

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

20460 W. Sherman Way
LADOT Case No. SFV23-115618
LADOT ID No. 55939

Date: September 18, 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 RESIDENTIAL DEVELOPMENT AT
20460 WEST SHERMAN WAY (DIR-2020-6473-TOC-HCA, ENV-2020-6474-EAF)**

The Los Angeles Department of Transportation (LADOT) has reviewed the transportation assessment prepared by Overland Traffic Consultants, Inc. (OTC), dated August 2023, for the proposed residential project located at 20460 West Sherman Way within the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan Area. In compliance with Senate Bill (SB) 743 and the California Environmental Quality Act (CEQA), a vehicle miles traveled (VMT) analysis is required to identify the project's ability to promote the reduction of greenhouse gas emissions, the access to diverse land uses, and the development of multi-modal networks. The significance of a project's impact in this regard is measured against the VMT thresholds established in LADOT's Transportation Assessment Guidelines (TAG), as described below.

DISCUSSION AND FINDINGS

A. Project Description

The project proposes to construct a five-story residential apartment building with 59 units (54 market rate and 5 affordable units) on a currently vacant lot. Vehicular access to the project will be via a two-way driveway located on the east side of Mason Avenue between Sherman Way and a public alley, and a two-way driveway located on the south side of Sherman Way between Mason Avenue and Fulbright Avenue as shown in **Attachment A**. The project will provide 54 bicycle parking spaces (48 long-term secured on the lower parking level and 6 short-term spaces located on Mason Avenue). 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 addresses 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 any freeway off-ramp will not exceed 25 peak hour trips. Therefore, a freeway ramp analysis is not required.

C. CEQA Screening Threshold

Prior to accounting for trip reductions resulting from the application of Transportation Demand Management (TDM) strategies, a trip generation analysis was conducted to determine if the project would exceed the net 250 daily vehicle trips screening threshold. Using the City of Los Angeles VMT Calculator Version 1.4 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, it was determined that the project **does** exceed the net 250 daily vehicle trips threshold.

Additionally, the analysis included further discussion of the transportation impact thresholds:

- T-1 Conflicting with plans, programs, ordinances, or policies
- T-2.1 Causing substantial vehicle miles traveled
- T-3 Substantially increasing hazards due to a geometric design feature or incompatible use.

The assessment determined that the project would **not** have a significant transportation impact under Thresholds T-1 and T-3. The project's impacts per Threshold T-2.1 is determined by using the VMT Calculator and is discussed further below.

D. Transportation Impacts

On July 30, 2019, pursuant to SB 743 and the recent changes to Section 15064.03 of the State's CEQA Guidelines, the City of Los Angeles adopted VMT as the criteria for determining transportation impacts under CEQA. The new LADOT TAG provides instructions on preparing transportation assessments for land use proposals and defines the significant impact thresholds.

The LADOT VMT Calculator tool measures project impact in terms of Household VMT per Capita, and Work VMT per Employee. LADOT identified distinct thresholds for significant VMT impacts for each of the seven APC areas in the City. For the South Valley APC area, in which the project is located, the following thresholds have been established:

- Household VMT per Capita: 9.4
- Work VMT per Employee: 11.6

As cited in the VMT Analysis report, prepared by OTC, the project's VMT analysis includes two TDM measures (Project Design Features) that reduce trips and VMT for the project. Specifically, the project's TDM program includes reduced vehicle parking and providing bike parking which are regulatory measures. No additional TDM measures are required beyond the proposed project features. Therefore, it is concluded that implementation of the project would result in no significant VMT impact. A copy of the VMT Calculator summary report is provided as **Attachment B**.

E. Access and Circulation

During the preparation of the new CEQA guidelines, the State's Office of Planning and Research stressed that lead agencies can continue to apply traditional operational analysis requirements

to inform land use decisions provided that such analyses were outside of the CEQA process. The authority for requiring non-CEQA transportation analysis and requiring improvements to address potential circulation deficiencies lies in the City of Los Angeles' Site Plan Review authority as established in Section 16.05 of the LAMC. Per the updated TAG issued by LADOT in August 2022, projects that generate more than 500 daily vehicle trips shall be required to perform an access and circulation analysis to determine if any access enhancements, transit amenities, intersection improvements, traffic signal upgrades, neighborhood traffic calming, or other improvements are needed. It was determined that the subject project traffic will not exceed 500 daily vehicle trips. Therefore, a circulation analysis is not required.

PROJECT REQUIREMENTS

A. CEQA-Related Requirement

There are no CEQA mitigation requirements required for this project.

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. Parking Requirements

The project would provide parking for 84 vehicles on 2 parking levels (at-grade and 1 subterranean level) and 54 bicycle parking (48 long-term spaces and 6 short-term spaces) onsite. The applicant should check with the Departments of Building and Safety and City Planning regarding the number of parking spaces required for this project.

2. Highway Dedication and Street Widening Requirements

Per the Mobility Element of the General Plan, **Sherman Way**, a Boulevard II, would require a 40-foot half-width roadway within a 55-foot half-width right-of-way, and, **Mason Ave**, an Avenue II would require a 28-foot half-width roadway within a 43-foot half-width right-of-way. The applicant should check with the Bureau of Engineering's Land Development Group to determine if there are any other applicable highway dedication, street widening, and/or sidewalk requirements for this project.

3. Project Access and Circulation

Vehicular access to the project will be via a two-way driveway located on the east side of Mason Avenue between Sherman Way and a public alley, and a two-way driveway located on the south side of Sherman Way between Mason Avenue and Fulbright Avenue (there is a raised median on Sherman Way so only right turn ingress and egress will be allowed). The project will provide 54 bicycle parking spaces (48 long-term secured on the lower parking level and 6 short-term spaces located on Mason Avenue). Review of this study does not constitute approval of the dimensions for any new proposed driveway. Review and approval of the driveway should be coordinated with LADOT's Citywide Planning Coordination Section (6262 Van Nuys Boulevard, 3rd Floor, Room 320, at 818-374-4699). In order to minimize and prevent last-minute building design changes, the applicant should contact LADOT for driveway width and internal circulation requirements prior to the commencement of building or parking layout design. The applicant should check with City Planning regarding the project's driveway placement and design.

4. Worksite Traffic Control Requirements

LADOT recommends that a construction work site traffic control plan be submitted to LADOT's Citywide Temporary Traffic Control Section or Permit Plan Review Section for review and approval prior to the start of any construction work. Refer to <http://ladot.lacity.org/businesses/temporary-traffic-control-plans> to determine which section to coordinate review of the work site traffic control plan. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs, and access to abutting properties. LADOT also recommends that all construction-related truck traffic be restricted to off-peak hours to the extent feasible.

5. TDM Ordinance Requirements

The TDM Ordinance (LAMC 12.26 J) is currently being updated. The updated ordinance, which is currently progressing through the City's approval process, will:

- Expand the reach and application of TDM strategies to more land uses and neighborhoods,
- Rely on a broader range of strategies that can be updated to keep pace with technology, and
- Provide flexibility for developments and communities to choose strategies that work best for their neighborhood context.

Although not yet adopted, LADOT recommends that the applicant be subject to the terms of the proposed TDM Ordinance update which is expected to be completed prior to the anticipated construction of this project, if approved.

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 Miguel Crisostomo of my staff at (818) 374-4694.

Attachments

J:\Projects\SFV\55939-20460 Sherman Way

- c: Elizabeth Ene, Council District 3
Silva Abramian, LADOT West Valley District
Ali Nahass, BOE Valley District
Quyen Phan, BOE Land Development Group
Jerry Overland, Overland Traffic Consultants, Inc.

Attachment B

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

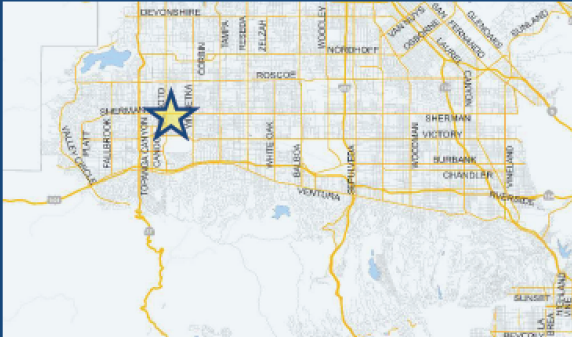
Project:

Scenario:

Address:

Existing Land Use

Land Use Type	Value	Unit
Housing Single Family		DU



Click here to add a single custom land use type (will be included in the above list)

Proposed Project Land Use

Land Use Type	Value	Unit
Housing Affordable Housing - Family	5	DU
Housing Multi-Family	54	DU
Housing Affordable Housing - Family	5	DU

Click here to add a single custom land use type (will be included in the above list)

Project Screening Summary

Existing Land Use	Proposed
0 Daily Vehicle Trips	299 Daily Vehicle Trips
0 Daily VMT	2,261 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	299 Net Daily Trips
The net increase in daily VMT ≤ 0	2,261 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.

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

Attachment B (Cont'd)

City of LA VMT Calculator Results

CITY OF LOS ANGELES VMT CALCULATOR Version 1.4

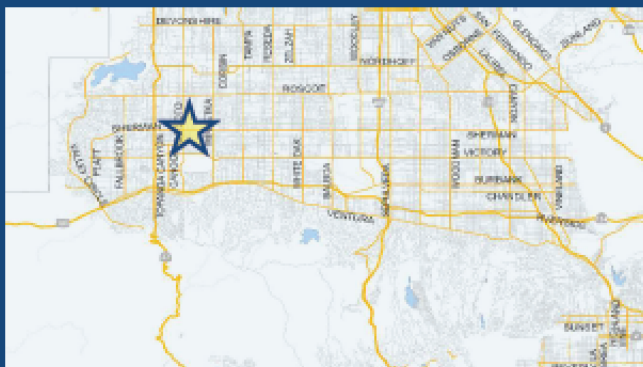


Project Information

Project:

Scenario:

Address: **20460 W SHERMAN WAY, 91306**



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		
B Transit		
C Education & Encouragement		
D Commute Trip Reductions		
E Shared Mobility		
F Bicycle Infrastructure		
Implement/Improve In-street Bicycle Facility	Select Proposed Prj or Mitigation to include this strategy	
<input type="checkbox"/> Proposed Prj <input type="checkbox"/> Mitigation		
Include Bike Parking Per LAMC	Select Proposed Prj or Mitigation to include this strategy	
<input checked="" type="checkbox"/> Proposed Prj <input type="checkbox"/> Mitigation		
Include Secure Bike Parking and Showers	Select Proposed Prj or Mitigation to include this strategy	
<input type="checkbox"/> Proposed Prj <input type="checkbox"/> Mitigation		
G Neighborhood Enhancement		

Analysis Results

Proposed Project	With Mitigation
298 Daily Vehicle Trips	298 Daily Vehicle Trips
2,246 Daily VMT	2,246 Daily VMT
9.2 Household VMT per Capita	9.2 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

Proposed Project Land Use Type	Value	Unit
Housing Multi-Family	54	DU
Housing Affordable Housing - Family	5	DU