1:02
—	11:56	12:04P	12:26	12:35	12:49	1:05	1:22
12:10P	—	12:24	12:46	12:55	1:09	1:25	1:42
—	12:35P	12:43	1:06	1:15	1:29	1:45	2:02
12:49	—	1:03	1:26	1:35	1:49	2:05	2:22
—	1:15	1:23	1:46	1:55	2:09	2:25	2:42
1:29	—	1:43	2:06	2:15	2:29	2:44	3:01
—	1:55	2:03	2:26	2:35	2:49	3:03	3:19
2:10	—	2:24	2:47	2:55	3:09	3:23	3:38
—	2:37	2:45	3:07	3:15	3:29	3:43	3:58
2:51	—	3:05	3:27	3:35	3:49	4:03	4:18
—	3:17	3:25	3:47	3:55	4:09	4:23	4:38
3:31	—	3:45	4:07	4:15	4:29	4:42	4:57
—	3:57	4:05	4:26	4:35	4:49	5:02	5:17
4:09	—	4:23	4:45	4:53	5:07	5:20	5:35
—	4:34	4:42	5:03	5:12	5:26	5:39	5:54
4:51	—	5:05	5:26	5:35	5:49	6:02	6:17
—	5:17	5:25	5:46	5:55	6:09	6:22	6:37
5:31	—	5:45	6:06	6:15	6:29	6:42	6:57
—	5:58	6:06	6:26	6:35	6:49	7:02	7:17
6:12	—	6:26	6:46	6:55	7:09	7:22	7:37
—	6:48	6:56	7:16	7:25	7:39	7:52	8:10
7:16	—	7:28	7:48	7:57	8:10	8:23	8:42
—	7:53	8:01	8:19	8:28	8:41	8:54	9:12
8:22	—	8:35	8:53	9:02	9:14	9:26	9:43
—	8:57	9:04	9:22	9:31	9:41	9:53	10:09
9:24	—	9:36	9:53	10:01	10:11	10:23	10:39
—	10:01	10:08	10:26	10:34	10:44	10:57	11:12
10:29	—	10:42	10:55	11:02	11:11	11:20	11:35
—	11:03	11:11	11:24	11:33	11:42	11:51	12:06A
—	12:05A	12:11A	12:26A	12:33A	12:42A	12:51A	1:06
—	1:05	1:11	1:24	1:33	1:42	1:51	2:04
—	2:05	2:11	2:24	2:33	2:42	2:51	3:04
—	3:05	3:11	3:24	3:33	3:42	3:51	4:04

Saturday

162

Westbound *Al Oeste* (Approximate Times / Tiempos Aproximados)

NORTH HOLLYWOOD		VAN NUYS		RESEDA	CANOGA PARK	WEST HILLS	WOODLAND HILLS
8	7	6	5	4	3	2	1
North Hollywood Station	Sherman Way & Laurel Canyon	Sherman Way & Van Nuys	Sherman Way & Balboa	Sherman Way & Reseda	Sherman Way & Topanga Canyon	West Hills Medical Center	Fallbrook & Ventura
5:13A	5:20A	5:31A	5:41A	5:48A	5:57A	6:09A	—
5:33	5:50	6:01	6:11	6:18	6:32	—	6:44A
6:02	6:19	6:31	6:42	6:47	7:03	7:13	—
6:31	6:49	7:01	7:12	7:19	7:35	—	7:47
7:00	7:18	7:31	7:42	7:49	8:05	8:14	—
7:30	7:48	8:01	8:14	8:22	8:40	—	8:53
7:57	8:16	8:31	8:44	8:53	9:13	9:22	—
8:26	8:43	8:58	9:11	9:20	9:40	—	9:53
8:44	9:03	9:18	9:31	9:40	10:00	10:09	—
9:04	9:23	9:38	9:51	10:00	10:20	—	10:33
9:24	9:43	9:58	10:11	10:20	10:40	10:49	—
9:44	10:03	10:18	10:31	10:40	11:00	—	11:14
10:04	10:23	10:38	10:52	11:01	11:21	11:30	—
10:22	10:42	10:58	11:12	11:21	11:41	—	11:55
10:42	11:02	11:18	11:32	11:41	12:01P	12:10P	—
11:02	11:22	11:38	11:53	12:03P	12:24	—	12:39P
11:21	11:41	11:58	12:13P	12:23	12:44	12:53	—
11:41	12:01P	12:18P	12:33	12:43	1:04	—	1:19
11:59	12:21	12:38	12:53	1:03	1:26	1:33	—
12:20P	12:41	12:58	1:13	1:23	1:44	—	1:59
12:40	1:01	1:18	1:33	1:43	2:04	2:13	—
1:00	1:21	1:38	1:53	2:03	2:24	—	2:39
1:20	1:41	1:58	2:13	2:22	2:43	2:52	—
1:40	2:01	2:18	2:32	2:41	3:01	—	3:14
2:00	2:21	2:38	2:52	3:01	3:21	3:30	—
2:20	2:41	2:58	3:12	3:21	3:41	—	3:54
2:40	3:01	3:18	3:32	3:41	4:01	4:10	—
3:01	3:22	3:38	3:52	4:01	4:21	—	4:34
3:20	3:42	3:58	4:12	4:21	4:41	4:50	—
3:40	4:02	4:18	4:32	4:41	5:01	—	5:14
4:00	4:22	4:38	4:52	5:01	5:21	5:30	—
4:20	4:42	4:58	5:12	5:21	5:41	—	5:54
4:40	5:02	5:18	5:32	5:41	6:01	6:09	—
4:59	5:22	5:38	5:52	6:01	6:20	—	6:32
5:20	5:42	5:58	6:11	6:19	6:38	6:47	—
5:40	6:02	6:18	6:31	6:39	6:58	—	7:10
6:02	6:22	6:38	6:51	6:59	7:18	7:27	—
6:29	6:49	7:04	7:17	7:25	7:44	—	7:56
6:57	7:17	7:31	7:44	7:52	8:09	8:18	—
7:28	7:47	8:01	8:13	8:21	8:37	—	8:52
7:57	8:18	8:31	8:43	8:51	9:07	9:14	—
8:27	8:48	9:01	9:13	9:21	9:37	—	9:51
9:04	9:26	9:36	9:48	9:56	10:10	10:17	—
9:40	10:02	10:11	10:22	10:29	10:43	10:50	—
10:20	10:44	10:53	11:05	11:12	11:25	11:32	—
11:25	11:44	11:54	12:04A	12:11A	12:24A	12:31A	—
12:25A	12:44A	12:54A	1:04	1:11	1:24	1:31	—
1:25	1:44	1:54	2:04	2:11	2:24	2:31	—
2:25	2:44	2:54	3:04	3:11	3:24	3:31	—
3:25	3:44	3:54	4:04	4:11	4:24	—	—
4:25	4:44	4:54	5:04	5:11	5:24	—	—

Sunday and Holiday

162

Eastbound *Al Este* (Approximate Times / Tiempos Aproximados)

WOODLAND HILLS	WEST HILLS	CANOGA PARK	RESEDA	VAN NUYS		NORTH HOLLYWOOD
1	2	3	4	5	6	7	8
Fallbrook & Ventura	West Hills Medical Center	Sherman Way & Topanga Canyon	Sherman Way & Reseda	Sherman Way & Balboa	Sherman Way & Van Nuys	Sherman Way & Laurel Canyon	North Hollywood Station
—	4:06A	4:12A	4:26A	4:31A	4:41A	4:51A	5:06A
5:01A	—	5:12	5:26	5:31	5:41	5:51	6:06
—	5:52	5:58	6:13	6:22	6:34	6:45	7:00
6:19	—	6:30	6:48	6:56	7:09	7:20	7:36
—	6:53	7:00	7:18	7:26	7:39	7:50	8:06
7:17	—	7:28	7:48	7:56	8:09	8:21	8:37
—	7:50	7:57	8:18	8:26	8:39	8:51	9:07
8:15	—	8:27	8:48	8:56	9:09	9:21	9:37
—	8:49	8:57	9:18	9:26	9:39	9:51	10:08
9:13	—	9:25	9:46	9:55	10:09	10:21	10:38
—	9:47	9:55	10:16	10:25	10:39	10:51	11:08
10:12	—	10:25	10:46	10:55	11:09	11:21	11:38
—	10:47	10:55	11:16	11:25	11:39	11:51	12:08P
11:12	—	11:25	11:46	11:55	12:09P	12:21P	12:39
—	11:47	11:55	12:16P	12:25P	12:39	12:53	1:11
12:11P	—	12:24P	12:46	12:55	1:09	1:24	1:42
—	12:45P	12:53	1:16	1:25	1:39	1:54	2:12
1:10	—	1:23	1:46	1:55	2:09	2:24	2:42
—	1:45	1:53	2:16	2:25	2:39	2:51	3:09
2:14	—	2:27	2:47	2:55	3:09	3:21	3:39
—	2:49	2:57	3:17	3:25	3:39	3:51	4:07
3:15	—	3:28	3:47	3:55	4:09	4:22	4:40
—	3:50	3:58	4:17	4:25	4:39	4:52	5:10
4:15	—	4:28	4:47	4:55	5:09	5:21	5:39
—	4:50	4:58	5:17	5:25	5:39	5:51	6:09
5:18	—	5:30	5:49	5:57	6:09	6:21	6:39
—	5:52	6:00	6:19	6:27	6:39	6:51	7:09
6:18	—	6:30	6:49	6:57	7:09	7:21	7:39
—	6:51	6:59	7:18	7:26	7:39	7:53	8:12
7:18	—	7:30	7:48	7:57	8:10	8:23	8:42
—	7:53	8:01	8:19	8:28	8:41	8:54	9:12
8:19	—	8:32	8:50	8:59	9:11	9:23	9:42
—	8:57	9:04	9:22	9:31	9:41	9:53	10:09
9:24	—	9:36	9:53	10:01	10:11	10:23	10:39
—	10:01	10:08	10:26	10:34	10:44	10:57	11:12
10:29	—	10:42	10:55	11:02	11:11	11:20	11:35
—	11:05	11:11	11:24	11:33	11:42	11:51	12:06A
—	12:05A	12:11A	12:26A	12:33A	12:42A	12:51A	1:06
—	1:05	1:11	1:26	1:33	1:42	1:51	2:06
—	2:05	2:11	2:24	2:33	2:42	2:51	3:04
—	3:05	3:11	3:26	3:33	3:42	3:51	4:06

Sunday and Holiday

162

Westbound *Al Oeste* (Approximate Times / Tiempos Aproximados)

NORTH HOLLYWOOD		VAN NUYS		RESEDA	CANOGA PARK	WEST HILLS	WOODLAND HILLS
8	7	6	5	4	3	2	1
North Hollywood Station	Sherman Way & Laurel Canyon	Sherman Way & Van Nuys	Sherman Way & Balboa	Sherman Way & Reseda	Sherman Way & Topanga Canyon	West Hills Medical Center	Fallbrook & Ventura
5:12A	5:21A	5:31A	5:41A	5:48A	5:57A	6:08A	—
5:32	5:51	6:01	6:11	6:18	6:31	—	6:45A
6:01	6:20	6:31	6:41	6:48	7:01	7:09	—
6:30	6:49	7:01	7:11	7:18	7:34	—	7:49
7:00	7:19	7:31	7:42	7:49	8:05	8:14	—
7:30	7:49	8:01	8:13	8:21	8:38	—	8:54
7:58	8:18	8:31	8:43	8:52	9:09	9:18	—
8:28	8:48	9:01	9:13	9:22	9:39	—	9:57
8:54	9:17	9:31	9:44	9:53	10:11	10:20	—
9:24	9:47	10:01	10:14	10:23	10:42	—	10:58
9:56	10:19	10:31	10:45	10:54	11:13	11:22	—
10:25	10:47	11:01	11:15	11:24	11:43	—	11:59
10:55	11:17	11:31	11:45	11:54	12:13P	12:22P	—
11:25	11:47	12:01P	12:15P	12:25P	12:44	—	1:00P
11:53	12:15P	12:31	12:45	12:55	1:15	1:24	—
12:23P	12:45	1:01	1:15	1:25	1:43	—	2:02
12:53	1:15	1:31	1:45	1:55	2:15	2:24	—
1:23	1:45	2:01	2:13	2:21	2:41	—	2:58
1:53	2:13	2:31	2:43	2:51	3:09	3:18	—
2:23	2:43	3:01	3:13	3:21	3:39	—	3:54
2:54	3:15	3:31	3:43	3:51	4:09	4:18	—
3:24	3:44	4:01	4:13	4:21	4:39	—	4:54
3:54	4:14	4:31	4:43	4:51	5:09	5:18	—
4:24	4:44	5:01	5:13	5:21	5:39	—	5:56
4:54	5:14	5:31	5:43	5:51	6:08	6:17	—
5:24	5:44	6:01	6:13	6:21	6:38	—	6:56
5:54	6:17	6:31	6:43	6:51	7:08	7:17	—
6:26	6:47	7:01	7:13	7:21	7:38	—	7:56
6:57	7:18	7:31	7:43	7:51	8:08	8:17	—
7:27	7:48	8:01	8:13	8:21	8:37	—	8:52
7:57	8:18	8:31	8:43	8:51	9:07	9:14	—
8:27	8:48	9:01	9:13	9:21	9:37	—	9:51
9:04	9:26	9:36	9:48	9:56	10:10	10:17	—
9:40	10:02	10:11	10:22	10:29	10:43	10:50	—
10:20	10:44	10:53	11:05	11:12	11:25	11:32	—
11:25	11:44	11:54	12:04A	12:11A	12:24A	12:31A	—
12:25A	12:44A	12:54A	1:04	1:11	1:24	1:31	—
1:25	1:44	1:54	2:04	2:11	2:24	2:31	—
2:25	2:44	2:54	3:04	3:11	3:24	3:31	—
3:25	3:44	3:54	4:04	4:11	4:24	—	—
4:25	4:44	4:54	5:04	5:11	5:24	—	—

Sunday and Holiday Schedules

Sunday and Holiday Schedule in effect on New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day.

Horarios de domingo y días feriados

Horarios de domingo y días feriados en vigor para New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day y Christmas Day

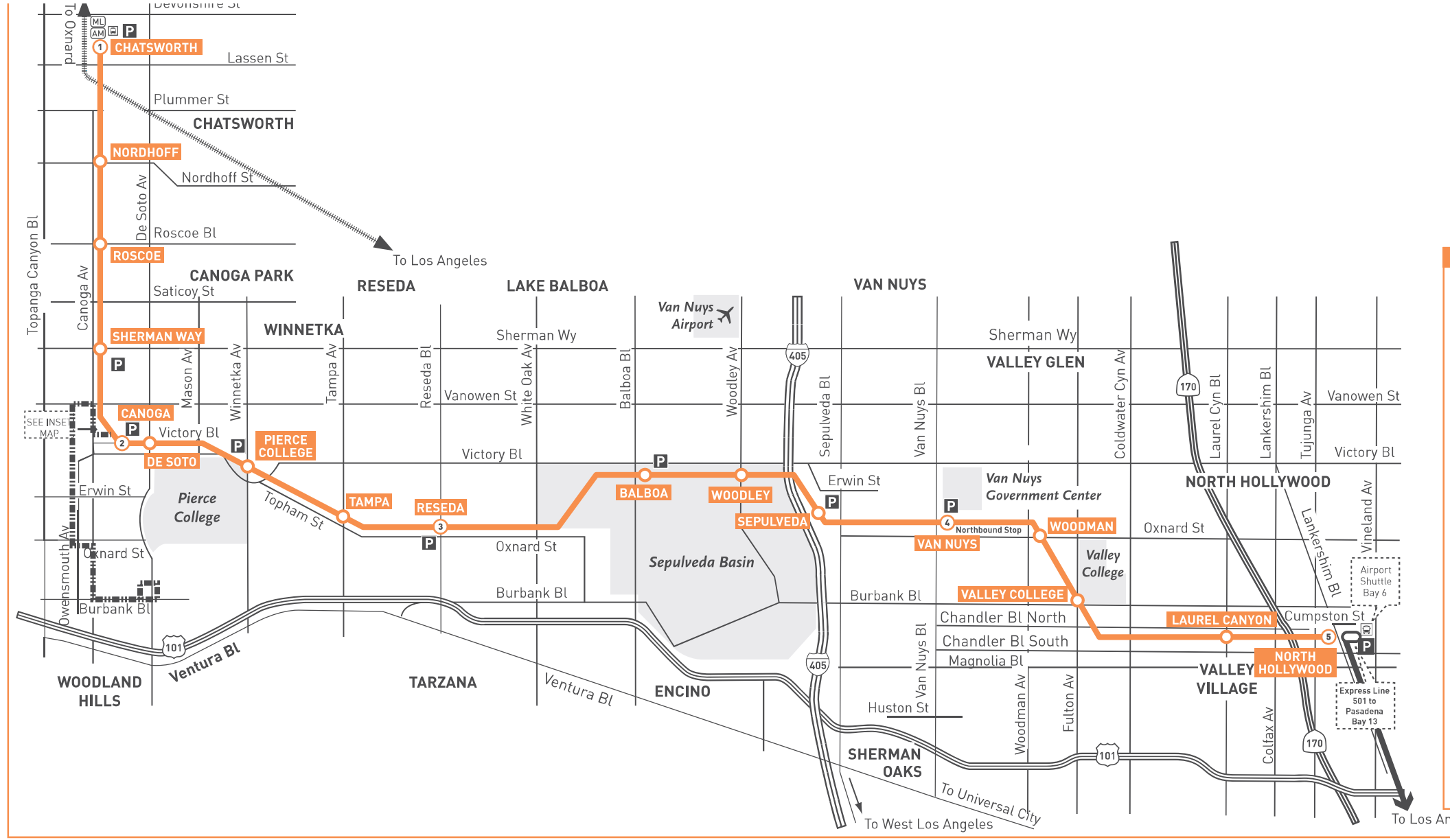
Lose something?

Learn more about Metro's Lost & Found service. Visit *metro.net/lostandfound* or call 323.937.8920.

Need information?

Transit Information: 323.466.3876
Customer Relations: 213.922.6235
In an Emergency: 1.888.950.7233 or 911

150972


To Oxnard
Devonshire St
ML
AM
CHATSWORTH
Lassen St
Plummer St
CHATSWORTH
NORDHOFF
Nordhoff St
De Soto Av
Roscoe Bl
ROSCOE
To Los Angeles
Topanga Canyon Bl
Canoga Av
CANOGA PARK
Saticoy St
RESEDA
LAKE BALBOA
VAN NUYS
Van Nuys Airport
SHERMAN WAY
WINNETKA
Sherman Wy
VALLEY GLEN
Mason Av
Winnetka Av
Tampa Av
Reseda Bl
White Oak Av
Balboa Bl
Woodley Av
405
Sepulveda Bl
Van Nuys Bl
Coldwater Cyn Av
170
Laurel Cyn Bl
Lankershim Bl
Tujunga Av
Vanowen St
CANOGA
SEE INSET MAP
Victory Bl
PIERCE COLLEGE
DE SOTO
Erwin St
Pierce College
Topham St
TAMPA
RESEDA
BALBOA
WOODLEY
SEPULVEDA
Van Nuys Government Center
Northbound Stop
WOODMAN
VAN NUYS
NORTH HOLLYWOOD
Vineland Av
Oxnard St
Owensmouth Av
Sepulveda Basin
Valley College
Airport Shuttle Bay 6
Burbank Bl
VALLEY COLLEGE
Chandler Bl North
Chandler Bl South
Magnolia Bl
LAUREL CANYON
Cumpston St
NORTH HOLLYWOOD
VALLEY VILLAGE
Express Line 501 to Pasadena Bay 13
Huston St
Woodman Av
Fulton Av
Colfax Av
101
Ventura Bl
WOODLAND HILLS
TARZANA
ENCINO
SHERMAN OAKS
To Universal City
To West Los Angeles
To Los An

metro.net/nsfvbrt

Next stop: improved transit in the North Valley.

NORTH SAN FERNANDO VALLEY TRANSIT CORRIDOR

Fact Sheet

Contact Us

Please use the following contact tools to access more project information, ask a question or provide comments:

213.418.3082
northsfvbrt@metro.net
metro.net/nsfvbrt
@metrolosangeles
losangelesmetro

Metro

SPRING 2023

Overview

Metro has a plan to make it easier to get around LA, with better transit across the North Valley. The North San Fernando Valley Transit Corridor Project (North SFV) will improve east-west transit service with better access to jobs, education and essential services.

Project at a Glance

The North San Fernando Valley Transit Corridor Project consists of an enhanced bus network that will increase connectivity and provide high-quality bus service and transit infrastructure in North San Fernando Valley communities from Northridge on the west to North Hollywood on the east. The primary corridors to be improved include Roscoe Bl, Nordhoff St and Lankershim Bl, with additional improvements planned for Reseda Bl, Sherman Way, Vanowen St and Victory Bl.

This new approach, called the BRT Network Improvements, is the result of extensive outreach and Metro Board direction following prior studies and completion of an Alternatives Analysis for a single-line Bus Rapid Transit (BRT) project in 2019.

The BRT Network Improvements will provide the following benefits:

> Faster, more frequent and more reliable bus service
> Improved connections to the regional transit network
> Better access to important destinations across the region
> More transit to meet growing demand
> Enhanced bus stops
> Service improvements that are brought to riders sooner

This new service can increase ridership and improve transit options in the Valley. Better links to key activity centers and improved access to jobs, education and essential services will enhance the countywide transit system by connecting a larger population to the transit network. Considerations will also be given to enhancing connectivity with other existing or planned transit lines, such as the Metro B Line (Red), Metro G Line (Orange), future East San Fernando Valley Light Rail Transit, Metrolink and the future North Hollywood to Pasadena Transit Corridor Project.

Project Funding

In November 2016, LA County residents approved Measure M, a half-cent sales tax that funds a number of transportation improvements. Under this measure, the project received $180 million in funding.

BRT Network Improvements

Improvements to speed, reliability and customer experience will be implemented, including a number of capital and operational improvements, such as:

> Service and amenity improvements:
- Improved service frequency daytime weekdays every 10 minutes for the Roscoe Line 152 and Nordhoff Line 166
- New bus shelters at nearly 400 locations
- Significant bus stop amenities including larger shelters, more seating, new real time and wayfinding information, and better lighting at five key locations
- 75 new zero emission electric buses for Lines 152, 162, 166 and 240

> Bus speed and reliability improvements:
- New peak hour only (7–10am, 3–7pm) bus lanes on 10.5 miles of Roscoe Bl
- Transit signal priority added for up to seven bus lines (152, 162, 164, 165, 166, 224, and 240)
- New bus stop design (bus bulbs) to avoid delays for buses merging in and out of traffic at over 80 stops
- All-door boarding on all bus lines in the San Fernando Valley

Project Background

> Voter-approved Measure M (2016) included $180 million for high-capacity east-west transit service in the North San Fernando Valley, especially service to CSUN, to ease traffic and meet the growing demand for transit in the San Fernando Valley.
> This project will contribute to the success of the countywide transit system by adding connectivity to a large population and significant trip generators, including CSUN and others.
> In 2019, Metro completed an Alternatives Analysis (AA) that identified Nordhoff St and Roscoe Bl as the highest performing east-west travel, and Lankershim Bl and Laurel Canyon Bl for north-south travel.
> Upon review of the 2019 AA report, the Metro Board directed staff to include Roscoe Bl and the NextGen Bus Plan in the study of alternatives.
> In coordination with the NextGen Bus Plan, Metro studied a reimagined BRT Network Improvements option in Spring/Summer 2022.
> In December 2022, the Metro Board approved the BRT Network Improvements option and authorized filing a CEQA Notice of Exemption, through SB 288*, which was approved in January 2023.

What's Next

Project implementation is anticipated to begin in Fall 2023 and will continue through 2025.Visit our online interactive StoryMap to learn more about the project and explore the information on your own time. Please visit ***bit.ly/northsfv*** or scan the code.

*SB 288 accelerates sustainable transportation projects by providing a CEQA (California Environmental Quality Act) exemption for a targeted set of sustainable transit projects.

NORTH SAN FERNANDO VALLEY PROJECT AREA

Project Timeline

WE ARE HERE

2022	2023	2023–2025
Spring/Summer Public Outreach	**Fall** Board Consideration of Preferred Alternative	**Fall** Implementation Goals for: > Roscoe Bl Bus Priority Lanes > 10-Minute Weekday Service on Roscoe Bl and Nordoff St > Begin New Shelter Installations	**Winter** Implementation Goals for: > New Bus Shelters > Bus Bulbs > Zero Emission Buses > Transit Signal Priority > Upgraded Passenger Amenities at Five Key Transfer Locations > All Door Boarding on all SFV Bus Lines

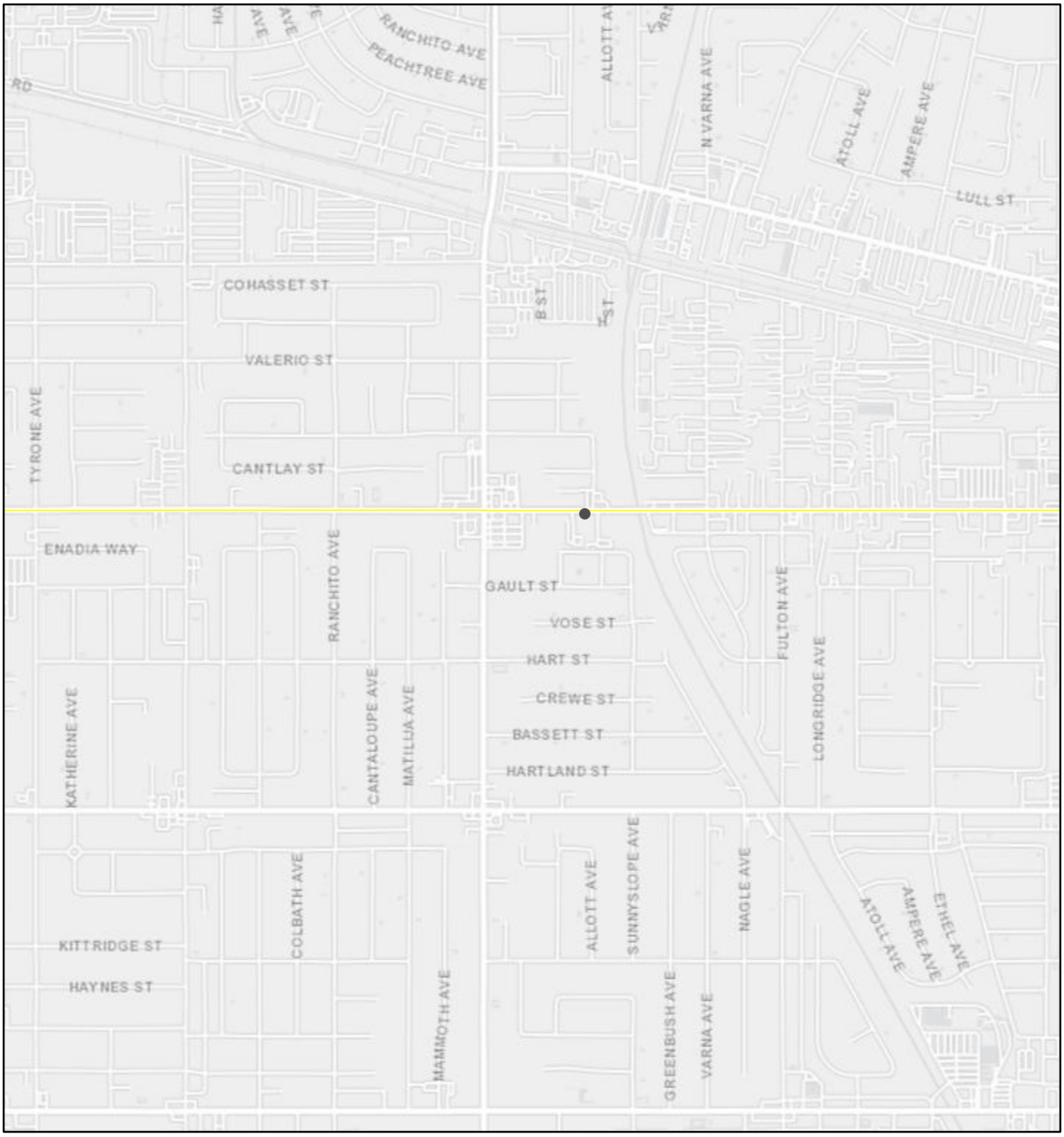
ONGOING PUBLIC PARTICIPATION


WINNETKA
RESEDA
WOODLAND HILLS
TARZANA
ENCINO
SHERMAN OAKS
STUDIO CITY
VALLEY VILLAGE
TOLUCA LAKE
VALLEY GLEN
VAN NUYS
PANORAMA CITY
SUN VALLEY
BURBANK
HOLLYWOOD HILLS
BEVERLY CREST
BEL AIR
BRENTWOOD
BEVERLY HILLS
WEST HOLLYWOOD
WESTWOOD
CENTURY CITY
CHEVIOT HILLS
SANTA MONICA
MAR VISTA
CULVER CITY
BALDWIN HILLS
Van Nuys/ Metrolink
Sepulveda
Van Nuys/ G Line
Westwood/ UCLA
Expo/Bundy
Expo/ Sepulveda
ROSCOE BL
SATICOY ST
SHERMAN WAY
VICTORY BL
OXNARD ST
BURBANK BL
MAGNOLIA BL
VENTURA BL
MOORPARK ST
MULHOLLAND DR
SUNSET BL
WILSHIRE BL
SANTA MONICA BL
PICO BL
VENICE BL
N
Metro Rail Lines & Stations
Metro Busway & Stations
Metro Purple (D Line) Extension Transit Project (Under Construction)
East San Fernando Valley Light Rail Transit Line (Pre-construction)
Amtrak/Metrolink Line & Stations
Sepulveda Transit Corridor
Study Area
Subject to Change

ADDENDIX E

MOBILITY NETWORK MAPS

TRANSIT ENHANCED NETWORK



August 24, 2023

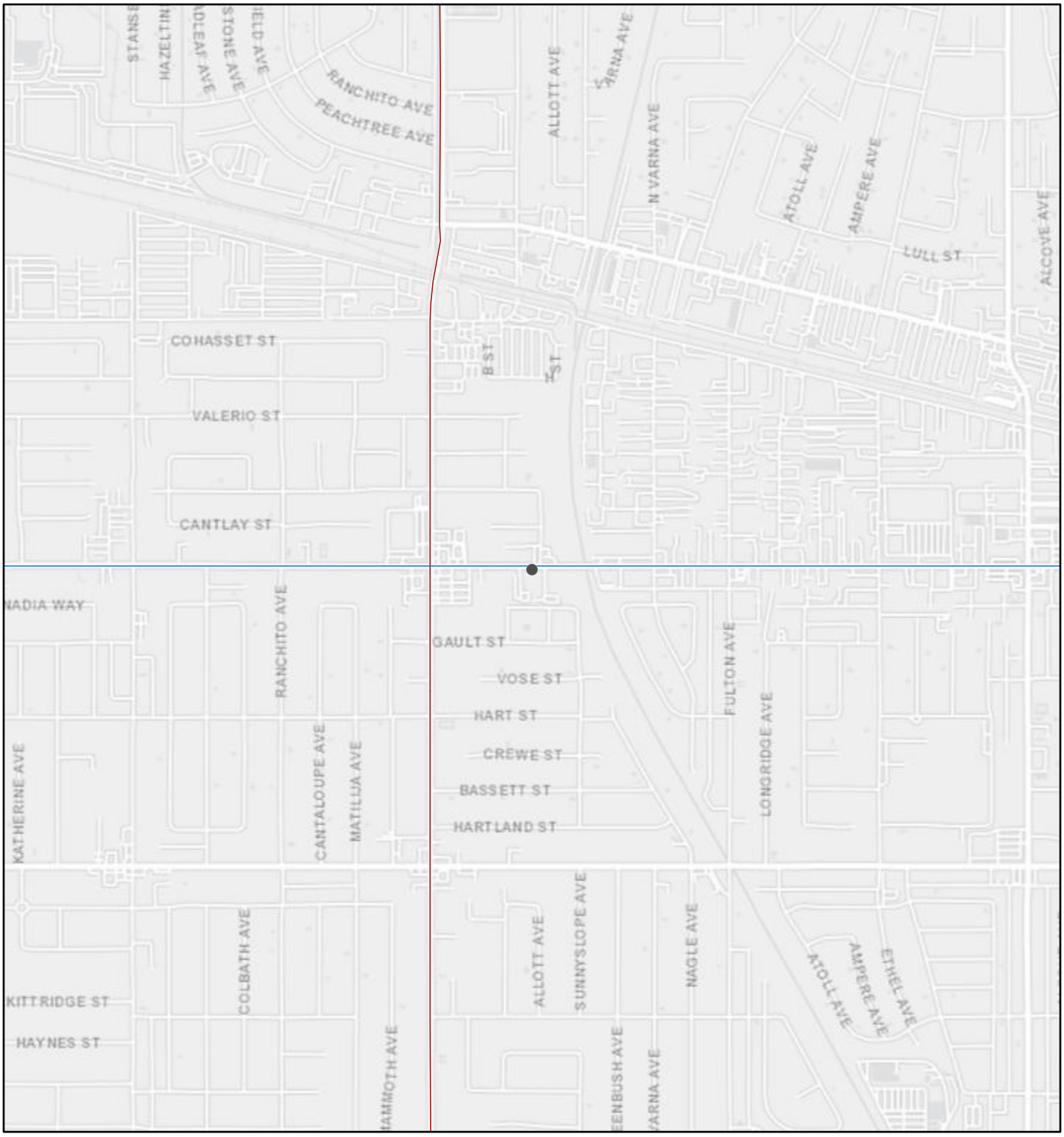
1:18,056

0 0.13 0.25 0.5 mi

0 0.2 0.4 0.8 km

Yellow - Moderate Transit Enhanced Street

Bicycle Enhanced Network



August 24, 2023

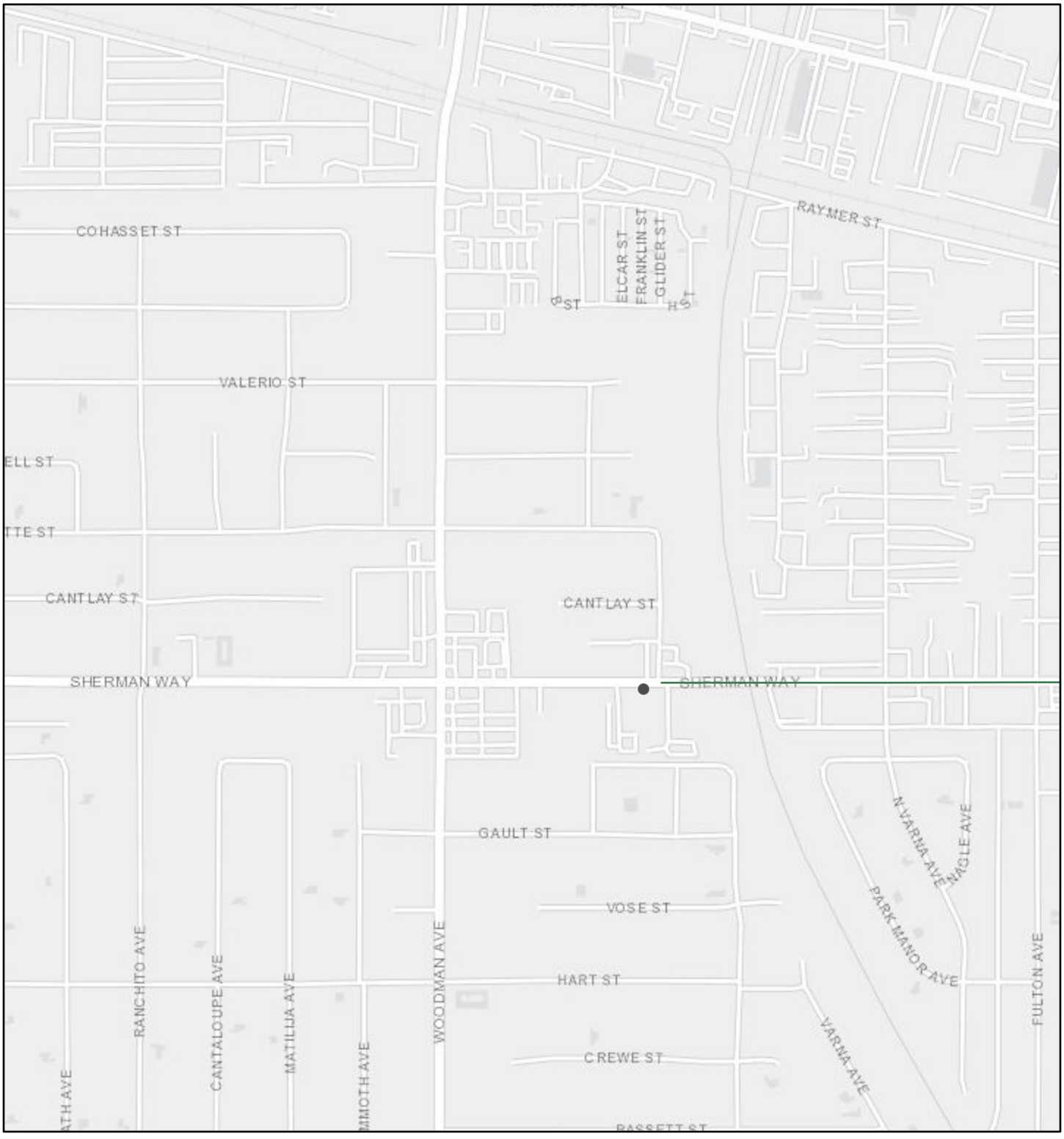
1:18,056

0 0.13 0.25 0.5 mi

0 0.2 0.4 0.8 km

Blue - Tier 1 Protected Bicycle Lane
Red - Tier 2 Bicycle Lane

Pedestrian Enhanced District



August 24, 2023

1:9,028

0 0.05 0.1 0.2 mi

0 0.1 0.2 0.4 km

Esri, HERE, County of Los Angeles, Bureau of Land Management, Esri, HERE, Garmin, GeoTechnologies, Inc., Intermap, USGS, EPA

13610 Sherman Way

Van Nuys, (/CA/Los_Angeles/Van_Nuys) Los Angeles (/CA/Los_Angeles), 91405

Commute to **Downtown San Fernando (/compare#edit-commutes)**

27 min 51 min 42 min 60+ min

Favorite **Map** **Nearby Apartments (/apartments/search/13610-she**

Looking for a home for sale in Los Angeles? (https://www.redfin.com/city/11203/CA/Los-Angeles)

Walk Score 66

Somewhat Walkable

Some errands can be accomplished on foot.

Transit Score 44

Some Transit

A few nearby public transportation options.

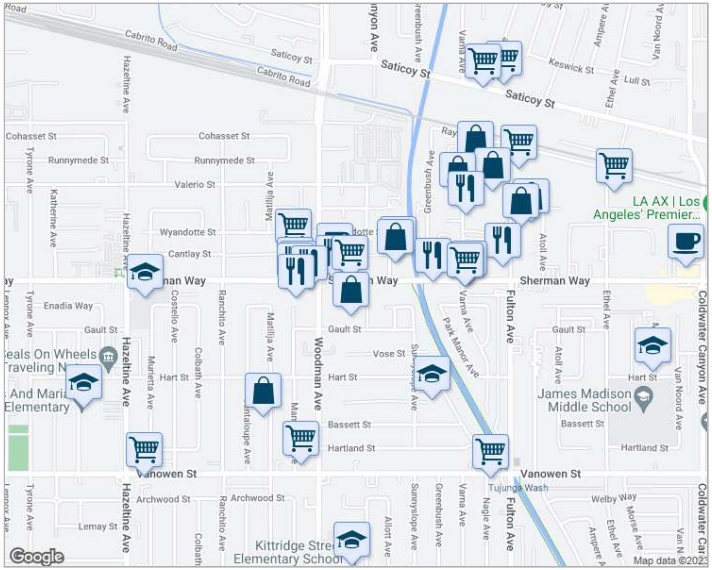
Bike Score 62

Bikeable

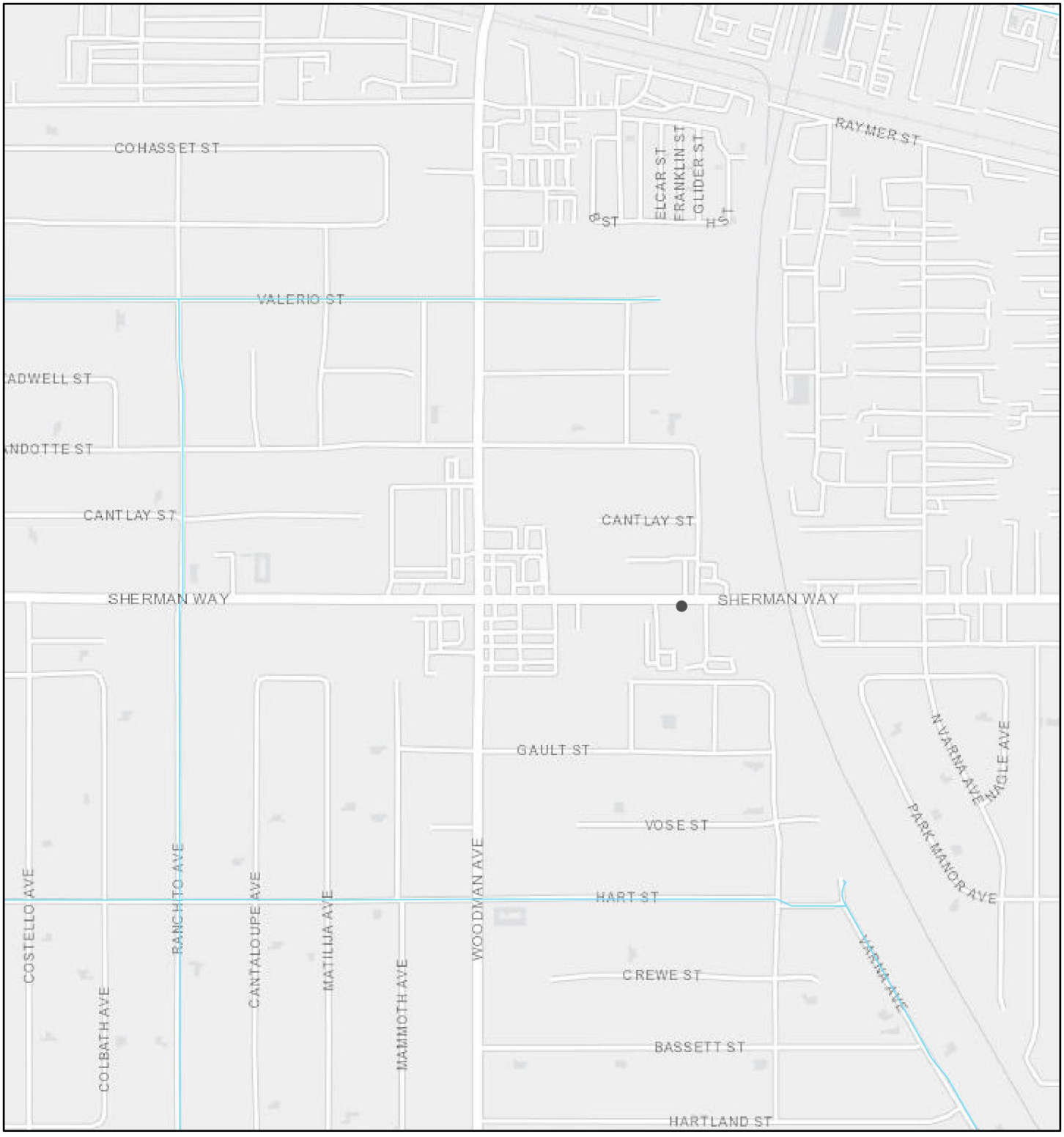
Some bike infrastructure.

About your score

Add scores to your site (/professional/badges.php?address=13610 Sherman Way Los Ange



Neighborhood Enhanced Network



August 24, 2023

1:9,028

0 0.05 0.1 0.2 mi

0 0.1 0.2 0.4 km

APPENDIX F

VMT REPORT

CITY OF LOS ANGELES VMT CALCULATOR Version 1.4

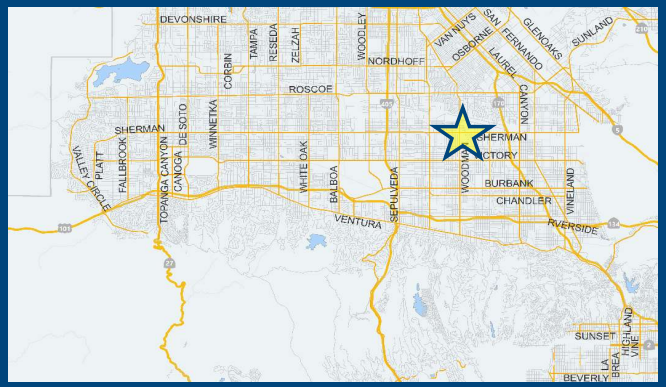
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project:

Scenario: Transportation Assessment

Address: 13610 W SHERMAN WAY, 91405



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 station?

○ Yes ◉ No

Existing Land Use

Land Use Type	Value	Unit
Housing | Multi-Family	11	DU
Housing | Multi-Family	11	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
Retail | High-Turnover Sit-Down Restaurant	0.555	ksf
Housing | Multi-Family	144	DU
Housing | Affordable Housing - Family	13	DU
Retail | High-Turnover Sit-Down Restaurant	0.555	ksf

☐ Click here to add a single custom land use type (will be included in the above list)

Project Screening Summary

Existing Land Use	Proposed
54 Daily Vehicle Trips	783 Daily Vehicle Trips
410 Daily VMT	5,934 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	729 Net Daily Trips
The net increase in daily VMT ≤ 0	5,524 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	0.555 ksf

The proposed project is required to perform VMT analysis.

Measuring the Miles

7/24/2023

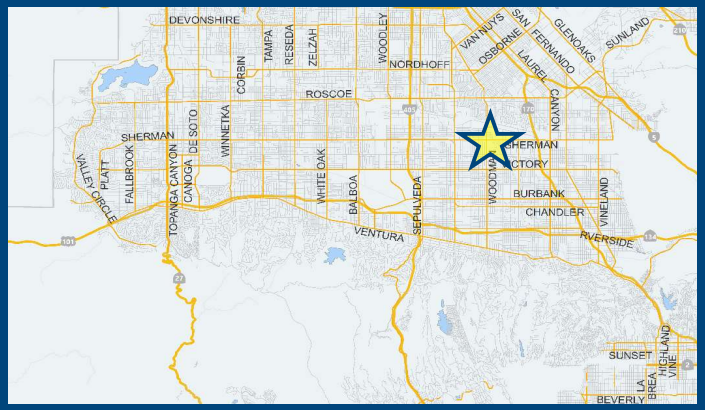
CITY OF LOS ANGELES VMT CALCULATOR Version 1.4

Project Information

Project:

Scenario: Transportation Assessment

Address: 13610 W SHERMAN WAY, 91405



Proposed Project Land Use Type	Value	Unit
Housing | Multi-Family	144	DU
Housing | Affordable Housing - Family	13	DU
Retail | High-Turnover Sit-Down Restaurant	0.555	ksf

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

159 city code parking provision for the project site

102 actual parking provision for the project site

Unbundle Parking

☐ Proposed Prj ☐ Mitigation

0 monthly parking cost (dollar) for the project site

Parking Cash-Out

☐ Proposed Prj ☐ Mitigation

0 percent of employees eligible

Price Workplace Parking

☐ Proposed Prj ☐ Mitigation

6.00 daily parking charge (dollar)

0 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
681 Daily Vehicle Trips	**681** Daily Vehicle Trips
5,160 Daily VMT	**5,160** Daily VMT
7.3 Household VMT per Capita	**7.3** Household VMT per Capita
N/A Work VMT per Employee	**N/A** Work VMT per Employee

Significant VMT Impact?

Proposed Project	With Mitigation
Household: No Threshold = 9.4 15% Below APC	**Household: No** Threshold = 9.4 15% Below APC
Work: N/A Threshold = 11.6 15% Below APC	**Work: N/A** Threshold = 11.6 15% Below APC

Measuring the Miles

7/24/2023

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: July 24, 2023
Project Name:
Project Scenario: Transportation Assessment
Project Address: 13610 W SHERMAN WAY, 91405

Version 1.4

Project Information			
Land Use Type		**Value**	**Units**
Housing	*Single Family*	*0*	*DU*
	Multi Family	144	DU
	Townhouse	*0*	*DU*
	Hotel	*0*	*Rooms*
	Motel	*0*	*Rooms*
Affordable Housing	Family	13	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	0.555	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: July 24, 2023
Project Name:
Project Scenario: Transportation Assessment
Project Address: 13610 W SHERMAN WAY, 91405

Version 1.4

Analysis Results			
Total Employees: 2 Total Population: 365			
Proposed Project		***With Mitigation***	
681	**Daily Vehicle Trips**	**681**	**Daily Vehicle Trips**
5,160	**Daily VMT**	**5,160**	**Daily VMT**
7.3	**Household VMT per Capita**	**7.3**	**Household VMT per Capita**
N/A	**Work VMT per Employee**	**N/A**	**Work VMT per Employee**

Significant VMT Impact?			
APC: South Valley			
Impact Threshold: 15% Below APC Average Household = 9.4 Work = 11.6			
Proposed Project		***With Mitigation***	
VMT Threshold	**Impact**	**VMT Threshold**	**Impact**
Household > 9.4 Work > 11.6	No N/A	Household > 9.4 Work > 11.6	No N/A

TDM Strategy Inputs

Strategy Type		Description	Proposed Project	Mitigations
Parking	Reduce parking supply	City code parking provision (spaces)	159	159
		Actual parking provision (spaces)	102	102
	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*
		Degree of implementation (low, medium, high)	*0*	*0*
	Employer sponsored vanpool or shuttle	*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)	Yes	Yes
	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: July 24, 2023
Project Name:
Project Scenario: Transportation Assessment
Project Address: 13610 W SHERMAN WAY, 91405

Version 1.4

TDM Adjustments by Trip Purpose & Strategy

Place type: Compact Infill

		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	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	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%*	

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Compact Infill

		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	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
	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 sections 1 - 2
	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	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*
MAX. TDM EFFECT	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*

= 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: July 24, 2023
Project Name:
Project Scenario: Transportation Assessment
Project Address: 13610 W SHERMAN WAY, 91405

Version 1.4

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	140	-19.3%	113	10.6	1,484	1,198
Home Based Other Production	388	-27.3%	282	6.6	2,561	1,861
Non-Home Based Other Production	191	-2.1%	187	8.5	1,624	1,590
Home-Based Work Attraction	3	-100.0%	0	9.4	28	0
Home-Based Other Attraction	208	-28.4%	149	5.8	1,206	864
Non-Home Based Other Attraction	54	-3.7%	52	8.1	437	421

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	-13.0%	98	1,042	-13.0%	98	1,042
Home Based Other Production	-13.0%	245	1,618	-13.0%	245	1,618
Non-Home Based Other Production	-13.0%	163	1,383	-13.0%	163	1,383
Home-Based Work Attraction	-13.0%	0	0	-13.0%	0	0
Home-Based Other Attraction	-13.0%	130	751	-13.0%	130	751
Non-Home Based Other Attraction	-13.0%	45	366	-13.0%	45	366

MXD VMT Methodology Per Capita & Per Employee

Total Population: 365
Total Employees: 2
APC: South Valley

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**2,660**	**2,660**
Total Home Based Work Attraction VMT	**0**	**0**
Total Home Based VMT Per Capita	**7.3**	**7.3**
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).

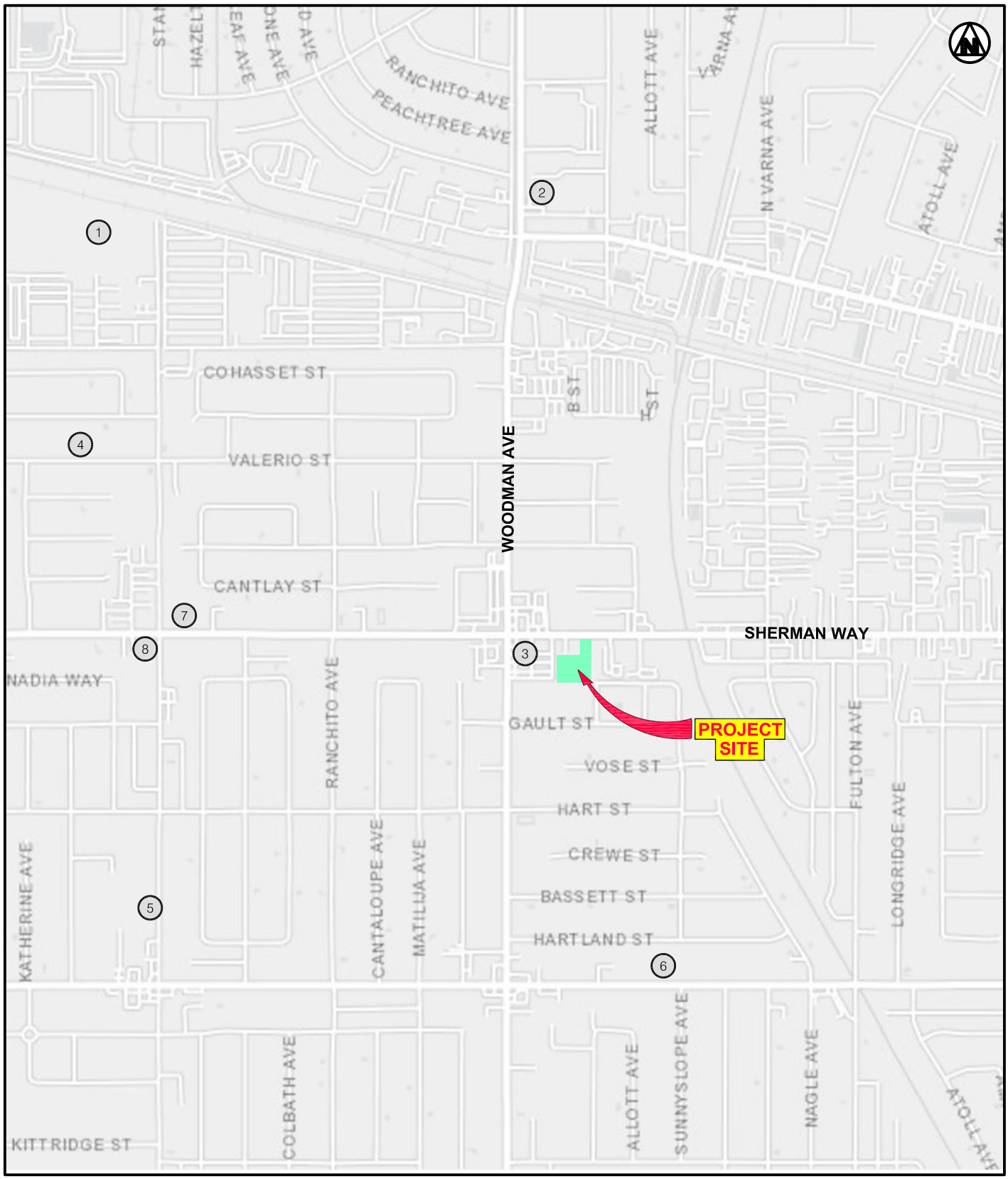
You, the User	
By:	
Print Name:	LIZ FLEMING
Title:	V.P.
Company:	OVERLAND TRAFFIC CONSULTANTS
Address:	952 MANHATTAN BCH BL #100, MB
Phone:	310 545-1235
Email Address:	LIZ@OVERLANDTRAFFIC.COM
Date:	7-24-23

APPENDIX G

RELATED PROJECTS

RELATED PROJECT TRAFFIC GENERATION

No.	Use	Size		Location	Daily Traffic	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total
1	Industria	283,920	s.f.	7600 Tyrone Avenue	1,383	185	25	210	26	159	185
2	Senior Apartments	288	Units	7700 Woodman Avenue	630	3	30	33	19	14	33
3	Pharmacy	14,786	s.f.	13670 Sherman Way	548	1	9	16	29	28	57
4	Charter School	330	Students	14203 Valerio Street	611	178	165	343	18	34	53
5	Small Lot Single Family	10	Lots	6857 N. Halzeltine Avenue	72	1	4	5	3	3	6
6	Condominiums	8	Units	13513 Vanowen Street	38	1	2	3	2	1	3
7	Apartments	42	Units	14045 Sherman Way	191	4	12	16	10	6	16
8	Apartments	23	Units	14116 Sherman Way	104	2	7	9	5	4	9



3/2023

RELATED PROJECT MAP LOCATION

Overland Traffic Consultants, Inc.
952 Manhattan Beach Bl, #100, Manhattan Beach, CA 90266
(310) 930 - 3303, OTC@overlandtraffic.com

APPENDIX H

COUNTS &
LOS WORKSHEETS

TRAFFIC COUNT SUMMARY

City of Los Angeles
Department of Transportation
Count by: The Traffic Solution

STREET:
North/South: WOODMAN AVENUE
East/West: SHERMAN WAY

Day: AM Thursday Date: May 18, 2023 Weather: CLEAR
PM Thursday May 18, 2023
Hours: 7-10 AM and 3-6 PM

School Day: Yes District: Los Angeles

	N/B	S/B	E/B	W/B
DUAL-WHEELED	50	26	124	107
BIKES	5	15	14	8
BUSES	34	46	83	68

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	240	8:00	381	7:30	322	7:45	311	8:30
PM PK 15 MIN	278	5:00	317	3:30	359	4:45	354	4:15
AM PK HOUR	858	7:45	1,407	7:30	1,242	7:30	1,091	7:45
PM PK HOUR	1,020	4:15	1,193	3:15	1,363	4:00	1,298	4:45

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	102	479	115	696
8 - 9	134	565	127	826
9 - 10	115	484	119	718
3 - 4	150	686	134	970
4 - 5	165	692	115	972
5 - 6	167	676	127	970
TOTAL	833	3,582	737	5,152

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	158	909	274	1,341
8 - 9	162	838	288	1,288
9 - 10	177	736	227	1,140
3 - 4	193	701	266	1,160
4 - 5	177	643	271	1,091
5 - 6	183	662	313	1,158
TOTAL	1,050	4,489	1,639	7,178

Hours	TOTAL N-S	XING S/L Ped	XING S/L Sch	XING N/L Ped	XING N/L Sch
7 - 8	2,037	13	0	42	0
8 - 9	2,114	16	0	30	0
9 - 10	1,858	11	0	33	0
3 - 4	2,130	22	0	38	0
4 - 5	2,063	30	0	57	0
5 - 6	2,128	24	0	48	0
TOTAL	12,330	116	0	248	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	166	931	111	1,208
8 - 9	192	931	101	1,224
9 - 10	162	829	110	1,101
3 - 4	125	998	131	1,254
4 - 5	138	1,066	117	1,321
5 - 6	121	968	120	1,209
TOTAL	904	5,723	690	7,317

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	126	727	80	933
8 - 9	126	826	122	1,074
9 - 10	136	649	112	897
3 - 4	114	933	148	1,195
4 - 5	134	967	185	1,286
5 - 6	141	987	149	1,277
TOTAL	777	5,089	796	6,662

Hours	TOTAL E-W	XING W/L Ped	XING W/L Sch	XING E/L Ped	XING E/L Sch
7 - 8	2,141	27	0	23	0
8 - 9	2,298	19	0	13	0
9 - 10	1,998	29	0	26	0
3 - 4	2,449	36	0	23	0
4 - 5	2,607	37	0	34	0
5 - 6	2,486	32	0	36	0
TOTAL	13,979	180	0	155	0

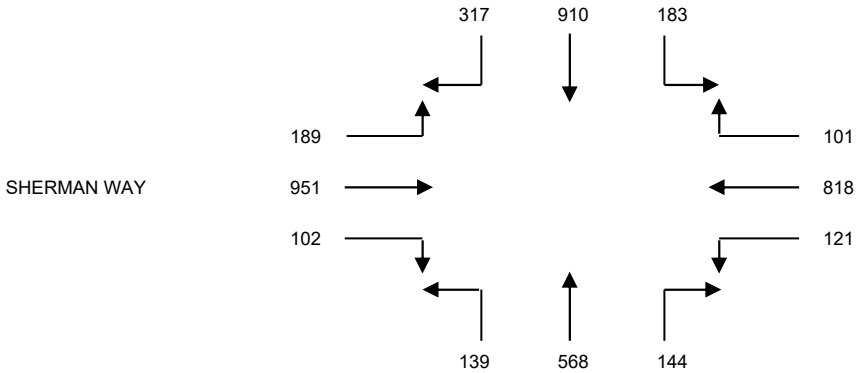
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: OVERLAND TRAFFIC CONSULTANTS
PROJECT: SHERMAN WAY - SF VALLEY
DATE: THURSDAY, MAY 18, 2023
PERIOD: 07:00 AM TO 10:00 AM
INTERSECTION: N/S WOODMAN AVENUE
E/W SHERMAN WAY
FILE NUMBER: 1_AM

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
0700-0715	54	200	29	13	154	28	24	80	18	28	210	42
0715-0730	60	225	35	23	171	38	20	123	25	26	239	39
0730-0745	77	264	43	23	201	36	31	121	30	23	242	37
0745-0800	83	223	51	21	201	24	40	155	29	34	240	48
0800-0815	75	210	48	31	197	28	43	155	42	23	243	47
0815-0830	82	213	41	26	219	33	30	137	38	22	226	57
0830-0845	67	215	31	41	235	35	31	130	28	22	222	40
0845-0900	64	200	42	24	175	30	23	143	26	36	220	39
0900-0915	73	203	53	25	153	32	32	116	25	25	237	45
0915-0930	54	190	47	25	171	33	22	105	40	28	210	43
0930-0945	47	170	41	36	169	40	32	140	23	28	200	42
0945-1000	53	173	36	26	156	31	33	124	27	29	182	32

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
0700-0800	274	912	158	80	727	126	115	479	102	111	931	166	4181
0715-0815	295	922	177	98	770	126	134	554	126	106	964	171	4443
0730-0830	317	910	183	101	818	121	144	568	139	102	951	189	4543
0745-0845	307	861	171	119	852	120	144	577	137	101	931	192	4512
0800-0900	288	838	162	122	826	126	127	565	134	103	911	183	4385
0815-0915	286	831	167	116	782	130	116	526	117	105	905	181	4262
0830-0930	258	808	173	115	734	130	108	494	119	111	889	167	4106
0845-0945	238	763	183	110	668	135	109	504	114	117	867	169	3977
0900-1000	227	736	177	112	649	136	119	485	115	110	829	162	3857

A.M. PEAK HOUR
0730-0830



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978
FAX: 626-446-2877
.

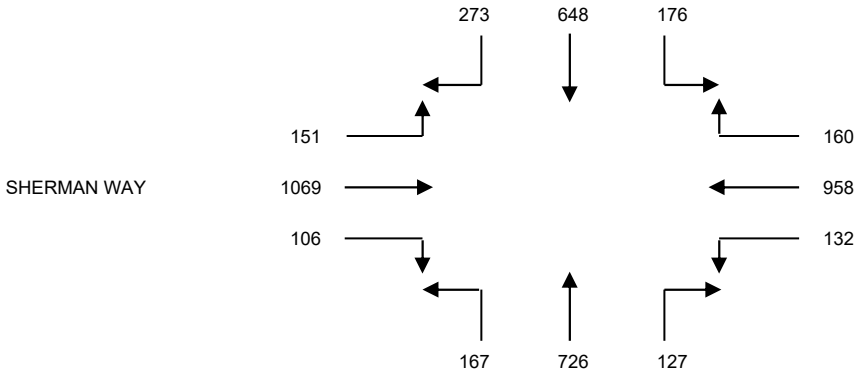
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: OVERLAND TRAFFIC CONSULTANTS
PROJECT: SHERMAN WAY - SF VALLEY
DATE: THURSDAY, MAY 18, 2023
PERIOD: 03:00 PM TO 06:00 PM
INTERSECTION: N/S WOODMAN AVENUE
E/W SHERMAN WAY
FILE NUMBER: 1_PM

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
0300-0315	56	163	52	33	221	28	36	173	41	35	252	39
0315-0330	61	182	52	40	249	26	37	183	40	35	239	20
0330-0345	74	194	49	31	225	26	25	154	32	29	261	27
0345-0400	75	162	40	44	238	34	36	176	37	32	246	39
0400-0415	79	176	49	39	240	36	21	160	49	34	279	31
0415-0430	56	154	51	39	252	33	31	193	41	24	279	37
0430-0445	79	165	43	41	239	31	31	151	34	27	262	31
0445-0500	57	148	34	36	236	34	32	188	41	27	292	40
0500-0515	81	181	48	44	231	34	33	194	51	28	236	43
0515-0530	80	161	46	34	268	45	29	161	37	30	234	34
0530-0545	74	178	54	32	257	37	26	162	43	25	248	21
0545-0600	78	142	35	29	231	25	39	159	36	37	250	23

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
0300-0400	266	701	193	148	933	114	134	686	150	131	998	125	4579
0315-0415	289	714	190	154	952	122	119	673	158	130	1025	117	4643
0330-0430	284	686	189	153	955	129	113	683	159	119	1065	134	4669
0345-0445	289	657	183	163	969	134	119	680	161	117	1066	138	4676
0400-0500	271	643	177	155	967	134	115	692	165	112	1112	139	4682
0415-0515	273	648	176	160	958	132	127	726	167	106	1069	151	4693
0430-0530	297	655	171	155	974	144	125	694	163	112	1024	148	4662
0445-0545	292	668	182	146	992	150	120	705	172	110	1010	138	4685
0500-0600	313	662	183	139	987	141	127	676	167	120	968	121	4604

P.M. PEAK HOUR
0415-0515



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978
FAX: 626-446-2877
.

PEDESTRIAN - BICYCLE COUNT SUMMARY

CLIENT: OVERLAND TRAFFIC CONSULTANTS

PROJECT: SHERMAN WAY - SF VALLEY

DATE: THURSDAY, MAY 18, 2023

PERIOD: 07:00 AM TO 10:00 AM

INTERSECTION: WOODMAN AVENUE / SHERMAN WAY

FILE: 1AMPED-BIKE

	PEDESTRIAN MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0700-0715	6	5	6	2
0715-0730	18	3	4	14
0730-0745	9	8	1	7
0745-0800	9	7	2	4
0800-0815	8	4	3	5
0815-0830	8	2	2	7
0830-0845	10	3	4	5
0845-0900	4	4	7	2
0900-0915	7	7	1	4
0915-0930	9	7	3	10
0930-0945	8	3	6	13
0945-1000	9	9	1	2

	BICYCLIST MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0700-0715	0	0	1	2
0715-0730	1	0	0	1
0730-0745	1	1	0	1
0745-0800	0	1	1	0
0800-0815	1	0	1	1
0815-0830	1	0	0	0
0830-0845	0	1	0	0
0845-0900	1	0	0	0
0900-0915	1	2	0	0
0915-0930	0	2	0	1
0930-0945	0	0	0	0
0945-1000	1	1	0	0

	PEDESTRIAN MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0700-0800	42	23	13	27	105
0715-0815	44	22	10	30	106
0730-0830	34	21	8	23	86
0745-0845	35	16	11	21	83
0800-0900	30	13	16	19	78
0815-0915	29	16	14	18	77
0830-0930	30	21	15	21	87
0845-0945	28	21	17	29	95
0900-1000	33	26	11	29	99

	BICYCLIST MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0700-0800	2	2	2	4	10
0715-0815	3	2	2	3	10
0730-0830	3	2	2	2	9
0745-0845	2	2	2	1	7
0800-0900	3	1	1	1	6
0815-0915	3	3	0	0	6
0830-0930	2	5	0	1	8
0845-0945	2	4	0	1	7
0900-1000	2	5	0	1	8

THE TRAFFIC SOLUTION
9 ALTA STREET UNIT E
ARCADIA, CALIFORNIA 91006
626.485.8048 PHONE
trafsolutn@aol.com

PEDESTRIAN - BICYCLE COUNT SUMMARY

CLIENT: OVERLAND TRAFFIC CONSULTANTS

PROJECT: SHERMAN WAY - SF VALLEY

DATE: THURSDAY, MAY 18, 2023

PERIOD: 03:00 PM TO 06:00 PM

INTERSECTION: WOODMAN AVENUE / SHERMAN WAY

FILE: 1PMPED-BIKE

	PEDESTRIAN MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0300-0315	10	3	9	14
0315-0330	9	2	3	6
0330-0345	6	7	7	12
0345-0400	13	11	3	4
0400-0415	7	4	5	7
0415-0430	19	9	15	13
0430-0445	21	16	2	6
0445-0500	10	5	8	11
0500-0515	10	8	7	7
0515-0530	12	10	6	9
0530-0545	11	11	6	7
0545-0600	15	7	5	9

	BICYCLIST MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0300-0315	0	0	0	0
0315-0330	2	0	0	0
0330-0345	0	1	2	2
0345-0400	0	0	0	1
0400-0415	2	1	0	0
0415-0430	1	0	0	0
0430-0445	0	1	0	0
0445-0500	1	0	0	0
0500-0515	0	1	0	1
0515-0530	1	2	2	2
0530-0545	0	1	0	0
0545-0600	0	0	0	0

	PEDESTRIAN MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0300-0400	38	23	22	36	119
0315-0415	35	24	18	29	106
0330-0430	45	31	30	36	142
0345-0445	60	40	25	30	155
0400-0500	57	34	30	37	158
0415-0515	60	38	32	37	167
0430-0530	53	39	23	33	148
0445-0545	43	34	27	34	138
0500-0600	48	36	24	32	140

	BICYCLIST MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0300-0400	2	1	2	3	8
0315-0415	4	2	2	3	11
0330-0430	3	2	2	3	10
0345-0445	3	2	0	1	6
0400-0500	4	2	0	0	6
0415-0515	2	2	0	1	5
0430-0530	2	4	2	3	11
0445-0545	2	4	2	3	11
0500-0600	1	4	2	3	10

THE TRAFFIC SOLUTION
9 ALTA STREET UNIT E
ARCADIA, CALIFORNIA 91006
626.485.8048 PHONE
trafsolutn@aol.com

TRAFFIC COUNT SUMMARY

City of Los Angeles
Department of Transportation
Count by: The Traffic Solution

STREET:
North/South: ALLOTT AVENUE
East/West: SHERMAN WAY

Day: AM Thursday Date: May 18, 2023 Weather: CLEAR
PM Thursday May 18, 2023
Hours: 7-10 AM and 3-6 PM

School Day: Yes District: Los Angeles

	N/B	S/B	E/B	W/B
DUAL-WHEELED	0	7	135	114
BIKES	0	2	19	14
BUSES	0	3	92	57

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	0	7:00	67	7:45	357	7:45	328	8:30
PM PK 15 MIN	0	3:00	39	3:15	370	4:00	376	4:45
AM PK HOUR	0	7:00	242	7:15	1,253	7:15	1,180	7:45
PM PK HOUR	0	3:00	133	3:00	1,386	3:45	1,459	4:45

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	0	0	0	0
8 - 9	0	0	0	0
9 - 10	0	0	0	0
3 - 4	0	0	0	0
4 - 5	0	0	0	0
5 - 6	0	0	0	0
TOTAL	0	0	0	0

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	154	0	55	209
8 - 9	133	0	37	170
9 - 10	91	0	24	115
3 - 4	97	0	36	133
4 - 5	82	0	32	114
5 - 6	81	0	29	110
TOTAL	638	0	213	851

	TOTAL	XING S/L		XING N/L	
	N-S	Ped	Sch	Ped	Sch
7 - 8	209	0	0	15	0
8 - 9	170	0	0	7	0
9 - 10	115	0	0	4	0
3 - 4	133	0	0	4	0
4 - 5	114	0	0	10	0
5 - 6	110	0	0	18	0
TOTAL	851	0	0	58	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	15	1,168	0	1,183
8 - 9	29	1,198	0	1,227
9 - 10	17	1,079	0	1,096
3 - 4	64	1,234	0	1,298
4 - 5	63	1,323	0	1,386
5 - 6	52	1,261	0	1,313
TOTAL	240	7,263	0	7,503

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	0	892	63	955
8 - 9	0	1,054	100	1,154
9 - 10	0	856	51	907
3 - 4	0	1,176	164	1,340
4 - 5	0	1,241	179	1,420
5 - 6	0	1,226	167	1,393
TOTAL	0	6,445	724	7,169

	TOTAL	XING W/L		XING E/L	
	E-W	Ped	Sch	Ped	Sch
7 - 8	2,138	9	0	10	0
8 - 9	2,381	1	0	9	0
9 - 10	2,003	7	0	3	0
3 - 4	2,638	4	0	11	0
4 - 5	2,806	9	0	6	0
5 - 6	2,706	3	0	6	0
TOTAL	14,672	33	0	45	0

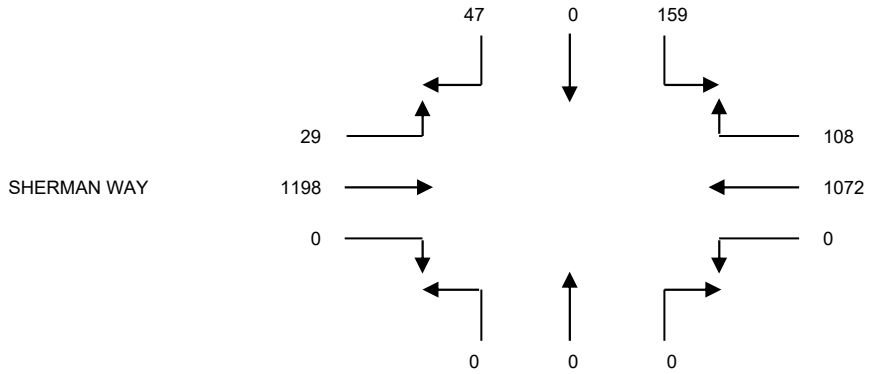
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: OVERLAND TRAFFIC CONSULTANTS
PROJECT: SHERMAN WAY - SF VALLEY
DATE: THURSDAY, MAY 18, 2023
PERIOD: 07:00 AM TO 10:00 AM
INTERSECTION: N/S ALLOTT AVENUE
E/W SHERMAN WAY
FILE NUMBER: 2_AM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0700-0715	5	0	29	14	191	0	0	0	0	0	249	2
0715-0730	19	0	36	10	224	0	0	0	0	0	270	3
0730-0745	13	0	40	14	226	0	0	0	0	0	299	3
0745-0800	18	0	49	25	251	0	0	0	0	0	350	7
0800-0815	13	0	54	30	263	0	0	0	0	0	311	10
0815-0830	7	0	31	24	259	0	0	0	0	0	265	5
0830-0845	9	0	25	29	299	0	0	0	0	0	272	7
0845-0900	8	0	23	17	233	0	0	0	0	0	294	7
0900-0915	8	0	20	14	238	0	0	0	0	0	296	5
0915-0930	4	0	24	11	203	0	0	0	0	0	270	5
0930-0945	4	0	22	10	204	0	0	0	0	0	255	4
0945-1000	8	0	25	16	211	0	0	0	0	0	268	3

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
0700-0800	55	0	154	63	892	0	0	0	0	0	1168	15	2347
0715-0815	63	0	179	79	964	0	0	0	0	0	1230	23	2538
0730-0830	51	0	174	93	999	0	0	0	0	0	1225	25	2567
0745-0845	47	0	159	108	1072	0	0	0	0	0	1198	29	2613
0800-0900	37	0	133	100	1054	0	0	0	0	0	1142	29	2495
0815-0915	32	0	99	84	1029	0	0	0	0	0	1127	24	2395
0830-0930	29	0	92	71	973	0	0	0	0	0	1132	24	2321
0845-0945	24	0	89	52	878	0	0	0	0	0	1115	21	2179
0900-1000	24	0	91	51	856	0	0	0	0	0	1089	17	2128

A.M. PEAK HOUR
0745-0845



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978
FAX: 626-446-2877
.

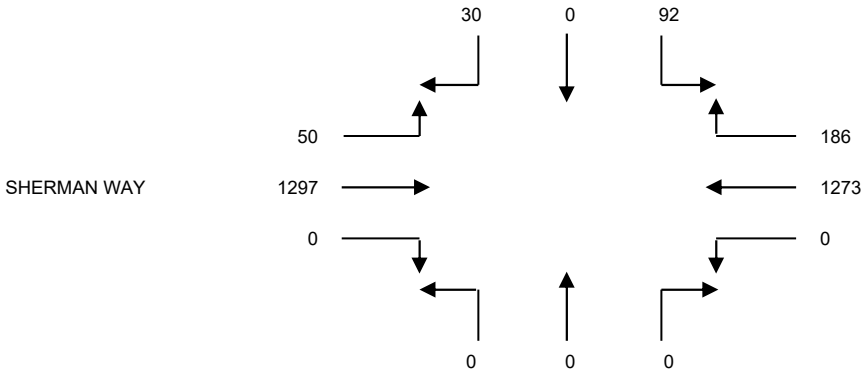
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: OVERLAND TRAFFIC CONSULTANTS
PROJECT: SHERMAN WAY - SF VALLEY
DATE: THURSDAY, MAY 18, 2023
PERIOD: 03:00 PM TO 06:00 PM
INTERSECTION: N/S ALLOTT AVENUE
E/W SHERMAN WAY
FILE NUMBER: 2_PM

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
0300-0315	9	0	25	30	268	0	0	0	0	0	306	10
0315-0330	10	0	29	34	293	0	0	0	0	0	324	10
0330-0345	7	0	20	41	327	0	0	0	0	0	271	20
0345-0400	10	0	23	59	290	0	0	0	0	0	333	24
0400-0415	9	0	20	46	320	0	0	0	0	0	355	15
0415-0430	11	0	21	43	278	0	0	0	0	0	315	13
0430-0445	6	0	18	41	316	0	0	0	0	0	320	11
0445-0500	6	0	23	49	327	0	0	0	0	0	341	8
0500-0515	6	0	24	42	316	0	0	0	0	0	327	11
0515-0530	9	0	21	45	311	0	0	0	0	0	308	15
0530-0545	9	0	24	50	319	0	0	0	0	0	321	16
0545-0600	5	0	12	30	280	0	0	0	0	0	285	10

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
0300-0400	36	0	97	164	1178	0	0	0	0	0	1234	64	2773
0315-0415	36	0	92	180	1230	0	0	0	0	0	1283	69	2890
0330-0430	37	0	84	189	1215	0	0	0	0	0	1274	72	2871
0345-0445	36	0	82	189	1204	0	0	0	0	0	1323	63	2897
0400-0500	32	0	82	179	1241	0	0	0	0	0	1331	47	2912
0415-0515	29	0	86	175	1237	0	0	0	0	0	1303	43	2873
0430-0530	27	0	86	177	1270	0	0	0	0	0	1296	45	2901
0445-0545	30	0	92	186	1273	0	0	0	0	0	1297	50	2928
0500-0600	29	0	81	167	1226	0	0	0	0	0	1241	52	2796

P.M. PEAK HOUR
0445-0545



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978
FAX: 626-446-2877
.

PEDESTRIAN - BICYCLE COUNT SUMMARY

CLIENT: OVERLAND TRAFFIC CONSULTANTS

PROJECT: SHERMAN WAY - SF VALLEY

DATE: THURSDAY, MAY 18, 2023

PERIOD: 07:00 AM TO 10:00 AM

INTERSECTION: ALLOTT AVENUE / SHERMAN WAY

FILE: 2AMPED-BIKE

	PEDESTRIAN MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0700-0715	1	2	0	2
0715-0730	6	2	0	4
0730-0745	6	3	0	1
0745-0800	2	3	0	2
0800-0815	0	2	0	0
0815-0830	2	4	0	0
0830-0845	2	2	0	1
0845-0900	3	1	0	0
0900-0915	2	2	0	1
0915-0930	0	1	0	3
0930-0945	0	0	0	3
0945-1000	2	0	0	0

	BICYCLIST MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0700-0715	0	0	0	0
0715-0730	0	0	0	0
0730-0745	0	0	0	0
0745-0800	0	1	0	0
0800-0815	2	0	0	0
0815-0830	0	1	0	0
0830-0845	0	0	0	0
0845-0900	0	0	0	0
0900-0915	0	0	0	0
0915-0930	0	0	0	0
0930-0945	0	0	0	0
0945-1000	1	0	0	0

	PEDESTRIAN MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0700-0800	15	10	0	9	34
0715-0815	14	10	0	7	31
0730-0830	10	12	0	3	25
0745-0845	6	11	0	3	20
0800-0900	7	9	0	1	17
0815-0915	9	9	0	2	20
0830-0930	7	6	0	5	18
0845-0945	5	4	0	7	16
0900-1000	4	3	0	7	14

	BICYCLIST MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0700-0800	0	1	0	0	1
0715-0815	2	1	0	0	3
0730-0830	2	2	0	0	4
0745-0845	2	2	0	0	4
0800-0900	2	1	0	0	3
0815-0915	0	1	0	0	1
0830-0930	0	0	0	0	0
0845-0945	0	0	0	0	0
0900-1000	1	0	0	0	1

THE TRAFFIC SOLUTION
9 ALTA STREET UNIT E
ARCADIA, CALIFORNIA 91006
626.485.8048 PHONE
trafsolutn@aol.com

PEDESTRIAN - BICYCLE COUNT SUMMARY

CLIENT: OVERLAND TRAFFIC CONSULTANTS

PROJECT: SHERMAN WAY - SF VALLEY

DATE: THURSDAY, MAY 18, 2023

PERIOD: 03:00 PM TO 06:00 PM

INTERSECTION: ALLOTT AVENUE / SHERMAN WAY

FILE: 2PMPED-BIKE

	PEDESTRIAN MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0300-0315	1	3	0	1
0315-0330	1	3	0	0
0330-0345	1	3	0	1
0345-0400	1	2	0	2
0400-0415	4	2	0	1
0415-0430	3	3	0	1
0430-0445	1	1	0	4
0445-0500	2	0	0	3
0500-0515	3	0	0	1
0515-0530	4	2	0	0
0530-0545	6	3	0	1
0545-0600	5	1	0	1

	BICYCLIST MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0300-0315	0	1	0	0
0315-0330	0	0	0	0
0330-0345	0	0	0	0
0345-0400	0	0	0	0
0400-0415	1	0	0	0
0415-0430	0	0	0	0
0430-0445	0	0	0	0
0445-0500	1	0	0	0
0500-0515	1	0	0	1
0515-0530	1	0	0	0
0530-0545	0	0	0	0
0545-0600	2	0	0	0

	PEDESTRIAN MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0300-0400	4	11	0	4	19
0315-0415	7	10	0	4	21
0330-0430	9	10	0	5	24
0345-0445	9	8	0	8	25
0400-0500	10	6	0	9	25
0415-0515	9	4	0	9	22
0430-0530	10	3	0	8	21
0445-0545	15	5	0	5	25
0500-0600	18	6	0	3	27

	BICYCLIST MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0300-0400	0	1	0	0	1
0315-0415	1	0	0	0	1
0330-0430	1	0	0	0	1
0345-0445	1	0	0	0	1
0400-0500	2	0	0	0	2
0415-0515	2	0	0	1	3
0430-0530	3	0	0	1	4
0445-0545	3	0	0	1	4
0500-0600	4	0	0	1	5

THE TRAFFIC SOLUTION
9 ALTA STREET UNIT E
ARCADIA, CALIFORNIA 91006
626.485.8048 PHONE
trafsolutn@aol.com

TRAFFIC COUNT SUMMARY

City of Los Angeles
Department of Transportation
Count by: The Traffic Solution

STREET:
North/South: FULTON AVENUE
East/West: SHERMAN WAY

Day: AM Thursday Date: May 18, 2023 Weather: CLEAR
PM Thursday May 18, 2023
Hours: 7-10 AM and 3-6 PM

School Day: Yes District: Los Angeles

	N/B	S/B	E/B	W/B
DUAL-WHEELED	23	17	112	96
BIKES	2	0	16	13
BUSES	16	0	82	60

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	117	8:00	38	8:00	392	7:45	332	8:30
PM PK 15 MIN	176	4:00	52	5:00	369	4:30	362	4:30
AM PK HOUR	395	7:45	136	7:45	1,377	7:15	1,220	7:45
PM PK HOUR	604	3:45	165	4:15	1,448	3:45	1,403	4:30

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	110	33	121	264
8 - 9	149	46	168	363
9 - 10	117	29	124	270
3 - 4	207	78	247	532
4 - 5	214	96	269	579
5 - 6	219	92	228	539
TOTAL	1,016	374	1,157	2,547

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	6	57	27	90
8 - 9	22	75	34	131
9 - 10	16	35	23	74
3 - 4	28	67	26	121
4 - 5	42	71	37	150
5 - 6	28	77	36	141
TOTAL	142	382	183	707

TOTAL	XING S/L		XING N/L	
N-S	Ped	Sch	Ped	Sch
354	2	0	23	0
494	12	0	7	0
344	15	0	3	0
653	18	0	6	0
729	8	0	9	0
680	12	0	18	0
3,254	67	0	66	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	0	1,110	177	1,287
8 - 9	0	1,112	201	1,313
9 - 10	4	1,029	128	1,161
3 - 4	29	1,127	176	1,332
4 - 5	32	1,228	188	1,448
5 - 6	27	1,169	145	1,341
TOTAL	92	6,775	1,015	7,882

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	129	846	30	1,005
8 - 9	157	1,005	45	1,207
9 - 10	100	752	42	894
3 - 4	151	1,081	59	1,291
4 - 5	145	1,190	41	1,376
5 - 6	170	1,114	43	1,327
TOTAL	852	5,988	260	7,100

TOTAL	XING W/L		XING E/L	
E-W	Ped	Sch	Ped	Sch
2,292	1	0	25	0
2,520	2	0	7	0
2,055	9	0	5	0
2,623	4	0	4	0
2,824	7	0	6	0
2,668	11	0	11	0
14,982	34	0	58	0

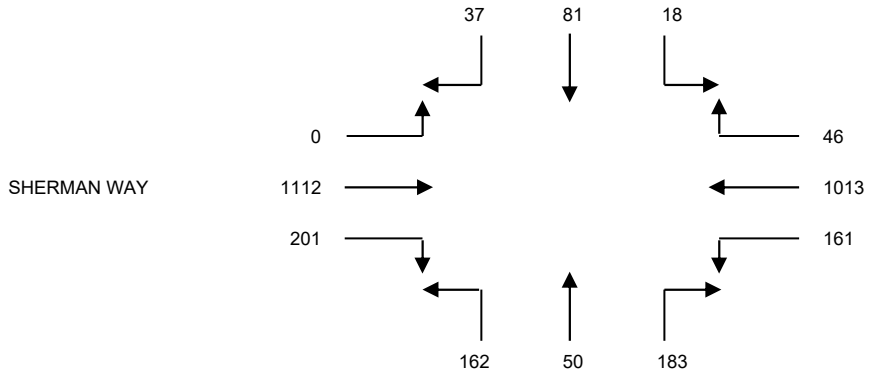
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: OVERLAND TRAFFIC CONSULTANTS
PROJECT: SHERMAN WAY - SF VALLEY
DATE: THURSDAY, MAY 18, 2023
PERIOD: 07:00 AM TO 10:00 AM
INTERSECTION: N/S FULTON AVENUE
E/W SHERMAN WAY
FILE NUMBER: 3_AM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0700-0715	4	2	1	6	202	25	18	4	17	25	222	0
0715-0730	5	11	1	6	209	26	21	5	20	34	268	0
0730-0745	8	22	2	6	207	38	36	8	30	53	293	0
0745-0800	10	22	2	12	228	40	46	16	43	65	327	0
0800-0815	9	23	6	11	258	46	53	15	49	63	274	0
0815-0830	6	20	3	10	248	35	44	10	37	41	250	0
0830-0845	12	16	7	13	279	40	40	9	33	32	261	0
0845-0900	7	16	6	11	220	36	31	12	30	40	284	1
0900-0915	3	14	3	12	194	25	33	6	28	32	299	1
0915-0930	7	8	4	15	191	23	26	8	26	32	275	2
0930-0945	8	6	2	6	180	21	30	8	31	37	235	1
0945-1000	5	7	7	9	187	31	36	7	33	27	220	0

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
0700-0800	27	57	6	30	846	129	121	33	110	177	1110	0	2646
0715-0815	32	78	11	35	902	150	156	44	142	215	1162	0	2927
0730-0830	33	87	13	39	941	159	179	49	159	222	1144	0	3025
0745-0845	37	81	18	46	1013	161	183	50	162	201	1112	0	3064
0800-0900	34	75	22	45	1005	157	168	46	149	176	1069	1	2947
0815-0915	28	66	19	46	941	136	148	37	128	145	1094	2	2790
0830-0930	29	54	20	51	884	124	130	35	117	136	1119	4	2703
0845-0945	25	44	15	44	785	105	120	34	115	141	1093	5	2526
0900-1000	23	35	16	42	752	100	125	29	118	128	1029	4	2401

A.M. PEAK HOUR
0745-0845



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978
FAX: 626-446-2877
.

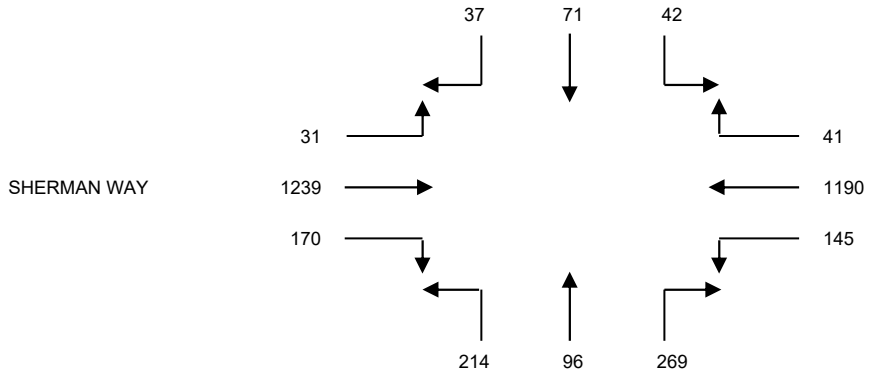
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: OVERLAND TRAFFIC CONSULTANTS
PROJECT: SHERMAN WAY - SF VALLEY
DATE: THURSDAY, MAY 18, 2023
PERIOD: 03:00 PM TO 06:00 PM
INTERSECTION: N/S FULTON AVENUE
E/W SHERMAN WAY
FILE NUMBER: 3_PM

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
0300-0315	6	13	5	9	248	46	57	21	47	35	270	4
0315-0330	9	16	11	10	301	36	60	19	50	46	286	8
0330-0345	7	22	6	27	262	32	54	15	52	45	290	10
0345-0400	4	16	6	13	270	37	73	20	58	50	301	7
0400-0415	8	19	10	13	284	28	86	30	60	43	313	8
0415-0430	12	19	8	9	288	37	61	22	55	46	300	9
0430-0445	9	12	14	9	308	45	60	22	57	47	314	8
0445-0500	8	21	10	10	310	35	62	22	42	34	312	6
0500-0515	13	24	15	15	283	35	68	28	64	41	292	8
0515-0530	10	18	7	13	302	38	50	20	54	35	309	4
0530-0545	7	17	2	5	271	48	57	25	51	37	281	8
0545-0600	6	16	4	10	258	49	53	19	50	32	287	7

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
0300-0400	26	67	28	59	1081	151	244	75	207	176	1147	29	3290
0315-0415	28	73	33	63	1117	133	273	84	220	184	1190	33	3431
0330-0430	31	76	30	62	1104	134	274	87	225	184	1204	34	3445
0345-0445	33	66	38	44	1150	147	280	94	230	186	1228	32	3528
0400-0500	37	71	42	41	1190	145	269	96	214	170	1239	31	3545
0415-0515	42	76	47	43	1189	152	251	94	218	168	1218	31	3529
0430-0530	40	75	46	47	1203	153	240	92	217	157	1227	26	3523
0445-0545	38	80	34	43	1166	156	237	95	211	147	1194	26	3427
0500-0600	36	75	28	43	1114	170	228	92	219	145	1169	27	3346

P.M. PEAK HOUR
0400-0500



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978
FAX: 626-446-2877
.

PEDESTRIAN - BICYCLE COUNT SUMMARY

CLIENT: OVERLAND TRAFFIC CONSULTANTS
PROJECT: SHERMAN WAY - SF VALLEY
DATE: THURSDAY, MAY 18, 2023
PERIOD: 07:00 AM TO 10:00 AM
INTERSECTION: FULTON AVENUE / SHERMAN WAY

FILE: 3AMPED-BIKE

	PEDESTRIAN MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0700-0715	2	6	2	0
0715-0730	9	10	0	0
0730-0745	5	4	0	1
0745-0800	7	5	0	0
0800-0815	1	1	0	0
0815-0830	4	3	2	0
0830-0845	2	1	2	0
0845-0900	0	2	8	2
0900-0915	0	1	6	4
0915-0930	0	1	1	1
0930-0945	0	0	7	4
0945-1000	3	3	1	0

	BICYCLIST MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0700-0715	0	0	0	0
0715-0730	0	0	0	0
0730-0745	0	0	0	0
0745-0800	0	0	0	0
0800-0815	0	0	0	0
0815-0830	0	0	0	0
0830-0845	0	0	0	0
0845-0900	0	0	0	0
0900-0915	0	1	0	0
0915-0930	0	0	0	0
0930-0945	0	1	0	0
0945-1000	0	0	0	0

	PEDESTRIAN MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0700-0800	23	25	2	1	51
0715-0815	22	20	0	1	43
0730-0830	17	13	2	1	33
0745-0845	14	10	4	0	28
0800-0900	7	7	12	2	28
0815-0915	6	7	18	6	37
0830-0930	2	5	17	7	31
0845-0945	0	4	22	11	37
0900-1000	3	5	15	9	32

	BICYCLIST MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0700-0800	0	0	0	0	0
0715-0815	0	0	0	0	0
0730-0830	0	0	0	0	0
0745-0845	0	0	0	0	0
0800-0900	0	0	0	0	0
0815-0915	0	1	0	0	1
0830-0930	0	1	0	0	1
0845-0945	0	2	0	0	2
0900-1000	0	2	0	0	2

THE TRAFFIC SOLUTION
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PEDESTRIAN - BICYCLE COUNT SUMMARY

CLIENT: OVERLAND TRAFFIC CONSULTANTS

PROJECT: SHERMAN WAY - SF VALLEY

DATE: THURSDAY, MAY 18, 2023

PERIOD: 03:00 PM TO 06:00 PM

INTERSECTION: FULTON AVENUE / SHERMAN WAY

FILE: 3PMPED-BIKE

	PEDESTRIAN MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0300-0315	3	1	5	1
0315-0330	1	1	4	2
0330-0345	1	0	3	0
0345-0400	1	2	6	1
0400-0415	4	2	2	2
0415-0430	3	2	4	2
0430-0445	1	2	1	2
0445-0500	1	0	1	1
0500-0515	5	1	7	2
0515-0530	3	6	2	2
0530-0545	2	3	3	3
0545-0600	8	1	0	4

	BICYCLIST MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0300-0315	0	0	0	0
0315-0330	0	0	0	0
0330-0345	0	0	0	0
0345-0400	0	0	0	0
0400-0415	1	0	0	0
0415-0430	1	0	1	1
0430-0445	0	0	1	1
0445-0500	0	0	0	2
0500-0515	1	0	1	0
0515-0530	1	1	0	0
0530-0545	0	0	1	1
0545-0600	0	0	0	0

	PEDESTRIAN MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0300-0400	6	4	18	4	32
0315-0415	7	5	15	5	32
0330-0430	9	6	15	5	35
0345-0445	9	8	13	7	37
0400-0500	9	6	8	7	30
0415-0515	10	5	13	7	35
0430-0530	10	9	11	7	37
0445-0545	11	10	13	8	42
0500-0600	18	11	12	11	52

	BICYCLIST MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0300-0400	0	0	0	0	0
0315-0415	1	0	0	0	1
0330-0430	2	0	1	1	4
0345-0445	2	0	2	2	6
0400-0500	2	0	2	4	8
0415-0515	2	0	3	4	9
0430-0530	2	1	2	3	8
0445-0545	2	1	2	3	8
0500-0600	2	1	2	1	6

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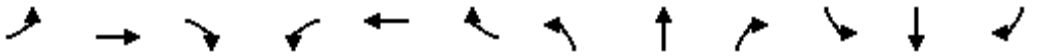
Overland Traffic Consultants, Inc.

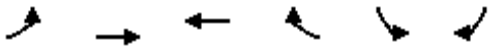
LOS Worksheets
Existing Traffic Volumes
AM & PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	189	951	102	121	818	101	139	658	144	183	910	317
Future Volume (veh/h)	189	951	102	121	818	101	139	658	144	183	910	317
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.94	1.00		0.93	1.00		0.97	0.99		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	205	1034	111	132	889	110	151	715	157	199	989	345
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	225	1201	129	163	1020	125	171	1711	741	298	1169	702
Arrive On Green	0.13	0.26	0.26	0.09	0.22	0.22	0.10	0.48	0.48	0.33	0.33	0.33
Sat Flow, veh/h	1781	4648	498	1781	4564	561	1781	3554	1538	631	3554	1525
Grp Volume(v), veh/h	205	757	388	132	662	337	151	715	157	199	989	345
Grp Sat Flow(s),veh/h/ln	1781	1702	1741	1781	1702	1721	1781	1777	1538	631	1777	1525
Q Serve(g_s), s	9.1	17.0	17.0	5.8	15.0	15.1	6.7	10.4	4.7	24.7	20.7	12.7
Cycle Q Clear(g_c), s	9.1	17.0	17.0	5.8	15.0	15.1	6.7	10.4	4.7	24.7	20.7	12.7
Prop In Lane	1.00		0.29	1.00		0.33	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	225	880	450	163	761	385	171	1711	741	298	1169	702
V/C Ratio(X)	0.91	0.86	0.86	0.81	0.87	0.88	0.88	0.42	0.21	0.67	0.85	0.49
Avail Cap(c_a), veh/h	225	885	453	163	766	387	171	1711	741	298	1169	702
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.5	28.3	28.3	35.7	29.9	30.0	35.7	13.5	12.0	26.3	25.0	15.3
Incr Delay (d2), s/veh	36.9	8.6	15.6	25.9	10.6	19.6	37.2	0.8	0.7	11.4	7.6	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	10.1	12.1	13.5	6.5	11.3	12.7	8.1	7.1	2.9	7.8	14.3	8.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	71.4	36.8	43.9	61.5	40.5	49.6	72.9	14.2	12.6	37.7	32.6	17.8
LnGrp LOS	E	D	D	E	D	D	E	B	B	D	C	B
Approach Vol, veh/h		1350			1131			1023			1533	
Approach Delay, s/veh		44.1			45.7			22.6			29.9	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	43.0	11.8	25.2	12.2	30.8	14.6	22.4
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	38.4	7.3	20.8	7.7	26.2	10.1	18.0
Max Q Clear Time (g_c+I1), s	12.4	7.8	19.0	8.7	26.7	11.1	17.1
Green Ext Time (p_c), s	5.7	0.0	1.2	0.0	0.0	0.0	0.5

Intersection Summary	
HCM 6th Ctrl Delay	35.8
HCM 6th LOS	D



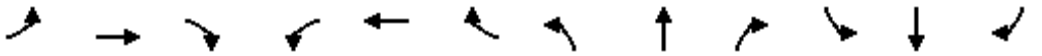
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	29	1198	1072	108	159	47
Future Volume (veh/h)	29	1198	1072	108	159	47
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			0.98	1.00	0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1945	1870
Adj Flow Rate, veh/h	32	1302	1165	117	173	51
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	236	1943	1790	180	578	171
Arrive On Green	0.38	0.38	0.38	0.38	0.42	0.42
Sat Flow, veh/h	430	5274	4874	472	1379	406
Grp Volume(v), veh/h	32	1302	843	439	225	0
Grp Sat Flow(s),veh/h/ln	430	1702	1702	1774	1793	0
Q Serve(g_s), s	3.0	9.5	9.2	9.2	3.7	0.0
Cycle Q Clear(g_c), s	12.2	9.5	9.2	9.2	3.7	0.0
Prop In Lane	1.00			0.27	0.77	0.23
Lane Grp Cap(c), veh/h	236	1943	1295	675	752	0
V/C Ratio(X)	0.14	0.67	0.65	0.65	0.30	0.00
Avail Cap(c_a), veh/h	244	2042	1362	710	752	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.81	0.81	1.00	0.00
Uniform Delay (d), s/veh	16.5	11.6	11.5	11.5	8.7	0.0
Incr Delay (d2), s/veh	0.3	0.8	0.8	1.6	1.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.5	5.1	4.9	5.4	2.5	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	16.7	12.4	12.3	13.1	9.7	0.0
LnGrp LOS	B	B	B	B	A	A
Approach Vol, veh/h		1334	1282		225	
Approach Delay, s/veh		12.5	12.6		9.7	
Approach LOS		B	B		A	

Timer - Assigned Phs	4	6	8
Phs Duration (G+Y+Rc), s	21.6	23.4	21.6
Change Period (Y+Rc), s	4.5	4.5	4.5
Max Green Setting (Gmax), s	18.0	18.0	18.0
Max Q Clear Time (g_c+I1), s	14.2	5.7	11.2
Green Ext Time (p_c), s	2.8	0.5	4.2

Intersection Summary	
HCM 6th Ctrl Delay	12.3
HCM 6th LOS	B

Notes

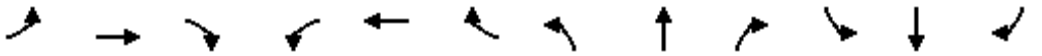
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1112	201	46	1013	161	162	50	183	18	81	37
Future Volume (veh/h)	0	1112	201	46	1013	161	162	50	183	18	81	37
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.96	0.99		0.97	0.99		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	1209	218	50	1101	175	176	54	199	20	88	40
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	120	2015	363	217	2052	326	538	719	589	527	463	210
Arrive On Green	0.00	0.47	0.47	0.47	0.47	0.47	0.38	0.38	0.38	0.38	0.38	0.38
Sat Flow, veh/h	434	4330	781	375	4409	700	1244	1870	1532	1112	1203	547
Grp Volume(v), veh/h	0	950	477	50	850	426	176	54	199	20	0	128
Grp Sat Flow(s),veh/h/ln	434	1702	1706	375	1702	1705	1244	1870	1532	1112	0	1750
Q Serve(g_s), s	0.0	12.4	12.4	6.8	10.7	10.7	6.6	1.1	5.5	0.7	0.0	2.9
Cycle Q Clear(g_c), s	0.0	12.4	12.4	19.3	10.7	10.7	9.5	1.1	5.5	1.8	0.0	2.9
Prop In Lane	1.00		0.46	1.00		0.41	1.00		1.00	1.00		0.31
Lane Grp Cap(c), veh/h	120	1584	794	217	1584	794	538	719	589	527	0	673
V/C Ratio(X)	0.00	0.60	0.60	0.23	0.54	0.54	0.33	0.08	0.34	0.04	0.00	0.19
Avail Cap(c_a), veh/h	153	1844	924	245	1844	924	538	719	589	527	0	673
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.77	0.77	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	11.9	11.9	19.0	11.4	11.4	15.4	11.7	13.1	12.3	0.0	12.3
Incr Delay (d2), s/veh	0.0	0.3	0.6	0.5	0.3	0.6	1.6	0.2	1.5	0.1	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	6.7	6.8	1.0	6.0	6.2	3.4	0.8	3.4	0.3	0.0	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	12.2	12.5	19.6	11.7	12.0	17.0	11.9	14.6	12.4	0.0	12.9
LnGrp LOS	A	B	B	B	B	B	B	B	B	B	A	B
Approach Vol, veh/h		1427			1326			429			148	
Approach Delay, s/veh		12.3			12.1			15.3			12.8	
Approach LOS		B			B			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		27.6		32.4		27.6		32.4				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		18.5		32.5		18.5		32.5				
Max Q Clear Time (g_c+I1), s		11.5		14.4		4.9		21.3				
Green Ext Time (p_c), s		1.0		9.4		0.5		6.6				

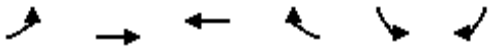
Intersection Summary												
HCM 6th Ctrl Delay			12.6									
HCM 6th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	151	1069	106	132	958	160	167	726	127	176	648	273
Future Volume (veh/h)	151	1069	106	132	958	160	167	726	127	176	648	273
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.92	1.00		0.93	1.00		0.96	0.99		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	164	1162	115	143	1041	174	182	789	138	191	704	297
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	137	1294	128	137	1202	200	137	1560	670	277	1041	562
Arrive On Green	0.08	0.28	0.28	0.08	0.28	0.28	0.08	0.44	0.44	0.29	0.29	0.29
Sat Flow, veh/h	1781	4683	463	1781	4351	725	1781	3554	1525	597	3554	1504
Grp Volume(v), veh/h	164	844	433	143	814	401	182	789	138	191	704	297
Grp Sat Flow(s),veh/h/ln	1781	1702	1742	1781	1702	1672	1781	1777	1525	597	1777	1504
Q Serve(g_s), s	5.0	15.5	15.5	5.0	14.8	14.8	5.0	10.4	3.6	18.1	11.4	10.1
Cycle Q Clear(g_c), s	5.0	15.5	15.5	5.0	14.8	14.8	5.0	10.4	3.6	19.0	11.4	10.1
Prop In Lane	1.00		0.27	1.00		0.43	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	137	941	481	137	941	462	137	1560	670	277	1041	562
V/C Ratio(X)	1.20	0.90	0.90	1.04	0.87	0.87	1.33	0.51	0.21	0.69	0.68	0.53
Avail Cap(c_a), veh/h	137	943	482	137	943	463	137	1560	670	277	1041	562
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.0	22.6	22.6	30.0	22.4	22.4	30.0	13.1	11.2	24.6	20.3	16.1
Incr Delay (d2), s/veh	139.4	11.3	19.5	89.0	8.5	16.0	189.2	1.2	0.7	13.1	3.5	3.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	12.4	11.4	13.1	9.3	10.6	11.7	15.5	6.9	2.1	6.8	8.3	6.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	169.4	33.9	42.1	119.0	30.9	38.3	219.2	14.3	11.9	37.7	23.8	19.6
LnGrp LOS	F	C	D	F	C	D	F	B	B	D	C	B
Approach Vol, veh/h		1441			1358			1109			1192	
Approach Delay, s/veh		51.8			42.3			47.6			25.0	
Approach LOS		D			D			D			C	

Timer - Assigned Phs		2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s		33.0	9.5	22.5	9.5	23.5	9.5	22.5				
Change Period (Y+Rc), s		4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s		28.5	5.0	18.0	5.0	19.0	5.0	18.0				
Max Q Clear Time (g_c+I1), s		12.4	7.0	17.5	7.0	21.0	7.0	16.8				
Green Ext Time (p_c), s		5.3	0.0	0.3	0.0	0.0	0.0	0.8				

Intersection Summary												
HCM 6th Ctrl Delay			42.1									
HCM 6th LOS			D									



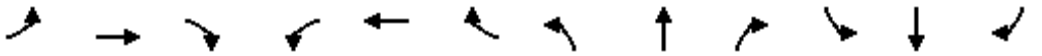
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	50	1297	1273	186	92	30
Future Volume (veh/h)	50	1297	1273	186	92	30
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			0.98	1.00	0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1945	1870
Adj Flow Rate, veh/h	54	1410	1384	202	100	33
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	209	2555	2246	328	467	154
Arrive On Green	0.50	0.50	0.50	0.50	0.35	0.35
Sat Flow, veh/h	322	5274	4656	655	1335	440
Grp Volume(v), veh/h	54	1410	1050	536	134	0
Grp Sat Flow(s),veh/h/ln	322	1702	1702	1738	1788	0
Q Serve(g_s), s	8.7	11.4	13.4	13.4	3.2	0.0
Cycle Q Clear(g_c), s	22.1	11.4	13.4	13.4	3.2	0.0
Prop In Lane	1.00			0.38	0.75	0.25
Lane Grp Cap(c), veh/h	209	2555	1704	870	625	0
V/C Ratio(X)	0.26	0.55	0.62	0.62	0.21	0.00
Avail Cap(c_a), veh/h	223	2766	1844	942	625	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.86	0.86	1.00	0.00
Uniform Delay (d), s/veh	18.8	10.3	10.8	10.8	13.7	0.0
Incr Delay (d2), s/veh	0.6	0.2	0.5	0.9	0.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.1	6.2	7.1	7.4	2.4	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	19.5	10.5	11.3	11.8	14.5	0.0
LnGrp LOS	B	B	B	B	B	A
Approach Vol, veh/h		1464	1586		134	
Approach Delay, s/veh		10.9	11.5		14.5	
Approach LOS		B	B		B	

Timer - Assigned Phs	4	6	8
Phs Duration (G+Y+Rc), s	34.5	25.5	34.5
Change Period (Y+Rc), s	4.5	4.5	4.5
Max Green Setting (Gmax), s	32.5	18.5	32.5
Max Q Clear Time (g_c+I1), s	24.1	5.2	15.4
Green Ext Time (p_c), s	5.9	0.3	10.1

Intersection Summary	
HCM 6th Ctrl Delay	11.3
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



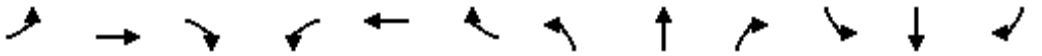
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	1239	170	145	1190	41	214	96	269	42	71	37
Future Volume (veh/h)	31	1239	170	145	1190	41	214	96	269	42	71	37
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.97	0.99		0.97	0.99		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	34	1347	185	158	1293	45	233	104	292	46	77	40
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	307	2946	405	260	3290	114	320	444	365	279	272	141
Arrive On Green	0.65	0.65	0.65	0.65	0.65	0.65	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	408	4530	622	339	5059	176	1262	1870	1539	981	1147	596
Grp Volume(v), veh/h	34	1012	520	158	870	468	233	104	292	46	0	117
Grp Sat Flow(s),veh/h/ln	408	1702	1748	339	1702	1831	1262	1870	1539	981	0	1743
Q Serve(g_s), s	3.4	11.8	11.8	34.7	9.6	9.6	14.6	3.6	14.3	3.2	0.0	4.4
Cycle Q Clear(g_c), s	13.0	11.8	11.8	46.6	9.6	9.6	19.0	3.6	14.3	6.8	0.0	4.4
Prop In Lane	1.00		0.36	1.00		0.10	1.00		1.00	1.00		0.34
Lane Grp Cap(c), veh/h	307	2214	1137	260	2214	1191	320	444	365	279	0	413
V/C Ratio(X)	0.11	0.46	0.46	0.61	0.39	0.39	0.73	0.23	0.80	0.17	0.00	0.28
Avail Cap(c_a), veh/h	311	2251	1156	264	2251	1211	320	444	365	279	0	413
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.84	0.84	0.84	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	9.6	7.0	7.0	18.6	6.6	6.6	32.8	24.6	28.7	27.4	0.0	24.9
Incr Delay (d2), s/veh	0.1	0.1	0.2	3.9	0.1	0.2	13.5	1.2	16.6	1.3	0.0	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.5	6.1	6.3	4.7	5.0	5.4	9.4	3.0	10.9	1.5	0.0	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.8	7.1	7.2	22.4	6.7	6.8	46.3	25.9	45.4	28.6	0.0	26.7
LnGrp LOS	A	A	A	C	A	A	D	C	D	C	A	C
Approach Vol, veh/h		1566			1496			629			163	
Approach Delay, s/veh		7.2			8.4			42.5			27.2	
Approach LOS		A			A			D			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		23.5		56.5		23.5		56.5				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		18.1		52.9		18.1		52.9				
Max Q Clear Time (g_c+I1), s		21.0		15.0		8.8		48.6				
Green Ext Time (p_c), s		0.0		15.3		0.5		3.4				

Intersection Summary												
HCM 6th Ctrl Delay			14.3									
HCM 6th LOS			B									

Overland Traffic Consultants, Inc.

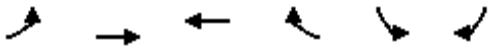
LOS Worksheets
Existing+Project Traffic Volumes
AM & PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	189	955	102	127	828	111	139	658	146	187	910	317
Future Volume (veh/h)	189	955	102	127	828	111	139	658	146	187	910	317
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.93	1.00		0.92	1.00		0.97	0.99		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	205	1038	111	138	900	121	151	715	159	203	989	345
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	225	1205	129	163	1011	135	171	1708	737	296	1166	698
Arrive On Green	0.13	0.26	0.26	0.09	0.22	0.22	0.10	0.48	0.48	0.33	0.33	0.33
Sat Flow, veh/h	1781	4645	496	1781	4505	602	1781	3554	1534	629	3554	1518
Grp Volume(v), veh/h	205	760	389	138	679	342	151	715	159	203	989	345
Grp Sat Flow(s),veh/h/ln	1781	1702	1737	1781	1702	1703	1781	1777	1534	629	1777	1518
Q Serve(g_s), s	9.1	17.0	17.1	6.1	15.5	15.6	6.7	10.5	4.8	25.6	20.7	12.8
Cycle Q Clear(g_c), s	9.1	17.0	17.1	6.1	15.5	15.6	6.7	10.5	4.8	25.6	20.7	12.8
Prop In Lane	1.00		0.29	1.00		0.35	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	225	883	451	163	764	382	171	1708	737	296	1166	698
V/C Ratio(X)	0.91	0.86	0.86	0.85	0.89	0.90	0.88	0.42	0.22	0.69	0.85	0.49
Avail Cap(c_a), veh/h	225	885	452	163	766	383	171	1708	737	296	1166	698
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.5	28.2	28.3	35.8	30.1	30.1	35.7	13.5	12.0	26.7	25.0	15.4
Incr Delay (d2), s/veh	36.9	8.6	15.7	32.2	12.4	22.7	37.2	0.8	0.7	12.2	7.8	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	10.1	12.1	13.5	7.2	11.7	13.2	8.1	7.1	2.9	8.0	14.4	8.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	71.4	36.9	44.0	68.0	42.4	52.8	72.9	14.3	12.7	38.9	32.8	17.9
LnGrp LOS	E	D	D	E	D	D	E	B	B	D	C	B
Approach Vol, veh/h		1354			1159			1025			1537	
Approach Delay, s/veh		44.1			48.5			22.7			30.2	
Approach LOS		D			D			C			C	

Timer - Assigned Phs		2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s		42.9	11.8	25.3	12.2	30.7	14.6	22.5				
Change Period (Y+Rc), s		4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s		38.4	7.3	20.8	7.7	26.2	10.1	18.0				
Max Q Clear Time (g_c+I1), s		12.5	8.1	19.1	8.7	27.6	11.1	17.6				
Green Ext Time (p_c), s		5.8	0.0	1.2	0.0	0.0	0.0	0.3				

Intersection Summary												
HCM 6th Ctrl Delay			36.6									
HCM 6th LOS			D									



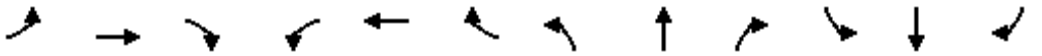
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	41	1212	1077	108	159	47
Future Volume (veh/h)	41	1212	1077	108	159	47
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			0.95	1.00	0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1945	1870
Adj Flow Rate, veh/h	45	1317	1171	117	173	51
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	234	2202	2023	202	558	165
Arrive On Green	0.43	0.43	0.43	0.43	0.41	0.41
Sat Flow, veh/h	428	5274	4860	468	1378	406
Grp Volume(v), veh/h	45	1317	849	439	225	0
Grp Sat Flow(s),veh/h/ln	428	1702	1702	1756	1793	0
Q Serve(g_s), s	4.9	10.9	10.4	10.4	4.7	0.0
Cycle Q Clear(g_c), s	15.3	10.9	10.4	10.4	4.7	0.0
Prop In Lane	1.00			0.27	0.77	0.23
Lane Grp Cap(c), veh/h	234	2202	1468	757	726	0
V/C Ratio(X)	0.19	0.60	0.58	0.58	0.31	0.00
Avail Cap(c_a), veh/h	264	2553	1702	878	726	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.81	0.81	1.00	0.00
Uniform Delay (d), s/veh	17.7	12.0	11.9	11.9	11.1	0.0
Incr Delay (d2), s/veh	0.4	0.3	0.3	0.6	1.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.8	6.0	5.8	6.1	3.4	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	18.1	12.3	12.1	12.4	12.2	0.0
LnGrp LOS	B	B	B	B	B	A
Approach Vol, veh/h		1362	1288		225	
Approach Delay, s/veh		12.5	12.2		12.2	
Approach LOS		B	B		B	

Timer - Assigned Phs	4	6	8
Phs Duration (G+Y+Rc), s	28.2	26.8	28.2
Change Period (Y+Rc), s	4.5	4.5	4.5
Max Green Setting (Gmax), s	27.5	18.5	27.5
Max Q Clear Time (g_c+I1), s	17.3	6.7	12.4
Green Ext Time (p_c), s	6.4	0.5	7.5

Intersection Summary	
HCM 6th Ctrl Delay	12.3
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.



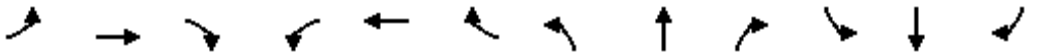
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1112	205	46	1017	161	163	50	183	18	81	37
Future Volume (veh/h)	0	1112	205	46	1017	161	163	50	183	18	81	37
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.95	0.98		0.96	0.98		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	1209	223	50	1105	175	177	54	199	20	88	40
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	120	2010	371	216	2057	325	535	717	584	524	460	209
Arrive On Green	0.00	0.47	0.47	0.47	0.47	0.47	0.38	0.38	0.38	0.38	0.38	0.38
Sat Flow, veh/h	432	4306	794	373	4406	697	1240	1870	1524	1108	1201	546
Grp Volume(v), veh/h	0	956	476	50	853	427	177	54	199	20	0	128
Grp Sat Flow(s),veh/h/ln	432	1702	1696	373	1702	1700	1240	1870	1524	1108	0	1747
Q Serve(g_s), s	0.0	12.5	12.5	6.9	10.7	10.7	6.6	1.1	5.6	0.7	0.0	2.9
Cycle Q Clear(g_c), s	0.0	12.5	12.5	19.4	10.7	10.7	9.6	1.1	5.6	1.8	0.0	2.9
Prop In Lane	1.00		0.47	1.00		0.41	1.00		1.00	1.00		0.31
Lane Grp Cap(c), veh/h	120	1589	792	216	1589	793	535	717	584	524	0	669
V/C Ratio(X)	0.00	0.60	0.60	0.23	0.54	0.54	0.33	0.08	0.34	0.04	0.00	0.19
Avail Cap(c_a), veh/h	152	1844	919	244	1844	921	535	717	584	524	0	669
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.82	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	11.9	11.9	19.0	11.4	11.4	15.5	11.7	13.1	12.3	0.0	12.3
Incr Delay (d2), s/veh	0.0	0.3	0.7	0.5	0.3	0.6	1.7	0.2	1.6	0.1	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	6.8	6.9	1.0	6.0	6.1	3.4	0.8	3.4	0.3	0.0	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	12.2	12.5	19.6	11.7	12.0	17.2	12.0	14.7	12.5	0.0	12.9
LnGrp LOS	A	B	B	B	B	B	B	B	B	B	A	B
Approach Vol, veh/h		1432			1330			430			148	
Approach Delay, s/veh		12.3			12.1			15.4			12.9	
Approach LOS		B			B			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		27.5		32.5		27.5		32.5				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		18.5		32.5		18.5		32.5				
Max Q Clear Time (g_c+I1), s		11.6		14.5		4.9		21.4				
Green Ext Time (p_c), s		1.0		9.4		0.5		6.6				

Intersection Summary												
HCM 6th Ctrl Delay			12.6									
HCM 6th LOS			B									

HCM 6th Signalized Intersection Summary
1: WOODMAN AV & SHERMAN WAY

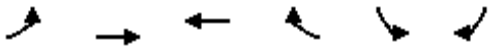
08/23/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	151	1077	106	135	963	165	167	726	132	184	648	273
Future Volume (veh/h)	151	1077	106	135	963	165	167	726	132	184	648	273
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.92	1.00		0.92	1.00		0.96	0.99		0.94
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	164	1171	115	147	1047	179	182	789	143	200	704	297
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	137	1295	127	137	1197	204	137	1559	667	276	1040	560
Arrive On Green	0.08	0.28	0.28	0.08	0.28	0.28	0.08	0.44	0.44	0.29	0.29	0.29
Sat Flow, veh/h	1781	4683	460	1781	4327	738	1781	3554	1521	594	3554	1497
Grp Volume(v), veh/h	164	851	435	147	823	403	182	789	143	200	704	297
Grp Sat Flow(s),veh/h/ln	1781	1702	1739	1781	1702	1661	1781	1777	1521	594	1777	1497
Q Serve(g_s), s	5.0	15.7	15.7	5.0	15.0	15.1	5.0	10.4	3.8	18.1	11.4	10.1
Cycle Q Clear(g_c), s	5.0	15.7	15.7	5.0	15.0	15.1	5.0	10.4	3.8	19.0	11.4	10.1
Prop In Lane	1.00		0.26	1.00		0.44	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	137	941	481	137	941	459	137	1559	667	276	1040	560
V/C Ratio(X)	1.20	0.90	0.90	1.07	0.87	0.88	1.33	0.51	0.21	0.72	0.68	0.53
Avail Cap(c_a), veh/h	137	943	481	137	943	460	137	1559	667	276	1040	560
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.0	22.7	22.7	30.0	22.4	22.5	30.0	13.2	11.3	25.0	20.3	16.1
Incr Delay (d2), s/veh	139.4	11.9	20.4	97.7	9.2	17.2	189.2	1.2	0.7	15.2	3.5	3.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	12.4	11.6	13.3	9.9	10.8	12.0	15.5	6.9	2.2	7.5	8.3	6.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	169.4	34.6	43.1	127.7	31.6	39.6	219.2	14.3	12.0	40.2	23.8	19.7
LnGrp LOS	F	C	D	F	C	D	F	B	B	D	C	B
Approach Vol, veh/h		1450			1373			1114			1201	
Approach Delay, s/veh		52.4			44.2			47.5			25.5	
Approach LOS		D			D			D			C	

Timer - Assigned Phs		2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s		33.0	9.5	22.5	9.5	23.5	9.5	22.5				
Change Period (Y+Rc), s		4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s		28.5	5.0	18.0	5.0	19.0	5.0	18.0				
Max Q Clear Time (g_c+I1), s		12.4	7.0	17.7	7.0	21.0	7.0	17.1				
Green Ext Time (p_c), s		5.3	0.0	0.2	0.0	0.0	0.0	0.7				

Intersection Summary												
HCM 6th Ctrl Delay			42.9									
HCM 6th LOS			D									



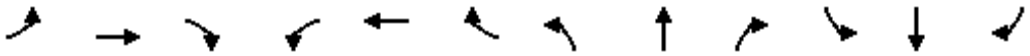
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	56	1304	1285	186	92	30
Future Volume (veh/h)	56	1304	1285	186	92	30
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			0.97	1.00	0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1945	1870
Adj Flow Rate, veh/h	61	1417	1397	202	100	33
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	207	2693	2367	342	450	149
Arrive On Green	0.53	0.53	0.53	0.53	0.34	0.34
Sat Flow, veh/h	318	5274	4656	649	1331	439
Grp Volume(v), veh/h	61	1417	1059	540	134	0
Grp Sat Flow(s),veh/h/ln	318	1702	1702	1733	1783	0
Q Serve(g_s), s	10.9	12.2	14.3	14.3	3.6	0.0
Cycle Q Clear(g_c), s	25.2	12.2	14.3	14.3	3.6	0.0
Prop In Lane	1.00			0.37	0.75	0.25
Lane Grp Cap(c), veh/h	207	2693	1795	914	603	0
V/C Ratio(X)	0.29	0.53	0.59	0.59	0.22	0.00
Avail Cap(c_a), veh/h	227	3010	2007	1022	603	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.86	0.86	1.00	0.00
Uniform Delay (d), s/veh	19.5	10.4	10.9	10.9	15.9	0.0
Incr Delay (d2), s/veh	0.8	0.2	0.3	0.6	0.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.4	6.8	7.7	7.9	2.8	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	20.3	10.5	11.2	11.5	16.7	0.0
LnGrp LOS	C	B	B	B	B	A
Approach Vol, veh/h		1478	1599		134	
Approach Delay, s/veh		10.9	11.3		16.7	
Approach LOS		B	B		B	

Timer - Assigned Phs	4	6	8
Phs Duration (G+Y+Rc), s	39.8	27.2	39.8
Change Period (Y+Rc), s	4.5	4.5	4.5
Max Green Setting (Gmax), s	39.5	18.5	39.5
Max Q Clear Time (g_c+I1), s	27.2	5.6	16.3
Green Ext Time (p_c), s	8.1	0.3	12.2

Intersection Summary	
HCM 6th Ctrl Delay	11.4
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	1244	172	145	1198	41	217	96	269	42	71	37
Future Volume (veh/h)	31	1244	172	145	1198	41	217	96	269	42	71	37
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.97	0.99		0.97	0.99		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	34	1352	187	158	1302	45	236	104	292	46	77	40
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	305	2949	408	260	3298	114	318	441	363	277	270	140
Arrive On Green	0.65	0.65	0.65	0.65	0.65	0.65	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	405	4526	626	337	5061	175	1262	1870	1538	981	1147	596
Grp Volume(v), veh/h	34	1017	522	158	876	471	236	104	292	46	0	117
Grp Sat Flow(s),veh/h/ln	405	1702	1747	337	1702	1832	1262	1870	1538	981	0	1743
Q Serve(g_s), s	3.4	11.9	11.9	35.1	9.7	9.7	14.5	3.6	14.3	3.2	0.0	4.4
Cycle Q Clear(g_c), s	13.1	11.9	11.9	47.0	9.7	9.7	18.9	3.6	14.3	6.8	0.0	4.4
Prop In Lane	1.00		0.36	1.00		0.10	1.00		1.00	1.00		0.34
Lane Grp Cap(c), veh/h	305	2218	1139	260	2218	1194	318	441	363	277	0	411
V/C Ratio(X)	0.11	0.46	0.46	0.61	0.39	0.39	0.74	0.24	0.80	0.17	0.00	0.28
Avail Cap(c_a), veh/h	309	2251	1155	263	2251	1211	318	441	363	277	0	411
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.85	0.85	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	9.6	6.9	6.9	18.6	6.5	6.5	33.0	24.7	28.8	27.5	0.0	25.0
Incr Delay (d2), s/veh	0.1	0.1	0.2	4.0	0.1	0.2	14.5	1.3	17.1	1.3	0.0	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.5	6.1	6.4	4.8	5.0	5.4	9.6	3.0	11.0	1.5	0.0	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.7	7.0	7.2	22.5	6.6	6.7	47.5	26.0	46.0	28.8	0.0	26.8
LnGrp LOS	A	A	A	C	A	A	D	C	D	C	A	C
Approach Vol, veh/h		1573			1505			632			163	
Approach Delay, s/veh		7.1			8.3			43.2			27.3	
Approach LOS		A			A			D			C	

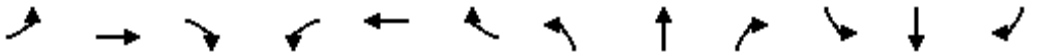
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		23.4		56.6		23.4		56.6				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		18.1		52.9		18.1		52.9				
Max Q Clear Time (g_c+I1), s		20.9		15.1		8.8		49.0				
Green Ext Time (p_c), s		0.0		15.4		0.5		3.2				

Intersection Summary												
HCM 6th Ctrl Delay			14.4									
HCM 6th LOS			B									

LOS Worksheets
Future Without Project Traffic Volumes
AM & PM Peak Hour

HCM 6th Signalized Intersection Summary
1: WOODMAN AV & SHERMAN WAY

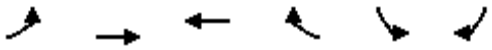
08/23/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	216	1017	126	125	901	104	183	589	149	189	940	364
Future Volume (veh/h)	216	1017	126	125	901	104	183	589	149	189	940	364
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.94	1.00		0.93	1.00		0.97	0.99		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	235	1105	137	136	979	113	199	640	162	205	1022	396
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	258	1279	158	165	1050	121	219	1748	757	290	1151	723
Arrive On Green	0.14	0.28	0.28	0.09	0.23	0.23	0.12	0.49	0.49	0.32	0.32	0.32
Sat Flow, veh/h	1781	4565	565	1781	4604	530	1781	3554	1538	673	3554	1523
Grp Volume(v), veh/h	235	824	418	136	723	369	199	640	162	205	1022	396
Grp Sat Flow(s),veh/h/ln	1781	1702	1726	1781	1702	1729	1781	1777	1538	673	1777	1523
Q Serve(g_s), s	13.0	23.0	23.0	7.5	20.8	20.9	11.0	11.2	6.0	29.6	27.3	18.7
Cycle Q Clear(g_c), s	13.0	23.0	23.0	7.5	20.8	20.9	11.0	11.2	6.0	29.6	27.3	18.7
Prop In Lane	1.00		0.33	1.00		0.31	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	258	954	484	165	776	394	219	1748	757	290	1151	723
V/C Ratio(X)	0.91	0.86	0.87	0.82	0.93	0.94	0.91	0.37	0.21	0.71	0.89	0.55
Avail Cap(c_a), veh/h	258	954	484	166	776	394	219	1748	757	290	1151	723
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.1	34.2	34.2	44.6	37.8	37.9	43.3	15.7	14.4	32.9	32.1	19.1
Incr Delay (d2), s/veh	33.2	8.3	15.1	27.1	17.8	29.6	36.8	0.6	0.6	13.6	10.3	3.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	12.6	15.5	16.9	8.0	15.6	17.5	11.3	7.9	3.8	9.6	18.8	11.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	75.3	42.5	49.3	71.7	55.7	67.5	80.1	16.3	15.1	46.4	42.3	22.0
LnGrp LOS	E	D	D	E	E	E	F	B	B	D	D	C
Approach Vol, veh/h		1477			1228			1001			1623	
Approach Delay, s/veh		49.6			61.0			28.8			37.9	
Approach LOS		D			E			C			D	

Timer - Assigned Phs		2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s		53.7	13.8	32.5	16.8	36.9	19.0	27.3				
Change Period (Y+Rc), s		4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s		49.2	9.3	28.0	12.3	32.4	14.5	22.8				
Max Q Clear Time (g_c+I1), s		13.2	9.5	25.0	13.0	31.6	15.0	22.9				
Green Ext Time (p_c), s		5.4	0.0	2.0	0.0	0.6	0.0	0.0				

Intersection Summary												
HCM 6th Ctrl Delay			44.8									
HCM 6th LOS			D									



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	30	1276	1163	112	164	49
Future Volume (veh/h)	30	1276	1163	112	164	49
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			0.98	1.00	0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1945	1870
Adj Flow Rate, veh/h	33	1387	1264	122	178	53
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	225	1990	1842	178	564	168
Arrive On Green	0.39	0.39	0.39	0.39	0.41	0.41
Sat Flow, veh/h	390	5274	4894	456	1375	409
Grp Volume(v), veh/h	33	1387	910	476	232	0
Grp Sat Flow(s),veh/h/ln	390	1702	1702	1778	1792	0
Q Serve(g_s), s	3.5	10.2	10.0	10.0	3.9	0.0
Cycle Q Clear(g_c), s	13.5	10.2	10.0	10.0	3.9	0.0
Prop In Lane	1.00			0.26	0.77	0.23
Lane Grp Cap(c), veh/h	225	1990	1327	693	735	0
V/C Ratio(X)	0.15	0.70	0.69	0.69	0.32	0.00
Avail Cap(c_a), veh/h	229	2042	1362	711	735	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.79	0.79	1.00	0.00
Uniform Delay (d), s/veh	17.1	11.5	11.4	11.4	9.0	0.0
Incr Delay (d2), s/veh	0.3	1.0	1.1	2.1	1.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.5	5.5	5.4	6.0	2.7	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	17.4	12.5	12.6	13.6	10.1	0.0
LnGrp LOS	B	B	B	B	B	A
Approach Vol, veh/h		1420	1386		232	
Approach Delay, s/veh		12.6	12.9		10.1	
Approach LOS		B	B		B	

Timer - Assigned Phs	4	6	8
Phs Duration (G+Y+Rc), s	22.0	23.0	22.0
Change Period (Y+Rc), s	4.5	4.5	4.5
Max Green Setting (Gmax), s	18.0	18.0	18.0
Max Q Clear Time (g_c+I1), s	15.5	5.9	12.0
Green Ext Time (p_c), s	1.9	0.5	4.0

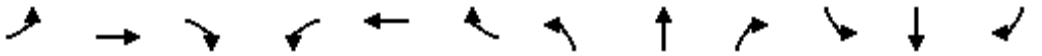
Intersection Summary	
HCM 6th Ctrl Delay	12.6
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
3: FULTON AV & SHERMAN WAY

08/23/2023



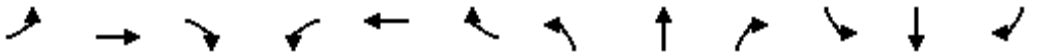
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1187	208	48	1102	166	167	52	189	19	84	38
Future Volume (veh/h)	0	1187	208	48	1102	166	167	52	189	19	84	38
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.96	0.98		0.97	0.99		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	1290	226	52	1198	180	182	57	205	21	91	41
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	111	2135	374	206	2182	328	507	694	568	498	448	202
Arrive On Green	0.00	0.49	0.49	0.49	0.49	0.49	0.37	0.37	0.37	0.37	0.37	0.37
Sat Flow, veh/h	393	4352	762	344	4449	668	1239	1870	1530	1102	1206	543
Grp Volume(v), veh/h	0	1009	507	52	917	461	182	57	205	21	0	132
Grp Sat Flow(s),veh/h/ln	393	1702	1711	344	1702	1713	1239	1870	1530	1102	0	1750
Q Serve(g_s), s	0.0	13.9	14.0	8.4	12.2	12.2	7.6	1.3	6.3	0.8	0.0	3.3
Cycle Q Clear(g_c), s	0.0	13.9	14.0	22.3	12.2	12.2	11.0	1.3	6.3	2.1	0.0	3.3
Prop In Lane	1.00		0.45	1.00		0.39	1.00		1.00	1.00		0.31
Lane Grp Cap(c), veh/h	111	1670	839	206	1670	840	507	694	568	498	0	649
V/C Ratio(X)	0.00	0.60	0.60	0.25	0.55	0.55	0.36	0.08	0.36	0.04	0.00	0.20
Avail Cap(c_a), veh/h	139	1912	961	230	1912	962	507	694	568	498	0	649
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.73	0.73	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	12.0	12.0	20.1	11.5	11.5	17.6	13.3	14.8	13.9	0.0	13.9
Incr Delay (d2), s/veh	0.0	0.3	0.6	0.6	0.3	0.6	2.0	0.2	1.8	0.2	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	7.4	7.5	1.2	7.0	7.2	4.0	1.0	4.0	0.4	0.0	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	12.3	12.6	20.7	11.8	12.1	19.6	13.5	16.6	14.1	0.0	14.6
LnGrp LOS	A	B	B	C	B	B	B	B	B	B	A	B
Approach Vol, veh/h		1516			1430			444			153	
Approach Delay, s/veh		12.4			12.2			17.4			14.5	
Approach LOS		B			B			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		28.6		36.4		28.6		36.4				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		19.5		36.5		19.5		36.5				
Max Q Clear Time (g_c+I1), s		13.0		16.0		5.3		24.3				
Green Ext Time (p_c), s		1.0		10.8		0.6		7.6				

Intersection Summary												
HCM 6th Ctrl Delay			13.1									
HCM 6th LOS			B									

HCM 6th Signalized Intersection Summary
1: WOODMAN AV & SHERMAN WAY

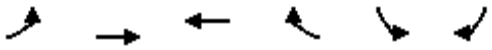
08/23/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	180	1142	130	143	999	168	186	762	132	184	680	290
Future Volume (veh/h)	180	1142	130	143	999	168	186	762	132	184	680	290
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.92	1.00		0.92	1.00		0.96	0.99		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	196	1241	141	155	1086	183	202	828	143	200	739	315
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	137	1275	145	137	1202	202	137	1558	668	264	1039	561
Arrive On Green	0.08	0.28	0.28	0.08	0.28	0.28	0.08	0.44	0.44	0.29	0.29	0.29
Sat Flow, veh/h	1781	4605	523	1781	4342	731	1781	3554	1524	573	3554	1502
Grp Volume(v), veh/h	196	917	465	155	851	418	202	828	143	200	739	315
Grp Sat Flow(s),veh/h/ln	1781	1702	1724	1781	1702	1669	1781	1777	1524	573	1777	1502
Q Serve(g_s), s	5.0	17.3	17.3	5.0	15.7	15.7	5.0	11.1	3.8	17.4	12.1	10.9
Cycle Q Clear(g_c), s	5.0	17.3	17.3	5.0	15.7	15.7	5.0	11.1	3.8	19.0	12.1	10.9
Prop In Lane	1.00		0.30	1.00		0.44	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	137	943	478	137	943	462	137	1558	668	264	1039	561
V/C Ratio(X)	1.43	0.97	0.97	1.13	0.90	0.90	1.47	0.53	0.21	0.76	0.71	0.56
Avail Cap(c_a), veh/h	137	943	478	137	943	462	137	1558	668	264	1039	561
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.0	23.3	23.3	30.0	22.7	22.7	30.0	13.4	11.3	25.8	20.6	16.4
Incr Delay (d2), s/veh	230.4	22.9	34.2	116.5	11.8	21.1	248.5	1.3	0.7	18.2	4.1	4.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	18.0	14.2	16.3	11.0	11.6	12.9	19.1	7.3	2.2	7.7	8.8	7.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	260.4	46.1	57.5	146.5	34.5	43.7	278.5	14.7	12.0	44.0	24.7	20.4
LnGrp LOS	F	D	E	F	C	D	F	B	B	D	C	C
Approach Vol, veh/h		1578			1424			1173			1254	
Approach Delay, s/veh		76.1			49.4			59.8			26.7	
Approach LOS		E			D			E			C	

Timer - Assigned Phs		2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s		33.0	9.5	22.5	9.5	23.5	9.5	22.5				
Change Period (Y+Rc), s		4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s		28.5	5.0	18.0	5.0	19.0	5.0	18.0				
Max Q Clear Time (g_c+I1), s		13.1	7.0	19.3	7.0	21.0	7.0	17.7				
Green Ext Time (p_c), s		5.5	0.0	0.0	0.0	0.0	0.0	0.2				

Intersection Summary												
HCM 6th Ctrl Delay			54.1									
HCM 6th LOS			D									



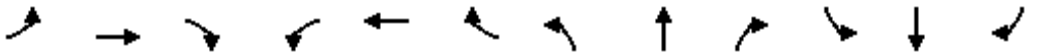
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	52	1379	1329	192	95	31
Future Volume (veh/h)	52	1379	1329	192	95	31
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			0.98	1.00	0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1945	1870
Adj Flow Rate, veh/h	57	1499	1445	209	103	34
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	206	2630	2315	335	447	148
Arrive On Green	0.52	0.52	0.52	0.52	0.33	0.33
Sat Flow, veh/h	301	5274	4662	649	1335	441
Grp Volume(v), veh/h	57	1499	1094	560	138	0
Grp Sat Flow(s),veh/h/ln	301	1702	1702	1739	1788	0
Q Serve(g_s), s	10.0	12.1	13.8	13.8	3.3	0.0
Cycle Q Clear(g_c), s	23.8	12.1	13.8	13.8	3.3	0.0
Prop In Lane	1.00			0.37	0.75	0.25
Lane Grp Cap(c), veh/h	206	2630	1754	896	599	0
V/C Ratio(X)	0.28	0.57	0.62	0.62	0.23	0.00
Avail Cap(c_a), veh/h	214	2766	1844	942	599	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.85	0.85	1.00	0.00
Uniform Delay (d), s/veh	18.9	10.0	10.4	10.4	14.4	0.0
Incr Delay (d2), s/veh	0.7	0.3	0.5	1.0	0.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.2	6.4	7.2	7.5	2.5	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	19.6	10.2	10.9	11.4	15.3	0.0
LnGrp LOS	B	B	B	B	B	A
Approach Vol, veh/h		1556	1654		138	
Approach Delay, s/veh		10.6	11.1		15.3	
Approach LOS		B	B		B	

Timer - Assigned Phs	4	6	8
Phs Duration (G+Y+Rc), s	35.4	24.6	35.4
Change Period (Y+Rc), s	4.5	4.5	4.5
Max Green Setting (Gmax), s	32.5	18.5	32.5
Max Q Clear Time (g_c+I1), s	25.8	5.3	15.8
Green Ext Time (p_c), s	5.1	0.3	10.3

Intersection Summary	
HCM 6th Ctrl Delay	11.0
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	1319	176	150	1243	42	221	99	278	43	73	38
Future Volume (veh/h)	32	1319	176	150	1243	42	221	99	278	43	73	38
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.97	0.99		0.97	0.99		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	35	1434	191	163	1351	46	240	108	302	47	79	41
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	298	3008	400	247	3348	114	303	423	348	263	259	135
Arrive On Green	0.66	0.66	0.66	0.66	0.66	0.66	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	386	4549	606	310	5064	172	1258	1870	1537	969	1147	595
Grp Volume(v), veh/h	35	1073	552	163	908	489	240	108	302	47	0	120
Grp Sat Flow(s),veh/h/ln	386	1702	1751	310	1702	1832	1258	1870	1537	969	0	1742
Q Serve(g_s), s	3.7	12.5	12.5	40.4	9.9	9.9	13.5	3.8	15.1	3.4	0.0	4.6
Cycle Q Clear(g_c), s	13.5	12.5	12.5	52.9	9.9	9.9	18.1	3.8	15.1	7.1	0.0	4.6
Prop In Lane	1.00		0.35	1.00		0.09	1.00		1.00	1.00		0.34
Lane Grp Cap(c), veh/h	298	2251	1158	247	2251	1211	303	423	348	263	0	394
V/C Ratio(X)	0.12	0.48	0.48	0.66	0.40	0.40	0.79	0.26	0.87	0.18	0.00	0.30
Avail Cap(c_a), veh/h	298	2251	1158	247	2251	1211	303	423	348	263	0	394
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.82	0.82	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	9.4	6.7	6.7	20.6	6.3	6.3	34.0	25.4	29.8	28.3	0.0	25.7
Incr Delay (d2), s/veh	0.1	0.1	0.3	6.4	0.1	0.2	18.9	1.5	24.2	1.5	0.0	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.5	6.3	6.5	5.7	5.0	5.4	10.2	3.2	12.2	1.5	0.0	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.5	6.8	7.0	27.0	6.4	6.5	53.0	26.9	54.0	29.8	0.0	27.7
LnGrp LOS	A	A	A	C	A	A	D	C	D	C	A	C
Approach Vol, veh/h		1660			1560			650			167	
Approach Delay, s/veh		6.9			8.6			49.1			28.3	
Approach LOS		A			A			D			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		22.6		57.4		22.6		57.4				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		18.1		52.9		18.1		52.9				
Max Q Clear Time (g_c+I1), s		20.1		15.5		9.1		54.9				
Green Ext Time (p_c), s		0.0		16.7		0.5		0.0				

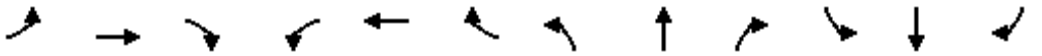
Intersection Summary												
HCM 6th Ctrl Delay			15.2									
HCM 6th LOS			B									

Overland Traffic Consultants, Inc.

LOS Worksheets
Future With Project Traffic Volumes
AM & PM Peak Hour

HCM 6th Signalized Intersection Summary
1: WOODMAN AV & SHERMAN WAY

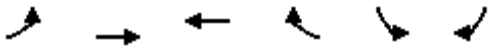
08/23/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	216	1021	126	131	911	114	183	589	151	193	940	364
Future Volume (veh/h)	216	1021	126	131	911	114	183	589	151	193	940	364
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.93	1.00		0.92	1.00		0.97	0.99		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	235	1110	137	142	990	124	199	640	164	210	1022	396
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	258	1277	157	166	1037	129	219	1748	755	289	1151	721
Arrive On Green	0.14	0.28	0.28	0.09	0.23	0.23	0.12	0.49	0.49	0.32	0.32	0.32
Sat Flow, veh/h	1781	4562	562	1781	4548	568	1781	3554	1534	671	3554	1516
Grp Volume(v), veh/h	235	828	419	142	740	374	199	640	164	210	1022	396
Grp Sat Flow(s),veh/h/ln	1781	1702	1721	1781	1702	1712	1781	1777	1534	671	1777	1516
Q Serve(g_s), s	13.0	23.1	23.2	7.9	21.4	21.6	11.0	11.2	6.1	30.8	27.3	18.8
Cycle Q Clear(g_c), s	13.0	23.1	23.2	7.9	21.4	21.6	11.0	11.2	6.1	30.8	27.3	18.8
Prop In Lane	1.00		0.33	1.00		0.33	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	258	953	482	166	776	390	219	1748	755	289	1151	721
V/C Ratio(X)	0.91	0.87	0.87	0.86	0.95	0.96	0.91	0.37	0.22	0.73	0.89	0.55
Avail Cap(c_a), veh/h	258	953	482	166	776	390	219	1748	755	289	1151	721
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.1	34.2	34.3	44.7	38.1	38.1	43.3	15.7	14.4	33.3	32.1	19.1
Incr Delay (d2), s/veh	33.2	8.6	15.7	33.3	21.7	34.7	36.8	0.6	0.7	14.7	10.3	3.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	12.6	15.7	17.0	8.6	16.4	18.3	11.3	7.9	3.9	10.0	18.8	11.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	75.3	42.9	50.0	78.0	59.7	72.8	80.1	16.3	15.1	48.0	42.3	22.1
LnGrp LOS	E	D	D	E	E	E	F	B	B	D	D	C
Approach Vol, veh/h		1482			1256			1003			1628	
Approach Delay, s/veh		50.0			65.7			28.8			38.1	
Approach LOS		D			E			C			D	

Timer - Assigned Phs		2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s		53.7	13.8	32.5	16.8	36.9	19.0	27.3				
Change Period (Y+Rc), s		4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s		49.2	9.3	28.0	12.3	32.4	14.5	22.8				
Max Q Clear Time (g_c+I1), s		13.2	9.9	25.2	13.0	32.8	15.0	23.6				
Green Ext Time (p_c), s		5.4	0.0	1.9	0.0	0.0	0.0	0.0				

Intersection Summary												
HCM 6th Ctrl Delay			46.1									
HCM 6th LOS			D									



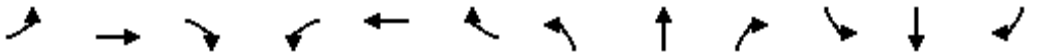
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	42	1290	1168	112	164	49
Future Volume (veh/h)	42	1290	1168	112	164	49
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			0.98	1.00	0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1945	1870
Adj Flow Rate, veh/h	46	1402	1270	122	178	53
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	221	2381	2204	212	534	159
Arrive On Green	0.47	0.47	0.47	0.47	0.39	0.39
Sat Flow, veh/h	388	5274	4894	454	1374	409
Grp Volume(v), veh/h	46	1402	915	477	232	0
Grp Sat Flow(s),veh/h/ln	388	1702	1702	1776	1791	0
Q Serve(g_s), s	6.1	12.5	12.2	12.2	5.6	0.0
Cycle Q Clear(g_c), s	18.3	12.5	12.2	12.2	5.6	0.0
Prop In Lane	1.00			0.26	0.77	0.23
Lane Grp Cap(c), veh/h	221	2381	1587	828	696	0
V/C Ratio(X)	0.21	0.59	0.58	0.58	0.33	0.00
Avail Cap(c_a), veh/h	256	2841	1894	988	696	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.79	0.79	1.00	0.00
Uniform Delay (d), s/veh	18.7	12.2	12.1	12.1	13.3	0.0
Incr Delay (d2), s/veh	0.5	0.2	0.3	0.5	1.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.9	7.1	6.7	7.0	4.2	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	19.2	12.4	12.3	12.6	14.6	0.0
LnGrp LOS	B	B	B	B	B	A
Approach Vol, veh/h		1448	1392		232	
Approach Delay, s/veh		12.6	12.4		14.6	
Approach LOS		B	B		B	

Timer - Assigned Phs	4	6	8
Phs Duration (G+Y+Rc), s	33.4	28.6	33.4
Change Period (Y+Rc), s	4.5	4.5	4.5
Max Green Setting (Gmax), s	34.5	18.5	34.5
Max Q Clear Time (g_c+I1), s	20.3	7.6	14.2
Green Ext Time (p_c), s	8.7	0.5	9.7

Intersection Summary	
HCM 6th Ctrl Delay	12.7
HCM 6th LOS	B

Notes

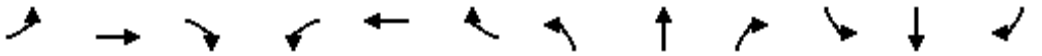
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1197	212	48	1106	166	168	52	189	19	84	38
Future Volume (veh/h)	0	1197	212	48	1106	166	168	52	189	19	84	38
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.95	0.98		0.96	0.98		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	1301	230	52	1202	180	183	57	205	21	91	41
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	106	2161	382	202	2213	331	499	692	564	491	445	201
Arrive On Green	0.00	0.50	0.50	0.50	0.50	0.50	0.37	0.37	0.37	0.37	0.37	0.37
Sat Flow, veh/h	392	4340	767	339	4446	666	1236	1870	1524	1100	1205	543
Grp Volume(v), veh/h	0	1020	511	52	920	462	183	57	205	21	0	132
Grp Sat Flow(s),veh/h/ln	392	1702	1703	339	1702	1708	1236	1870	1524	1100	0	1747
Q Serve(g_s), s	0.0	14.6	14.6	8.8	12.7	12.7	8.1	1.3	6.7	0.9	0.0	3.5
Cycle Q Clear(g_c), s	0.0	14.6	14.6	23.4	12.7	12.7	11.6	1.3	6.7	2.2	0.0	3.5
Prop In Lane	1.00		0.45	1.00		0.39	1.00		1.00	1.00		0.31
Lane Grp Cap(c), veh/h	106	1695	848	202	1695	850	499	692	564	491	0	646
V/C Ratio(X)	0.00	0.60	0.60	0.26	0.54	0.54	0.37	0.08	0.36	0.04	0.00	0.20
Avail Cap(c_a), veh/h	138	1977	989	230	1977	992	499	692	564	491	0	646
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.82	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	12.2	12.2	20.7	11.8	11.8	18.5	13.9	15.6	14.6	0.0	14.6
Incr Delay (d2), s/veh	0.0	0.3	0.6	0.7	0.3	0.5	2.1	0.2	1.8	0.2	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	8.0	8.1	1.2	7.4	7.5	4.3	1.0	4.3	0.4	0.0	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	12.6	12.9	21.3	12.0	12.3	20.6	14.2	17.4	14.8	0.0	15.3
LnGrp LOS	A	B	B	C	B	B	C	B	B	B	A	B
Approach Vol, veh/h		1531			1434			445			153	
Approach Delay, s/veh		12.7			12.4			18.3			15.2	
Approach LOS		B			B			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		29.6		38.4		29.6		38.4				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		19.5		39.5		19.5		39.5				
Max Q Clear Time (g_c+I1), s		13.6		16.6		5.5		25.4				
Green Ext Time (p_c), s		0.9		11.6		0.6		8.4				

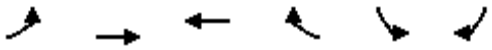
Intersection Summary												
HCM 6th Ctrl Delay			13.4									
HCM 6th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	180	1150	130	146	1004	173	186	762	137	192	680	290
Future Volume (veh/h)	180	1150	130	146	1004	173	186	762	137	192	680	290
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.92	1.00		0.92	1.00		0.96	0.99		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	196	1250	141	159	1091	188	202	828	149	209	739	315
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	137	1276	144	137	1197	206	137	1558	668	263	1039	560
Arrive On Green	0.08	0.28	0.28	0.08	0.28	0.28	0.08	0.44	0.44	0.29	0.29	0.29
Sat Flow, veh/h	1781	4608	520	1781	4323	744	1781	3554	1523	570	3554	1499
Grp Volume(v), veh/h	196	923	468	159	859	420	202	828	149	209	739	315
Grp Sat Flow(s),veh/h/ln	1781	1702	1723	1781	1702	1663	1781	1777	1523	570	1777	1499
Q Serve(g_s), s	5.0	17.5	17.5	5.0	15.9	15.9	5.0	11.1	4.0	17.4	12.1	10.9
Cycle Q Clear(g_c), s	5.0	17.5	17.5	5.0	15.9	15.9	5.0	11.1	4.0	19.0	12.1	10.9
Prop In Lane	1.00		0.30	1.00		0.45	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	137	943	477	137	943	460	137	1558	668	263	1039	560
V/C Ratio(X)	1.43	0.98	0.98	1.16	0.91	0.91	1.47	0.53	0.22	0.79	0.71	0.56
Avail Cap(c_a), veh/h	137	943	477	137	943	460	137	1558	668	263	1039	560
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.0	23.3	23.3	30.0	22.7	22.7	30.0	13.4	11.4	26.1	20.6	16.4
Incr Delay (d2), s/veh	230.4	24.3	35.8	126.4	12.8	22.4	248.5	1.3	0.8	21.3	4.1	4.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	18.0	14.5	16.6	11.6	11.8	13.2	19.1	7.3	2.3	8.2	8.8	7.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	260.4	47.6	59.2	156.4	35.5	45.2	278.5	14.7	12.1	47.5	24.7	20.4
LnGrp LOS	F	D	E	F	D	D	F	B	B	D	C	C
Approach Vol, veh/h		1587			1438			1179			1263	
Approach Delay, s/veh		77.3			51.7			59.5			27.4	
Approach LOS		E			D			E			C	

Timer - Assigned Phs		2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s		33.0	9.5	22.5	9.5	23.5	9.5	22.5				
Change Period (Y+Rc), s		4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s		28.5	5.0	18.0	5.0	19.0	5.0	18.0				
Max Q Clear Time (g_c+I1), s		13.1	7.0	19.5	7.0	21.0	7.0	17.9				
Green Ext Time (p_c), s		5.5	0.0	0.0	0.0	0.0	0.0	0.1				

Intersection Summary												
HCM 6th Ctrl Delay			55.2									
HCM 6th LOS			E									



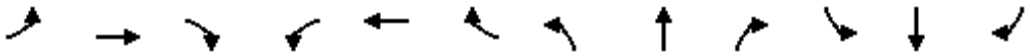
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	58	1386	1341	192	95	31
Future Volume (veh/h)	58	1386	1341	192	95	31
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			0.97	1.00	0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1945	1870
Adj Flow Rate, veh/h	63	1507	1458	209	103	34
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	202	2808	2471	354	428	141
Arrive On Green	0.55	0.55	0.55	0.55	0.32	0.32
Sat Flow, veh/h	298	5274	4662	643	1332	440
Grp Volume(v), veh/h	63	1507	1104	563	138	0
Grp Sat Flow(s),veh/h/ln	298	1702	1702	1733	1785	0
Q Serve(g_s), s	12.5	13.2	15.1	15.2	4.0	0.0
Cycle Q Clear(g_c), s	27.7	13.2	15.1	15.2	4.0	0.0
Prop In Lane	1.00			0.37	0.75	0.25
Lane Grp Cap(c), veh/h	202	2808	1872	953	574	0
V/C Ratio(X)	0.31	0.54	0.59	0.59	0.24	0.00
Avail Cap(c_a), veh/h	219	3100	2067	1052	574	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.84	0.84	1.00	0.00
Uniform Delay (d), s/veh	19.7	10.1	10.5	10.5	17.5	0.0
Incr Delay (d2), s/veh	0.9	0.2	0.3	0.6	1.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.5	7.3	8.0	8.2	3.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	20.6	10.2	10.8	11.1	18.5	0.0
LnGrp LOS	C	B	B	B	B	A
Approach Vol, veh/h		1570	1667		138	
Approach Delay, s/veh		10.6	10.9		18.5	
Approach LOS		B	B		B	

Timer - Assigned Phs	4	6	8
Phs Duration (G+Y+Rc), s	43.0	27.0	43.0
Change Period (Y+Rc), s	4.5	4.5	4.5
Max Green Setting (Gmax), s	42.5	18.5	42.5
Max Q Clear Time (g_c+I1), s	29.7	6.0	17.2
Green Ext Time (p_c), s	8.8	0.3	13.5

Intersection Summary	
HCM 6th Ctrl Delay	11.1
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	1324	178	150	1251	42	224	99	278	43	73	38
Future Volume (veh/h)	32	1324	178	150	1251	42	224	99	278	43	73	38
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.96	0.98		0.96	0.99		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	35	1439	193	163	1360	46	243	108	302	47	79	41
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	295	3002	402	245	3348	113	301	423	345	263	259	134
Arrive On Green	0.66	0.66	0.66	0.66	0.66	0.66	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	382	4539	608	308	5063	171	1251	1870	1524	965	1143	593
Grp Volume(v), veh/h	35	1079	553	163	914	492	243	108	302	47	0	120
Grp Sat Flow(s),veh/h/ln	382	1702	1744	308	1702	1830	1251	1870	1524	965	0	1736
Q Serve(g_s), s	3.7	12.6	12.6	40.3	10.0	10.0	13.5	3.8	15.3	3.4	0.0	4.6
Cycle Q Clear(g_c), s	13.7	12.6	12.6	52.9	10.0	10.0	18.1	3.8	15.3	7.2	0.0	4.6
Prop In Lane	1.00		0.35	1.00		0.09	1.00		1.00	1.00		0.34
Lane Grp Cap(c), veh/h	295	2251	1153	245	2251	1210	301	423	345	263	0	393
V/C Ratio(X)	0.12	0.48	0.48	0.66	0.41	0.41	0.81	0.26	0.88	0.18	0.00	0.31
Avail Cap(c_a), veh/h	295	2251	1153	245	2251	1210	301	423	345	263	0	393
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.84	0.84	0.84	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	9.4	6.7	6.7	20.8	6.3	6.3	34.1	25.4	29.9	28.4	0.0	25.7
Incr Delay (d2), s/veh	0.1	0.1	0.3	6.6	0.1	0.2	20.3	1.5	25.4	1.5	0.0	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.5	6.3	6.5	5.7	5.0	5.5	10.5	3.2	12.3	1.5	0.0	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.6	6.9	7.0	27.4	6.4	6.5	54.4	26.9	55.2	29.8	0.0	27.7
LnGrp LOS	A	A	A	C	A	A	D	C	E	C	A	C
Approach Vol, veh/h		1667			1569			653			167	
Approach Delay, s/veh		7.0			8.6			50.2			28.3	
Approach LOS		A			A			D			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		22.6		57.4		22.6		57.4				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		18.1		52.9		18.1		52.9				
Max Q Clear Time (g_c+I1), s		20.1		15.7		9.2		54.9				
Green Ext Time (p_c), s		0.0		16.8		0.5		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			15.4									
HCM 6th LOS			B									

APPENDIX I

CITY PLANS, POLICIES, PROGRAMS AND ORDINANCES

Overland Traffic Consultants, Inc.

OVERVIEW LOS ANGELES CITY PLAN, POLICIES AND PROGRAMS

Mobility Plan 2035 - 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. The Mobility Plan 2035 includes goals that are equal in weight and define the City's high-level mobility priorities. Each of the goals contains objectives and policies that guide the City's achievement of the Plan's five goals. Below are the 5 goals for the Mobility Plan 2035.:

1. Design and operate streets that enable safe access for all users and transportation modes. Safety is a key issue when deciding whether to walk, bike, drive, or take transit.
2. Design a connected network of individual roads enhanced for a particular mode (pedestrians, bicycles, transit, vehicles, and trucks).
3. Develop an accessible, convenient, well connected, and affordable transportation system for all users.
4. Improve mobility through communication, collaboration, distribution of mobility information (MaaS) and educate transit users how to gain access to multi-modal transportation information and services.
5. Promote and develop active transportation modes (bicycling and walking) to improve personal fitness while lessening impacts on the environment.

The Plan for A Healthy Los Angeles - Includes policies directing several City departments to develop plans that promote quality-of-life issues: safe neighborhoods, a clean environment, access to health services, affordable housing, healthy and sustainably produced food, and active transportation. The Plan acknowledges the relationship between public health and issues such as transportation, housing, environmental justice, and open space, among others, by reviewing the relevant policies in the General Plan and identifying where further policy direction is needed to achieve the goal of creating a healthy and sustainable City.

Community Plans - 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 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 goals and objectives.

Vision Zero Action Plan - The stated goal of Vision Zero is to eliminate traffic-related deaths in Los Angeles by 2025 through several strategies, including modifying the design of streets to increase the safety of vulnerable road users. Fundamental to the Vision Zero strategy is the design of a safe system where vehicles move at reasonable speeds. Vision Zero is a road safety policy that promotes smart behaviors and roadway design, which anticipate mistakes to the extent that collisions do not result in severe injury or death. The City designs and deploys Vision Zero Corridor Plans as part of the implementation of Vision Zero.

Citywide Design Guidelines are intended for development projects where improvements are proposed to promote a pedestrian-first design. Guidelines include promoting a safe, comfortable, and accessible pedestrian experience for all; incorporating vehicular access such that it does not discourage and/ or inhibit the pedestrian experience; design projects to actively engage with streets and public space and maintain human scale addresses sidewalks, crosswalks, and on-street parking design projects.

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.

Overland Traffic Consultants, Inc.

Mobility Plan 2035 Consistency Analysis		
1.	Does the Project include additions or new construction along a street designated as a Boulevard I, II and/or Avenue I, II or III on property zoned for R3 or less restrictive zone?	Yes, the Project Site is located on Sherman Way, a Boulevard II roadway. The Project Site is currently zoned C1-1VL and P-1VL with a land use designation of Neighborhood Office Commercial. Source: Zimas
2.	Are dedications or improvements needed to serve long-term mobility needs identified in the Mobility Plan 2035?	Yes, a 5-foot dedication is necessary on Sherman Way.
3.	Is Project Site along any network identified in the City's Mobility Plan?	Yes, Sherman Way adjacent to the Project Site is identified on the Transit Enhanced Network, Bicycle Enhanced Network, and Pedestrian Enhanced District Maps.
4.	Is Project Site in an identified Transit Oriented Community (TOC)?	No
5.	Is Project Site on a roadway identified in City's High Injury Network?	Yes, Sherman Way is identified on the High Injury Network.
Driveway Access		
6.	Does Project site introduce a new driveway or loading access along an arterial (Avenue or Boulevard)?	Yes, the Project will relocate one existing driveway on Sherman Way (Boulevard II).
7.	Would the physical modifications or new driveways conflict with LADOT's Driveway Design Guidelines preclude the City from advancing the safety of vulnerable roadway users?	No
8.	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?	No
9.	Does Project propose repurposing existing curb space? (Bike corral, car-sharing, parklet, electric vehicle charging, loading zone, curb extension)	No
10.	Does Project propose narrowing or shifting existing sidewalk placement?	No
11.	Does Project propose modifying, removing or otherwise affect existing bicycle infrastructure? (ex: driveway proposed along street with bicycle facility)	No
12.	Are loading zones proposed as part of the Project?	No
Network Access		
13.	Does the Project propose to vacate or otherwise	No

	restrict public access to a street, alley, or public stairway?	
14.	Is the Project Site adjacent to an alley? If yes, will Project make use of, modify, or restrict alley access?	No, not applicable.
15.	Does the Project create a cul-de-sac or is the project site located adjacent to an existing cul-de-sac? If yes, does the cul-de-sac maintain convenient and direct public access to people walking and biking to the adjoining street network?	No, not applicable.
16.	Does Project Site include a corner lot? (Avoid driveways too close to intersections)	No, not applicable.
17.	Does Project include "drop-off" zones or areas? If yes, are such areas located to the side or rear of the buildings?	No
	Parking Supply and TDM Plans	
18.	Would the Project propose a supply of onsite parking that exceeds the baseline amount required in the LAMC or a Specific Plan?	No
19.	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?	No
20.	Would the Project provide the minimum on and off-site bicycle parking spaces as required by the Section 12.21A.16 of the LAMC?	Yes, code required on-site bike parking provided.
u	Does the Project comply with City's TDM ordinance Section 12.26.J of the LAMC?	Yes
	Regional Plans	
23.	Does the Project apply one of the City's efficient-based impact thresholds (i.e., VMT per capita, VMT per employee, or VMT per service population)	Yes, The Project applies the VMT per household efficient-based threshold.
24.	Does the Project result in a significant VMT impact?	No
25.	Does the Project align with the long-term VMT and GHG reduction goals of SCAG's RTP/SCS?	Yes

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

13610 W. Sherman Way
LADOT Case No. SFV23-115278
LADOT Project ID No. 55594

Date: December 1, 2023

To: Claudia Rodriguez, Senior City Planner
Department of City Planning

Vicente Cordero

From: Vicente Cordero, Transportation Engineer
Department of Transportation

Subject: **TRANSPORTATION ASSESSMENT FOR THE MIXED-USE PROJECT LOCATED AT 13610 WEST SHERMAN WAY**

The Los Angeles Department of Transportation (LADOT) has reviewed the transportation assessment prepared by Overland Traffic Consultants, Inc., dated August 31, 2023, for the proposed mixed-use development located at 13610 West Sherman Way in the Van Nuys – North Sherman Oaks Community Planning Area of the City of Los Angeles. 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 would not result in a significant transportation impact on VMT as described below.

DISCUSSION AND FINDINGS

A. Project Description

The proposed project consists of constructing a five-story building with 157 multi-family units (144 market rate units and 13 affordable housing units) with amenities and 555 square feet of ground floor small restaurant/café. The existing six residential apartment buildings will be removed to accommodate the project. The project proposes to provide 102 vehicle parking spaces by request of an off-menu density bonus incentive. Additionally, the project will also provide 91 bicycle parking spaces (10 short-term and 87 long-term). Vehicular access to the project site will be provided via a new relocated driveway on Sherman Way by moving the existing driveway west near the Sherman Way property line. The project is expected to be completed by the year 2026.

B. Freeway Safety Analysis

Per the Interim Guidance for Freeway Safety Analysis memorandum issued by LADOT on May 1, 2020 to address Caltrans safety concerns on freeways, the study addressed the project's effects on vehicle queuing on freeway off-ramps. Such an evaluation measures the project's potential to lengthen a forecasted off-ramp queue and create speed differentials between vehicles exiting the freeway off-ramps and vehicles operating on the freeway mainline. The evaluation identified the number of project

trips expected to be added to nearby freeway off-ramps serving the project site. It was determined that project traffic at each freeway off-ramp will not exceed 25 peak hour trips. Therefore, a freeway ramp analysis is not required

C. CEQA Screening Threshold

A trip generation analysis was conducted to determine if the project would exceed the net 250 daily vehicle trips (DVT) screening threshold set forward by the TAG. The City of Los Angeles VMT Calculator Tool, 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, based on sociodemographic data and the built environment factors of the project's surroundings, determined that the project exceeds the net 250 DVT threshold. The transportation assessment concluded that implementation of the project would **not** result in a significant transportation impact. 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. According to the analysis, the project does not obstruct or conflict with the City's development policies and standards for the transportation system. Therefore, no project or cumulative significant transportation impact was identified for this threshold.

2. **Threshold T-2.1: Causing Substantial Vehicle Miles Traveled**
   Using the VMT Calculator, the assessment determined that the project would generate a 729 net increase in DVT and a 5,524 net increase in daily VMT. The analysis concluded that the project would not result in a significant VMT impact as discussed below under Section D, CEQA Transportation Analysis.

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.

D. CEQA Transportation Analysis

The new LADOT Transportation Assessment Guidelines (TAG) provide instructions on preparing transportation assessments for land use proposals and defines the significant impact thresholds. LADOT identified distinct thresholds for significant VMT impacts for each of the seven Area Planning Commission (APC) areas in the City. For the South Valley APC area, in which the project is located, the following threshold has been established:

- Daily Household VMT per Capita: 9.4
- Daily Work VMT per Employee: 11.6

As cited in the VMT analysis report prepared by Overland Traffic Consultants, Inc., the VMT generated by this project results in a 7.3 Household VMT per Capita and the Work VMT per Employee is not applicable which are below the thresholds. In addition, the project's analysis

includes two Transportation Demand Management (TDM) measures as project design features which include reducing vehicle parking and providing code required bike parking that reduce trips and VMT for the project. Therefore, it was concluded that the implementation of the proposed project would not result in a significant VMT impact.

E. Access and Circulation

The access and circulation analysis included a delay study of the following intersections and project driveway 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 timing:

- Sherman Way & Woodman Avenue
- Sherman Way & Allott Avenue
- Sherman Way & Fulton Avenue
- Sherman Way & Project Driveway

Existing and Cumulative Traffic Conditions

Traffic volume counts were conducted on May 18, 2023 at 7-10 AM and 3-6 PM, which was a day during a week with no holidays, school was in session, and it was not raining. Future traffic volumes have been increased by 1 percent per year and include other related development project's traffic volume.

Under the HCM methodology, level of service (LOS) at signalized and unsignalized intersections is defined based on the delay experienced per vehicle. The results for the Existing 2023, Existing 2023 Plus Project, Future 2026 Without Project, and Future 2026 With Project traffic conditions along with the Existing 2023 Plus Project and Future 2026 Plus Project traffic conditions at the project driveway are shown in **Attachment B**.

Residential Street Cut-Through Analysis

The objective of the residential street cut-through analysis is to determine potential increases in average daily traffic volumes on designated Local Streets, as classified in the City's General Plan, that can be identified as cut-through trips generated by the project. The traffic study indicated that the proposed project has a small restaurant/café proposed that will produce low traffic volumes. The project is along a major roadway with no cut-through traffic predicted. Therefore, no neighborhood cut-through analysis would be required.

LADOT finds that the transportation assessment adequately evaluated potential project-related delays and level of service at the studied intersections.

PROJECT REQUIREMENTS

A. TDM Strategies

The project's VMT analysis includes two TDM measures as Project Design Features that reduce trips and VMT for the project:

- **Parking Strategy-Reduced Parking Supply:** This strategy permissively changes the on-site

parking supply to provide less than the amount of vehicle parking required by direct application of the LAMC 12.21.A.4.a without consideration of parking reduction mechanisms.

- **Bike Parking:** This strategy involves implementation of short and long-term bicycle parking to support safe and comfortable bicycle travel by providing parking facilities at destinations under existing LAMC regulations applicable to the project (LAMC Section 12.21.A.16). The project is providing 91 bicycle parking spaces (81 long-term spaces and 10 short-term spaces).

B. 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. Construction Impacts

   LADOT recommends that a construction worksite traffic control plan be submitted to LADOT's Citywide Temporary Traffic Control Section for review and approval prior to the start of any construction work. Refer to https://ladot.lacity.org/businesses/temporary-traffic-control-plans to determine which section to coordinate review of the worksite 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 construction related traffic be restricted to off-peak hours to the extent possible.

2. Highway Dedication and Street Widening Requirements

   Per the Mobility Element of the General Plan, **Sherman Way** is designated as a Boulevard II and would require a 40-foot half-width roadway within a 55-foot half-width right-of-way. The applicant should check with Bureau of Engineering's Land Development Group to determine if there are any applicable highway dedication, street widening, and/or sidewalk requirements for this project.

3. Parking Requirements

   The project proposes to provide 102 vehicle parking spaces with the request of an off-menu density bonus incentive to reduce parking. In addition, the project will provide a total of 91 bicycle parking spaces (81 long-term spaces and 10 short-term spaces). The applicant should check with the Department of Building and Safety on the number of Code-required parking spaces needed for the project.

4. Driveway Access and Circulation

   Vehicular access to the project's at-grade parking will be provided via one existing driveway on Sherman Way that will be relocated to the west side of the project's Sherman Way frontage. Elements such as a parabolic mirror(s) and/or audible alert are recommended to provide enhanced visibility both for vehicles exiting the site and eastbound pedestrians crossing the driveway. A copy of the project site plan is shown in **Attachment C**.

   The review of this study does not constitute approval of the existing driveway dimensions, access, and circulation scheme with regard to this project. Those elements require

separate review and approval and should be coordinated with LADOT's Valley Planning Coordination Section (6262 Van Nuys Boulevard, Rm 320, @ 818-374-4699). To minimize and prevent last-minute design changes, the applicant should contact LADOT before the commencement of building or parking layout design efforts, for driveway width and internal circulation requirements. New driveways should be Case-2, designed with a recommended width of 28 feet for two-way operations, or 16 feet for one-way operations, or to the satisfaction of LADOT. Additionally, the applicant should check with City Planning regarding the project's vehicular access and design.

5. High Injury Network
   The City of Los Angeles Vision Zero Identified a strategic plan to reduce traffic deaths to zero by focusing on engineering, enforcement, education, and evaluation. The LADOT identified a High Injury Network (HIN) of city streets. The HIN identifies streets with a high number of traffic-related severe injuries and deaths across all modes of travel with emphasis on those involving pedestrians and cyclists. Sherman Way is part of the HIN. Continental crosswalks have been installed on all legs of the intersection of Sherman Way and Woodman Avenue. The project would not preclude or conflict with the implementation of this or any future Vision Zero projects in the public right-of-way.

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 Sheila Ahoraian of my staff at (818) 374-4690.

Attachments

J:\Projects\SFV\55594-13610 W Sherman Way

cc: Sahag Yedalian, Council District 2
Steve Rostam, LADOT East Valley District
Ali Nahass, BOE Valley District
Quyen Phan, BOE Land Development Group
Liz Fleming, Overland Traffic Consultants, Inc.

December 1, 2023

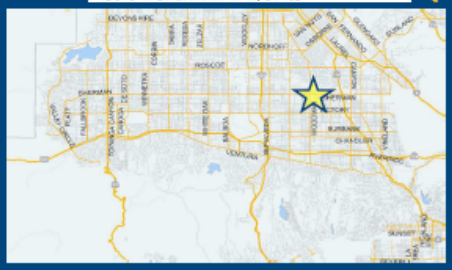
Attachment A
City of LA VMT Calculator Results

CITY OF LOS ANGELES VMT CALCULATOR Version 1.4

Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project:
Scenario: Transportation Assessment
Address: 13610 W SHERMAN WAY, 91405



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 station?

● Yes ○ No

Existing Land Use

Land Use Type	Value	Unit
Housing | Multi-Family	11	DU
Housing | Multi-Family	11	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
Retail | High-Turnover Sit-Down Restaurant	0.555	ksf
Housing | Multi-Family	144	DU
Housing | Affordable Housing - Family	13	DU
Retail | High-Turnover Sit-Down Restaurant	0.555	ksf

☐ Click here to add a single custom land use type (will be included in the above list)

Project Screening Summary

Existing Land Use	Proposed
54 Daily Vehicle Trips	783 Daily Vehicle Trips
410 Daily VMT	5,934 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	729 Net Daily Trips
The net increase in daily VMT ≤ 0	5,524 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	0.555 ksf

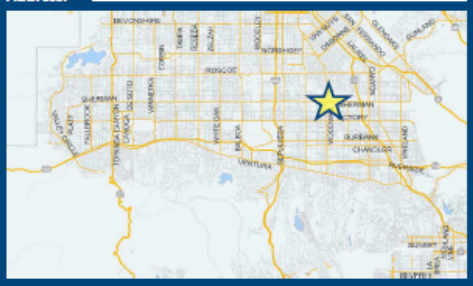
The proposed project is required to perform VMT analysis.

Measuring the Miles

CITY OF LOS ANGELES VMT CALCULATOR Version 1.4

Project Information

Project:
Scenario: Transportation Assessment
Address: 13610 W SHERMAN WAY, 91405



Proposed Project Land Use Type	Value	Unit
Housing | Multi-Family	144	DU
Housing | Affordable Housing - Family	13	DU
Retail | High-Turnover Sit-Down Restaurant	0.555	ksf

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)	159	city code parking provision for the project site
	102	actual parking provision for the project site
Unbundle Parking (☐ Proposed Prj ☐ Mitigation)	0	monthly parking cost (dollar) for the project site
Parking Cash-Out (☐ Proposed Prj ☐ Mitigation)	0	percent of employees eligible
Price Workplace Parking (☐ Proposed Prj ☐ Mitigation)	6.00	daily parking charge (dollar)
	0	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
681 Daily Vehicle Trips	681 Daily Vehicle Trips
5,160 Daily VMT	5,160 Daily VMT
7.3 Household VMT per Capita	7.3 Household VMT per Capita
N/A Work VMT per Employee	N/A Work VMT per Employee

Significant VMT Impact?

Household: No Threshold = 9.4 15% Below APC	Household: No Threshold = 9.4 15% Below APC
Work: N/A Threshold = 11.6 15% Below APC	Work: N/A Threshold = 11.6 15% Below APC

Measuring the Miles

Attachment B
Summary of Levels of Service (LOS)

Table 7
Queue Lengths (number of vehicles)

No.	Intersection	Movement	95th Percential Maximum Queue (vehicles)								Maximum Queue (vehicles)							
			Existing		Existing + Project				Queue Change		Future WO Project		Future + Project				Queue Change	
			AM Peak Hour Queue	PM Peak Hour Queue	AM Peak Hour Queue	LOS	PM Peak Hour Queue	LOS	AM Peak Hour	PM Peak Hour	AM Peak Hour Queue	PM Peak Hour Queue	AM Peak Hour Queue	LOS	PM Peak Hour Queue	LOS	AM Peak Hour	PM Peak Hour
1	SHERMAN WAY & WOODMAN AV	EBL	10.1	12.4	10.1	E	12.4	F	0.0	0.0	12.6	18.0	12.6	E	18.0	F	0.0	0.0
		EBT	12.1	11.4	12.1	D	11.6	C	0.0	0.2	15.5	14.2	15.7	D	14.5	D	0.2	0.3
		EBR	13.5	13.1	13.5	D	13.3	D	0.0	0.2	16.9	16.3	17.0	D	16.6	E	0.1	0.3
		WBL	6.5	9.3	7.2	E	9.9	F	0.7	0.6	8.0	11.0	8.6	E	11.6	F	0.6	0.6
		WBT	11.3	10.6	11.7	D	10.8	C	0.4	0.2	15.6	11.6	16.4	E	11.8	D	0.8	0.2
		WBR	12.7	11.7	13.2	D	12.0	D	0.5	0.3	17.5	12.9	18.3	E	13.2	D	0.8	0.3
		NBL	8.1	15.5	8.1	E	15.5	F	0.0	0.0	11.3	19.1	11.3	F	19.1	F	0.0	0.0
		NBT	7.1	6.9	7.1	B	6.9	B	0.0	0.0	7.9	7.3	7.9	B	7.3	B	0.0	0.0
		NBR	2.9	2.1	2.9	B	2.2	B	0.0	0.1	3.8	2.2	3.9	B	2.3	B	0.1	0.1
		SBL	7.8	6.8	8.0	D	7.5	D	0.2	0.7	9.6	7.7	10.0	D	8.2	D	0.4	0.5
		SBT	14.3	8.3	14.4	C	8.3	C	0.1	0.0	18.8	8.8	18.8	D	8.8	C	0.0	0.0
		SBR	8.0	6.5	8.0	B	6.5	B	0.0	0.0	11.1	7.1	11.1	C	7.1	C	0.0	0.0
2	SHERMAN WAY & ALLOTT AV	EBL	0.5	1.1	0.8	B	1.4	C	0.3	0.3	0.5	1.2	0.9	B	1.5	C	0.4	0.3
		EBT	5.1	6.2	6.0	B	6.8	B	0.9	0.6	5.5	6.4	7.1	B	7.3	B	1.6	0.9
		WBT	4.9	7.1	5.8	B	7.7	B	0.9	0.6	5.4	7.2	6.7	B	8.0	B	1.3	0.8
		WBR	5.4	7.4	6.1	B	7.9	B	0.7	0.5	6.0	7.5	7.0	B	8.2	B	1.0	0.7
		SBL	2.5	2.4	3.4	B	2.8	B	0.9	0.4	2.7	2.5	4.2	B	3.1	B	1.5	0.6
		SBR	0.0	0.0	0.0	A	0.0	A	0.0	0.0	0.0	0.0	0.0	A	0.0	A	0.0	0.0
3	SHERMAN WAY & FULTON AV	EBL	0.0	0.5	0.0	A	0.5	A	0.0	0.0	0.0	0.5	0.0	A	0.5	A	0.0	0.0
		EBT	6.7	6.1	6.8	B	6.1	A	0.1	0.0	7.4	6.3	8.0	B	6.3	A	0.6	0.0
		EBR	6.8	6.3	6.9	B	6.4	A	0.1	0.1	7.5	6.5	8.1	B	6.5	A	0.6	0.0
		WBL	1.0	4.7	1.0	B	4.8	C	0.0	0.1	1.2	5.7	1.2	C	5.7	C	0.0	0.0
		WBT	6.0	5.0	6.0	B	5.0	A	0.0	0.0	7.0	5.0	7.4	B	5.0	A	0.4	0.0
		WBR	6.2	5.4	6.1	B	5.4	A	-0.1	0.0	7.2	5.4	7.5	B	5.5	A	0.3	0.1
		NBL	3.4	9.4	3.4	B	9.6	D	0.0	0.2	4.0	10.2	4.3	C	10.5	D	0.3	0.3
		NBT	0.8	3.0	0.8	B	3.0	C	0.0	0.0	1.0	3.2	1.0	B	3.2	C	0.0	0.0
		NBR	3.4	10.9	3.4	B	11.0	D	0.0	0.1	4.0	12.2	4.3	B	12.3	E	0.3	0.1
		SBL	0.3	1.5	0.3	B	1.5	C	0.0	0.0	0.4	1.5	0.4	B	1.5	C	0.0	0.0
		SBT	0.0	0.0	0.0	A	0.0	A	0.0	0.0	0.0	0.0	0.0	A	0.0	A	0.0	0.0
		SBR	2.0	3.5	2.0	B	3.5	C	0.0	0.0	2.3	3.7	2.5	B	3.7	C	0.2	0.0

LOS at individual through and turning movements may vary from overall intersection LOS provided in Table 6. Intersection LOS is the combined LOS with all intersection movements.

All Queues at LOS "D" Less than 3 vehicle lengths (appx 60 to 75 feet)

All Queues at LOS "E & F" Less than 2 vehicle lengths (appx 40 to 50 feet)

Negative net queue change indicates a change in critical moves and better operation for that movement

No deficient conditions are identified.

Table 8
Traffic Conditions at Project Driveway

Intersection	Peak Hour	Direction	EXISTING + Project 2023 Dealy and Queue Length			FUTURE + Project 2026 QUEUE LENGTH		
			Delay (s)	LOS	Queue	Delay (s)	LOS	Queue
SHERMAN WAY &	AM	NB	30.5	D	0.9	35.7	E	1.1
Project Driveway		EB	-	-	0.0	-	-	
		WBL	19.7	C	0.1	21.3	C	0.1
	PM	NB	39.8	E	0.7	50.2	F	0.9
		EB	-	-	0.0	-	-	
		WBL	22.6	C	0.2	24.7	C	0.2

NBT = Northbound, EB = Eastbound, WBL = Westbound Left

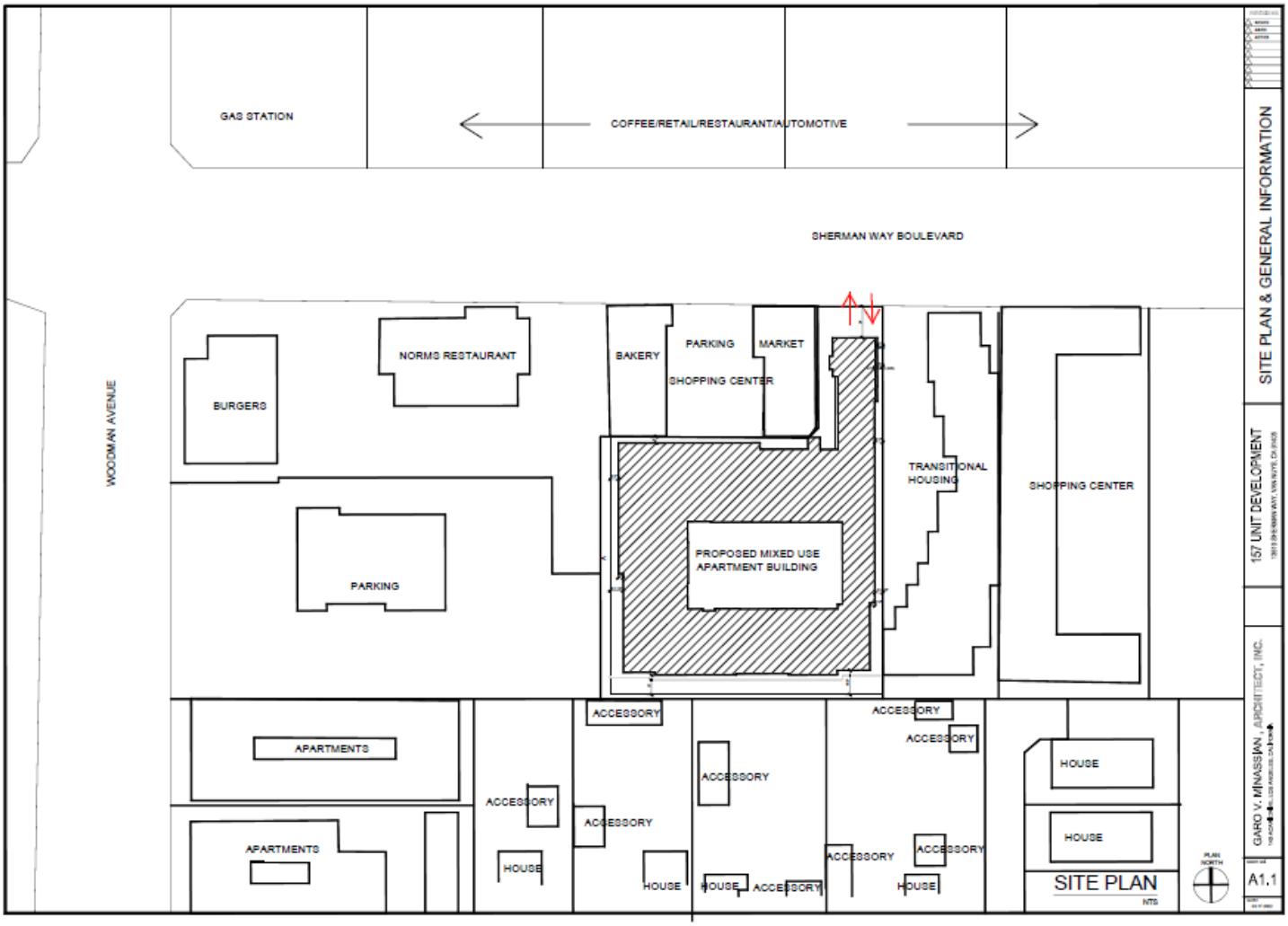
s = seconds

95th precentile Queue - vehicles

The 95th percentile indicates that 95% of the time, the usage is below this amount with the remaining 5% of the time, the usage is above.

December 1, 2023

Attachment C
Project Site Plan



Overland Traffic Consultants, Inc.

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Supplemental Transportation Evaluation
13610 West Sherman Way
Modified Project
(DOT Case No. SFV 23-115278, LADOT Project ID No. 55594)

A prior Project was proposed with 144 market rate multi-family housing units, 13 affordable multi-family housing units and a 555 square foot small restaurant/cafe at 13610 Sherman Way. The Project's potential impacts and/or deficiencies were evaluated with a full Transportation Assessment (TA) which has been reviewed and approved by the Los Angeles Department of Transportation (LADOT). The LADOT approval letter, dated December 1, 2023, is attached (Attachment A) to this Supplemental Evaluation. The Approved Project has been modified to remove the small café/restaurant and increase the residential to 150 market rate multi-family housing units and 18 affordable multi-family housing units (Modified Project). This Supplemental Transportation Evaluation provides updated evaluations and a comparison of the Modified Project and the Approved Project. As demonstrated on the following pages, no new California Environmental Quality Act (CEQA) impacts or non-CEQA deficiencies have been identified. As identified in the Approved Project TA and this Modified Project evaluation, the existing and future analysis have calculated poor operating conditions at Woodman Avenue and Sherman Way to occur without and with the Project. The Project does not create the deficiency or trigger any LADOT defined deficiency triggers with added Project traffic.

Project Location: The Project is located at 13610 Sherman Way on the south side of Sherman Way east of Woodman Avenue in the Van Nuys –North Sherman Oaks Community area of the City of Los Angeles. The Project has frontage along Sherman Way only.

Project Description: The existing eleven residential units will be removed for the new Project. The Approved Project included 157 multi-family residential units and 555 square foot small restaurant/cafe. The Modified Project will provide 168 multi-family residential units with no commercial components. The Approved Project was required to provide 159 vehicle parking spaces per Los Angeles Municipal Code (LAMC) and proposed to provide 102 using permissible parking reductions. The Modified Project will also reduce parking spaces from 201 vehicle parking spaces required per LAMC and is providing 99 vehicle parking spaces using permissible parking reductions. The Approved Project proposed one driveway from Sherman Way. The Modified Project proposes the same vehicle access. Table 1, on the following page,

provides a description comparison of the Approved Project and Modified Project. Attachment B provides a copy of the site plan for the Modified Project.

Table 1
Project Description Comparison

	Modified Project	Approved Project	Difference (Modified - Approved)
Proposed Project			
Multi Family Residential - Mid Rise	150 units	144 units	6 units increase
Affordable Multi Family Housing	18 units	13 units	5 units increase
Total Housing	168 units	157 units	11 units increase
Small Restaurant/Café	0	555 sf	555 sf decrease
# of Vehicle Parking Spaces	99 spaces	102 spaces	3 fewer spaces
# of Bicycle Parking Spaces	119 spaces	91 spaces	28 more spaces
Prior Use to be Removed			
Multi Family Residential - Low Rise	11 units	11 units	No change
Vehicle Access			
Driveway on Sherman Way	X	X	No change
Project Design Feature			
Reduced Parking from LAMC	X	X	No change
Bike Parking per LAMC	X	X	No change

LAMC = Los Angeles Municipal Code

As shown, there will be eleven more residential units, removal of the small restaurant/café, three fewer vehicle parking spaces and twenty-eight more bicycle parking spaces with the Modified Project.

CEQA Evaluation

A CEQA evaluation of the Approved Project was conducted and provided in the December 2023 TA. The LADOT approved study was conducted using the current LADOT Transportation Assessment Guidelines (TAG), August 2022. The December 2023 TA found that there would be no significant project related CEQA traffic impacts. This section of the Supplemental Transportation Evaluation considers the potential CEQA transportation impacts of the Modified Project and compares it to the Approved Project.

Threshold T-1: Conflicting with Plans Programs, Ordinances, or Policies:

As required by LADOT, the Approved Project was found to be consistent with the Mobility Plan 2035, Plan for Healthy LA, Land Use Element of the General Plan, Coastal Transportation Corridor Specific Plan, Los Angeles Municipal Code (LAMC) 12.21A.16 Bicycle Parking, LAMC Section 12.26J TDM Ordinance, LAMC Section 12.37 Waivers (none requested), Vision Zero Action Plan, Vision Zero Corridor Plan, and Citywide Design Guidelines. The Modified Project will also be consistent with these Plans, Program, Ordinances and Policies. The Modified Project will not conflict with key City Planning documents.

Threshold T-2: Causing Substantial Vehicle Miles Traveled (VMT):

A VMT analysis was conducted for the Approved Project using the LADOT VMT calculator Version 1.3. The Approved Project included two Project Design Features including reduced parking and providing LAMC required number of bicycle parking spaces. The Work VMT per employee is not applicable because the commercial component of the Project was less than 50,000 square feet and considered neighborhood serving commercial. The South Valley Area Planning Commission (APC) Household VMT per Capita threshold for a significant VMT Impact is over 9.4. The Approved Project Household VMT per Capita was calculated to be 7.3. There was no significant Household VMT Impact with the Approved Project. The LADOT Worksheets for the Approved Project are part of the LADOT review letter in Attachment A.

A VMT analysis was conducted for the Modified Project using the LADOT VMT calculator Version 1.4. The newer version of the calculator provides updated map fixes due to changes to the City's base maps. The Modified Project includes the same two Project Design Features as the Approved Project including reduced parking and providing LAMC required number of bicycle parking. The Modified Project's Household VMT per Capita was calculated to be 7.3 which is less than the 9.4 threshold. There is no significant Household VMT Impact with the Modified Project. The Work VMT per employee is not applicable because there is no commercial component to the Project. The LADOT VMT Worksheets for the Modified Project are provided in Attachment C. Table 2, on the following page, provides a comparison of the Approved and Modified Projects VMT results.

Table 2
Comparison of Approved and Modified Project VMT

	Modified Project	Approved Project	Difference (Modified - Approved)
VMT Screening Daily Trips			
Project Daily Trips	801	783	18 more
Existing Use Daily Trips	54	54	0 No Change
Net Trips (Proposed - Existing)	**747**	**729**	**18 more**
Project Design Features			
Reduced Parking	Yes, LAMC Requires 201 spaces, Providing 99	Yes, LAMC Requires 159 spaces, Providing 102	13% VMT reduction for both Project descriptions
Bike Parking Per LAMC	Yes	Yes	No Change
Daily Trips & VMT with PDF			
No Existing Use Credit			
Project Daily Trips	**697**	**681**	**16 more**
Daily VMT	**5,301**	**5,160**	**141 more**
Household VMT per Capita			
South Valley APC Household VMT Threshold	**9.4**	**9.4**	
Household VMT with PDF	7.3	7.3	No Change
Significant Household Impact?	No	No	No Change
WorK VMT per Employee			
South Valley APC Work VMT Threshold	11.6	11.6	
Work VMT with PDF	N/A	N/A	No Change
Significant Work Impact?			No Change

Work VMT is Not Applicable (N/A) for Modified Project because none is proposed and N/A for Approved because it is less than 50,000 sf

VMT = Vehicle Miles Traveled, PDF = Project Design Features

As with the Approved Project, the Modified Project does not create a significant Household or Work VMT impact.

Threshold T-3 Substantially Increasing Hazards Due to a Geometric Design Feature:

As detailed in the approved TA, the Approved Project was found to not substantially increase hazards due to geometric design features and does not have a significant transportation impact under CEQA Threshold T-3.

No CEQA significant traffic impact will occur with the Modified Project.

Non-CEQA Evaluation

A Non-CEQA evaluation has been conducted to determine if the Modified Project will create any adverse circulation conditions. As shown in Attachment A, the December 1, 2023 LADOT review letter for the Approved Project indicated that the TA adequately discloses traffic operational concerns and referred to the circulation analysis in the TA and review letter as summarizing the potential deficiencies. Five Project Requirements were recommended in the review letter. These include (in summary):

1. Construction Impacts - A construction work site traffic control plan is recommended to be submitted to LADOT's Citywide Temporary Traffic Control Section or Permit Plan Review Section for review and approval prior to start of any construction work.

2. Highway Dedication and Street Widening Requirement. – Check with the Bureau of Engineering for any highway dedication or street widening requirements

3. Parking Requirements – Check with the Department of Building and Safety on the number of code-required parking spaces needed for the project.

4. Driveway Access and Circulation – It is recommended that elements such as a parabolic mirror(s) or audible alert be provided to enhance visibility for both vehicles exiting the site and eastbound pedestrians crossing the driveway. The study does not constitute approval of the driveway dimensions and internal circulation schemes. Check with LADOT's Valley Planning Coordination Section for final approval.

5. High Injury Network (HIN) – Sherman Way is part of the HIN. Continental crosswalks have been installed on all legs of the intersection of Sherman Way and Woodman Avenue. The project would not preclude or conflict with the implementation of this or any further Vision Zero projects in the public right-of-way.

6. Development Review Fees – Section 19.15 of the LAMC identifies specific fees for traffic study review, conditional clearance, and permit issuance. The applicant shall comply with any applicable fee.

The Modified Project circulation analysis was evaluated using the same process as for the Approved Project. Sychro analysis for delay per vehicle and queues were determined for the Existing, Existing + Project, Future Without Project and Future With Project traffic conditions.

Peak Hour trip generation for the circulation analysis was provided for the Approved Project and is shown in the approved TA and LADOT review letter provided in Attachment A. Peak Hour vehicle trip generation for the Modified Project was calculated in the same manner using the Institute of Transportation Engineers (ITE) Trip Generation Manual. Table 3 provides the resulting Modified Project trip generation rates and trip generation.

Table 3
Modified Project
Trip Generation Rates and Trip Generation

ITE Code	Description	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total
220	Apartments (low-rise per unit, not close to rail transit)	24%	76%	0.40	63%	37%	0.51
221	Apartments (mid-rise, not close to rail transit)	23%	77%	0.37	61%	39%	0.39
LADOT	Affordable (outside TPA)	40%	60%	0.55	55%	45%	0.43

ITE Code	Description	Size	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total
	Proposed Project							
221	Apartments (mid-rise)	150 units	13	43	56	36	23	59
	Transit/Walk Adjustment	10%	(2)	(4)	(6)	(4)	(2)	(6)
LADOT	Affordable (outside TPA per unit)	18 units	4	6	10	4	4	8
	Transit/Walk Adjustment	10%	(0)	(1)	(1)	(0)	(1)	(1)
	Subtotal Proposed	168 units	15	44	59	36	24	60
	Existing							
220	Apartments (low-rise)	11 units	1	3	4	4	2	6
	Transit/Walk Adjustment	10%	(0)	(0)	(0)	(1)	(0)	(1)
	Subtotal Existing		1	3	4	3	2	5
	Net (Proposed-Existing)		14	41	55	33	22	55

A comparison of the Approved and Modified Project trip generation is provided in Table 4 below.

Table 4
Modified & Approved Project
Trip Generation Comparison

Description	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total
Modified Project Net Trips	14	41	55	33	22	55
Approved Project	15	39	54	33	21	54
Difference (Modified - Approved)	-1	2	1	0	1	1

As stated in the TAG (page 3-6), project access is considered constrained if the project's traffic would contribute to unacceptable queueing on an Avenue of Boulevard (as designated in

the Mobility Plan 2035) at project driveways or would cause or substantially extend queueing at nearby signalized intersections. Unacceptable or extending queueing may be defined as follows:

- Additional queue along through lanes and either of the following conditions are expected:
    - the projected peak hour intersections LOS is D and the through lane queue increases by greater than 75 feet on any approach with the directional approach of LOS E or F, or
    - the project peak hour intersection LOS E or F and the through lane queue increases by greater than 50 feet on any approach with the direction approach LOS at E or F.
- Spill over from turn pockets into the through lanes,
- Block cross streets or alleys,
- Spill over from drive-throughs into streets,
- Contribute to gridlock congestion.

As shown in Table 4, there is a net change of one trip increase during both the morning and afternoon peak hours. Three study intersections and the driveway delays on Sherman Way were evaluated for potential deficiencies. The intersections evaluated included Sherman Way & Woodman Avenue, Sherman Way & Allott Avenue, and Sherman Way & Fulton Avenue. Both Sherman Way & Allott Avenue and Sherman Way & Fulton Avenue were found to be operating well at Level of Service (LOS) B in the Approved TA during the Existing + Approved Project and Future with Approved Project traffic conditions. No deficiency would be created by the slight shift and mild addition of one trip with the Modified Project. The intersection of Sherman Way & Woodman Avenue was calculated to operate at LOS D during the Existing + Approved Project AM and PM Peak Hour, LOS D during the Future with Approved Project AM Peak Hour and LOS E during the Future with Approved Project PM Peak Hour. The driveway at Sherman Way was calculated to operate at LOS A overall but LOS E northbound exiting the Approved Project with a queue of 1 to 2 vehicles. The operating conditions at Sherman Way & Woodman Avenue and the driveway were evaluated to determine if the mild shift and addition of one trip with the Modified Project affected the operating conditions to trigger a deficiency. As shown in Table 5, LOS Results and Comparison, Table 6, Queue Results and Comparison, and Table 7 Driveway Results and Comparison, there are minor changes to the operating conditions between the Approved and Modified Projects but no deficiencies are identified. The LOS and overall traffic operating conditions at Sherman Way & Woodman Avenue and Sherman Way and the driveway do not change.

Table 5
Approved & Modified Project
LOS Results & Comparison

Intersection	Peak Hour	Existing 2023		Existing + Approved Project		Existing + Modified Project		Future (2026) Without Project		Future (2026) With Approved Project		Future (2026) With Modified Project	
		Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS
SHERMAN WAY &	AM	35.8	D	36.6	D	36.6	D	44.8	D	46.1	D	46.2	D
WOODMAN AV	PM	42.1	D	42.9	D	42.9	D	54.1	D	55.2	E	55.3	E

s = seconds

Table 6
Approved and Modified Project Queue
Results & Comparison

Intersection	Movement	Maximum Queue													
		Existing		Existing + Approved Project				Queue Change		Existing + Modified Project				Queue Change	
		AM Peak Hour Queue	PM Peak Hour Queue	AM Peak Hour Queue	LOS	PM Peak Hour Queue	LOS	AM Peak Hour Queue	PM Peak Hour Queue	AM Peak Hour Queue	LOS	PM Peak Hour Queue	LOS	AM Peak Hour Queue	PM Peak Hour Queue
SHERMAN WAY &	EBL	10.1	12.4	10.1	E	12.4	F	**0.0**	**0.0**	10.1	E	12.4	F	**0.0**	**0.0**
WOODMAN AV	EBT	12.1	11.4	12.1	D	11.6	C	**0.0**	**0.2**	12.1	D	11.6	C	**0.0**	**0.2**
	EBR	13.5	13.1	13.5	D	13.3	D	**0.0**	**0.2**	13.5	D	13.3	D	**0.0**	**0.2**
	WBL	6.5	9.3	7.2	E	9.9	F	**0.7**	**0.6**	7.2	E	9.9	F	**0.7**	**0.6**
	WBT	11.3	10.6	11.7	D	10.8	C	**0.4**	**0.2**	11.8	D	10.9	C	**0.5**	**0.3**
	WBR	12.7	11.7	13.2	D	12.0	D	**0.5**	**0.3**	13.3	D	12.0	D	**0.6**	**0.3**
	NBL	8.1	15.5	8.1	E	15.5	F	**0.0**	**0.0**	8.1	E	15.5	F	**0.0**	**0.0**
	NBT	7.1	6.9	7.1	B	6.9	B	**0.0**	**0.0**	7.1	B	6.9	B	**0.0**	**0.0**
	NBR	2.9	2.1	2.9	B	2.2	B	**0.0**	**0.1**	2.9	B	2.2	B	**0.0**	**0.1**
	SBL	7.8	6.8	8.0	D	7.5	D	**0.2**	**0.7**	8.0	D	7.5	D	**0.2**	**0.7**
	SBT	14.3	8.3	14.4	C	8.3	C	**0.1**	**0.0**	14.4	C	8.3	C	**0.1**	**0.0**
	SBR	8.0	6.5	8.0	B	6.5	B	**0.0**	**0.0**	8.0	B	6.5	B	**0.0**	**0.0**

95th percentile queues for all intersections

All Queues at LOS "D" Less than 3 vehicle lengths (appx 60 to 75 feet)
All Queues at LOS "E & F" Less than 2 vehicle lengths (appx 40 to 50 feet)

Table 7
Driveway Results and Comparison

Intersection	Peak Hour	Direction	Future (2026) + Approved Project Dealy and Queue Length			Future (2026) Modified Project Delay and Queue Length		
			Delay (s)	LOS	Queue	Delay (s)	LOS	Queue
SHERMAN WAY & Project Driveway	AM	NB	35.7	E	1.1	35.2	E	1.1
		EB	-	-	0.0	-	-	0.0
		WBL	21.3	C	0.1	21.3	C	0.1
	PM	NB	50.2	F	0.9	49.2	E	0.9
		EB	-	-	0.0	-	-	0.0
		WBL	24.7	C	0.2	24.7	C	0.2

As shown in Table 5, the LOS does not change at Sherman Way and Woodman Avenue between the Approved and Modified Project. Comparing the Existing + Modified Project and Existing + Approved Project analyses, there is no change in the delay results. There is a 0.1 second increase comparing the Future with Modified Project and Future with Approved Project analyses as shown in Table 8 below.

Table 8
Delay Comparison

	Modified Project Delay	Approved Project Delay	Difference (Modified - Approved)
Existing + Project			
AM Peak Hour	36.6 s	36.6 s	No Change
PM Peak Hour	42.9 s	42.9 s	No Change
Fture with Project			
AM Peak Hour	46.1 s	46.2 s	0.1 seconds
PM Peak Hour	55.2 s	55.3 s	0.1 seconds

s = seconds

As shown in Table 6, none of the Approved or Modified Project queues exceed 0 to 1 vehicle.

As shown in Table 7, the driveway LOS and queue lengths do not change between the Approved Project and Modified Project.

The results of the LOS and queue evaluation worksheets are provided in Attachment D.

SUMMARY

As with the Approved Project, the Modified Project will not create a significant Household VMT per Capita impact. The Work VMT per Employee is not applicable since there is no longer a commercial component to the Project. No new CEQA significant impacts or Non-CEQA deficiencies are identified with the Modified Project. The December 1, 2023 LADOT letter's Project Requirements are still applicable.

Overland Traffic Consultants, Inc.

Attachment A

LADOT
December 1, 2023
REVIEW LETTER

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

13610 W. Sherman Way
LADOT Case No. SFV23-115278
LADOT Project ID No. 55594

Date: December 1, 2023

To: Claudia Rodriguez, Senior City Planner
Department of City Planning

Vicente Cordero

From: Vicente Cordero, Transportation Engineer
Department of Transportation

Subject: **TRANSPORTATION ASSESSMENT FOR THE MIXED-USE PROJECT LOCATED AT 13610 WEST SHERMAN WAY**

The Los Angeles Department of Transportation (LADOT) has reviewed the transportation assessment prepared by Overland Traffic Consultants, Inc., dated August 31, 2023, for the proposed mixed-use development located at 13610 West Sherman Way in the Van Nuys – North Sherman Oaks Community Planning Area of the City of Los Angeles. 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 would not result in a significant transportation impact on VMT as described below.

DISCUSSION AND FINDINGS

A. Project Description

The proposed project consists of constructing a five-story building with 157 multi-family units (144 market rate units and 13 affordable housing units) with amenities and 555 square feet of ground floor small restaurant/café. The existing six residential apartment buildings will be removed to accommodate the project. The project proposes to provide 102 vehicle parking spaces by request of an off-menu density bonus incentive. Additionally, the project will also provide 91 bicycle parking spaces (10 short-term and 87 long-term). Vehicular access to the project site will be provided via a new relocated driveway on Sherman Way by moving the existing driveway west near the Sherman Way property line. The project is expected to be completed by the year 2026.

B. Freeway Safety Analysis

Per the Interim Guidance for Freeway Safety Analysis memorandum issued by LADOT on May 1, 2020 to address Caltrans safety concerns on freeways, the study addressed the project's effects on vehicle queuing on freeway off-ramps. Such an evaluation measures the project's potential to lengthen a forecasted off-ramp queue and create speed differentials between vehicles exiting the freeway off-ramps and vehicles operating on the freeway mainline. The evaluation identified the number of project

trips expected to be added to nearby freeway off-ramps serving the project site. It was determined that project traffic at each freeway off-ramp will not exceed 25 peak hour trips. Therefore, a freeway ramp analysis is not required

C. CEQA Screening Threshold

A trip generation analysis was conducted to determine if the project would exceed the net 250 daily vehicle trips (DVT) screening threshold set forward by the TAG. The City of Los Angeles VMT Calculator Tool, 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, based on sociodemographic data and the built environment factors of the project's surroundings, determined that the project exceeds the net 250 DVT threshold. The transportation assessment concluded that implementation of the project would **not** result in a significant transportation impact. 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. According to the analysis, the project does not obstruct or conflict with the City's development policies and standards for the transportation system. Therefore, no project or cumulative significant transportation impact was identified for this threshold.

2. **Threshold T-2.1: Causing Substantial Vehicle Miles Traveled**
   Using the VMT Calculator, the assessment determined that the project would generate a 729 net increase in DVT and a 5,524 net increase in daily VMT. The analysis concluded that the project would not result in a significant VMT impact as discussed below under Section D, CEQA Transportation Analysis.

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.

D. CEQA Transportation Analysis

The new LADOT Transportation Assessment Guidelines (TAG) provide instructions on preparing transportation assessments for land use proposals and defines the significant impact thresholds. LADOT identified distinct thresholds for significant VMT impacts for each of the seven Area Planning Commission (APC) areas in the City. For the South Valley APC area, in which the project is located, the following threshold has been established:

- Daily Household VMT per Capita: 9.4
- Daily Work VMT per Employee: 11.6

As cited in the VMT analysis report prepared by Overland Traffic Consultants, Inc., the VMT generated by this project results in a 7.3 Household VMT per Capita and the Work VMT per Employee is not applicable which are below the thresholds. In addition, the project's analysis

includes two Transportation Demand Management (TDM) measures as project design features which include reducing vehicle parking and providing code required bike parking that reduce trips and VMT for the project. Therefore, it was concluded that the implementation of the proposed project would not result in a significant VMT impact.

E. Access and Circulation

The access and circulation analysis included a delay study of the following intersections and project driveway 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 timing:

- Sherman Way & Woodman Avenue
- Sherman Way & Allott Avenue
- Sherman Way & Fulton Avenue
- Sherman Way & Project Driveway

Existing and Cumulative Traffic Conditions

Traffic volume counts were conducted on May 18, 2023 at 7-10 AM and 3-6 PM, which was a day during a week with no holidays, school was in session, and it was not raining. Future traffic volumes have been increased by 1 percent per year and include other related development project's traffic volume.

Under the HCM methodology, level of service (LOS) at signalized and unsignalized intersections is defined based on the delay experienced per vehicle. The results for the Existing 2023, Existing 2023 Plus Project, Future 2026 Without Project, and Future 2026 With Project traffic conditions along with the Existing 2023 Plus Project and Future 2026 Plus Project traffic conditions at the project driveway are shown in **Attachment B**.

Residential Street Cut-Through Analysis

The objective of the residential street cut-through analysis is to determine potential increases in average daily traffic volumes on designated Local Streets, as classified in the City's General Plan, that can be identified as cut-through trips generated by the project. The traffic study indicated that the proposed project has a small restaurant/café proposed that will produce low traffic volumes. The project is along a major roadway with no cut-through traffic predicted. Therefore, no neighborhood cut-through analysis would be required.

LADOT finds that the transportation assessment adequately evaluated potential project-related delays and level of service at the studied intersections.

PROJECT REQUIREMENTS

A. TDM Strategies

The project's VMT analysis includes two TDM measures as Project Design Features that reduce trips and VMT for the project:

- **Parking Strategy-Reduced Parking Supply:** This strategy permissively changes the on-site

parking supply to provide less than the amount of vehicle parking required by direct application of the LAMC 12.21.A.4.a without consideration of parking reduction mechanisms.

- **Bike Parking:** This strategy involves implementation of short and long-term bicycle parking to support safe and comfortable bicycle travel by providing parking facilities at destinations under existing LAMC regulations applicable to the project (LAMC Section 12.21.A.16). The project is providing 91 bicycle parking spaces (81 long-term spaces and 10 short-term spaces).

B. 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. Construction Impacts

   LADOT recommends that a construction worksite traffic control plan be submitted to LADOT's Citywide Temporary Traffic Control Section for review and approval prior to the start of any construction work. Refer to https://ladot.lacity.org/businesses/temporary-traffic-control-plans to determine which section to coordinate review of the worksite 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 construction related traffic be restricted to off-peak hours to the extent possible.

2. Highway Dedication and Street Widening Requirements

   Per the Mobility Element of the General Plan, **Sherman Way** is designated as a Boulevard II and would require a 40-foot half-width roadway within a 55-foot half-width right-of-way. The applicant should check with Bureau of Engineering's Land Development Group to determine if there are any applicable highway dedication, street widening, and/or sidewalk requirements for this project.

3. Parking Requirements

   The project proposes to provide 102 vehicle parking spaces with the request of an off-menu density bonus incentive to reduce parking. In addition, the project will provide a total of 91 bicycle parking spaces (81 long-term spaces and 10 short-term spaces). The applicant should check with the Department of Building and Safety on the number of Code-required parking spaces needed for the project.

4. Driveway Access and Circulation

   Vehicular access to the project's at-grade parking will be provided via one existing driveway on Sherman Way that will be relocated to the west side of the project's Sherman Way frontage. Elements such as a parabolic mirror(s) and/or audible alert are recommended to provide enhanced visibility both for vehicles exiting the site and eastbound pedestrians crossing the driveway. A copy of the project site plan is shown in **Attachment C**.

   The review of this study does not constitute approval of the existing driveway dimensions, access, and circulation scheme with regard to this project. Those elements require

separate review and approval and should be coordinated with LADOT's Valley Planning Coordination Section (6262 Van Nuys Boulevard, Rm 320, @ 818-374-4699). To minimize and prevent last-minute design changes, the applicant should contact LADOT before the commencement of building or parking layout design efforts, for driveway width and internal circulation requirements. New driveways should be Case-2, designed with a recommended width of 28 feet for two-way operations, or 16 feet for one-way operations, or to the satisfaction of LADOT. Additionally, the applicant should check with City Planning regarding the project's vehicular access and design.

5. High Injury Network
   The City of Los Angeles Vision Zero Identified a strategic plan to reduce traffic deaths to zero by focusing on engineering, enforcement, education, and evaluation. The LADOT identified a High Injury Network (HIN) of city streets. The HIN identifies streets with a high number of traffic-related severe injuries and deaths across all modes of travel with emphasis on those involving pedestrians and cyclists. Sherman Way is part of the HIN. Continental crosswalks have been installed on all legs of the intersection of Sherman Way and Woodman Avenue. The project would not preclude or conflict with the implementation of this or any future Vision Zero projects in the public right-of-way.

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 Sheila Ahoraian of my staff at (818) 374-4690.

Attachments

J:\Projects\SFV\55594-13610 W Sherman Way

cc: Sahag Yedalian, Council District 2
Steve Rostam, LADOT East Valley District
Ali Nahass, BOE Valley District
Quyen Phan, BOE Land Development Group
Liz Fleming, Overland Traffic Consultants, Inc.

December 1, 2023

Attachment A
City of LA VMT Calculator Results

CITY OF LOS ANGELES VMT CALCULATOR Version 1.4

Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project:
Scenario: Transportation Assessment
Address: 13610 W SHERMAN WAY, 91405

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 station?

● Yes ○ No

Existing Land Use

Land Use Type	Value	Unit
Housing | Multi-Family	11	DU
Housing | Multi-Family	11	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
Retail | High-Turnover Sit-Down Restaurant	0.555	ksf
Housing | Multi-Family	144	DU
Housing | Affordable Housing - Family	13	DU
Retail | High-Turnover Sit-Down Restaurant	0.555	ksf

Click here to add a single custom land use type (will be included in the above list)

Project Screening Summary

Existing Land Use	Proposed
54 Daily Vehicle Trips	783 Daily Vehicle Trips
410 Daily VMT	5,934 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	729 Net Daily Trips
The net increase in daily VMT ≤ 0	5,524 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	0.555 ksf

The proposed project is required to perform VMT analysis.

Measuring the Miles

CITY OF LOS ANGELES VMT CALCULATOR Version 1.4

Project Information

Project:
Scenario: Transportation Assessment
Address: 13610 W SHERMAN WAY, 91405

Proposed Project Land Use Type	Value	Unit
Housing | Multi-Family	144	DU
Housing | Affordable Housing - Family	13	DU
Retail | High-Turnover Sit-Down Restaurant	0.555	ksf

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)	159	city code parking provision for the project site
	102	actual parking provision for the project site
Unbundle Parking (☐ Proposed Prj ☐ Mitigation)	0	monthly parking cost (dollar) for the project site
Parking Cash-Out (☐ Proposed Prj ☐ Mitigation)	0	percent of employees eligible
Price Workplace Parking (☐ Proposed Prj ☐ Mitigation)	6.00	daily parking charge (dollar)
	0	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
681 Daily Vehicle Trips	681 Daily Vehicle Trips
5,160 Daily VMT	5,160 Daily VMT
7.3 Household VMT per Capita	7.3 Household VMT per Capita
N/A Work VMT per Employee	N/A Work VMT per Employee

Significant VMT Impact?

Household: No (Threshold = 9.4, 15% Below APC)	Household: No (Threshold = 9.4, 15% Below APC)
Work: N/A (Threshold = 11.6, 15% Below APC)	Work: N/A (Threshold = 11.6, 15% Below APC)

Measuring the Miles

Attachment B
Summary of Levels of Service (LOS)

Table 7
Queue Lengths (number of vehicles)

No.	Intersection	Movement	95th Percential Maximum Queue (vehicles)						Queue Change		Maximum Queue (vehicles)						Queue Change	
			Existing		Existing + Project						Future WO Project		Future + Project					
			AM Peak Hour Queue	PM Peak Hour Queue	AM Peak Hour Queue	LOS	PM Peak Hour Queue	LOS	AM Peak Hour	PM Peak Hour	AM Peak Hour Queue	PM Peak Hour Queue	AM Peak Hour Queue	LOS	PM Peak Hour Queue	LOS	AM Peak Hour	PM Peak Hour
1	SHERMAN WAY & WOODMAN AV	EBL	10.1	12.4	10.1	E	12.4	F	0.0	0.0	12.6	18.0	12.6	E	18.0	F	0.0	0.0
		EBT	12.1	11.4	12.1	D	11.6	C	0.0	0.2	15.5	14.2	15.7	D	14.5	D	0.2	0.3
		EBR	13.5	13.1	13.5	D	13.3	D	0.0	0.2	16.9	16.3	17.0	D	16.6	E	0.1	0.3
		WBL	6.5	9.3	7.2	E	9.9	F	0.7	0.6	8.0	11.0	8.6	E	11.6	F	0.6	0.6
		WBT	11.3	10.6	11.7	D	10.8	C	0.4	0.2	15.6	11.6	16.4	E	11.8	D	0.8	0.2
		WBR	12.7	11.7	13.2	D	12.0	D	0.5	0.3	17.5	12.9	18.3	E	13.2	D	0.8	0.3
		NBL	8.1	15.5	8.1	E	15.5	F	0.0	0.0	11.3	19.1	11.3	F	19.1	F	0.0	0.0
		NBT	7.1	6.9	7.1	B	6.9	B	0.0	0.0	7.9	7.3	7.9	B	7.3	B	0.0	0.0
		NBR	2.9	2.1	2.9	B	2.2	B	0.0	0.1	3.8	2.2	3.9	B	2.3	B	0.1	0.1
		SBL	7.8	6.8	8.0	D	7.5	D	0.2	0.7	9.6	7.7	10.0	D	8.2	D	0.4	0.5
		SBT	14.3	8.3	14.4	C	8.3	C	0.1	0.0	18.8	8.8	18.8	D	8.8	C	0.0	0.0
		SBR	8.0	6.5	8.0	B	6.5	B	0.0	0.0	11.1	7.1	11.1	C	7.1	C	0.0	0.0
2	SHERMAN WAY & ALLOTT AV	EBL	0.5	1.1	0.8	B	1.4	C	0.3	0.3	0.5	1.2	0.9	B	1.5	C	0.4	0.3
		EBT	5.1	6.2	6.0	B	6.8	B	0.9	0.6	5.5	6.4	7.1	B	7.3	B	1.6	0.9
		WBT	4.9	7.1	5.8	B	7.7	B	0.9	0.6	5.4	7.2	6.7	B	8.0	B	1.3	0.8
		WBR	5.4	7.4	6.1	B	7.9	B	0.7	0.5	6.0	7.5	7.0	B	8.2	B	1.0	0.7
		SBL	2.5	2.4	3.4	B	2.8	B	0.9	0.4	2.7	2.5	4.2	B	3.1	B	1.5	0.6
		SBR	0.0	0.0	0.0	A	0.0	A	0.0	0.0	0.0	0.0	0.0	A	0.0	A	0.0	0.0
3	SHERMAN WAY & FULTON AV	EBL	0.0	0.5	0.0	A	0.5	A	0.0	0.0	0.0	0.5	0.0	A	0.5	A	0.0	0.0
		EBT	6.7	6.1	6.8	B	6.1	A	0.1	0.0	7.4	6.3	8.0	B	6.3	A	0.6	0.0
		EBR	6.8	6.3	6.9	B	6.4	A	0.1	0.1	7.5	6.5	8.1	B	6.5	A	0.6	0.0
		WBL	1.0	4.7	1.0	B	4.8	C	0.0	0.1	1.2	5.7	1.2	C	5.7	C	0.0	0.0
		WBT	6.0	5.0	6.0	B	5.0	A	0.0	0.0	7.0	5.0	7.4	B	5.0	A	0.4	0.0
		WBR	6.2	5.4	6.1	B	5.4	A	-0.1	0.0	7.2	5.4	7.5	B	5.5	A	0.3	0.1
		NBL	3.4	9.4	3.4	B	9.6	D	0.0	0.2	4.0	10.2	4.3	C	10.5	D	0.3	0.3
		NBT	0.8	3.0	0.8	B	3.0	C	0.0	0.0	1.0	3.2	1.0	B	3.2	C	0.0	0.0
		NBR	3.4	10.9	3.4	B	11.0	D	0.0	0.1	4.0	12.2	4.3	B	12.3	E	0.3	0.1
		SBL	0.3	1.5	0.3	B	1.5	C	0.0	0.0	0.4	1.5	0.4	B	1.5	C	0.0	0.0
		SBT	0.0	0.0	0.0	A	0.0	A	0.0	0.0	0.0	0.0	0.0	A	0.0	A	0.0	0.0
		SBR	2.0	3.5	2.0	B	3.5	C	0.0	0.0	2.3	3.7	2.5	B	3.7	C	0.2	0.0

LOS at individual through and turning movements may vary from overall intersection LOS provided in Table 6. Intersection LOS is the combined LOS with all intersection movements.

All Queues at LOS "D" Less than 3 vehicle lengths (appx 60 to 75 feet)

All Queues at LOS "E & F" Less than 2 vehicle lengths (appx 40 to 50 feet)

Negative net queue change indicates a change in critical moves and better operation for that movement

No deficient conditions are identified.

Table 8
Traffic Conditions at Project Driveway

Intersection	Peak Hour	Direction	EXISTING + Project 2023 Dealy and Queue Length			FUTURE + Project 2026 QUEUE LENGTH		
			Delay (s)	LOS	Queue	Delay (s)	LOS	Queue
SHERMAN WAY &	AM	NB	30.5	D	0.9	35.7	E	1.1
Project Driveway		EB	-	-	0.0	-	-	
		WBL	19.7	C	0.1	21.3	C	0.1
	PM	NB	39.8	E	0.7	50.2	F	0.9
		EB	-	-	0.0	-	-	
		WBL	22.6	C	0.2	24.7	C	0.2

NBT = Northbound, EB = Eastbound, WBL = Westbound Left

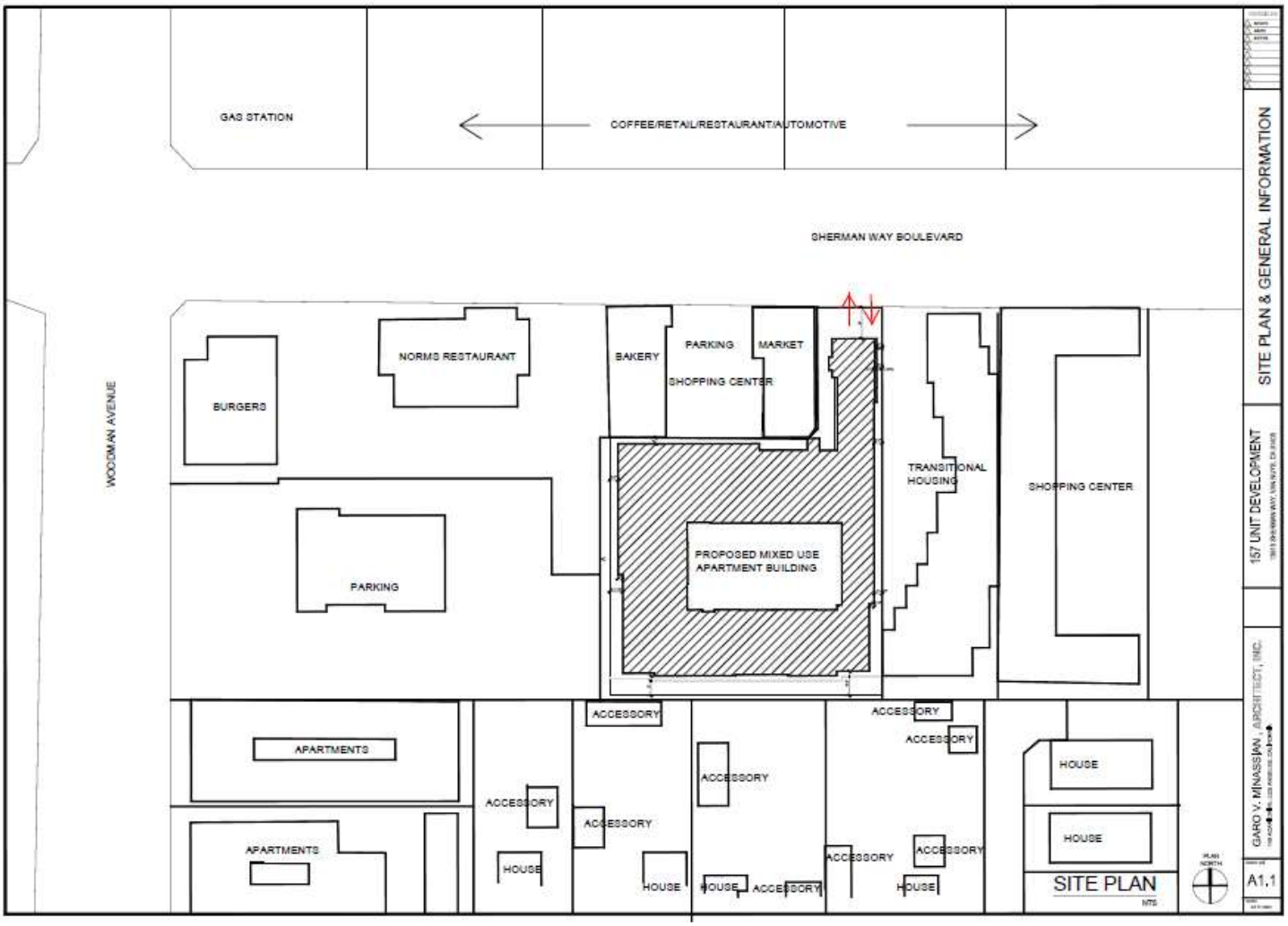
s = seconds

95th precentile Queue - vehicles

The 95th percentile indicates that 95% of the time, the usage is below this amount with the remaining 5% of the time, the usage is above.

December 1, 2023

Attachment C
Project Site Plan



Attachment B

MODIFIED PROJECT
SITE PLAN

DENSITY BONUS APARTMENT DEVELOPMENT

13610 SHERMAN WAY BOULEVARD, VAN NUYS, CA

ASSESSOR'S ID #: 2328-008-024

PROJECT INFORMATION

PROJECT DESCRIPTION:

5 STORY MIXED-USE MULTI-FAMILY HOUSING, TYPE I AND VA CONSTRUCTION. PARKING AND LOBBY ON GROUND LEVEL AND 168 RESIDENTIAL UNITS ON 4 FLOORS ABOVE.

APPLICABLE CODES:

2020 LOS ANGELES BUILDING CODE, 2020 LOS ANGELES FIRE CODE

ZONING INFORMATION

ZONING	PARCEL	LOT AREA
C1.5VL	13610 SHERMAN WAY NORTH PORTION APN: 2328008024	9,223 SF
P1VL (BASED ON RAS4-1VL)	13610 SHERMAN WAY SOUTH PORTION APN: 2328008024	37,005 SF
	TOTAL	46,228 SF

DENSITY CALCULATIONS

ZONE	C1.5VL*	P1VL
LOT AREA	9,223 SF	37,005 SF
LAMC DENSITY-LOT AREA PER UNIT	400 SF/DU	400 SF/DU
UNITS ALLOWABLE (AREA/400)	23 UNITS	93 UNITS

TOTAL ALLOWABLE UNITS = 116 (23+93)
TOTAL PROPOSED UNITS = 168 (116X1.45)(DENSITY BONUS)*
*AB 2334 ALLOWS C1.5 DENSITY

UNIT MIX:

TYPE	COUNT	MIX
STUDIO	109	64.9%
1 BEDROOM	52	30.9%
2 BEDROOM	7	4.2%
TOTAL	168	100%

*PROJECT REQUETS 45% DENSITY BONUS
18 UNITS (15% OF 117) SHALL BE FOR VERY LOW INCOME HOUSEHOLDS

F.A.R.

	F.A.R. CALCULATIONS	
ZONING	C1VL	P1VL (BASED ON RAS4-1VL)
BASE F.A.R. UNDER PROPOSED ZONING	1.5	3
BASE BUILDABLE AREA	6,810 SF	32,565 SF
BASE FLOOR AREA SF ALLOWED	10,215 SF	97,675 SF

TOTAL FLOOR AREA SF ALLOWED = 10,215+97,695= 107,910 SF
TOTAL FLOOR AREA SF PROPOSED = 107,403 SF

TOTAL BASE BUILDABLE AREA ALLOWED = 6,810+32,565 = 39,375 SF
PROPOSED FAR 107,910/39,375 = 2.74

WAVERS & INCENTIVES

ON-MENU INCENTIVE TO AVERAGE FAR

OFF-MENU INCENTIVE TO REDUCE PARKING FROM 176 TO 99 SPACES

WAIVERS:

1. INCREASE THE MAXIMUM HEIGHT FROM 45 FT, 3 STORIES TO 65 FT, 6 STORIES & ALLOW ADDITIONAL HEIGHT TO BE PERMITTED WITHIN 50' OF THE R1 ZONE
2. REDUCE REAR YARD SETBACK FROM 15 FT. TO 0 FT.
3. REDUCE THE EAST SIDE YARD SETBACK FROM 5 FT. TO 0 FT.
4. REDUCE THE OPEN SPACE FROM 16,975 SF TO 10,900 SF & TREES FROM 52 TO 39

FLOOR AREA CALCULATIONS (RESID.)

Floor:	Units:	2BR	1 Br	Single	Rentable Area
5th Floor:	43 units	2	13	28	23,530 sf
4th Floor:	43 units	2	13	28	23,530 sf
3rd Floor:	43 units	2	13	28	23,530 sf
2nd Floor:	39 units	1	13	29	23,065 sf
1st floor:	0				0 sf
Total:	168 units	7	52	109	93,655 sf

PARKING SPACES REQUIRED

units	2br	1br	Single
(Code)	14 (7X2)	87 (52X1.5)	109 (109X1) = 210
(Per 65915(p)(1)	10 (7X1.5)	52 (52X1)	114 (114X1) = 176
TOTAL			176

PARKING SPACES PROVIDED

Residential	99
Total	99

BICYCLE PARKING REQUIRED

Short Term	(Resid.)	Long Term	(Resid.)
	10		109

BICYCLE PARKING PROVIDED

Short Term	(Resid.)	Long Term	(Resid.)
	10		109

OPEN SPACE

Unit Type:	Number	Required Open space	Total Area
2 BR(3 HAB.RMS)	7	125 SF	875 SF
1 BR(2 HAB.RMS)	52	100 SF	5,200 SF
SINGLE(1 HAB. RM.)	109	100 SF	10,900 SF
TOTAL:			16,975 SF

OPEN SPACE PROVIDED:

COMMON OPEN SPACE
CENTRAL COURT: 6,200 SF
REC. ROOMS: 675 SF
REAR ROOF DECK: 3,375 SF
TOTAL: 10,250 SF 10,250 SF

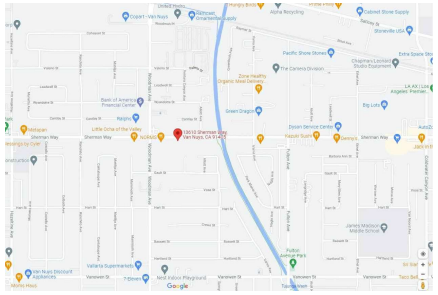
PRIVATE OPEN SPACE
2ND FLOOR 4 X50 = 200 SF
3RD FLOOR 4X50 = 200 SF
4TH FLOOR 3X50 = 150 SF
5TH FLOOR 2X50 = 100 SF
TOTAL 650 SF 650 SF

PROVIDED OPEN SPACE 10,900 SF

REQUIRED OPEN SPACE 16,975 SF

TREES REQUIRED & PROVIDED 157/4=39

VICINITY MAP



ZONING SETBACKS

TYPE (C1.5 ZONE)	REQUIRED	PROVIDED
FRONT	10'	10'
SIDE (EAST)	8'	8'-2"
SIDE (WEST)	8'	0' (1ST FLR) 5' (UPPER)
REAR	N/A	N/A

TYPE RAS4 ZONE)	REQUIRED	PROVIDED
FRONT	N/A	N/A
SIDE	5' GROUND FLR. GAR.	0' GROUND FLR. GAR.
SIDE	5' UPPER FLOORS	5' + UPPER FLOORS
REAR	15' GROUND FLOOR	0'
REAR	15' UPPER FLOORS	15'

SHEET INDEX

LEGAL DESCRIPTION:

PORTION OF LOT 74 OF TRACT NO. 1081, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 17, PAGES 130 AND 131 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

APN: 2328008024

REVISIONS
- 8/22/22
- 10/06/22
- 11/01/22
- 4/4/23
- 4/27/23
- 5/1/23
- 6/23/23
- 8/10/23
- 8/14/23
- 8/17/23
- 9/8/23
- 9/15/23
- 9/18/23
- 9/29/23
- 11/2/23
- 11/16/23
- 11/20/23
- 12/14/23
- 1/8/24
- 1/16/24

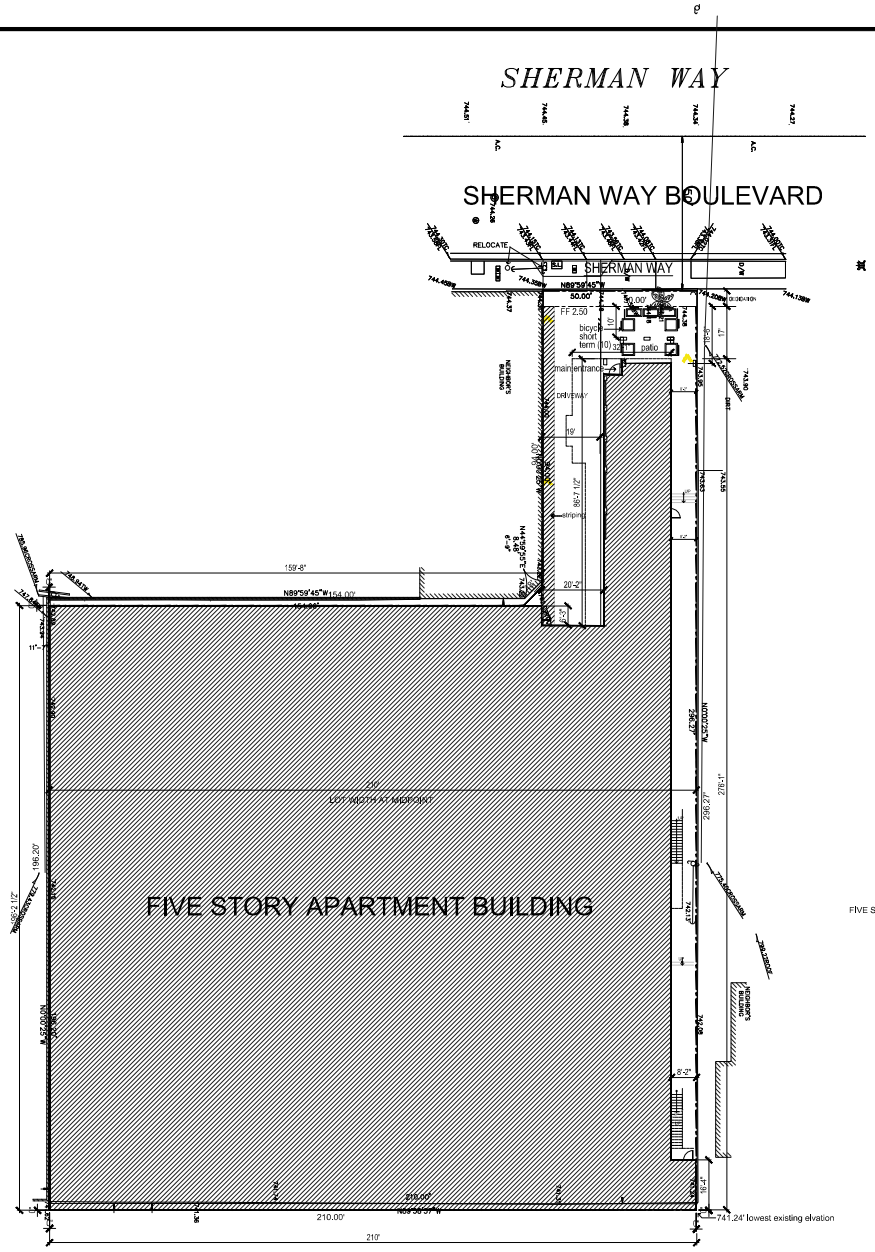
TITLE SHEET

168 UNIT DEVELOPMENT
13610 SHERMAN WAY, VAN NUYS, CA 91405

GARO V. MINASSIAN, ARCHITECT, INC.
140 ACARI DRIVE, LOS ANGELES, CALIFORNIA

SHEET NO.
A1.0

DATE
02.17.2022



FIVE STORY APARTMENT BUILDING

SITE PLAN
SCALE: 1/16" = 1'-0"

REVISIONS
- 8/2/22
- 4/4/23
- 4/27/23
- 5/1/23
- 9/15/23
- 9/18/23
- 11/2/23

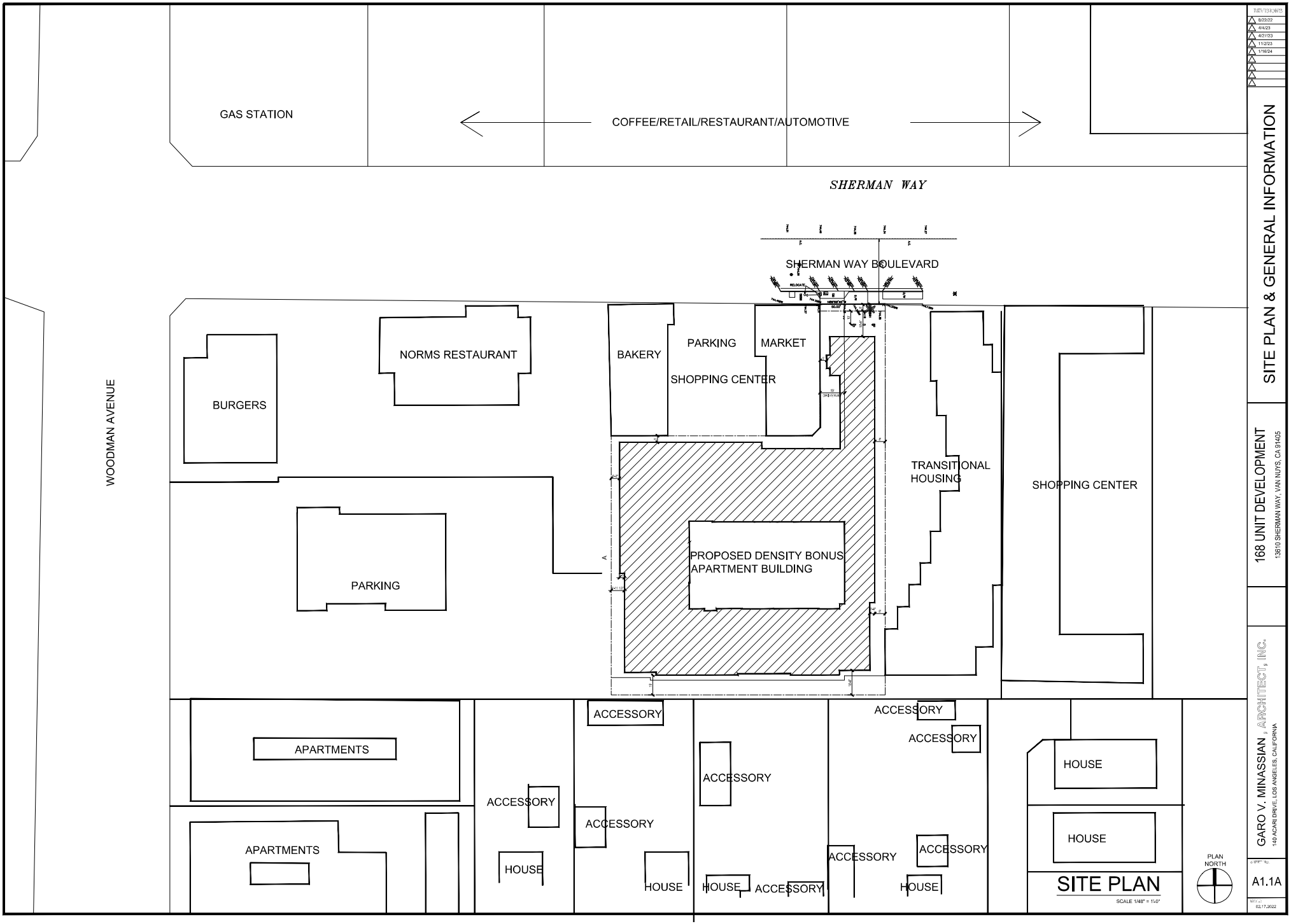
SITE PLAN & GENERAL INFORMATION

168 UNIT DEVELOPMENT
13810 SHERMAN WAY, VAN NUYS, CA 91405

GARO V. MINASSIAN, ARCHITECT, INC.
140 ACARI DRIVE, LOS ANGELES, CALIFORNIA

SHEET NO.
A1.1

DATE
02.17.2022



REVISIONS
8/22/22
4/4/23
4/27/23
11/2/23
1/16/24

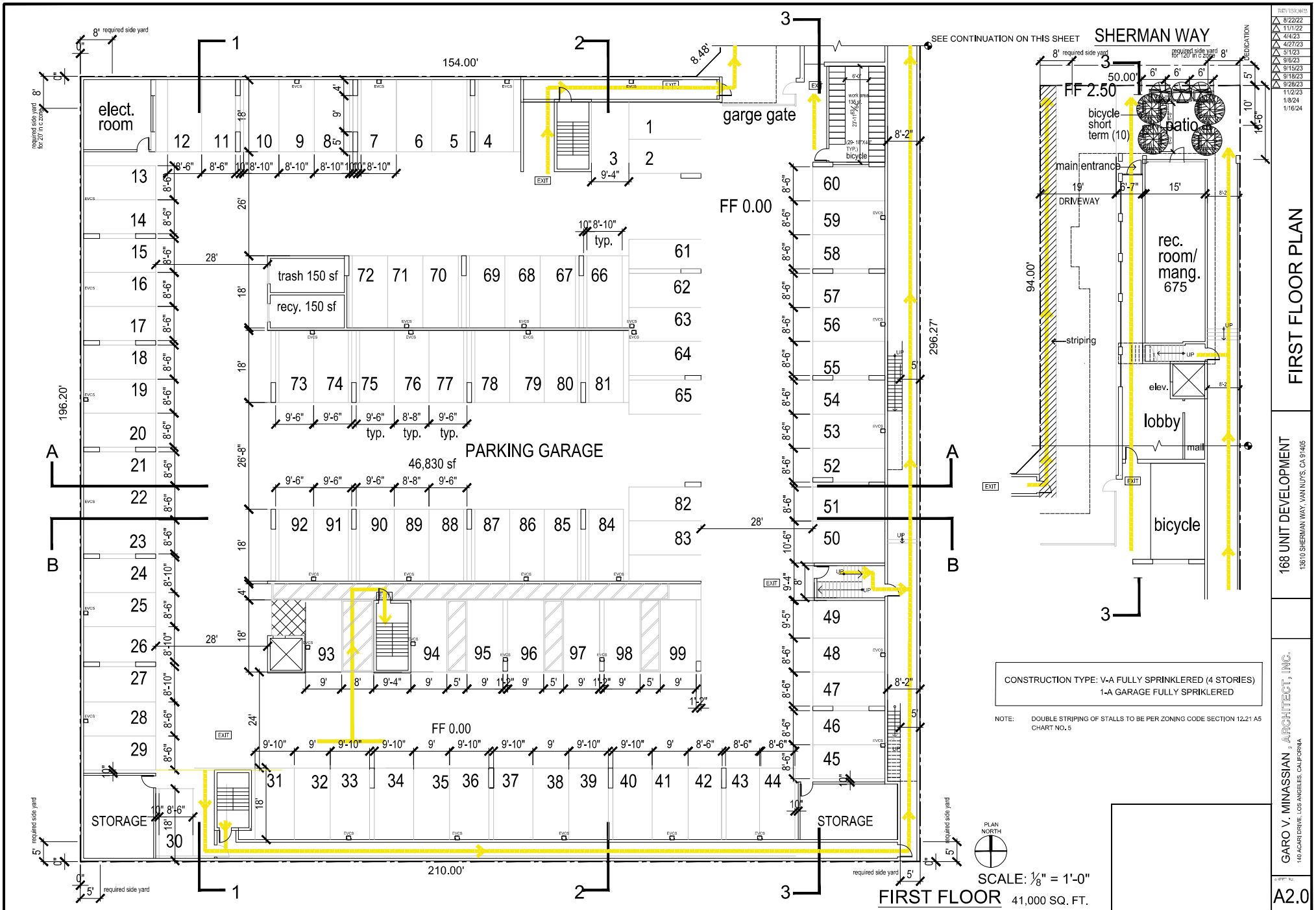
SITE PLAN & GENERAL INFORMATION

168 UNIT DEVELOPMENT
13810 SHERMAN WAY, VAN NUYS, CA 91405

GARO V. MINASSIAN, ARCHITECT, INC.
140 ACARI DRIVE, LOS ANGELES, CALIFORNIA

SHEET NO.
A1.1A

DATE
02.17.2022



CONSTRUCTION TYPE: V-A FULLY SPRINKLERED (4 STORIES)
1-A GARAGE FULLY SPRIKLERED

NOTE: DOUBLE STRIPING OF STALLS TO BE PER ZONING CODE SECTION 12.21 A5 CHART NO. 5

REVISIONS
8/22/22
11/1/22
4/4/23
4/27/23
5/1/23
9/6/23
9/15/23
9/18/23
9/28/23
11/2/23
1/8/24
1/16/24

FIRST FLOOR PLAN

168 UNIT DEVELOPMENT
13810 SHERMAN WAY, VAN NUYS, CA 91405

GARO V. MINASSIAN, ARCHITECT, INC.
140 ACARI DRIVE, LOS ANGELES, CALIFORNIA

SHEET NO.
A2.0

REV'D
02.17.2022

Attachment C

MODIFIED PROJECT VMT CALCULATOR

CITY OF LOS ANGELES VMT CALCULATOR Version 1.4

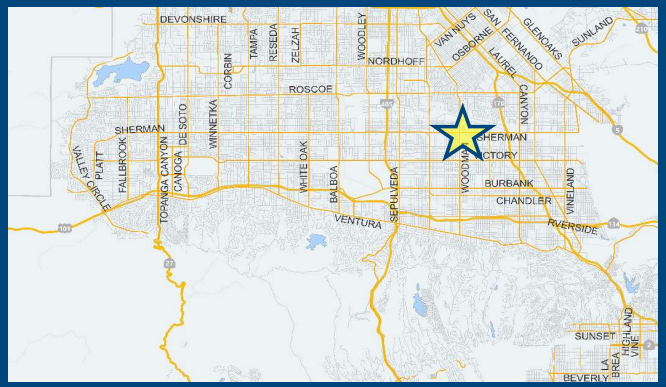
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project:

Scenario: Transportation Assessment

Address: 13610 W SHERMAN WAY, 91405



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 station?

○ Yes ◉ No

Existing Land Use

Land Use Type	Value	Unit
Housing | Multi-Family	11	DU
Housing | Multi-Family	11	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 | Multi-Family	150	DU
Housing | Affordable Housing - Family	18	DU
Housing | Multi-Family	150	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
54 Daily Vehicle Trips	801 Daily Vehicle Trips
410 Daily VMT	6,097 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	747 Net Daily Trips
The net increase in daily VMT ≤ 0	5,687 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	0.000 ksf

The proposed project is required to perform VMT analysis.

Measuring the Miles

2/14/2024

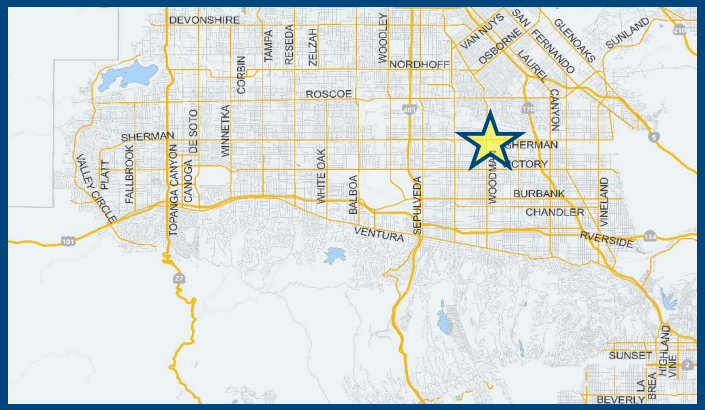
CITY OF LOS ANGELES VMT CALCULATOR Version 1.4

Project Information

Project:

Scenario: Transportation Assessment

Address: 13610 W SHERMAN WAY, 91405



Proposed Project Land Use Type	Value	Unit
Housing | Affordable Housing - Family	18	DU
Housing | Multi-Family	150	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

201 city code parking provision for the project site

99 actual parking provision for the project site

Unbundle Parking

☐ Proposed Prj ☐ Mitigation

0 monthly parking cost (dollar) for the project site

Parking Cash-Out

☐ Proposed Prj ☐ Mitigation

0 percent of employees eligible

Price Workplace Parking

6.00 daily parking charge (dollar)

☐ Proposed Prj ☐ Mitigation

0 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
697 Daily Vehicle Trips	**697** Daily Vehicle Trips
5,301 Daily VMT	**5,301** Daily VMT
7.3 Household VMT per Capita	**7.3** Household VMT per Capita
N/A Work VMT per Employee	**N/A** Work VMT per Employee

Significant VMT Impact?

Proposed Project	With Mitigation
Household: No Threshold = 9.4 15% Below APC	**Household: No** Threshold = 9.4 15% Below APC
Work: N/A Threshold = 11.6 15% Below APC	**Work: N/A** Threshold = 11.6 15% Below APC

Measuring the Miles

2/14/2024

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: February 14, 2024
Project Name:
Project Scenario: Transportation Assessment
Project Address: 13610 W SHERMAN WAY, 91405

Version 1.4

Project Information			
Land Use Type		**Value**	**Units**
Housing	*Single Family*	*0*	*DU*
	Multi Family	150	DU
	Townhouse	*0*	*DU*
	Hotel	*0*	*Rooms*
	Motel	*0*	*Rooms*
Affordable Housing	Family	18	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: February 14, 2024
Project Name:
Project Scenario: Transportation Assessment
Project Address: 13610 W SHERMAN WAY, 91405

Version 1.4

Analysis Results			
Total Employees: 0 Total Population: 395			
Proposed Project		***With Mitigation***	
697	**Daily Vehicle Trips**	**697**	**Daily Vehicle Trips**
5,301	**Daily VMT**	**5,301**	**Daily VMT**
7.3	**Household VMT per Capita**	**7.3**	**Household VMT per Capita**
N/A	**Work VMT per Employee**	**N/A**	**Work VMT per Employee**

Significant VMT Impact?			
APC: South Valley			
Impact Threshold: 15% Below APC Average Household = 9.4 Work = 11.6			
Proposed Project		***With Mitigation***	
VMT Threshold	**Impact**	**VMT Threshold**	**Impact**
Household > 9.4 Work > 11.6	No N/A	Household > 9.4 Work > 11.6	No N/A

TDM Strategy Inputs

Strategy Type		Description	Proposed Project	Mitigations
Parking	Reduce parking supply	City code parking provision (spaces)	201	201
		Actual parking provision (spaces)	99	99
	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*
		Degree of implementation (low, medium, high)	*0*	*0*
	Employer sponsored vanpool or shuttle	*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)	Yes	Yes
	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: February 14, 2024
Project Name:
Project Scenario: Transportation Assessment
Project Address: 13610 W SHERMAN WAY, 91405

Version 1.4

TDM Adjustments by Trip Purpose & Strategy

Place type: Compact Infill

		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	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	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%*	

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Compact Infill

		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	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
	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 sections 1 - 2
	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	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*
MAX. TDM EFFECT	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*

= 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: February 14, 2024
Project Name:
Project Scenario: Transportation Assessment
Project Address: 13610 W SHERMAN WAY, 91405

Version 1.4

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	150	-17.3%	124	10.6	1,590	1,314
Home Based Other Production	415	-27.2%	302	6.6	2,739	1,993
Non-Home Based Other Production	193	-2.1%	189	8.5	1,641	1,607
Home-Based Work Attraction	0	0.0%	0	9.4	0	0
Home-Based Other Attraction	197	-28.4%	141	5.8	1,143	818
Non-Home Based Other Attraction	47	-4.3%	45	8.1	381	365

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	-13.0%	108	1,143	-13.0%	108	1,143
Home Based Other Production	-13.0%	263	1,733	-13.0%	263	1,733
Non-Home Based Other Production	-13.0%	164	1,397	-13.0%	164	1,397
Home-Based Work Attraction	-13.0%	0	0	-13.0%	0	0
Home-Based Other Attraction	-13.0%	123	711	-13.0%	123	711
Non-Home Based Other Attraction	-13.0%	39	317	-13.0%	39	317

MXD VMT Methodology Per Capita & Per Employee

Total Population: 395
Total Employees: 0
APC: South Valley

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**2,876**	**2,876**
Total Home Based Work Attraction VMT	**0**	**0**
Total Home Based VMT Per Capita	**7.3**	**7.3**
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.

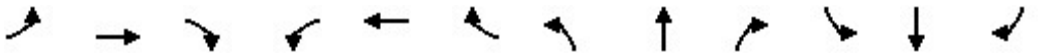
Print and sign below, and submit to LADOT along with the transportation assessment Memorandum of Understanding (MOU).

You, the User	
By:	
Print Name:	Liz Fleming
Title:	V.P.
Company:	Overland Traffic Consultants
Address:	952 Manhattan Bch Bl #100, MB
Phone:	310 545-1235
Email Address:	liz@overlandtraffic.com
Date:	1-22-23

Attachment D

MODIFIED PROJECT'S

INTERSECTION & DRIVEWAY LOS WORKSHEETS



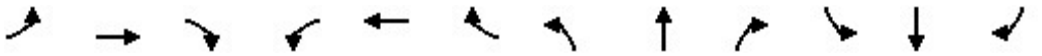
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	189	955	102	127	829	112	139	658	146	186	910	317
Future Volume (veh/h)	189	955	102	127	829	112	139	658	146	186	910	317
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.93	1.00		0.92	1.00		0.97	0.99		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	205	1038	111	138	901	122	151	715	159	202	989	345
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	225	1205	129	163	1010	136	171	1708	737	296	1166	698
Arrive On Green	0.13	0.26	0.26	0.09	0.22	0.22	0.10	0.48	0.48	0.33	0.33	0.33
Sat Flow, veh/h	1781	4645	496	1781	4500	606	1781	3554	1534	629	3554	1518
Grp Volume(v), veh/h	205	760	389	138	680	343	151	715	159	202	989	345
Grp Sat Flow(s),veh/h/ln	1781	1702	1737	1781	1702	1702	1781	1777	1534	629	1777	1518
Q Serve(g_s), s	9.1	17.0	17.1	6.1	15.5	15.7	6.7	10.5	4.8	25.5	20.7	12.8
Cycle Q Clear(g_c), s	9.1	17.0	17.1	6.1	15.5	15.7	6.7	10.5	4.8	25.5	20.7	12.8
Prop In Lane	1.00		0.29	1.00		0.36	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	225	883	451	163	764	382	171	1708	737	296	1166	698
V/C Ratio(X)	0.91	0.86	0.86	0.85	0.89	0.90	0.88	0.42	0.22	0.68	0.85	0.49
Avail Cap(c_a), veh/h	225	885	452	163	766	383	171	1708	737	296	1166	698
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.5	28.2	28.3	35.8	30.1	30.1	35.7	13.5	12.0	26.6	25.0	15.4
Incr Delay (d2), s/veh	36.9	8.6	15.7	32.2	12.5	23.0	37.2	0.8	0.7	12.0	7.8	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	10.1	12.1	13.5	7.2	11.8	13.3	8.1	7.1	2.9	8.0	14.4	8.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	71.4	36.8	44.0	68.0	42.6	53.1	72.9	14.3	12.7	38.6	32.8	17.9
LnGrp LOS	E	D	D	E	D	D	E	B	B	D	C	B
Approach Vol, veh/h		1354			1161			1025			1536	
Approach Delay, s/veh		44.1			48.7			22.7			30.2	
Approach LOS		D			D			C			C	

Timer - Assigned Phs		2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s		42.9	11.8	25.3	12.2	30.7	14.6	22.5				
Change Period (Y+Rc), s		4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s		38.4	7.3	20.8	7.7	26.2	10.1	18.0				
Max Q Clear Time (g_c+I1), s		12.5	8.1	19.1	8.7	27.5	11.1	17.7				
Green Ext Time (p_c), s		5.8	0.0	1.2	0.0	0.0	0.0	0.2				

Intersection Summary												
HCM 6th Ctrl Delay			36.6									
HCM 6th LOS			D									

HCM 6th Signalized Intersection Summary
1: WOODMAN AV & SHERMAN WAY

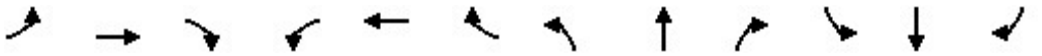
01/18/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	216	1021	126	131	912	115	183	589	151	192	940	364
Future Volume (veh/h)	216	1021	126	131	912	115	183	589	151	192	940	364
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.93	1.00		0.92	1.00		0.97	0.99		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	235	1110	137	142	991	125	199	640	164	209	1022	396
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	258	1277	157	166	1036	130	219	1748	755	289	1151	721
Arrive On Green	0.14	0.28	0.28	0.09	0.23	0.23	0.12	0.49	0.49	0.32	0.32	0.32
Sat Flow, veh/h	1781	4562	562	1781	4544	571	1781	3554	1534	671	3554	1516
Grp Volume(v), veh/h	235	828	419	142	742	374	199	640	164	209	1022	396
Grp Sat Flow(s),veh/h/ln	1781	1702	1721	1781	1702	1711	1781	1777	1534	671	1777	1516
Q Serve(g_s), s	13.0	23.1	23.2	7.9	21.5	21.6	11.0	11.2	6.1	30.6	27.3	18.8
Cycle Q Clear(g_c), s	13.0	23.1	23.2	7.9	21.5	21.6	11.0	11.2	6.1	30.6	27.3	18.8
Prop In Lane	1.00		0.33	1.00		0.33	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	258	953	482	166	776	390	219	1748	755	289	1151	721
V/C Ratio(X)	0.91	0.87	0.87	0.86	0.96	0.96	0.91	0.37	0.22	0.72	0.89	0.55
Avail Cap(c_a), veh/h	258	953	482	166	776	390	219	1748	755	289	1151	721
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.1	34.2	34.3	44.7	38.1	38.1	43.3	15.7	14.4	33.2	32.1	19.1
Incr Delay (d2), s/veh	33.2	8.6	15.7	33.3	22.0	35.1	36.8	0.6	0.7	14.5	10.3	3.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	12.6	15.7	17.0	8.6	16.5	18.4	11.3	7.9	3.9	9.9	18.8	11.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	75.3	42.9	50.0	78.0	60.1	73.3	80.1	16.3	15.1	47.7	42.3	22.1
LnGrp LOS	E	D	D	E	E	E	F	B	B	D	D	C
Approach Vol, veh/h		1482			1258			1003			1627	
Approach Delay, s/veh		50.0			66.1			28.8			38.1	
Approach LOS		D			E			C			D	

Timer - Assigned Phs		2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s		53.7	13.8	32.5	16.8	36.9	19.0	27.3				
Change Period (Y+Rc), s		4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s		49.2	9.3	28.0	12.3	32.4	14.5	22.8				
Max Q Clear Time (g_c+I1), s		13.2	9.9	25.2	13.0	32.6	15.0	23.6				
Green Ext Time (p_c), s		5.4	0.0	1.9	0.0	0.0	0.0	0.0				

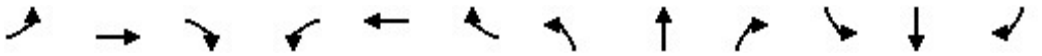
Intersection Summary												
HCM 6th Ctrl Delay			46.2									
HCM 6th LOS			D									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	151	1077	106	135	964	166	167	726	132	184	648	273
Future Volume (veh/h)	151	1077	106	135	964	166	167	726	132	184	648	273
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.92	1.00		0.92	1.00		0.96	0.99		0.94
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	164	1171	115	147	1048	180	182	789	143	200	704	297
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	137	1295	127	137	1196	205	137	1559	667	276	1040	560
Arrive On Green	0.08	0.28	0.28	0.08	0.28	0.28	0.08	0.44	0.44	0.29	0.29	0.29
Sat Flow, veh/h	1781	4683	460	1781	4323	741	1781	3554	1521	594	3554	1497
Grp Volume(v), veh/h	164	851	435	147	825	403	182	789	143	200	704	297
Grp Sat Flow(s),veh/h/ln	1781	1702	1739	1781	1702	1660	1781	1777	1521	594	1777	1497
Q Serve(g_s), s	5.0	15.7	15.7	5.0	15.0	15.1	5.0	10.4	3.8	18.1	11.4	10.1
Cycle Q Clear(g_c), s	5.0	15.7	15.7	5.0	15.0	15.1	5.0	10.4	3.8	19.0	11.4	10.1
Prop In Lane	1.00		0.26	1.00		0.45	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	137	941	481	137	941	459	137	1559	667	276	1040	560
V/C Ratio(X)	1.20	0.90	0.90	1.07	0.88	0.88	1.33	0.51	0.21	0.72	0.68	0.53
Avail Cap(c_a), veh/h	137	943	481	137	943	460	137	1559	667	276	1040	560
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.0	22.7	22.7	30.0	22.4	22.5	30.0	13.2	11.3	25.0	20.3	16.1
Incr Delay (d2), s/veh	139.4	11.9	20.4	97.7	9.3	17.4	189.2	1.2	0.7	15.2	3.5	3.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	12.4	11.6	13.3	9.9	10.9	12.0	15.5	6.9	2.2	7.5	8.3	6.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	169.4	34.6	43.1	127.7	31.7	39.8	219.2	14.3	12.0	40.2	23.8	19.7
LnGrp LOS	F	C	D	F	C	D	F	B	B	D	C	B
Approach Vol, veh/h		1450			1375			1114			1201	
Approach Delay, s/veh		52.4			44.4			47.5			25.5	
Approach LOS		D			D			D			C	

Timer - Assigned Phs		2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s		33.0	9.5	22.5	9.5	23.5	9.5	22.5				
Change Period (Y+Rc), s		4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s		28.5	5.0	18.0	5.0	19.0	5.0	18.0				
Max Q Clear Time (g_c+I1), s		12.4	7.0	17.7	7.0	21.0	7.0	17.1				
Green Ext Time (p_c), s		5.3	0.0	0.2	0.0	0.0	0.0	0.7				

Intersection Summary												
HCM 6th Ctrl Delay			42.9									
HCM 6th LOS			D									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	180	1150	130	146	1005	174	186	762	137	192	680	290
Future Volume (veh/h)	180	1150	130	146	1005	174	186	762	137	192	680	290
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.92	1.00		0.92	1.00		0.96	0.99		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	196	1250	141	159	1092	189	202	828	149	209	739	315
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	137	1276	144	137	1196	207	137	1558	668	263	1039	560
Arrive On Green	0.08	0.28	0.28	0.08	0.28	0.28	0.08	0.44	0.44	0.29	0.29	0.29
Sat Flow, veh/h	1781	4608	520	1781	4319	747	1781	3554	1523	570	3554	1499
Grp Volume(v), veh/h	196	923	468	159	860	421	202	828	149	209	739	315
Grp Sat Flow(s),veh/h/ln	1781	1702	1723	1781	1702	1662	1781	1777	1523	570	1777	1499
Q Serve(g_s), s	5.0	17.5	17.5	5.0	15.9	15.9	5.0	11.1	4.0	17.4	12.1	10.9
Cycle Q Clear(g_c), s	5.0	17.5	17.5	5.0	15.9	15.9	5.0	11.1	4.0	19.0	12.1	10.9
Prop In Lane	1.00		0.30	1.00		0.45	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	137	943	477	137	943	460	137	1558	668	263	1039	560
V/C Ratio(X)	1.43	0.98	0.98	1.16	0.91	0.91	1.47	0.53	0.22	0.79	0.71	0.56
Avail Cap(c_a), veh/h	137	943	477	137	943	460	137	1558	668	263	1039	560
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.0	23.3	23.3	30.0	22.7	22.8	30.0	13.4	11.4	26.1	20.6	16.4
Incr Delay (d2), s/veh	230.4	24.3	35.8	126.4	12.9	22.7	248.5	1.3	0.8	21.3	4.1	4.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	18.0	14.5	16.6	11.6	11.9	13.3	19.1	7.3	2.3	8.2	8.8	7.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	260.4	47.6	59.2	156.4	35.7	45.4	278.5	14.7	12.1	47.5	24.7	20.4
LnGrp LOS	F	D	E	F	D	D	F	B	B	D	C	C
Approach Vol, veh/h		1587			1440			1179			1263	
Approach Delay, s/veh		77.3			51.9			59.5			27.4	
Approach LOS		E			D			E			C	

Timer - Assigned Phs		2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s		33.0	9.5	22.5	9.5	23.5	9.5	22.5				
Change Period (Y+Rc), s		4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s		28.5	5.0	18.0	5.0	19.0	5.0	18.0				
Max Q Clear Time (g_c+I1), s		13.1	7.0	19.5	7.0	21.0	7.0	17.9				
Green Ext Time (p_c), s		5.5	0.0	0.0	0.0	0.0	0.0	0.1				

Intersection Summary												
HCM 6th Ctrl Delay			55.3									
HCM 6th LOS			E									

Intersection	
Int Delay, s/veh	0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1358	9	5	1145	15	29
Future Vol, veh/h	1358	9	5	1145	15	29
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1476	10	5	1245	16	32

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1486	0	1989	743
Stage 1	-	-	-	-	1481	-
Stage 2	-	-	-	-	508	-
Critical Hdwy	-	-	5.34	-	5.74	7.14
Critical Hdwy Stg 1	-	-	-	-	6.64	-
Critical Hdwy Stg 2	-	-	-	-	6.04	-
Follow-up Hdwy	-	-	3.12	-	3.82	3.92
Pot Cap-1 Maneuver	-	-	226	-	95	307
Stage 1	-	-	-	-	122	-
Stage 2	-	-	-	-	520	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	226	-	88	307
Mov Cap-2 Maneuver	-	-	-	-	88	-
Stage 1	-	-	-	-	122	-
Stage 2	-	-	-	-	483	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	35.2
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	166	-	-	226	-
HCM Lane V/C Ratio	0.288	-	-	0.024	-
HCM Control Delay (s)	35.2	-	-	21.3	-
HCM Lane LOS	E	-	-	C	-
HCM 95th %tile Q(veh)	1.1	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1456	23	13	1313	8	16
Future Vol, veh/h	1456	23	13	1313	8	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1583	25	14	1427	9	17

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1608	0	2195	804
Stage 1	-	-	-	-	1596	-
Stage 2	-	-	-	-	599	-
Critical Hdwy	-	-	5.34	-	5.74	7.14
Critical Hdwy Stg 1	-	-	-	-	6.64	-
Critical Hdwy Stg 2	-	-	-	-	6.04	-
Follow-up Hdwy	-	-	3.12	-	3.82	3.92
Pot Cap-1 Maneuver	-	-	197	-	73	280
Stage 1	-	-	-	-	103	-
Stage 2	-	-	-	-	466	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	197	-	48	280
Mov Cap-2 Maneuver	-	-	-	-	48	-
Stage 1	-	-	-	-	103	-
Stage 2	-	-	-	-	306	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	49.2
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	107	-	-	197	-
HCM Lane V/C Ratio	0.244	-	-	0.072	-
HCM Control Delay (s)	49.2	-	-	24.7	-
HCM Lane LOS	E	-	-	C	-
HCM 95th %tile Q(veh)	0.9	-	-	0.2	-

APPENDIX C – TECHNICAL NOISE DATA

DouglasKim+Associates,LLC

AMBIENT NOISE MEASUREMENTS

DouglasKim+Associates,LLC

Figure 1
Noise Measurement Locations

Session Report

9/23/2023

Information Panel

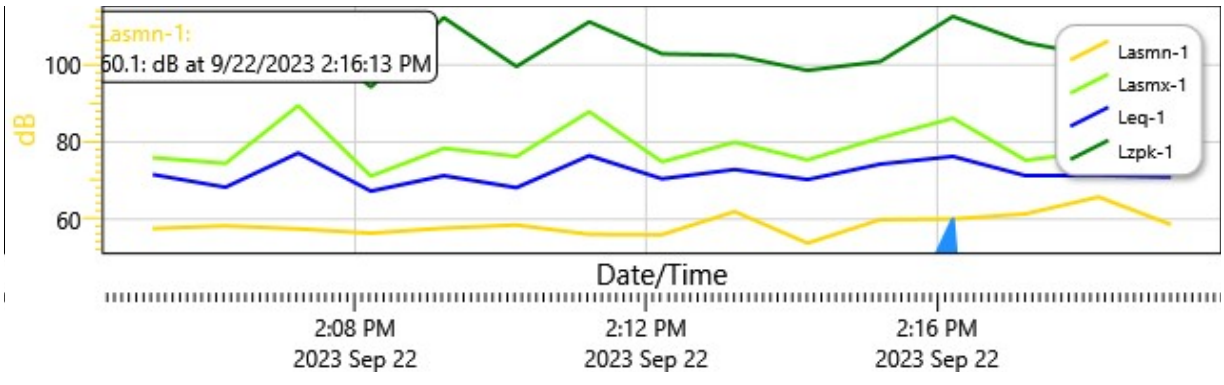
Name	13561 Sherman Way
Comments	
Start Time	9/22/2023 2:04:13 PM
Stop Time	9/22/2023 2:19:15 PM
Run Time	00:15:02
Serial Number	SE40213991
Device Name	SE40213991
Model Type	Sound Examiner
Device Firmware Rev	R.11C
Company Name	
Description	
Location	
User Name	

Summary Data Panel

Description	Meter	Value	Description	Meter	Value
Leq	1	72.9 dB			
Exchange Rate	1	3 dB	Weighting	1	A
Response	1	SLOW	Bandwidth	1	OFF

Logged Data Chart

13561 Sherman Way: Logged Data Chart



Logged Data Table

Date/Time	Lzpk-1	Lasmn-1	Lasmx-1	Leq-1
9/22/2023 2:05:13 PM	101.4	57.6	76	71.6
2:06:13 PM	97	58.3	74.5	68.3
2:07:13 PM	109.8	57.5	89.5	77.2
2:08:13 PM	94.3	56.4	71.2	67.3
2:09:13 PM	112.3	57.7	78.4	71.3
2:10:13 PM	99.6	58.5	76.3	68.2
2:11:13 PM	111.2	56.1	87.9	76.5
2:12:13 PM	102.9	56	74.9	70.5
2:13:13 PM	102.5	62	80	72.9
2:14:13 PM	98.6	53.8	75.4	70.3
2:15:13 PM	100.9	59.9	81.1	74.3
2:16:13 PM	112.6	60.1	86.2	76.3
2:17:13 PM	105.8	61.4	75.3	71.3
2:18:13 PM	102.3	65.8	77.6	71.4
2:19:13 PM	104.6	58.6	80.2	71

Session Report

9/23/2023

Information Panel

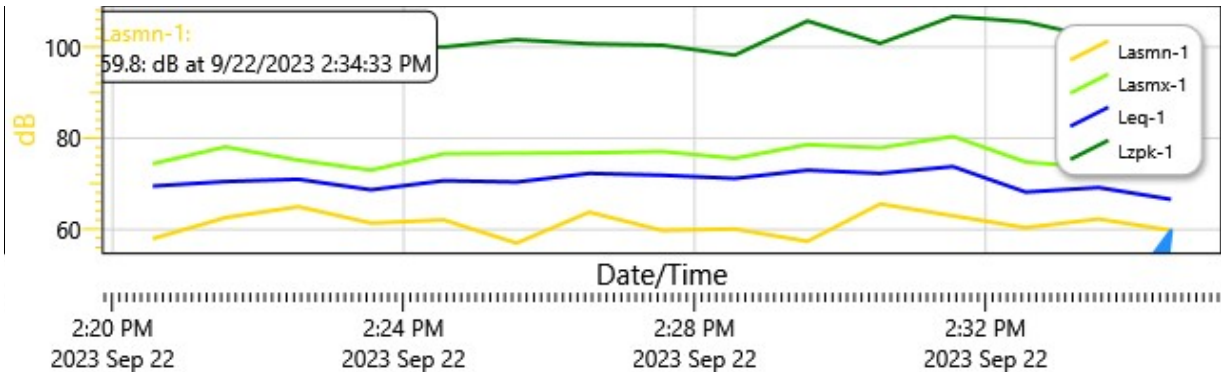
Name	13604 Sherman Way
Comments	
Start Time	9/22/2023 2:19:33 PM
Stop Time	9/22/2023 2:34:35 PM
Run Time	00:15:02
Serial Number	SE40213991
Device Name	SE40213991
Model Type	Sound Examiner
Device Firmware Rev	R.11C
Company Name	
Description	
Location	
User Name	

Summary Data Panel

Description	Meter	Value	Description	Meter	Value
Leq	1	71 dB			
Exchange Rate	1	3 dB	Weighting	1	A
Response	1	SLOW	Bandwidth	1	OFF

Logged Data Chart

13604 Sherman Way: Logged Data Chart



Logged Data Table

Date/Time	Lzpk-1	Lasmn-1	Lasmx-1	Leq-1
9/22/2023 2:20:33 PM	98	58	74.4	69.5
2:21:33 PM	101.6	62.6	78.1	70.5
2:22:33 PM	99.5	65	75.2	71
2:23:33 PM	100.3	61.4	73	68.7
2:24:33 PM	100	62.1	76.6	70.7
2:25:33 PM	101.6	57	76.7	70.4
2:26:33 PM	100.7	63.8	76.8	72.3
2:27:33 PM	100.4	59.8	77.1	71.9
2:28:33 PM	98.2	60.1	75.6	71.2
2:29:33 PM	105.7	57.4	78.6	73
2:30:33 PM	100.8	65.6	77.9	72.3
2:31:33 PM	106.7	63	80.4	73.8
2:32:33 PM	105.5	60.4	74.8	68.2
2:33:33 PM	102	62.3	73.5	69.2
2:34:33 PM	97.3	59.8	72.3	66.6

Session Report

9/23/2023

Information Panel

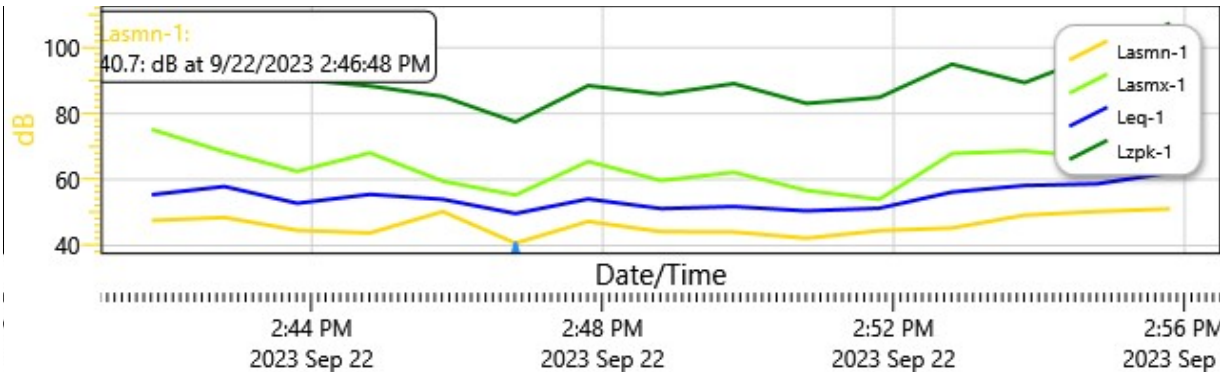
Name	7124 Ventura Canyon Avenue
Comments	
Start Time	9/22/2023 2:40:48 PM
Stop Time	9/22/2023 2:55:50 PM
Run Time	00:15:02
Serial Number	SE40213991
Device Name	SE40213991
Model Type	Sound Examiner
Device Firmware Rev	R.11C
Company Name	
Description	
Location	
User Name	

Summary Data Panel

Description	Meter	Value	Description	Meter	Value
Leq	1	56 dB			
Exchange Rate	1	3 dB	Weighting	1	A
Response	1	SLOW	Bandwidth	1	OFF

Logged Data Chart

7124 Ventura Canyon Avenue: Logged Data Chart



Logged Data Table

Date/Time	Lzpk-1	Lasmn-1	Lasmx-1	Leq-1
9/22/2023 2:41:48 PM	105.2	47.6	75.2	55.4
2:42:48 PM	109.5	48.5	68.4	57.9
2:43:48 PM	90.4	44.6	62.5	52.8
2:44:48 PM	88.4	43.8	68.1	55.5
2:45:48 PM	85.2	50.3	59.5	54
2:46:48 PM	77.5	40.7	55.3	49.7
2:47:48 PM	88.5	47.3	65.5	54.1
2:48:48 PM	85.9	44.2	59.7	51.2
2:49:48 PM	89.1	44.1	62.2	51.8
2:50:48 PM	83.1	42.2	56.7	50.5
2:51:48 PM	84.9	44.5	54	51.3
2:52:48 PM	95	45.3	67.9	56.2
2:53:48 PM	89.4	49.2	68.7	58.2
2:54:48 PM	97.9	50.3	66.7	58.7
2:55:48 PM	107.4	51.1	66.3	62.1

DouglasKim+Associates,LLC

CONSTRUCTION NOISE CALCULATIONS

Noise emissions of industry sources

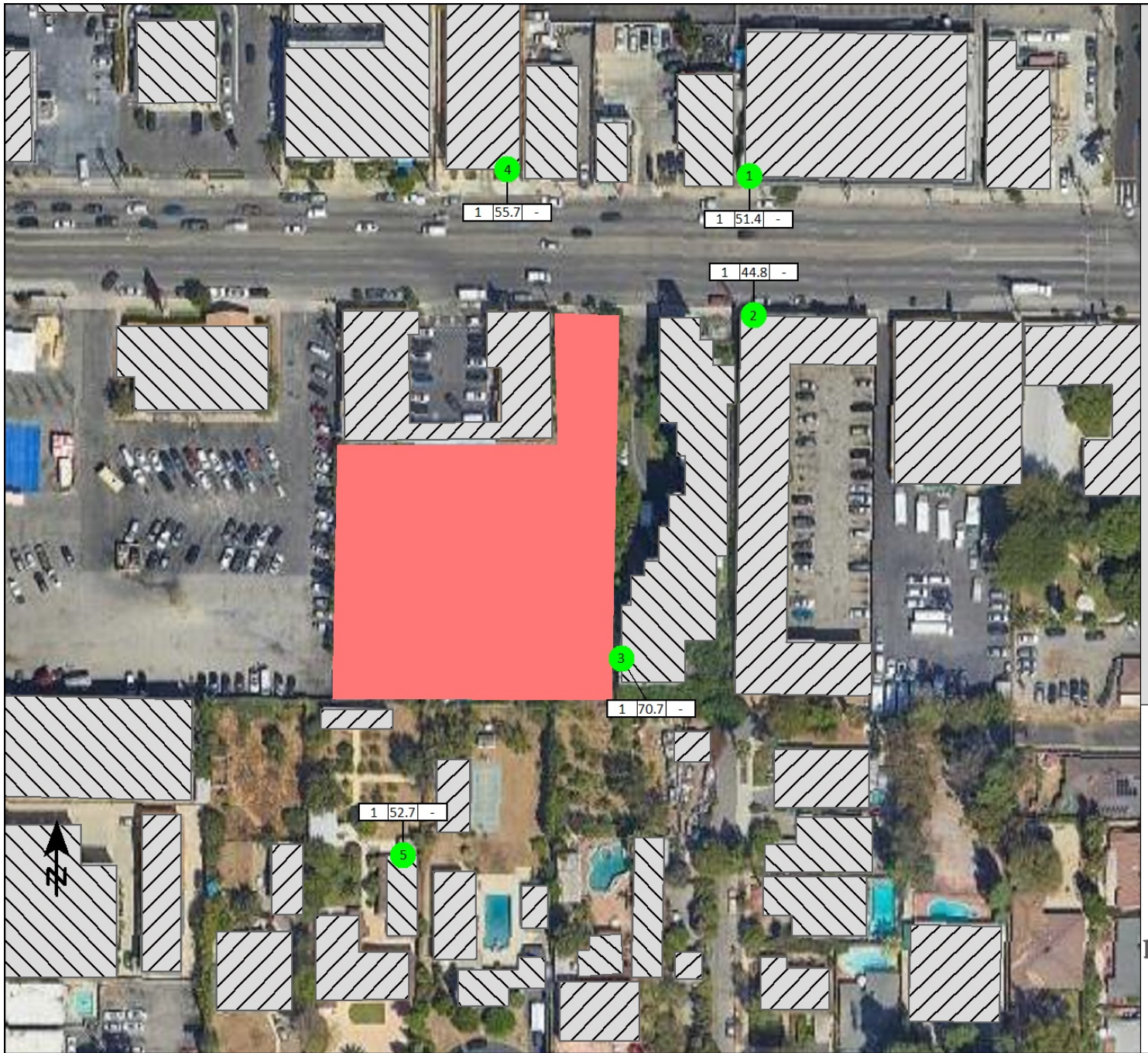
Source name	Size m/m²	Reference	Level Day dB(A)	Level Night dB(A)	Corrections Cwall dB	Corrections CI dB	Corrections CT dB
Construction Site	4291 m²	Lw/unit	109.7	-	-	-	-

Receiver list

No.	Receiver name	Coordinates X in meter	Coordinates Y in meter	Building side	Floor	Height abv.grd. m	Limit Day dB(A)	Limit Night dB(A)	Level Day dB(A)	Level Night dB(A)	Conflict Day dB	Conflict Night dB
1	Motel- 13561 Sherman Way	11368340.0	3785406.23	South	GF	227.93	-	-	51.4	0.0	-	-
2	Residences - 13600 Sherman	11368341.0	3785373.86	North	GF	228.36	-	-	44.8	0.0	-	-
3	Residences - 13604 Sherman	11368310.2	3785294.11	West	GF	228.45	-	-	70.7	0.0	-	-
4	Residences - 13623 Sherman	11368283.7	3785407.74	South	GF	228.46	-	-	55.7	0.0	-	-
5	Residences - Gault Street Re	11368259.5	3785248.32	North	GF	226.37	-	-	52.7	0.0	-	-

Contribution levels of the receivers

Source name		Traffic lane	Level Day	Night
			dB(A)	
Motel- 13561 Sherman Way	GF		51.4	0.0
Construction Site		-	51.4	-
Residences - 13600 Sherman Way	GF		44.8	0.0
Construction Site		-	44.8	-
Residences - 13604 Sherman Way Rear	GF		70.7	0.0
Construction Site		-	70.7	-
Residences - 13623 Sherman Way	GF		55.7	0.0
Construction Site		-	55.7	-
Residences - Gault Street Rear	GF		52.7	0.0
Construction Site		-	52.7	-



13610 Sherman Way

Signs and symbols

Building

Analyzed Sensitive Receptor

Construction Site

1 : 97

0 20 40 80 120 160 feet

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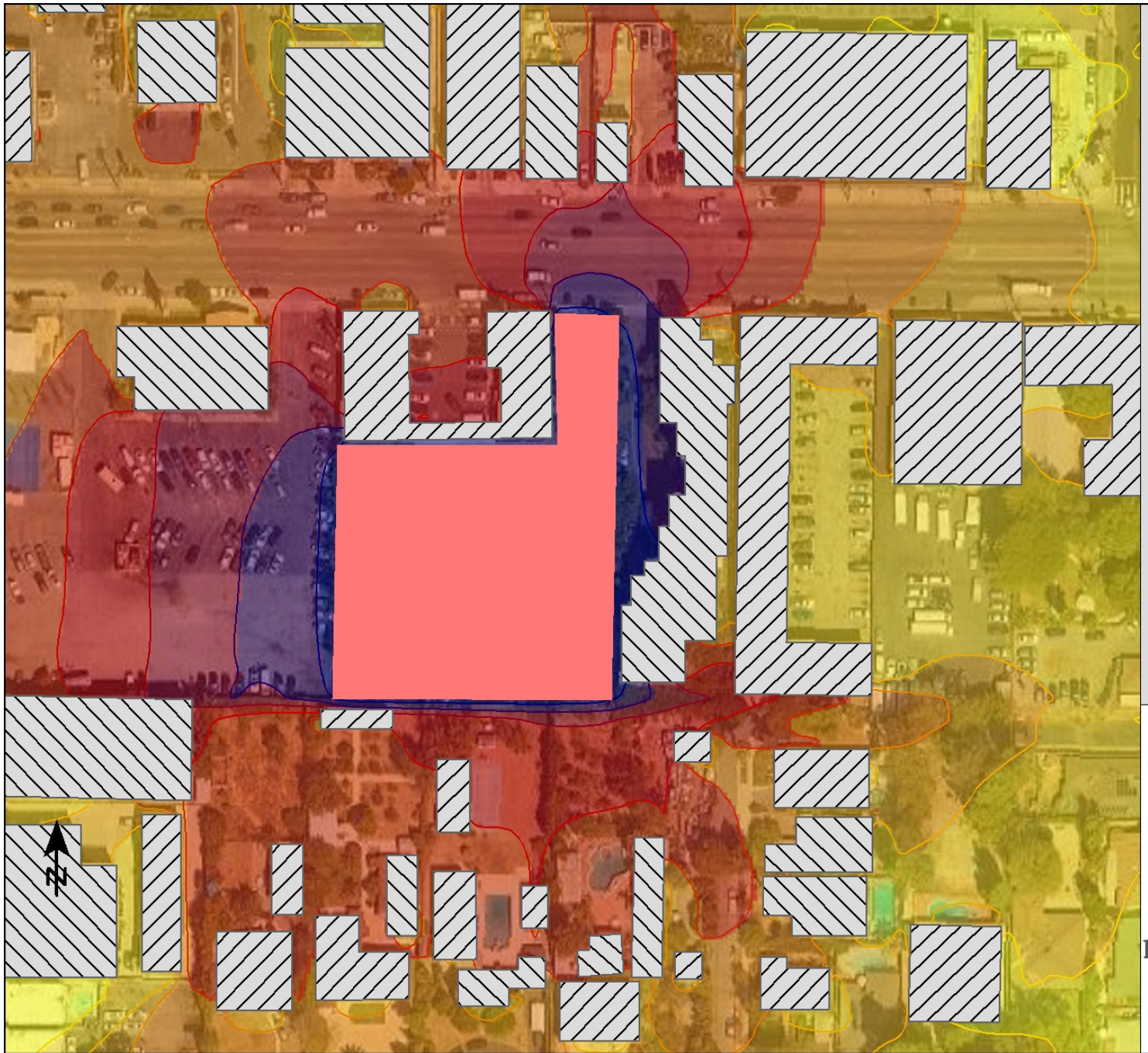


13610 Sherman Way

Signs and symbols

Building

Construction Site

Levels in dB(A)

< 10
10 - 15
15 - 20
20 - 25
25 - 30
30 - 35
35 - 40
40 - 45
45 - 50
50 - 55
55 - 60
60 - 65
65 - 70
>= 70

1 : 97

0 20 40 80 120 160 feet

DouglasKim+Associates,LLC

Construction Noise Impacts

Reference	15.24	meter
Sound Pressure Level (Lp)	75.0	dBA

Receptor	Existing Leq	Noise	New Leq	Difference Leq	Significant?
Motel - 13561 Sherman Way	72.9	51.4	72.9	0.0	**No**
Residences - 13600 Sherman Way	71.0	44.8	71.0	0.0	**No**
Residences - 13604 Sherman Way	71.0	70.7	73.9	2.9	**No**
Residences - 13623 Sherman Way	72.9	55.7	73.0	0.1	**No**

OFF-SITE CONSTRUCTION-RELATED TRAVEL VOLUMES

Construction Phase	Worker Trips	Vendor Trips	Haul Trips	Total	% of Traffic Volumes
Demolition	12.5	0	162.4	175	3.1%
Site Preparation	7.5	0	48.6	56	1.0%
Grading	10	0	85.3	95	1.7%
Trenching	2.5	0		3	0.0%
Building Construction	130	64.4		194	3.5%
Architectural Coatings	26.1	0		26.1	0.5%
Haul trips represent heavy-duty truck trips with a 19.1 Passenger Car Equivalent applied; Vendor trips are a blend of vehicle types with a 9.5					

5,593 Traffic Volumes on Sherman Way at Orion Avenue in the peak A.M. hour

DouglasKim+Associates,LLC

OPERATIONS NOISE CALCULATIONS

Federal Transit Administration
Noise Impact Assessment Spreadsheet

version: 1/29/2019

Project:	13610 Sherman Way

Receiver Parameters	
Receiver:	Residences - 13604 Sherman Way
Land Use Category:	2. Residential
Existing Noise (Measured or Generic Value):	69 dBA

Noise Source Parameters	
Number of Noise Sources:	2

Noise Source Parameters		Source 1
	Source Type:	Stationary Source
	Specific Source:	Parking Garage
Daytime hrs	Avg. Number of Autos/hr	40
Nighttime hrs	Avg. Number of Autos/hr	17
Distance	Distance from Source to Receiver (ft)	50
	Number of Intervening Rows of Buildings	0
Adjustments	Noise Barrier?	Yes

Noise Source Parameters		Source 2
	Source Type:	Highway/Transit
	Specific Source:	Automobiles and Vans
Daytime hrs	Speed (mph)	35
	Avg. Number of Events/hr	54
Nighttime hrs	Speed (mph)	35
	Avg. Number of Events/hr	54
Distance	Distance from Source to Receiver (ft)	25
	Number of Intervening Rows of Buildings	0
Adjustments	Noise Barrier?	No

	Noise Barrier?

	Noise Barrier?

	Noise Barrier?

	Noise Barrier?

Project Results Summary

Existing Ldn:	69 dBA
Total Project Ldn:	62 dBA
Total Noise Exposure:	70 dBA
Increase:	1 dB
Impact?:	None

Distance to Impact Contours

Dist to Mod. Impact Contour (Sources 1+2):	---
Dist to Sev. Impact Contour (Sources 1+2):	---

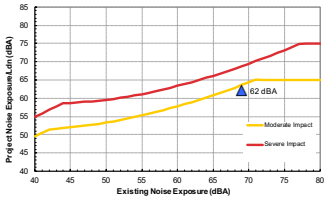
Source 1 Results

Leq(day):	37.4 dBA
Leq(night):	33.7 dBA
Ldn:	40.9 dBA

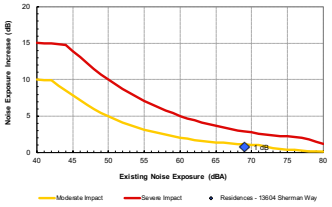
Source 2 Results

Leq(day):	55.6 dBA
Leq(night):	55.6 dBA
Ldn:	62.0 dBA
Incremental Ldn (Src 1-2):	62.0 dBA

Noise Impact Criteria
(FTA Manual, Fig 4-2)

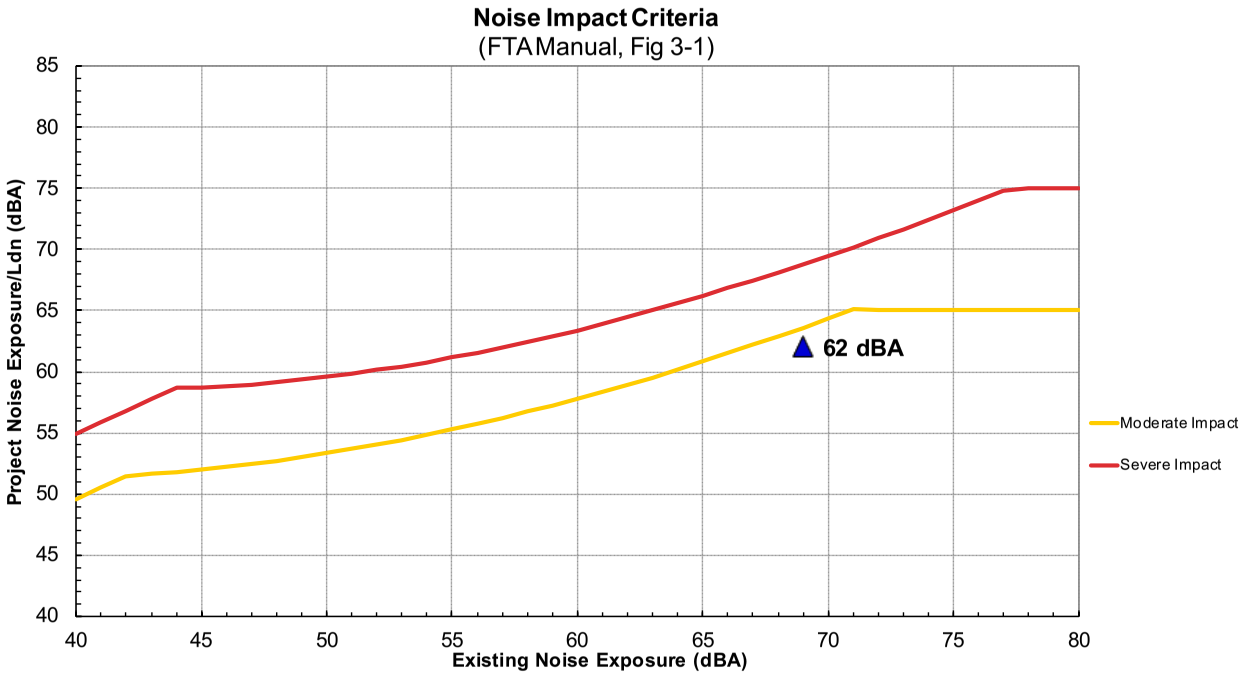


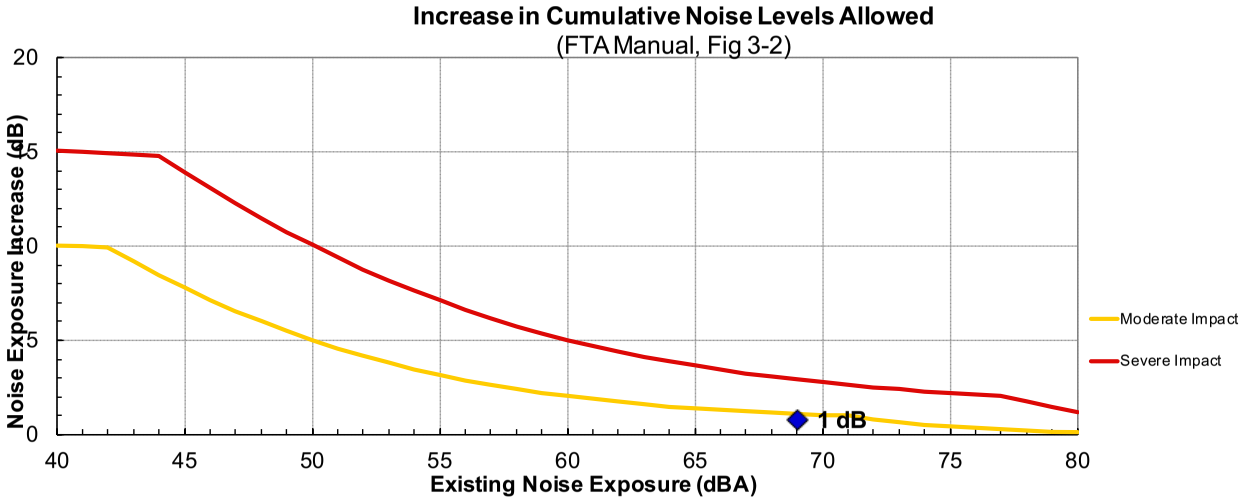
Increase in Cumulative Noise Levels Allowed
(FTA Manual, Figs 4-3 and 4-4)



Project: 13610 Sherman Way
Receiver: Residences - 13604 Sherman Way

	Source	Distance	Project Ldn	Existing Ldn	Noise Criteria Mod. Impact	Noise Criteria Sev. Impact	Impact?
1	Parking Garage	50 ft	40.9 dBA	69 dBA	64 dBA	69 dBA	None
2	Automobiles and Vans	25 ft	62.0 dBA	69 dBA	64 dBA	69 dBA	None
3	--	50 ft		69 dBA	64 dBA	69 dBA	
4	--	70 ft		69 dBA	64 dBA	69 dBA	
5	--	ft		69 dBA	64 dBA	69 dBA	
6	--	ft		69 dBA	64 dBA	69 dBA	
	Combined Sources		**62 dBA**	**69 dBA**	**64 dBA**	**69 dBA**	**None**


Noise Impact Criteria
(FTA Manual, Fig 3-1)
Project Noise Exposure/Ldn (dBA)
Existing Noise Exposure (dBA)
62 dBA
Moderate Impact
Severe Impact


Increase in Cumulative Noise Levels Allowed
(FTA Manual, Fig 3-2)
Noise Exposure Increase (dB)
Existing Noise Exposure (dBA)
1 dB
Moderate Impact
Severe Impact

DouglasKim+Associates,LLC

TRAFFIC NOISE CALCULATIONS

City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Orion Ave

East/West Sherman Way

Day: Wednesday Date: March 22, 2017 Weather: SUNNY

Hours: 7-10 & 3-6 Chekrs: NDS

School Day: YES District: I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	10	1	341	267
BIKES	2	0	10	2
BUSES	0	0	32	30

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	23	9.45	7	8.15	563	8.30	557	7.15
PM PK 15 MIN	28	15.30	7	17.45	546	16.45	554	16.30
AM PK HOUR	67	9.00	21	7.45	2088	7.00	2053	7.15
PM PK HOUR	100	15.15	15	16.00	2098	16.45	2126	16.15

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	14	0	40	54
8-9	23	0	37	60
9-10	21	0	46	67
15-16	28	0	66	94
16-17	29	0	50	79
17-18	34	0	49	83
TOTAL	149	0	288	437

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	3	1	10	14
8-9	1	0	16	17
9-10	0	1	14	15
15-16	0	0	13	13
16-17	1	2	12	15
17-18	1	0	14	15
TOTAL	6	4	79	89

TOTAL

N-S
68
77
82
107
94
98
526

XING S/L

Ped	Sch
8	0
4	0
5	1
16	4
23	1
11	6
67	12

XING N/L

Ped	Sch
0	0
4	0
2	0
0	0
3	0
1	0
10	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	21	1933	134	2088
8-9	27	1864	130	2021
9-10	26	1601	98	1725
15-16	44	1800	101	1945
16-17	40	1777	109	1926
17-18	49	1889	129	2067
TOTAL	207	10864	701	11772

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	65	1925	2	1992
8-9	60	1654	2	1716
9-10	77	1282	5	1364
15-16	78	1951	9	2038
16-17	60	2028	10	2098
17-18	59	1915	10	1984
TOTAL	399	10755	38	11192

TOTAL

E-W
4080
3737
3089
3983
4024
4051
22964

XING W/L

Ped	Sch
0	0
1	0
0	0
2	0
2	0
0	0
5	0

XING E/L

Ped	Sch
0	0
1	0
0	0
0	1
2	0
0	0
3	1

TRAFFIC VOLUME ADJUSTMENTS

North/South	Orion Avenue
East/West	Sherman Way
Year	2017
Hour	7:00-8:00 A.M.
Source	https://navigatela.lacity.org/dot/traffic_data/manual_counts/Orion.ShermanWay.170322-NDSMAN.pdf

	NB Approach	SB Approach	EB Approach	WB Approach		
LT						
TH						
RT						
Total			2088	1992		1.07%

2017	-	-	3,277	1,992	5,269	
2018	-	-	3,310	2,012	5,322	
2019	-	-	3,343	2,032	5,375	
2020	-	-	3,376	2,052	5,429	
2021	-	-	3,410	2,073	5,483	
2022	-	-	3,444	2,094	5,538	
2023	**-**	**-**	**3,479**	**2,115**	**5,593**	

	NB Approach	SB Approach	EB Approach	WB Approach		
Auto	-	-	2,841	1,727	6,048,810	82.5%
MDT	-	-	441	268	940,092	12.8%
HDT	-	-	12	7	25,348	0.3%
Buses	-	-	4	3	9,386	0.1%
MCY	-	-	79	48	167,287	2.3%
Aux	-	-	67	41	142,856	1.9%
Total	-	-	3,444	2,094	7,333,779	100.0%

Hourly Distribution of Entering and Exiting Vehicle Trips by Land Use

Source: ITE *Trip Generation Manual*, 11th Edition

Land Use Code	221			221			221			221			221		
Land Use	Multifamily Housing (Mid-Rise)			Multifamily Housing (Mid-Rise)			Multifamily Housing (Mid-Rise)			Multifamily Housing (Mid-Rise)			Multifamily Housing (Mid-Rise)		
Subcategory	Not Close to Rail transit			Not Close to Rail transit			Not Close to Rail transit			Not Close to Rail transit			Close to Rail transit		
Setting	General Urban/Suburban			General Urban/Suburban			General Urban/Suburban			Dense Multi-Use Urban			Dense Multi-Use Urban		
Time Period	Weekday			Saturday			Sunday			Weekday			Weekday		
# Data Sites	6			1			1			1			1		
	% of 24-Hour Vehicle Trips			% of 24-Hour Vehicle Trips			% of 24-Hour Vehicle Trips			% of 24-Hour Vehicle Trips			% of 24-Hour Vehicle Trips		
Time	Total	Entering	Exiting	Total	Entering	Exiting	Total	Entering	Exiting	Total	Entering	Exiting	Total	Entering	Exiting
12:00 - 1:00 AM	0.8%	1.2%	0.4%	1.8%	2.8%	0.8%	3.5%	5.5%	1.2%	0.6%	1.0%	0.2%	1.1%	1.6%	0.6%
1:00 - 2:00 AM	0.4%	0.6%	0.3%	0.3%	0.4%	0.2%	2.0%	2.9%	0.9%	0.2%	0.0%	0.5%	0.4%	0.4%	0.3%
2:00 - 3:00 AM	0.2%	0.3%	0.1%	0.5%	0.9%	0.2%	3.3%	4.7%	1.8%	0.2%	0.2%	0.2%	0.6%	1.0%	0.1%
3:00 - 4:00 AM	0.2%	0.2%	0.2%	1.7%	2.4%	1.0%	0.6%	0.5%	0.6%	0.0%	0.0%	0.0%	0.3%	0.3%	0.3%
4:00 - 5:00 AM	0.3%	0.1%	0.5%	0.3%	0.4%	0.2%	0.6%	1.0%	0.0%	0.6%	0.0%	1.2%	0.1%	0.3%	0.0%
5:00 - 6:00 AM	1.2%	0.4%	2.0%	0.2%	0.2%	0.2%	0.4%	0.5%	0.3%	2.2%	0.7%	3.6%	0.6%	0.1%	1.0%
6:00 - 7:00 AM	4.4%	1.0%	7.8%	1.2%	0.4%	1.9%	0.6%	0.0%	1.2%	4.2%	1.5%	7.0%	2.7%	1.3%	4.2%
7:00 - 8:00 AM	8.6%	2.5%	14.7%	3.5%	3.0%	4.0%	1.3%	0.8%	1.8%	9.8%	1.9%	17.6%	7.3%	1.0%	13.6%
8:00 - 9:00 AM	7.8%	3.0%	12.5%	3.8%	2.8%	4.8%	2.2%	0.8%	3.9%	9.5%	1.9%	17.1%	7.5%	4.4%	10.5%
9:00 - 10:00 AM	4.5%	2.2%	6.9%	5.8%	3.5%	8.1%	2.9%	1.8%	4.2%	5.2%	3.4%	7.0%	4.5%	2.3%	6.8%
10:00 - 11:00 AM	3.7%	2.7%	4.6%	6.4%	5.0%	7.7%	5.4%	3.9%	7.2%	3.9%	2.9%	4.8%	5.6%	4.2%	6.9%
11:00 - 12:00 PM	3.7%	3.4%	4.0%	6.4%	6.1%	6.7%	6.8%	3.7%	10.4%	3.5%	3.6%	3.4%	4.5%	2.5%	6.5%
12:00 - 1:00 PM	4.6%	4.3%	4.8%	6.6%	4.5%	8.5%	6.8%	6.0%	7.8%	4.5%	4.1%	4.8%	5.2%	5.1%	5.3%
1:00 - 2:00 PM	4.4%	4.4%	4.4%	6.2%	6.9%	5.4%	7.3%	6.0%	8.7%	4.1%	4.6%	3.6%	5.5%	5.4%	5.6%
2:00 - 3:00 PM	3.9%	4.1%	3.7%	7.3%	7.1%	7.5%	6.7%	6.3%	7.2%	3.3%	2.9%	3.6%	3.9%	3.9%	3.9%
3:00 - 4:00 PM	4.9%	5.9%	3.8%	6.7%	8.2%	5.2%	7.8%	5.8%	10.1%	4.1%	4.1%	4.1%	5.6%	6.3%	4.9%
4:00 - 5:00 PM	7.2%	9.2%	5.1%	6.2%	6.3%	6.0%	5.6%	5.8%	5.4%	5.0%	6.3%	3.6%	6.8%	8.6%	5.1%
5:00 - 6:00 PM	9.4%	13.1%	5.8%	7.7%	7.8%	7.7%	7.7%	7.9%	7.5%	9.1%	13.1%	5.1%	7.7%	11.0%	4.4%
6:00 - 7:00 PM	9.0%	12.1%	6.0%	6.8%	6.3%	7.3%	7.8%	9.2%	6.3%	9.4%	15.0%	3.9%	6.7%	8.3%	5.1%
7:00 - 8:00 PM	7.4%	9.4%	5.4%	5.4%	6.9%	4.0%	6.6%	9.2%	3.6%	8.3%	13.1%	3.6%	6.5%	8.7%	4.4%
8:00 - 9:00 PM	5.4%	7.7%	3.1%	4.3%	4.5%	4.2%	4.7%	5.0%	4.5%	5.1%	7.3%	2.9%	5.1%	5.9%	4.2%
9:00 - 10:00 PM	4.0%	6.5%	1.5%	4.0%	4.3%	3.7%	4.3%	5.8%	2.7%	4.0%	7.0%	1.0%	5.8%	8.6%	3.0%
10:00 - 11:00 PM	2.6%	3.7%	1.6%	3.9%	4.8%	3.1%	3.9%	5.2%	2.4%	2.4%	3.9%	1.0%	3.5%	5.2%	1.7%
11:00 - 12:00 AM	1.4%	2.1%	0.8%	3.0%	4.3%	1.7%	1.3%	1.8%	0.6%	0.8%	1.5%	0.2%	2.6%	3.5%	1.7%

Time	Total
12:00 - 1:00 AM	5
1:00 - 2:00 AM	3
2:00 - 3:00 AM	1
3:00 - 4:00 AM	2
4:00 - 5:00 AM	2
5:00 - 6:00 AM	8
6:00 - 7:00 AM	30
7:00 - 8:00 AM	59
8:00 - 9:00 AM	53
9:00 - 10:00 AM	31
10:00 - 11:00 AM	25
11:00 - 12:00 PM	25
12:00 - 1:00 PM	31
1:00 - 2:00 PM	30
2:00 - 3:00 PM	27
3:00 - 4:00 PM	33
4:00 - 5:00 PM	49
5:00 - 6:00 PM	64
6:00 - 7:00 PM	61
7:00 - 8:00 PM	51
8:00 - 9:00 PM	37
9:00 - 10:00 PM	27
10:00 - 11:00 PM	18
11:00 - 12:00 AM	10
ADT	681

Total	Entering	Day	Evening
12:00 - 1:00 AM	7		
1:00 - 2:00 AM	2		
2:00 - 3:00 AM	4		
3:00 - 4:00 AM	2		
4:00 - 5:00 AM	1		
5:00 - 6:00 AM	4		
6:00 - 7:00 AM	19		
7:00 - 8:00 AM	50		
8:00 - 9:00 AM	51		
9:00 - 10:00 AM	31		
10:00 - 11:00 AM	38		
11:00 - 12:00 PM	31		
12:00 - 1:00 PM	35		
1:00 - 2:00 PM	37		
2:00 - 3:00 PM	27		
3:00 - 4:00 PM	38		
4:00 - 5:00 PM	47		
5:00 - 6:00 PM	52		
6:00 - 7:00 PM	46		
7:00 - 8:00 PM	45		
8:00 - 9:00 PM	35		
9:00 - 10:00 PM	39		
10:00 - 11:00 PM	23		
11:00 - 12:00 AM	18		
ADT	681	40	17

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RELATED PROJECT TRIP GENERATION ESTIMATES

RELATED PROJECT TRAFFIC GENERATION

No.	Use	Size		Location	Daily Traffic	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total
1	Industria	283,920	s.f.	7600 Tyrone Avenue	1,383	185	25	210	26	159	185
2	Senior Apartments	288	Units	7700 Woodman Avenue	630	3	30	33	19	14	33
3	Pharmacy	14,786	s.f.	13670 Sherman Way	548	1	9	16	29	28	57
4	Charter School	330	Students	14203 Valerio Street	611	178	165	343	18	34	53
5	Small Lot Single Family	10	Lots	6857 N. Halzeltine Avenue	72	1	4	5	3	3	6
6	Condominiums	8	Units	13513 Vanowen Street	38	1	2	3	2	1	3
7	Apartments	42	Units	14045 Sherman Way	191	4	12	16	10	6	16
8	Apartments	23	Units	14116 Sherman Way	104	2	7	9	5	4	9

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CUMULATIVE CONSTRUCTION NOISE IMPACTS

Noise emissions of industry sources

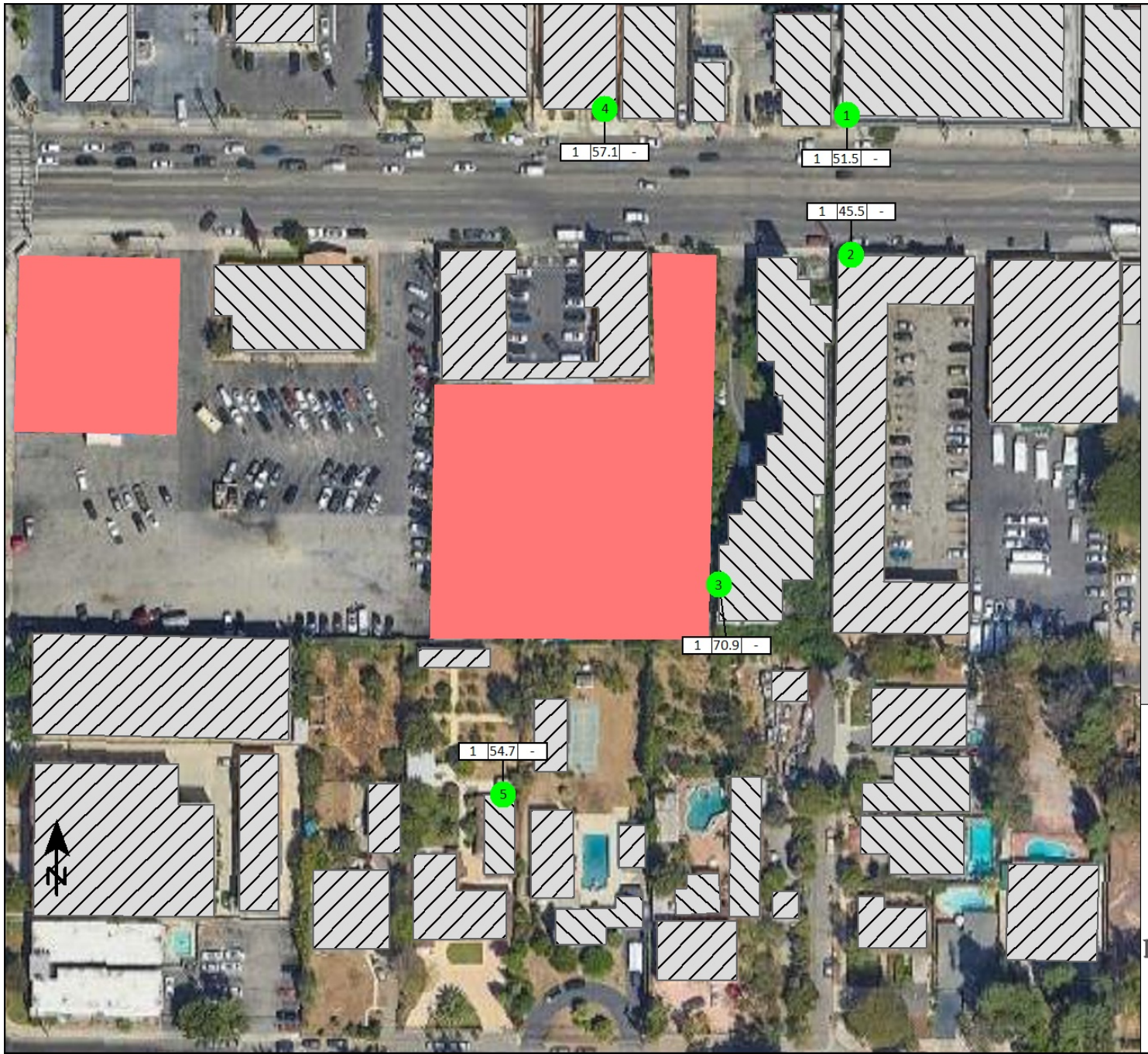
Source name	Size m/m²	Reference	Level Day dB(A)	Level Night dB(A)	Corrections Cwall dB	Corrections CI dB	Corrections CT dB
Construction Site	4291 m²	Lw/unit	109.7	-	-	-	-
Related Project - 13670 Sherman Way	1544 m²	Lw/unit	109.7	-	-	-	-

Receiver list

No.	Receiver name	Coordinates X in meter	Coordinates Y in meter	Building side	Floor	Height abv.grd. m	Limit Day dB(A)	Limit Night dB(A)	Level Day dB(A)	Level Night dB(A)	Conflict Day dB	Conflict Night dB
1	Motel- 13561 Sherman Way	11368340.0	3785406.23	South	GF	227.93	-	-	51.5	0.0	-	-
2	Residences - 13600 Sherman	11368341.0	3785373.86	North	GF	228.36	-	-	45.5	0.0	-	-
3	Residences - 13604 Sherman	11368310.2	3785297.08	West	GF	228.45	-	-	70.9	0.0	-	-
4	Residences - 13623 Sherman	11368283.7	3785407.74	South	GF	228.46	-	-	57.1	0.0	-	-
5	Residences - Gault Street	11368260.1	3785248.32	North	GF	226.37	-	-	54.7	0.0	-	-

Contribution levels of the receivers

Source name		Traffic lane	Level Day	Night
			dB(A)	
Motel- 13561 Sherman Way	GF		51.5	0.0
Construction Site		-	51.4	-
Related Project - 13670 Sherman Way		-	35.9	-
Residences - 13600 Sherman Way	GF		45.5	0.0
Construction Site		-	44.8	-
Related Project - 13670 Sherman Way		-	37.2	-
Residences - 13604 Sherman Way	GF		70.9	0.0
Construction Site		-	70.8	-
Related Project - 13670 Sherman Way		-	44.4	-
Residences - 13623 Sherman Way	GF		57.1	0.0
Construction Site		-	55.7	-
Related Project - 13670 Sherman Way		-	51.5	-
Residences - Gault Street	GF		54.7	0.0
Construction Site		-	52.6	-
Related Project - 13670 Sherman Way		-	50.5	-



13610 Sherman Way

Signs and symbols

Building

Analyzed Sensitive Receptor

Construction Site

1 : 97

0 20 40 80 120 160 feet

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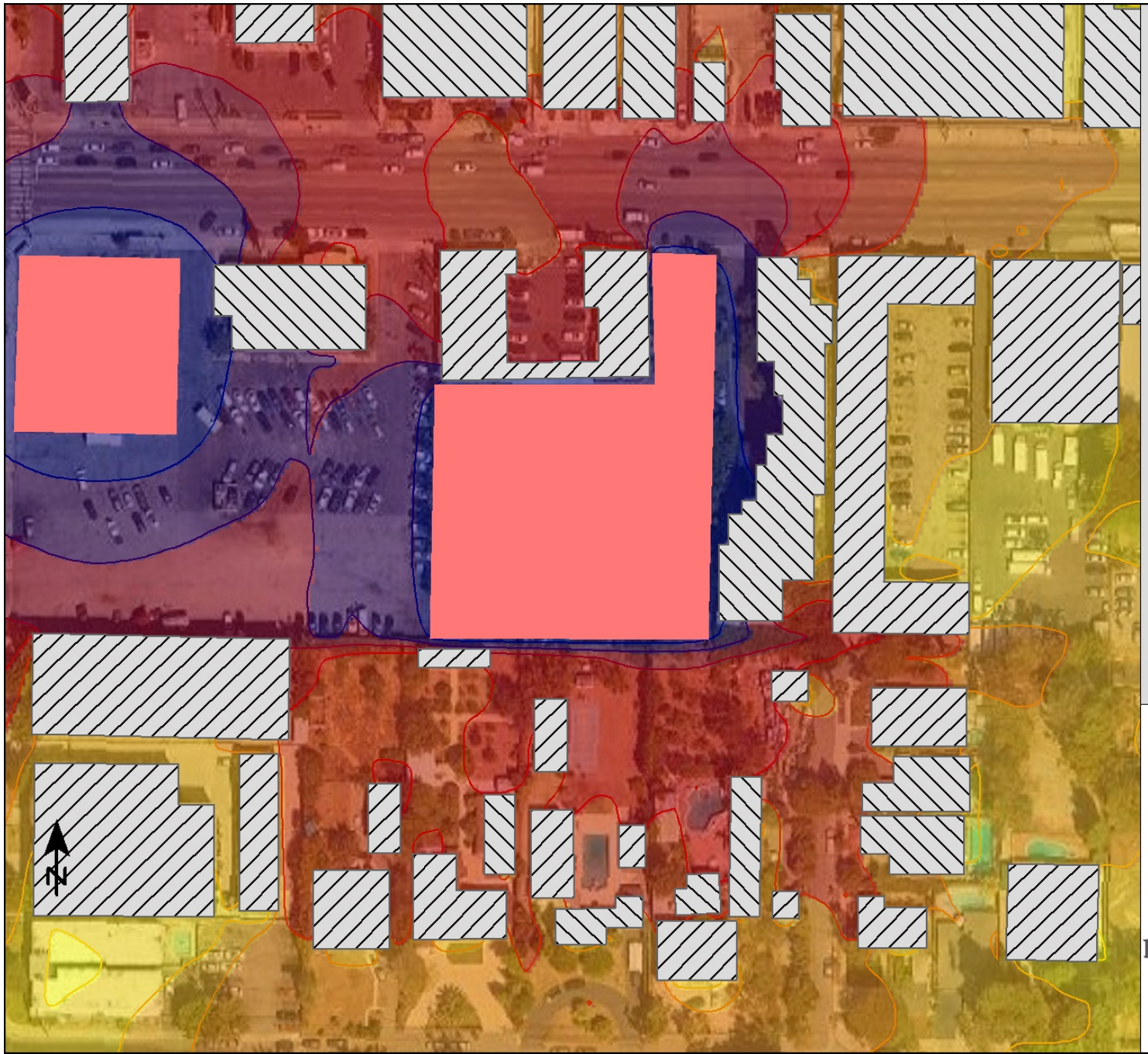

13610 Sherman Way

Signs and symbols

Building

Construction Site

Levels in dB(A)

< 10
10 - 15
15 - 20
20 - 25
25 - 30
30 - 35
35 - 40
40 - 45
45 - 50
50 - 55
55 - 60
60 - 65
65 - 70
>= 70

1 : 97

0 20 40 80 120 160 feet

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Cumulative Construction Noise Impacts

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Reference	15.24	meter
Sound Pressure Level (Lp)	75.0	dBA
Sound Power Level (Lw)	109.7	dB

Receptor	Existing Leq	Noise	New Leq	Difference Leq	Significant?
Motel - 13561 Sherman Way	72.9	51.5	72.9	0.0	**No**
Residences - 13600 Sherman Way	71.0	45.5	71.0	0.0	**No**
Residences - 13604 Sherman Way	71.0	70.9	74.0	3.0	**No**
Residences - 13623 Sherman Way	72.9	57.1	73.0	0.1	**No**
Residences - Gault St.	56.0	54.7	58.4	2.4	**No**

Note: Sound Power Level (Lw) assumes full sphere propagation

APPENDIX D – TECHNICAL AIR QUALITY DATA

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EXISTING EMISSIONS

13610 Sherman Way (Existing) Detailed Report

Table of Contents

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	13610 Sherman Way (Existing)
Operational Year	2024
Lead Agency	City of Los Angeles
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.50
Precipitation (days)	18.6
Location	13610 Sherman Way, Van Nuys, CA 91405, USA
County	Los Angeles-South Coast
City	Los Angeles
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	3881
EDFZ	17
Electric Utility	Los Angeles Department of Water & Power
Gas Utility	Southern California Gas
App Version	2022.1.1.21

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Apartments Low Rise	11.0	Dwelling Unit	1.08	7,255	1,000	—	26.0	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.4. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	0.42	0.19	2.17	< 0.005	0.01	0.29	0.30	0.01	0.07	0.08
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	0.36	0.20	1.44	< 0.005	0.01	0.29	0.30	0.01	0.07	0.08
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	0.39	0.20	1.90	< 0.005	0.01	0.29	0.29	0.01	0.07	0.08
Annual (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	0.07	0.04	0.35	< 0.005	< 0.005	0.05	0.05	< 0.005	0.01	0.01

2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Mobile	0.19	0.14	1.53	< 0.005	< 0.005	0.29	0.29	< 0.005	0.07	0.08
Area	0.22	0.01	0.62	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Energy	< 0.005	0.04	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Water	—	—	—	—	—	—	—	—	—	—

Waste	—	—	—	—	—	—	—	—	—	—
Refrig.	—	—	—	—	—	—	—	—	—	—
Total	0.42	0.19	2.17	< 0.005	0.01	0.29	0.30	0.01	0.07	0.08
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Mobile	0.19	0.15	1.42	< 0.005	< 0.005	0.29	0.29	< 0.005	0.07	0.08
Area	0.17	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Energy	< 0.005	0.04	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Water	—	—	—	—	—	—	—	—	—	—
Waste	—	—	—	—	—	—	—	—	—	—
Refrig.	—	—	—	—	—	—	—	—	—	—
Total	0.36	0.20	1.44	< 0.005	0.01	0.29	0.30	0.01	0.07	0.08
Average Daily	—	—	—	—	—	—	—	—	—	—
Mobile	0.19	0.15	1.46	< 0.005	< 0.005	0.29	0.29	< 0.005	0.07	0.08
Area	0.21	< 0.005	0.43	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Energy	< 0.005	0.04	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Water	—	—	—	—	—	—	—	—	—	—
Waste	—	—	—	—	—	—	—	—	—	—
Refrig.	—	—	—	—	—	—	—	—	—	—
Total	0.39	0.20	1.90	< 0.005	0.01	0.29	0.29	0.01	0.07	0.08
Annual	—	—	—	—	—	—	—	—	—	—
Mobile	0.03	0.03	0.27	< 0.005	< 0.005	0.05	0.05	< 0.005	0.01	0.01
Area	0.04	< 0.005	0.08	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Energy	< 0.005	0.01	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Water	—	—	—	—	—	—	—	—	—	—
Waste	—	—	—	—	—	—	—	—	—	—
Refrig.	—	—	—	—	—	—	—	—	—	—
Total	0.07	0.04	0.35	< 0.005	< 0.005	0.05	0.05	< 0.005	0.01	0.01

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Mobile source emissions results are presented in Sections 2.6. No further detailed breakdown of emissions is available.

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	< 0.005	0.04	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Total	< 0.005	0.04	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	< 0.005	0.04	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Total	< 0.005	0.04	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Annual	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	< 0.005	0.01	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Total	< 0.005	0.01	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005

4.3. Area Emissions by Source

4.3.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Consumer Products	0.16	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.01	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.06	0.01	0.62	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Total	0.22	0.01	0.62	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Consumer Products	0.16	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.01	—	—	—	—	—	—	—	—	—
Total	0.17	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Consumer Products	0.03	—	—	—	—	—	—	—	—	—
Architectural Coatings	< 0.005	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.01	< 0.005	0.08	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Total	0.04	< 0.005	0.08	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—

Apartments Low Rise	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Total all Land Uses	54.0	54.0	54.0	19,710	410	410	410	149,650

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

Hearth Type	Unmitigated (number)
Apartments Low Rise	—
Wood Fireplaces	0
Gas Fireplaces	0
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	11
Conventional Wood Stoves	0
Catalytic Wood Stoves	0
Non-Catalytic Wood Stoves	0
Pellet Wood Stoves	0

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
14691.375	4,897	0.00	0.00	—

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	250

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Apartments Low Rise	40,167	690	0.0489	0.0069	175,210

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Apartments Low Rise	410,012	17,141

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Apartments Low Rise	6.50	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Apartments Low Rise	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Apartments Low Rise	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor

5.16.2. Process Boilers

Equipment Type	Fuel Type	Number	Boiler Rating (MMBtu/hr)	Daily Heat Input (MMBtu/day)	Annual Heat Input (MMBtu/yr)

5.17. User Defined

Equipment Type	Fuel Type

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

Cal-Adapt midcentury 2040–2059 average projections for four hazards are reported below for your project location. These are under Representation Concentration Pathway (RCP) 8.5 which assumes GHG emissions will continue to rise strongly through 2050 and then plateau around 2100.

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	13.6	annual days of extreme heat
Extreme Precipitation	6.30	annual days with precipitation above 20 mm
Sea Level Rise	—	meters of inundation depth
Wildfire	0.00	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about ¾ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (Radke et al., 2017, CEC-500-2017-008), and consider inundation location and depth for the San Francisco Bay, the Sacramento-San Joaquin River Delta and California coast resulting different increments of sea level rise coupled with extreme storm events. Users may select from four scenarios to view the range in potential inundation depth for the grid cell. The four scenarios are: No rise, 0.5 meter, 1.0 meter, 1.41 meters
Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	0	0	0	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	0	0	0	N/A
Wildfire	0	0	0	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	0	0	0	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	1	1	1	2
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	1	1	2

Wildfire	1	1	1	2
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	1	1	1	2

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	88.7
AQ-PM	63.2
AQ-DPM	42.0
Drinking Water	83.1
Lead Risk Housing	64.7
Pesticides	0.00
Toxic Releases	61.6
Traffic	56.9
Effect Indicators	—
CleanUp Sites	92.3

Groundwater	59.6
Haz Waste Facilities/Generators	43.7
Impaired Water Bodies	43.8
Solid Waste	0.00
Sensitive Population	—
Asthma	38.1
Cardio-vascular	24.7
Low Birth Weights	65.4
Socioeconomic Factor Indicators	—
Education	71.6
Housing	81.8
Linguistic	95.3
Poverty	74.7
Unemployment	49.9

7.2. Healthy Places Index Scores

The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Economic	—
Above Poverty	27.42204543
Employed	67.86860003
Median HI	26.44681124
Education	—
Bachelor's or higher	39.89477736
High school enrollment	2.399589375
Preschool enrollment	83.81881175
Transportation	—

Auto Access	15.29577826
Active commuting	76.99217246
Social	—
2-parent households	54.11266521
Voting	16.25818042
Neighborhood	—
Alcohol availability	10.22712691
Park access	81.35506224
Retail density	76.4275632
Supermarket access	94.25125112
Tree canopy	66.98319004
Housing	—
Homeownership	14.731169
Housing habitability	7.737713332
Low-inc homeowner severe housing cost burden	11.22802515
Low-inc renter severe housing cost burden	30.01411523
Uncrowded housing	10.08597459
Health Outcomes	—
Insured adults	9.008084178
Arthritis	27.4
Asthma ER Admissions	51.9
High Blood Pressure	32.4
Cancer (excluding skin)	32.7
Asthma	43.1
Coronary Heart Disease	13.8
Chronic Obstructive Pulmonary Disease	19.2
Diagnosed Diabetes	29.7

Life Expectancy at Birth	62.0
Cognitively Disabled	25.4
Physically Disabled	12.2
Heart Attack ER Admissions	43.8
Mental Health Not Good	34.8
Chronic Kidney Disease	20.1
Obesity	36.0
Pedestrian Injuries	19.6
Physical Health Not Good	27.0
Stroke	19.7
Health Risk Behaviors	—
Binge Drinking	60.3
Current Smoker	37.0
No Leisure Time for Physical Activity	37.6
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	0.0
Children	31.0
Elderly	42.6
English Speaking	6.7
Foreign-born	92.1
Outdoor Workers	35.9
Climate Change Adaptive Capacity	—
Impervious Surface Cover	45.2
Traffic Density	78.5
Traffic Access	87.4
Other Indices	—

Hardship	78.8
Other Decision Support	—
2016 Voting	9.8

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	76.0
Healthy Places Index Score for Project Location (b)	23.0
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	Yes
Project Located in a Low-Income Community (Assembly Bill 1550)	Yes
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.
b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

Screen	Justification
Land Use	City of Los Angeles ZIMAS database
Operations: Hearths	—

DouglasKim+Associates,LLC

FUTURE EMISSIONS

13610 Sherman Way (Future) Detailed Report

Table of Contents

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	13610 Sherman Way (Future)
Construction Start Date	6/2/2025
Operational Year	2027
Lead Agency	City of Los Angeles
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.50
Precipitation (days)	18.6
Location	13610 Sherman Way, Van Nuys, CA 91405, USA
County	Los Angeles-South Coast
City	Los Angeles
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	3881
EDFZ	17
Electric Utility	Los Angeles Department of Water & Power
Gas Utility	Southern California Gas
App Version	2022.1.1.21

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description

Apartments Mid Rise	168	Dwelling Unit	1.06	93,655	2,926	0.00	395	—
Enclosed Parking with Elevator	99.0	Space	0.00	39,600	0.00	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

Sector	#	Measure Title
Energy	E-15	Require All-Electric Development

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	1.68	25.6	20.1	0.09	0.70	7.03	7.73	0.65	1.52	2.14
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	15.3	10.6	19.8	0.03	0.34	2.37	2.65	0.31	0.56	0.83
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	1.89	7.22	13.1	0.02	0.22	1.42	1.63	0.20	0.34	0.53
Annual (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	0.34	1.32	2.39	< 0.005	0.04	0.26	0.30	0.04	0.06	0.10

2.2. Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T

Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—
2025	1.68	25.6	20.1	0.09	0.70	7.03	7.73	0.65	1.52	2.14
2026	1.54	9.94	19.2	0.02	0.30	2.01	2.31	0.27	0.48	0.75
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—
2025	1.67	10.5	18.6	0.02	0.34	2.01	2.35	0.31	0.48	0.79
2026	1.54	10.0	18.0	0.02	0.30	2.01	2.31	0.27	0.48	0.75
2027	15.3	10.6	19.8	0.03	0.29	2.37	2.65	0.26	0.56	0.83
Average Daily	—	—	—	—	—	—	—	—	—	—
2025	0.64	5.35	7.24	0.01	0.17	1.10	1.28	0.16	0.29	0.44
2026	1.10	7.22	13.1	0.02	0.22	1.42	1.63	0.20	0.34	0.53
2027	1.89	1.82	3.42	< 0.005	0.05	0.39	0.44	0.05	0.09	0.14
Annual	—	—	—	—	—	—	—	—	—	—
2025	0.12	0.98	1.32	< 0.005	0.03	0.20	0.23	0.03	0.05	0.08
2026	0.20	1.32	2.39	< 0.005	0.04	0.26	0.30	0.04	0.06	0.10
2027	0.34	0.33	0.62	< 0.005	0.01	0.07	0.08	0.01	0.02	0.03

2.3. Construction Emissions by Year, Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—
2025	1.68	25.6	20.1	0.09	0.70	7.03	7.73	0.65	1.52	2.14
2026	1.54	9.94	19.2	0.02	0.30	2.01	2.31	0.27	0.48	0.75
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—
2025	1.67	10.5	18.6	0.02	0.34	2.01	2.35	0.31	0.48	0.79
2026	1.54	10.0	18.0	0.02	0.30	2.01	2.31	0.27	0.48	0.75

2027	15.3	10.6	19.8	0.03	0.29	2.37	2.65	0.26	0.56	0.83
Average Daily	—	—	—	—	—	—	—	—	—	—
2025	0.64	5.35	7.24	0.01	0.17	1.10	1.28	0.16	0.29	0.44
2026	1.10	7.22	13.1	0.02	0.22	1.42	1.63	0.20	0.34	0.53
2027	1.89	1.82	3.42	< 0.005	0.05	0.39	0.44	0.05	0.09	0.14
Annual	—	—	—	—	—	—	—	—	—	—
2025	0.12	0.98	1.32	< 0.005	0.03	0.20	0.23	0.03	0.05	0.08
2026	0.20	1.32	2.39	< 0.005	0.04	0.26	0.30	0.04	0.06	0.10
2027	0.34	0.33	0.62	< 0.005	0.01	0.07	0.08	0.01	0.02	0.03

2.4. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	5.46	2.15	28.4	0.04	0.08	3.76	3.84	0.08	0.95	1.03
Mit.	5.42	1.57	28.2	0.04	0.03	3.76	3.79	0.03	0.95	0.98
% Reduced	1%	27%	1%	8%	59%	—	1%	62%	—	5%
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	4.31	2.18	16.0	0.04	0.07	3.76	3.83	0.07	0.95	1.03
Mit.	4.28	1.60	15.7	0.04	0.03	3.76	3.78	0.02	0.95	0.98
% Reduced	1%	27%	2%	9%	65%	—	1%	67%	—	5%
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	5.06	2.27	24.0	0.04	0.08	3.71	3.79	0.07	0.94	1.02
Mit.	5.03	1.68	23.8	0.04	0.03	3.71	3.74	0.03	0.94	0.97
% Reduced	1%	26%	1%	9%	61%	—	1%	63%	—	5%

Annual (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	0.92	0.41	4.39	0.01	0.01	0.68	0.69	0.01	0.17	0.19
Mit.	0.92	0.31	4.34	0.01	0.01	0.68	0.68	< 0.005	0.17	0.18
% Reduced	1%	26%	1%	9%	61%	—	1%	63%	—	5%

2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Mobile	2.14	1.46	16.9	0.04	0.03	3.76	3.78	0.02	0.95	0.98
Area	3.28	0.11	11.3	< 0.005	0.01	—	0.01	0.01	—	0.01
Energy	0.03	0.59	0.25	< 0.005	0.05	—	0.05	0.05	—	0.05
Water	—	—	—	—	—	—	—	—	—	—
Waste	—	—	—	—	—	—	—	—	—	—
Refrig.	—	—	—	—	—	—	—	—	—	—
Total	5.46	2.15	28.4	0.04	0.08	3.76	3.84	0.08	0.95	1.03
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Mobile	2.11	1.60	15.7	0.04	0.03	3.76	3.78	0.02	0.95	0.98
Area	2.16	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Energy	0.03	0.59	0.25	< 0.005	0.05	—	0.05	0.05	—	0.05
Water	—	—	—	—	—	—	—	—	—	—
Waste	—	—	—	—	—	—	—	—	—	—
Refrig.	—	—	—	—	—	—	—	—	—	—
Total	4.31	2.18	16.0	0.04	0.07	3.76	3.83	0.07	0.95	1.03
Average Daily	—	—	—	—	—	—	—	—	—	—
Mobile	2.10	1.61	16.1	0.04	0.03	3.71	3.74	0.02	0.94	0.97

Area	2.93	0.07	7.71	< 0.005	0.01	—	0.01	< 0.005	—	< 0.005
Energy	0.03	0.59	0.25	< 0.005	0.05	—	0.05	0.05	—	0.05
Water	—	—	—	—	—	—	—	—	—	—
Waste	—	—	—	—	—	—	—	—	—	—
Refrig.	—	—	—	—	—	—	—	—	—	—
Total	5.06	2.27	24.0	0.04	0.08	3.71	3.79	0.07	0.94	1.02
Annual	—	—	—	—	—	—	—	—	—	—
Mobile	0.38	0.29	2.94	0.01	< 0.005	0.68	0.68	< 0.005	0.17	0.18
Area	0.54	0.01	1.41	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Energy	0.01	0.11	0.05	< 0.005	0.01	—	0.01	0.01	—	0.01
Water	—	—	—	—	—	—	—	—	—	—
Waste	—	—	—	—	—	—	—	—	—	—
Refrig.	—	—	—	—	—	—	—	—	—	—
Total	0.92	0.41	4.39	0.01	0.01	0.68	0.69	0.01	0.17	0.19

2.6. Operations Emissions by Sector, Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Mobile	2.14	1.46	16.9	0.04	0.03	3.76	3.78	0.02	0.95	0.98
Area	3.28	0.11	11.3	< 0.005	0.01	—	0.01	0.01	—	0.01
Energy	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Water	—	—	—	—	—	—	—	—	—	—
Waste	—	—	—	—	—	—	—	—	—	—
Refrig.	—	—	—	—	—	—	—	—	—	—
Total	5.42	1.57	28.2	0.04	0.03	3.76	3.79	0.03	0.95	0.98

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Mobile	2.11	1.60	15.7	0.04	0.03	3.76	3.78	0.02	0.95	0.98
Area	2.16	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Energy	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Water	—	—	—	—	—	—	—	—	—	—
Waste	—	—	—	—	—	—	—	—	—	—
Refrig.	—	—	—	—	—	—	—	—	—	—
Total	4.28	1.60	15.7	0.04	0.03	3.76	3.78	0.02	0.95	0.98
Average Daily	—	—	—	—	—	—	—	—	—	—
Mobile	2.10	1.61	16.1	0.04	0.03	3.71	3.74	0.02	0.94	0.97
Area	2.93	0.07	7.71	< 0.005	0.01	—	0.01	< 0.005	—	< 0.005
Energy	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Water	—	—	—	—	—	—	—	—	—	—
Waste	—	—	—	—	—	—	—	—	—	—
Refrig.	—	—	—	—	—	—	—	—	—	—
Total	5.03	1.68	23.8	0.04	0.03	3.71	3.74	0.03	0.94	0.97
Annual	—	—	—	—	—	—	—	—	—	—
Mobile	0.38	0.29	2.94	0.01	< 0.005	0.68	0.68	< 0.005	0.17	0.18
Area	0.54	0.01	1.41	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Energy	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Water	—	—	—	—	—	—	—	—	—	—
Waste	—	—	—	—	—	—	—	—	—	—
Refrig.	—	—	—	—	—	—	—	—	—	—
Total	0.92	0.31	4.34	0.01	0.01	0.68	0.68	< 0.005	0.17	0.18

3. Construction Emissions Details

3.1. Demolition (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.47	13.9	15.1	0.02	0.57	—	0.57	0.52	—	0.52
Demolition	—	—	—	—	—	4.11	4.11	—	0.62	0.62
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.08	0.76	0.83	< 0.005	0.03	—	0.03	0.03	—	0.03
Demolition	—	—	—	—	—	0.23	0.23	—	0.03	0.03
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.14	0.15	< 0.005	0.01	—	0.01	0.01	—	0.01
Demolition	—	—	—	—	—	0.04	0.04	—	0.01	0.01
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.05	0.87	0.00	0.00	0.16	0.16	0.00	0.04	0.04
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.11	11.6	4.13	0.07	0.13	2.76	2.89	0.13	0.76	0.89

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.01	0.67	0.23	< 0.005	0.01	0.15	0.16	0.01	0.04	0.05
Annual	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.12	0.04	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01

3.2. Demolition (2025) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.47	13.9	15.1	0.02	0.57	—	0.57	0.52	—	0.52
Demolition	—	—	—	—	—	4.11	4.11	—	0.62	0.62
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.08	0.76	0.83	< 0.005	0.03	—	0.03	0.03	—	0.03
Demolition	—	—	—	—	—	0.23	0.23	—	0.03	0.03
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.01	0.14	0.15	< 0.005	0.01	—	0.01	0.01	—	0.01
Demolition	—	—	—	—	—	0.04	0.04	—	0.01	0.01
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.05	0.87	0.00	0.00	0.16	0.16	0.00	0.04	0.04
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.11	11.6	4.13	0.07	0.13	2.76	2.89	0.13	0.76	0.89
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.01	0.67	0.23	< 0.005	0.01	0.15	0.16	0.01	0.04	0.05
Annual	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.12	0.04	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01

3.3. Site Preparation (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.38	12.2	14.5	0.02	0.44	—	0.44	0.40	—	0.40

Dust From Material Movement	—	—	—	—	—	0.21	0.21	—	0.02	0.02
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.17	0.20	< 0.005	0.01	—	0.01	0.01	—	0.01
Dust From Material Movement	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.03	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Dust From Material Movement	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.03	0.52	0.00	0.00	0.10	0.10	0.00	0.02	0.02
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.25	0.09	< 0.005	< 0.005	0.06	0.06	< 0.005	0.02	0.02
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005

Annual	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005

3.4. Site Preparation (2025) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.38	12.2	14.5	0.02	0.44	—	0.44	0.40	—	0.40
Dust From Material Movement	—	—	—	—	—	0.21	0.21	—	0.02	0.02
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.17	0.20	< 0.005	0.01	—	0.01	0.01	—	0.01
Dust From Material Movement	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.03	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005

Dust From Material Movement	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.03	0.52	0.00	0.00	0.10	0.10	0.00	0.02	0.02
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.25	0.09	< 0.005	< 0.005	0.06	0.06	< 0.005	0.02	0.02
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005
Annual	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005

3.5. Grading (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.51	14.1	14.5	0.02	0.64	—	0.64	0.59	—	0.59

Dust From Material Movement	—	—	—	—	—	2.77	2.77	—	1.34	1.34
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.08	0.77	0.80	< 0.005	0.04	—	0.04	0.03	—	0.03
Dust From Material Movement	—	—	—	—	—	0.15	0.15	—	0.07	0.07
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.14	0.15	< 0.005	0.01	—	0.01	0.01	—	0.01
Dust From Material Movement	—	—	—	—	—	0.03	0.03	—	0.01	0.01
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.04	0.70	0.00	0.00	0.13	0.13	0.00	0.03	0.03
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.02	2.41	0.86	0.01	0.03	0.57	0.60	0.03	0.16	0.18
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.14	0.05	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01

Annual	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.03	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005

3.6. Grading (2025) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.51	14.1	14.5	0.02	0.64	—	0.64	0.59	—	0.59
Dust From Material Movement	—	—	—	—	—	2.77	2.77	—	1.34	1.34
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.08	0.77	0.80	< 0.005	0.04	—	0.04	0.03	—	0.03
Dust From Material Movement	—	—	—	—	—	0.15	0.15	—	0.07	0.07
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.14	0.15	< 0.005	0.01	—	0.01	0.01	—	0.01

Dust From Material Movement	—	—	—	—	—	0.03	0.03	—	0.01	0.01
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.04	0.70	0.00	0.00	0.13	0.13	0.00	0.03	0.03
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.02	2.41	0.86	0.01	0.03	0.57	0.60	0.03	0.16	0.18
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.14	0.05	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01
Annual	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.03	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005

3.7. Building Construction (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.07	8.95	10.0	0.02	0.33	—	0.33	0.30	—	0.30

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.07	8.95	10.0	0.02	0.33	—	0.33	0.30	—	0.30
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.28	2.36	2.65	0.01	0.09	—	0.09	0.08	—	0.08
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.43	0.48	< 0.005	0.02	—	0.02	0.01	—	0.01
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.59	0.60	9.57	0.00	0.00	1.80	1.80	0.00	0.42	0.42
Vendor	0.02	0.88	0.43	0.01	0.01	0.21	0.22	0.01	0.06	0.06
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.58	0.66	8.12	0.00	0.00	1.80	1.80	0.00	0.42	0.42
Vendor	0.02	0.92	0.44	0.01	0.01	0.21	0.22	0.01	0.06	0.06
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	0.15	0.19	2.25	0.00	0.00	0.47	0.47	0.00	0.11	0.11
Vendor	0.01	0.24	0.11	< 0.005	< 0.005	0.05	0.06	< 0.005	0.02	0.02
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—

Worker	0.03	0.03	0.41	0.00	0.00	0.09	0.09	0.00	0.02	0.02
Vendor	< 0.005	0.04	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.8. Building Construction (2025) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.07	8.95	10.0	0.02	0.33	—	0.33	0.30	—	0.30
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.07	8.95	10.0	0.02	0.33	—	0.33	0.30	—	0.30
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.28	2.36	2.65	0.01	0.09	—	0.09	0.08	—	0.08
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.43	0.48	< 0.005	0.02	—	0.02	0.01	—	0.01
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.59	0.60	9.57	0.00	0.00	1.80	1.80	0.00	0.42	0.42

Vendor	0.02	0.88	0.43	0.01	0.01	0.21	0.22	0.01	0.06	0.06
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.58	0.66	8.12	0.00	0.00	1.80	1.80	0.00	0.42	0.42
Vendor	0.02	0.92	0.44	0.01	0.01	0.21	0.22	0.01	0.06	0.06
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	0.15	0.19	2.25	0.00	0.00	0.47	0.47	0.00	0.11	0.11
Vendor	0.01	0.24	0.11	< 0.005	< 0.005	0.05	0.06	< 0.005	0.02	0.02
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.03	0.41	0.00	0.00	0.09	0.09	0.00	0.02	0.02
Vendor	< 0.005	0.04	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.9. Building Construction (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.01	8.57	9.96	0.02	0.29	—	0.29	0.27	—	0.27
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.01	8.57	9.96	0.02	0.29	—	0.29	0.27	—	0.27

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.72	6.12	7.11	0.01	0.21	—	0.21	0.19	—	0.19
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13	1.12	1.30	< 0.005	0.04	—	0.04	0.04	—	0.04
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.51	0.53	8.89	0.00	0.00	1.80	1.80	0.00	0.42	0.42
Vendor	0.02	0.84	0.41	0.01	0.01	0.21	0.22	0.01	0.06	0.06
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.50	0.60	7.58	0.00	0.00	1.80	1.80	0.00	0.42	0.42
Vendor	0.02	0.88	0.42	0.01	0.01	0.21	0.22	0.01	0.06	0.06
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	0.36	0.47	5.67	0.00	0.00	1.27	1.27	0.00	0.30	0.30
Vendor	0.02	0.63	0.29	< 0.005	0.01	0.15	0.16	< 0.005	0.04	0.04
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.09	1.03	0.00	0.00	0.23	0.23	0.00	0.05	0.05
Vendor	< 0.005	0.12	0.05	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.10. Building Construction (2026) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.01	8.57	9.96	0.02	0.29	—	0.29	0.27	—	0.27
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.01	8.57	9.96	0.02	0.29	—	0.29	0.27	—	0.27
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.72	6.12	7.11	0.01	0.21	—	0.21	0.19	—	0.19
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13	1.12	1.30	< 0.005	0.04	—	0.04	0.04	—	0.04
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.51	0.53	8.89	0.00	0.00	1.80	1.80	0.00	0.42	0.42
Vendor	0.02	0.84	0.41	0.01	0.01	0.21	0.22	0.01	0.06	0.06
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—

Worker	0.50	0.60	7.58	0.00	0.00	1.80	1.80	0.00	0.42	0.42
Vendor	0.02	0.88	0.42	0.01	0.01	0.21	0.22	0.01	0.06	0.06
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	0.36	0.47	5.67	0.00	0.00	1.27	1.27	0.00	0.30	0.30
Vendor	0.02	0.63	0.29	< 0.005	0.01	0.15	0.16	< 0.005	0.04	0.04
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.09	1.03	0.00	0.00	0.23	0.23	0.00	0.05	0.05
Vendor	< 0.005	0.12	0.05	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.11. Building Construction (2027) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.97	8.25	9.91	0.02	0.26	—	0.26	0.24	—	0.24
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.17	1.45	1.74	< 0.005	0.05	—	0.05	0.04	—	0.04
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.03	0.27	0.32	< 0.005	0.01	—	0.01	0.01	—	0.01
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.48	0.59	7.00	0.00	0.00	1.80	1.80	0.00	0.42	0.42
Vendor	0.02	0.84	0.39	0.01	0.01	0.21	0.21	0.01	0.06	0.06
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.10	1.30	0.00	0.00	0.31	0.31	0.00	0.07	0.07
Vendor	< 0.005	0.15	0.07	< 0.005	< 0.005	0.04	0.04	< 0.005	0.01	0.01
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.24	0.00	0.00	0.06	0.06	0.00	0.01	0.01
Vendor	< 0.005	0.03	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.12. Building Construction (2027) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.97	8.25	9.91	0.02	0.26	—	0.26	0.24	—	0.24
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.17	1.45	1.74	< 0.005	0.05	—	0.05	0.04	—	0.04
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.27	0.32	< 0.005	0.01	—	0.01	0.01	—	0.01
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.48	0.59	7.00	0.00	0.00	1.80	1.80	0.00	0.42	0.42
Vendor	0.02	0.84	0.39	0.01	0.01	0.21	0.21	0.01	0.06	0.06
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.10	1.30	0.00	0.00	0.31	0.31	0.00	0.07	0.07
Vendor	< 0.005	0.15	0.07	< 0.005	< 0.005	0.04	0.04	< 0.005	0.01	0.01
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.24	0.00	0.00	0.06	0.06	0.00	0.01	0.01
Vendor	< 0.005	0.03	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.13. Architectural Coating (2027) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11	0.83	1.13	< 0.005	0.02	—	0.02	0.02	—	0.02
Architectural Coatings	13.6	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.10	0.13	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Architectural Coatings	1.61	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.02	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Architectural Coatings	0.29	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.10	0.12	1.40	0.00	0.00	0.36	0.36	0.00	0.08	0.08
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.17	0.00	0.00	0.04	0.04	0.00	0.01	0.01
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.14. Architectural Coating (2027) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11	0.83	1.13	< 0.005	0.02	—	0.02	0.02	—	0.02
Architectural Coatings	13.6	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.10	0.13	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Architectural Coatings	1.61	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.02	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Architectural Coatings	0.29	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.10	0.12	1.40	0.00	0.00	0.36	0.36	0.00	0.08	0.08
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.17	0.00	0.00	0.04	0.04	0.00	0.01	0.01
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.15. Trenching (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.19	1.29	1.45	< 0.005	0.06	—	0.06	0.05	—	0.05
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.04	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.17	0.00	0.00	0.03	0.03	0.00	0.01	0.01
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.16. Trenching (2025) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.19	1.29	1.45	< 0.005	0.06	—	0.06	0.05	—	0.05
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.04	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.17	0.00	0.00	0.03	0.03	0.00	0.01	0.01
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Mobile source emissions results are presented in Sections 2.6. No further detailed breakdown of emissions is available.

4.1.2. Mitigated

Mobile source emissions results are presented in Sections 2.5. No further detailed breakdown of emissions is available.

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.2.2. Electricity Emissions By Land Use - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—

Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.03	0.59	0.25	< 0.005	0.05	—	0.05	0.05	—	0.05
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Total	0.03	0.59	0.25	< 0.005	0.05	—	0.05	0.05	—	0.05
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.03	0.59	0.25	< 0.005	0.05	—	0.05	0.05	—	0.05
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Total	0.03	0.59	0.25	< 0.005	0.05	—	0.05	0.05	—	0.05
Annual	—	—	—	—	—	—	—	—	—	—

Apartments Mid Rise	0.01	0.11	0.05	< 0.005	0.01	—	0.01	0.01	—	0.01
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Total	0.01	0.11	0.05	< 0.005	0.01	—	0.01	0.01	—	0.01

4.2.4. Natural Gas Emissions By Land Use - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Total	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Total	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00

Total	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00

4.3. Area Emissions by Source

4.3.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Consumer Products	2.00	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.16	—	—	—	—	—	—	—	—	—
Landscape Equipment	1.12	0.11	11.3	< 0.005	0.01	—	0.01	0.01	—	0.01
Total	3.28	0.11	11.3	< 0.005	0.01	—	0.01	0.01	—	0.01
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Consumer Products	2.00	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.16	—	—	—	—	—	—	—	—	—
Total	2.16	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Consumer Products	0.37	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.03	—	—	—	—	—	—	—	—	—

Landscape Equipment	0.14	0.01	1.41	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Total	0.54	0.01	1.41	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005

4.3.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Consumer Products	2.00	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.16	—	—	—	—	—	—	—	—	—
Landscape Equipment	1.12	0.11	11.3	< 0.005	0.01	—	0.01	0.01	—	0.01
Total	3.28	0.11	11.3	< 0.005	0.01	—	0.01	0.01	—	0.01
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Consumer Products	2.00	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.16	—	—	—	—	—	—	—	—	—
Total	2.16	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Consumer Products	0.37	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.03	—	—	—	—	—	—	—	—	—

Landscape Equipment	0.14	0.01	1.41	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Total	0.54	0.01	1.41	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.4.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.5.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—

Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—

Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.6.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.7.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.8.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.9.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—

Sequestered	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—

4.10.4. Soil Carbon Accumulation By Vegetation Type - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.10.5. Above and Belowground Carbon Accumulation by Land Use Type - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.10.6. Avoided and Sequestered Emissions by Species - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—

Subtotal	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Demolition	Demolition	6/2/2025	6/30/2025	5.00	20.0	—
Site Preparation	Site Preparation	7/1/2025	7/7/2025	5.00	5.00	—
Grading	Grading	7/8/2025	8/4/2025	5.00	20.0	—
Building Construction	Building Construction	8/19/2025	3/31/2027	5.00	422	—
Architectural Coating	Architectural Coating	2/1/2027	3/31/2027	5.00	43.0	—
Trenching	Trenching	8/5/2025	8/18/2025	5.00	10.0	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor

Demolition	Tractors/Loaders/Backhoes	Diesel	Average	3.00	8.00	84.0	0.37
Demolition	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Demolition	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	33.0	0.73
Site Preparation	Graders	Diesel	Average	1.00	8.00	148	0.41
Site Preparation	Pumps	Diesel	Average	1.00	7.00	367	0.40
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Average	1.00	8.00	84.0	0.37
Grading	Graders	Diesel	Average	1.00	8.00	148	0.41
Grading	Tractors/Loaders/Backhoes	Diesel	Average	2.00	7.00	84.0	0.37
Grading	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Building Construction	Cranes	Diesel	Average	1.00	6.00	367	0.29
Building Construction	Forklifts	Diesel	Average	1.00	6.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	1.00	6.00	84.0	0.37
Building Construction	Welders	Diesel	Average	3.00	8.00	46.0	0.45
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48
Trenching	Trenchers	Diesel	Average	1.00	8.00	40.0	0.50

5.2.2. Mitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Tractors/Loaders/Backhoes	Diesel	Average	3.00	8.00	84.0	0.37
Demolition	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Demolition	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	33.0	0.73
Site Preparation	Graders	Diesel	Average	1.00	8.00	148	0.41

Site Preparation	Pumps	Diesel	Average	1.00	7.00	367	0.40
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Average	1.00	8.00	84.0	0.37
Grading	Graders	Diesel	Average	1.00	8.00	148	0.41
Grading	Tractors/Loaders/Backhoes	Diesel	Average	2.00	7.00	84.0	0.37
Grading	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Building Construction	Cranes	Diesel	Average	1.00	6.00	367	0.29
Building Construction	Forklifts	Diesel	Average	1.00	6.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	1.00	6.00	84.0	0.37
Building Construction	Welders	Diesel	Average	3.00	8.00	46.0	0.45
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48
Trenching	Trenchers	Diesel	Average	1.00	8.00	40.0	0.50

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	—	—	—	—
Demolition	Worker	12.5	18.5	LDA,LDT1,LDT2
Demolition	Vendor	—	10.2	HHDT,MHDT
Demolition	Hauling	74.4	40.0	HHDT
Demolition	Onsite truck	—	—	HHDT
Site Preparation	—	—	—	—
Site Preparation	Worker	7.50	18.5	LDA,LDT1,LDT2
Site Preparation	Vendor	—	10.2	HHDT,MHDT

Site Preparation	Hauling	1.60	40.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	10.0	18.5	LDA,LDT1,LDT2
Grading	Vendor	—	10.2	HHDT,MHDT
Grading	Hauling	15.4	40.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	138	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	24.4	10.2	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	27.5	18.5	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	10.2	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT
Trenching	—	—	—	—
Trenching	Worker	2.50	18.5	LDA,LDT1,LDT2
Trenching	Vendor	—	10.2	HHDT,MHDT
Trenching	Hauling	0.00	20.0	HHDT
Trenching	Onsite truck	—	—	HHDT

5.3.2. Mitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	—	—	—	—
Demolition	Worker	12.5	18.5	LDA,LDT1,LDT2

Demolition	Vendor	—	10.2	HHDT,MHDT
Demolition	Hauling	74.4	40.0	HHDT
Demolition	Onsite truck	—	—	HHDT
Site Preparation	—	—	—	—
Site Preparation	Worker	7.50	18.5	LDA,LDT1,LDT2
Site Preparation	Vendor	—	10.2	HHDT,MHDT
Site Preparation	Hauling	1.60	40.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	10.0	18.5	LDA,LDT1,LDT2
Grading	Vendor	—	10.2	HHDT,MHDT
Grading	Hauling	15.4	40.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	138	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	24.4	10.2	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	27.5	18.5	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	10.2	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT
Trenching	—	—	—	—
Trenching	Worker	2.50	18.5	LDA,LDT1,LDT2
Trenching	Vendor	—	10.2	HHDT,MHDT
Trenching	Hauling	0.00	20.0	HHDT

Trenching	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	189,651	63,217	0.00	0.00	—

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (Ton of Debris)	Material Exported (Ton of Debris)	Acres Graded (acres)	Material Demolished (Ton of Debris)	Acres Paved (acres)
Demolition	0.00	0.00	0.00	5,950	—
Site Preparation	—	74.0	2.50	0.00	—
Grading	—	3,125	20.0	0.00	—

5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	2	61%	61%
Water Demolished Area	2	36%	36%

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt

Apartments Mid Rise	—	0%
Enclosed Parking with Elevator	0.00	100%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2025	0.00	690	0.05	0.01
2026	0.00	690	0.05	0.01
2027	0.00	690	0.05	0.01

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Total all Land Uses	697	697	697	254,405	5,301	5,301	5,301	1,934,865

5.9.2. Mitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Total all Land Uses	697	697	697	254,405	5,301	5,301	5,301	1,934,865

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

Hearth Type	Unmitigated (number)
Apartments Mid Rise	—

Wood Fireplaces	0
Gas Fireplaces	0
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	168
Conventional Wood Stoves	0
Catalytic Wood Stoves	0
Non-Catalytic Wood Stoves	0
Pellet Wood Stoves	0

5.10.1.2. Mitigated

Hearth Type	Unmitigated (number)
Apartments Mid Rise	—
Wood Fireplaces	0
Gas Fireplaces	0
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	168
Conventional Wood Stoves	0
Catalytic Wood Stoves	0
Non-Catalytic Wood Stoves	0
Pellet Wood Stoves	0

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
189651.375	63,217	0.00	0.00	—

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	250

5.10.4. Landscape Equipment - Mitigated

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	250

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Apartments Mid Rise	666,562	690	0.0489	0.0069	2,319,242
Enclosed Parking with Elevator	146,181	690	0.0489	0.0069	0.00

5.11.2. Mitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Apartments Mid Rise	668,212	690	0.0489	0.0069	0.00
Enclosed Parking with Elevator	146,181	690	0.0489	0.0069	0.00

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Apartments Mid Rise	6,261,998	50,155
Enclosed Parking with Elevator	0.00	0.00

5.12.2. Mitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Apartments Mid Rise	6,261,998	50,155
Enclosed Parking with Elevator	0.00	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Apartments Mid Rise	98.7	—
Enclosed Parking with Elevator	0.00	—

5.13.2. Mitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Apartments Mid Rise	98.7	—
Enclosed Parking with Elevator	0.00	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced

Apartments Mid Rise	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Apartments Mid Rise	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00

5.14.2. Mitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Apartments Mid Rise	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Apartments Mid Rise	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor

5.15.2. Mitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor

5.16.2. Process Boilers

Equipment Type	Fuel Type	Number	Boiler Rating (MMBtu/hr)	Daily Heat Input (MMBtu/day)	Annual Heat Input (MMBtu/yr)

5.17. User Defined

Equipment Type	Fuel Type

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1.2. Mitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.1.2. Mitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

5.18.2.2. Mitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

Cal-Adapt midcentury 2040–2059 average projections for four hazards are reported below for your project location. These are under Representation Concentration Pathway (RCP) 8.5 which assumes GHG emissions will continue to rise strongly through 2050 and then plateau around 2100.

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	13.6	annual days of extreme heat
Extreme Precipitation	6.30	annual days with precipitation above 20 mm
Sea Level Rise	0.00	meters of inundation depth
Wildfire	0.00	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about ¾ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (Radke et al., 2017, CEC-500-2017-008), and consider inundation location and depth for the San Francisco Bay, the Sacramento-San Joaquin River Delta and California coast resulting different increments of sea level rise coupled with extreme storm events. Users may select from four scenarios to view the range in potential inundation depth for the grid cell. The four scenarios are: No rise, 0.5 meter, 1.0 meter, 1.41 meters
Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	1	0	0	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A

Sea Level Rise	1	0	0	N/A
Wildfire	1	0	0	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	0	0	0	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	1	1	1	2
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	1	1	2
Wildfire	1	1	1	2
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	1	1	1	2

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	88.7
AQ-PM	63.2
AQ-DPM	42.0
Drinking Water	83.1
Lead Risk Housing	64.7
Pesticides	0.00
Toxic Releases	61.6
Traffic	56.9
Effect Indicators	—
CleanUp Sites	92.3
Groundwater	59.6
Haz Waste Facilities/Generators	43.7
Impaired Water Bodies	43.8
Solid Waste	0.00
Sensitive Population	—
Asthma	38.1
Cardio-vascular	24.7
Low Birth Weights	65.4
Socioeconomic Factor Indicators	—
Education	71.6
Housing	81.8

Linguistic	95.3
Poverty	74.7
Unemployment	49.9

7.2. Healthy Places Index Scores

The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Economic	—
Above Poverty	27.42204543
Employed	67.86860003
Median HI	26.44681124
Education	—
Bachelor's or higher	39.89477736
High school enrollment	2.399589375
Preschool enrollment	83.81881175
Transportation	—
Auto Access	15.29577826
Active commuting	76.99217246
Social	—
2-parent households	54.11266521
Voting	16.25818042
Neighborhood	—
Alcohol availability	10.22712691
Park access	81.35506224
Retail density	76.4275632
Supermarket access	94.25125112
Tree canopy	66.98319004

Housing	—
Homeownership	14.731169
Housing habitability	7.737713332
Low-inc homeowner severe housing cost burden	11.22802515
Low-inc renter severe housing cost burden	30.01411523
Uncrowded housing	10.08597459
Health Outcomes	—
Insured adults	9.008084178
Arthritis	27.4
Asthma ER Admissions	51.9
High Blood Pressure	32.4
Cancer (excluding skin)	32.7
Asthma	43.1
Coronary Heart Disease	13.8
Chronic Obstructive Pulmonary Disease	19.2
Diagnosed Diabetes	29.7
Life Expectancy at Birth	62.0
Cognitively Disabled	25.4
Physically Disabled	12.2
Heart Attack ER Admissions	43.8
Mental Health Not Good	34.8
Chronic Kidney Disease	20.1
Obesity	36.0
Pedestrian Injuries	19.6
Physical Health Not Good	27.0
Stroke	19.7
Health Risk Behaviors	—

Binge Drinking	60.3
Current Smoker	37.0
No Leisure Time for Physical Activity	37.6
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	0.0
Children	31.0
Elderly	42.6
English Speaking	6.7
Foreign-born	92.1
Outdoor Workers	35.9
Climate Change Adaptive Capacity	—
Impervious Surface Cover	45.2
Traffic Density	78.5
Traffic Access	87.4
Other Indices	—
Hardship	78.8
Other Decision Support	—
2016 Voting	9.8

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	76.0
Healthy Places Index Score for Project Location (b)	23.0
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	Yes
Project Located in a Low-Income Community (Assembly Bill 1550)	Yes
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.
b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

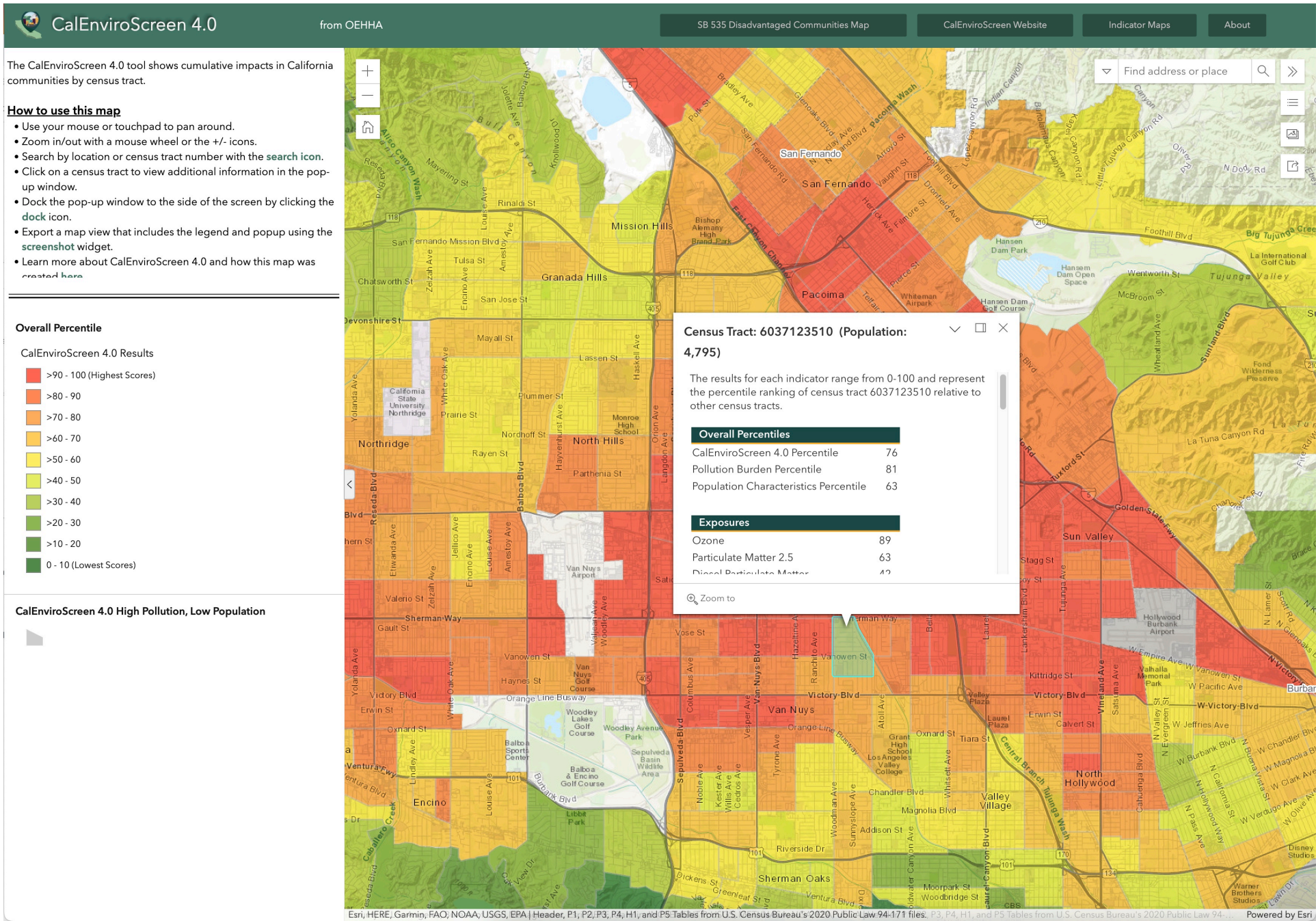
No Health & Equity Custom Measures created.

8. User Changes to Default Data

Screen	Justification
Land Use	Project plans. Population estimate from Overland Traffic Consultants, Inc. Transportation Assessment for Mixed-Use Project Located at 13610 W. Sherman Way. City of Los Angeles VMT Calculator, v1.4 Project Screening Summary.
Construction: Construction Phases	Developer information
Construction: Off-Road Equipment	—
Operations: Hearths	Project plans
Construction: Trips and VMT	—

DouglasKim+Associates,LLC

CALENVIROSCREEN 4.0 OUTPUT


CalEnviroScreen 4.0
from OEHHA
SB 535 Disadvantaged Communities Map
CalEnviroScreen Website
Indicator Maps
About
The CalEnviroScreen 4.0 tool shows cumulative impacts in California communities by census tract.
How to use this map
• Use your mouse or touchpad to pan around.
• Zoom in/out with a mouse wheel or the +/- icons.
• Search by location or census tract number with the search icon.
• Click on a census tract to view additional information in the pop-up window.
• Dock the pop-up window to the side of the screen by clicking the dock icon.
• Export a map view that includes the legend and popup using the screenshot widget.
• Learn more about CalEnviroScreen 4.0 and how this map was created here
Overall Percentile
CalEnviroScreen 4.0 Results
>90 - 100 (Highest Scores)
>80 - 90
>70 - 80
>60 - 70
>50 - 60
>40 - 50
>30 - 40
>20 - 30
>10 - 20
0 - 10 (Lowest Scores)
CalEnviroScreen 4.0 High Pollution, Low Population
Find address or place
Census Tract: 6037123510 (Population: 4,795)
The results for each indicator range from 0-100 and represent the percentile ranking of census tract 6037123510 relative to other census tracts.
Overall Percentiles
CalEnviroScreen 4.0 Percentile 76
Pollution Burden Percentile 81
Population Characteristics Percentile 63
Exposures
Ozone 89
Particulate Matter 2.5 63
Zoom to
San Fernando
Mission Hills
Granada Hills
Pacoima
Northridge
North Hills
Sun Valley
Van Nuys
North Hollywood
Valley Village
Encino
Sherman Oaks
Esri, HERE, Garmin, FAO, NOAA, USGS, EPA | Header, P1, P2, P3, P4, H1, and P5 Tables from U.S. Census Bureau's 2020 Public Law 94-171 files.
Powered by Esri

APPENDIX E – HISTORICAL RESOURCES MEMO

Sapphos
environmental inc.

March 6, 2023
Project No. 2539-006
Historic Preservation Services for
13610–13616 Sherman Way, Van Nuys, CA

MEMORANDUM FOR THE RECORD
2.6 2539-006.M01

TO: Mr. Michael Gonzales

FROM: Sapphos Environmental, Inc.
(Ms. Carrie Chasteen)

SUBJECT: Historic Assessment for 13610–13616 Sherman Way in Van Nuys, California

EXECUTIVE SUMMARY

This Memorandum for the Record (MFR) recounts the findings for the subject property located at 13610–13616 Sherman Way, in the Van Nuys Community Plan Area of the City of Los Angeles (City), California. Sapphos Environmental, Inc. (Ms. Carrie Chasteen and Mr. Scott Torres) was retained by the client to complete due diligence research for the subject property. Methods included a site visit to document the site, archival research, and City building permits.

Sapphos Environmental, Inc. determined the subject property is not a historical resource pursuant to Section 15064.5(a) of the CEQA Guidelines. Additionally, the subject property is not eligible for listing in the National Register of Historic Places (National Register) or California Register of Historical Resources (California Register), or for designation as a City Historic-Cultural Monument (HCM). Any future construction plans would not result in a substantial adverse change to a historical resource.

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INTRODUCTION

Sapphos Environmental, Inc. (Ms. Carrie Chasteen and Mr. Scott Torres) was retained by the Gonzales Law Group (Mr. Michael Gonzales) to prepare a Due Diligence Memorandum to inform a preliminary evaluation of the parcel to determine if one or more buildings are a historical resource pursuant to the California Environmental Quality Act (CEQA) Guidelines Section 15064.5(a).

REGULATORY SETTING

Federal

The National Historic Preservation Act of 1966, as amended, defines the criteria to be considered eligible for listing in the National Register:

> *The quality of significance in American history, architecture, archeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of* location, design, setting, materials, workmanship, feeling, *and* association *and*
>
> *A. that are associated with events that have made a significant contribution to the broad patterns of our history; or*
>
> *B. that are associated with the lives of persons significant in our past; or*
>
> *C. that embody distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or*
>
> *D. that have yielded, or may be likely to yield, information important in prehistory or history* (36 Code of Federal Regulations [CFR] Section part 63).

According to *National Register Bulletin No. 15*, "to be eligible for listing in the National Register, a property must not only be shown to be significant under National Register criteria, but it also must have integrity." Integrity is defined in *National Register Bulletin No. 15* as "the ability of a property to convey its significance."[1] Within the concept of integrity, the National Register recognizes the following seven aspects or qualities that in various combinations define integrity*: location, design, setting, materials, workmanship, feeling*, and *association*.

[1] National Park Service, U.S. Department of the Interior. 2017. "National Register No. 15: How to Apply the National Register Criteria for Evaluation." Available at: https://www.nps.gov/nr/publications/bulletins/nrb15/

State of California

Section 5024.1(c), Title 14 California Code of Regulations, Section 4852 of the California Public Resources Code defines the criteria to be considered eligible for listing in the California Register:

> *A resource may be listed as an historical resource in the California Register if it meets any of the following* [National Register] *criteria:*
>
> 1. *Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;*
> 2. *Is associated with the lives of persons important in our past;*
> 3. *Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or*
> 4. *Has yielded, or may be likely to yield, information important in prehistory or history.*

Section 4852(C) of the California Code of Regulations[2] defines integrity as follows:

> *Integrity is the authenticity of an historical resource's physical identity evidenced by the survival of characteristics that existed during the resource's period of significance. Historical resources eligible for listing in the California Register must meet one of the criteria of significance described in section 4852(b) of this chapter and retain enough of their historic character or appearance to be recognizable as historical resources and to convey the reasons for their significance. Historical resources that have been rehabilitated or restored may be evaluated for listing.*

The California Office of Historic Preservation provides the following guidance for completing historic resource surveys:

> *Historic resource surveys are performed to identify, record, and evaluate historic properties within a community, neighborhood, project area, or region. Surveys provide information needed to make informed planning decisions, prioritize preservation goals and objectives, develop and implement land use policies, perform environmental reviews pursuant to CEQA, develop adaptive reuse and heritage tourism initiatives, educate the public and increase the understanding of and appreciation for the built environment as a tangible reminder of the community's history. Surveys also assist in the identification of resources worthy of designation in a local register of historic resources, the California Register, or the National Register, as well as properties potentially eligible for federal tax benefits or other state and local preservation incentives.*
>
> *Surveys should be updated regularly to consider properties that may have achieved significance since the survey was originally conducted and to incorporate resources that were initially overlooked. Updating an existing survey offers an opportunity to identify and document physical changes that have occurred to a property and its surroundings since the last survey, and to identify sites where historic properties have since been moved or demolished. Finally, as architectural values were often the only criterion for significance in*

[2] Office of Historic Preservation, California State Parks. 1999. California State Law and Historic Preservation, 4853 (c), p.66.

older surveys and resources were frequently only evaluated for the National Register, a survey update should provide for reevaluating properties within broader historic contexts using local, California, and National Register criteria.

Local government surveys should consider the presence of potential historic districts which may be eligible for national, state, or local designation or may warrant special consideration in local planning such as the development of design guidelines, historical preservation overlay zones (HPOZs), conservation zones, or review by a historic preservation commission prior to granting permits for demolitions or other actions which could alter or destroy district contributors.[3]

California Environmental Quality Act 15064.5. Determining the Significance of Impacts to Archaeological and Historical Resources

(a) For purposes of this section, the term "historical resources" shall include the following:

(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 (Pub. Res. Code § 5024.1, Title 14 CCR, Section 4850 et seq.).

(2) A resource included in a local register of historical resources, as defined in section 5020.1(k) of the Public Resources Code or identified as significant in an historical resource survey meeting the requirements section 5024.1(g) of the Public Resources Code, shall be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.

(3) Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be an historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the California Register of Historical Resources (Pub. Res. Code § 5024.1, Title 14 CCR, Section 4852) including the following:

[3] Office of Historic Preservation, California State Parks. 2018. Historic Resource Surveys. http://ohp.parks.ca.gov/?page_id=23317

(A) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;

(B) Is associated with the lives of persons important in our past;

C) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or

(D) Has yielded, or may be likely to yield, information important in prehistory or history.

(4) The fact that a resource is not listed in, or determined to be eligible for listing in the California Register of Historical Resources, not included in a local register of historical resources (pursuant to section 5020.1(k) of the Public Resources Code), or identified in an historical resources survey (meeting the criteria in section 5024.1(g) of the Public Resources Code) does not preclude a lead agency from determining that the resource may be an historical resource as defined in Public Resources Code sections 5020.1(j) or 5024.1.

(b) A project with an effect that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment.

(1) Substantial adverse change in the significance of an historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired.

(2) The significance of an historical resource is materially impaired when a project:

(A) Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register of Historical Resources; or

(B) Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources pursuant to section 5020.1(k) of the Public Resources Code or its identification in an historical resources survey meeting the requirements of section 5024.1(g) of the Public Resources Code, unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or

(C) Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the

California Register of Historical Resources as determined by a lead agency for purposes of CEQA.

(3) Generally, a project that follows the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings or the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings (1995), Weeks and Grimmer, shall be considered as mitigated to a level of less than a significant impact on the historical resource.

(4) A lead agency shall identify potentially feasible measures to mitigate significant adverse changes in the significance of an historical resource. The lead agency shall ensure that any adopted measures to mitigate or avoid significant adverse changes are fully enforceable through permit conditions, agreements, or other measures.

(5) When a project will affect state-owned historical resources, as described in Public Resources Code Section 5024, and the lead agency is a state agency, the lead agency shall consult with the State Historic Preservation Officer as provided in Public Resources Code Section 5024.5. Consultation should be coordinated in a timely fashion with the preparation of environmental documents.

(c) CEQA applies to effects on archaeological sites.

(1) When a project will impact an archaeological site, a lead agency shall first determine whether the site is an historical resource, as defined in subdivision (a).

(2) If a lead agency determines that the archaeological site is an historical resource, it shall refer to the provisions of Section 21084.1 of the Public Resources Code, and this section, Section 15126.4 of the Guidelines, and the limits contained in Section 21083.2 of the Public Resources Code do not apply.

(3) If an archaeological site does not meet the criteria defined in subdivision (a), but does meet the definition of a unique archeological resource in Section 21083.2 of the Public Resources Code, the site shall be treated in accordance with the provisions of section 21083.2. The time and cost limitations described in Public Resources Code Section 21083.2 (c–f) do not apply to surveys and site evaluation activities intended to determine whether the project location contains unique archaeological resources.

(4) If an archaeological resource is neither a unique archaeological nor an historical resource, the effects of the project on those resources shall not be considered a significant effect on the environment. It shall be sufficient that both the resource and the effect on it are noted in the Initial Study or EIR, if one is prepared to address impacts on other resources, but they need not be considered further in the CEQA process.

(d) When an initial study identifies the existence of, or the probable likelihood, of Native American human remains within the project, a lead agency shall work with the appropriate Native Americans as identified by the Native American Heritage Commission as provided in Public Resources Code Section 5097.98.

The applicant may develop an agreement for treating or disposing of, with appropriate dignity, the human remains and any items associated with Native American burials with the appropriate Native Americans as identified by the Native American Heritage Commission. Action implementing such an agreement is exempt from:

(1) The general prohibition on disinterring, disturbing, or removing human remains from any location other than a dedicated cemetery (Health and Safety Code Section 7050.5).

(2) The requirements of CEQA and the Coastal Act.

(e) In the event of the accidental discovery or recognition of any human remains in any location other than a dedicated cemetery, the following steps should be taken:

(1) There shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until:

(A) The coroner of the county in which the remains are discovered must be contacted to determine that no investigation of the cause of death is required, and

(B) If the coroner determines the remains to be Native American:

1. The coroner shall contact the Native American Heritage Commission within 24 hours.

2. The Native American Heritage Commission shall identify the person or persons it believes to be the most likely descended from the deceased Native American.

3. The most likely descendent may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Section 5097.98, or

(2) Where the following conditions occur, the landowner or his authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance.

(A) The Native American Heritage Commission is unable to identify a most likely descendent or the most likely descendent failed to make a recommendation within 24 hours after being notified by the commission.

(B) The descendant identified fails to make a recommendation; or

(C) The landowner or his authorized representative rejects the recommendation of the descendant, and the mediation by the Native American Heritage Commission fails to provide measures acceptable to the landowner.

(f) As part of the objectives, criteria, and procedures required by Section 21082 of the Public Resources Code, a lead agency should make provisions for historical or unique archaeological resources accidentally discovered during construction. These provisions should include an immediate evaluation of the find by a qualified archaeologist. If the find is determined to be an historical or unique archaeological resource, contingency funding and a time allotment sufficient to allow for implementation of avoidance measures or appropriate mitigation should be available. Work could continue on other parts of the building site while historical or unique archaeological resource mitigation takes place.

City of Los Angeles

Historic-Cultural Monument. Section 22.171.7 of the City Cultural Heritage Ordinance defines a Historic-Cultural Monument (HCM):

For purposes of this article, a Historic-Cultural Monument (HCM) is any site (including significant trees or other plant life located on the site), building or structure of particular historic or cultural significance to the City of Los Angeles. A proposed Monument may be designated by the City Council upon the recommendation of the Commission if it meets at least one of the following criteria:

1. *Is identified with important events of national, state, or local history, or exemplifies significant contributions to the broad cultural, economic, or social history of the nation, state, city or community;*

2. *Is associated with the lives of historic personages important to national, state, city, or local history; or*

3. *Embodies the distinctive characteristics of a style, type, period, or method of construction; or represents a notable work of a master designer, builder, or architect whose individual genius influenced his or her age.*[4]

[4] City of Los Angeles. 2018. Ordinance No. 185472, Section 22.171.7. Available at: https://preservation.lacity.org/sites/default/files/Cultural%20Heritage%20Ordinance%2C%20Revised%202018.pdf

Unlike the National and California Registers, the City Cultural Heritage Ordinance makes no mention of concepts such as integrity or period of significance. Additionally, properties do not have to reach a minimum age, such as 45 to 50 years, to be designated as HCMs.

Historic Preservation Overlay Zone. The City has established 36 Historic Preservation Overlay Zones (HPOZs), or historic districts. City Ordinance No. 175891 amended Section 12.20.3 of the City's municipal code regarding HPOZs. The purpose of the ordinance was stated as:

> *It is hereby declared as a matter of public policy that the recognition, preservation, enhancement, and use of buildings, structures, landscaping, natural features, and areas within the City of Los Angeles having historic, architectural, cultural, or aesthetic significance are required in the interest of the health, economic prosperity, cultural enrichment, and general welfare of the people.*

Contributing elements are defined as any building, structure, landscape, or natural feature identified in a historic resource survey as contributing to the historic significance of the HPOZ, including a building or structure which has been altered, where the nature and extent of the alterations are determined reversible by the historic resources survey.

METHODOLOGY

To assess the potential significance of the subject property, a site visit was conducted to document the exterior of the building using digital photography. Building permits from the City were reviewed. Sanborn Fire Insurance maps and historic issues of the *Los Angeles Times* and *Los Angeles Sentinel* were also reviewed. The purpose of the research was to determine whether the subject property has been substantially altered, is associated with a significant event or person, or is the work of a master architect.

CONSTRUCTION HISTORY

The Los Angeles County Assessor portal and City Department of Building and Safety records were reviewed. The buildings between 13610–13616 were constructed between 1947[5] and 1952.[6] The building permits did not identify an architect associated with the design of the buildings. The building permits from 1947 identify John E. Mackel as the licensed engineer associated with construction. A permit was issued in 1962[7] to construct a beauty shop on the site. A review of additional permits indicates the beauty shop was located at 13610. An additional permit was issued in 1968[8] to complete an addition to the unit at 13616. A permit was issued in 1972[9] to convert the 10- by 18-foot portion of the carport structure at 13616 into a storage area. A permit was issued in 1974[10] to add space to the beauty shop. A permit was issued in 1977[11] to convert the storage space located at in the beauty shop to a bathroom. A permit was issued in 1978[12] to erect a pole sign. A permit was

[5] City of Los Angeles: Van Nuys District Building Permit, Issued 15 September 1947. Permit No. 1947LA30540, 1947LA30541, and 1947LA30542.

[6] City of Los Angeles: Van Nuys District Building Permit, Issued 8 January 1952. Permit No. 1952VN19167.

[7] City of Los Angeles: Van Nuys District Building Permit, Issued 9 July 1962. Permit No. 1962VN12601.

[8] City of Los Angeles: Van Nuys District Building Permit, Issued 29 May 1968. Permit No. 1968VN30590.

[9] City of Los Angeles: Van Nuys District Building Permit, Issued 5 October 1972. Permit No. 1972VN89415.

[10] City of Los Angeles: Van Nuys District Building Permit, Issued 15 January 1974. Permit No. 1974VN05985.

[11] City of Los Angeles: Van Nuys District Building Permit, Issued 29 November 1977. Permit No. 1977VN67826.

[12] City of Los Angeles: Van Nuys District Building Permit, Issued 27 December 1978. Permit No. 1978VN48275

issued in 2003[13] for the completion of roofing repair at the 13610 unit. A permit was issued in 2010[14] to convert the beauty shop and guest room area back to a duplex with attached carport. The unit addressed at 13620 was not included in the original design of the apartment court. A permit associated with the construction of the unit at 13620 was not available from the City.

SITE VISIT

Sapphos Environmental, Inc. conducted a site visit on February 9, 2023, for the purposes of documenting the site. The site is a courtyard-style complex of modest cottages oriented on the outside of a circular asphalt pathway. The majority of the cottages on site are vernacular and appear to be exact replicas of one another. The buildings on the site are not visible from the public right-of-way and are set back from Sherman Way to the south.

The buildings are made of two units. Each building features split-sloped roofs that are clad in composition shingles. The façades are clad in smooth stucco and feature rectangular picture windows and single-hung windows. Based on a visual inspection of the units, the wood windows appear to be original material. A flat carport roof extends between both units. Some individual units have wooden trellises appended to the façade and others do not. Additional features include semi-circular lawn spaces in front of each unit and brick planters. Each unit is accessible from the asphalt pathway that leads guests around the complex and out onto Sherman Way.

13610–13610 ½ Sherman Way

Primary Façade, 13610 Sherman Way (view southeast)
SOURCE: *Sapphos Environmental, Inc., 2023*

[13] City of Los Angeles Building Permit, Issued 27 March 2003. Permit No. 03016-20000-05755.

[14] City of Los Angeles Building Permit, Issued 4 August 2010. Permit No. 10016-10000-10755.

Primary Façade, 13610 Sherman Way (view east)
SOURCE: *Sapphos Environmental, Inc., 2023*

Primary Façade, 13610 ½ Sherman Way (view southeast)
SOURCE: *Sapphos Environmental, Inc., 2023*

13612–13612 ½ Sherman Way

Primary Façade, 13612 Sherman Way (view east)
SOURCE: *Sapphos Environmental, Inc., 2023*

Primary Entrance and Carport, 13612 Sherman Way (view east)
SOURCE: *Sapphos Environmental, Inc., 2023*

Primary Façade, 13612 ½ Sherman Way (view southeast)
SOURCE: Sapphos Environmental, Inc., 2023

13614–13614 ½ Sherman Way

Primary Façade, 13614 Sherman Way (view southeast)
SOURCE: *Sapphos Environmental, Inc., 2023*

Primary Façade, 13614 ½ Sherman Way (view southwest)
SOURCE: *Sapphos Environmental, Inc., 2023*

13616–13616 ½ Sherman Way

Primary Façade, 13616 Sherman Way (view southwest)
SOURCE: *Sapphos Environmental, Inc., 2023*

Primary Façade, 13616 Sherman Way (view southwest)
SOURCE: *Sapphos Environmental, Inc., 2023*

Primary Façade, 13616 ½ Sherman Way (view northwest)
SOURCE: *Sapphos Environmental, Inc., 2023*

Primary Façade, 13616 ½ Sherman Way (view west)
SOURCE: *Sapphos Environmental, Inc., 2023*

13618–13618 ½ Sherman Way

Primary Façade, 13618 Sherman Way (view southwest)
SOURCE: *Sapphos Environmental, Inc., 2023*

Primary Façade, 13618 ½ Sherman Way (view northwest)
SOURCE: *Sapphos Environmental, Inc., 2023*

13620 Sherman Way

Primary Façade, 13620 Sherman Way (view north)
SOURCE: *Sapphos Environmental, Inc., 2023*

Primary Façade, 13620 Sherman Way (view north)
SOURCE: *Sapphos Environmental, Inc., 2023*

Primary Façade, 13620 Sherman Way (view north)
SOURCE: *Sapphos Environmental, Inc., 2023*

Primary Façade, 13620 Sherman Way (view north)
SOURCE: *Sapphos Environmental, Inc., 2023*

PRELIMINARY FINDINGS

CEQA Analysis

The site was evaluated to determine if the site or buildings on the site are considered to be historical resources pursuant to CEQA. Newspaper and assessor records research revealed that the apartment court is located on Tract 1081 in the City. The tract was originally surveyed in 1910 and was mutually owned by the Lankershim Land Company, the Lankershim Development Company, Title Insurance and Trust, and B.F. Elliot. The initial development of the subject property began 37 years after the tract was originally surveyed. Newspaper research revealed that advertisements regarding lots for sale in the tract began in 1915 and did not go beyond 1926. An additional newspaper search provided numerous vacancy advertisements between 1948 and 1959. Based on newspaper research, the property does not appear to be associated with a demonstrably significant event associated with the City, state, or nation. Information beyond initial lot sales and apartment vacancies was not found in historical newspaper articles. Information pertaining to the subject property's ordinary existence as multi-family complex in the City revealed nothing to assert that the subject property was a significant development in the City. The subject property does not appear to be associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.

The subject property was not found to be associated with a person(s) important in our past.

Based on a visual inspection of the property and a review of all the associated building permits, the subject property does not embody the distinctive characteristics of a type, period, region, or method of construction, does not represent the work of an important creative individual, or possesses high artistic value. Over the course of time the subject property site has been altered. The unit at 13610 underwent substantial alterations that include the construction of storage space and a beauty shop. Additionally, the unit at 13616 features vinyl windows that do not match the wood windows found throughout the building. Based on a review of historic aerial photographs, it appears that the unit at 13620 was built after 1966. Finally, there was no information regarding the professional life of John E. Mackel to identify him as a master builder.

The subject property does not appear to yield, or may be likely to yield, information important in prehistory or history. The site was graded during the original construction, and it is unlikely that a new construction project would unearth archeological remains considered pre-historic/historic archeological/cultural resources. However, based on a review of historic topographic maps, the site is located within the historic bed of the Tujunga Wash. Therefore, a potential to encounter prehistoric archaeological resources during ground-disturbing activities in native, undisturbed soils exists. Research in historic topographic maps does not indicate there were historic churches or formal cemeteries in the general vicinity of the project site, and the likely to encounter human remains is minimal.

Based on information found in historical newspaper articles, tract development history, City building permits, and a visual inspection of the subject property, it appears that the subject property does not appear to be historically significant. Therefore, the subject property is not a historical resource pursuant to Section 15064.5(a) of the CEQA Guidelines.

NATIONAL REGISTER OF HISTORIC PLACES

Criterion A

The subject property is not eligible for listing in the National Register pursuant to Criterion A. Based on the information reviewed in historic newspaper articles regarding the development of the tract and construction of the subject property, the subject property is not associated with events that have made a significant contribution to the broad patterns of our history.

Criterion B

The subject property is not eligible for listing in the National Register pursuant to Criterion B. the subject property is not associated with the lives of persons significant in our past.

Criterion C

The subject property is not eligible for listing in the National Register pursuant to Criterion C. The subject property does not embody the distinctive characteristics of a type, period, region, or method of construction, does not represent the work of an important creative individual, or possesses high artistic value. Over the course of time the subject property site has been altered. The unit at 13616 underwent substantial alterations that include the construction of storage space and a beauty shop. Additionally, the unit at 13616 features vinyl windows that do not match the wood windows found throughout the building. The unit addressed at 13620 was not included in the original design of the

apartment court. A permit associated with the construction of the unit at 13620 was not available from the City. Based on a review of historic aerial photographs, it appears that the unit at 13620 was built after 1966. Finally, there is no information regarding the professional life of John E. Mackel to identify him as a master builder.

Criterion D

The subject property does not appear to yield, or may be likely to yield, information important in prehistory or history. The site was graded during the original construction, and it is unlikely that a new construction project would unearth archeological remains considered pre-historic/historic archeological/cultural resources. However, based on a review of historic topographic maps, the site is located within the historic bed of the Tujunga Wash. Therefore, a potential to encounter prehistoric archaeological resources during ground-disturbing activities in native, undisturbed soils exists. Research in historic topographic maps does not indicate there were historic churches or formal cemeteries in the general vicinity of the project site, and the likeliness to encounter human remains is minimal.

CALIFORNIA REGISTER OF HISTORICAL RESOURCES

The California Register eligibility criteria mirror those of the National Register. Pursuant to Public Resources Code Section 5024.1(d)(1), properties listed in the National Register are automatically listed in the California Register. Therefore, the subject property is also not eligible for listing in the California Register.

CITY OF LOS ANGELES HISTORIC CULTURAL MONUMENT

Similarly, the HCM criteria are similar to the National Register and California Register criteria. Therefore, the subject property is not eligible for designation as an HCM.

CITY OF LOS ANGELES HISTORIC PRESERVATION OVERLAY ZONE

Neighboring buildings reflect an incoherent variety of dates of construction and styles of architecture. Therefore, the subject property would not contribute to a potential HPOZ.

CONCLUSION

Sapphos Environmental, Inc. has determined the subject property does not appear to be a historical resource pursuant to Section 15064.5(a) of the CEQA Guidelines. Additionally, the subject property does not appear to be eligible for listing in the National Register of Historic Places or California Register of Historical Resources, or for designation as a City of Los Angeles Historic-Cultural Monument. Any future construction plans would not result in a substantial impact to a historical resource.

Should there be any questions pertaining to this MFR, please contact Ms. Chasteen at (626) 683-3547, extension 102, or cchasteen@sapphosenvironmental.com.

REFERENCES

City of Los Angeles Permit. Issued 27 March 2003. Building Permit No. 03016-20000-05755.

City of Los Angeles. 2018. Ordinance No. 185472, Section 22.171.7. Available at: https://preservation.lacity.org/sites/default/files/Cultural%20Heritage%20Ordinance%2C%20Revised%202018.pdf

City of Los Angeles: Van Nuys District Building Permit, Issued 15 September 1947. Permit No. 1947LA30540, 1947LA30541, and 1947LA30542.

City of Los Angeles: Van Nuys District Building Permit, Issued 8 January 1952. Permit No. 1952VN19167.

City of Los Angeles: Van Nuys District Building Permit, Issued 23 April 1968. Permit No. 1968VN28729.

City of Los Angeles: Van Nuys District Building Permit, Issued 29 May 1968. Permit No. 1968VN30590.

City of Los Angeles: Van Nuys District Building Permit, Issued 5 October 1972. Permit No. 1972VN89415.

City of Los Angeles: Van Nuys District Building Permit, Issued 29 November 1977. Permit No. 1977VN67826.

City of Los Angeles: Van Nuys District Building Permit, Issued 27 December 1978. Permit No. 1978VN48275

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Office of Historic Preservation, California State Parks. 2018. Historic Resource Surveys. http://ohp.parks.ca.gov/?page_id=23317

Exhibit D – Tree Report

TREE REPORT

PREPARED FOR

GLG

PROPERTY

13610 Sherman Way

Los Angeles, CA 91405

CONTACT

Michael Gonzales

213-279-6966

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November 6, 2023

PREPARED BY

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TREE REPORT

13610 Sherman Way,
Van Nuys, CA 91405

SUMMARY

PROJECT OVERVIEW	
Site Address	**13610 Sherman Way, Van Nuys, CA 91405**
Location and/or Specific Plan	**Van Nuys**
Project Description	**Multi Family Housing**
Date of Site Visit	**September 30th, 2023**
Number of Protected Trees on Site	**0**

This Tree Report was prepared at the request of the property owner, GLG, who is preparing to build a multi-family housing project on this property. The subject property is 1.06 acres and is located in the Van Nuys (Valley Glen) area of Los Angeles. It is currently developed with multi family housing which the owner is preparing to demolish.

PROTECTED TREES, URBAN FORESTRY DIVISION

This property is under the jurisdiction of the City of Los Angeles and guided by the Native Tree Protection Ordinance No. 186873. **Protected Trees** are defined by this ordinance as oaks (*Quercus* sp.) indigenous to California but excluding the scrub oak (*Quercus dumosa*); Southern California black walnut (*Juglans californica var. californica*); Western sycamore (*Platanus racemosa*) and California bay laurel (*Umbellularia californica*) trees with a diameter at breast height (DBH) of four inches (4") or greater. **Protected Shrubs** are defined as Mexican elderberry (*Sambucus mexicana*); Toyon (*Heteromeles arbutifolia*) which measure four inches or more in cumulative diameter, four and one-half feet above the ground level at the base of the shrub.

There is one (1) Western Sycamore #13 that was intentionally installed and therefore does not meet the criteria of native naturally occurring, and therefore is not protected. Please see LADBS map and Historical photographs attached to this report regarding this tree.

There are NO trees or shrubs on this property that would be considered protected within the City of Los Angeles Native Tree Protection Ordinance.

NEIGHBOR TREES

I have also inspected the neighboring properties to confirm there are no protected tree species that are adjacent to the construction zone, or in areas of impact.

NON-PROTECTED SIGNIFICANT TREES, DEPARTMENT OF CITY PLANNING

The Department of City Planning requires the identification of the location, size, type and condition of all existing trees on the site with a DBH of 8 inches (8") or greater. These trees will be identified as **Non-Protected Significant Trees.**

At this time, I observed twenty-four (24) **Non-Protected Significant Trees** on the property. These trees will be impacted by construction and are recommended for removal and replacement to the satisfaction of the City of Los Angeles Department of City Planning.

ASSIGNMENT

The Assignment included:

- Field Observation and Inventory of Trees on Site
- Photographs of the subject trees are included in Appendix B
- Evaluation of potential construction impacts
- Matrix of proposed tree removals and trees to remain

LIMITS OF THE ASSIGNMENT

The field inspection was a visual, grade level tree assessment. No special tools or equipment were used. No tree risk assessments were performed. My site examination and the information in this report is limited to the date and time the inspection occurred. The information in this report is limited to the condition of the trees at the time of my inspection.

TREE CHARACTERISTICS AND SITE CONDITIONS

Detailed information with respect to size, condition, species and recommendations are included in the Summary of Field Inspections in Appendix C. The trees are numbered on the Tree Location Map in Appendix A.

IMPACT ANALYSIS AND SPECIFIC RECOMMENDATIONS

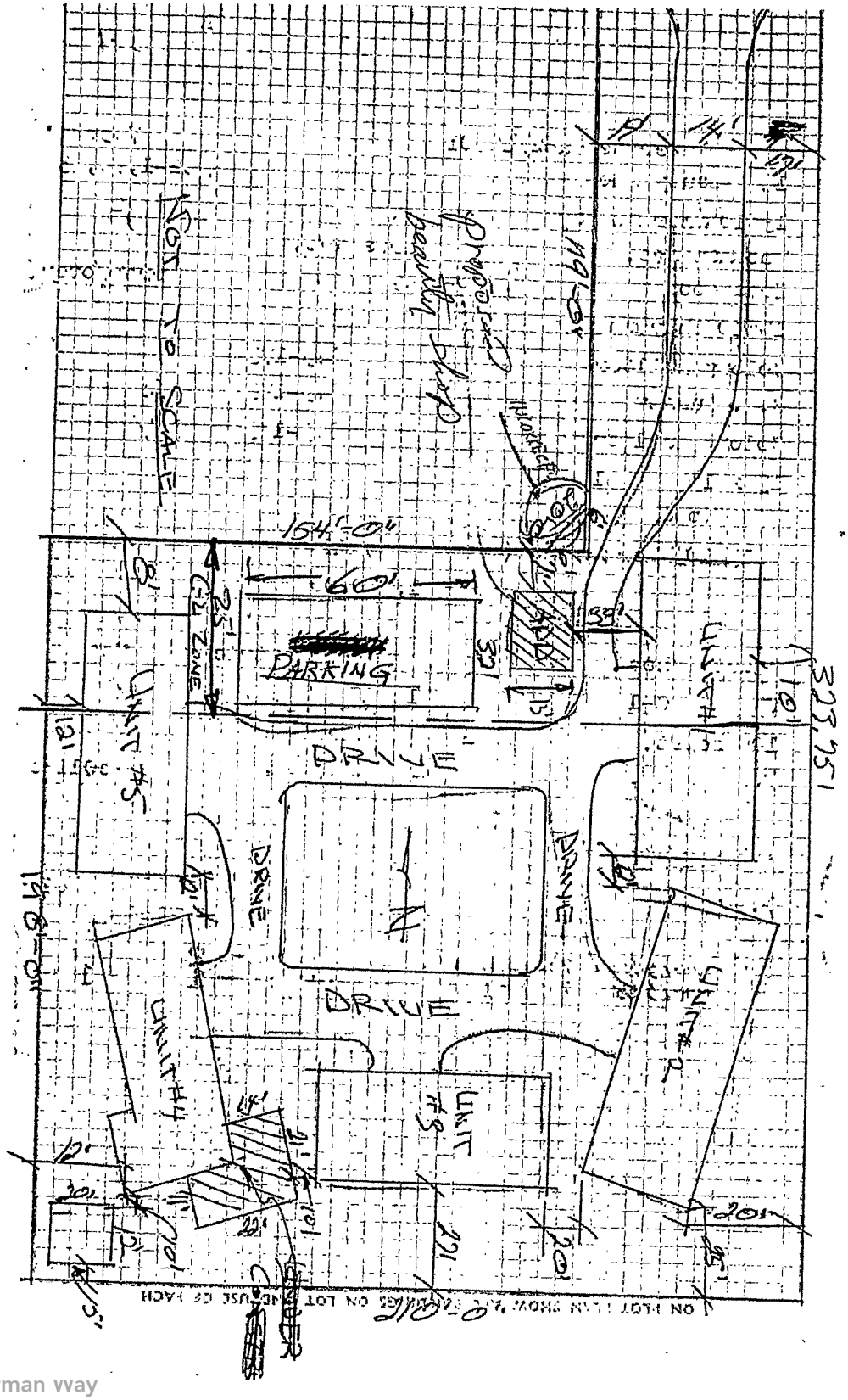
STREET TREES

There are no trees that are located in the front sidewalk portion of this property. There are no trees that meet the criteria of the City of Los Angeles Parkway Street Trees.

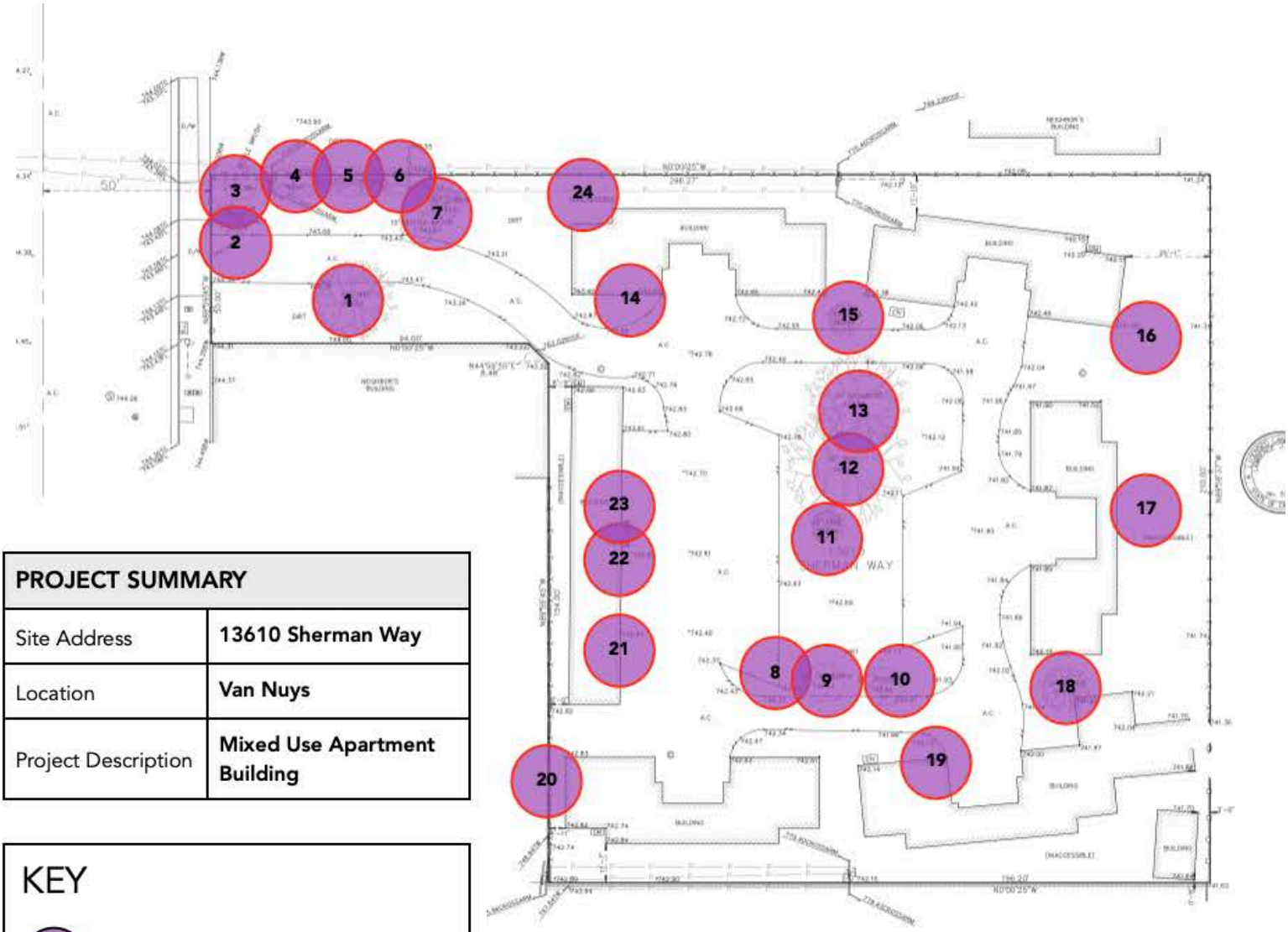
NON-PROTECTED TREES

Twenty-four (24) Non-Protected Significant Trees are in the direct footprint of the new construction and are recommended for removal.

LADBS MAP - Intentionally Installed Western Sycamore



APPENDIX A.1 - TREE LOCATION MAP, REDUCED Survey



PROJECT SUMMARY	
Site Address	**13610 Sherman Way**
Location	**Van Nuys**
Project Description	**Mixed Use Apartment Building**

KEY

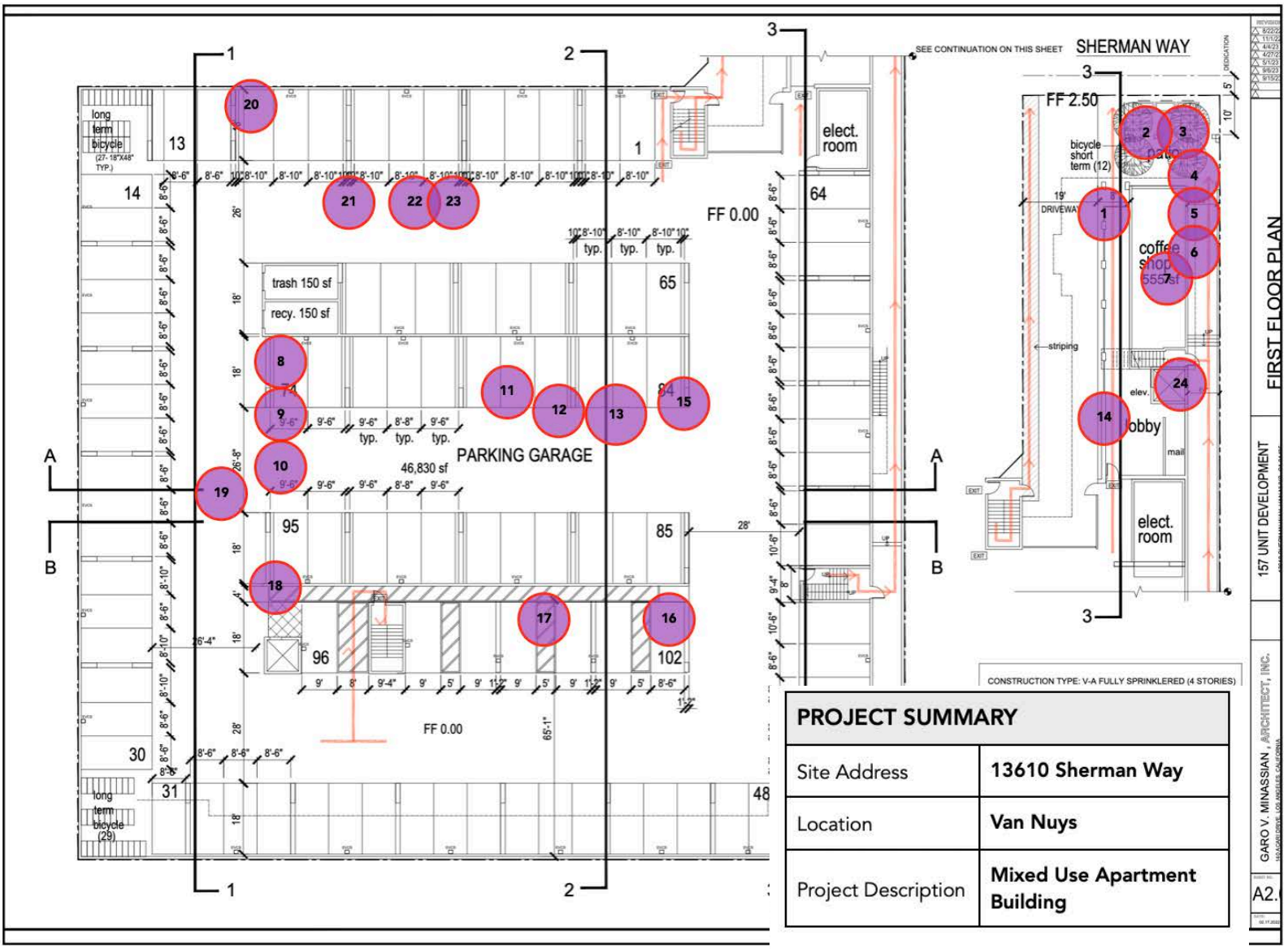
Non-Protected Significant Tree

Tree recommended for removal

SUMMARY OF REPLACEMENT

NON-SIGNIFICANT TREES, 8" DBH + REPLACED 1:1

APPENDIX A.2 - TREE LOCATION MAP, REDUCED Site Plan



PROJECT SUMMARY	
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SUMMARY OF REPLACEMENT

NON-SIGNIFICANT TREES, 8" DBH + REPLACED 1:1

APPENDIX B - PHOTOGRAPHS

PHOTO 1 - Shown here is a picture of Tree #1, the Northern Black Walnut Tree (*Juglans hindsii*). This is the non-protected species of the black walnut. This tree will be impacted by construction and is recommended for removal.

APPENDIX B - PHOTOGRAPHS

PHOTO 2 - Two Queen Palms are shown on the left. Trees #2 and #3. This tree will be impacted by construction and is recommended for removal.

APPENDIX B - PHOTOGRAPHS

PHOTO 3 - Bottlebrush trees (#4 & #5) will be impacted by construction and is recommended for removal. The numbered trees are under 8 " in DBH and do not meet the criteria to be considered non-protected.

APPENDIX B - PHOTOGRAPHS

PHOTO 4 - Bottlebrush trees (#6 & #7) will be impacted by construction and is recommended for removal. The numbered trees are under 8 " in DBH and do not meet the criteria to be considered non-protected.

APPENDIX B - PHOTOGRAPHS

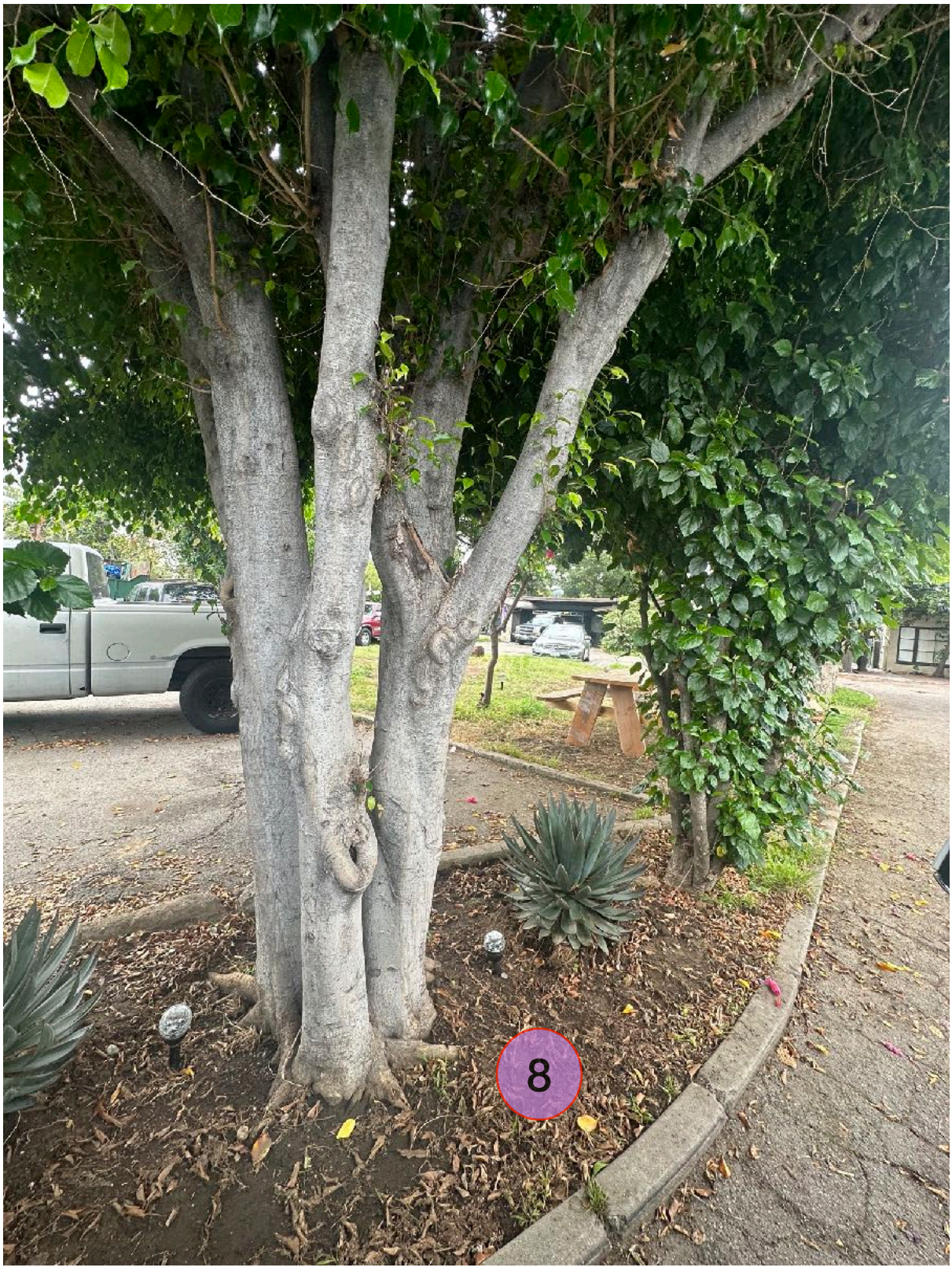


PHOTO 5 - Shown above is Tree # 8, the Weeping Fig (*Ficus benjamina*) This tree will be impacted by construction and is recommended for removal.

APPENDIX B - PHOTOGRAPHS

PHOTO 6 - Shows jacaranda trees #9 and #10, these trees will be impacted by construction and are recommended for removal.

APPENDIX B - PHOTOGRAPHS

PHOTO 7 - Shows jacaranda tree # 10. This tree will be impacted by construction and is recommended for removal.

APPENDIX B - PHOTOGRAPHS

PHOTO 8 - Shows Rubber Tree (*Ficus elastica*) #11. This tree will be impacted by construction and is recommended for removal.

APPENDIX B - PHOTOGRAPHS

PHOTO 9 - Shows Carob tree #12. This tree will be impacted by construction and is recommended for removal.

APPENDIX B - PHOTOGRAPHS

PHOTO 10 - Shown above is Tree #13, Western Sycamore. This tree was intentionally installed and therefore does not meet the criteria of native naturally occurring, and therefore is not protected. This tree will be impacted by construction and is recommended for removal.

APPENDIX B - PHOTOGRAPHS

PHOTO 11 - Shown above is Tree #13, Western Sycamore. This tree was intentionally installed and therefore does not meet the criteria of native naturally occurring, and therefore is not protected. This tree will be impacted by construction and is recommended for removal.

APPENDIX B - PHOTOGRAPHS

PHOTO 12 - Shown above is Tree #14, Weeping Fig (*Ficus benjamina*). This tree will be impacted by construction and is recommended for removal.

APPENDIX B - PHOTOGRAPHS

PHOTO 13 - Shown above is Tree #15, guava tree. This tree will be impacted by construction and is recommended for removal.

APPENDIX B - PHOTOGRAPHS

PHOTO 14 - Shown above is Tree #16, Crape myrtle. This tree will be impacted by construction and is recommended for removal.

APPENDIX B - PHOTOGRAPHS

PHOTO 15 - Shown above is Tree #17, Evergreen Ash This tree will be impacted by construction and is recommended for removal.

APPENDIX B - PHOTOGRAPHS

PHOTO 16 - Shown above is Tree #18, citrus tree. This tree will be impacted by construction and is recommended for removal.

APPENDIX B - PHOTOGRAPHS

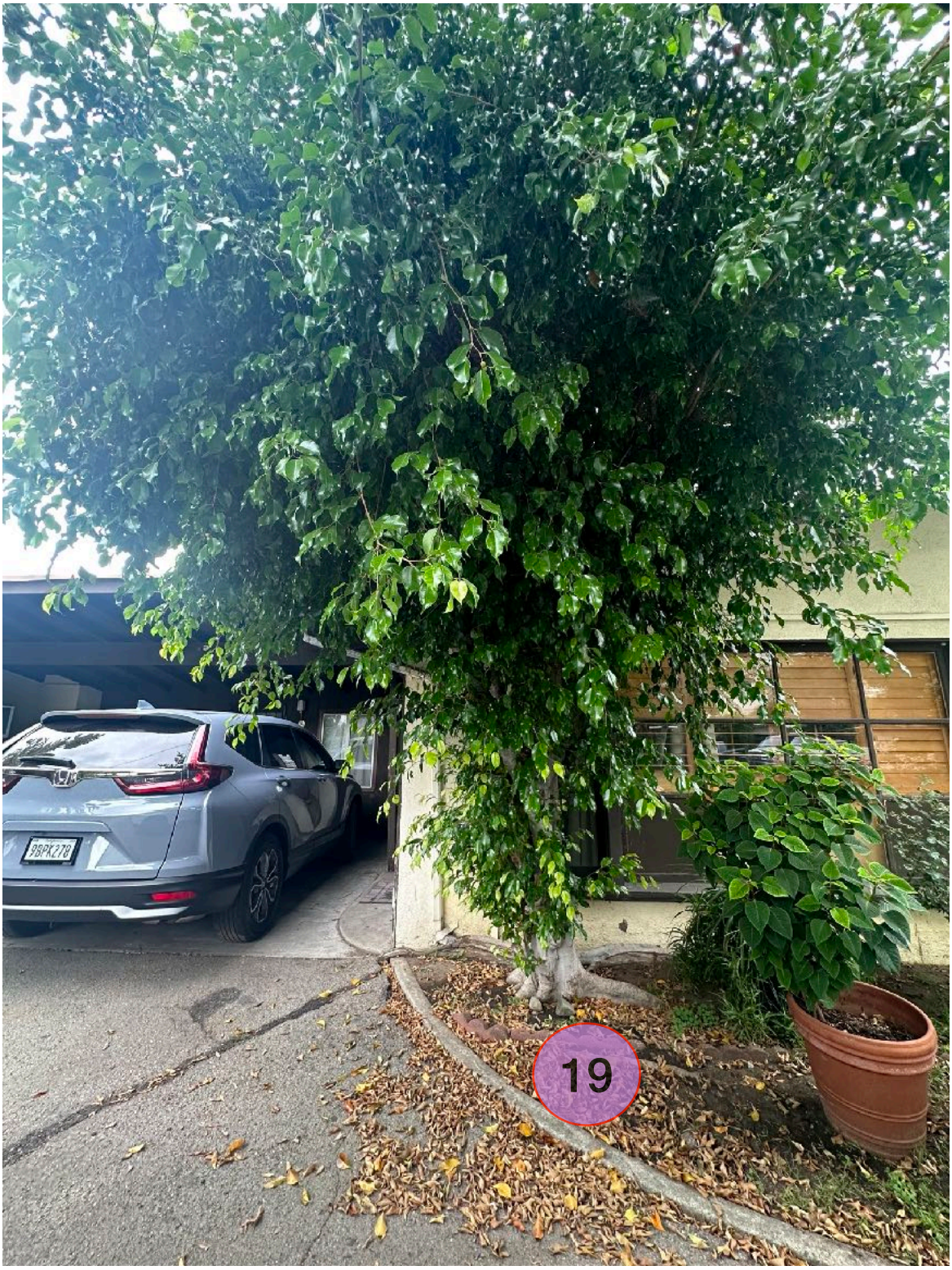


PHOTO 17 - Shown above is Tree #19, Weeping Fig (*Ficus benjamina*). This tree will be impacted by construction and is recommended for removal.

APPENDIX B - PHOTOGRAPHS

PHOTO 18 - Shown above is Tree #20, Weeping Fig (*Ficus benjamina*). This tree will be impacted by construction and is recommended for removal.

APPENDIX B - PHOTOGRAPHS

PHOTO 19 - Shown above is Tree #21, Weeping Fig (*Ficus benjamina*). This tree will be impacted by construction and is recommended for removal.

APPENDIX B - PHOTOGRAPHS

PHOTO 20 - Shown above is Tree #22, Weeping Fig (*Ficus benjamina*). This tree will be impacted by construction and is recommended for removal.

APPENDIX B - PHOTOGRAPHS

PHOTO 21 - Shown above is Tree #23 Weeping Fig (*Ficus benjamina*). This tree will be impacted by construction and is recommended for removal.

APPENDIX B - PHOTOGRAPHS

PHOTO 22 - Shown above is Tree #24, Eugenia. This tree will be impacted by construction and is recommended for removal.

APPENDIX B - PHOTOGRAPHS

PHOTO 23 - Shows a 1947 image from Historicalaerials.com. This aerial shows there are no trees.

APPENDIX B - PHOTOGRAPHS

PHOTO 23 - Shows a 1953 image from Historicalaerials.com. This aerial shows houses are there and center courtyard, and no sycamore.

APPENDIX B - PHOTOGRAPHS

PHOTO 23 - Shows a 1964 image from Historicalaerials.com. Now you can see the 2 large trees matching side by side in the center courtyard.

APPENDIX C - SUMMARY OF FIELD INSPECTION

Tree #	Species	Status	DBH (")	Height (')	Spread (')	Summary of Condition	Retain or Remove
1	Black Walnut *Juglans hindsiii*	Non-Protected	16,14	40	40	Fair	Remove
2	Queen Palm *Syagrus romanzoffiana*	Non-Protected	14	25	15	Poor	Remove
3	Queen Palm *Syagrus romanzoffiana*	Non-Protected	14	25	15	Poor	Remove
4	Bottlebrush *Melaleuca viminalis*	Non-Protected	10	15	15	Fair	Remove
5	Bottlebrush *Callistemon citrinus*	Non-Protected	8 +	15	10	Fair / Poor	Remove
6	Bottlebrush *Callistemon citrinus*	Non-Protected	8 +	15	10	Fair / Poor	Remove
7	Bottlebrush *Callistemon citrinus*	Non-Protected	8 +	15	10	Fair / Poor	Remove
8	Weeping Fig *Ficus benjamina*	Non-Protected	12,12,6	25	25	Fair	Remove
9	Jacaranda *Jacaranda mimosifolia*	Non-Protected	14,14	30	25	Fair	Remove
10	Jacaranda *Jacaranda mimosifolia*	Non-Protected	20	30	25	Fair / Poor	Remove
11	Rubber Tree *Ficus Elastica*	Non-Protected	12	25	15	Fair	Remove
12	Carob Tree *Ceratonia siliqua*	Non-Protected	30	30	25	Poor	Remove
13	Western Sycamore *Platanus racemosa*	Non-Protected	26	40	25	Poor	Remove
14	Weeping Fig *Ficus benjamina*	Non-Protected	8	15	12	Fair / Poor	Remove
15	Guava *Psidium guajava*	Non-Protected	9	20	10	Fair / Poor	Remove
16	Crepe Myrtle *Lagerstroemia indica*	Non-Protected	12 + Multi	15	15	Fair / Poor	Remove
17	Evergreen Ash *Fraxinus uhdei*	Non-Protected	12 +	40	30	Fair	Remove
18	Citrus spp.	Non-Protected	10	20	15	Fair	Remove
19	Weeping Fig *Ficus benjamina*	Non-Protected	12	15	15	Poor	Remove
20	Weeping Fig *Ficus benjamina*	Non-Protected	8	10	10	Fair / Poor	Remove
21	Weeping Fig *Ficus benjamina*	Non-Protected	8 Multi	10	10	Fair / Poor	Remove
22	Weeping Fig *Ficus benjamina*	Non-Protected	8 Multi	10	10	Fair / Poor	Remove
23	Weeping Fig *Ficus benjamina*	Non-Protected	8 Multi	10	10	Fair / Poor	Remove
24	Eugenia Brush Cherry Syzygium panivulatum	Non-Protected	8 +	20	12	Fair / Poor	Remove

APPENDIX D - SUMMARY OF DATA

Tree #	Species	Status	Summary of Condition	Retain or Remove	Reason for Removal
1	Black Walnut *Juglans hindsiii*	Non-Protected	Fair	Remove	Construction Impact
2	Queen Palm *Syagrus romanzoffiana*	Non-Protected	Poor	Remove	Construction Impact
3	Queen Palm *Syagrus romanzoffiana*	Non-Protected	Poor	Remove	Construction Impact
4	Bottlebrush *Melaleuca viminalis*	Non-Protected	Fair	Remove	Construction Impact
5	Bottlebrush *Callistemon citrinus*	Non-Protected	Fair / Poor	Remove	Construction Impact
6	Bottlebrush *Callistemon citrinus*	Non-Protected	Fair / Poor	Remove	Construction Impact
7	Bottlebrush *Callistemon citrinus*	Non-Protected	Fair / Poor	Remove	Construction Impact
8	Weeping Fig *Ficus benjamina*	Non-Protected	Fair	Remove	Construction Impact
9	Jacaranda *Jacaranda mimosifolia*	Non-Protected	Fair	Remove	Construction Impact
10	Jacaranda *Jacaranda mimosifolia*	Non-Protected	Fair / Poor	Remove	Construction Impact
11	Rubber Tree *Ficus Elastica*	Non-Protected	Fair	Remove	Construction Impact
12	Carob Tree *Ceratonia siliqua*	Non-Protected	Poor	Remove	Construction Impact
13	Western Sycamore *Platanus racemosa*	Non-Protected	Poor	Remove	Construction Impact
14	Weeping Fig *Ficus benjamina*	Non-Protected	Fair / Poor	Remove	Construction Impact
15	Guava *Psidium guajava*	Non-Protected	Fair / Poor	Remove	Construction Impact
16	Crepe Myrtle *Lagerstroemia indica*	Non-Protected	Fair / Poor	Remove	Construction Impact
17	Evergreen Ash *Fraxinus uhdei*	Non-Protected	Fair	Remove	Construction Impact
18	Citrus spp.	Non-Protected	Fair	Remove	Construction Impact
19	Weeping Fig *Ficus benjamina*	Non-Protected	Poor	Remove	Construction Impact
20	Weeping Fig *Ficus benjamina*	Non-Protected	Fair / Poor	Remove	Construction Impact
21	Weeping Fig *Ficus benjamina*	Non-Protected	Fair / Poor	Remove	Construction Impact
22	Weeping Fig *Ficus benjamina*	Non-Protected	Fair / Poor	Remove	Construction Impact
23	Weeping Fig *Ficus benjamina*	Non-Protected	Fair / Poor	Remove	Construction Impact
24	Eugenia Brush Cherry Syzygium panivulatum	Non-Protected	Fair / Poor	Remove	Construction Impact

APPENDIX D - SUMMARY OF DATA

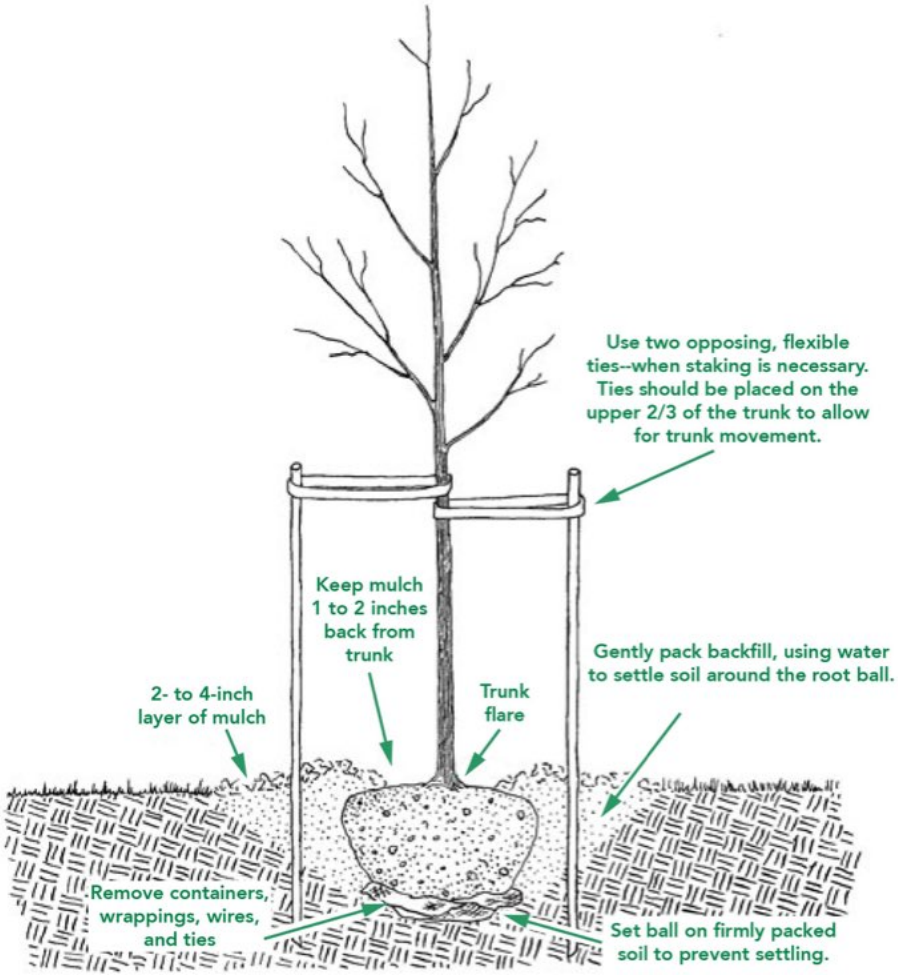
Table 3. Summary of Replacement

	Existing Trees to Be Removed	Trees to be Planted in Replacement
NON-PROTECTED SIGNIFICANT TREES 8" + DBH Replaced 1:1	24	24
TOTAL	**24**	**24**

Recommended Species and Size of Replacement Trees

Replacement to the satisfaction of the City of Los Angeles.

NEW TREE PLANTING



The ideal time to plant trees and shrubs is during the dormant season, in the fall after leaf drop or early spring before budbreak. Weather conditions are cool and allow plants to establish roots in the new location before spring rains and summer heat stimulate new top growth. Before you begin planting your tree, be sure you have had all underground utilities located prior to digging.

If the tree you are planting is balled or bare root, it is important to understand that its root system has been reduced by 90 to 95 percent of its original size during transplanting. As a result of the trauma caused by the digging process, trees commonly exhibit what is known as transplant shock. Containerized trees may also experience transplant shock, particularly if they have circling roots that must be cut. Transplant shock is indicated by slow growth and reduced vigor following transplanting. Proper site preparation before and during planting coupled with good follow-up care reduces the amount of time the plant experiences transplant shock and allows the tree to quickly establish in its new location. Carefully follow nine simple steps, and you can significantly reduce the stress placed on the plant at the time of planting.

NEW TREE PLANTING, continued

1. Dig a shallow, broad planting hole. Make the hole wide, as much as three times the diameter of the root ball but only as deep as the root ball. It is important to make the hole wide because the roots on the newly establishing tree must push through surrounding soil in order to establish. On most planting sites in new developments, the existing soils have been compacted and are unsuitable for healthy root growth. Breaking up the soil in a large area around the tree provides the newly emerging roots room to expand into loose soil to hasten establishment.

2. Identify the trunk flare. The trunk flare is where the roots spread at the base of the tree. This point should be partially visible after the tree has been planted (see diagram). If the trunk flare is not partially visible, you may have to remove some soil from the top of the root ball. Find it so you can determine how deep the hole needs for proper planting.

3. Remove tree container for containerized trees. Carefully cutting down the sides of the container may make this easier. Inspect the root ball for circling roots and cut or remove them. Expose the trunk flare, if necessary.

4. Place the tree at the proper height. Before placing the tree in the hole, check to see that the hole has been dug to the proper depth and no more. The majority of the roots on the newly planted tree will develop in the top 12 inches of soil. If the tree is planted too deeply, new roots will have difficulty developing because of a lack of oxygen. It is better to plant the tree a little high, 1-2 inches above the base of the trunk flare, than to plant it at or below the original growing level. This planting level will allow for some settling.

5. Straighten the tree in the hole. Before you begin backfilling, have someone view the tree from several directions to confirm that the tree is straight. Once you begin backfilling, it is difficult to reposition the tree.

6. Fill the hole gently but firmly. Fill the hole about one-third full and gently but firmly pack the soil around the base of the root ball. Be careful not to damage the trunk or roots in the process. Fill the remainder of the hole, taking care to firmly pack soil to eliminate air pockets that may cause roots to dry out. To avoid this problem, add the soil a few inches at a time and settle with water. Continue this process until the hole is filled and the tree is firmly planted. It is not recommended to apply fertilizer at time of planting.

7. Stake the tree, if necessary. If the tree is grown properly at the nursery, staking for support will not be necessary in most home landscape situations. Studies have shown that trees establish more quickly and develop stronger trunk and root systems if they are not staked at the time of planting. However, protective staking may be required on sites where lawn mower damage, vandalism, or windy conditions are concerns. If staking is necessary for support, there are three methods to choose among: staking, guying, and ball stabilizing. One of the most common methods is staking. With this method, two stakes used in conjunction with a wide, flexible tie material on the lower half of the tree will hold the tree upright, provide flexibility, and minimize injury to the trunk (see diagram). Remove support staking and ties after the first year of growth.

8. Mulch the base of the tree. Mulch is simply organic matter applied to the area at the base of the tree. It acts as a blanket to hold moisture, it moderates soil temperature extremes, and it reduces competition from grass and weeds. A 2- to 3-inch layer is ideal. More than 3 inches may cause a problem with oxygen and moisture levels. When placing mulch, be sure that the actual trunk of the tree is not covered. Doing so may cause decay of the living bark at the base of the tree. A mulch-free area, 1 to 2 inches wide at the base of the tree, is sufficient to avoid moist bark conditions and prevent decay.

TREE MAINTENANCE AND PRUNING

Some trees do not generally require pruning. The occasional removal of dead twigs or wood is typical. Occasionally a tree has a defect or structural condition that would benefit from pruning. Any pruning activity should be performed under the guidance of a certified arborist or tree expert.

Because each cut has the potential to change the growth of the tree, no branch should be removed without a reason. Common reasons for pruning are to remove dead branches, to remove crowded or rubbing limbs, and to eliminate hazards. Trees may also be pruned to increase light and air penetration to the inside of the tree's crown or to the landscape below. In most cases, mature trees are pruned as a corrective or preventive measure.

Routine thinning does not necessarily improve the health of a tree. Trees produce a dense crown of leaves to manufacture the sugar used as energy for growth and development. Removal of foliage through pruning can reduce growth and stored energy reserves. Heavy pruning can be a significant health stress for the tree.

Yet if people and trees are to coexist in an urban or suburban environment, then we sometimes have to modify the trees. City environments do not mimic natural forest conditions. Safety is a major concern. Also, we want trees to complement other landscape plantings and lawns. Proper pruning, with an understanding of tree biology, can maintain good tree health and structure while enhancing the aesthetic and economic values of our landscapes.

Pruning Techniques – From the I.S.A. Guideline

Specific types of pruning may be necessary to maintain a mature tree in a healthy, safe, and attractive condition.

Cleaning is the removal of dead, dying, diseased, crowded, weakly attached, and low- vigor branches from the crown of a tree.

Thinning is the selective removal of branches to increase light penetration and air movement through the crown. Thinning opens the foliage of a tree, reduces weight on heavy limbs, and helps retain the tree's natural shape.

Raising removes the lower branches from a tree to provide clearance for buildings, vehicles, pedestrians, and vistas.

Reduction reduces the size of a tree, often for clearance for utility lines. Reducing the height or spread of a tree is best accomplished by pruning back the leaders and branch terminals to lateral branches that are large enough to assume the terminal roles (at least one-third the diameter of the cut stem). Compared to topping, reduction helps maintain the form and structural integrity of the tree.

TREE MAINTENANCE AND PRUNING, continued

How Much Should Be Pruned?

Mature trees should require little routine pruning. A widely accepted rule of thumb is never to remove more than one-quarter of a tree's leaf-bearing crown. In a mature tree, pruning even that much could have negative effects. Removing even a single, large- diameter limb can create a wound that the tree may not be able to close. The older and larger a tree becomes, the less energy it has in reserve to close wounds and defend against decay or insect attack. Pruning of mature trees is usually limited to removal of dead or potentially hazardous limbs.

Wound Dressings

Wound dressings were once thought to accelerate wound closure, protect against insects and diseases, and reduce decay. However, research has shown that dressings do not reduce decay or speed closure and rarely prevent insect or disease infestations. Most experts recommend that wound dressings not be used.

DISEASES AND INSECTS

Continual observation and monitoring of your tree can alert you to any abnormal changes. Some indicators are: excessive leaf drop, leaf discoloration, sap oozing from the trunk and bark with unusual cracks. Should you observe any changes, you should contact a Tree specialist or Certified Arborist to review the tree and provide specific recommendations. Trees are susceptible to hundreds of pests, many of which are typical and may not cause enough harm to warrant the use of chemicals. However, diseases and insects may be indication of further stress that should be identified by a professional.

GRADE CHANGES

The growing conditions and soil level of trees are subject to detrimental stress should they be changed during the course of construction. Raising the grade at the base of a tree trunk can have long-term negative consequences. This grade level should be maintained throughout the protected zone. This will also help in maintaining the drainage in which the tree has become accustomed.

INSPECTION

The property owner should establish an inspection calendar based on the recommendation provided by the tree specialist. This calendar of inspections can be determined based on several factors: the maturity of the tree, location of tree in proximity to high-use areas vs. low-use area, history of the tree, prior failures, external factors (such as construction activity) and the perceived value of the tree to the homeowner.

Assumptions and Limiting Conditions

No warranty is made, expressed or implied, that problems or deficiencies of the trees or the property will not occur in the future, from any cause. The Consultant shall not be responsible for damages or injuries caused by any tree defects, and assumes no responsibility for the correction of defects or tree related problems.

The owner of the trees may choose to accept or disregard the recommendations of the Consultant, or seek additional advice to determine if a tree meets the owner's risk abatement standards.

The Consulting Arborist has no past, present or future interest in the removal or retaining of any tree. Opinions contained herein are the independent and objective judgments of the consultant relating to circumstances and observations made on the subject site.

The recommendations contained in this report are the opinions of the Consulting Arborist at the time of inspection. These opinions are based on the knowledge, experience, and education of the Consultant. The field inspection was a visual, grade level tree assessment.

The Consulting Arborist shall not be required to give testimony, perform site monitoring, provide further documentation, be deposed, or to attend any meeting without subsequent contractual arrangements for this additional employment, including payment of additional fees for such services as described by the Consultant.

The Consultant assumes no responsibility for verification of ownership or locations of property lines, or for results of any actions or recommendations based on inaccurate information.

This Arborist report may not be reproduced without the express permission of the Consulting Arborist and the client to whom the report was issued. Any change or alteration to this report invalidates the entire report.

Should you have any further questions regarding this property, please contact me at (310) 663-2290.

Respectfully submitted,

Lisa Smith

Registered Consulting Arborist #464
ISA Board Certified Master Arborist #WE3782B
ISA Tree Risk Assessor Qualified- Instructor
American Society of Consulting Arborists, Member

Exhibit E – SB 8 Replacement Unit Determination Letter

Ann Sewill, General Manager
Tricia Keane, Executive Officer

Daniel Huynh, Assistant General Manager
Anna E. Ortega, Assistant General Manager
Luz C. Santiago, Assistant General Manager

City of Los Angeles

Karen Bass, Mayor

LOS ANGELES HOUSING DEPARTMENT
1200 West 7th Street, 9th Floor
Los Angeles, CA 90017
Tel: 213.808.8808

housing.lacity.org

DATE: November 2, 2023

TO: Vigen Haroutunian and Roselyn Haroutunian, Owner
Chris Manasserian, Gonzales Law Group, Representative

FROM: James McCarthy, Senior Management Analyst I
Los Angeles Housing Department

Digitally signed by James McCarthy
Date: 2023.11.02 13:50:11 -07'00'

SUBJECT: **Housing Crisis Act of 2019 (SB 8/HE)**
(DB) Replacement Unit Determination
RE: 13610-13618 ½ West Sherman Way Street, Los Angeles, CA 91405

Based on the SB 8 Application for a Replacement Unit Determination (RUD) submitted by Chris Manasserian (Representative) on behalf of Vigen Haroutunian and Roselyn Haroutunian, Husband and Wife as Joint Tenants (Owner), for the above referenced properties located at 13610-13618 ½ W. Sherman Way (APN 2328-008-024) (Property) the Los Angeles Housing Department (LAHD) has made the following determination in regards to the above-referenced properties. Ten (10) units existed on the property within the last five (5) years. Ten (10) units subject to the Rent Stabilization Ordinance (RSO) are subject to replacement pursuant to the requirements of California Government Code Section 66300, as "Protected Units" with ten (10) units, subject to replacement as affordable "Protected Units."

PROJECT SITE REQUIREMENTS:

The Housing Crisis Act of 2019, as amended by SB 8 (California Government Code Section 66300 et seq.), prohibits the approval of any proposed housing development project ("Project") on a site ("Property") that will require demolition of existing dwelling units or occupied or vacant "Protected Units" unless the Project replaces those units as specified below. The replacement requirements below apply to the following projects:

- Discretionary Housing Development Projects that receive a final approval from Los Angeles City Planning (LACP) on or after January 1, 2022,
- Ministerial On-Menu Density Bonus, SB 35 and AB 2162 Housing Development Projects that submit an application to LACP on or after January 1, 2022, and
- Ministerial Housing Development Projects that submit a complete set of plans to the Los Angeles Department of Building & Safety (LADBS) for Plan Check and permit on or after January 1, 2022.

Replacement of Existing Dwelling Units

The Project shall provide at least as many residential dwelling units as the greatest number of residential dwelling units that existed on the Property within the past 5 years.

Replacement of Existing or Demolished Protected Units

The Project must also replace all existing or demolished "Protected Units". Protected Units are those residential dwelling units on the Property that are, or were, within the 5 years prior to the owner's application for a SB 8 Replacement Unit Determination (SB 8 RUD): **(1)** subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of lower or very low income, **(2)** subject to any form of rent or price control through a public entity's valid exercise of its police power within the 5 past years **(3)** occupied by lower or very low income households (an affordable Protected Unit), or **(4)** that were withdrawn from rent or lease per the Ellis Act, within the past 10 years.

Whether a unit qualifies as an affordable Protected Unit, is primarily measured by the INCOME level of the occupants. The Los Angeles Housing Department (LAHD) will send requests for information to each occupant of the existing project. Requests for information can take two (2) or more weeks to be returned. It is the owner's responsibility to work with the occupants to ensure that the requested information is timely produced.

- ***In the absence of occupant income documentation***: Affordability will default to the percentage of extremely low, very low or low income renters in the jurisdiction as shown in the latest HUD Comprehensive Housing Affordability Strategy (CHAS) database, which as of September 5, 2023, is at 31% extremely low income, 18% very low income and 20% low income for Transit Oriented Communities (TOC) projects and 49% very low income and 20% low income for Density Bonus (DB) projects. In the absence of specific entitlements, the affordability will default to 49% very low income and 20% low income. The remaining 31% of the units are presumed above-low income. All replacement calculations resulting in fractional units shall be rounded up to the next whole number.

Replacement of Protected Units Subject to the Rent Stabilization Ordinance (RSO), Last Occupied by Persons or Families at Moderate Income or Above

The City has the option to require that the Project provide: **(1)** replacement units affordable to low income households for a period of 55 years (rental units subject to a recorded covenant), OR **(2)** require the units to be replaced in compliance with the RSO.

Relocation, Right to Return, Right to Remain:

All occupants of Protected Units (as defined in California Government Code Section 66300(d)(2)(F)(vi)) being displaced by the Project have the right to remain in their units until six (6) months before the start of construction activities with proper notice subject to Chapter 16 (Relocation Assistance) of Division 7, Title I of the California Government Code ("Chapter 16"). However, all **Lower Income Household** (as defined in California Health and Safety Code Section 50079.5) occupants of Protected Units are **also** entitled to: **(a)** Relocation benefits also subject to Chapter 16, and **(b)** the right of first refusal ("Right to Return") to a comparable unit (same bedroom type) at the completed Project. If at the time of lease up or sale (if applicable) of a comparable unit, a returning occupant remains income eligible for an "affordable rent" (as defined in California Health and Safety Code Section 50053) or if for sale, an "affordable housing cost" (as defined in California Health and Safety Code Section 50052.5), owner must also provide the comparable unit at the "affordable rent" or "affordable housing cost", as applicable. This provision does not apply to: **(1)** a Project that consists of a Single Family Dwelling Unit on a site where a Single Family Dwelling unit is demolished, and **(2)** a Project that consists of 100% lower income units except Manager's Unit.

THE PROPOSED HOUSING DEVELOPMENT PROJECT:

Per the statement received by LAHD on September 6, 2023, the Owner plans to demolish the existing structures and construct a new five (5) story mixed-use building with five hundred and fifty-five (555) square feet for commercial use and one hundred and fifty-seven (157) units on the Property pursuant to additional incentives under the Density Bonus (DB) guidelines.

PROPERTY STATUS (AKA THE "PROJECT SITE"):

Owner submitted an Application for a RUD for the Property on September 6, 2023. In order to comply with the required **5-year** look back period, LAHD collected and reviewed data from September 2018 to September 2023.

Review of Documents:

Pursuant to the Grant Deed, Owner acquired the Property on August 24, 2012.

Department of City Planning (ZIMAS), County Assessor Parcel Information (LUPMAS), DataTree database, Billing Information Management System (BIMS) database, and the Code, Compliance, and Rent Information System (CRIS) database indicate a use code of "1210 – Commercial – Store Commination – Store and Residential Combination –

One Story" for the Property. CRIS and BIMS also indicate a use code of "0500 – Residential – Five or More Units or Apartments" for the Property.

Per the Rent Stabilization Ordinance (RSO) Unit, the Property contains five (5) duplexes and one (1) detached commercial building with a total of ten (10) units subject to RSO. Google Earth, Google Street View, and an Internet Search confirm that the Property contains a combination of commercial and residential buildings.

The Los Angeles Department of Building and Safety (LADBS) database indicates that the Owner has not applied for Demolition Permits and has applied for a New Building Permit (23010-10000-02284).

REPLACEMENT UNIT DETERMINATION:

The Existing Residential Dwelling Units at the Property within the last five (5) years:

ADDRESS	BEDROOM TYPE	VACANT OR OCCUPIED AT TIME OF APPLICATION?	"PROTECTED?"	BASIS OF "PROTECTED" STATUS
13610 W. Sherman Way	2 Bedrooms	Occupied	Yes	RSO, Affordable Protected Unit
13610 ½ W. Sherman Way	1 Bedroom	Occupied	Yes	RSO, Affordable Protected Unit
13612 W. Sherman Way	1 Bedroom	Occupied	Yes	RSO, Affordable Protected Unit
13612 ½ W. Sherman Way	1 Bedroom	Occupied	Yes	RSO, Affordable Protected Unit
13614 W. Sherman Way	1 Bedroom	Occupied	Yes	RSO, Affordable Protected Unit
13614 ½ W. Sherman Way	1 Bedroom	Occupied	Yes	RSO, Affordable Protected Unit
13616 W. Sherman Way	3 Bedrooms	Occupied	Yes	RSO, Affordable Protected Unit
13616 ½ W. Sherman Way	1 Bedroom	Occupied	Yes	RSO, Affordable Protected Unit
13618 W. Sherman Way	1 Bedroom	Occupied	Yes	RSO, Affordable Protected Unit
13618 ½ W. Sherman Way	1 Bedroom	Occupied	Yes	RSO, Affordable Protected Unit
Totals: 10 Units	**13 Bedrooms**			

Vacancy/Occupancy of Units:

Per the Owner's statement, all ten (10) units were occupied at the time of application. On September 19, 2023, tenant packets were sent to the ten (10) units on the Property. As of November 2, 2023, LAHD has only received responses from seven (7) of the ten (10) units.

Tenant Income Certification (TIC) forms were received for the following units with their corresponding income levels listed:

- 13610 W. Sherman Way was identified as a Very Low Income household.
- 13612 ½ W. Sherman Way was identified as a Very Low Income household.
- 13614 W. Sherman Way was identified as a Very Low Income household.
- 13614 ½ W. Sherman Way was identified as an Extremely Low Income household. If the future project will be DB, the replacement unit will be restricted at Very Low Income.

- 13616 W. Sherman Way was identified as a Very Low Income household.
- 13618 W. Sherman Way was identified as a Very Low Income household.
- 13618 ½ W. Sherman Way was identified as a Very Low Income household.

LAHD has not received the TIC form for the remaining three (3) units. Therefore, LAHD cannot verify the income levels of the household occupying the three (3) units.

Unless tenant income verification documents prove the units were occupied by a lower income or below lower income household at the time of application, the bedroom size of the existing units and the proportionality of the bedroom sizes of the new units, whichever is more restrictive will be considered to determine the bedroom types of the affordable replacement units.

Pursuant to SB 8, where incomes of existing or former tenants are unknown, the required percentage of affordability is determined by the percentage of extremely low, very low, and low-income rents in the jurisdiction as shown in the HUD Comprehensive Housing Affordability Strategy (CHAS) database. At present, the Comprehensive Housing Affordability Strategy (CHAS) database shows 31% extremely low income, 18% very low income and 20% low income for TOC projects and 49% very low income and 20% low income for DB projects. In the absence of specific entitlements, the affordability will default to 49% very low income and 20% low income. The remaining 31% of the units are presumed above-low income.

<table>
<tr><td colspan="3">Number of Existing Residential Dwelling Units and Protected Units within five (5) years of Owner's application:</td><td>10</td></tr>
<tr><td colspan="3"><u>Number of Protected Units Ellised within the last (10) years</u>:</td><td>0</td></tr>
<tr><td colspan="3">Number of Affordable Replacement Units required per CHAS:
<table>
<tr><th></th><th>Project using <u>TOC</u></th><th>Project using <u>DB</u> or <u>No Entitlements</u></th></tr>
<tr><td>3 Units x 69%</td><td>3 Units</td><td>3 Units</td></tr>
<tr><td>Extremely Low</td><td>1 Unit</td><td>0 Units</td></tr>
<tr><td>Very Low</td><td>1 Unit</td><td>2 Units</td></tr>
<tr><td>Low</td><td>1 Unit</td><td>1 Unit</td></tr>
<tr><td>Market Rate RSO Units</td><td>0 Units</td><td>0 Units</td></tr>
</table></td><td>3</td></tr>
<tr><td colspan="3">Number of Affordable Replacement Unit(s) per Tenant Income Verification (Extremely Low):</td><td>1</td></tr>
<tr><td colspan="3">Number of Affordable Replacement Unit(s) per Tenant Income Verification (Very Low):</td><td>6</td></tr>
<tr><td colspan="3">Number of Affordable Replacement Unit(s) per Tenant Income Verification (Low):</td><td>0</td></tr>
<tr><td colspan="3">Number of Unit(s) presumed to be above-lower income subject to replacement:</td><td>0</td></tr>
</table>

<u>For Rental:</u>

Income verification documents were provided for seven (7) units: 13614 ½ W. Sherman Way was determined to be occupied by an Extremely Low Income Household and 13610 W. Sherman Way, 13612 ½ W. Sherman Way, 13614 W. Sherman Way, 13616 W. Sherman Way, 13618 W. Sherman Way, and 13618 ½ W. Sherman Way were determined to be occupied by Very Low Income Households. Per income verification, seven (7) units need to be replaced with comparable units (same bedroom type) with six (6) units restricted to Very Low Income Households and one (1) unit restricted to an Extremely Low Income Household for TOC projects and seven (7) units restricted to Very Low Income Households for DB projects.

Additionally, pursuant to CHAS, three (3) units need to be replaced with equivalent type units. For TOC projects, the replacement requirements will consist of one (1) unit restricted to an Extremely Low Income Household, one (1) unit restricted to a Very Low Income Household and one (1) unit restricted to a Low Income Household. For DB projects and projects not receiving any entitlements, the replacement requirement will consist of two (2) units restricted to Very Low Income Households and one (1) unit restricted to a Low Income Household.

Please note that all the new units may be subject to RSO requirements unless the RSO is not applicable, or an RSO Exemption is filed and approved by the RSO Section.

NOTE: This determination is provisional and subject to verification by the RSO Section.

Submitting forged or false documents is a crime that may be punishable as a felony under state law (Cal. Penal Code 115). Documents submitted in connection with your application are subject to investigation. The use of any false or forged document may be grounds for revision to the replacement unit determination. If, following an investigation, the City determines that false or forged documents were used to exempt housing units from the replacement obligations required by law, the housing units may be deemed as affordable replacement units. Other applicable penalties may also be applied.

If you have any questions about this RUD, please contact Samantha Rivera at samantha.rivera@lacity.org.

cc: Los Angeles Housing Department File
Planning.HCA@lacity.org, Department of City Planning for discretionary projects, or
LADBS.ahs@lacity.org, Department of Building and Safety for by-right projects

JM: SR

Exhibit F – Correspondences

Greater Valley Glen Council

13654 Victory Blvd., #136 Valley Glen, California 91401
www.greatervalleyglencouncil.org

RE: CPC-2024-2971-CU3-DB-PR-HCA ENV-2024-2972-CE
13630-13618 ½ Sherman Way 91405

June 5, 2025

TO: Maren Gamboa, City Planner/Hearing Officer
Marin.Gamboa@lacity.org

Dear Hearing Officer Gamboa and City Planning Commission,

While we support the construction of low-income housing on our corridors, we oppose losing this community, which is a special oasis, a little road with many shade trees nestled behind businesses on this very busy boulevard. Approximately low income 15 families would be displaced. Tenants also attended our Planning and Land Use Committee meeting on May 13, 2025, and we share their concern regarding the demolition of their community of rental homes with trees and gardens. As a neighborhood council we want what is best for our neighborhoods and its stakeholders.

A representative of our Planning and Land Use Committee attended the Public Hearing for this case on April 22, 2025 and listened to the concerns of many of these low-income families who rent/occupy the bungalows on this property. These residents, displaced by this construction will have a long wait for right of return to a living situation that would not be comparable, given that these are not apartment dwellers. Children would be displaced from their schools, and the rental market is very difficult to find family-appropriate comparable housing while this project is being built.

Furthermore, we are a very low tree canopy area of the city, and at least 18 mature trees will be removed, including a mature California black walnut, which though not considered protected by the City of Los Angeles, it is still a threatened rare species under CEQA. Furthermore, the applicant is asking to have waived the planting 42 required trees, and would only plant 29, not in the ground but on a second story. This deprives our community of shade.

We are writing of our concern regarding the fate of the tenants, the trees, the environmental loss, and also the density of this project that is crowding 168 units with 99 parking spaces into an awkward configuration with a dog leg entrance to the apartments, which are situated behind a commercial storeroom building that fronts Sherman Way. We have concerns about the ingress/egress on busy Sherman Way. This configuration is not how we would plan our community. We do not want to see the loss of this little respite from the bustle of the busy commercial corridor, nor do we want the congestion this development would produce. This is not an appropriate way to solve the housing crisis, and at our June 2, 2025 regular meeting our Board voted to support this letter.

Sincerely,

DocuSigned by:
Jessica Russell
FA19BB02EDBD405...

Jessica Russell, Chair
Greater Valley Glen Neighborhood Council Planning and Land Use Committee

cc: **cc: Tiffany Zeytounian,** CD 2 Planning Deputy**; Denise Scholl,** CD 2 Former Acting Planning Deputy**; Ben Kwok,** CD 2 Field Deputy

Exhibit G – Photos and Renderings

VIEW FROM SHERMAN WAY

REVISIONS
11/1/22

ELEVATIONS

168 UNIT DEVELOPMENT
13610 SHERMAN WAY, VAN NUYS, CA 91405

GARO V. MINASSIAN , ARCHITECT, INC.
140 ACARI DRIVE, LOS ANGELES, CALIFORNIA

SHEET NO.
A3.4

DATE:
02.17.2022

VIEW FROM THE SOUTH WEST

REVISIONS
11/1/22

ELEVATIONS

168 UNIT DEVELOPMENT
13610 SHERMAN WAY, VAN NUYS, CA 91405

GARO V. MINASSIAN, ARCHITECT, INC.
140 ACARI DRIVE, LOS ANGELES, CALIFORNIA

SHEET NO.
A3.3

DATE:
02.17.2022

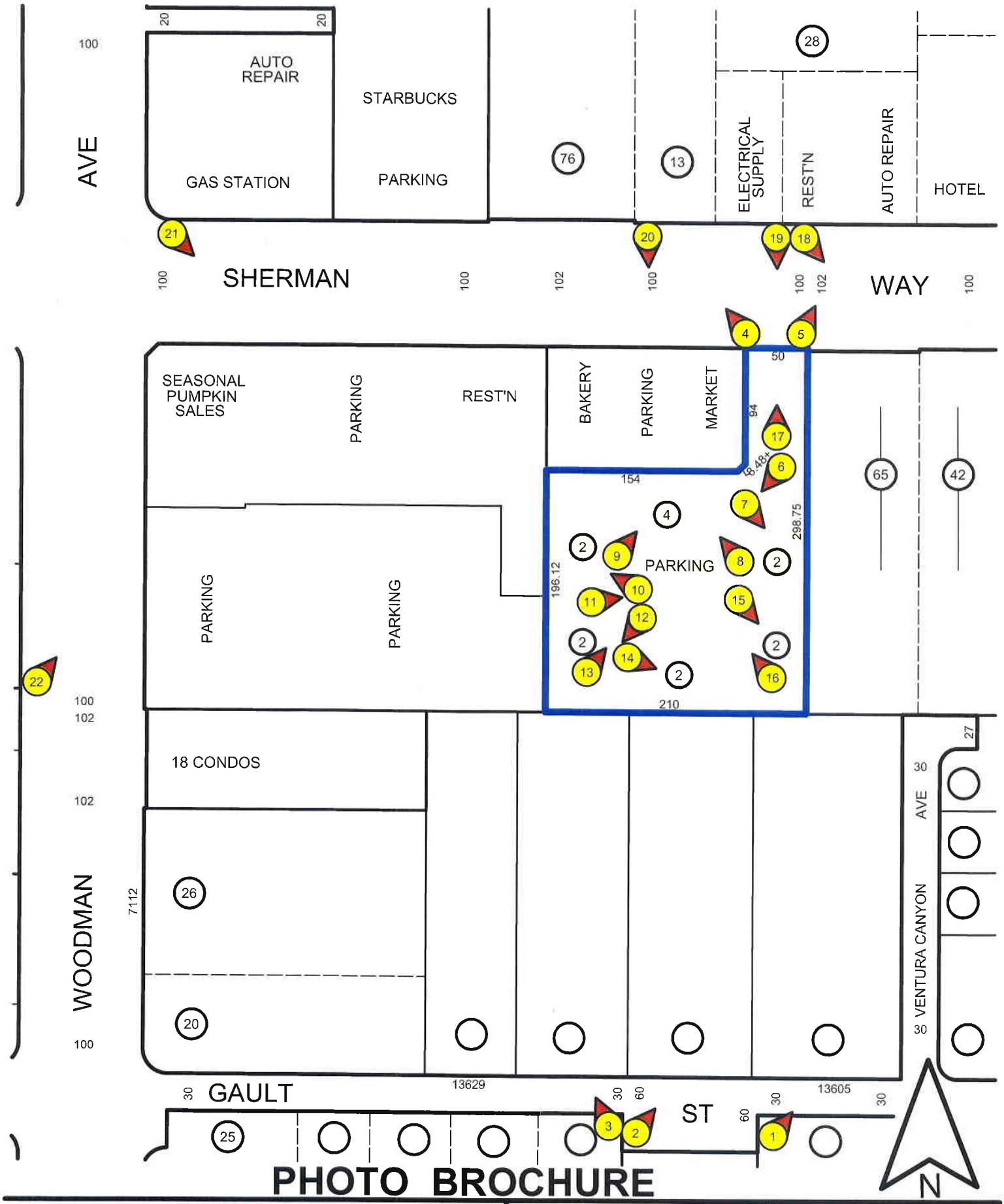


PHOTO BROCHURE

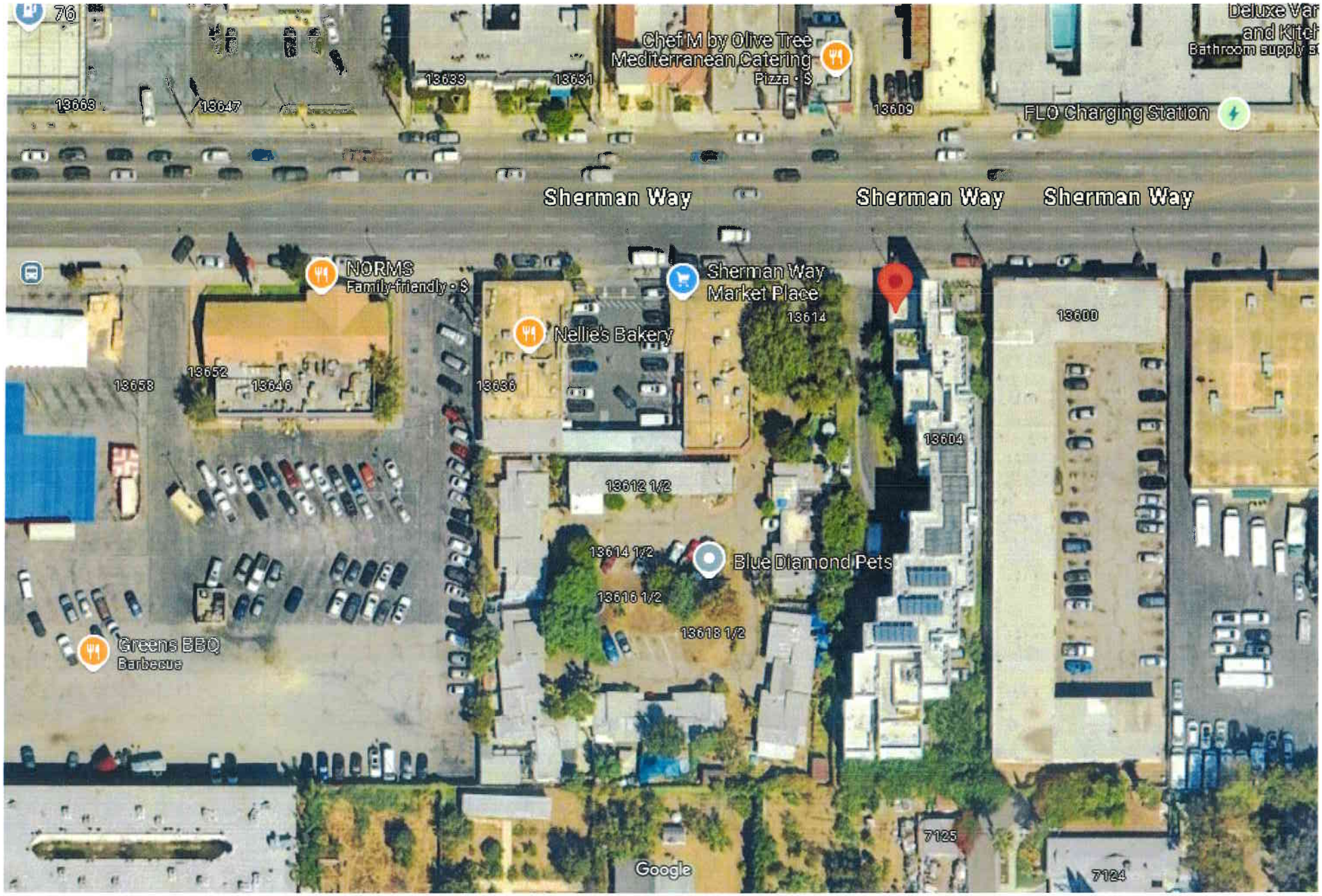
RADIUS MAPS ETC
3544 PORTOLA AVENUE
LOS ANGELES CA 90032
TEL/FAX:(323) 221-4555
radiusmapsetc@yahoo.com

SITE LOCATION:
13610 W. SHERMAN WAY
VAN NUYS, CA 91405

CASE NO.

DATE: 09 - 13 - 2024
D.M. 183 B 157
T.B. PAGE: 532 GRID: C-4
APN: 2328-008-024

Google Maps 13610 Sherman Way
Van Nuys, CA 91405



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