Overland Traffic Consultants, Inc.

TRANSPORTATION ASSESSMENT
RESIDENTIAL DEVELOPMENT

Located at 20460 Sherman Way
in the City of Los Angeles

Prepared by:
Overland Traffic Consultants, Inc.
952 Manhattan Beach Boulevard, #100
Manhattan Beach, California 90266
(661) 799 - 8423

August 2023

TRANSPORTATION ASSESSMENT
FOR A RESIDENTIAL PROJECT

Located at
20460 W. Sherman Way
in the Canoga Park - Winnetka - Woodland Hills - West Hills
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 2023

EXECUTIVE SUMMARY

Overland Traffic Consultants has prepared this assessment of the transportation impacts for a proposed residential land development project located at 20460 W. Sherman Way (Project) in the Canoga Park - Winnetka - Woodand Hills - West Hills Community Plan Area of the City of Los Angeles.

The purpose of this Transportation Assessment (TA) is to document potential transportation impacts 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 California Environmental Quality Act (CEQA) guidelines. LADOT has determined a TA report is required for the Project and has approved a Transportation Assessment Referral Form for the Project's CEQA analysis (see TA Referral Appendix A).

Project Description

The development project is located at 20460 W. Sherman Way on the southeast corner of Sherman Way and Mason Avenue (Project Site). The Project Site is also located in Los Angeles Council District 3 and the Winnetka Neighborhood Council area.

The development project consists of a new residential building with 59 apartments (54 market rate and 5 affordable units). The lot area for the Project Site is approximately 16,743 square feet (0.384 acres) and currently vacant.

Project Parking and Access

The Project proposes 84 parking spaces on 2 parking levels (at-grade and 1 subterrean level). Vehicular access to the at-grade level will be from Mason Avenue with access to the subterrean level from Sherman Way (note that because of the Sherman Way raised median only right turns will be provided). The Project is providing 54 bicycle parking spaces (48 long-term spaces secured on the lower parking level and 6 short-term spaces located on Mason Avenue).

.

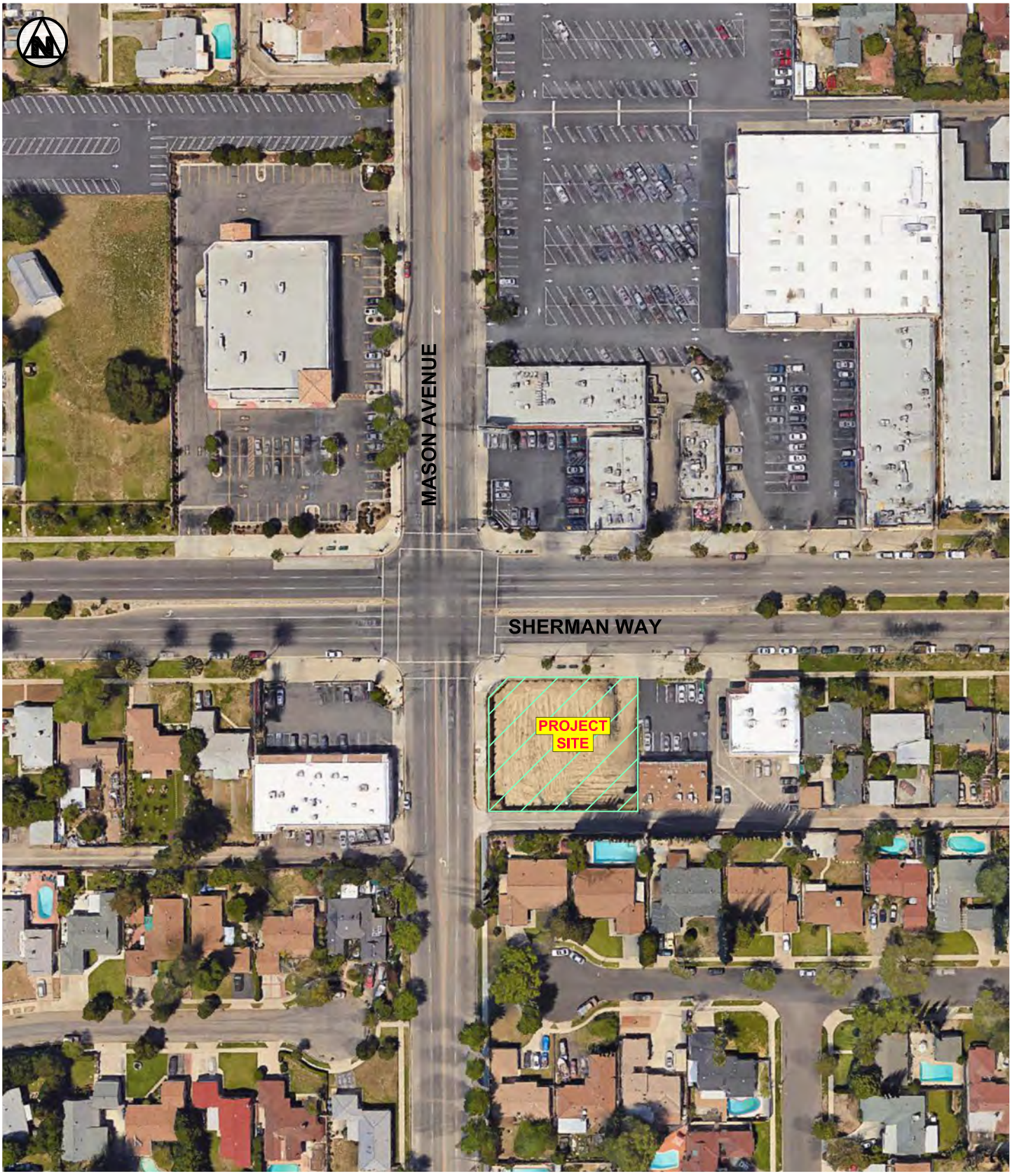


FIGURE 1

8/2023

PROJECT SETTING

Overland Traffic Consultants, Inc.
952 Manhattan Beach Boulevard, # 100, Manhattan Beach, CA 90266
(661) 799 - 8423 OTC@overlandtraffic.com

Transportation Assessment CEQA Review

On July 30, 2019, the City of Los Angeles adopted vehicle miles traveled (VMT) as its criterion for determining transportation impacts under the California Environmental Quality Act (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) is the City of Los Angeles' document providing guidance for conducting CEQA transportation analyses for land development projects. The TAG identifies three CEQA threshold questions for evaluating potential significant transportation impacts in accordance with SB 743.

1. Does the Project conflict with Plans, Programs, Ordinances, or Policies?
2. Does the Project cause substantial vehicle miles traveled (VMT)?
3. Does the Project substantially increase hazards due to a geometric design feature or incompatible use?

The City's adopted review process may also include an additional non-CEQA traffic flow qualitative analysis for large land development projects that generate 500 or more net daily trips. The purpose of this review is to evaluate how large projects affect vehicular access, circulation, and safety for all users of the transportation system.

A non-CEQA traffic flow analysis is not required for this Project because the net daily traffic flow is 299 daily trips, as calculated by the LADOT VMT calculator tool.

Findings

Based on this evaluation of the CEQA thresholds, the Project does not create a significant transportation impact.

Cumulative VMT impacts have also been 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.

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. The Project is consistent with the RTP/SCS plan.

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.

TABLE OF CONTENTS

APPENDIX

Appendix A – Transportation Assessment Referral Form
Appendix B – Community Plan Land Use Map
Appendix C – Street Standards, Circulation & High Injury Network Map
Appendix D – Mobility Network Maps
Appendix E – Overview of City Plans, Policies, Programs and Ordinances
Appendix F – Other Development Projects
Appendix G – VMT Report

LIST OF FIGURES

LIST OF TABLES

CHAPTER 1 PROJECT DESCRIPTION

The Project Site is located at 20460 Sherman Way (Project Site) in the Canoga Park - Winnetka - Woodland Hills - West Hills Community Plan area. The Project Site is also located in Los Angeles Council District 3 and the Winnetka Neighborhood Council area. Figure 2 shows the Project's map location.

The development project is located at 20460 W. Sherman Way on the southeast corner of Sherman Way and Mason Avenue (Project Site). The Project Site is also located in Los Angeles Council District 3 and the Winnetka Neighborhood Council area.

The development project consists of a new residential building with 59 apartments (54 market rate and 5 affordable units). The lot area for the Project Site is approximately 16,743 square feet (0.384 acres) and currently vacant.

Project Parking and Access

The Project proposes 84 parking spaces on 2 parking levels (at-grade and 1 subterrean level). Vehicular access to the at-grade level will be from Mason Avenue with access to the subterrean level from Sherman Way (note that because of the Sherman Way raised median only right turns will be provided). The Project is providing 54 bicycle parking spaces (48 long-term spaces secured on the lower parking level and 6 short-term spaces located on Mason Avenue).

Figure 3 illustrates the vehicular access, ground level plan and lower parking level.

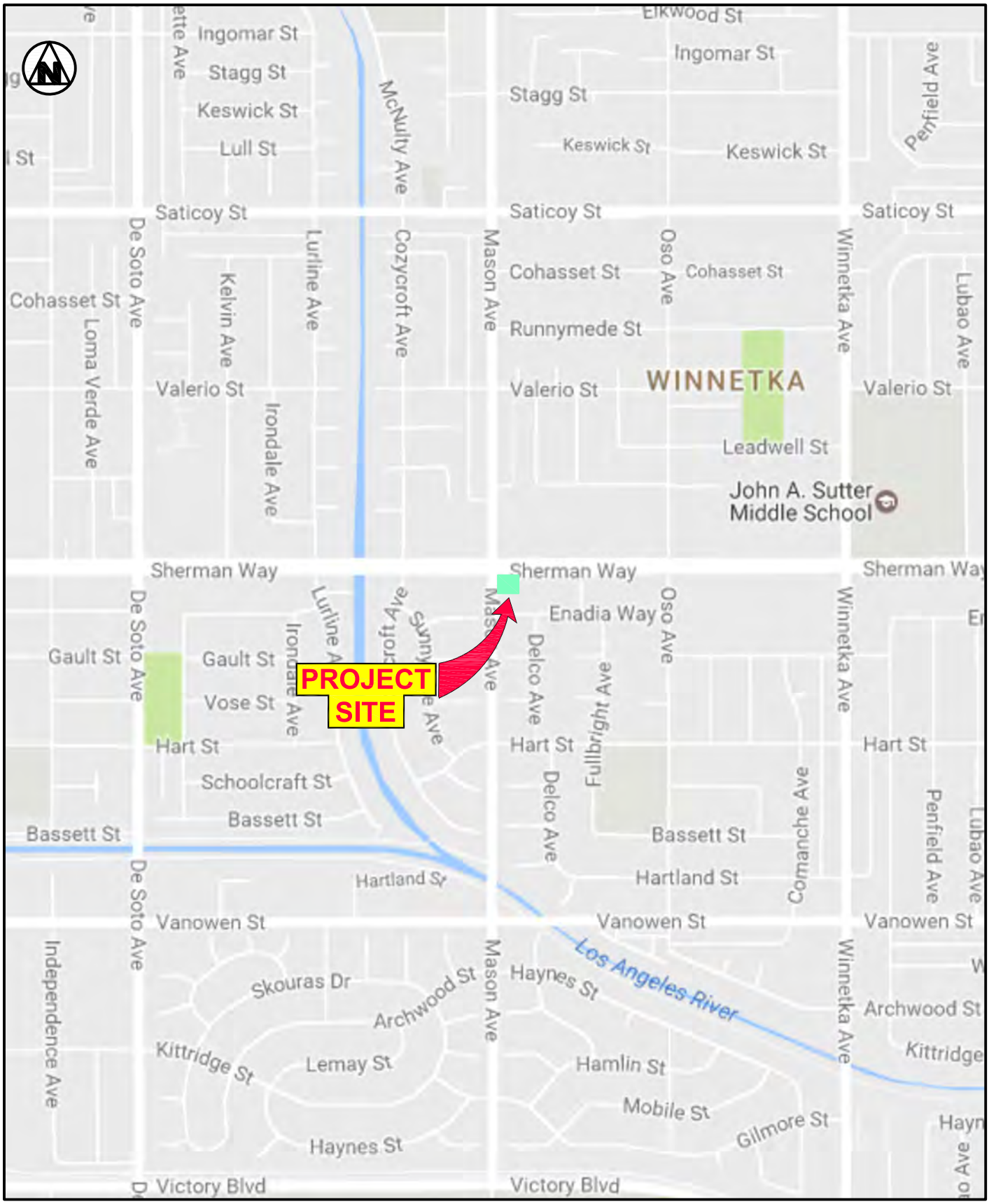


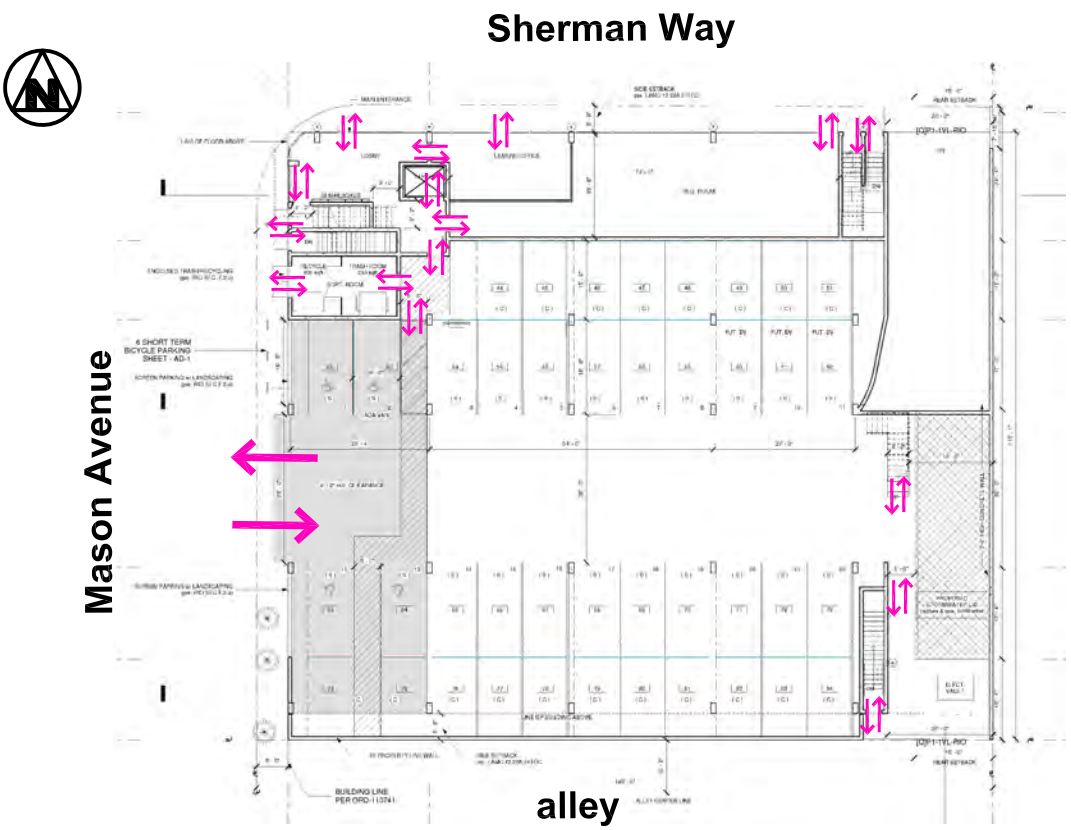
FIGURE 2

8/2023

PROJECT MAP LOCATION

Overland Traffic Consultants, Inc.
952 Manhattan Beach Boulevard, #100 Manhattan Beach, CA 90266
(661)799-8423, OTC@overlandtraffic.com

GROUND FLOOR



LOWER LEVEL

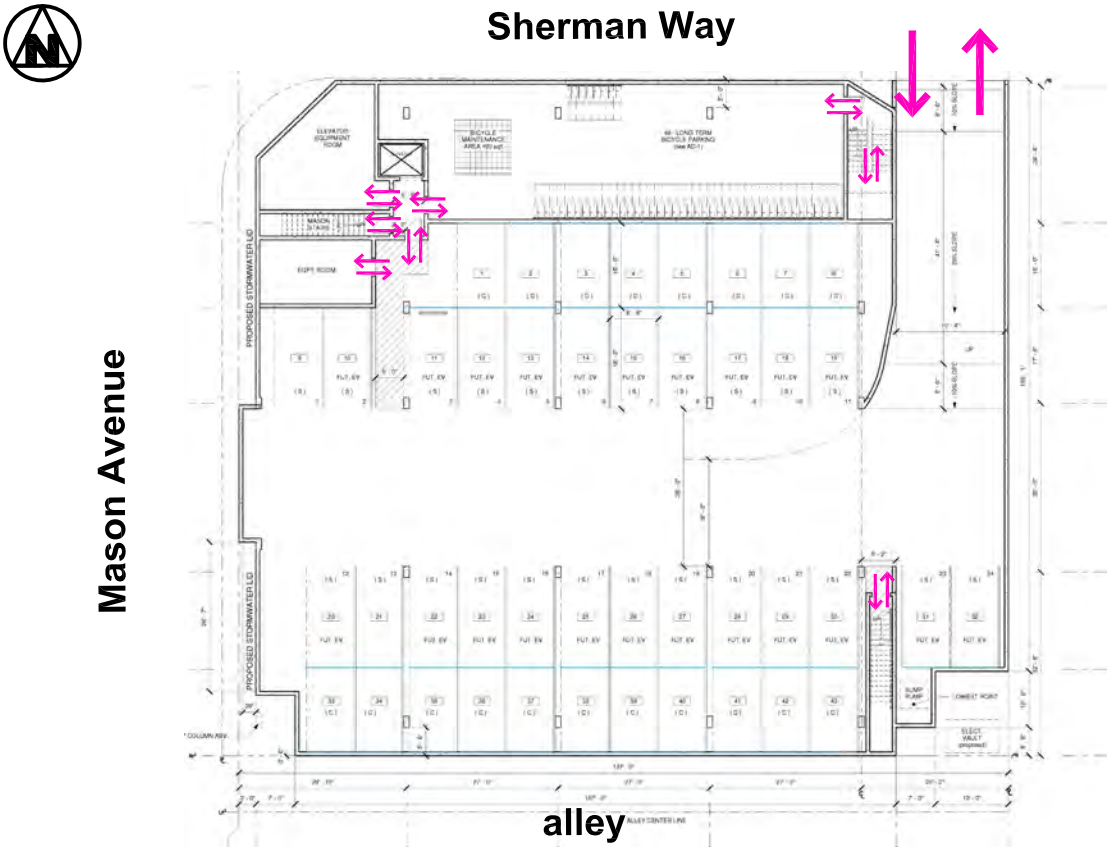


FIGURE 3

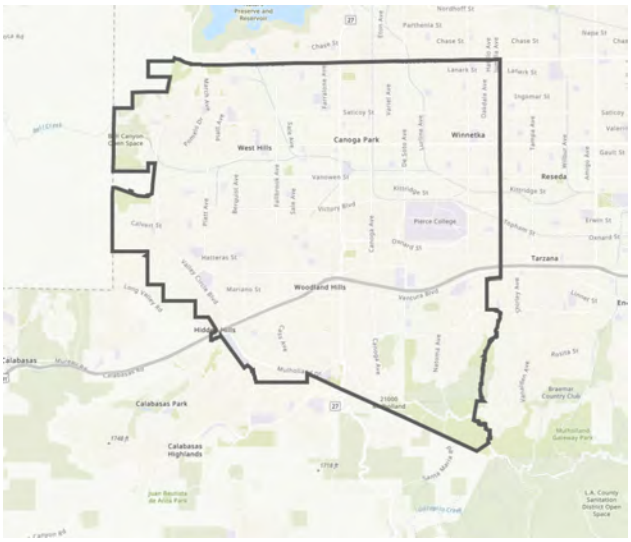
8/2022

SITE PLAN
(vehicle and pedestrian access)

Overland Traffic Consultants, Inc.
952 Manhattan Beach Bl, #100, Manhattan Beach, CA 90266
(310) 930 - 3303 OTC@overlandtraffic.com

ENVIRONMENTAL SETTING

Land Use



The Project Site is in the Canoga Park - Winnetka - Woodland Hills - West Hills Community Plan area approximately 25 miles northwest of downtown Los Angeles. The Project Site is also located in Los Angeles Council District 3, the South Valley Planning Commission Area, and the Winnetka Neighborhood Council area.

The Community Plan consists of 17,894 net acres with 59.7% residential (55.1% single family and 4.6% multi-family), 5.4% commercial, 3.8% industrial with the balance being open space and streets. The Community Plan currently in effect was adopted by the City in 1999, a new community plan update is actively underway. Appendix B contains the adopted Canoga Park - Winnetka - Woodland Hills - West Hills Community Plan land use map and summary table.

The Project Site is bounded by Sherman Way and commercial uses to the north, Mason Avenue and commercial uses to the west, commercial uses and medical office building to the east, and an alley and single-family residential uses to the south.

Transportation Facilities

Regional access to the project area is serviced by the Ventura Freeway (Interstate 101), approximately 2.5 miles to the south, is accessible via east and westbound on/off ramps on Winnetka Avenue. The Ventura Freeway carries approximately 277,000 vehicles per day (VPD) with 18,000 vehicles per hour (VPH) at Winnetka Avenue. Freeway traffic volumes in the 2021 Caltrans traffic volumes database.

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; streets may pass 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 three lanes in each direction with a raised median and left-turn lanes. On-street parking is allowed with a posted speed limit of 35 MPH. A traffic signal controls the traffic and pedestrian flow at the intersection of Sherman Way and Mason Avenue with protected pedestrian crossings and continental crosswalks. Protected left turn signals for east, west and southbound traffic are provided.

Mason Avenue is a north-south Avenue II street and provides two lanes in each direction. On-street parking is allowed with a posted speed limit of 40 MPH.

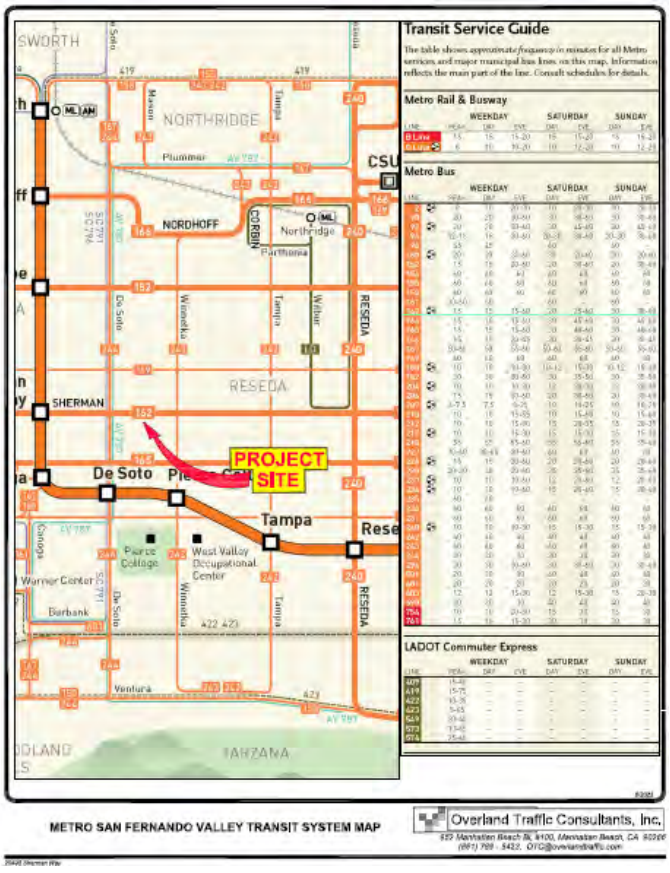
Transit Information

Public transportation in the study area is provided by the Metropolitan Transportation Authority (Metro). The transit service available to the Project is briefly described below.

Regional Transit Service

The 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 Canoga Avenue and Sherman Way, approximately 1 mile to the west of the Project Site. A separated Class I bicycle path shares the right-of-way with the G Line buses.

Local Transit Service



Metro has implemented The NextGen Bus Plan - a redesigned 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 are shown in the adjacent map:

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 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 Mason Avenue intersection.

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 D.

https://lahub.maps.arcgis.com/apps/View/index.html?appid=77094c99878341bfadf15814aec76fb0&extent=-119.0527,33.8893,-118.1360,34.4013

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 and Topanga Canyon Boulevard are VEN designated streets.

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 a Moderate Transit Enhanced Street.
- Roscoe Boulevard is designated Moderate Plus Transit Enhanced Street.
- Van Nuys Boulevard is designated a Comprehensive Transit Enhanced Street.

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.
- 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 east of Topanga Canyon Boulevard and Roscoe Boulevard west of Canoga Avenue are listed as Tier 1 bicycle lane streets.

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.

- Winnetka Avenue and Owensmouth Avenue south of Valerio Steet are listed as a Tier 2 bicycle lane streets.
- DeSoto Avenue is listed as a Tier 3 bicycle lane street

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 east of Mason Avenue are identified as a bike friendly routes 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.

- Oso Avenue, Hart Street east of Mason Avenue, Variel Avenue, Owensmouth Avenue, Leadwell Stret east of Oso Avenue, and Valerio Street 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 west of Variel Avenue, DeSoto Avenue south of Vose Street, Canoga Avenue south of Valerio Street, Vanowen Street west of Lurline Avenue, and Winnetka Avenue north of Strathern Street where pedestrian improvements could be prioritized to provide better walking connections to and from the major destinations.

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 application of TOC Affordable Housing Incentive Program.

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 299 daily vehicle trips without any TDM strategies. TDM strategies are not considered in the screening criteria. Appendix E provides screening questions and Appendix G 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.)?

No, according to the Mobility Plan 2035 (Mobility Plan) street standards:

a. Sherman Way is designated a Boulevard II street which has a standard 110-foot right of way (55-foot half) with an 80-foot roadway (40-foot half). The current right-of-way along Sherman Way is 135.5-feet (68-foot south half) with a 93-foot roadway (46-foot south half). No additional dedication or street widening would be required along the Sherman Way frontage.

b. Mason Avenue is designated an Avenue II street which has a standard 86-foot right of way (43-foot half) with a 56-foot roadway (28-foot half). The current right-of-way along Mason Avenue is 87-feet (42-foot east half) with a 66-foot roadway (31-foot east half). No additional dedication or street widening would be required along the Mason Avenue frontage.

c. The adjacent alley is dedicated and improved to 20 feet in width. No additional dedication or alley widening would be required.

4. Is the Project's frontage along a street classified as an Avenue, Boulevard or Collector (as designated in the City's General Plan) 250 linear feet or more, or is the Project's frontage encompassing an entire block along an Avenue or Boulevard (as designated in the City's General Plan)?

No, The Project frontage on Sherman Way (Boulevard II) is 140 feet and on Mason Avenue (Avenue II) the Project frontage is 120 feet.

5. 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 2,261 daily VMT. Note that TDM strategies are not considered in the screening criteria. Appendix G contains the VMT reports.

6. 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. The Project will not replace residential units with a smaller number of residential units – the Project Site is vacant

7. 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 4 driveways (2 on Mason Avenue and 2 on Sherman Way with the eastern driveway shared with adjacent commercial property). The Project will remove both driveways on Mason Avenue and install one driveway on Mason Avenue. The existing westerly driveway on Sherman Way will be removed with the shared easterly driveway to remain.

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

Yes, the Project will provide 59 residential units (54 market rate and 5 affordable units).

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

Following are the CEQA threshold questions and additional analysis for the Project's CEQA review.

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 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 (as shown in Table 1, Consistency Check).

This review shows that the Project does substantially conform to the purpose, intent, and provisions of the General Plan. The Project would not conflict with these key City planning documents, and potential transportation impacts would be less than significant.

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.	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 include both electric charging stations and pre-wiring spaces for potential future electric vehicle charging (Ord. 186485). The Project provides safe ADA compliant pedestrian access separate from vehicular access. 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 Canoga Park - Winnetka - Woodland Hills - West Hills 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. No commercial floor area is proposed.	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 Saticoy Street between Topanga Canyon Boulevard and Jordan Street included safety improvements such as leading pedestrian intervals, speed feedback signs, and protected left-turn signal, continental crosswalk upgrades, and intersection tightening. https://ladotlivablestreets.org/projects/Saticoy-Street-Safety-Improvements As part of the Active Transportation program, LADOT is bringing mobility upgrades to Winnetka Avenue from Vanowen Street to Victory Boulevard. This project proposes to extend the north/south bikeway linking key transit and other destinations, such as Pierce College. https://ladotlivablestreets.org/projects/Winnetka-Avenue-Street-Improvements The Project would not preclude or conflict with any future Vision Zero or Active Transportation 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. 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 removes a total of 3 driveways, retains 1 driveway and installs 1 new driveway. The vehicular access does 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 documents. 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 E.

Cumulative Consistency Check

Pursuant to the TAG, proposed projects are reviewed to assess cumulative impacts that may result from the Project in combination with other nearby development projects.

A cumulative impact could occur if the Project in combination with other development projects within one-half mile radius from the Project Site were to cumulatively preclude the City's ability to serve transportation user needs as defined by the City's transportation policy framework. A listing and map of two other known planned development projects is provided in Appendix F. Note that any other land development projects would be individually responsible for complying with the City's transportation plans, programs ordinances and policies.

The cumulative project review in combination with the Project does not preclude the implementation of any transportation programs, plans, ordinances, or policies and, therefore the Project does not have a cumulative 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.

II. 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.

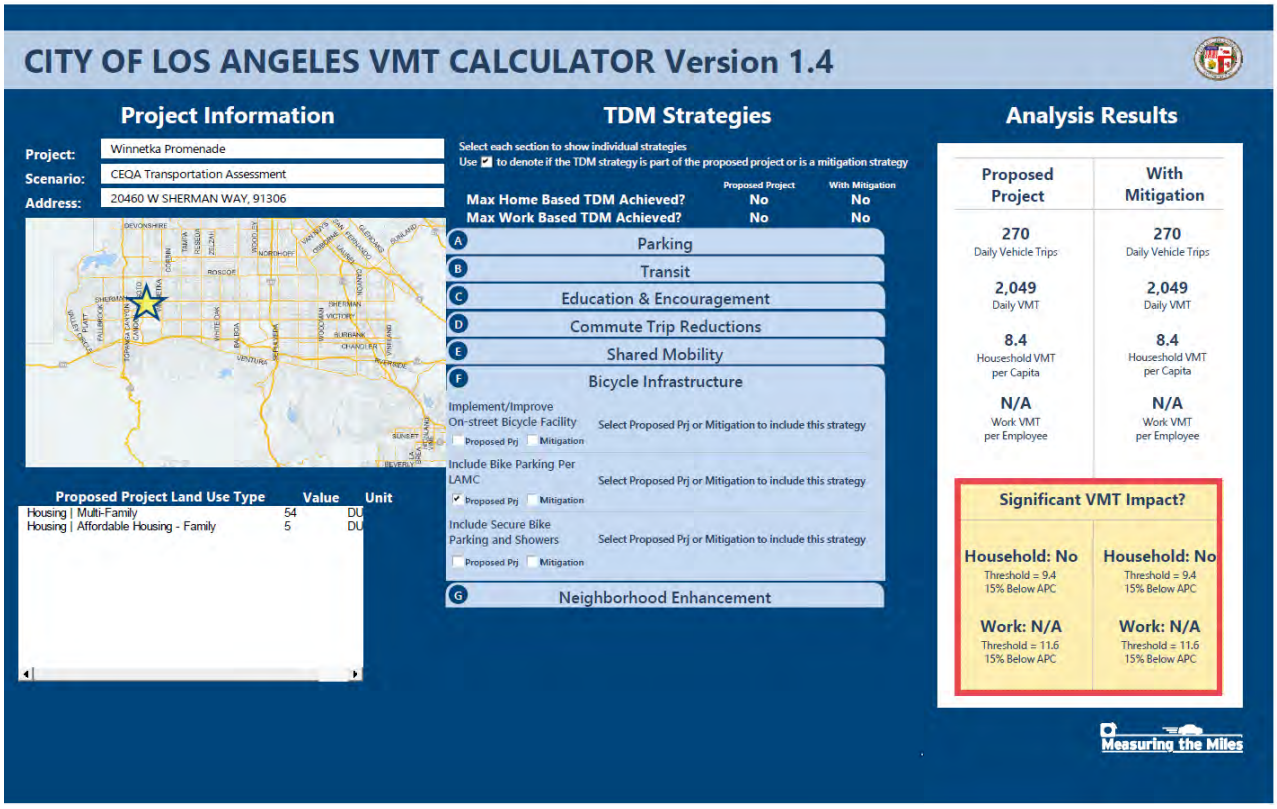
A development project will have a potential impact if the development project would generate VMT exceeding 15% below the existing average VMT for the Area Planning Commission (APC) area in that the project is located per TAG's Table 2.2-1.

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 below.

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

The Project's household VMT per capita is 8.4 per the LADOT VMT calculator tool, as shown below, which is below the South Valley APC VMT 9.4 threshold. The work VMT per employee is not applicable because commercial space is not part of the Project and therefore, not applicable.



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 G.

Transportation Demand Management (TDM)

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 that are regulatory measure(s), as described below by LADOT'S TAG. No additional TDM measures are required beyond the proposed Project Features.

- Parking Strategy – Reduced Parking Supply – This strategy changes the on-site parking supply to provide less than the amount of vehicle parking required by direct application of the Los Angeles Municipal Code (LAMC 12.21.A.4.a) without consideration of parking reduction mechanisms permitted in the code. Permitted reductions in parking supply could utilize parking reduction mechanisms such as TOC, Density Bonus, Bike Parking ordinance, or locating in an Enterprise Zone or Specific Plan area.
- 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 to provide 54 bicycle parking spaces (48 secured long-term spaces and 6 short-term spaces).

The effectiveness of the TDM strategies 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).

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.

Per the City's TAG, projects that are consistent with the RTP/SCS plan in terms of development location and density are part of the regional solution for meeting air pollution and GHG goals. Projects that have less than a significant VMT impact are deemed to be consistent with the SCAG's 2016-2040 RTP/SCS and would have a less-than-significant cumulative impact on VMT.

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.

III. 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.

1. The residential Project is compatible with surrounding land uses that would not increase a transportation hazard.
2. The Project will remove one driveway on Sherman Way and retain one shared driveway on Sherman Way. The Project will remove 2 driveways on Mason Avenue and install 1 driveway on Mason Avenue.
3. Pedestrian and vehicle access is separated with direct street level pedestrian access.
4. Protected pedestrian crossings with continental crosswalks are provided at the nearby intersection of Sherman Way and Mason Avenue, less than 1 block west of the Project Site.
5. Protected left-turn signals are provided for east / westbound and southbound approaches at Sherman Way and Mason Avenue.
6. As shown below, Project generated traffic is estimated to be low volume with 23 net peak hour vehicles per hour during both the morning and afternoon peak hours (approximately 1 vehicle every 3 minutes), as shown in the following table. No operational impacts are expected.

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)	54 units	5	15	20	13	8	21
LADOT	Affordable (outside TPA per unit)	5 units	1	2	3	1	1	2
		Total	6	17	23	14	9	23

7. 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 total of 6 inbound am peak hour trips and 14 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.

8. 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. No other development projects are proposed on the same block as the Project Site. The nearest development is the newly constructed Palm Vista affordable housing project at 20116 Sherman Way, west of Winnetka Avenue. No cumulative access impacts will be created.

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).

Vision Zero

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 the safest in the nation. 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 included in the HIN, as shown on the HIN map in Appendix C

The Project provides safe access to/and from the development sire and would not preclude the implementation of any existing or future Vision Zero or Active Transportation Projects[1].

[1] Active transportation is human-powered mobility. Using the City's Mobility Plan 2035 as a guide, LADOT's Active Transportation Division implements the pedestrian and bicycle networks that support safer and more accessible transportation choices for everyone including those who walk, bike, ride, or roll.

APPENDIX A

Transportation Assessment Referral Form

REFERRAL FORMS:

TRANSPORTATION STUDY ASSESSMENT

DEPARTMENT OF TRANSPORTATION - REFERRAL FORM

RELATED CODE SECTION: Los Angeles Municipal Code Section 16.05 and various code sections.

PURPOSE: The Department of Transportation (LADOT) Referral Form serves as an initial assessment to determine whether a project requires a Transportation Assessment.

GENERAL INFORMATION

- Administrative: Prior to the submittal of a referral form with LADOT, a Planning case must have been filed with Los Angeles City Planning.
- All new school projects, including by-right projects, must contact LADOT for an assessment of the school's proposed drop-off/pick-up scheme and to determine if any traffic controls, school warning and speed limit signs, school crosswalk and pavement markings, passenger loading zones and school bus loading zones are needed.
- Unless exempted, projects located within a transportation specific plan area may be required to pay a traffic impact assessment fee regardless of the need to prepare a transportation assessment.
- Pursuant to LAMC Section 19.15, a review fee payable to LADOT may be required to process this form. The applicant should contact the appropriate LADOT Development Services Office to arrange payment.
- LADOT's Transportation Assessment Guidelines, VMT Calculator, and VMT Calculator User Guide can be found at **http://ladot.lacity.org**.
- A transportation study is not needed for the following project applications:
    - Ministerial / by-right projects
    - Discretionary projects limited to a request for change in hours of operation
    - Tenant improvement within an existing shopping center for change of tenants
    - Any project only installing a parking lot or parking structure
    - Time extension
    - Single family home (unless part of a subdivision)
- This Referral Form is not intended to address the project's site access plan, driveway dimensions and location, internal circulation elements, dedication and widening, and other issues. These items require separate review and approval by LADOT.

SPECIAL REQUIREMENTS

When submitting this referral form to LADOT, include the completed documents listed below.

☐ Copy of Department of City Planning Application (CP-7771.1).

☐ Copy of a fully dimensioned site plan showing all existing and proposed structures, parking and loading areas, driveways, as well as on-site and off-site circulation.

☐ If filing for purposes of Site Plan Review, a copy of the Site Plan Review Supplemental Application.

☐ Copy of project-specific VMT Calculator analysis results.

TO BE VERIFIED BY PLANNING STAFF PRIOR TO LADOT REVIEW

LADOT DEVELOPMENT SERVICES DIVISION OFFICES: Please route this form for processing to the appropriate LADOT Development Review Office as follows (see this map for geographical reference):

Metro	**West LA**	**Valley**
213-972-8482	*213-485-1062*	*818-374-4699*
100 S. Main St, 9th Floor Los Angeles, CA 90012	7166 W. Manchester Blvd Los Angeles, CA 90045	6262 Van Nuys Blvd, 3rd Floor Van Nuys, CA 91401

1. PROJECT INFORMATION

Case Number: DIR-2020-6473-TOC-HCA

Address: 20460 Sherman Way Winnetka, CA

Project Description: New 59-Unit Apartment Building

Seeking Existing Use Credit (will be calculated by LADOT): Yes ____ No ✔ Not sure ____

Applicant Name: Stephen W. Gregorchuk

Applicant E-mail: swgregorchuk@gmail.com Applicant Phone: (818) 416-4193

Planning Staff Initials: _____ **Date:** _____

2. PROJECT REFERRAL TABLE

	Land Use (list all)	**Size / Unit**	**Daily Trips[1]**
Proposed[1]			
	Total trips[1]:		

a. Does the proposed project involve a discretionary action? **Yes** ☐ **No** ☐

b. Would the proposed project generate 250 or more daily vehicle trips[2]? **Yes** ☐ **No** ☐

c. If the project is replacing an existing number of residential units with a smaller number of residential units, is the proposed project located within one-half mile of a heavy rail, light rail, or bus rapid transit station[3]? **Yes** ☐ **No** ☐

If **YES** to **a.** and **b.** or **c.**, or to **all** of the above, the Project must be referred to LADOT for further assessment.

Verified by: Planning Staff Name:_____ Phone:_____

Signature: _____ Date:_____

[1] Qualifying Existing Use to be determined by LADOT staff on following page, per LADOT's Transportation Assessment Guidelines.

[2] To calculate the project's total daily trips, use the VMT Calculator. Under 'Project Information', enter the project address, land use type, and intensity of all proposed land uses. Select the '+' icon to enter each land use. After you enter the information, copy the 'Daily Vehicle Trips' number into the total trips in this table. Do not consider any existing use information for screening purposes. For additional questions, consult LADOT's VMT Calculator User Guide and the LADOT Transportation Assessment Guidelines (available on the LADOT website).

[3] Relevant transit lines include: Metro Red, Purple, Blue, Green, Gold, Expo, Orange, and Silver line stations; and Metrolink stations.

TO BE COMPLETED BY LADOT

3. PROJECT INFORMATION

	Land Use (list all)	**Size / Unit**	**Daily Trips**
Proposed	Housing - Multi-family	59	301
	Total new trips:		301
Existing			
	Total existing trips:		0
	Net Increase / Decrease (+ or -)		+301

a. Is the project a single retail use that is less than 50,000 square feet? **Yes** ☐ **No** ☑

b. Would the project generate a net increase of 250 or more daily vehicle trips? **Yes** ☑ **No** ☐

c. Would the project generate a net increase of 500 or more daily vehicle trips? **Yes** ☐ **No** ☑

d. Would the project result in a net increase in daily VMT? **Yes** ☑ **No** ☐

e. If the project is replacing an existing number of residential units with a smaller number of residential units, is the proposed project located within one-half mile of a heavy rail, light rail, or bus rapid transit station? **Yes** ☐ **No** ☑

f. Does the project trigger Site Plan Review (LAMC 16.05)? **Yes** ☑ **No** ☐

g. Project size:

i. Would the project generate a net increase of 1,000 or more daily vehicle trips? **Yes** ☐ **No** ☑

ii. Is the project's frontage 250 linear feet or more along a street classified as an Avenue or Boulevard per the City's General Plan? **Yes** ☐ **No** ☑

iii. Is the project's building frontage encompassing an entire block along a street classified as an Avenue or Boulevard per the City's General Plan? **Yes** ☐ **No** ☑

VMT Analysis (CEQA Review)

If **YES** to **a.** and **NO** to **e.** a VMT analysis is **NOT** required.
If **YES** to both **b.** and **d.**; or to **e.** a VMT analysis **is** required.

Access, Safety, and Circulation Assessment (Corrective Conditions)

If **YES** to **c.**, a project access, safety, and circulation evaluation may be required.
If **YES** to **f.** and either **g.i**., **g.ii**., or **g.iii**., an access assessment may be required.

LADOT Comments:

VMT Analysis is required

Circulation Assessment is not required

Please note that this form is not intended to address the project's site access plan, driveway dimensions and location, internal circulation elements, dedication and widening, and other issues. These items require separate review and approval by LADOT. Qualifying Existing Use to be determined per LADOT's Transportation Assessment Guidelines.

4. Specific Plan with Trip Fee or TDM Requirements: **Yes** ☐ **No** ☑

Fee Calculation Estimate: _____

VMT Analysis Required (Question b. satisfied): **Yes** ☑ **No** ☐

Access, Safety, and Circulation Evaluation Required (Question c. satisfied): **Yes** ☐ **No** ☑

Access Assessment Required (Question c., f., and either g.i., g.ii. or g.iii satisfied): **Yes** ☐ **No** ☑

Prepared by DOT Staff Name: Miguel Crisostomo Phone: _____

Signature: MiguelCris Date: 07/19/23

APPENDIX B

Community Plan Land Use Map and Summary Table

FOOTNOTES :

1. Residential Height Limits - Woodland Hills

   Single-family housing located along Topanga Canyon Boulevard south of Ventura Boulevard and north of Mulholland Drive shall be limited to two stories. Residential development west of Mulholland Drive between Valmar Road and Ventura Boulevard shall also be limited to two stories.

2. Commercial Development Limitations Treeland Nursery

   If any future zone change to a commercial zone is approved on this property, the ordinance shall be include permanent [Q] conditions limiting maximum square footage over the 3.8 acres currently designated General Commercial to a Floor Area Ratio of 1.5:1, and limiting the maximum square footage of development over the entire 10.3 acre ownership to a Floor Area Ratio of 1.5:1,up to 220,690 sq.ft. limitinguses to those first permitted in the C1.5 zone, limiting the maximum height of any structures to 30 feet, and providing an equestrian trail easement to the major backbone of the Santa Monica Mountains Conservancy Trail System, establishing minimum landscape setbacks from adjacent residential property and from the property line along the Long Valley Road frontage of 25 feet, and limiting primary ingress and egress to Valley Circle Boulevard. Any use of Long Valley Road for ingress or egress shall be determined after the Department of Transportation conducts a traffic study as part of any future discretionary review. Any modification of these conditions shall be through a Plan Amendment or Zone Change that will include its own environmental determination.

3. Affordable Housing - Canoga Park

   Development for low and moderate income housing may exceed the density permitted in the R1 zone provided that the subject parcel is in excess of 6,000 square feet, that the average density of all land designated Low Residential on the block does not exceed that permitted in the R1 zone, and that project meet the definition of low and moderate income housing under the City's Housing Density Bonus Program.

4. Owensmouth Avenue FAR Limitations - Canoga Park

   All commercial zones for properties located on Owensmouth Avenue between Sherman Way and Vanowen Street shall include a permanent [Q] condition limiting development to a Floor Area Ratio of 1:1.

5. 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 deterenines that a property zoned 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 300 feet of the property boundary and still be considered consistent with the adopted Plan.

6. Local streets and freeways are shown for reference only.

7. Boxed symbol denote the general location of a proposed facility. The symbol does not designate any specific property for acquisition. Such facility may be appropriately located within an area defined by the functional and service radius standards contained in the individual facility plans comprising the Service Systems Elements of the General Plan.

8. Existing mobilehome parks are consistent with the Plan. Future mobilehome parks shall be consistent with the Plan when developed in the RMP Zone.

9. 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.

   Zones 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.

10. Woodlake Avenue and Saticoy Street

    Development to densities permitted by the Low Medium I Residential land use designation shall be limited to RZ zoning.

* 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.

LAND USE

RESIDENTIAL

LOW DENSITY	CORRESPONDING ZONES [9]
MINIMUM	OS,A1,A2, RE40
VERY LOW	RE20,RA, RE15,RE11
VERY LOW II	RE15, RE11
LOW	RE9,RS,R1, RU,RD6,RD5

MULTIPLE FAMILY	CORRESPONDING ZONES [9]
LOW MEDIUM I	R2,RD3,RD4,RZ3, RZ4,RU,RW1
LOW MEDIUM II	RD1.5,RD2,RW2, RZ2.5
MEDIUM	R3
HIGH MEDIUM	R4

COMMERCIAL		INDUSTRIAL	
NEIGHBORHOOD	C1,C1.5,C2,C4, RAS3,RAS4	LIMITED	CM,MR1,M1
LIMITED	CR,C1,C1.5, RAS3,RAS4,P	LIGHT	MR2,M2
GENERAL	C1.5,C2,C4, RAS3,RAS4		
COMMUNITY	CR,C2,C4, RAS3,RAS4		
REGIONAL	CR,C1.5,C2,C4,RAS3, RAS4,R3,R4,R5		

OPEN SPACE, PUBLIC FACILITIES

OPEN SPACE	OS,A1
PUBLIC [5] FACILITIES	PF

CIRCULATION

- Scenic Freeway [6]
- Freeway [6]
- Super Major Highway
- Scenic Div Major Hwy II
- Scenic Major Highway II
- Scenic Parkway
- Parkway
- Major Highway II
- Secondary Highway
- Special Collector Street
- Collector Street
- Local Street [8]
- MTA RR R/W
- Equestrian Trail
- Private Street

SPECIAL BOUNDARY

- Residential Planned Development
- Endangered Ridgeline
- Horsekeeping Area

ADMINISTRATIVE BOUNDARY

- City/County Boundary
- Community Boundary

NOTES:

- Proposed [7]

SERVICE SYSTEMS [7]

SCHOOL SITES

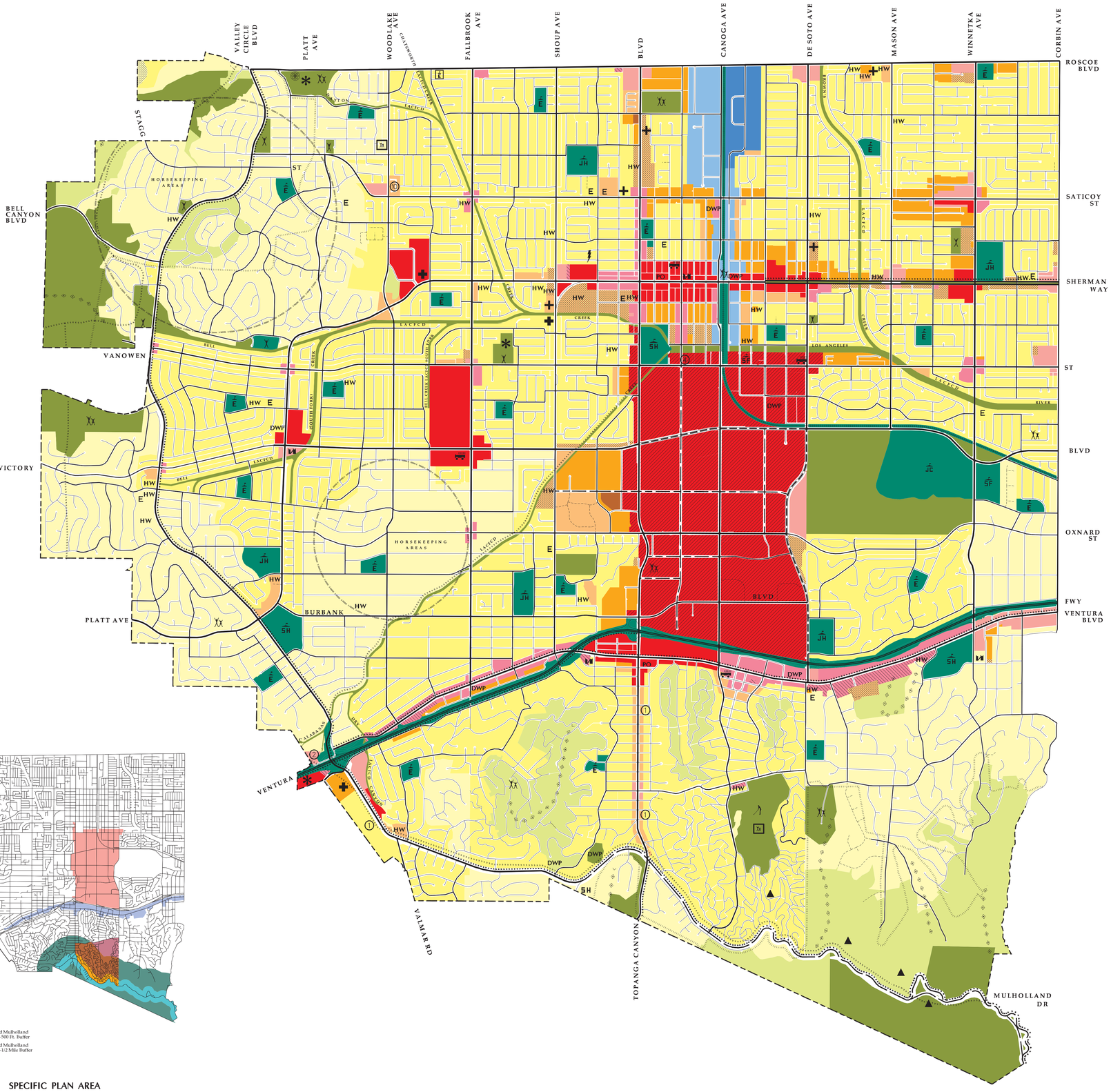
- Elementary School
- Junior High School
- Senior High School
- Community College
- Special School Facility
- Private Senior High School
- Private Elementary School

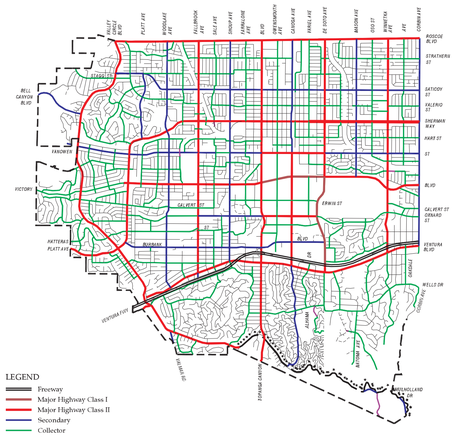
RECREATIONAL SITES

- Neighborhood Park
- Community Park
- Golf Course - Private

OTHER FACILITIES

- Fire Station
- Community Library
- Post Office
- Cultural or Historical Site
- Scenic View Site
- Horticultural Center
- Health Center
- Water & Power Property
- Convalescent Hospital
- House Of Worship
- Power Distribution Center





GENERALIZED CIRCULATION
(See Note 'D')

FOR DETAILS REFER TO:

- Warner Center 2035 Plan Ordinance No. 182766
- Valley Circle/Plummer St Scenic Corridor Ord. No.151615
- Girard Tract Specific Plan Ordinance No. 142281
- Ventura Blvd-Cahuenga Blvd Corridor Specific Plan - Ordinance No. 174052
- Mulholland Scenic Parkway Specific Plan Ordinance No. 167943 - 500 Ft. Buffer
- Mulholland Scenic Parkway Specific Plan Ordinance No. 167943 - 1/2 Mile Buffer
- Girard Tract Specific Plan-Ord No.142281 and Mulholland Scenic Parkway Specific Plan-Ord No.167943-500 Ft. Buffer
- Girard Tract Specific Plan-Ord No.142281 and Mulholland Scenic Parkway Specific Plan-Ord No.167943-1/2 Mile Buffer

SPECIFIC PLAN AREA

Notes :

A. The text of the Community Plan can be accessed on the City Of Los Angeles' Web Page (www.lacity.org/PLN).
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.

Disclaimer : The City Of Los Angeles is neither responsible nor liable for any inaccuracies, errors or omissions with respect to the material contained on this map. This map and all materials contained on it are distributed and transmitted "as is" without warranties of any kind, either express or implied, including without limitation, warranties of title or implied warranties of merchantability or fitness for a particular purpose. The City Of Los Angeles is not responsible for any special, indirect, incidental, or consequential damages that may arise from the use of, or the inability to use, the map and/or the materials contained on the map whether the materials contained on the map are provided by the City Of Los Angeles, or a third party.

GENERAL PLAN LAND USE MAP (as of April 23 2013)

CANOGA PARK - WINNETKA - WOODLAND HILLS - WEST HILLS 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 1400 2800
FEET

PLOT DATE : 09/16/14

DATA SOURCES:
LANDUSE (gp map) patb1 : CPKgdbGENPLAN(from WNT.GENPLANDPLY@GGgisdb.sde)
LANDUSE (gp map) patb2 : NA ' '
LANDUSE (gp map) patb3 : NA ' '

CL cpln cover : x:\cpln\gpdata\CPK
MISC cpln cover : x:\cpln\gpdata\CPK
MAPS cpln cover : x:\cpln\gpdata\CPK

BSANNO cpln cover : x:\cpln\gpdata\CPK
BSICONS cpln cover : x:\cpln\gpdata\CPK
Ulmask cpln cover : x:\cpln\gpdata\CPK

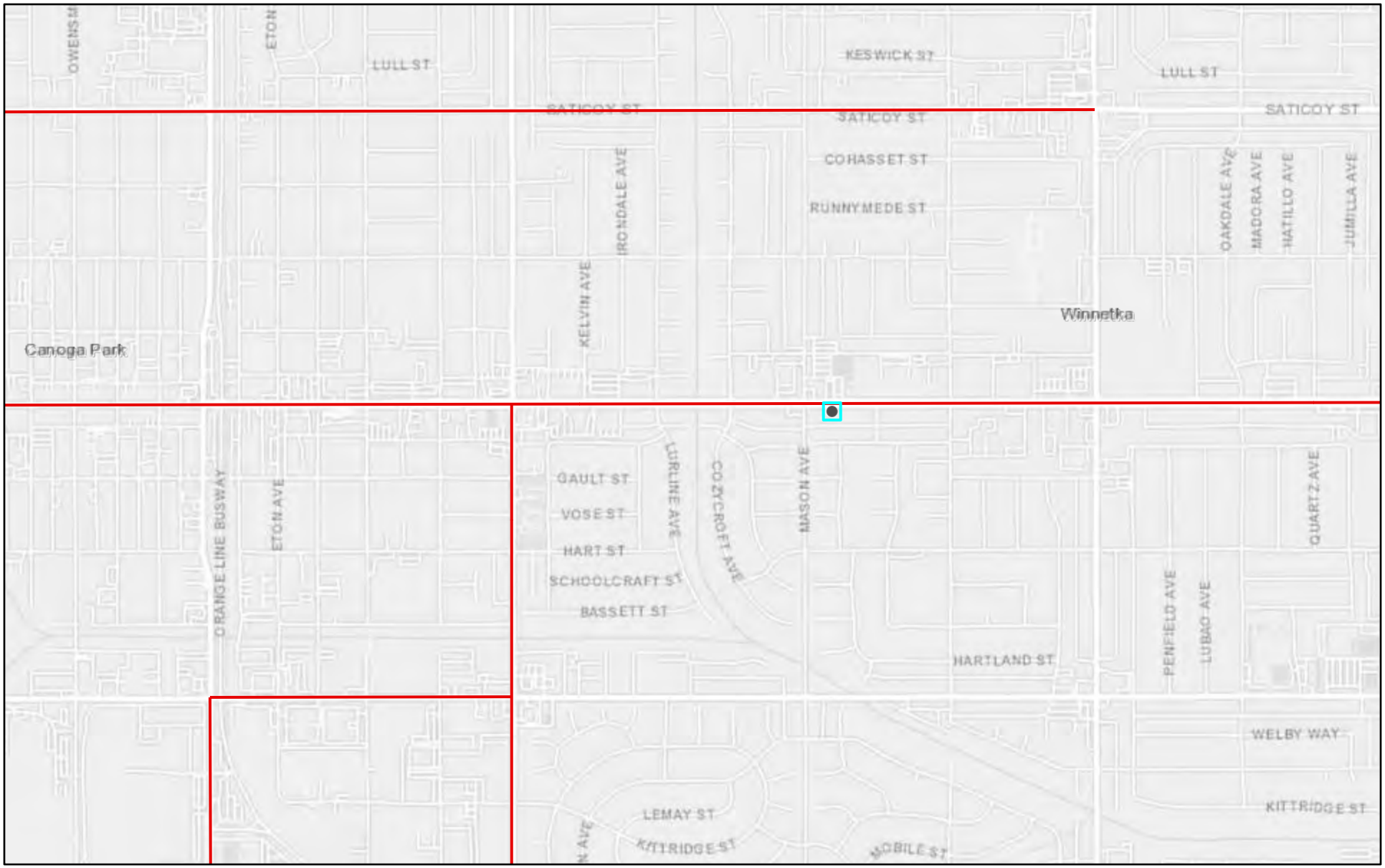
SUMMARY OF LAND USE

CATEGORY	LAND USE	CORRESPONDING ZONES	NET ACRES	% AREA	TOTAL NET ACRES	TOTAL % AREA
RESIDENTIAL						
Single Family					**9,860**	**55.1**
	Minimum	OS, A1, A2, RE40	1,012	5.7		
	Very Low	RE20, RA, RE15, RE11	3,424	19.1		
	Low	RE9, RS, R1, RU, RD6, RD5	5,424	30.3		
Multiple					**826**	**4.6**
	Low Medium I	R2, RD3, RD4, RZ3, RZ4, RU, RW1	162	0.9		
	Low Medium II	RD1.5, RD2 , RW2, RZ2.5	156	0.9		
	Medium	R3	469	2.6		
	High Medium	R4	39	0.2		
COMMERCIAL					**972**	**5.4**
	Neighborhood	C1, C1.5, C2, C4	167	0.9		
	Limited	CR, C1, C1.5, P	52	0.3		
	General	CR, C1.5, C2, C4	186	1.0		
	Community	CR, C2, C4	347	2.0		
	Regional	CR, C1.5, C2, C4, R3, R4, R5	220	1.2		
INDUSTRIAL					**677**	**3.8**
	Limited	CM, MR1, M1	292	1.6		
	Light	MR2, M2	385	2.2		
PARKING					**0**	**0.0**
	Parking	P, PB	0	0.0		
OPEN SPACE/PUBLIC FACILITIES					**2,117**	**11.8**
	Open Space	OS, A1	1,404	7.8		
	Public Facilities	PF	713	4.0		
STREETS						
	Private Streets	-	21	0.1	**3,442**	**19.3**
	Public Streets	-	3,421	19.2		
TOTAL					**17,894**	**100.0**

APPENDIX C

Street Standards, Circulation & High Injury Network Map

HIGH INJURY NETWORK



August 9, 2023

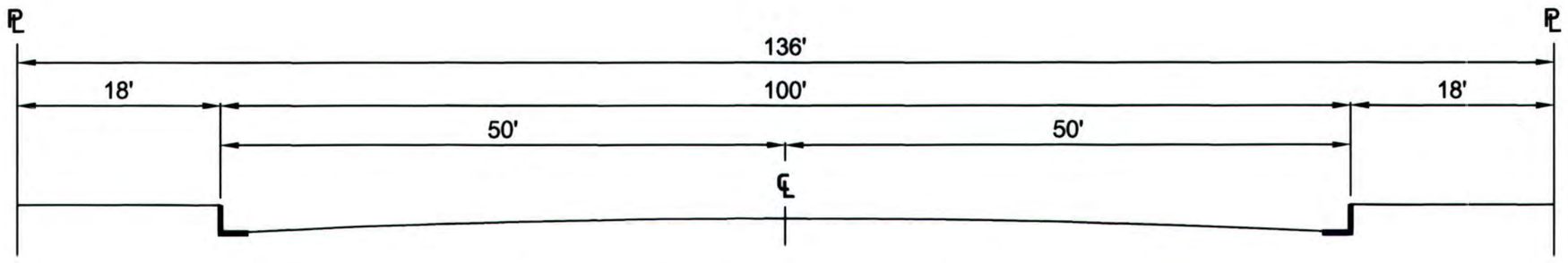
1:18,056

0 0.13 0.25 0.5 mi

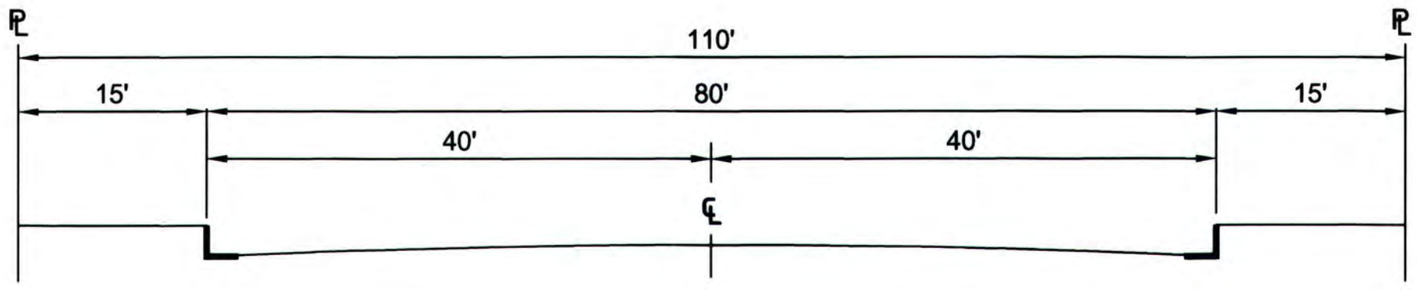
0 0.2 0.4 0.8 km

Esri, HERE, County of Los Angeles, Bureau of Land Management, Esri, HERE, Garmin, GeoTechnologies, Inc., USGS, EPA

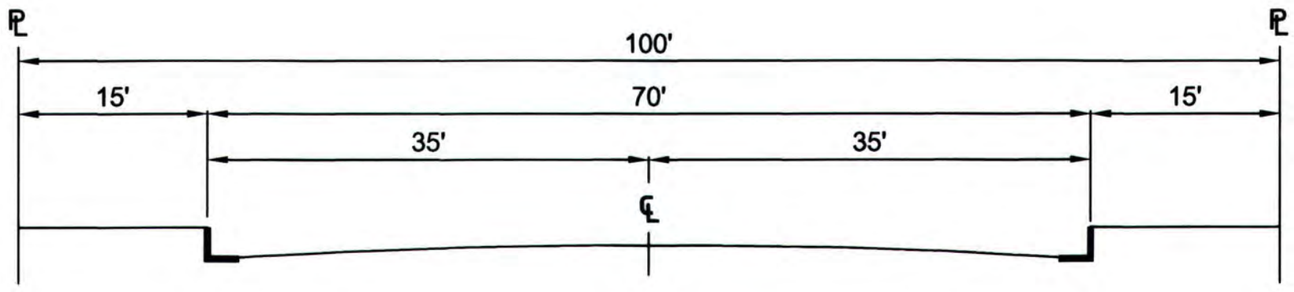
ARTERIAL STREETS



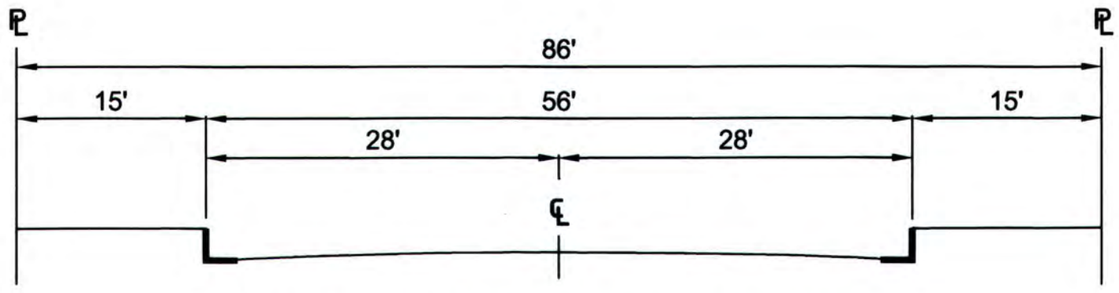
BOULEVARD I (MAJOR HIGHWAY CLASS I)



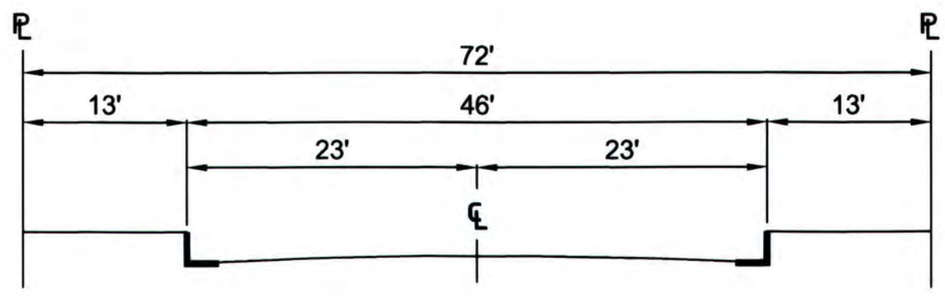
BOULEVARD II (MAJOR HIGHWAY CLASS II)



AVENUE I (SECONDARY HIGHWAY)



AVENUE II (SECONDARY HIGHWAY)



AVENUE III (SECONDARY HIGHWAY)

BUREAU OF ENGINEERING
CITY OF LOS ANGELES
FOUNDED 1781
OFFICIAL RECORD

BUREAU OF ENGINEERING — DEPARTMENT OF PUBLIC WORKS — CITY OF LOS ANGELES

STANDARD STREET DIMENSIONS

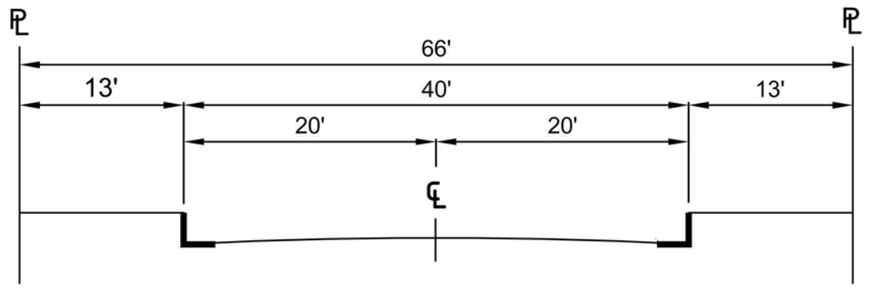
STANDARD PLAN
S-470-1

PREPARED	SUBMITTED	APPROVED		SUPERSEDES	REFERENCES
KITTY SIU, P.E. BUREAU OF ENGINEERING CHECKED RAFFI MASSABKI, P.E. BUREAU OF ENGINEERING	10/13/15 SAMARA ALI-AHMAD, P.E. DATE ENGINEER OF DESIGN BUREAU OF ENGINEERING 10/13/15 KENNETH REDD, P.E. DATE DEPUTY CITY ENGINEER	Gary Lee Moore 10-20-15 GARY LEE MOORE, P.E., ENV. SP. DATE CITY ENGINEER 10-21-15 DEPARTMENT OF TRANSPORTATION DATE GENERAL MANAGER 10-21-15 DIRECTOR OF PLANNING DATE	REGISTERED PROFESSIONAL ENGINEER GARY LEE MOORE No. C-49446 Exp. CIVIL STATE OF CALIFORNIA	D-22549 S-470-0	

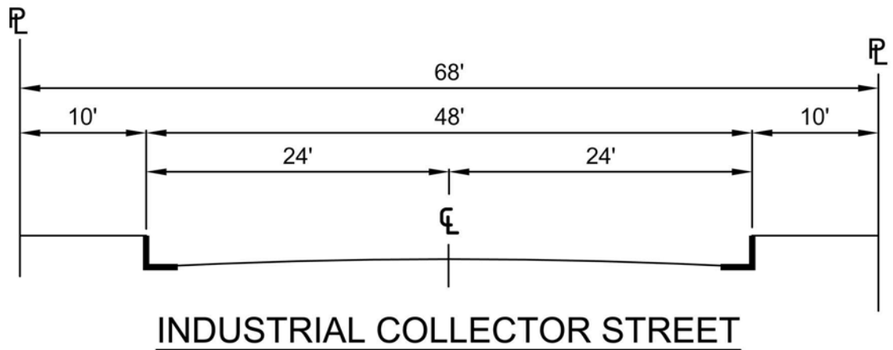
VAULT INDEX NUMBER: **B-4738**

SHEET 1 OF 4 SHEETS

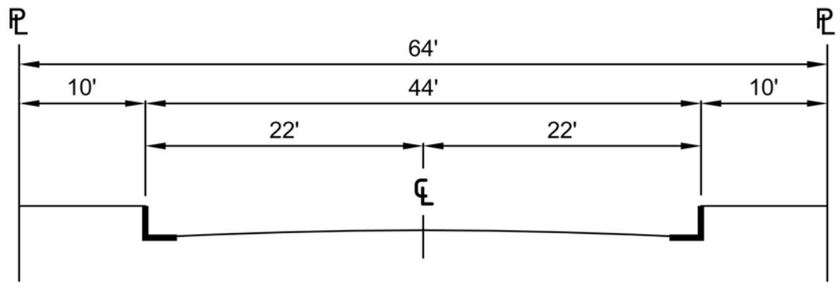
NON-ARTERIAL STREETS



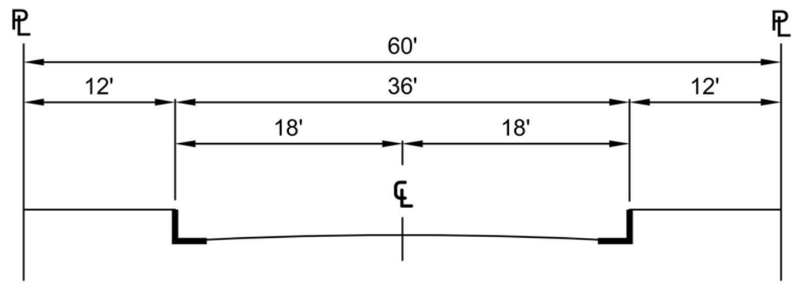
COLLECTOR STREET



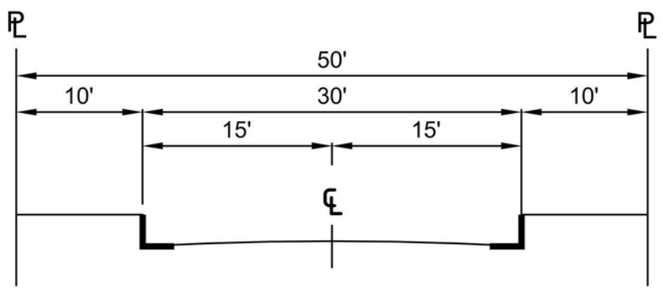
INDUSTRIAL COLLECTOR STREET



INDUSTRIAL LOCAL STREET

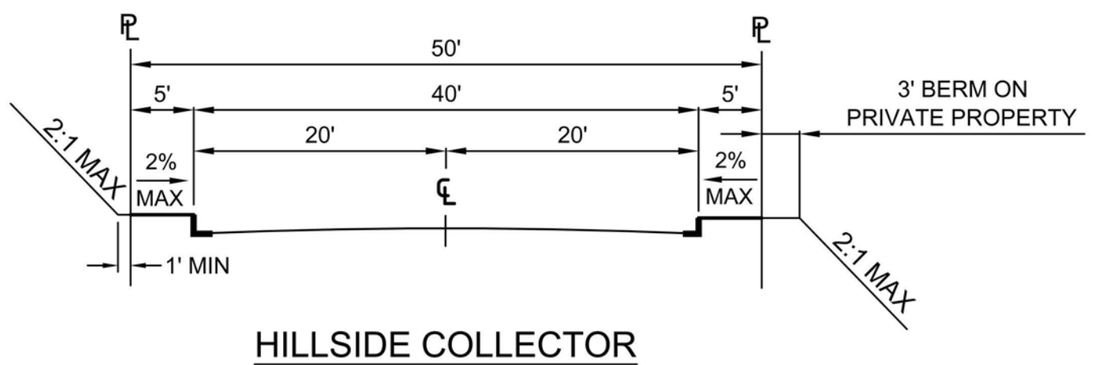


LOCAL STREET - STANDARD

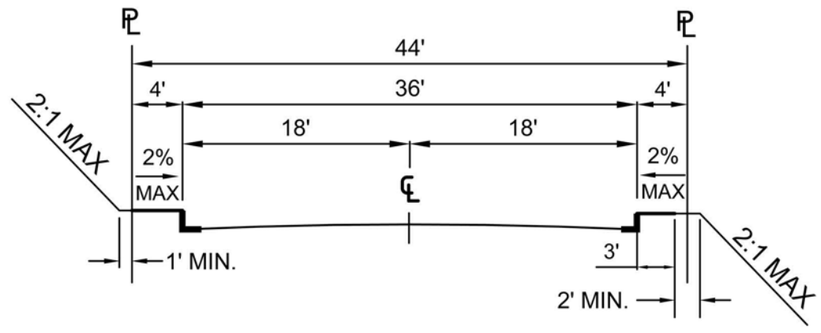


LOCAL STREET - LIMITED

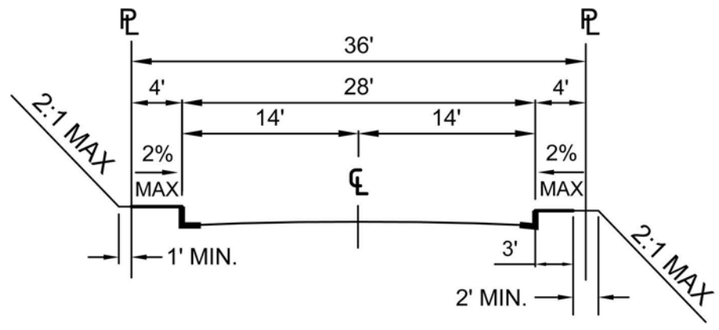
HILLSIDE STREETS



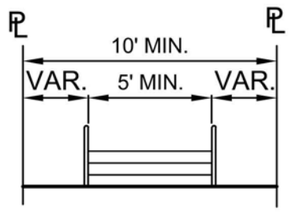
HILLSIDE COLLECTOR



HILLSIDE LOCAL



HILLSIDE LIMITED STANDARD



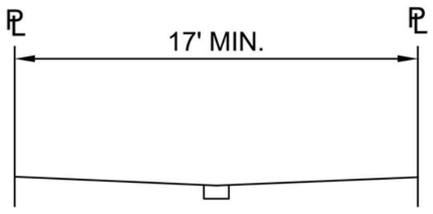
PUBLIC STAIRWAY

CONSTRUCTED IN ACCORDANCE WITH
BUREAU OF ENGINEERING STANDARD PLANS

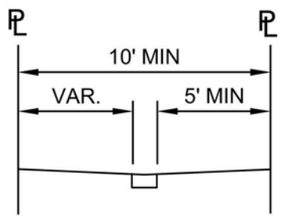
BUREAU OF ENGINEERING
CITY OF LOS ANGELES
FOUNDED 1781
OFFICIAL RECORD

STANDARD PLAN NO. S-470-1	VAULT INDEX NUMBER **B-4738**	SHEET 2 OF 4 SHEETS

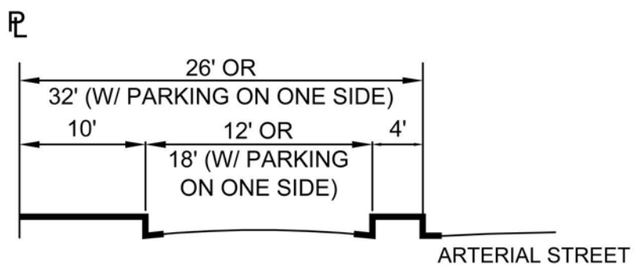
OTHER PUBLIC RIGHTS-OF-WAY



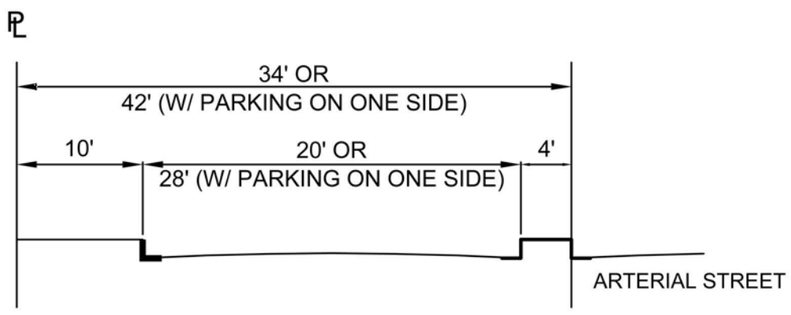
SHARED STREET



PEDESTRIAN WALKWAY

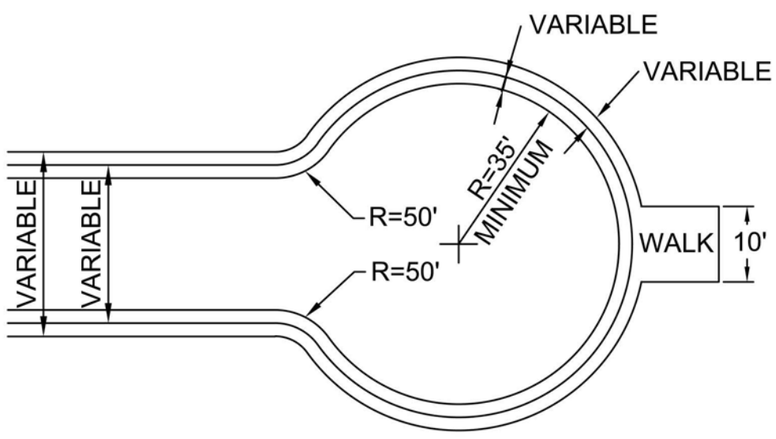


ONE-WAY SERVICE ROAD



BI-DIRECTIONAL SERVICE ROAD

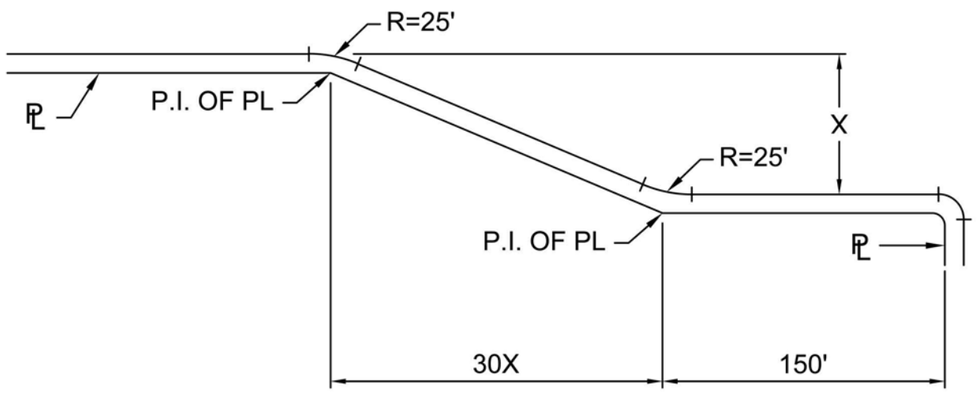
CUL-DE-SAC



MAY BE UNSYMMETRICAL
(PLAN VIEW)

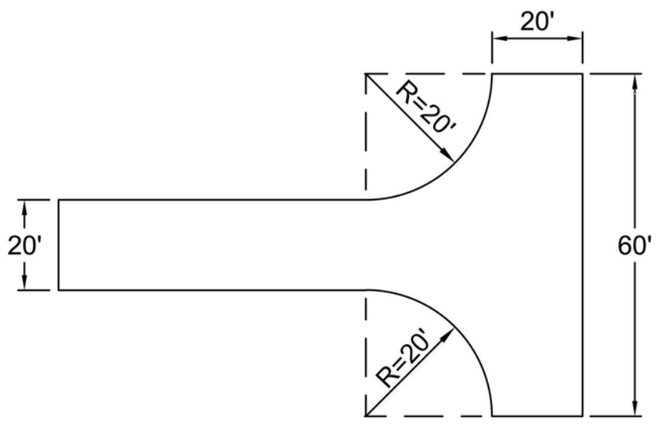
NOTE: FOR FIRE TRUCK CLEARANCE, NO OBSTRUCTION TALLER THAN 6" SHALL BE PERMITTED WITHIN 3FT. OF THE CURB. ON-STREET PARKING SHALL BE PROHIBITED.

TRANSITIONAL EXTENSIONS

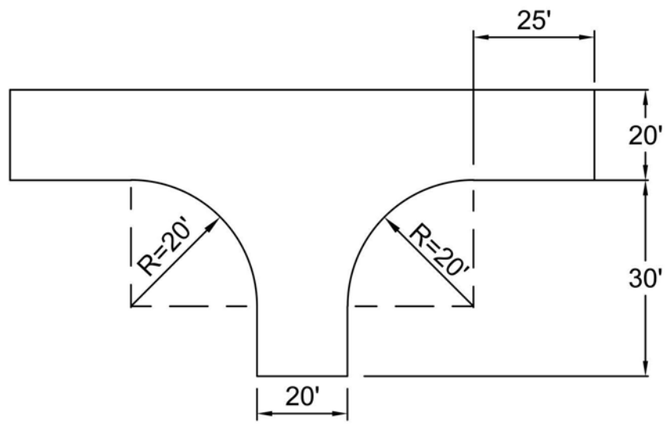


STANDARD FLARE SECTION
(PLAN VIEW)

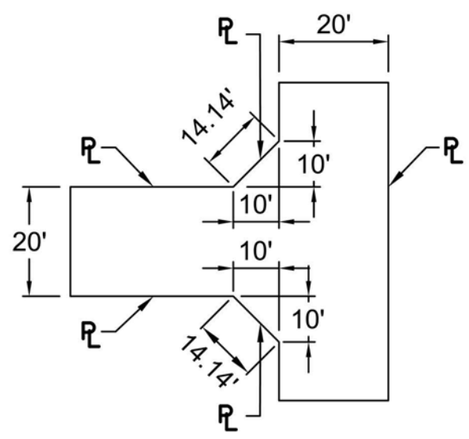
ALLEYS



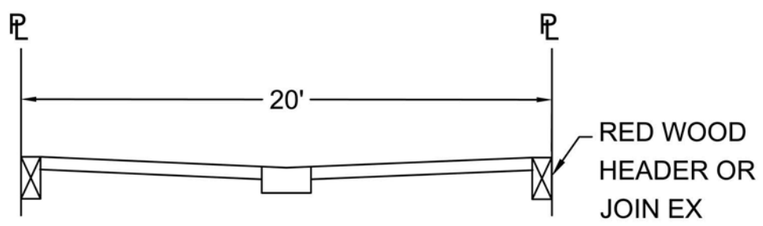
STANDARD TURNING AREA
(PLAN VIEW)



MINIMUM TURNING AREA
(PLAN VIEW)



STANDARD CUT CORNERS
FOR 90° INTERSECTION
(PLAN VIEW)



STANDARD CROSS-SECTION
(PLAN VIEW)

BUREAU OF ENGINEERING
CITY OF LOS ANGELES
FOUNDED 1781
OFFICIAL RECORD

STANDARD PLAN NO. S-470-1	VAULT INDEX NUMBER **B-4738**	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.

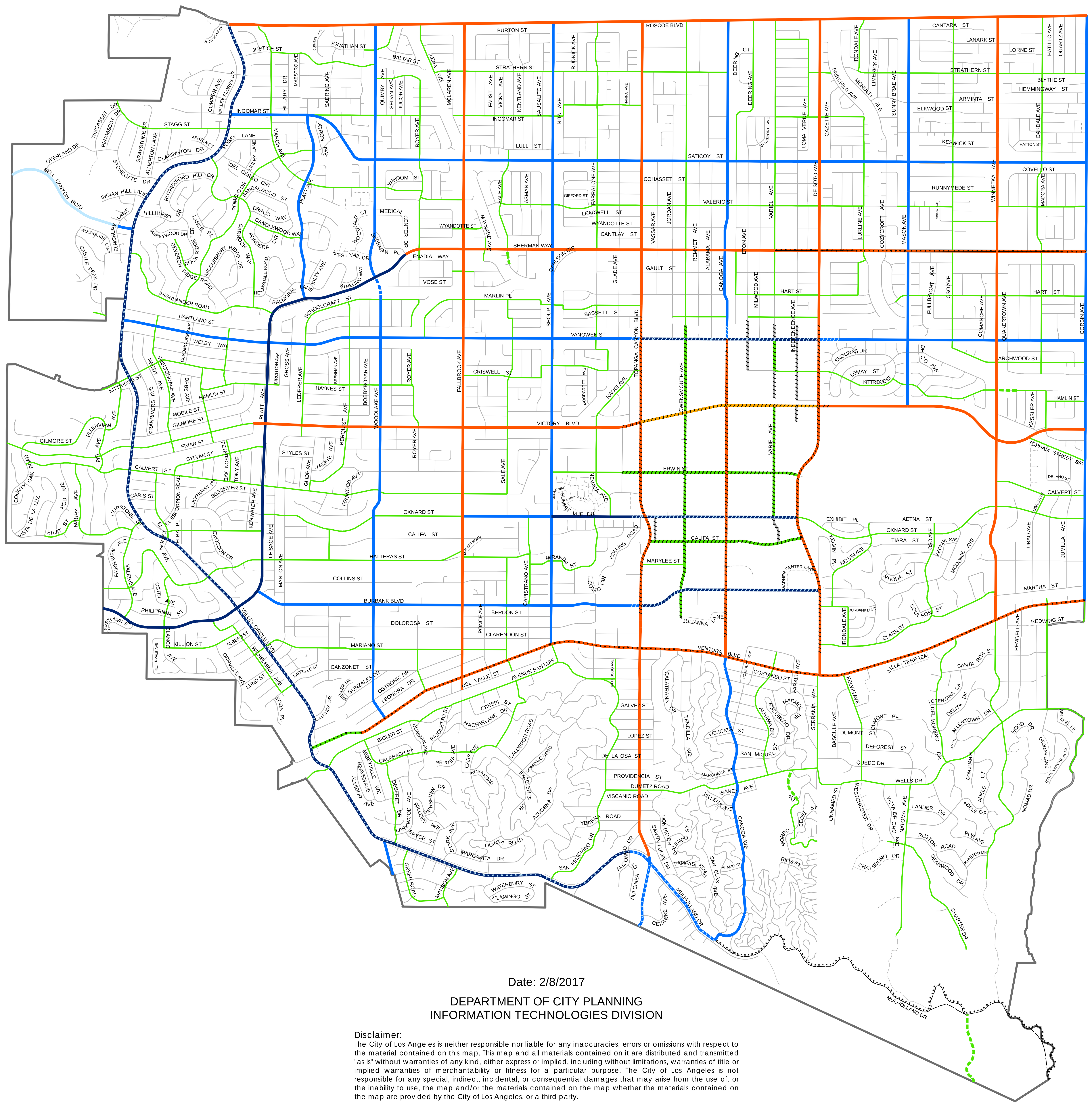
BUREAU OF ENGINEERING
CITY OF LOS ANGELES
FOUNDED 1781
OFFICIAL RECORD

CANOGA PARK - WINNETKA - WOODLAND HILLS - WEST HILLS

CIRCULATION

Legend

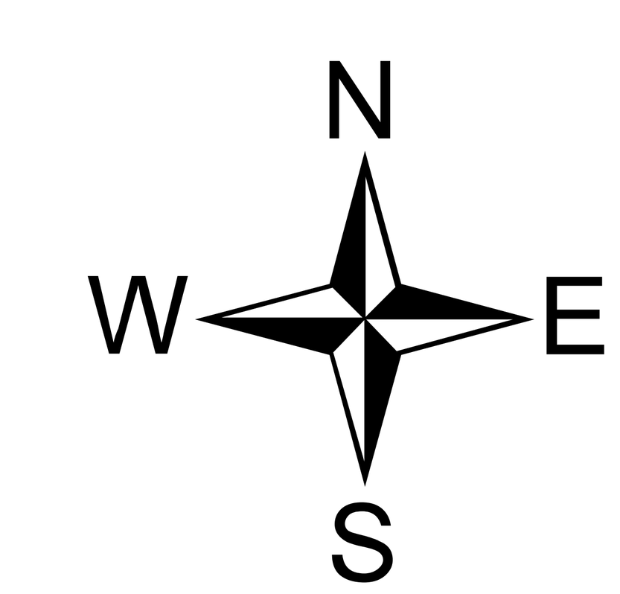
- Boulevard I Modified
- Boulevard II
- Boulevard II Divided Scenic
- Boulevard II Modified
- Boulevard II Scenic
- Avenue I
- Avenue I Modified
- Avenue I Scenic
- Avenue II
- Avenue II Modified
- Avenue II Scenic
- Avenue II Proposed
- Avenue III
- Collector
- Collector Modified
- Collector Proposed
- Collector Scenic
- Scenic Highway
- Local
- Local Modified
- Parkway
- Private Street
- Community Plan Area Boundary



Date: 2/8/2017

DEPARTMENT OF CITY PLANNING
INFORMATION TECHNOLOGIES DIVISION

Disclaimer:
The City of Los Angeles is neither responsible nor liable for any inaccuracies, errors or omissions with respect to the material contained on this map. This map and all materials contained on it are distributed and transmitted "as is" without warranties of any kind, either express or implied, including without limitations, warranties of title or implied warranties of merchantability or fitness for a particular purpose. The City of Los Angeles is not responsible for any special, indirect, incidental, or consequential damages that may arise from the use of, or the inability to use, the map and/or the materials contained on the map whether the materials contained on the map are provided by the City of Los Angeles, or a third party.



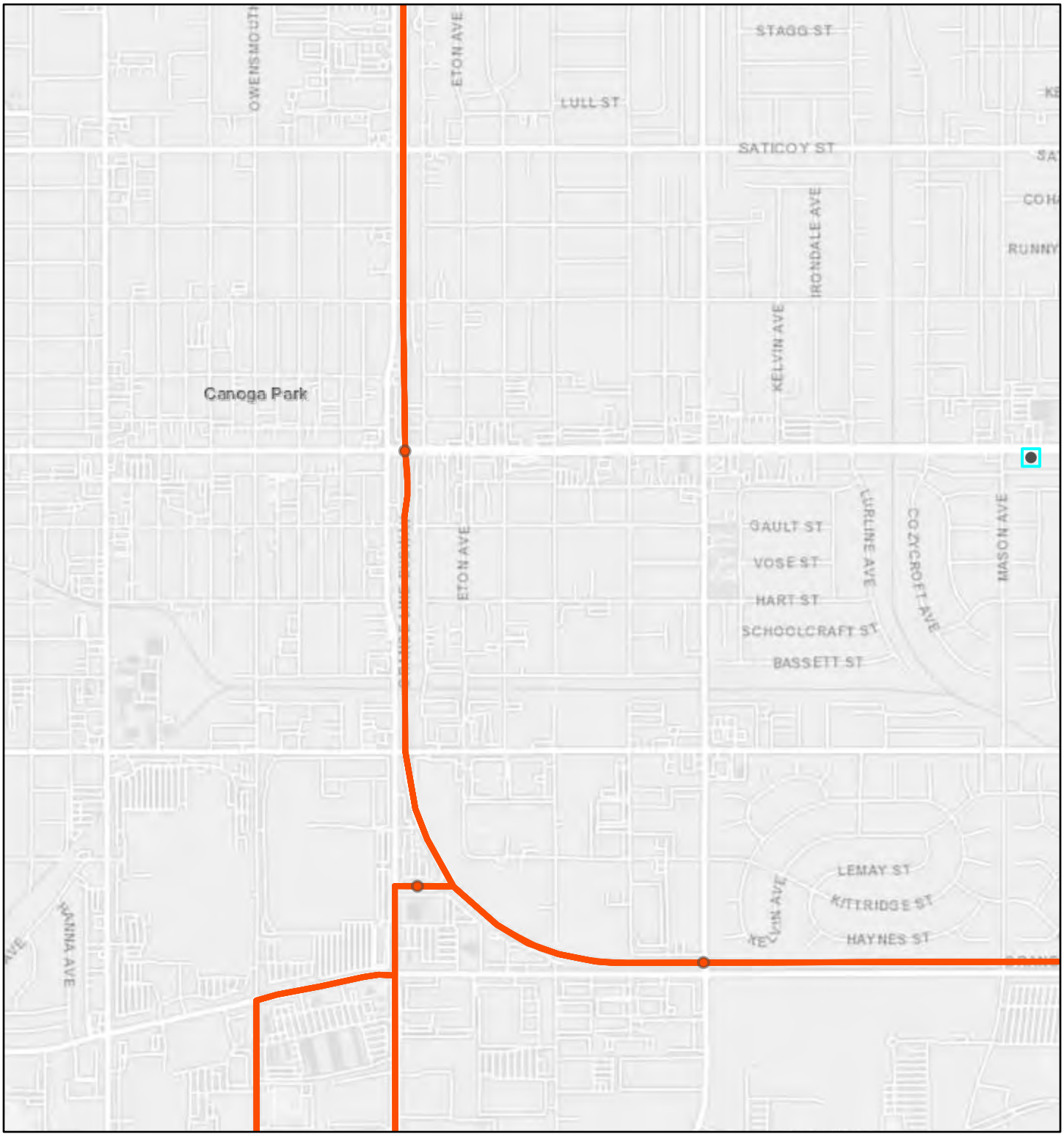
Street Designations and Standard Roadway Dimensions

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)

ADDENDIX D

MOBILITY NETWORK MAPS

Metro G Line



August 9, 2023

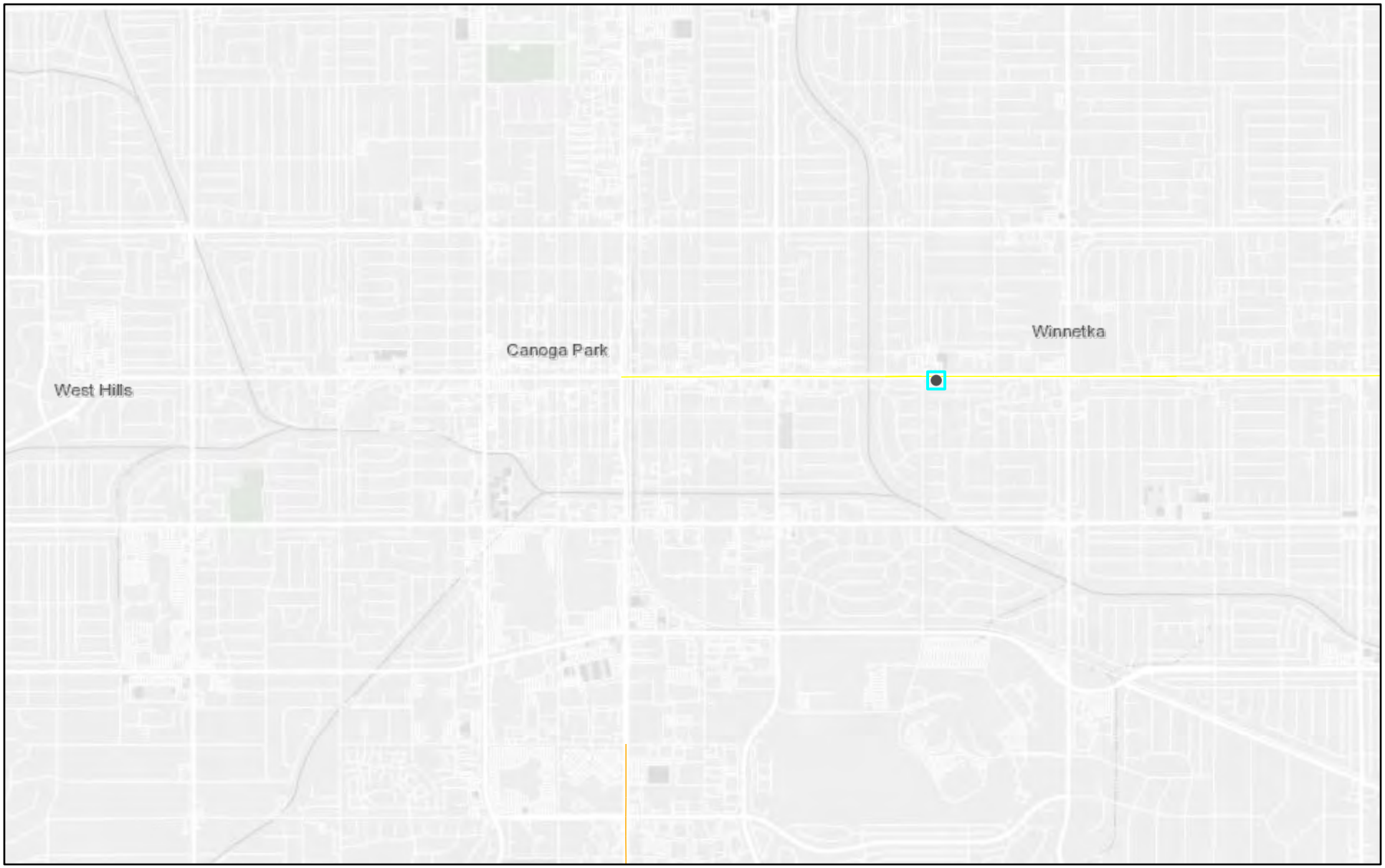
1:18,056

0 0.13 0.25 0.5 mi

0 0.2 0.4 0.8 km

Esri, HERE, County of Los Angeles, Bureau of Land Management, Esri, HERE, Garmin, GeoTechnologies, Inc., USGS, EPA

TRANSIT ENHANCED NETWORK



August 9, 2023

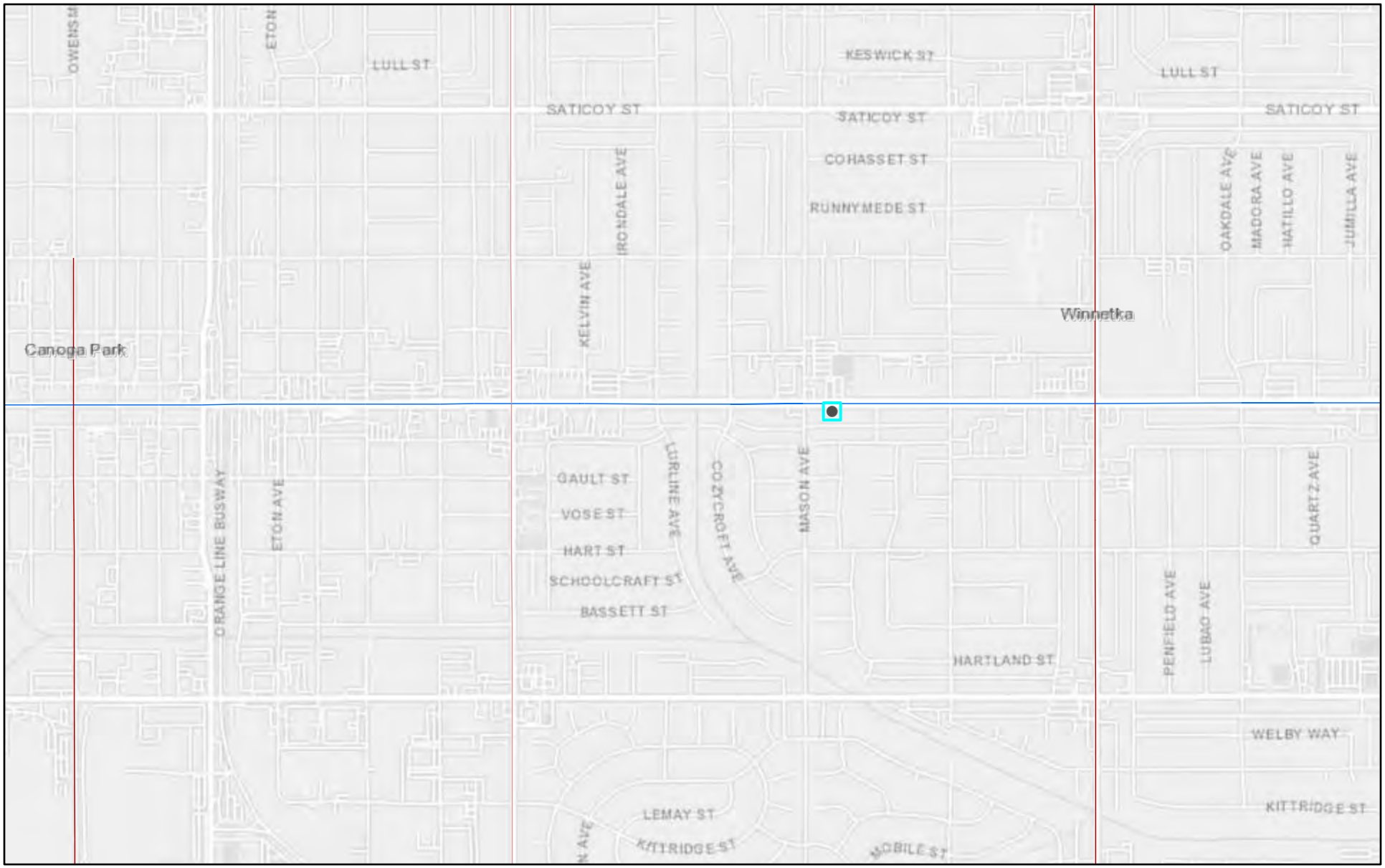
1:36,112

0 0.25 0.5 1 mi

0 0.4 0.8 1.6 km

Esri, HERE, County of Los Angeles, Bureau of Land Management, Esri, HERE, Garmin, GeoTechnologies, Inc., USGS, EPA

BICYCLE ENHANCED NETWORK



August 9, 2023

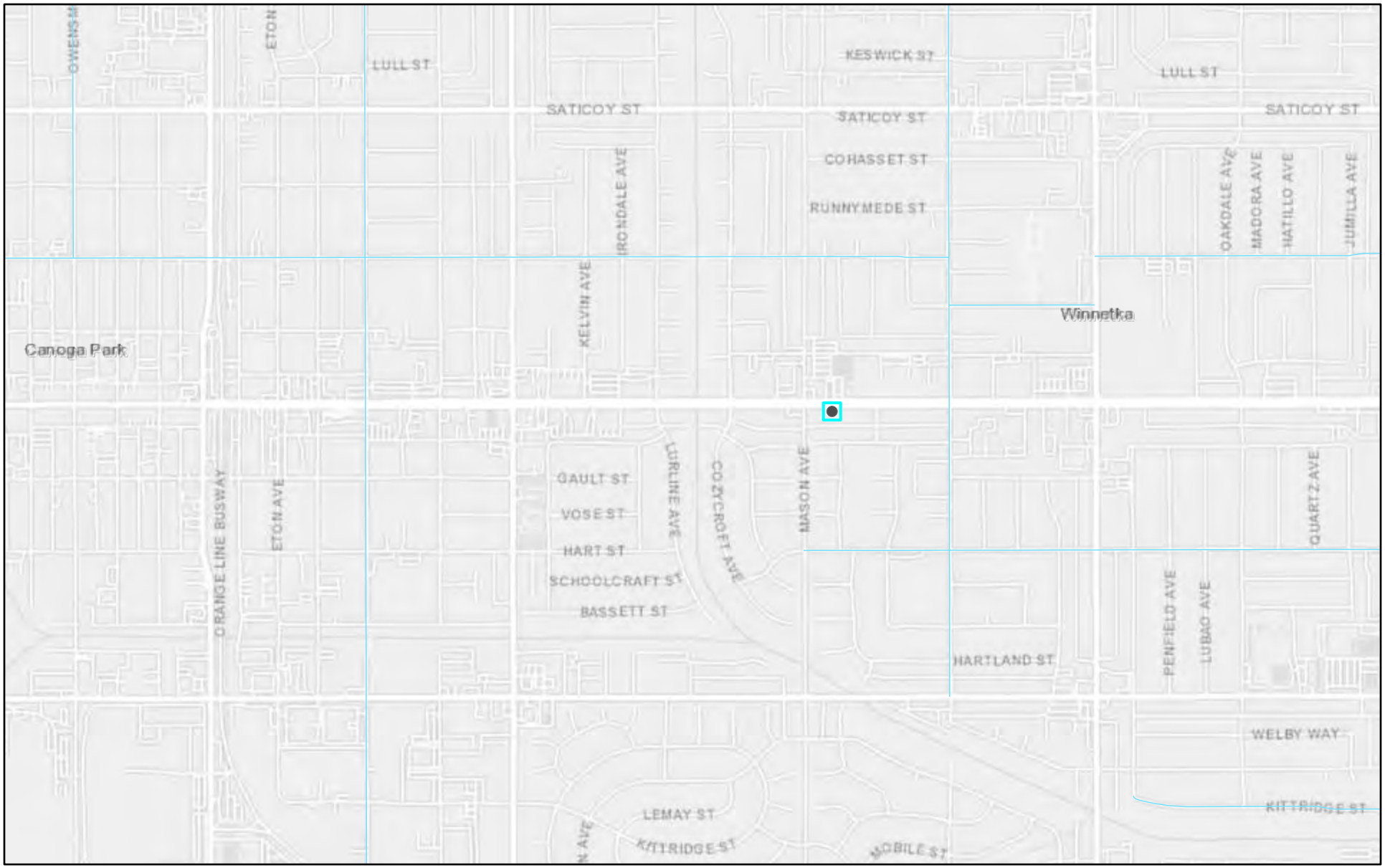
1:18,056

0 0.13 0.25 0.5 mi

0 0.2 0.4 0.8 km

Esri, HERE, County of Los Angeles, Bureau of Land Management, Esri, HERE, Garmin, GeoTechnologies, Inc., USGS, EPA

NEIGHBORHOOD ENHANCED NETWORK



August 9, 2023

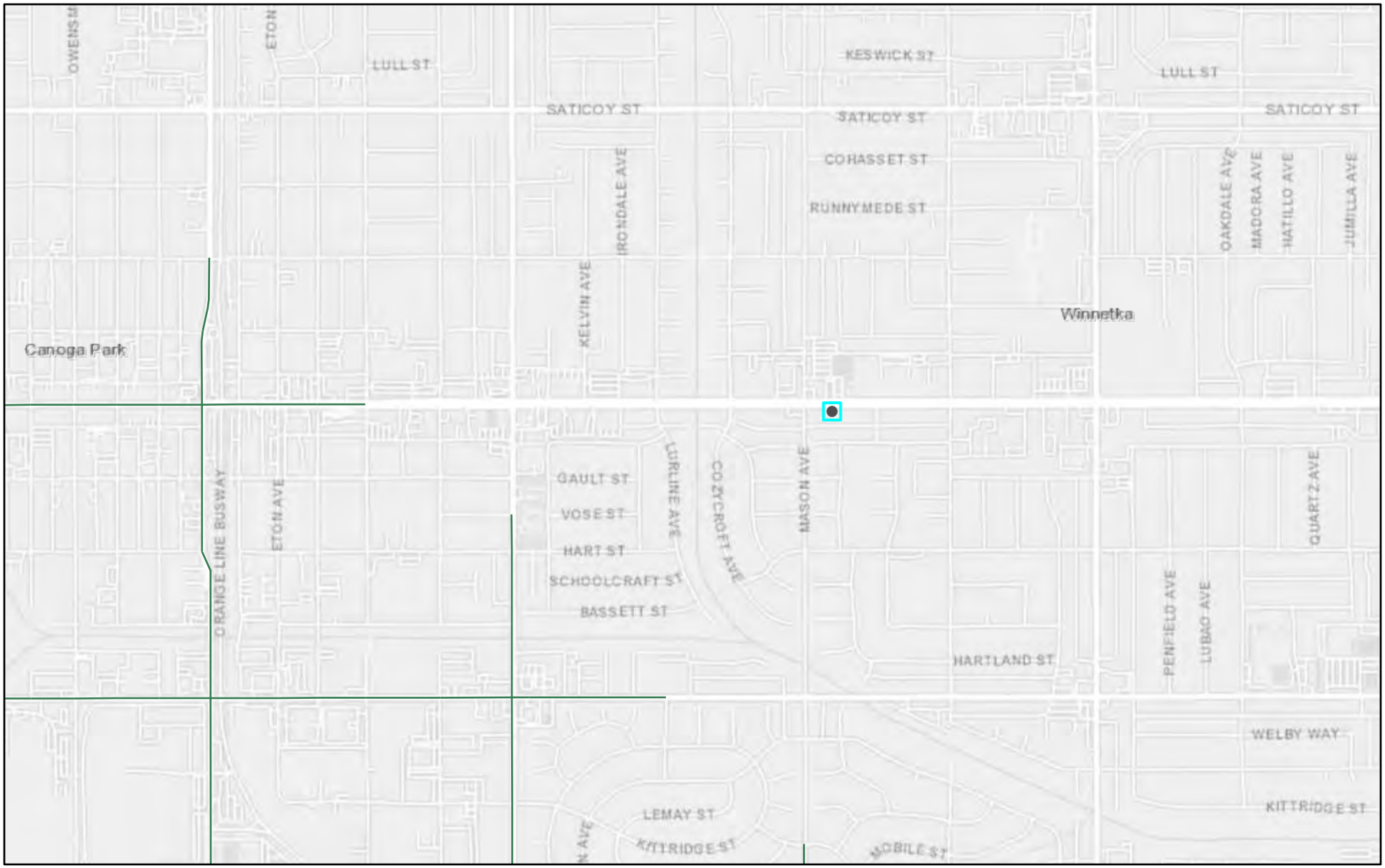
1:18,056

0 0.13 0.25 0.5 mi

0 0.2 0.4 0.8 km

Esri, HERE, County of Los Angeles, Bureau of Land Management, Esri, HERE, Garmin, GeoTechnologies, Inc., USGS, EPA

PEDESTRIAN ENHANCED DISTRICT



August 9, 2023

1:18,056

0 0.13 0.25 0.5 mi

0 0.2 0.4 0.8 km

Esri, HERE, County of Los Angeles, Bureau of Land Management, Esri, HERE, Garmin, GeoTechnologies, Inc., USGS, EPA

APPENDIX E

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.

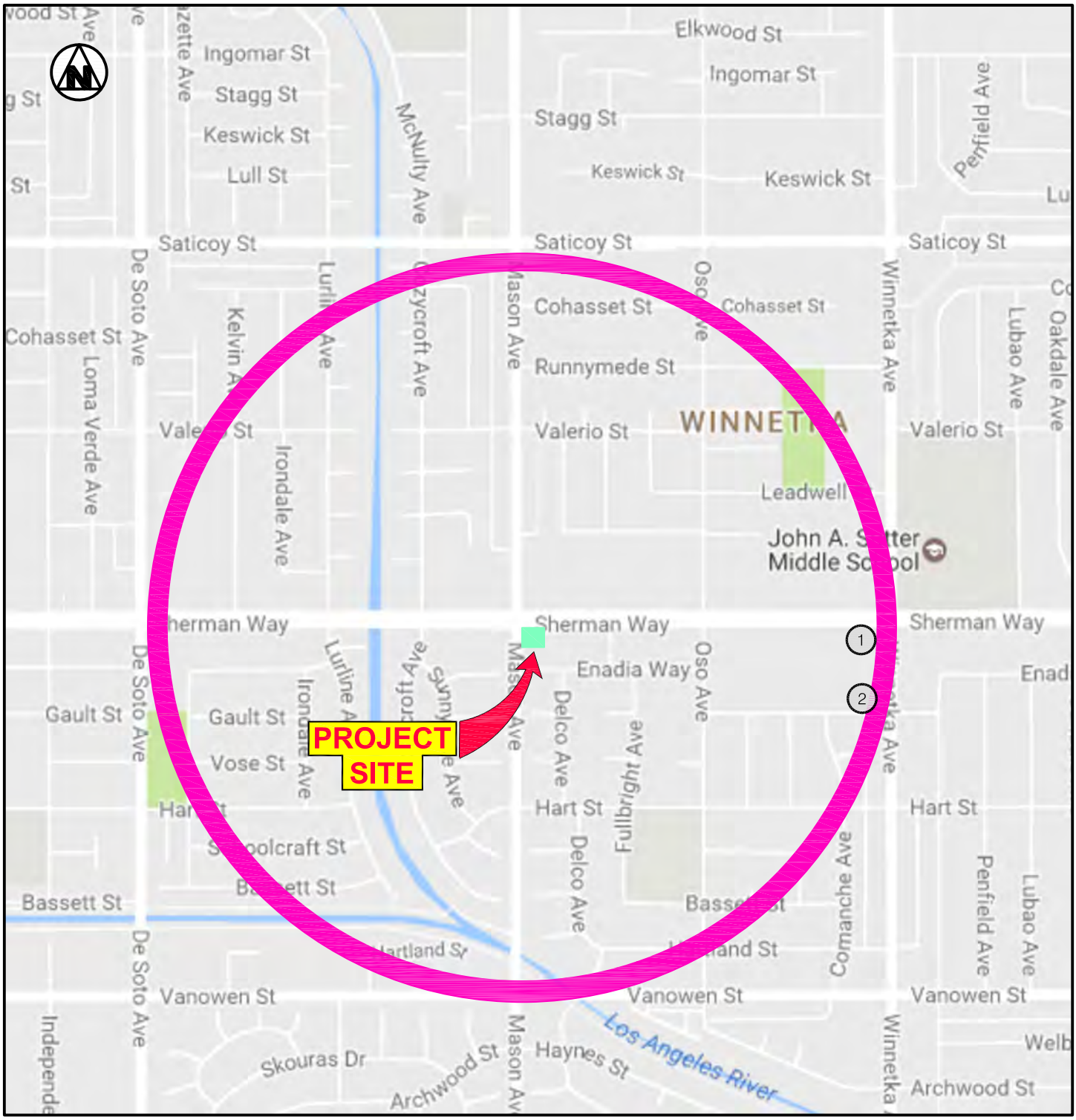
The City's LAMC Section 12.37 (Waivers of Dedication and Improvement) requires certain projects to dedicate and/or implement improvements within the public right-of-way to meet the street designation standards of the Mobility Plan 2035.

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 remove one existing driveway from Sherman Way (Boulevard II) and install one new driveway.
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 restrict public access to a street, alley, or public	No

	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, on-site bike parking provided.
21.	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

APPENDIX F

Other Development Projects



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	Affordable	91	units	20116 Sherman Way	378	20	30	50	22	19	39
2	Apartments	154	units	7111 Winnetka Avenue	838	22	63	85	40	26	66

8/2023

RELATED PROJECT MAP LOCATION
½ MILE RADIUS

Overland Traffic Consultants, Inc.
952 Manhattan Beach Boulevard, #100 Manhattan Beach, CA 90266
(661)799-8423, OTC@overlandtraffic.com

Overland Traffic Consultants, Inc.

APPENDIX G

VMT Report

CITY OF LOS ANGELES VMT CALCULATOR Version 1.4

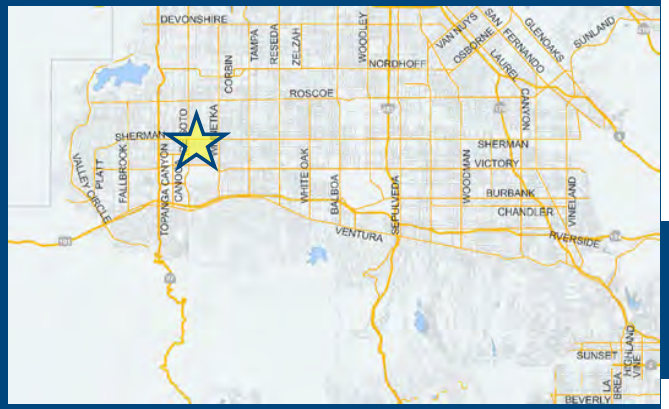
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project: Winnetka Promenade

Scenario: CEQA Transportation Assessment

Address: 20460 W SHERMAN WAY, 91306



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 | 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	
Housing | Affordable Housing - Family	5	

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

Project Screening Summary

Existing Land Use	Proposed Project
0 Daily Vehicle Trips	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.

Measuring the Miles

8/8/2023

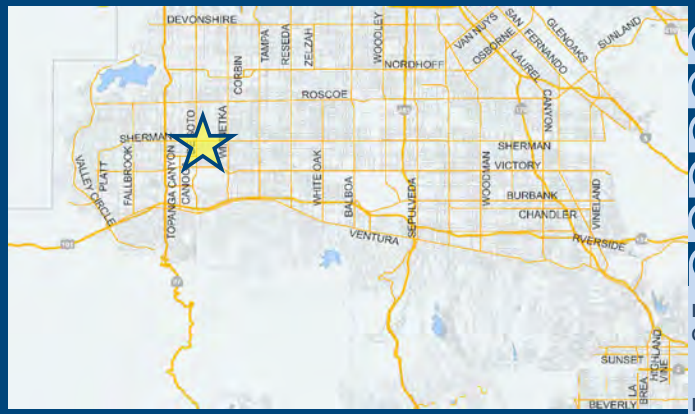
CITY OF LOS ANGELES VMT CALCULATOR Version 1.4

Project Information

Project: Winnetka Promenade

Scenario: CEQA Transportation Assessment

Address: 20460 W SHERMAN WAY, 91306



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

TDM Strategies

Select each section to show individual strategies

Use ☑ to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

	Proposed Project	With Mitigation
Max Home Based TDM Achieved?	**No**	**No**
Max Work Based TDM Achieved?	**No**	**No**

- **A** Parking
- **B** Transit
- **C** Education & Encouragement
- **D** Commute Trip Reductions
- **E** Shared Mobility
- **F** Bicycle Infrastructure

Implement/Improve On-street Bicycle Facility

☐ Proposed Prj ☐ Mitigation — Select Proposed Prj or Mitigation to include this strategy

Include Bike Parking Per LAMC

☑ Proposed Prj ☐ Mitigation — Select Proposed Prj or Mitigation to include this strategy

Include Secure Bike Parking and Showers

☐ Proposed Prj ☐ Mitigation — Select Proposed Prj or Mitigation to include this strategy

- **G** Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
270 Daily Vehicle Trips	**270** Daily Vehicle Trips
2,049 Daily VMT	**2,049** Daily VMT
8.4 Household VMT per Capita	**8.4** 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

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: August 8, 2023
Project Name: Winnetka Promenade
Project Scenario: CEQA Transportation Assessment
Project Address: 20460 W SHERMAN WAY, 91306

Version 1.4

Project Information			
Land Use Type		**Value**	**Units**
Housing	*Single Family*	*0*	*DU*
	Multi Family	54	DU
	Townhouse	*0*	*DU*
	Hotel	*0*	*Rooms*
	Motel	*0*	*Rooms*
Affordable Housing	Family	5	DU
	Senior	*0*	*DU*
	Special Needs	*0*	*DU*
	Permanent Supportive	*0*	*DU*
Retail	*General Retail*	*0.000*	*ksf*
	Furniture Store	*0.000*	*ksf*
	Pharmacy/Drugstore	*0.000*	*ksf*
	Supermarket	*0.000*	*ksf*
	Bank	*0.000*	*ksf*
	Health Club	*0.000*	*ksf*
	High-Turnover Sit-Down Restaurant	*0.000*	*ksf*
	Fast-Food Restaurant	*0.000*	*ksf*
	Quality Restaurant	*0.000*	*ksf*
	Auto Repair	*0.000*	*ksf*
	Home Improvement	*0.000*	*ksf*
	Free-Standing Discount	*0.000*	*ksf*
	Movie Theater	*0*	*Seats*
Office	*General Office*	*0.000*	*ksf*
	Medical Office	*0.000*	*ksf*
Industrial	*Light Industrial*	*0.000*	*ksf*
	Manufacturing	*0.000*	*ksf*
	Warehousing/Self-Storage	*0.000*	*ksf*
School	*University*	*0*	*Students*
	High School	*0*	*Students*
	Middle School	*0*	*Students*
	Elementary	*0*	*Students*
	Private School (K-12)	*0*	*Students*

Other	*0*	*Trips*

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: August 8, 2023
Project Name: Winnetka Promenade
Project Scenario: CEQA Transportation Assessment
Project Address: 20460 W SHERMAN WAY, 91306

Version 1.4

Analysis Results			
Total Employees: 0 Total Population: 137			
Proposed Project		***With Mitigation***	
270	**Daily Vehicle Trips**	**270**	**Daily Vehicle Trips**
2,049	**Daily VMT**	**2,049**	**Daily VMT**
8.4	**Household VMT per Capita**	**8.4**	**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)	102	102
		Actual parking provision (spaces)	84	84
	Unbundle parking	*Monthly cost for parking ($)*	*$0*	*$0*
	Parking cash-out	*Employees eligible (%)*	*0%*	*0%*
	Price workplace parking	*Daily parking charge ($)*	*$0.00*	*$0.00*
		Employees subject to priced parking (%)	*0%*	*0%*
	Residential area parking permits	*Cost of annual permit ($)*	*$0*	*$0*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Transit	*Reduce transit headways*	*Reduction in headways (increase in frequency) (%)*	*0%*	*0%*
		Existing transit mode share (as a percent of total daily trips) (%)	*0%*	*0%*
		Lines within project site improved (<50%, >=50%)	*0*	*0*
	Implement neighborhood shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees and residents eligible (%)	*0%*	*0%*
	Transit subsidies	*Employees and residents eligible (%)*	*0%*	*0%*
		Amount of transit subsidy per passenger (daily equivalent) ($)	*$0.00*	*$0.00*
Education & Encouragement	*Voluntary travel behavior change program*	*Employees and residents participating (%)*	*0%*	*0%*
	Promotions and marketing	*Employees and residents participating (%)*	*0%*	*0%*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Commute Trip Reductions	*Required commute trip reduction program*	*Employees participating (%)*	*0%*	*0%*
	Alternative Work Schedules and Telecommute	*Employees participating (%)*	*0%*	*0%*
		Type of program	*0*	*0*
	Employer sponsored vanpool or shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees eligible (%)	*0%*	*0%*
		Employer size (small, medium, large)	*0*	*0*
	Ride-share program	*Employees eligible (%)*	*0%*	*0%*
Shared Mobility	*Car share*	*Car share project setting (Urban, Suburban, All Other)*	*0*	*0*
	Bike share	*Within 600 feet of existing bike share station - OR- implementing new bike share station (Yes/No)*	*0*	*0*
	School carpool program	*Level of implementation (Low, Medium, High)*	*0*	*0*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Bicycle Infrastructure	*Implement/Improve on-street bicycle facility*	*Provide bicycle facility along site (Yes/No)*	*0*	*0*
	Include Bike parking per LAMC	Meets City Bike Parking Code (Yes/No)	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: August 8, 2023
Project Name: Winnetka Promenade
Project Scenario: CEQA Transportation Assessment
Project Address: 20460 W SHERMAN WAY, 91306

Version 1.4

TDM Adjustments by Trip Purpose & Strategy

Place type: Suburban Center

		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	9%	9%	9%	9%	9%	9%	9%	9%	9%	9%	9%	9%	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: Suburban Center

		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
	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	*9%*	*9%*	*9%*	*9%*	*9%*	*9%*	*9%*	*9%*	*9%*	*9%*	*9%*	*9%*
MAX. TDM EFFECT	*9%*	*9%*	*9%*	*9%*	*9%*	*9%*	*9%*	*9%*	*9%*	*9%*	*9%*	*9%*

= Minimum (X%, 1-[(1-A)*(1-B)…])
where X%=

PLACE TYPE MAX:	*urban*	*75%*
	compact infill	*40%*
	suburban center	*20%*
	suburban	*15%*

Note: (1-[(1-A)*(1-B)…]) reflects the dampened combined effectiveness of TDM Strategies (e.g., A, B,…). See the TDM Strategy Appendix (*Transportation Assessment Guidelines Attachment G)* for further discussion of dampening.

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: August 8, 2023
Project Name: Winnetka Promenade
Project Scenario: CEQA Transportation Assessment
Project Address: 20460 W SHERMAN WAY, 91306

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	53	-9.4%	48	11.1	588	533
Home Based Other Production	146	-21.2%	115	6.4	934	736
Non-Home Based Other Production	68	-1.5%	67	8.6	585	576
Home-Based Work Attraction	0	0.0%	0	8.1	0	0
Home-Based Other Attraction	69	-23.2%	53	5.7	393	302
Non-Home Based Other Attraction	16	0.0%	16	7.1	114	114

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	-9.4%	43	483	-9.4%	43	483
Home Based Other Production	-9.4%	104	667	-9.4%	104	667
Non-Home Based Other Production	-9.4%	61	522	-9.4%	61	522
Home-Based Work Attraction	-9.4%	0	0	-9.4%	0	0
Home-Based Other Attraction	-9.4%	48	274	-9.4%	48	274
Non-Home Based Other Attraction	-9.4%	14	103	-9.4%	14	103

MXD VMT Methodology Per Capita & Per Employee

Total Population: 137
Total Employees: 0
APC: South Valley

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**1,150**	**1,150**
Total Home Based Work Attraction VMT	**0**	**0**
Total Home Based VMT Per Capita	**8.4**	**8.4**
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: Jerry Overland

Print Name: Jerry Overland

Title: President

Company: Overland Traffic Consultants Inc

Address: 952 Manhattan Beach Bd Manhattan Beach CA 90266

Phone: 310.930.3303

Email Address: otc@overlandtraffic.com

Date: 8/10/2023