



## DEPARTMENT OF CITY PLANNING

### RECOMMENDATION REPORT

#### City Planning Commission

**Date:** August 11, 2016  
**Time:** after 8:30 a.m.  
**Place:** Los Angeles City Hall  
Board of Public Works Hearing Room  
200 North Spring Street, Room 350  
Los Angeles, CA 90012

**Public Hearing:** June 7, 2016  
**Appeal Status:** Zone Change is appealable only by the applicant to City Council if disapproved in whole or in part.  
**Expiration Date:** August 29, 2016  
**Multiple Approval:** Yes

**Case No.:** CPC-2015-4684-ZC  
**CEQA No.:** ENV-2015-4679-MND  
**Incidental Cases:** VTT-73714-SL and VTT-73714-SL-1A  
**Related Cases:** CPC-2015-4680-GPA-ZC, VTT-73814-SL and VTT-73814-SL-1A  
**Council No.:** 12 - Englander  
**Plan Area:** Canoga Park - Winnetka - Woodland Hills - West Hills  
**Specific Plan:** None  
**Certified NC:** West Hills  
**Current GPLU:** Low Medium I Residential  
**Current Zone:** A1-1  
**Proposed Zone:** RD3-1

**Applicant/ Representative:** Michael Harris, Sherman Way-West Hills Partners, LLC.

**PROJECT LOCATION:** 23200 West Sherman Way

**PROPOSED PROJECT:** The project involves the construction, use and maintenance of 36 Small Lot Homes. Each home will be two stories in height and will include two parking spaces within private garages. The project will result in the continuation and improvement of Woodlake Avenue, which is currently only a paper street and has not yet been improved.

**REQUESTED ACTIONS:**

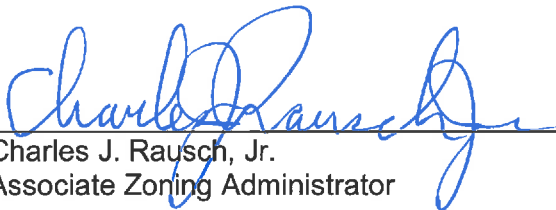
1. Pursuant to Los Angeles Municipal Code Section 12.32-F, a Zone Change from A1-1 to RD3-1 for the subject property;
2. Pursuant to Section 21082.1(c)(3) of the California Public Resources Code and Section 15162 of the CEQA Guidelines, consider the environment analysis in Case No. ENV-2015-4679-MND.

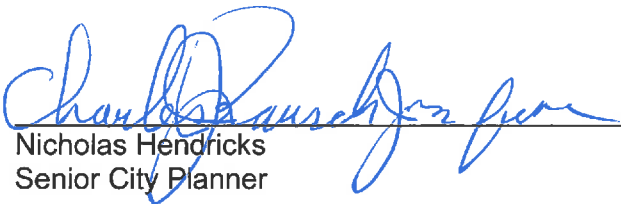
#### RECOMMENDED ACTIONS:

1. **Recommend** that the City Council **approve** a Zone Change from A1-1 to (T)(Q)RD3-1 for the subject property;
2. **Find**, based on its independent judgment, after consideration of the entire administrative record, that the project was environmentally assessed under Case No. ENV-2015-4679-MND;
3. **Adopt** the attached Findings;

- 4. **Advise** the applicant that, pursuant to California State Public Resources Code Section 21081.6, the City shall monitor or require evidence that mitigation conditions are implemented and maintained throughout the life of the project and the City may require any necessary fees to cover the cost of such monitoring; and
- 5. **Advise** the applicant that pursuant to State Fish and Game Code Section 711.4, Fish and Game Fee is now required to be submitted to the County Clerk prior to or concurrent with the Environmental Notice of Determination (NOD) Filing.

VINCENT P. BERTONI, AICP  
 Director of Planning

  
 Charles J. Rausch, Jr.  
 Associate Zoning Administrator

  
 Nicholas Hendricks  
 Senior City Planner

  
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 Hearing Officer  
 Telephone: (213) 978-1382

**ADVICE TO PUBLIC:** \*The exact time this report will be considered during the meeting is uncertain since there may be several other items on the agenda. Written communications may be mailed to the *Commission Secretariat, Room 525, City Hall, 200 North Spring Street, Los Angeles, CA 90012* (Phone No. 213-978-1300). While all written communications are given to the Commission for consideration, the initial packets are sent to the week prior to the Commission's meeting date. If you challenge these agenda items in court, you may be limited to raising only those issues you or someone else raised at the public hearing agendized herein, or in written correspondence on these matters delivered to this agency at or prior to the public hearing. As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability, and upon request, will provide reasonable accommodation to ensure equal access to these programs, services and activities. Sign language interpreters, assistive listening devices, or other auxiliary aids and/or other services may be provided upon request. To ensure availability of services, please make your request not later than three working days (72 hours) prior to the meeting by calling the Commission Secretariat at (213) 978-1300.

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## PROJECT ANALYSIS

### Project Summary

The proposed project involves the construction, use and maintenance of 36 Small Lot homes. The subject Zone Change application is incidental to a Small Lot subdivision (Case No. VTT-73714-SL) for the subdivision of one (1) lot into 37 lots, including 36 Small Lots and one (1) remainder lot. Case No. VTT-73714-SL, which was approved on June 30, 2016, was subsequently appealed and is to be considered City Planning Commission under a separate action.

The proposed Small Lot homes will be two stories in height, each with a two-car garage. Access to the homes will occur from two (2) separate driveways off of Woodlake Avenue. The driveway will be circular, providing access to all 36 homes and 15 guest parking spaces. The one (1) remainder lot will be improved to provide as not less than 2,315 square feet of usable open space for residents and will include at least 10 off-street guest parking spaces.

The proposed project is related to another project consisting of a 16-lot (including 15 Small Lot homes and one (1) remainder lot) subdivision (Case No. VTT-73814-SL) located across Woodlake Avenue (7000 Woodlake Avenue) to the east. The two projects together will result in 51 new Small Lot homes and in the continuation and improvement of Woodlake Avenue, which is currently a paper street and has not yet been improved. The project does not propose, nor is it required to continue Woodlake Avenue south of Bell Creek, which is south of the subject property. The project will construct a cul-de-sac at the terminus of Woodlake Avenue at Bell Creek.

The applicant has requested a Zone Change from A1-1 to RD3-1 for the subject property.

### Background

The subject property is a relatively flat, irregular-shaped, 110,394 square-foot (after dedications) parcel of land with a 398-foot frontage along Sherman Way and a 352-foot frontage along the future Woodlake Avenue. The project is located in the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan and is currently zoned A1-1 with a land use designation of Low Medium I Residential land uses. The property is located within an equine keeping area and is 13.2 kilometers from the Simi-Santa Rosa Fault Zone.

### General Plan Land Use Designation

The Canoga Park - Winnetka - Woodland Hills - West Hills Community Plan designates the subject property for Low Medium I Residential land uses with corresponding zones of R2, RD3, RD4, RZ3, RZ4, RU and RW1.

### Surrounding Properties

The surrounding properties consist of Open Space, Minimum, Very Low I Residential, Low Residential and Low Medium I Residential land uses and OS, A1, RE11, RS and (Q)RD3 Zones. Surrounding properties are improved with a mixture of single- and multi-family dwellings and the Bell Creek flood control channel.



### Street and Circulation

Sherman Way, abutting the property to the north, is a designated Boulevard II, dedicated to a width of 90 feet and improved with an asphalt roadway.

Woodlake Avenue, abutting the property to the east, is a designated Avenue II, dedicated to a width of 80 feet and is unimproved. As a result of the project, half of Woodlake Avenue will be fully improved.

### Site Related Cases and Permits

Case No. VTT-73714-SL-1A - On July 11, 2016, two (2) appeals the Advisory Agency approval Vesting Tentative Tract Map No 73714-SL were filed. This case is to be considered concurrently by the City Planning Commission under a separate action.

Case No. VTT-73714-SL - On June 30, 2016, the Advisory Agency approved a Vesting Tentative Tract Map for the subdivision of two (2) lot into 37 lots, including 36 Small Lots and one (1) remainder lot.

ZA-2012-1146-ELD-SPR-1A - On September 12, 2013, the South Valley Area Planning Commission granted an appeal in part and thereby sustained the original action of the Zoning Administrator to approve an Eldercare Facility Unified Permit granting the construction, use and maintenance of 268-unit Senior Independent/Assisted Living Care Facility and to allow reductions in yard setbacks to 15 feet for front yards from Woodlake Avenue, 15 feet for side yards on Sherman Way, and 5 feet for rear yards on the westerly property line in lieu of the 25 feet required for all yards in the A1-1 Zone and a Site Plan Review for a project creating more than 50 residential dwelling units, involving the construction, use and maintenance of a two building Eldercare Facility containing a total of approximately 204,000 square feet and consisting of 268 units of Senior Independent/Assisted Living Care Housing.

### Surrounding Related Cases

Case No. VTT-73814-SL-1A - On July 11, 2016, two (2) appeals the Advisory Agency approval Vesting Tentative Tract Map No 73814-SL were filed.

Case No. VTT-73814-SL - On June 30, 2016, the Advisory Agency approved a Vesting Tentative Tract Map for the subdivision of one (1) lot into 16 lots, including 15 Small Lots and one (1) remainder lot.

Case No. CPC-2015-4680-GPA-ZC - On December 24, 2015, the applicant filed request for a General Plan Amendment from Very Low I Residential to Low Residential land uses and a Zone Change from A1-1 to RD5-1.

AA-2012-948-PMEX - On August 3, 2012 the Deputy Advisory Agency conditionally approved a lot line adjustment between two lots (APN 2026-001-018 and 2026-001-020).

### Public Hearing and Issues

#### Public Hearing

An initial Public Hearing was held jointly with the Hearing Officer for Case No. CPC-2015-4684-ZC and the Deputy Advisory Agency for Case No. VTT-73714-SL on June 7, 2016, at 10:00 a.m., at Marvin Braude San Fernando Valley Constituent Services Center in Van Nuys. The

hearing was attended by approximately 20 people, including the applicant, the applicant's representatives, members of the community and a representative from Council District 12. Three (3) members of the public spoke in support of the proposed project and five (5) members of the public spoke in opposition. One (1) letter in support and more than 20 letters or other communications have been submitted to the file in opposition of the proposed project.

#### Vesting Tentative Tract No. 73714-SL

Prior to the June 7, 2016 Public Hearing, Planning Staff issued a Staff Report which incorporated all recommendations from various City agencies as well as one recommendation that a central walkway be provided connecting the open space amenity to Woodlake Avenue. In recommending this revised layout, it was the opinion of Staff that it would reduce pedestrian/vehicle conflicts by removing the walkway from the proposed driveway while creating a unique and dedicated pedestrian walkway at the center of the project to which the adjacent Small Lot homes could orient themselves to.

During the Public Hearing, upon testimony and concerns expressed from the applicant and the representative from Council District 12, it was determined that such a layout would not be desirable. As such, the Advisory Agency did not include such a condition in the June 30, 2016 Letter of Determination.

#### Professional Volunteer Program

The proposed project, along with the associated project located across Woodlake Avenue (Case No. CPC-2015-4680-GPA-ZC), were reviewed by the Department of City Planning's Urban Design Studio - Professional Volunteer Program (PVP) on June 7, 2016. The following issues, concerns, and recommendations were discussed:

- All primary entryways, guest parking areas, and other common areas should be connected through continuous pedestrian pathways. Pedestrian pathways should be enhanced with differentiated paving treatment and landscaping.
- Units should be reconfigured towards the street. Primary entrances should face the street and incorporate a porch concept (changes in building plane to create a landing area, etc).
- The ground floor of the side-entry homes at Sherman Way should be modified. The side-entry should be flipped with the stairwell to create a shorter walking distance from the pedestrian pathway for pedestrians.
- The front elevations of the side-entry homes at Sherman Way should be enhanced. Provide more variations along the front building elevation to create visual clues to direct pedestrians to the side entry.
- The number of guest parking spaces for both projects (already exceeding what is required) should be reduced, especially considering the amount of curbside guest parking that will be provided. In lieu of these extra guest parking spaces, reconfigure the remaining on-site guest parking and the units to create more common open space.
- Provide details on the common open space areas (programming, seating, play area, landscaping, walkways, etc) to ensure that it will be usable and functional.

- Provide more common open space for both sites, especially towards the street from a connected trail to the internal corner open space amenity.
- Consider providing a walkway in lieu of the proposed hedge along the center of the Sherman site. This will reduce the size of some of the abutting rear yards, but not by much.
- Should reconfigure the driveway at the Woodlake Avenue site so that it creates an internal loop (similar to the looped one-way drive at Sherman Way) for better vehicular circulation.

Staff has recommended certain “Q” Conditions to address some of the comments provided by PVP, including re-orienting the units fronting the public right-of-way toward the street and enhancing the pedestrian circulation and safety.

### Conclusion

Based on the Public Hearing and information submitted to the record, staff recommends that the City Planning Commission recommend approval of the Zone Change from A1-1 to RD3-1 for the entire site.

Staff also recommends that the City Planning Commission find, based on its independent judgment, after consideration of the entire administrative record, that the project was environmentally assessed under Case No. ENV-2015-4679-MND for the above referenced project.

## **CONDITIONS FOR EFFECTUATING (T) TENTATIVE CLASSIFICATION REMOVAL**

Pursuant to Section 12.32-G of the Municipal Code, the (T) Tentative Classification shall be removed by posting of guarantees through the B-permit process of the City Engineer to secure the following without expense to the City of Los Angeles, with copies of any approval or guarantees provided to the Department of City Planning for attachment to the subject planning case file.

Dedication(s) and Improvement(s). Prior to the issuance of any building permits, the following public improvements and dedications for streets and other rights of way adjoining the subject property shall be guaranteed to the satisfaction of the Bureau of Engineering, Department of Transportation, Fire Department (and other responsible City, regional and federal government agencies, as may be necessary):

### Responsibilities/Guarantees.

1. As part of early consultation, plan review, and/or project permit review, the applicant/developer shall contact the responsible agencies to ensure that any necessary dedications and improvements are specifically acknowledged by the applicant/developer.
2. **Bureau of Engineering.** Prior to issuance of sign offs for final site plan approval and/or project permits by the Department of City Planning, the applicant/developer shall provide written verification to the Department of City Planning from the responsible agency acknowledging the agency's consultation with the applicant/developer. The required dedications and improvements may necessitate redesign of the project. Any changes to project design required by a public agency shall be documented in writing and submitted for review by the Department of City Planning.
3. **Fire Department.** Prior to the issuance of building permit, a plot plan shall be submitted to the Fire Department for approval.
4. **Bureau of Street Lighting.**
  - a. Prior to the issuance of any Certificate of Occupancy (C of O), street lighting improvement plans shall be submitted for review and the owner shall provide a good faith effort via a ballot process for the formation or annexation of the property within the boundary of the development into a Street Lighting Maintenance Assessment District.
  - b. Construct three (3) new street lights Sherman Way.
  - c. Construct three (3) new street lights Woodlake Avenue.
5. **Urban Forestry Division.** Plant street trees and remove any existing trees within dedicated streets or proposed dedicated streets as required by the Urban Forestry Division of the Bureau of Street Services. All street tree plantings shall be brought up to current standards. When the City has previously been paid for tree plantings, the sub divider or contractor shall notify the Urban Forestry Division (213-847-3077) upon completion of construction to expedite tree planting.

## (Q) QUALIFIED CLASSIFICATIONS

Pursuant to Section 12.32-G of the Municipal Code, the following limitations are hereby imposed upon the use of the subject property, subject to the "Q" Qualified classification:

1. **Use.** The use and area regulations for the new development shall be developed for uses as permitted in the RD3 Zone as defined in LAMC Section 12.09.1, except as modified by the conditions herein or subsequent action.
2. **Development.** The use and development of the property shall be in substantial conformance with the plot plan submitted with the application and marked Exhibit "A", dated June 30, 2016, except as may be revised as a result of this action.
3. **Density.** A maximum of 36 dwelling units shall be permitted.
4. **Height.** All homes shall not exceed 25 feet and two (2) stories.
5. **Building Design.**
  - a. **Primary Entryways.** All Small Lot homes shall have a primary entryway. All primary entryways shall provide the address or unit identification, ornamental low-level lighting for illuminating the entry area, a landing area with enhanced paving material, different texture, or color, and at least three of the following elements:
    - i. The door shall be recessed from the building façade.
    - ii. The doorway shall be designed with an overhead projection such as an awning, and/or other architectural design features so as to distinguish the front door from the rest of the building façade.
    - iii. Entryway shall be raised or sunken at a minimum of 10 inches, with a minimum of two steps, from the pedestrian pathway to the landing area.
    - iv. Entryway shall be clearly marked with a side window panel, adjacent window, or a door with a window.
    - v. Entryway shall be recessed at least two (2) feet from the building façade.
  - b. **Dwelling Orientation and Entry.**
    - i. All Small Lot homes abutting Woodlake Avenue shall orient the primary entryway ("front door") toward that street.
    - ii. Small Lot homes located in the "interior" of the subdivision shall orient the primary entryway ("front door") toward and visible from the pedestrian pathway within the common access easement.
  - c. **Façade Articulation.** All facades facing a public right-of-way, private street, or project perimeter, and all exterior building elevations located greater than 6 feet from an adjacent Small Lot home facade shall be treated with an equal level of details and articulation and shall incorporate a minimum of two of the following building articulation techniques:

- i. Varied windows treatment such as multi-pane, green house, bay, or block framed windows. Aluminum framed windows or doors that are flush with the plane of the building shall not be included as a change in material or break in the plane.
- ii. Porticos, awnings, terraces, balconies or trellises.
- iii. Change in exterior building materials such as stucco to one of the following: wood, glass, brick, metal spandrel, or tile.
- iv. A break in façade plane of a minimum of 6 inches.
- v. The floor with the primary entrance and floors below shall be architecturally enhanced from the floors above so as to create human scale to the buildings.

**6. Traffic/Circulation.**

- a. A minimum of a 20-foot reservoir space be provided between any security gate(s) and the property line.
- b. Parking stalls shall be designed so that a vehicle is not required to back into or out onto Woodlake Avenue.
- c. A parking area and driveway plan be submitted to the Citywide Planning Coordination Section of the Department of Transportation for approval prior to submittal of building permit plans for plan check by the Department of Building and Safety. Transportation approvals are conducted at 201 N. Figueroa Street Suite 550.

- 7. Common Open Space.** A minimum of 2,315 square feet of usable open space shall be provided and maintained on-site for the residences. Such open space shall conform to the standard in Section 12.21-G,2(a) of the Los Angeles Municipal Code, with the exception of a minimum a minimum horizontal distance.

## CONDITIONS OF APPROVAL

Pursuant to Sections 12.32 of the Los Angeles Municipal Code, the following conditions are hereby imposed upon the use of the subject property:

### **Environmental Conditions**

#### **1. Habitat Modification (Nesting Native Birds, Hillside or Rural Areas).**

- a. Proposed project activities (including disturbances to native and non-native vegetation, structures and substrates) should take place outside of the breeding bird season which generally runs from March 1- August 31 (as early as February 1 for raptors) to avoid take (including disturbances which would cause abandonment of active nests containing eggs and/or young). Take means to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture or kill (Fish and Game Code Section 86).
  - b. If project activities cannot feasibly avoid the breeding bird season, beginning thirty days prior to the disturbance of suitable nesting habitat, the applicant shall:
    - i. Arrange for weekly bird surveys to detect any protected native birds in the habitat to be removed and any other such habitat within 300 feet of the construction work area (within 500 feet for raptors) as access to adjacent areas allows. The surveys shall be conducted by a Qualified Biologist with experience in conducting breeding bird surveys. The surveys shall continue on a weekly basis with the last survey being conducted no more than 3 days prior to the initiation of clearance/construction work.
    - ii. If a protected native bird is found, the applicant shall delay all clearance/construction disturbance activities within 300 feet of suitable nesting habitat for the observed protected bird species (within 500 feet for suitable raptor nesting habitat) until August 31.
    - iii. Alternatively, the Qualified Biologist could continue the surveys in order to locate any nests. If an active nest is located, clearing and construction within 300 feet of the nest (within 500 feet for raptor nests) or as determined by a qualified biological monitor, shall be postponed until the nest is vacated and juveniles have fledged and when there is no evidence of a second attempt at nesting. The buffer zone from the nest shall be established in the field with flagging and stakes. Construction personnel shall be instructed on the sensitivity of the area.
    - iv. The applicant shall record the results of the recommended protective measures described above to document compliance with applicable State and Federal laws pertaining to the protection of native birds. Such record shall be submitted and received into the case file for the associated discretionary action permitting the project.
- 2. Tree Preservation (Grading Activities).** “Orange fencing” or other similarly highly visible barrier shall be installed outside of the drip line of locally protected and significant (truck diameter of 8 inches or greater) non-protected trees, or as may be recommended by the Tree Expert. The barrier shall be maintained throughout the grading phase, and shall not be removed until the completion and cessation of all grading activities.

**3. Tree Removal (Non-Protected Trees).**

- a. Prior to the issuance of any permit, a plot plan shall be prepared indicating the location, size, type, and general condition of all existing trees on the site and within the adjacent public right(s)-of-way.
- b. All significant (8-inch or greater trunk diameter, or cumulative trunk diameter if multi-trunked, as measured 54 inches above the ground) non-protected trees on the site proposed for removal shall be replaced at a 1:1 ratio with a minimum 24-inch box tree. Net, new trees, located within the parkway of the adjacent public right(s)-of-way, may be counted toward replacement tree requirements.
- c. Removal or planting of any tree in the public right-of-way requires approval of the Board of Public Works. Contact Urban Forestry Division at: 213-847-3077. All trees in the public right-of-way shall be provided per the current standards of the Urban Forestry Division, Bureau of Street Services, Department of Public Works.
- d. All replacement trees shall be consistent with the Los Angeles River Master Plan Landscaping Guidelines and Plant Palette.

**4. Tree Removal (Public Right-of-Way).**

- a. Removal of trees in the public right-of-way requires approval by the Board of Public Works.
- b. The required Tree Report shall include the location, size, type, and condition of all existing trees in the adjacent public right-of-way and shall be submitted for review and approval by the Urban Forestry Division of the Bureau of Street Services, Department of Public Works (213-847-3077).
- c. The plan shall contain measures recommended by the tree expert for the preservation of as many trees as possible. Measures such as replacement by a minimum of 24-inch box trees in the parkway and on the site, on a 1:1 basis, shall be required for the unavoidable loss of significant (8-inch or greater trunk diameter, or cumulative trunk diameter if multi-trunked, as measured 54 inches above the ground) trees in the public right-of-way.
- d. All trees in the public right-of-way shall be provided per the current Urban Forestry Division standards.

**5. Cultural/Historic Resources.**

- a. The historic pilasters on the Canoga Mission Gallery property shall be retained and preserved in situ or in place.
- b. Homes abutting the Canoga Mission Gallery Parcel shall not exceed a height of 25 feet.
- c. Structures abutting the Canoga Mission Gallery Parcel shall not exceed a height of 25 feet.
- d. The house on Lot No. 1 shall be turned to face Woodlake Avenue, allowing an open space on the corner of this property that is not enclosed by fencing to the lot line.



- e. Walls abutting the Canoga Mission Gallery parcel shall not exceed five feet in height. Additionally, adjustments to the slumpstone wall's placement were made at Lot No. 2, and small portions of lots Lot Nos. 1 and 3, stepping it back one foot-four inches to the south, to accommodate the Canoga Mission Gallery's wood split-rail fence with stone pilasters that extends in over the parcel line into the subject property.
  - f. An 8,750 square-foot remainder parcel shall be left undeveloped as to provide a buffer between the monument and the new development. Should the remainder parcel be removed as a result of a Lot Line Adjustment, a Covenant and Agreement that shall run with the land shall be recorded prohibiting any development of that portion of the subject property.
6. **Public Services (Fire).** The following recommendations of the Fire Department relative to fire safety shall be incorporated into the building plans, which includes the submittal of a plot plan for approval by the Fire Department either prior to the recordation of a final map or the approval of a building permit. The plot plan shall include the following minimum design features: fire lanes, where required, shall be a minimum of 20 feet in width; all structures must be within 300 feet of an approved fire hydrant, and entrances to any dwelling unit or guest room shall not be more than 150 feet in distance in horizontal travel from the edge of the roadway of an improved street or approved fire lane.
7. **Public Services (Police – Demolition/Construction Sites).** Temporary construction fencing shall be placed along the periphery of the active construction areas to screen as much of the construction activity from view at the local street level and to keep unpermitted persons from entering the construction area.

#### **Administrative Conditions of Approval**

8. **Approval, Verification and Submittals.** Copies of any approvals, guarantees or verification of consultations, review or approval, plans, etc., as may be required by the subject conditions, shall be provided to the Department of City Planning for placement in the subject file.
9. **Code Compliance.** Area, height and use regulations of the (T)(Q)RD3-1 Zone classification of the subject property shall be complied with, except where herein conditions are more restrictive.
10. **Covenant.** Prior to the issuance of any permits relative to this matter, an agreement concerning all the information contained in these conditions shall be recorded in the County Recorder's Office. The agreement shall run with the land and shall be binding on any subsequent property owners, heirs or assign. The agreement must be submitted to the Department of City Planning for approval before being recorded. After recordation, a copy bearing the Recorder's number and date shall be provided to the Department of City Planning for attachment to the file.
11. **Definition.** Any agencies, public officials or legislation referenced in these conditions shall mean those agencies, public officials, legislation or their successors, designees or amendment to any legislation.
12. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Department of City Planning and any designated agency, or the agency's successor and in accordance with any stated laws or regulations, or any amendments thereto.

13. **Building Plans.** Page 1 of the grants and all the conditions of approval shall be printed on the building plans submitted to the Department of City Planning and the Department of Building and Safety.
14. **Corrective Conditions.** The authorized use shall be conducted at all time with due regards to the character of the surrounding district, and the right is reserved to the City Planning Commission, or the Director pursuant to Section 12.27.1 of the Municipal Code to impose additional corrective conditions, if in the Commission's or Director's opinion such conditions are proven necessary for the protection of persons in the neighborhood or occupants of adjacent property.
15. **Expediting Processing Section.** Prior to the clearance of any conditions, the applicant shall show that all fees have been paid to the Department of City Planning Expedited Processing Section.
16. **Indemnification and Reimbursement of Litigation Costs.**

Applicant shall do all of the following:

- a. Defend, indemnify and hold harmless the City from any and all actions against the City relating to or arising out of, in whole or in part, the City's processing and approval of this entitlement, including but not limited to, an action to attack, challenge, set aside, void or otherwise modify or annul the approval of the entitlement, the environmental review of the entitlement, or the approval of subsequent permit decisions or to claim personal property damage, including from inverse condemnation or any other constitutional claim.
- b. Reimburse the City for any and all costs incurred in defense of an action related to or arising out of, in whole or in part, the City's processing and approval of the entitlement, including but not limited to payment of all court costs and attorney's fees, costs of any judgments or awards against the City (including an award of attorney's fees), damages and/or settlement costs.
- c. Submit an initial deposit for the City's litigation costs to the City within 10 days' notice of the City tendering defense to the Applicant and requesting a deposit. The initial deposit shall be in an amount set by the City Attorney's Office, in its sole discretion, based on the nature and scope of action, but in no event shall the initial deposit be less than \$25,000. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (b).
- d. Submit supplemental deposits upon notice by the City. Supplemental deposits may be required in an increased amount from the initial deposit if found necessary by the City to protect the City's interests. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement (b).
- e. If the City determines it necessary to protect the City's interests, execute an indemnity and reimbursement agreement with the City under terms consistent with the requirements of this condition.

The City shall notify the applicant within a reasonable period of time of its receipt of any action and the City shall cooperate in the defense. If the City fails to notify the applicant

of any claim, action or proceeding in a reasonable time, or if the City fails to reasonably cooperate in the defense, the applicant shall not thereafter be responsible to defend, indemnify or hold harmless the City.

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

For purposes of this condition, the following definitions apply:

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

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

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

## FINDINGS

### General Plan

#### 1. **General Plan.**

- a. **General Plan Land Use Designation.** The Canoga Park - Winnetka - Woodland Hills - West Hills Community Plan was updated by the City Council on August 17, 1999 and designates the subject property for Low Medium I Residential land uses, corresponding to the R2, RD3, RD4, RZ3, RZ4, RU and RW1 Zones.

The Zone Change request to the (T)(Q)RD3 Zone for the subject property is consistent with the current Low Medium I Residential land use designation. The Low Medium I Residential land use designation is intended to promote multi-family development with densities ranging from one (1) dwelling per 2,500 square feet of lot area to one (1) dwelling per 4,000 square feet of lot area. The density of the proposed project is one (1) dwelling per 3,067 square feet of lot area.

Therefore, the project is in substantial conformance with the purposes, intent and provisions of the General Plan as reflected in the adopted Framework Element and Community Plan.

#### b. **Land Use Element.**

**Canoga Park - Winnetka - Woodland Hills - West Hills Community Plan.** The Community Plan text includes the following relevant land use objectives and policies:

Goal 1: Safe, secure, and high quality residential environment for all economic, age, and ethnic segments of the Canoga Park - Winnetka - Woodland Hills - West Hills Community Plan area.

Objective 1-1: Achieve and maintain a housing supply sufficient to meet the diverse economic needs of current and projected population to the year 2010.

Policy 1-1.1: Maintain an adequate supply and distribution of multi-family housing opportunities in the Community Plan Area.

Policy 1-1.3: Protect existing stable single family and low density residential neighborhoods from encroachment by higher density residential and other incompatible uses.

Objective 1-4: Provide a diversity of housing opportunities capable of accommodating all persons regardless of income, age or ethnic background.

Policy 1-4.1: Promote greater individual choice in type, quality, price and location of housing.

Policy 1-4.3: Ensure new housing opportunities minimize displacement of the residents.

Policy 1-4.4: Increase home ownership options by providing opportunities for development of townhouses, condominiums, and similar types of housing.

The Zone Change request to the (T)(Q)RD3-1 Zone for the 110,394 square-foot property provides for an increase in the allowable density from one (1) dwelling unit (the A1 Zone allows for one (1) dwelling unit per 2.5 acres of lot area) to 36 dwelling units (the RD3 Zone allows one (1) dwelling unit per 3,000 square feet of lot area), thereby contributing new housing units to the Canoga Park - Winnetka - Woodland Hills - West Hills Community Plan area. The proposed (T)(Q)RD3 Zone land would be located across from other multi-family zoned properties to the north. The single-family neighborhood to the south will be buffered by the Bell Creek Flood Control Channel and the single-family neighborhood to the northwest will be buffered by Sherman Way.

Consistent with the Community Plan, the project will result in increased home ownership through sale of fee-simple properties of Small Lot homes and will provide greater individual choice in housing type, quality, price and location, without removing any existing housing units.

Therefore, the project is consistent with the Canoga Park - Winnetka - Woodland Hills - West Hills Community Plan in that it implements the abovementioned goals, objectives and policies of the Plan.

- c. The **Framework Element** for the General Plan (Framework Element) was adopted by the City of Los Angeles in December 1996 and re-adopted in August 2001. The Framework Element provides guidance regarding policy issues for the entire City of Los Angeles, including the project site. The Framework Element also sets forth a Citywide comprehensive long-range growth strategy and defines Citywide policies regarding such issues as land use, housing, urban form, neighborhood design, open space, economic development, transportation, infrastructure, and public services. The Framework Element includes the following goals, objectives and policies relevant to the instant request:

Goal 3A: A physically balanced distribution of land uses that contributes towards and facilitates the City's long-term fiscal and economic viability, revitalization of economically depressed areas, conservation of existing residential neighborhoods, equitable distribution of public resources, conservation of natural resources, provision of adequate infrastructure and public services, reduction of traffic congestion and improvement of air quality, enhancement of recreation and open space opportunities, assurance of environmental justice and a healthful living environment, and achievement of the vision for a more liveable city.

Objective 3.1: Accommodate a diversity of uses that support the needs of the City's existing and future residents, businesses, and visitors.

Policy 3.1.4: Accommodate new development in accordance with land use and density provisions of the General Plan Framework Long-Range Land Use Diagram and Table 3-1.

Policy 3.1.5: Identify areas on the Long-Range Land Use Diagram and in the community plans sufficient for the development of a diversity of uses that serve the needs of existing and future

residents (housing, employment, retail, entertainment, cultural/institutional, educational, health, services, recreation, and similar uses), provide job opportunities, and support visitors and tourism.

The Zone Change request to the (T)(Q)RD3-1 Zone for the subject property will allow for the development of a vacant, underutilized 2.53 acres site with new home ownership opportunities in the form of 36 Small Lot homes (approximately 14 units per acre), thereby accommodating development that supports the needs of the City's existing and future residents in accordance with the density outlined in Table 3-3 of the General Plan Framework Element, which is 10-17 units per net acre for Low Medium I land uses.

Therefore, the Zone Change is consistent with the Distribution of Land Use goals, objectives and policies of the General Plan Framework Element.

Goal 3B: Preservation of the City's stable single-family residential neighborhoods.

Objective 3.6: Allow for the intensification of selected single-family areas that directly abut high-density development as "transitions" between these uses.

Policy 3.6.1: Ensure that the new development of "duplex" or multi-family units maintains the visual and physical character of adjacent single-family neighborhoods, including the maintenance of front property setbacks, modulation of building volumes and articulation of facade to convey the sense of individual units, and use of building materials that characterize single-family housing.

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

Objective 3.7: Provide for the stability and enhancement of multi-family residential neighborhoods and allow for growth in areas where there is sufficient public infrastructure and services and the residents' quality of life can be maintained or improved.

Policy 3.7.1: Accommodate the development of multi-family residential units in areas designated in the community plans in accordance with Table 3-1 and Zoning Ordinance densities indicated in Table 3-3, with the density permitted for each parcel to be identified in the community plans.

The Zone Change request to the (T)(Q)RD3-1 Zone for the subject property will preserve the existing single-family neighborhoods to the south (across Bell Creek) and northwest (across Sherman Way), while allowing for infill development that it is compatible with and maintains the scale and character of those neighborhoods through the Small Lot subdivision process on a vacant and underutilized parcel of land.

Specifically, while the 36-lot subdivision seeks to utilize the provisions of the Small Lot Ordinance, each of the Small Lot homes would include a two-car garage as well

as a rear yard. No rooftop open space is proposed. In addition, conditions have been imposed which restrict the maximum building height to 25 feet and two (2) stories, which is compatible with existing single-family dwellings in the surrounding area. Lastly, the setbacks established in Case No. VTT-73714-SL ensure that each unit is developed such that they maintain the appearance of a separate, standalone single-family dwelling.

Therefore, the Zone Change is consistent with the Single- and Multi-Family Residential goals, objectives and policies of the General Plan Framework Element.

- d. The **Housing Element** of the General Plan will be implemented by the recommended action herein. The Housing Element is the City's blueprint for meeting housing and growth challenges. It identifies the City's housing conditions and needs, reiterates goals, objectives, and policies that are the foundation of the City's housing and growth strategy, and provides the array of programs the City has committed to implement to create sustainable, mixed-income neighborhoods across the City. The Housing Element includes the following objectives and policies relevant to the instant request:

Goal 1: Housing Production and Preservation.

Objective 1.1: Produce an adequate supply of rental and ownership housing in order to meet current and projected needs.

Policy 1.1.3: Facilitate new construction and preservation of a range of different housing types that address the particular needs of the city's households.

Objective 1.4: Reduce regulatory and procedural barriers to the production and preservation of housing at all income levels and needs.

Policy 1.4.1: Streamline the land use entitlement, environmental review, and building permit processes, while maintaining incentives to create and preserve affordable housing.

The Zone Change request to the (T)(Q)RD3-1 Zone for the subject property will facilitate the increase in the supply of home ownership opportunities in order to meet current and projected needs, including single-family dwellings of a modest size, allowing for greater access to home ownership in the West Hills area.

Furthermore, the Zone Change, along with Case No. VTT-73714-SL, allows for a streamlined the land use entitlement, environmental review, and building permit process by enabling the construction of 36 Small Lot homes under one approval, as opposed to the project going through multiple individual entitlements that would otherwise be required with the site's current A1 zoning.

Therefore, the Zone Change is consistent with the Housing Element goals, objectives and policies of the General Plan.

- e. The **Mobility Element** of the General Plan (Mobility Plan 2035) is not likely to be affected by the recommended action herein. Sherman Way, abutting the property to the north, is a designated Boulevard II, dedicated to a width of 90 feet and improved with an asphalt roadway. Woodlake Avenue, abutting the property to the east, is a designated Avenue II, dedicated to a width of 80 feet and is unimproved. As part of the (T) Tentative Classification conditions and the conditions required under Case No. VTT-

73714-SL, Sherman Way and Woodlake Avenue will be fully improved with asphalt roadway and concrete gutter, curb and sidewalk.

Lastly, the Department of Transportation submitted a Traffic Impact Assessment of the proposed project, dated April 7, 2016, and that determined that traffic impacts from trips generated from the project will be less than significant.

Therefore, the Zone Change to the (T)(Q)RD3-1 Zone is consistent with Mobility Plan 2035 goals, objectives and policies of the General Plan.

- f. The **Sewerage Facilities Element** of the General Plan will not be affected by the recommended action. While the sewer system might be able to accommodate the total flows for the proposed project, further detailed gauging and evaluation may be needed as part of the permit process to identify a specific sewer connection point. If the public sewer has insufficient capacity then the developer will be required to build sewer lines to a point in the sewer system with sufficient capacity. A final approval for sewer capacity and connection permit will be made at that time. Ultimately, this sewage flow will be conveyed to the Hyperion Treatment Plant, which has sufficient capacity for the project.

### **Zone Change and “T”/“Q” Classification Findings**

#### **2. Pursuant to Section 12.32 of the Municipal Code, the zone change and classifications are necessary because:**

- a. **Public Necessity:** On April 8, 2015, Mayor Eric Garcetti released the City’s first-ever Sustainable City pLAN. The pLAN is both a roadmap to achieve back to basics short-term results while setting the path to strengthen and transform our City in the decades to come. In it, the Mayor set forth a goal of creating 100,000 new housing units by 2021. Granting the Zone Change to the (T)(Q)RD3-1 Zone will increase the number of residential units that can be developed on the site with housing that is compatible with the existing surrounding residential development, thereby supporting the Mayor’s goal of 100,000 new housing units by 2021.
- b. **Convenience:** The West Hills community is an established single-family neighborhood. The proposed project would locate 36 new single-family dwellings within 1.1 miles of an LAUSD elementary school (Pomelo Elementary School), 1.8 miles of an LAUSD middle school (Hale Middle School) and 2.2 miles of an LAUSD high school (El Camino High School). The project is also within .25 mile of the West Hills Post Office and the West Hills Hospital, and one (1) mile of the Fallbrook Center Mall. Granting the Zone Change to the (T)(Q)RD3-1 Zone would allow future residents to obtain services, shop and dine within the immediate neighborhood, as well as the opportunity to send their children to nearby schools.
- c. **General Welfare:** Granting the Zone Change to the (T)(Q)RD3-1 Zone would allow the development of a vacant, underutilized lot within an established and stable single-family community with similar and comparable uses. As discussed above, the area is served by neighborhood-serving uses such as schools, a post office and other neighborhood-serving retail uses. The Zone Change to the (T)(Q)RD3-1 Zone will increase the city’s housing stock, while minimizing any burden placed upon the existing infrastructure, including roads and utilities.
- d. **Good Zoning Practices:** The (T)(Q)RD3-1 Zone would allow for the development of Small Lot homes in a pattern consistent with the existing single-family development pattern of the surrounding properties to the east and south. As discussed above, the



predominance of properties within the West Hills community are designated for single-family development. As such, the (T)(Q)RD3 Zone would ensure that the density of the development would be compatible with the existing surrounding development.

- e. **“T” and “Q” Classification Findings:** Per Section 12.32-G,1 and 2 of the Municipal Code, the current action, as recommended, has been made contingent upon compliance with new “T” and “Q” conditions of approval. Such limitations are necessary to ensure the identified dedications, improvements, and actions are undertaken to meet the public’s needs, convenience, and general welfare served by the required actions. The conditions that limit the scale, design and scope of future development on the site are also necessary to protect the best interests of and to assure a development more compatible with surrounding properties and the overall pattern of the existing single-family residential development in the community, to secure an appropriate development in harmony with the General Plan as discussed in Findings Section 1, and to prevent or mitigate the potential adverse environmental effect of adding additional single family dwellings to the established neighborhood.

### **Environmental Findings**

3. **Environmental Findings.** A Mitigated Negative Declaration (MND), along with mitigation measures and a Mitigation Monitoring Program (ENV-2015-4679-MND), was prepared for the proposed project in compliance with the California Environmental Quality Act (CEQA). The MND, mitigation measures, and Mitigation Monitoring program were adopted by the City’s Advisory Agency on June 30, 2016 in connection with the City’s action in Case No. VTT-73714-SL. An appeal of the Advisory Agency’s actions is concurrently being presented with this case to the City Planning Commission as the Appeal decision-maker in Case Nos. VTT-73714-SL-1A and ENV-2015-4679-MND. On the basis of the whole of the record before the lead agency including any comments received, and the action of the City Planning Commission on the appeals, the lead agency finds in its independent judgment and analysis that this project was environmentally assessed in Case No. ENV-2015-4679-MND. The records upon which this decision is based are with the Environmental Review Section of the Planning Department in Room 750, 200 North Spring Street.
4. **Flood Insurance.** The National Flood Insurance Program rate maps, which are a part of the Flood Hazard Management Specific Plan adopted by the City Council by Ordinance No. 172,081, have been reviewed and it has been determined that this project is located in Flood Zone X, areas determined to be outside the 0.2% annual chance floodplain. Currently, there are no flood zone compliance requirements for construction in these zones.

## PUBLIC HEARING AND COMMUNICATIONS

An initial Public Hearing was held jointly with the Hearing Officer for Case No. CPC-2015-4684-ZC and the Deputy Advisory Agency for Case No. VTT-73714-SL on June 7, 2016, at 10:00 a.m., at Marvin Braude San Fernando Valley Constituent Services Center in Van Nuys. The hearing was attended by approximately 20 people, including the applicant, the applicant's representatives, members of the community and a representative from Council District 12. Three (3) members of the public spoke in support of the proposed project and five (5) members of the public spoke in opposition. One (1) letter in support and more than 20 letters or other communications have been submitted to the file in opposition of the proposed project.

### 1. Attendees

The hearing was attended by approximately 20 people, including the applicant and the applicant's representatives.

### 2. Testimony - Oral

#### a. Michael Harris, the applicant, provided the following testimony:

- The project is a 37-lot subdivision including 36 Small Lot homes.
- Efforts were made to sell the property to the Santa Monica Mountains Conservancy to no avail.
- The project was designed based on certain parameters of the previously proposed Eldercare Facility.
- The project seeks to designate the rear yards of the units along Sherman Way to abut Sherman Way.
- The Bureau of Engineering required that the subdivision for a Home Owner's Association to own and maintain the proposed open space lot.
- We are opposed to staff's recommended condition to provide a central walkway due to small proposed setback and the potential to attract nuisances.

#### b. Planning Staff addressed concerns that the recommended walkway would reduce the proposed setback by stating that the space lost at the center of the property could be regained due to a narrowed common access easement and that the walkway is not required to be open to the public and could be gated.

#### c. Three (3) member from the public spoke in support of the proposed project and provided the following testimony:

- The project is consistent with the land use designation.
- Conditions should be imposed to ensure the density and heights of the project are limited to what is currently proposed.

#### d. Five (5) members from the public spoke in opposition of the proposed project and provided the following testimony:

- The Mitigated Negative Declaration is deficient and does not adequately analysis the project and the potential impacts.
  - The project is too dense.
  - The 20-foot wide driveway is inadequate for service vehicles, including emergency vehicles.
  - The design of the homes is not consistent with the surrounding community. The diversity of homes does not create a diversity of housing options.
  - The project would increase traffic.
  - The project does would remove an existing grove of trees.
- e. A representative from Council District 12 (Mitchell Englander) spoke in support of the project.
3. Testimony - Written
- a. One (1) letter in support and more than 20 letters or other communications have been submitted to the file in opposition of the proposed project.

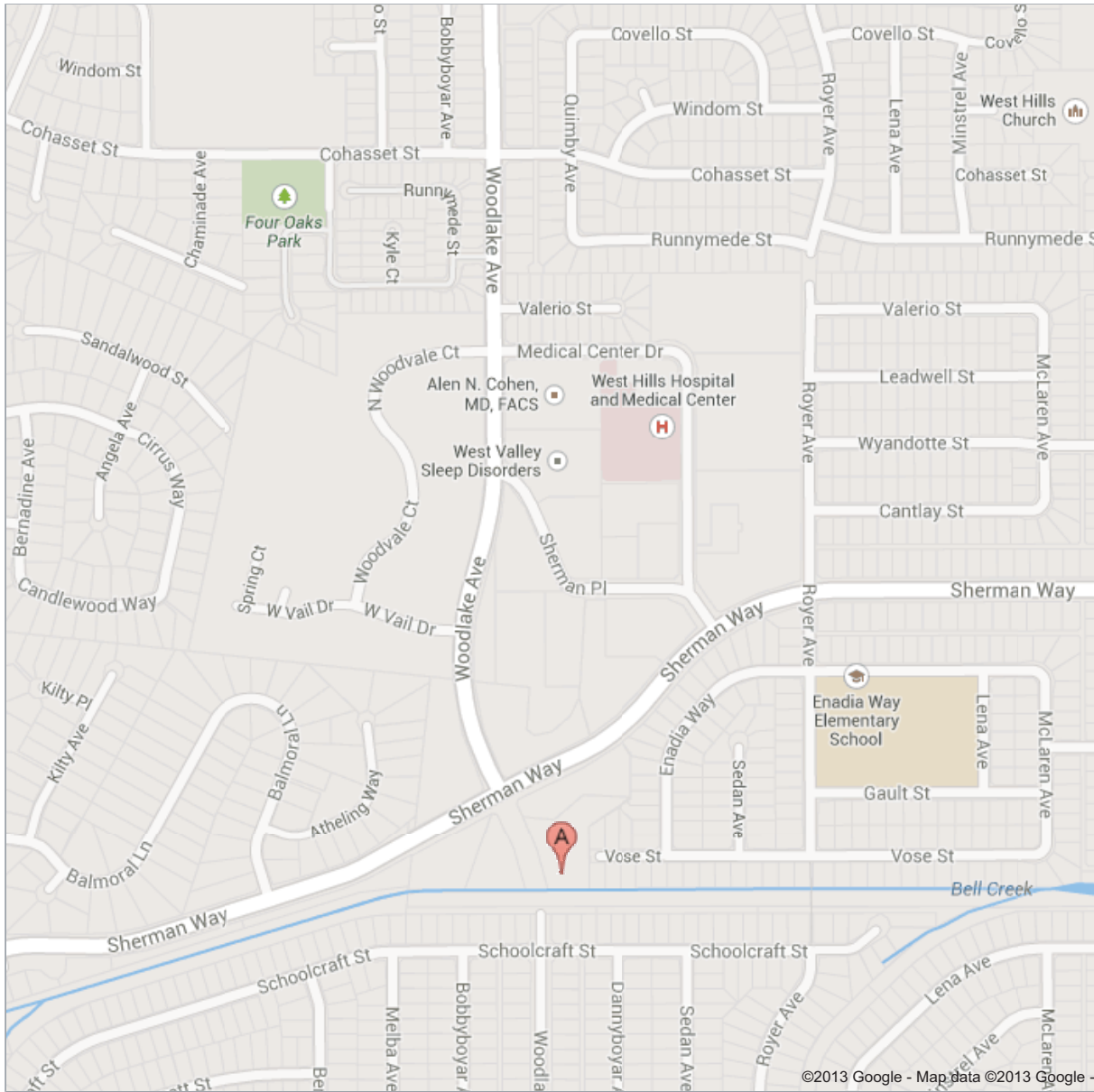
# **Map 1**

## **Vicinity Map**



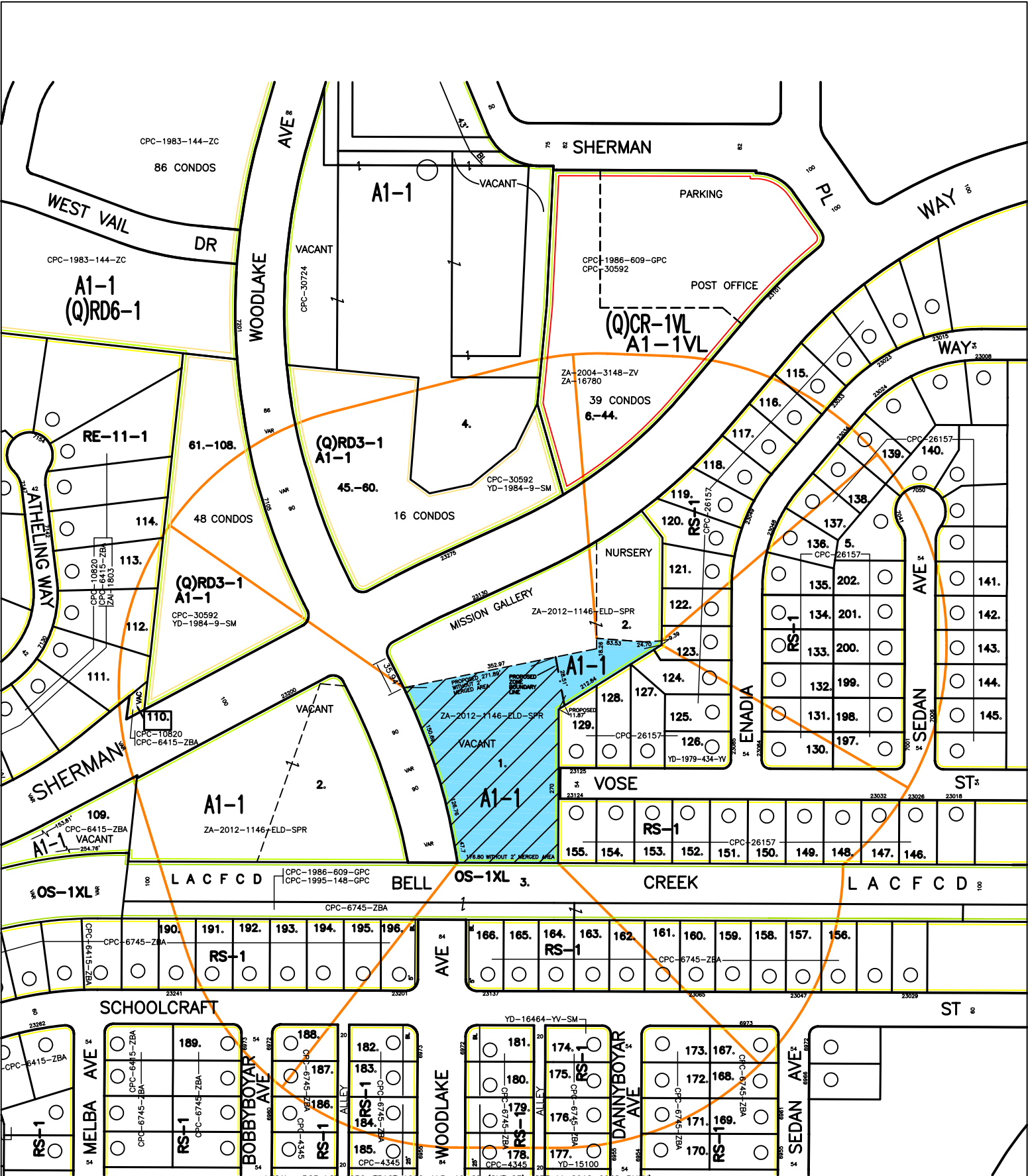
# VICINITY MAP

VICINITY MAP  
WOODLAKE AVENUE  
WEST HILLS CA 91307  
APN: 2026-001-135  
JPL-7716




# Map 2

Radius Map



LEGAL: POR LOT 1056, TRACT 1000, M.B. 19-23 (SHT 23) (SEE AA-2012-0948-PMEX)

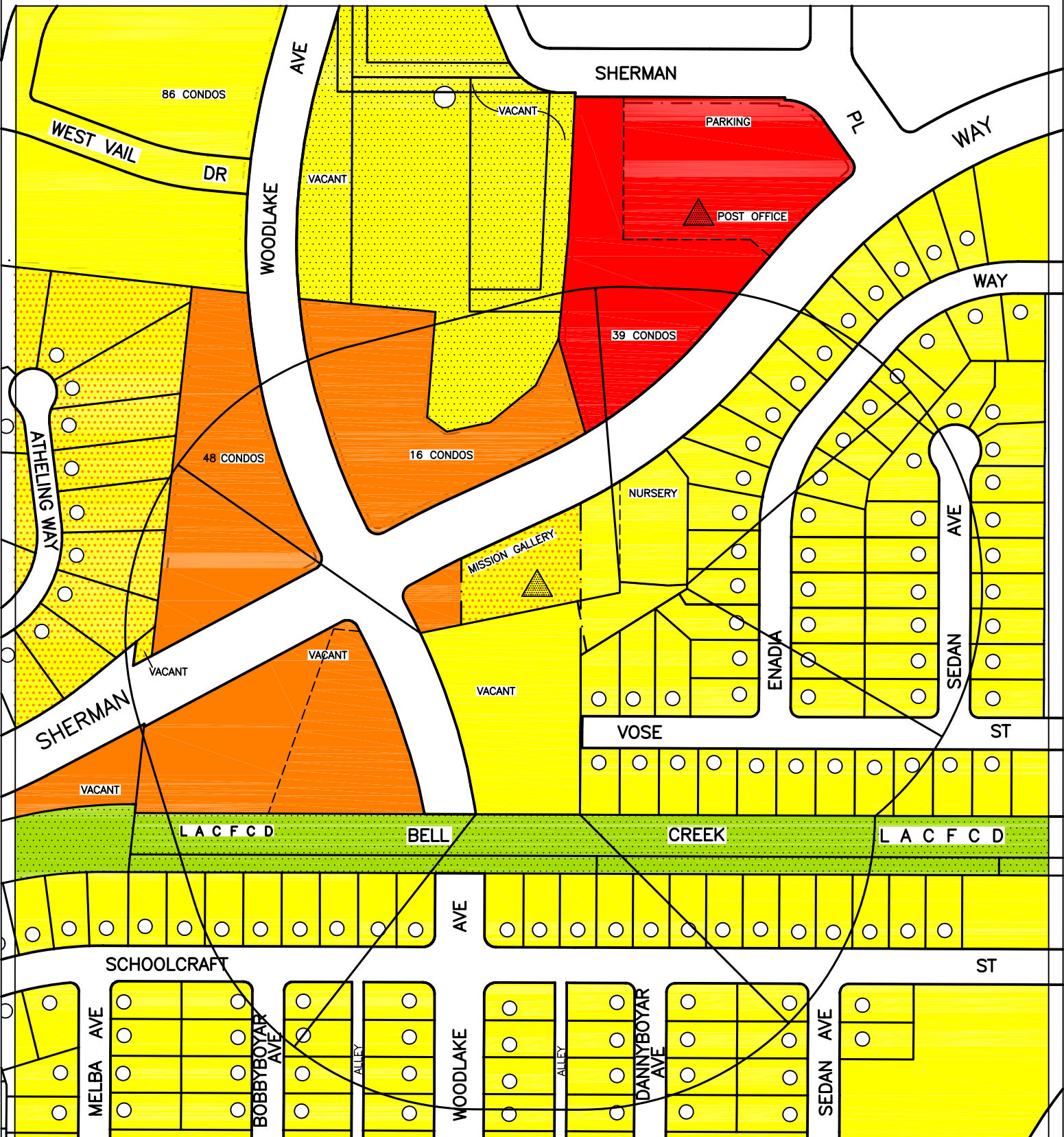
<p>NEW T.B. PAGE 529 GRID G-5</p> <p>C.D. 12 - ENGLANDER C.T. 1344.22 P.A. CANOGA PARK- WINNETKA- WOODLAND HILLS- WEST HILLS</p>	<p>VESTING TENTATIVE TRACT #73814, PERIODIC COMPREHENSIVE GENERAL PLAN REVIEW AND ZONE CHANGE PROCESS - "BATCHING"</p> <p>CAD GRAPHICS BY <b>JPL Zoning Services</b> 6257 Van Nuys Blvd, #101 Van Nuys, CA 91401 (818)781-0016</p> 	<p>CASE NO: DATE: 12-07-2015 DRAWN BY: JPL ZONING SERVICES D.M. OR CAD: 183B093, 183B097, 186B097, 186B093</p> <p>SCALE: 1"=100' USES: FIELD CONTACT PERSON: MICHAEL HARRIS PHONE NO: 818-718-1269</p>
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**NORTH**  
NET ACRES  
= 1.95 Acres  
JPL-7716 RM

# **Map 3**

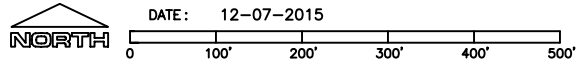
**Requested General  
Plan Map**





REQUESTED CANOGA PARK-WINNETKA-WOODLAND HILLS-WEST HILLS COMMUNITY PLAN

Single Family Dwelling	RE9, RS, R1, RU, RD6, RD5	<b>LOW</b>	R2, RD3, RD4, RZ3, RZ4, RU, RW1	<b>LOW MEDIUM COMMUNITY</b>
Non residential structure	OS, A1, A2, RE40	<b>MEDIUM</b>	CR, C2, C4, RAS3, RAS4	<b>OPEN SPACE</b>
	RE20, RA, RE15, RE11	<b>VERY LOW</b>	OS, A1	



DATE: 12-07-2015

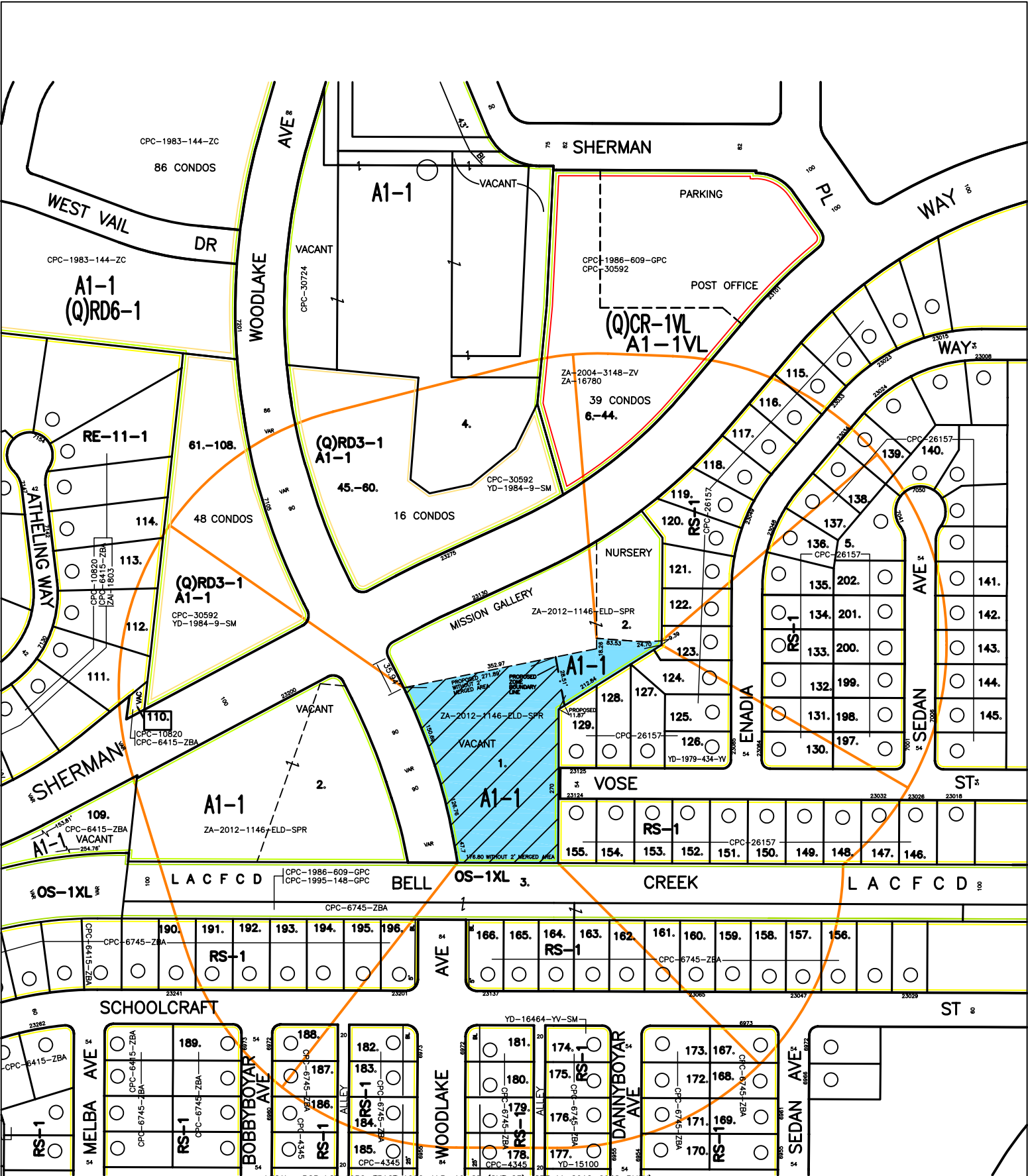
CAD GRAPHICS BY  
**JPL Zoning Services**  
 6257 Van Nuys Blvd, #101  
 Van Nuys, CA 91401  
 (818)781-0016

JPL-7716 RMZIP

# **Map 4**

**Requested**

**Zoning Map**



LEGAL: POR LOT 1056, TRACT 1000, M.B. 19-23 (SHT 23) (SEE AA-2012-0948-PMEX)

<p>NEW T.B. PAGE 529 GRID G-5</p> <p>C.D. 12 - ENGLANDER C.T. 1344.22 P.A. CANOGA PARK- WINNETKA- WOODLAND HILLS- WEST HILLS</p>	<p>VESTING TENTATIVE TRACT #73814, PERIODIC COMPREHENSIVE GENERAL PLAN REVIEW AND ZONE CHANGE PROCESS - "BATCHING"</p> <p>CAD GRAPHICS BY <b>JPL Zoning Services</b> 6257 Van Nuys Blvd, #101 Van Nuys, CA 91401 (818)781-0016</p>	<p>CASE NO: DATE: 12-07-2015 DRAWN BY: JPL ZONING SERVICES D.M. OR CAD: 183B093, 183B097, 186B097, 186B093</p> <p>SCALE: 1"=100' USES: FIELD CONTACT PERSON: MICHAEL HARRIS PHONE NO: 818-718-1269</p>
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**NORTH**

NET ACRES  
= 1.95 Acres

JPL-7716 RM

# **Exhibit A**

**Site Plan, Floor Plans,  
Elevations and  
Landscape Plan**





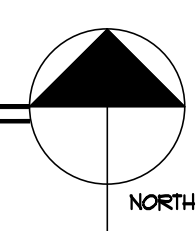
**ARCHITECTURAL SITE PLAN- 36 HOME TRACT**

SCALE: 1" = 30'-0"

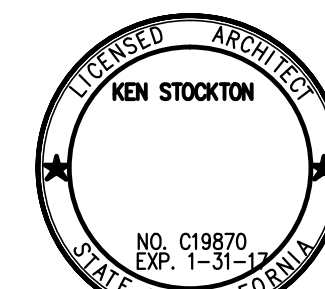
**LEGAL DESCRIPTION:**  
 Tract: T8 1000  
 Map Reference: N 18 18-23 (647 23)  
 Block: None  
 Lot: PT 1054  
 A/B (Lot Ctr Reference): 1, 11  
 Map Sheet: 1835093  
 Map Sheet: 1835091  
 ZONING: A-1  
 TETRAHEDRAL BUFFER ZONE: YES  
 LIQUORATION: NO  
 LANDUSE: NO  
 FIRE ZONE: NO

**DENSITY TABULATION:**  
 PARCEL "A" 4 1/2"  
 LOT AREA 60384 sq. ft. (1.36 AC)  
 GROSS AREA 112718 sq. ft. (2.56 AC)  
 36 HOMES TOTAL ON PARCEL "A" 4 1/2"  
 3685 sq. ft. / UNIT

**PARKING TABULATION:**  
 2 COVERED SPACES PER HOME REQUIRED PLUS 8 SPACES FOR HOME FOR GUESTS  
 2 X 36 = 72 SPACES COVERED  
 8 X 36 = 288 SPACES FOR GUEST  
 PARKING PROVIDED:  
 2 SPACES PER HOME COVERED + 72 SPACES GUEST SPACES PROVIDED + 288 SPACES



**BELL CREEK  
 LOS ANGELES COUNTY FLOOD CONTROL CHANNEL**



PRELIMINARY ONLY

OWNER: SHERMAN WAY-WEST HILLS PARTNERS, LLC  
 22801 VENTURA BLVD., #111, WOODLAND HILLS, CA 91367

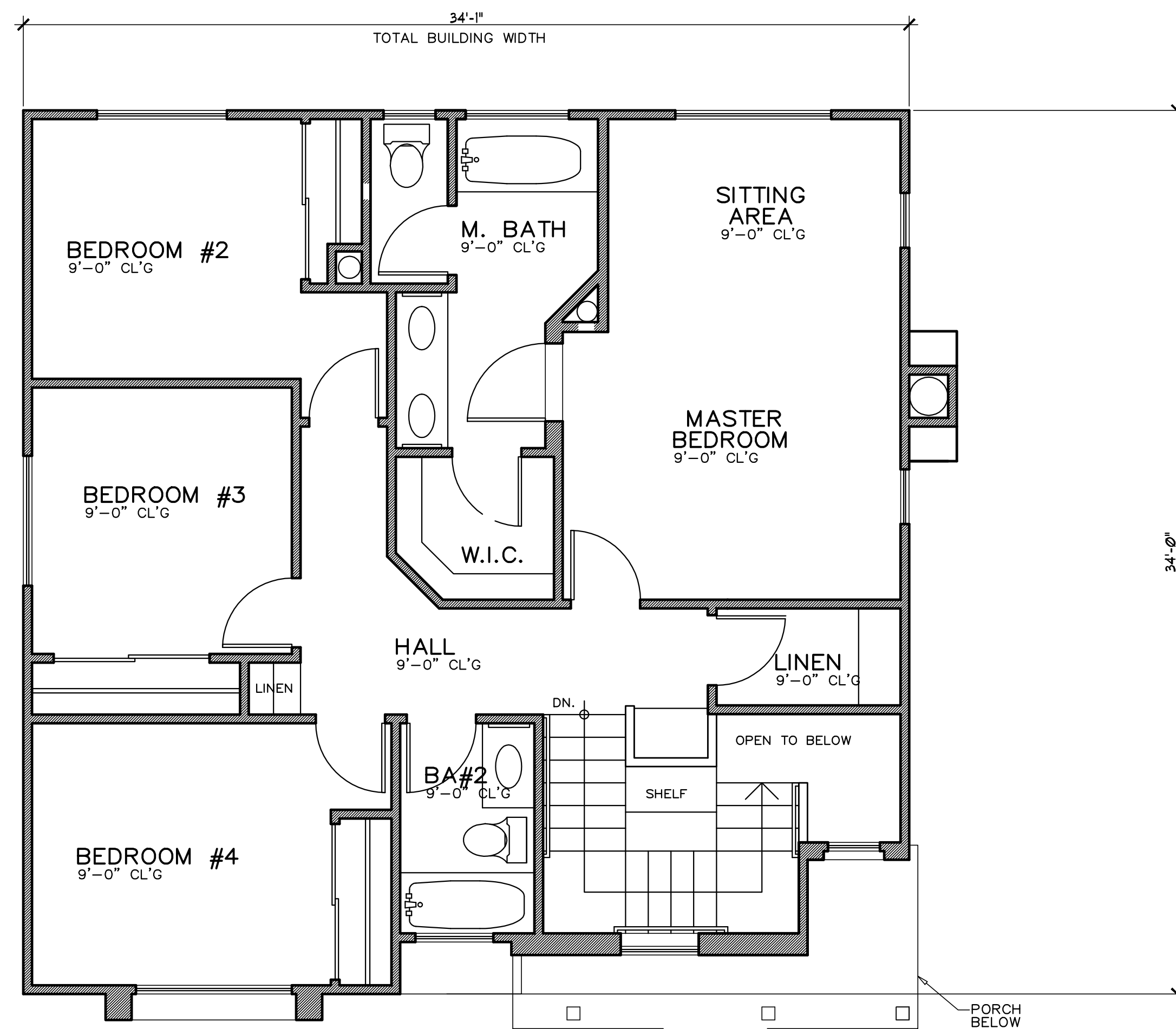
PROJECT NAME: WEST HILLS VILLAGE  
 36 SINGLE FAMILY HOMES  
 23200 SHERMAN WAY  
 WEST HILLS, CA  
 TENTATIVE TRACT #13714

ARCHITECTURAL SITE PLAN

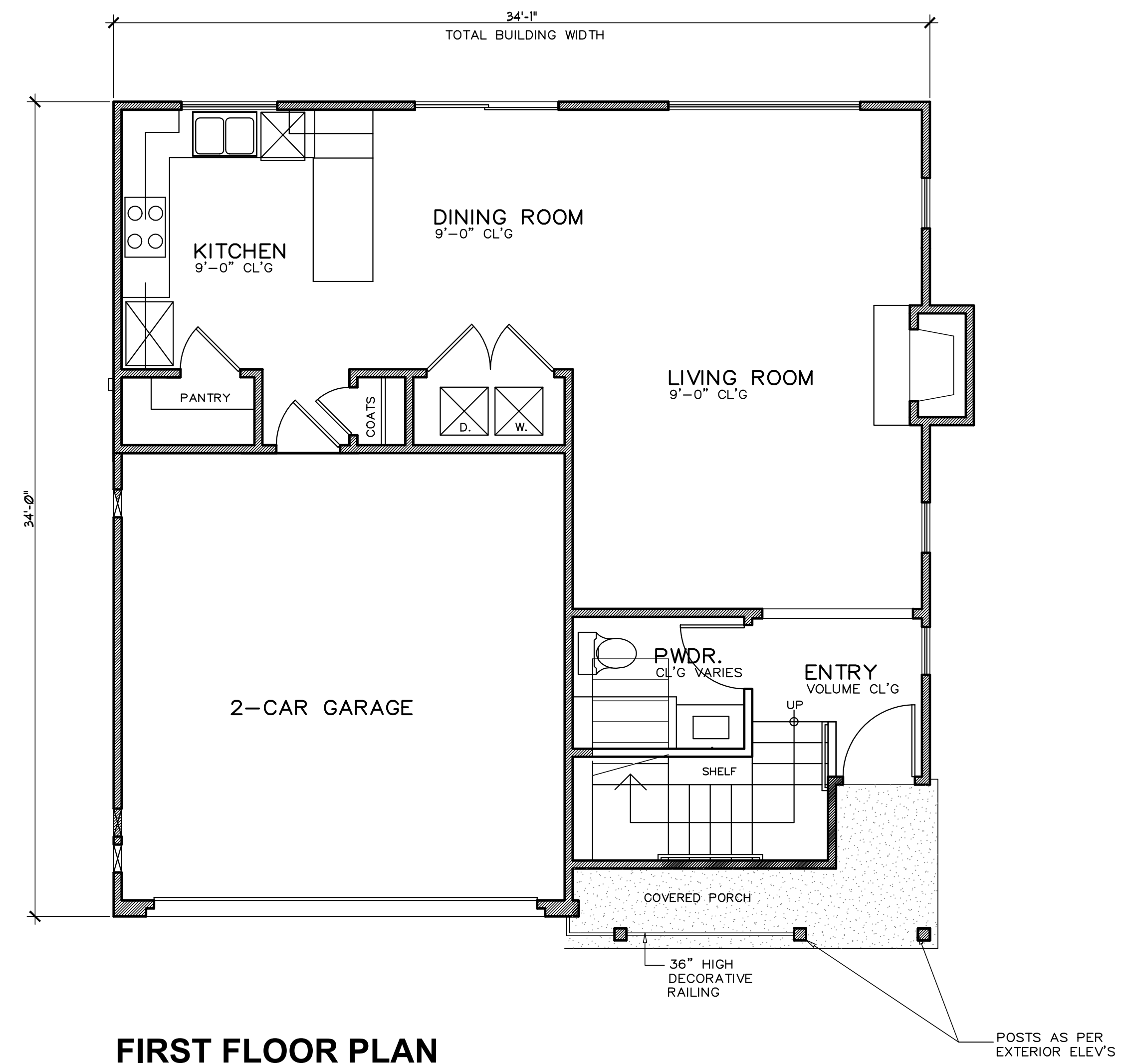
REVISIONS:  
 DATE: 10/06/15  
 PLAN CHK:  
 PERMIT:

KEN STOCKTON ARCHITECTS, INC / A.I.A.  
 26500 W. AGOURA ROAD, PMB# 663, CALABASAS, CA 91302  
 (818) 888-9443 FAX: (818) 888-9604

SHEET NO.  
**A-1.0**



**SECOND FLOOR PLAN**  
SCALE: 1/4" = 1'-0"



**FIRST FLOOR PLAN**  
SCALE: 1/4" = 1'-0"

SQ. FTG. TABULATION	
FIRST STORY:	751 S.F.
SECOND STORY:	1,004 S.F.
TOTAL FLOOR AREA :	1,755 S.F.

OWNER:  
**SHERMAN WAY-WEST HILLS PARTNERS, LLC**  
22801 VENTURA BLVD., #111, WOODLAND HILLS, CA 91367

PROJECT NAME:  
**WEST HILLS VILLAGE**  
36 SINGLE FAMILY HOMES  
23200 SHERMAN WAY  
WEST HILLS, CA  
TENTATIVE TRACT #23714

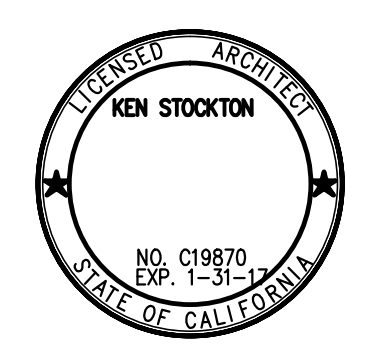
PLAN TYPE # - FLOOR PLANS

DATE:	REVISIONS:
10/06/15	

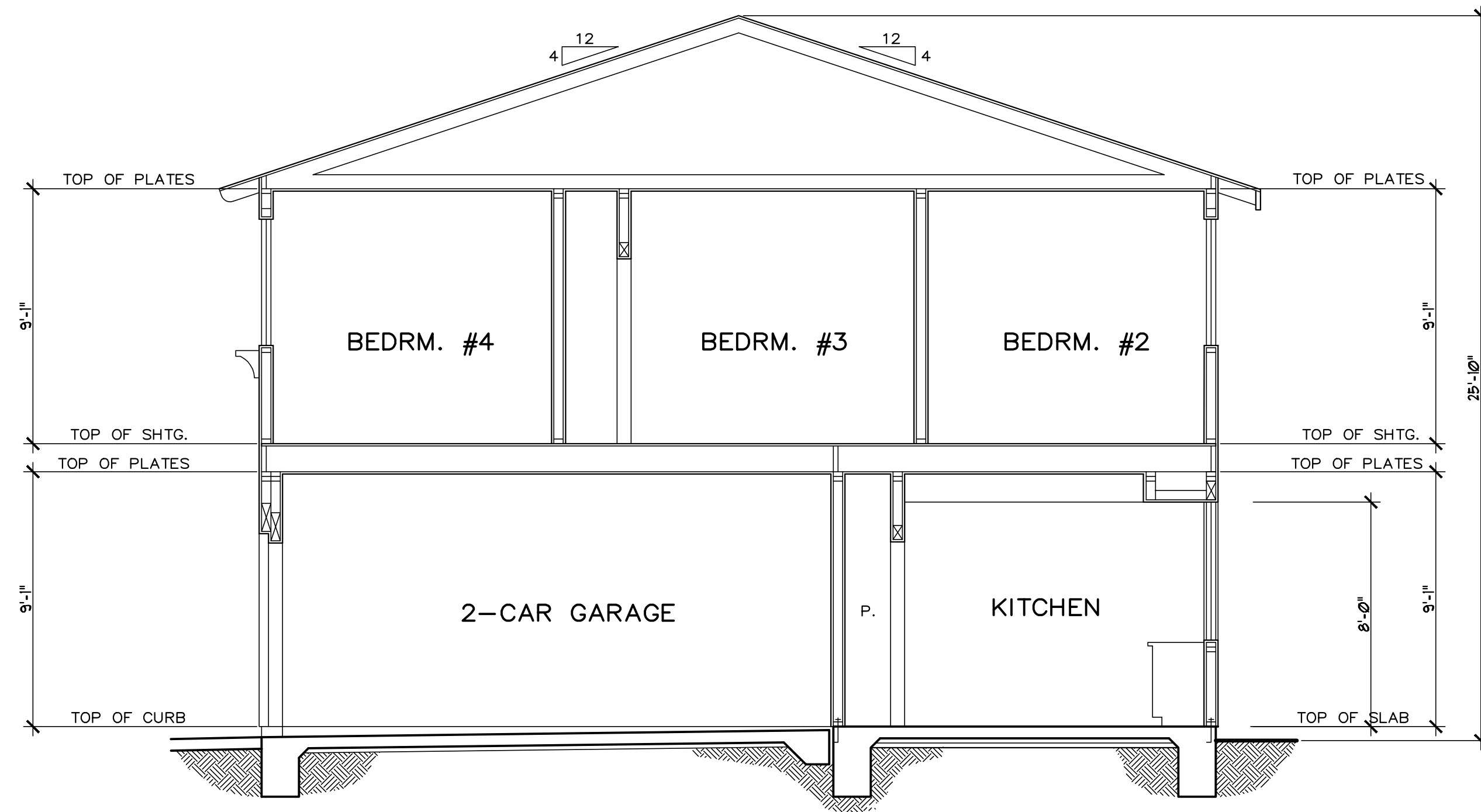
DRAWN: [ ]  
DATE: 10/06/15  
PLAN CHK: [ ]  
PERMIT: [ ]

**KEN STOCKTON ARCHITECTS, INC / A.I.A.**  
26500 W. AGOURA ROAD, PMB# 663, CALABASAS, CA 91302  
(818) 888-9443 FAX: (818) 888-9604

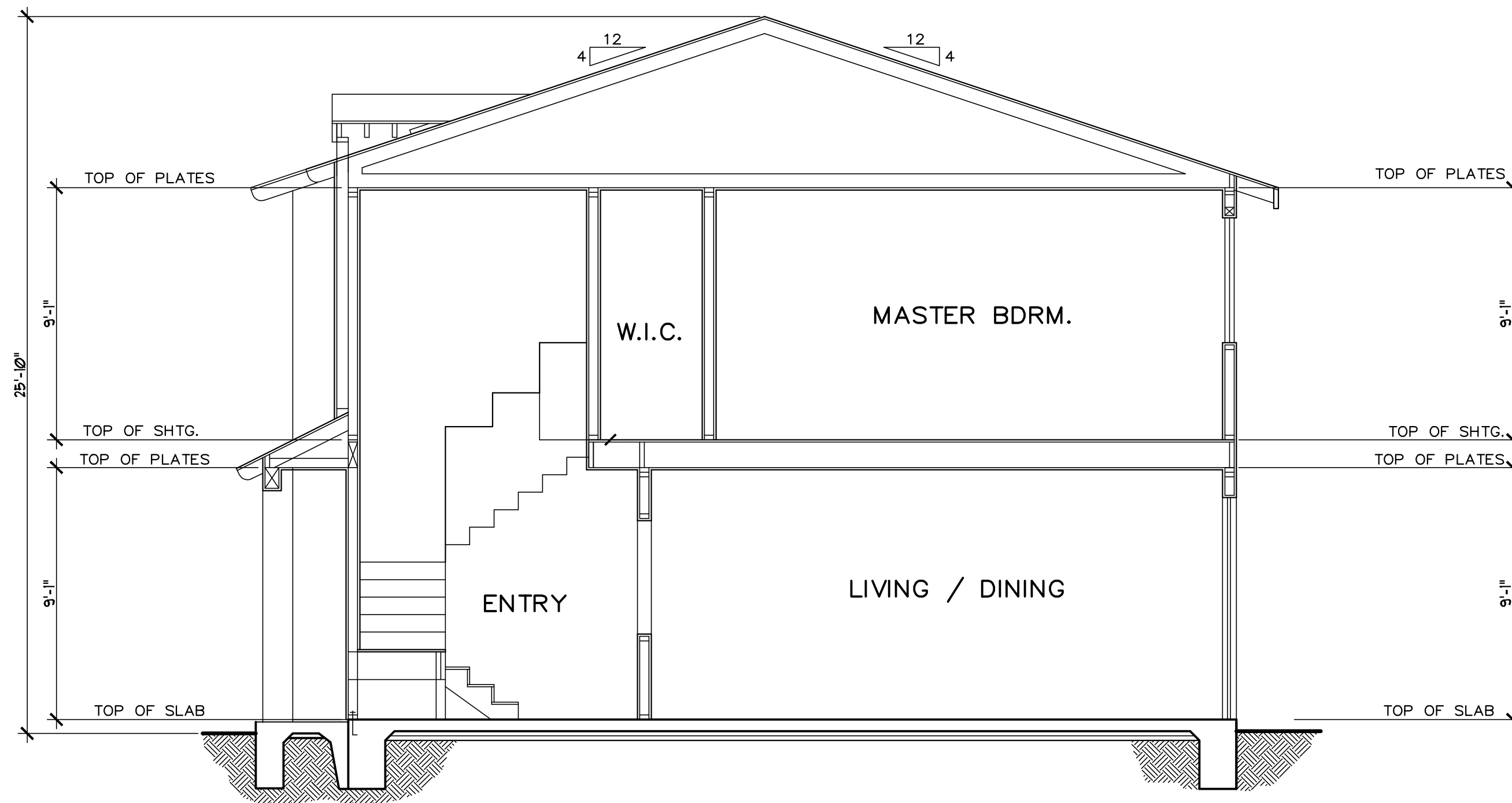
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**A2.0**



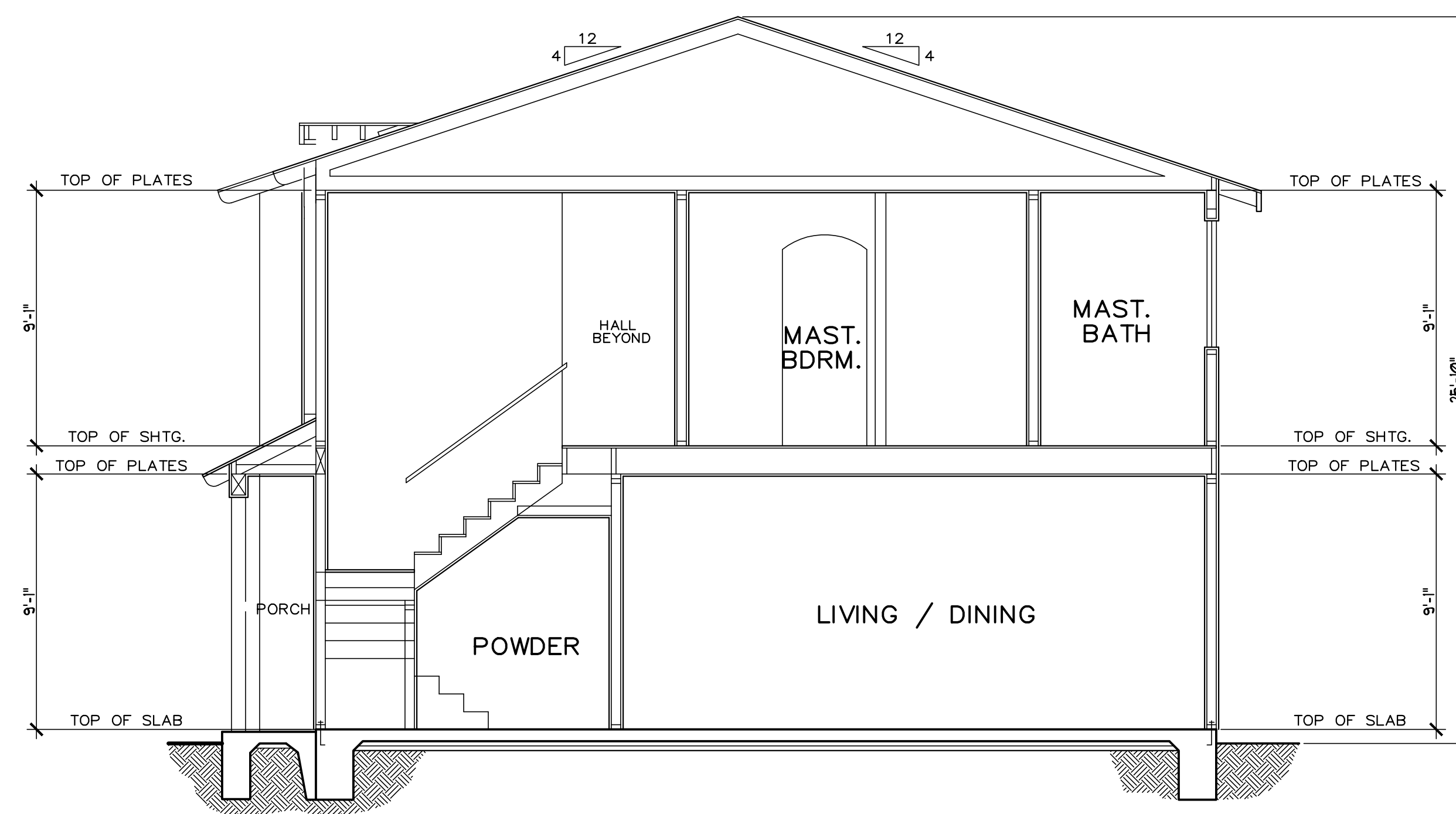
**PRELIMINARY ONLY**



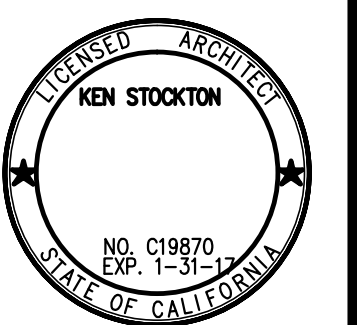
Ⓒ BUILDING SECTION  
SCALE: 1/4" = 1'-0"



Ⓐ BUILDING SECTION  
SCALE: 1/4" = 1'-0"



Ⓑ BUILDING SECTION  
SCALE: 1/4" = 1'-0"



PRELIMINARY ONLY

OWNER:  
**SHERMAN WAY-WEST HILLS PARTNERS, LLC**  
22801 VENTURA BLVD., #111, WOODLAND HILLS, CA 91367

PROJECT NAME:  
**WEST HILLS VILLAGE**  
36 SINGLE FAMILY HOMES  
23200 SHERMAN WAY  
WEST HILLS, CA  
TENTATIVE TRACT #23714

PLAN TYPE 1 - BUILDING SECTIONS  
DRAWN: 10/06/15  
DATE: 10/06/15  
REVISIONS:  
PLAN CHK:  
PERMIT:

**KEN STOCKTON**  
ARCHITECTS, INC / A.I.A.  
26500 W. AGOURA ROAD, PMB# 663, CALABASAS, CA 91302  
(818) 886-9443 FAX: (818) 886-9604

SHEET NO.  
**A2.1**



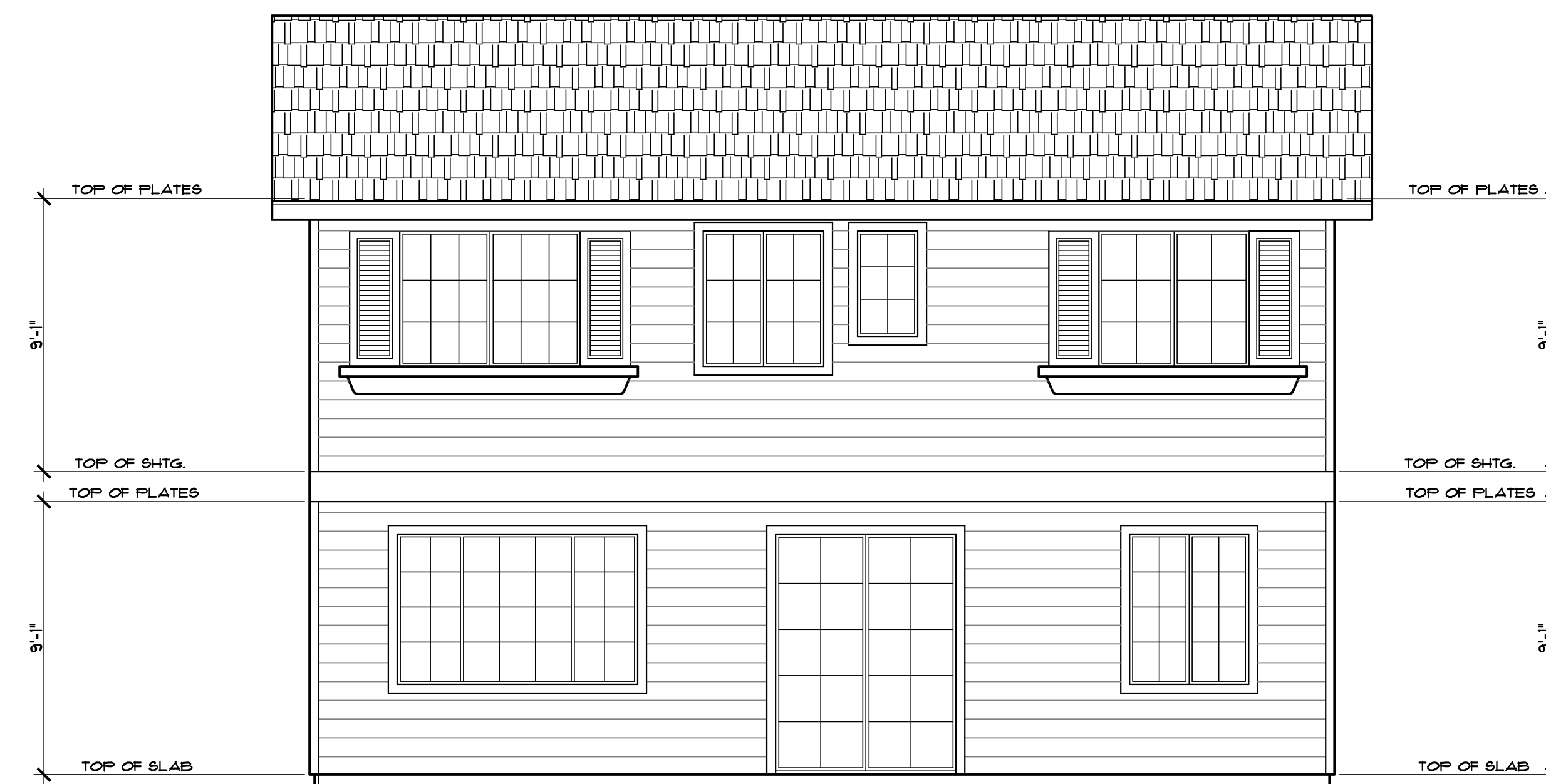
**FRONT ELEVATION**

SCALE: 1/4" = 1'-0"



**RIGHT SIDE ELEVATION**

SCALE: 1/4" = 1'-0"



**REAR ELEVATION**

SCALE: 1/4" = 1'-0"



**LEFT SIDE ELEVATION**

SCALE: 1/4" = 1'-0"

**ELEVATION "A"**

OWNER:  
**SHERMAN WAY-WEST HILLS PARTNERS, LLC**  
 22801 VENTURA BLVD., #111, WOODLAND HILLS, CA 91367

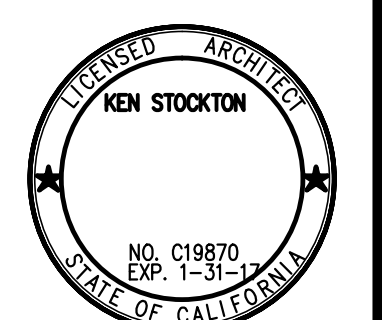
PROJECT NAME:  
**WEST HILLS VILLAGE**  
 36 SINGLE FAMILY HOMES  
 23200 SHERMAN WAY  
 WEST HILLS, CA  
 TENTATIVE TRACT #23714

PLAN TYPE #1 - ELEVATION "A"	
DRAWN:	REVISIONS:
DATE: 10/06/15	
PLAN CHK:	
PERMIT:	

**KEN STOCKTON ARCHITECTS, INC / A.I.A.**  
 26500 W. AGOURA ROAD, PMB# 663, CALABASAS, CA 91302  
 (818) 886-9443 FAX: (818) 886-9604

SHEET NO.

**A2.2**



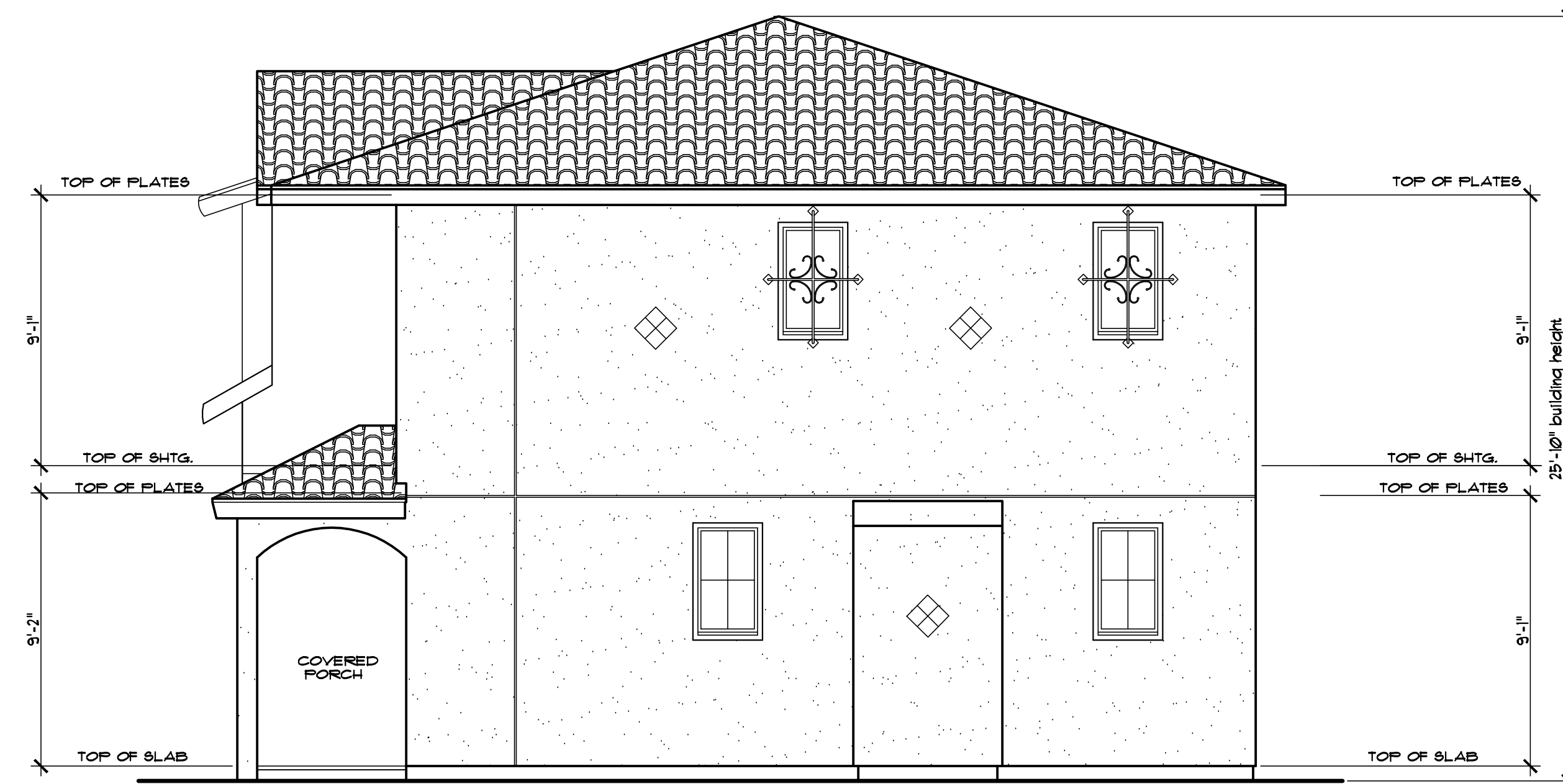
PRELIMINARY ONLY





**FRONT ELEVATION**

SCALE: 1/4" = 1'-0"



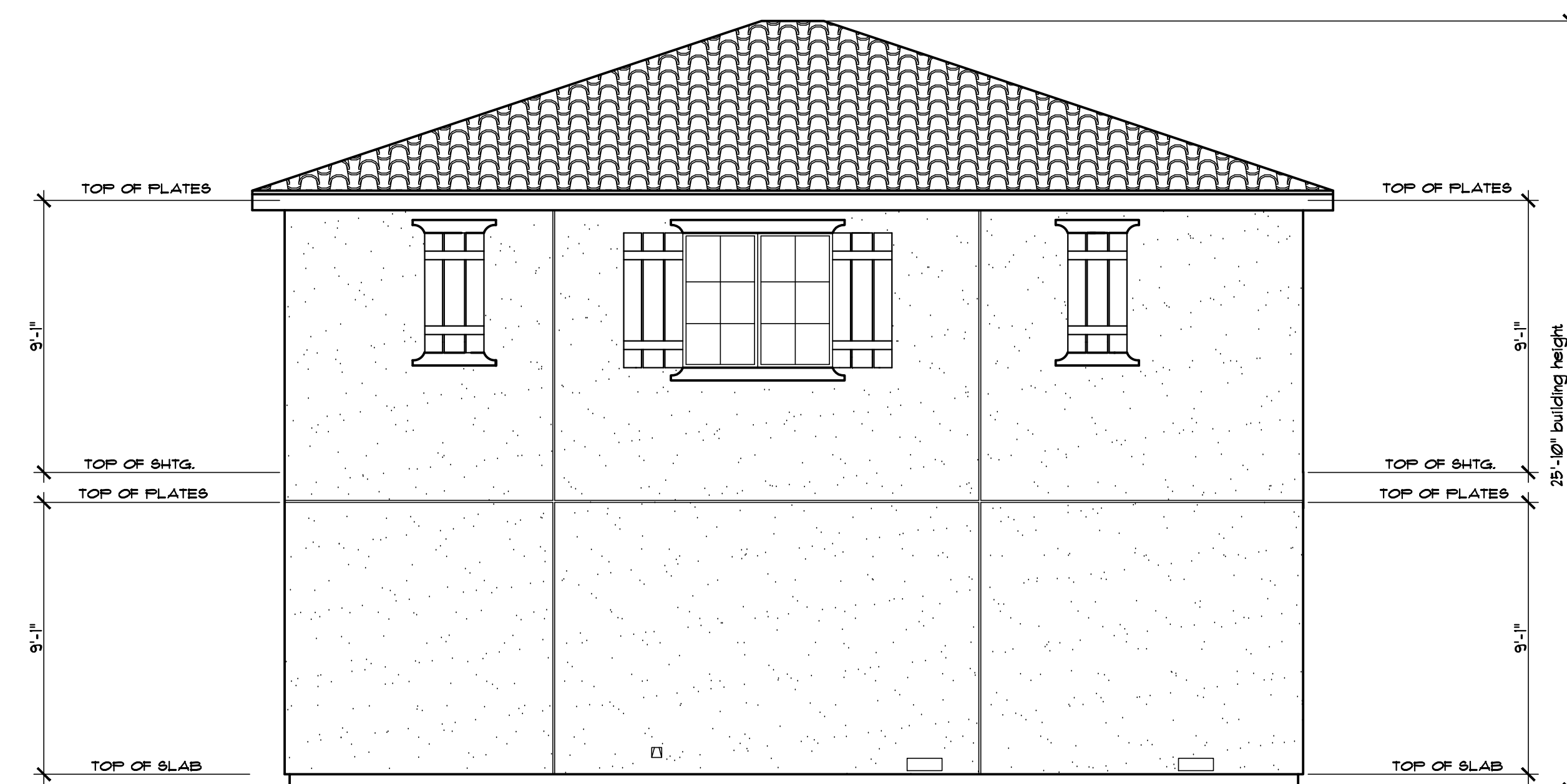
**RIGHT SIDE ELEVATION**

SCALE: 1/4" = 1'-0"



**REAR ELEVATION**

SCALE: 1/4" = 1'-0"



**LEFT SIDE ELEVATION**

SCALE: 1/4" = 1'-0"

**ELEVATION "B"**

OWNER:  
**SHERMAN WAY-WEST HILLS PARTNERS, LLC**  
 22801 VENTURA BLVD., #111, WOODLAND HILLS, CA 91367

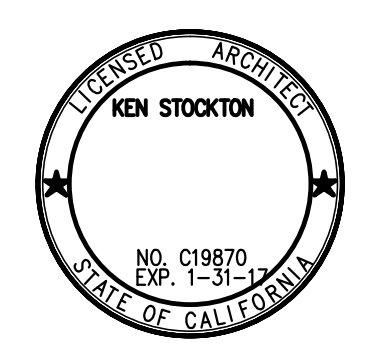
PROJECT NAME:  
**WEST HILLS VILLAGE**  
 36 SINGLE FAMILY HOMES  
 23200 SHERMAN WAY  
 WEST HILLS, CA  
 TENTATIVE TRACT #23714

PLAN TYPE "A" - ELEVATION "B"	
DRAWN:	REVISIONS:
DATE: 10/06/15	
PLAN CHK:	
PERMIT:	

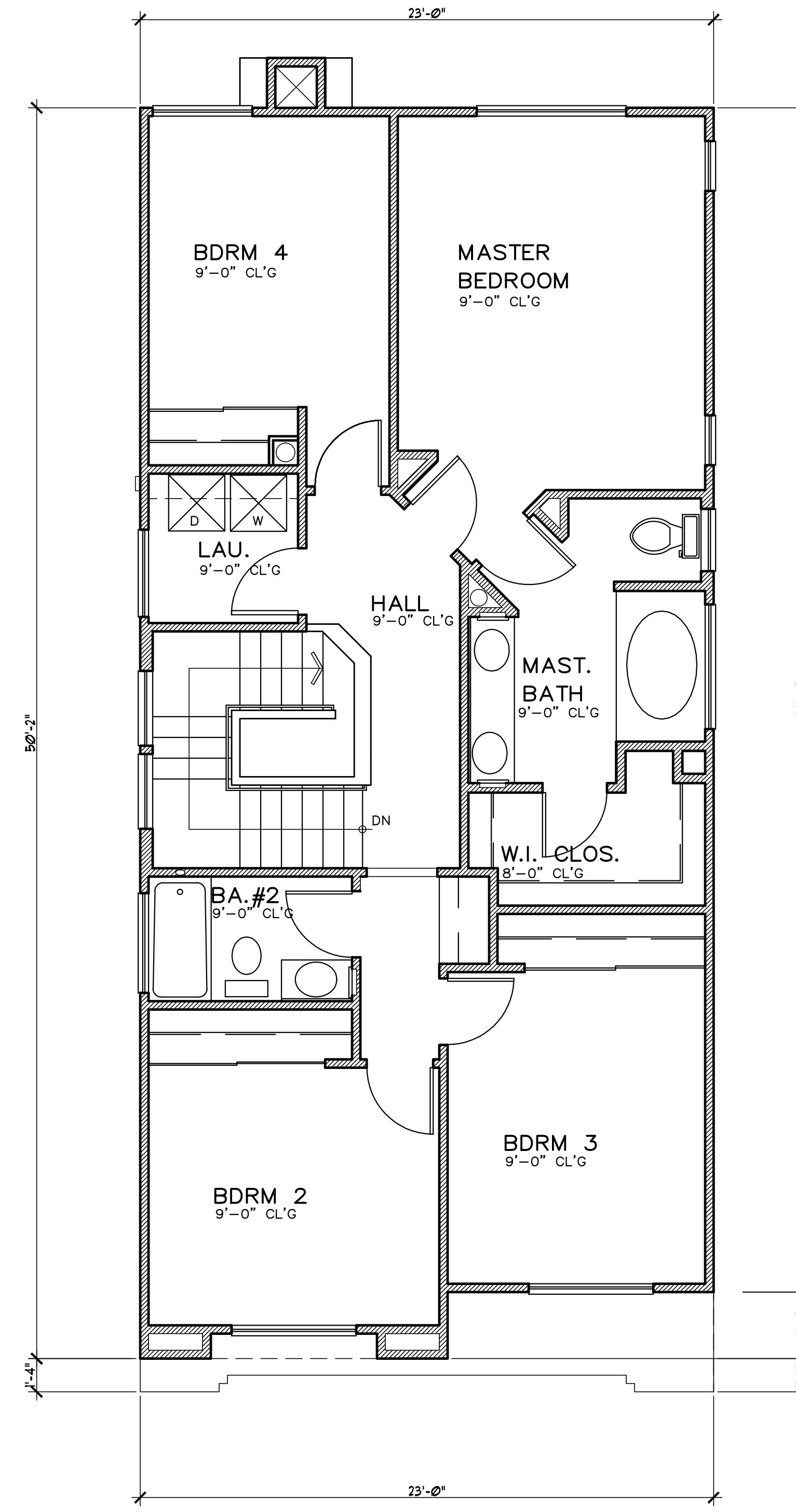
**KEN STOCKTON ARCHITECTS, INC / A.I.A.**  
 26500 W. AGOURA ROAD, PMB# 663, CALABASAS, CA 91302  
 (818) 888-9443 FAX: (818) 888-9604

SHEET NO.

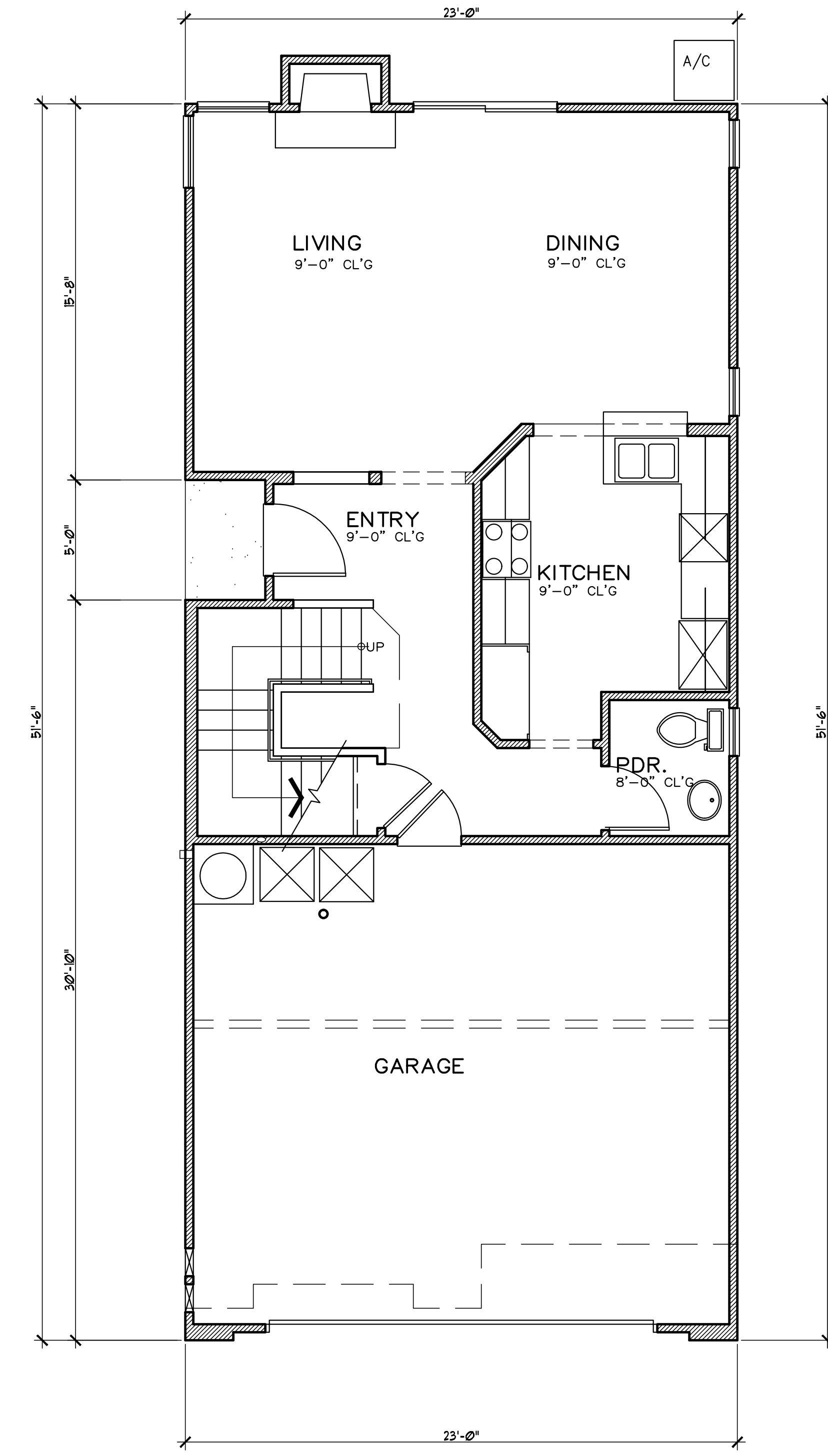
**A2.3**



PRELIMINARY ONLY

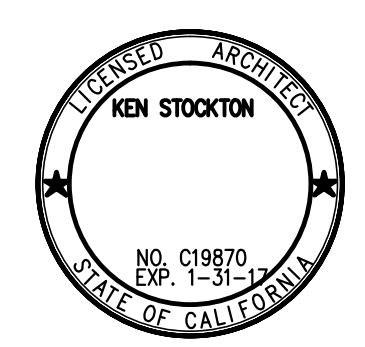


**SECOND FLOOR PLAN**  
SCALE: 1/4" = 1'-0"



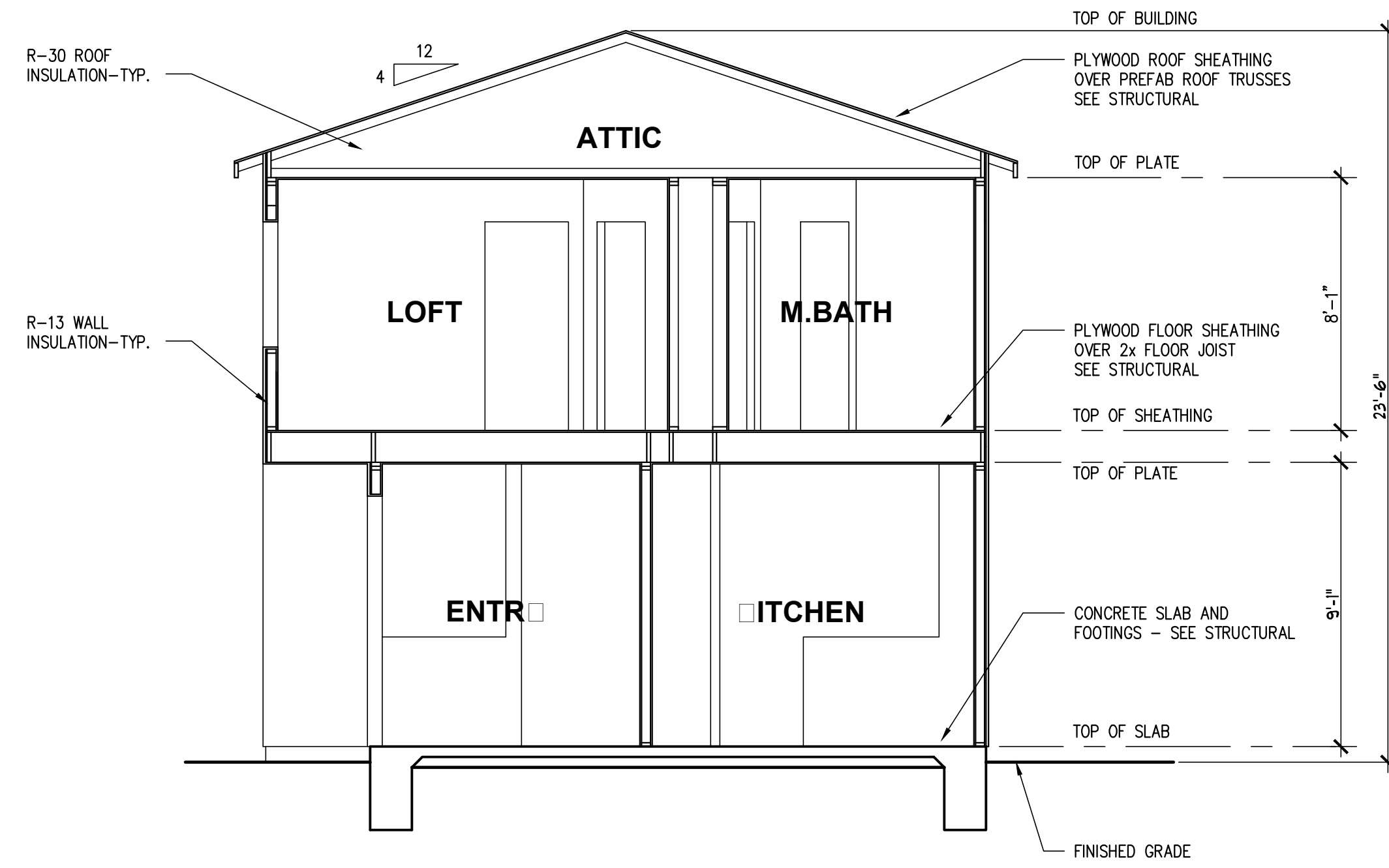
**FIRST FLOOR PLAN**  
SCALE: 1/4" = 1'-0"

SQ. FTG. TABULATION	
FIRST STORY:	693 S.F.
SECOND STORY:	1,037 S.F.
TOTAL FLOOR AREA :	1,730 S.F.



PRELIMINARY ONLY

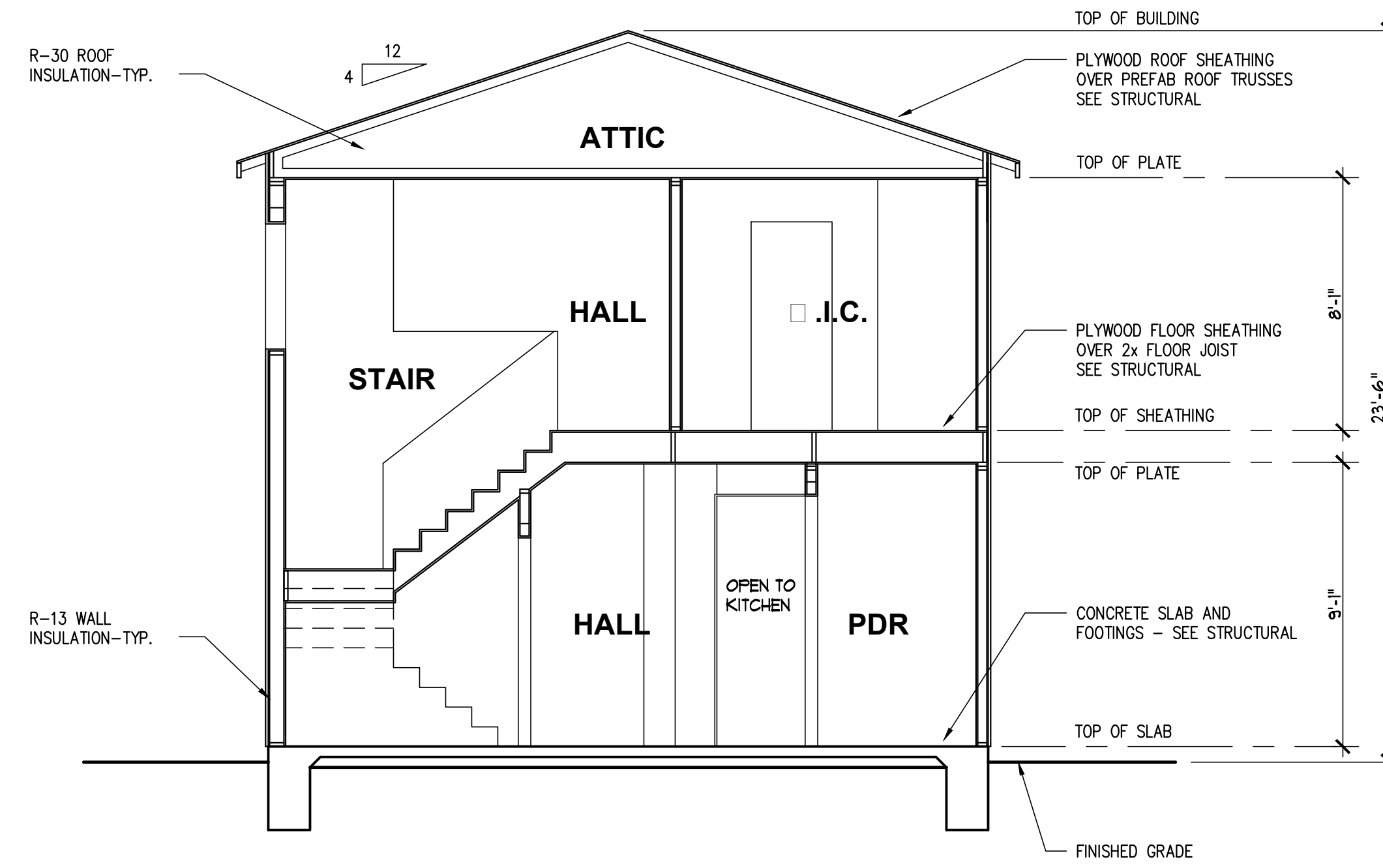
<b>PLAN TYPE 2 - FLOOR PLANS</b>	<b>WEST HILLS VILLAGE</b> <small>36 SINGLE FAMILY HOMES          23200 SHERMAN WAY          WEST HILLS, CA          TENTATIVE TRACT #73714</small>	<b>SHERMAN WAY-WEST HILLS PARTNERS, LLC</b> <small>OWNER:          22801 VENTURA BLVD., #111, WOODLAND HILLS, CA 91367</small>
<small>DRAWN:</small> <small>DATE:</small> 10/06/15 <small>PLAN CHK:</small> <small>PERMIT:</small>	<small>REVISIONS:</small>	<b>KEN STOCKTON</b> <b>ARCHITECTS, INC / A.I.A.</b> <small>26500 W. AGOURA ROAD, PMB# 663, CALABASAS, CA 91302          (818) 888-9443 FAX: (818) 888-9604</small>
<b>A3.0</b>		<small>SHEET NO.</small>



**BUILDING SECTION**

SCALE: 1/4"=1'-0"

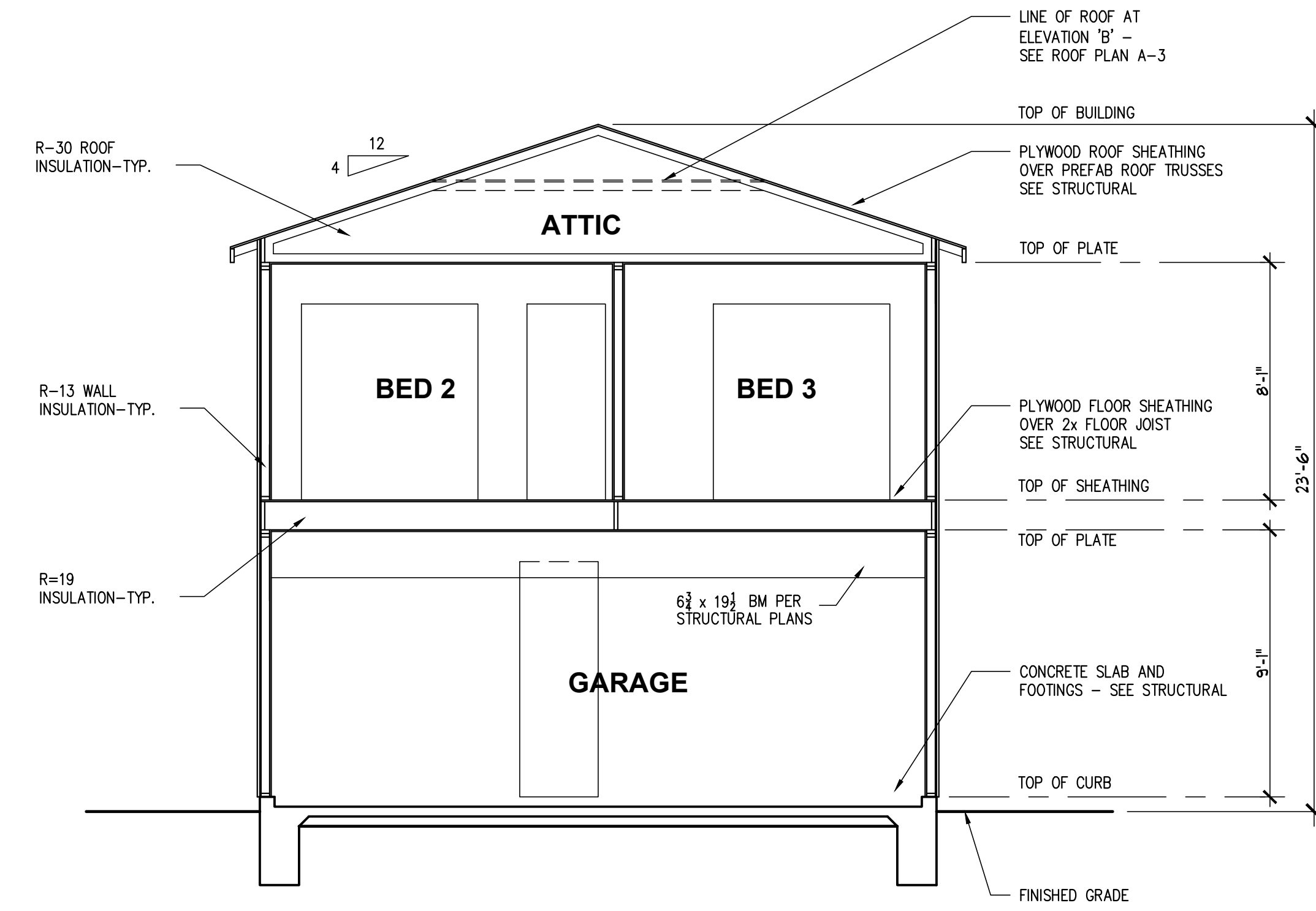
**C**



**BUILDING SECTION**

SCALE: 1/4"=1'-0"

**B**



**BUILDING SECTION**

SCALE: 1/4"=1'-0"

**A**



PRELIMINARY ONLY

OWNER:  
**SHERMAN WAY - WEST HILLS PARTNERS, LLC**  
 22801 VENTURA BLVD., #111, WOODLAND HILLS, CA 91367

PROJECT NAME:  
**WEST HILLS VILLAGE**  
 36 SINGLE FAMILY HOMES  
 23200 SHERMAN WAY  
 WEST HILLS, CA  
 TENTATIVE TRACT #3714

PLAN TYPE	REVISIONS
1 - SECTIONS	
DRAWN:	
DATE:	10/06/15
PLAN CHK:	
PERMIT:	

**KEN STOCKTON**  
 ARCHITECTS, INC / A.I.A.  
 26500 W. AGOURA ROAD, PMB# 663, CALABASAS, CA 91302  
 (818) 888-9443 FAX: (818) 888-9604

SHEET NO.

**A3.1**



LEFT ELEVATION

SCALE: 1/4"=1'-0"



FRONT ELEVATION

SCALE: 1/4"=1'-0"



RIGHT ELEVATION

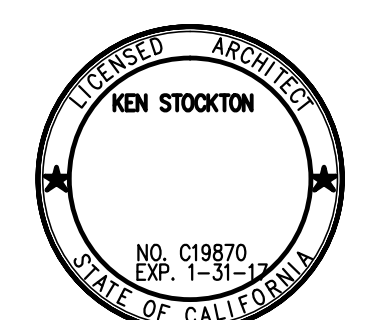
SCALE: 1/4"=1'-0"



REAR ELEVATION

SCALE: 1/4"=1'-0"

ELEVATION "A"



PRELIMINARY ONLY

OWNER:  
**SHERMAN WAY-WEST HILLS PARTNERS, LLC**  
 22801 VENTURA BLVD., #111, WOODLAND HILLS, CA 91367

PROJECT NAME:  
**WEST HILLS VILLAGE**  
 36 SINGLE FAMILY HOMES  
 23200 SHERMAN WAY  
 WEST HILLS, CA  
 TENTATIVE TRACT #73714

PLAN TYPE 9 - ELEVATION "A"	
DATE:	REVISIONS:
10/06/15	
PLAN CHK:	
PERMIT:	

**KEN STOCKTON**  
 ARCHITECTS, INC / A.I.A.  
 26500 W. AGOURA ROAD, PMB# 663, CALABASAS, CA 91302  
 (818) 888-9443 FAX: (818) 888-9604

SHEET NO.

**A3.2**



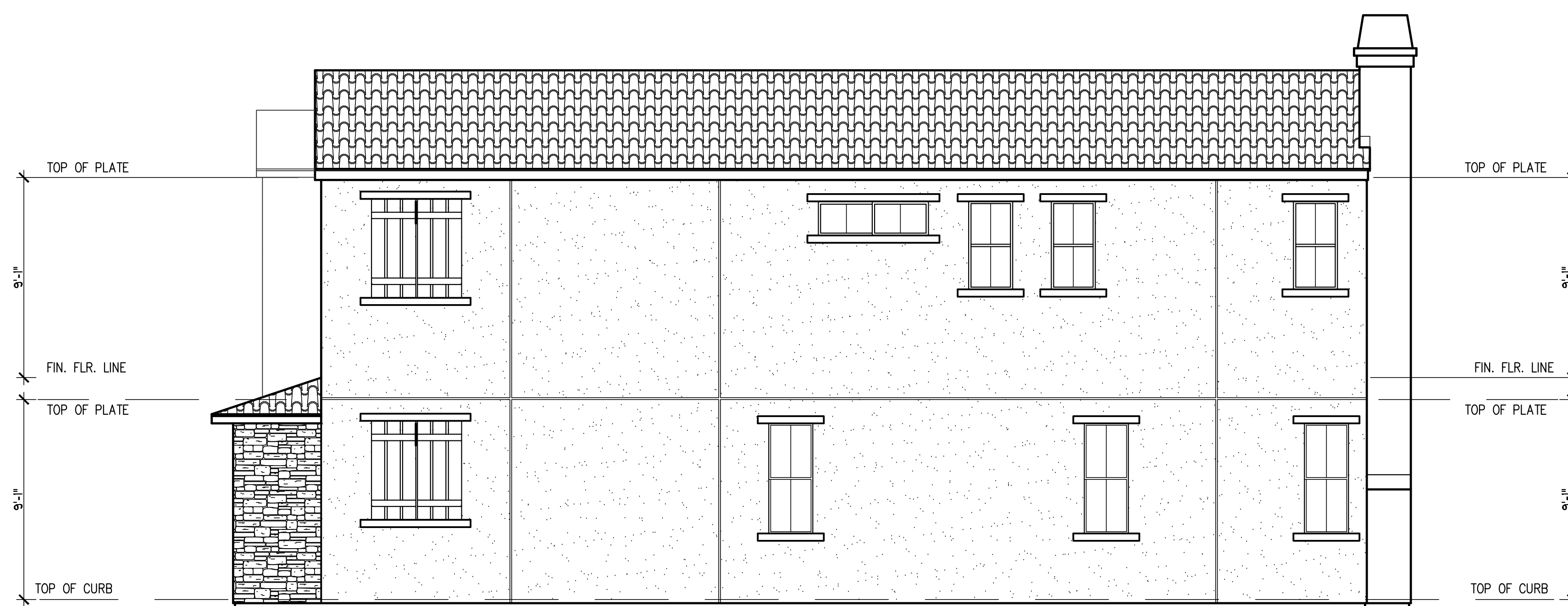
LEFT ELEVATION

SCALE: 1/4"=1'-0"



FRONT ELEVATION

SCALE: 1/4"=1'-0"



RIGHT ELEVATION

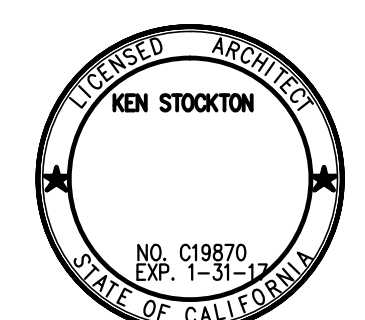
SCALE: 1/4"=1'-0"



REAR ELEVATION

SCALE: 1/4"=1'-0"

ELEVATION "B"



PRELIMINARY ONLY

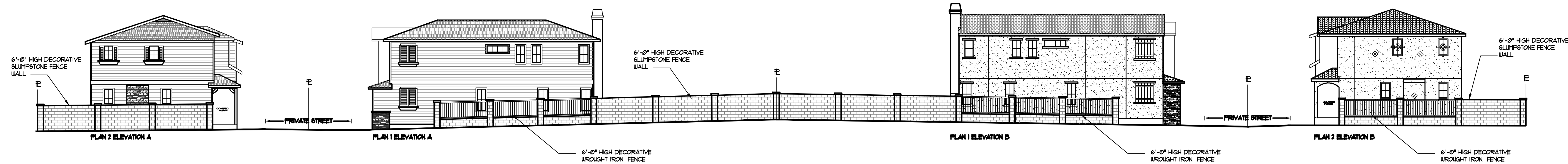
OWNER:  
SHERMAN WAY-WEST HILLS  
PARTNERS, LLC  
22801 VENTURA BLVD., #111, WOODLAND HILLS, CA 91367

PROJECT NAME:  
WEST HILLS VILLAGE  
36 SINGLE FAMILY HOMES  
23200 SHERMAN WAY  
WEST HILLS, CA  
TENTATIVE TRACT #23714

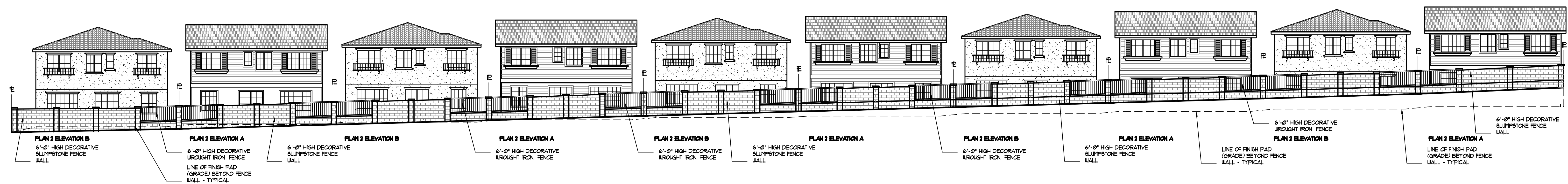
PLAN TYPE	DATE	REVISIONS
ELEVATION "B"	10/06/15	
PLAN CHK:		
PERMIT:		

KEN STOCKTON  
ARCHITECTS, INC / A.I.A.  
26500 W. AGOURA ROAD, PMB# 663, CALABASAS, CA 91302  
(818) 888-9443 FAX: (818) 888-9604

SHEET NO.  
**A3.3**



FENCE ELEVATION EXHIBIT ALONG WOODLAKE AVE. LOOKING WEST @ 1" = 12'



FENCE ELEVATION EXHIBIT ALONG SHERMAN WAY LOOKING SOUTH @ 1" = 12'

OWNER:  
**SHERMAN WAY - WEST HILLS PARTNERS, LLC**  
 22801 VENTURA BLVD., #111, WOODLAND HILLS, CA 91367

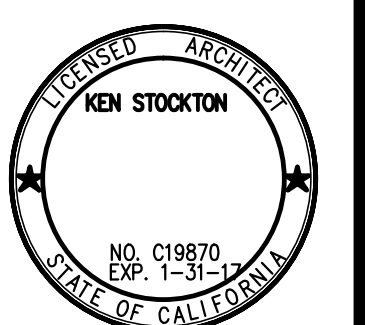
PROJECT NAME:  
**WEST HILLS VILLAGE**  
 36 SINGLE FAMILY HOMES  
 23200 SHERMAN WAY  
 WEST HILLS, CA  
 TENTATIVE TRACT #23714

FENCING EXHIBIT - ELEVATION ALONG STREETS	
DATE:	10/06/15
REVISIONS:	
PLAN CHK:	
PERMIT:	

**KEN STOCKTON ARCHITECTS, INC / A.I.A.**  
 26500 W. AGOURA ROAD, PMB# 663, CALABASKAS, CA 91302  
 (818) 888-9443 FAX: (818) 888-9804

SHEET NO.

**E1.0**



PRELIMINARY ONLY



SHRUB, VINE, AND GROUND COVER LEGEND

SYMBOL	BOTANICAL NAME COMMON NAME / SIZE / QUANTITY
	*AGAVE ATTENUATA AGAVE 50 - 15 GAL LOW
	*ARBUTUS UNEDO STRAWBERRY TREE 15 - 24 INCH BOX LOW
	*CUPRESSUS S. MONSHEL TINY TOWER CYPRESS 100 - 5 GAL
	*ILEX V. STOKES DWARF STOKES DWARF 150 - 5 GAL LOW
	*JUNIPERUS 'SKYROCKET' SKYROCKET JUNIPER 50 - 15 GAL
	*LAVANDULA 'GOODWIN CREEK' GOODWIN CREEK LAV. 150 - 16 LOW
	*MISCANTHUS S. 'YAKUSHIMA' DWARF MAIDENHAIR 100 - 16 LOW
	**MILHENERGIA RIGENS DEER GRASS 100 - 1 GAL LOW
	*LILLIE LITTLE OLLIE LITTLE OLLIE OLIVE 150 - 5 GAL
	*PENNISETUM A. 'HAMELN' HAMELN FOUNTAIN GRASS 100 - 1 @
	*PENNISETUM P. 'PRINCE' LOW PRINCE NAPIER GRASS 100 - 1 GAL
	*PENNISETUM S. 'EATON CANYON' LOW PURPLE FOUNTAIN GRASS 100 - 1 GAL
	**RHUS LOW GRO GOR LOW SUMAC 100 - 5 GAL
	*ROSMARINUS PROSTRATA ROSEMARY 150 - 1 GAL LOW
	*PARTHENOCISSUS TRICUSPIDATA BOSTON IVY - 75 - 1 GAL
	**SALVIA LEUCAPHYLLA MEXICAN SAGE 50 - 5 GAL LOW
	GROUND COVER 3" MULCH IN ALL PLANTERS
	LIGUSTRUM HEDGE AT PERIMETER OF PROPERTY

TREE LEGEND

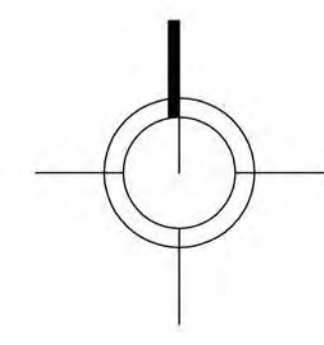
SYMBOL	BOTANICAL NAME COMMON NAME / QUANTITY / SIZE
	*ARBUTUS UNEDO STRAWBERRY TREE 15 - 24 INCH BOX LOW
	*LAGERSTROMIA INDICA 'WHITE' GRAPE MYRTLE 6 - 24 INCH BOX LOW
	*LAURUS N. 'SARATOGA' SARATOGA BAY LAUREL 50 - 24 INCH BOX LOW
	**PLATANUS RACEMOSA CALIFORNIA SYCAMORE 10 - 24 INCH BOX LOW
	*QUERCUS CHRYSOLEPIS CANYON LIVE OAK 10 - 24 INCH BOX LOW
	*RHUS LANCEA AFRICAN SUMAC 10 - 24 INCH BOX LOW
	STREET TREE PER URBAN FORESTRY 16 - 24 INCH BOX LOW



BELL CREEK - LOS ANGELES COUNTY FLOOD CONTROL CHANNEL

PRELIMINARY LANDSCAPE PLAN

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



THE OFFICE OF  
**SUSAN E. MCEOWEN**  
 LANDSCAPE ARCHITECT 2180  
 A CALIFORNIA CORPORATION  
 32297 BIG OAK LANE  
 CASTAIC, CA 91384  
 Office Telephone: (661) 294 3753  
 Email Address: semceowen@yahoo.com

OWNER:  
**SHERMAN WAY - WEST HILLS PARTNERS, LLC**  
 22801 VENTURA BOULEVARD, SUITE 111  
 WOODLAND HILLS, CA.

PROJECT:  
**WEST HILLS VILLAGE**  
 36 SINGLE FAMILY HOMES  
 23200 SHERMAN WAY  
 WEST HILLS, CA.

These drawings are not final and shall not be used for construction purposes until signed by Susan E. McEowen, Landscape Architect #2180. These plans and all contained thereon are original, unpublished work and may not be duplicated, published or used in whole or part without prior written consent by Susan E. McEowen.

SHEET TITLE:  
**PRELIMINARY PLAN**  
**TRACT 73714**

START DATE	NOV 2015
REVISION DATE 01	REV_01
REVISION DATE 02	REV_02
REVISION DATE 03	REV_03
REVISION DATE 04	REV_04
REVISION DATE 05	REV_05
REVISION DATE 06	REV_06
REVISION DATE 07	REV_07
REVISION DATE 08	REV_08
REVISION DATE 09	REV_09
REVISION DATE 10	REV_10
REVISION DATE 11	REV_11
REVISION DATE 12	REV_12
REVISION DATE 13	REV_13
REVISION DATE 14	REV_14
REVISION DATE 15	REV_15
REVISION DATE 16	REV_16
REVISION DATE 17	REV_17
REVISION DATE 18	REV_18
REVISION DATE 19	REV_19
REVISION DATE 20	REV_20
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REVISION DATE 22	REV_22
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REVISION DATE 24	REV_24
REVISION DATE 25	REV_25
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REVISION DATE 27	REV_27
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REVISION DATE 34	REV_34
REVISION DATE 35	REV_35
REVISION DATE 36	REV_36
REVISION DATE 37	REV_37
REVISION DATE 38	REV_38
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REVISION DATE 44	REV_44
REVISION DATE 45	REV_45
REVISION DATE 46	REV_46
REVISION DATE 47	REV_47
REVISION DATE 48	REV_48
REVISION DATE 49	REV_49
REVISION DATE 50	REV_50

PL-1



# **Exhibit B**

**ENV-2015-4679-MND,  
Mitigation Monitoring  
Program**



CITY OF LOS ANGELES  
OFFICE OF THE CITY CLERK  
ROOM 395, CITY HALL  
LOS ANGELES, CALIFORNIA 90012  
CALIFORNIA ENVIRONMENTAL QUALITY ACT  
**PROPOSED MITIGATED NEGATIVE DECLARATION**

<b>LEAD CITY AGENCY</b> City of Los Angeles	<b>COUNCIL DISTRICT</b> CD 12 - MITCHELL ENGLANDER
--	---

<b>PROJECT TITLE</b> ENV-2015-4679-MND	<b>CASE NO.</b> CPC-2015-4680-GPA-ZC, VTT-73814-SL, APCSV-2015-4684-ZC; VTT-73714-SL
---	---

**PROJECT LOCATION**  
7000 North Woodlake Avenue and 23200 West Sherman Way, West Hills, California 91307

**PROJECT DESCRIPTION**  
The project involves the construction of 51 new small lot homes on a 195,103 square-foot site. The project will result in the continuation and improvement of Woodlake Avenue, which is currently only a paper street and has not yet been improved. With the new street improvement, the site will be divided to include a 110,394 square foot site (2.53 acres) on the westerly side of Woodlake Avenue and an 84,709 net square-foot site (1.95 acres) on the easterly side of Woodlake Avenue. The easterly development will include the construction of 36 small lot homes and one remainder parcel with the westerly development consisting of 15 small lot homes and one remainder parcel within the A1-1 Zone. Each home will be two stories in height and will include two parking spaces within private garages. In addition, the easterly development will provide 10 guest parking spaces and the westerly development will provide 15 guest parking spaces.

The site abuts the Bell Creek flood channel (County of Los Angeles). In addition, the easterly site contains the Canoga Mission Gallery, City of Los Angeles Historic-Cultural Monument No. 135, and a plant nursery, which will both be preserved as part of the project. The project site was part of a 250-acre ranch, as early as 1936 and in 1964 until the present, has been operating as an art gallery and non-profit arts organization. To ensure that the project's construction and operational phases do not disturb the monument, the applicant retained Chattel Inc., historic preservation consultants, to prepare an historic assessment of the monument. The assessment provided recommendations to preserve the monument during the construction and operational phases of the project, which have been included as mitigations measures.

The project is in request of a General Plan Amendment, a Zone Change and Vesting Tentative Tract Map to allow for the development of the proposed project. Approximately 3,775 cubic yards of earth will be imported to the easterly site and 2,230 cubic yards will be imported/exported from the westerly site. A total of 16,150 cubic yards will be graded from the easterly site with 27,210 cubic yards of grading from the westerly site.

**NAME AND ADDRESS OF APPLICANT IF OTHER THAN CITY AGENCY**  
Michael Harris, Sherman Way-West Hills Partners, LLC.  
22801 Ventura Boulevard, Suite 111  
Woodland Hills, California 91364

**FINDING:**  
The City Planning Department of the City of Los Angeles has Proposed that a mitigated negative declaration be adopted for this project because the mitigation measure(s) outlined on the attached page(s) will reduce any potential significant adverse effects to a level of insignificance  


(CONTINUED ON PAGE 2)

SEE ATTACHED SHEET(S) FOR ANY MITIGATION MEASURES IMPOSED.

Any written comments received during the public review period are attached together with the response of the Lead City Agency. The project decision-maker may adopt the mitigated negative declaration, amend it, or require preparation of an EIR. Any changes made should be supported by substantial evidence in the record and appropriate findings made.

THE INITIAL STUDY PREPARED FOR THIS PROJECT IS ATTACHED.

<b>NAME OF PERSON PREPARING THIS FORM</b>	<b>TITLE</b>	<b>TELEPHONE NUMBER</b>
OLIVER NETBURN	City Planning Associate	(213) 978-1382

ADDRESS	SIGNATURE (Official)	DATE
200 N. SPRING STREET, 7th FLOOR LOS ANGELES, CA. 90012		06/15/2016

**IV-10. Habitat Modification (Nesting Native Birds, Hillside or Rural Areas)**

- The project will result in the removal of vegetation and disturbances to the ground and therefore may result in take of nesting native bird species. Migratory nongame native bird species are protected by international treaty under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (50 C.F.R Section 10.13). Sections 3503, 3503.5 and 3513 of the California Fish and Game Code prohibit take of all birds and their active nests including raptors and other migratory nongame birds (as listed under the Federal MBTA). The following measures are as recommended by the California Department of Fish and Game:
- Proposed project activities (including disturbances to native and non-native vegetation, structures and substrates) should take place outside of the breeding bird season which generally runs from March 1- August 31 (as early as February 1 for raptors) to avoid take (including disturbances which would cause abandonment of active nests containing eggs and/or young). Take means to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture or kill (Fish and Game Code Section 86).
- If project activities cannot feasibly avoid the breeding bird season, beginning thirty days prior to the disturbance of suitable nesting habitat, the applicant shall:
  - a. Arrange for weekly bird surveys to detect any protected native birds in the habitat to be removed and any other such habitat within 300 feet of the construction work area (within 500 feet for raptors) as access to adjacent areas allows. The surveys shall be conducted by a Qualified Biologist with experience in conducting breeding bird surveys. The surveys shall continue on a weekly basis with the last survey being conducted no more than 3 days prior to the initiation of clearance/construction work.
  - b. If a protected native bird is found, the applicant shall delay all clearance/construction disturbance activities within 300 feet of suitable nesting habitat for the observed protected bird species (within 500 feet for suitable raptor nesting habitat) until August 31.
  - c. Alternatively, the Qualified Biologist could continue the surveys in order to locate any nests. If an active nest is located, clearing and construction within 300 feet of the nest (within 500 feet for raptor nests) or as determined by a qualified biological monitor, shall be postponed until the nest is vacated and juveniles have fledged and when there is no evidence of a second attempt at nesting. The buffer zone from the nest shall be established in the field with flagging and stakes. Construction personnel shall be instructed on the sensitivity of the area.
  - d. The applicant shall record the results of the recommended protective measures described above to document compliance with applicable State and Federal laws pertaining to the protection of native birds. Such record shall be submitted and received into the case file for the associated discretionary action permitting the project.

**IV-60. Tree Preservation (Grading Activities)**

- 
- "Orange fencing" or other similarly highly visible barrier shall be installed outside of the drip line of locally protected and significant (trunk diameter of 8 inches or greater) non-protected trees, or as may be recommended by the Tree Expert. The barrier shall be maintained throughout the grading phase, and shall not be removed until the completion and cessation of all grading activities.

**IV-70. Tree Removal (Non-Protected Trees)**

- Environmental impacts from project implementation may result due to the loss of significant trees on the site. However, the potential impacts will be mitigated to a less than significant level by the following measures:
- Prior to the issuance of any permit, a plot plan shall be prepared indicating the location, size, type, and general condition of all existing trees on the site and within the adjacent public right(s)-of-way.
- All significant (8-inch or greater trunk diameter, or cumulative trunk diameter if multi-trunked, as measured 54 inches above the ground) non-protected trees on the site proposed for removal shall be replaced at a 1:1 ratio with a minimum 24-inch box tree. Net, new trees, located within the parkway of the adjacent public right(s)-of-way, may be counted toward replacement tree requirements.
- Removal or planting of any tree in the public right-of-way requires approval of the Board of Public Works. Contact Urban Forestry Division at: 213-847-3077. All trees in the public right-of-way shall be provided per the current standards of the Urban Forestry Division, Bureau of Street Services, Department of Public Works.
- All replacement trees shall be consistent with the Los Angeles River Master Plan Landscaping Guidelines and Plant Palette.

**IV-90. Tree Removal (Public Right-of-Way)**

- 
- Removal of trees in the public right-of-way requires approval by the Board of Public Works.

- The required Tree Report shall include the location, size, type, and condition of all existing trees in the adjacent public right-of-way and shall be submitted for review and approval by the Urban Forestry Division of the Bureau of Street Services, Department of Public Works (213-847-3077).
- The plan shall contain measures recommended by the tree expert for the preservation of as many trees as possible. Measures such as replacement by a minimum of 24-inch box trees in the parkway and on the site, on a 1:1 basis, shall be required for the unavoidable loss of significant (8-inch or greater trunk diameter, or cumulative trunk diameter if multi-trunked, as measured 54 inches above the ground) trees in the public right-of-way.
- All trees in the public right-of-way shall be provided per the current Urban Forestry Division standards.

**V-50. Cultural/Historic Resources**

- The project will result in an impact on identified cultural/historical resources. However, the impact can be reduced to a less than significant level through compliance with the following measure(s):
- The historic pilasters on the Canoga Mission Gallery property shall be retained and preserved in situ or in place.
- Homes abutting the Canoga Mission Gallery Parcel shall not exceed a height of 25 feet.
- Structures abutting the Canoga Mission Gallery Parcel shall not exceed a height of 25 feet.
- The house on Lot No. 1 shall be turned to face Woodlake Avenue, allowing an open space on the corner of this property that is not enclosed by fencing to the lot line.
- Walls abutting the Canoga Mission Gallery parcel shall not exceed five feet in height. Additionally, adjustments to the slumpstone wall's placement were made at Lot No. 2, and small portions of lots Lot Nos. 1 and 3, stepping it back one foot-four inches to the south, to accommodate the Canoga Mission Gallery's wood split-rail fence with stone pilasters that extends in over the parcel line into the subject property.
- An 8,750 square-foot remainder parcel shall be left undeveloped as to provide a buffer between the monument and the new development.

**XIV-10. Public Services (Fire)**

- Environmental impacts may result from project implementation due to the location of the project in an area having marginal fire protection facilities. However, this potential impact will be mitigated to a less than significant level by the following measure:
- The following recommendations of the Fire Department relative to fire safety shall be incorporated into the building plans, which includes the submittal of a plot plan for approval by the Fire Department either prior to the recordation of a final map or the approval of a building permit. The plot plan shall include the following minimum design features: fire lanes, where required, shall be a minimum of 20 feet in width; all structures must be within 300 feet of an approved fire hydrant, and entrances to any dwelling unit or guest room shall not be more than 150 feet in distance in horizontal travel from the edge of the roadway of an improved street or approved fire lane.

**XIV-20. Public Services (Police – Demolition/Construction Sites)**

- 
- Temporary construction fencing shall be placed along the periphery of the active construction areas to screen as much of the construction activity from view at the local street level and to keep unpermitted persons from entering the construction area.

**CITY OF LOS ANGELES**  
OFFICE OF THE CITY CLERK  
ROOM 395, CITY HALL  
LOS ANGELES, CALIFORNIA 90012  
**CALIFORNIA ENVIRONMENTAL QUALITY ACT**  
**INITIAL STUDY**  
**and CHECKLIST**  
(CEQA Guidelines Section 15063)

<b>LEAD CITY AGENCY:</b> City of Los Angeles	<b>COUNCIL DISTRICT:</b> CD 12 - MITCHELL ENGLANDER	<b>DATE:</b>
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**RESPONSIBLE AGENCIES:** Department of City Planning

<b>ENVIRONMENTAL CASE:</b> ENV-2015-4679-MND	<b>RELATED CASES:</b> CPC-2015-4680-GPA-ZC, VTT-73814-SL, APCSV-2015-4684-ZC; VTT-73714-SL
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<b>PREVIOUS ACTIONS CASE NO.:</b>	<input type="checkbox"/> Does have significant changes from previous actions. <input type="checkbox"/> Does NOT have significant changes from previous actions
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**PROJECT DESCRIPTION:**  
A GENERAL PLAN AMENDMENT FROM VERY LOW RESIDENTIAL TO LOW RESIDENTIAL, A ZONE CHANGE FROM A1 TO (T)(Q)RD5 AND (T)(Q)RD3 FOR THE CONSTRUCTION OF 51 SINGLE FAMILY DWELLINGS WITH 127 TOTAL PARKING SPA

**ENV PROJECT DESCRIPTION:**  
The project involves the construction of 51 new small lot homes on a 195,103 square-foot site. The project will result in the continuation and improvement of Woodlake Avenue, which is currently only a paper street and has not yet been improved. With the new street improvement, the site will be divided to include a 110,394 square foot site (2.53 acres) on the westerly side of Woodlake Avenue and an 84,709 net square-foot site (1.95 acres) on the easterly side of Woodlake Avenue. The easterly development will include the construction of 36 small lot homes and one remainder parcel with the westerly development consisting of 15 small lot homes and one remainder parcel within the A1-1 Zone. Each home will be two stories in height and will include two parking spaces within private garages. In addition, the easterly development will provide 10 guest parking spaces and the westerly development will provide 15 guest parking spaces.

The site abuts the Bell Creek flood channel (County of Los Angeles). In addition, the easterly site contains the Canoga Mission Gallery, City of Los Angeles Historic-Cultural Monument No. 135, and a plant nursery, which will both be preserved as part of the project. The project site was part of a 250-acre ranch, as early as 1936 and in 1964 until the present, has been operating as an art gallery and non-profit arts organization. To ensure that the project's construction and operational phases do not disturb the monument, the applicant retained Chattel Inc., historic preservation consultants, to prepare an historic assessment of the monument. The assessment provided recommendations to preserve the monument during the construction and operational phases of the project, which have been included as mitigations measures.

The project is in request of a General Plan Amendment, a Zone Change and Vesting Tentative Tract Map to allow for the development of the proposed project. Approximately 3,775 cubic yards of earth will be imported to the easterly site and 2,230 cubic yards will be imported/exported from the westerly site. A total of 16,150 cubic yards will be graded from the easterly site with 27,210 cubic yards of grading from the westerly site.

**ENVIRONMENTAL SETTINGS:**  
The two sites are flat, irregular shaped parcels of land. The easterly site has a 414-foot frontage along Woodlake Avenue. The westerly site has a 383-foot frontage along Sherman Way and a 368-foot frontage along Woodlake Avenue. The total site contains 51 non-protected trees. The easterly site is improved with a plant nursery and the Canoga Mission Gallery, which will both be maintained as part of the project. The site is currently not improved with concrete curbs, sidewalks, or gutters.

The project site is located in the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan and is currently zoned A1-1 with land use designations of Very Low Residential, Low Residential, and Low Medium I Residential. The property is located within an equine keeping area and is 13.2 kilometers from the Simi-Santa Rosa Fault Zone. The site is not within a Very High Fire Hazard Severity Zone, methane hazard zone, Special Grading Area, Alquist-Priolo Fault Zone, and is not prone to landslides, liquefaction, or tsunamis. Surrounding properties consist of mostly single-family homes to the south, west, and east, and condominium developments ranging from 18 unit to 48 units to the north.

<b>PROJECT LOCATION:</b> 7000 North Woodlake Avenue and 23200 West Sherman Way, West Hills, California 91307		
<b>COMMUNITY PLAN AREA:</b> CANOGA PARK - WINNETKA - WOODLAND HILLS - WEST HILLS <b>STATUS:</b>  <input checked="" type="checkbox"/> Does Conform to Plan  <input type="checkbox"/> Does NOT Conform to Plan	<b>AREA PLANNING COMMISSION:</b> SOUTH VALLEY	<b>CERTIFIED NEIGHBORHOOD COUNCIL:</b> WEST HILLS
<b>EXISTING ZONING:</b> A1-1	<b>MAX. DENSITY/INTENSITY ALLOWED BY ZONING:</b> 36 dwellings (westerly); 16 dwellings (easterly)	<b>LA River Adjacent:</b>
<b>GENERAL PLAN LAND USE:</b> Low Medium I Residential; Low Residential; Very Low Residential	<b>MAX. DENSITY/INTENSITY ALLOWED BY PLAN DESIGNATION:</b> 55 dwellings (westerly); 16 dwellings (easterly)	
	<b>PROPOSED PROJECT DENSITY:</b> 36 dwellings (westerly); 15 dwellings (easterly)	

## Determination (To Be Completed By Lead Agency)

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions on the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



Signature

City Planning Associate

Title

(213) 978-1382

Phone

### Evaluation Of Environmental Impacts:

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
4. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of a mitigation measure has reduced an effect from "Potentially Significant Impact" to "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR, or negative declaration. Section 15063 (c)(3)(D). In this case, a brief discussion should identify the following:
  - a. Earlier Analysis Used. Identify and state where they are available for review.
  - b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
  - c. Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: A sources list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
9. The explanation of each issue should identify:
  - a. The significance criteria or threshold, if any, used to evaluate each question; and
  - b. The mitigation measure identified, if any, to reduce the impact to less than significance.



**Environmental Factors Potentially Affected:**

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

<input type="checkbox"/> AESTHETICS <input type="checkbox"/> AGRICULTURE AND FOREST RESOURCES <input type="checkbox"/> AIR QUALITY <input checked="" type="checkbox"/> BIOLOGICAL RESOURCES <input checked="" type="checkbox"/> CULTURAL RESOURCES <input type="checkbox"/> GEOLOGY AND SOILS	<input type="checkbox"/> GREEN HOUSE GAS EMISSIONS <input type="checkbox"/> HAZARDS AND HAZARDOUS MATERIALS <input type="checkbox"/> HYDROLOGY AND WATER QUALITY <input type="checkbox"/> LAND USE AND PLANNING <input type="checkbox"/> MINERAL RESOURCES <input type="checkbox"/> NOISE	<input type="checkbox"/> POPULATION AND HOUSING <input checked="" type="checkbox"/> PUBLIC SERVICES <input type="checkbox"/> RECREATION <input type="checkbox"/> TRANSPORTATION/TRAFFIC <input type="checkbox"/> UTILITIES AND SERVICE SYSTEMS <input checked="" type="checkbox"/> MANDATORY FINDINGS OF SIGNIFICANCE
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**INITIAL STUDY CHECKLIST** (To be completed by the Lead City Agency)

*Background*

**PROPONENT NAME:**

Michael Harris, Sherman Way-West Hills Partners, LLC.

**PHONE NUMBER:**

(818) 322-6777

**APPLICANT ADDRESS:**

22801 Ventura Boulevard, Suite 111  
 Woodland Hills, California 91364

**AGENCY REQUIRING CHECKLIST:**

Department of City Planning

**DATE SUBMITTED:**

12/24/2015

**PROPOSAL NAME (if Applicable):**

Potentially significant impact	Less than significant with mitigation incorporated	Less than significant impact	No impact
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<b>I. AESTHETICS</b>				
a.	Have a substantial adverse effect on a scenic vista?			✓
b.	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?			✓
c.	Substantially degrade the existing visual character or quality of the site and its surroundings?		✓	
d.	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?		✓	
<b>II. AGRICULTURE AND FOREST RESOURCES</b>				
a.	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?			✓
b.	Conflict with existing zoning for agricultural use, or a Williamson Act contract?			✓
c.	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?			✓
d.	Result in the loss of forest land or conversion of forest land to non-forest use?			✓
e.	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?			✓
<b>III. AIR QUALITY</b>				
a.	Conflict with or obstruct implementation of the applicable air quality plan?		✓	
b.	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?		✓	
c.	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?		✓	
d.	Expose sensitive receptors to substantial pollutant concentrations?		✓	
e.	Create objectionable odors affecting a substantial number of people?		✓	
<b>IV. BIOLOGICAL RESOURCES</b>				
a.	Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?		✓	
b.	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?		✓	
c.	Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?		✓	
d.	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	✓		
e.	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	✓		
f.	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?			✓
<b>V. CULTURAL RESOURCES</b>				

Potentially significant impact	Less than significant with mitigation incorporated	Less than significant impact	No impact
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a.	Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?		✓	
b.	Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?			✓
c.	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			✓
d.	Disturb any human remains, including those interred outside of formal cemeteries?			✓

**VI. GEOLOGY AND SOILS**

a.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.				✓
b.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Strong seismic ground shaking?			✓	
c.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Seismic-related ground failure, including liquefaction?			✓	
d.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Landslides?				✓
e.	Result in substantial soil erosion or the loss of topsoil?			✓	
f.	Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			✓	
g.	Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?			✓	
h.	Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				✓

**VII. GREEN HOUSE GAS EMISSIONS**

a.	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			✓	
b.	Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			✓	

**VIII. HAZARDS AND HAZARDOUS MATERIALS**

a.	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?				✓
b.	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?				✓
c.	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			✓	
d.	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				✓
e.	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				✓
f.	For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				✓
g.	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			✓	

Potentially significant impact	Less than significant with mitigation incorporated	Less than significant impact	No impact
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h.	Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?			✓
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**IX. HYDROLOGY AND WATER QUALITY**

a.	Violate any water quality standards or waste discharge requirements?			✓
b.	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of preexisting nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?		✓	
c.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?		✓	
d.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?		✓	
e.	Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?		✓	
f.	Otherwise substantially degrade water quality?		✓	
g.	Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?			✓
h.	Place within a 100-year flood hazard area structures which would impede or redirect flood flows?			✓
i.	Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?			✓
j.	Inundation by seiche, tsunami, or mudflow?			✓

**X. LAND USE AND PLANNING**

a.	Physically divide an established community?			✓
b.	Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?			✓
c.	Conflict with any applicable habitat conservation plan or natural community conservation plan?			✓

**XI. MINERAL RESOURCES**

a.	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?			✓
b.	Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?			✓

**XII. NOISE**

a.	Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?		✓	
b.	Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?		✓	
c.	A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?		✓	
d.	A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?		✓	

Potentially significant impact	Less than significant with mitigation incorporated	Less than significant impact	No impact
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e.	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				✓
f.	For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				✓

### XIII. POPULATION AND HOUSING

a.	Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			✓	
b.	Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				✓
c.	Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				✓

### XIV. PUBLIC SERVICES

a.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Fire protection?		✓		
b.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Police protection?		✓		
c.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Schools?			✓	
d.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Parks?			✓	
e.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Other public facilities?			✓	

### XV. RECREATION

a.	Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			✓	
b.	Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?			✓	

### XVI. TRANSPORTATION/TRAFFIC

a.	Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?			✓	
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Potentially significant impact	Less than significant with mitigation incorporated	Less than significant impact	No impact
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b.	Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?		✓	
c.	Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?			✓
d.	Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?		✓	
e.	Result in inadequate emergency access?		✓	
f.	Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities supporting alternative transportation (e.g., bus turnouts, bicycle racks)?			✓

**XVII. UTILITIES AND SERVICE SYSTEMS**

a.	Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?		✓	
b.	Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?		✓	
c.	Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?		✓	
d.	Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?		✓	
e.	Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?		✓	
f.	Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?		✓	
g.	Comply with federal, state, and local statutes and regulations related to solid waste?		✓	

**XVIII. MANDATORY FINDINGS OF SIGNIFICANCE**

a.	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	✓		
b.	Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	✓		
c.	Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	✓		

Note: Authority cited: Sections 21083, 21083.05, Public Resources Code. Reference: Section 65088.4, Gov. Code; Sections 21080, 21083.05, 21095, Pub. Resources Code; *Eureka Citizens for Responsible Govt. v. City of Eureka* (2007) 147 Cal.App.4th 357; *Protect the Historic Amador Waterways v. Amador Water Agency* (2004) 116 Cal.App.4th at 1109; *San Franciscans Upholding the Downtown Plan v. City and County of San Francisco* (2002) 102 Cal.App.4th 656.

**DISCUSSION OF THE ENVIRONMENTAL EVALUATION** (Attach additional sheets if necessary)

The Environmental Impact Assessment includes the use of official City of Los Angeles and other government source reference materials related to various environmental impact categories (e.g., Hydrology, Air Quality, Biology, Cultural Resources, etc.). The State of California, Department of Conservation, Division of Mines and Geology - Seismic Hazard Maps and reports, are used to identify potential future significant seismic events; including probable magnitudes, liquefaction, and landslide hazards. Based on applicant information provided in the Master Land Use Application and Environmental Assessment Form, impact evaluations were based on stated facts contained therein, including but not limited to, reference materials indicated above, field investigation of the project site, and any other reliable reference materials known at the time.

Project specific impacts were evaluated based on all relevant facts indicated in the Environmental Assessment Form and expressed through the applicant's project description and supportive materials. Both the Initial Study Checklist and Checklist Explanations, in conjunction with the City of Los Angeles's Adopted Thresholds Guide and CEQA Guidelines, were used to reach reasonable conclusions on environmental impacts as mandated under the California Environmental Quality Act (CEQA).

The project as identified in the project description may cause potentially significant impacts on the environment without mitigation. Therefore, this environmental analysis concludes that a Mitigated Negative Declaration shall be issued to avoid and mitigate all potential adverse impacts on the environment by the imposition of mitigation measures and/or conditions contained and expressed in this document; the environmental case file known as **ENV-2015-4679-MND** and the associated case(s), **CPC-2015-4680-GPA-ZC, VTT-73814-SL, APCSV-2015-4684-ZC; VTT-73714-SL** . Finally, based on the fact that these impacts can be feasibly mitigated to less than significant, and based on the findings and thresholds for Mandatory Findings of Significance as described in the California Environmental Quality Act, section 15065, the overall project impact(s) on the environment (after mitigation) **will not:**

- Substantially degrade environmental quality.
- Substantially reduce fish or wildlife habitat.
- Cause a fish or wildlife habitat to drop below self sustaining levels.
- Threaten to eliminate a plant or animal community.
- Reduce number, or restrict range of a rare, threatened, or endangered species.
- Eliminate important examples of major periods of California history or prehistory.
- Achieve short-term goals to the disadvantage of long-term goals.
- Result in environmental effects that are individually limited but cumulatively considerable.
- Result in environmental effects that will cause substantial adverse effects on human beings.

**ADDITIONAL INFORMATION:**

All supporting documents and references are contained in the Environmental Case File referenced above and may be viewed in the EIR Unit, Room 763, City Hall.

For City information, addresses and phone numbers: visit the City's website at <http://www.lacity.org> ; City Planning - and Zoning Information Mapping Automated System (ZIMAS) [cityplanning.lacity.org/](http://cityplanning.lacity.org/) or EIR Unit, City Hall, 200 N Spring Street, Room 763. Seismic Hazard Maps - <http://gmw.consrv.ca.gov/shmp/> Engineering/Infrastructure/Topographic Maps/Parcel Information - <http://boemaps.eng.ci.la.ca.us/index01.htm> or City's main website under the heading "Navigate LA".

PREPARED BY:	TITLE:	TELEPHONE NO.:	DATE:
OLIVER NETBURN	City Planning Associate	(213) 978-1382	05/20/2016

Impact?	Explanation	Mitigation Measures
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APPENDIX A: ENVIRONMENTAL IMPACTS EXPLANATION TABLE

**I. AESTHETICS**

a.	NO IMPACT	<p>A significant impact would occur if the proposed project would have a substantial adverse effect on a scenic vista. A scenic vista refers to views of focal points or panoramic views of broader geographic areas that have visual interest. A focal point view would consist of a view of a notable object, building, or setting. Diminishment of a scenic vista would occur if the bulk or design of a building or development contrasts enough with a visually interesting view, so that the quality of the view is permanently affected. There are no identified scenic vistas within proximity of the project site and as such, the project will have no impact on any scenic vista.</p>	
b.	NO IMPACT	<p>A significant impact would occur if the proposed project would substantially damage a scenic resource, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway. The project is not located on or near any scenic resource. No impact would occur.</p>	
c.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the proposed project would substantially degrade the existing visual character or quality of the project site and its surroundings. Significant impacts to the visual character of a site and its surroundings are generally based on the removal of features with aesthetic value, the introduction of contrasting urban features into a local area, and the degree to which the elements of the proposed project detract from the visual character of an area. The proposed project will result in the construction of a total of 51 small lot homes and the approximately 375-foot long extension of Woodlake Avenue from Sherman Way. The proposed project would include landscaping and streetscape improvements to enhance the visual quality of the area. Accordingly, the proposed project would not degrade the existing visual character or quality of the project site and its surroundings. Therefore, the proposed project would result in a less than significant impact on visual quality.</p>	



Impact?	Explanation	Mitigation Measures
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d.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if light and glare substantially altered the character of off-site areas surrounding the site or interfered with the performance of an off-site activity. Light impacts are typically associated with the use of artificial light during the evening and night-time hours. Glare may be a daytime occurrence caused by the reflection of sunlight or artificial light from highly polished surfaces, such as window glass and reflective cladding materials, and may interfere with the safe operation of a motor vehicle on adjacent streets.</p> <p>Daytime glare is common in urban areas and is typically associated with mid- to high-rise buildings with exterior façades largely or entirely comprised of highly reflective glass or mirror-like materials. Nighttime glare is primarily associated with bright point-source lighting that contrasts with existing low ambient light conditions. Due to the urbanized nature of the area, a moderate level of ambient nighttime light already exists. Nighttime lighting sources include street lights, vehicle headlights, and interior and exterior building illumination. The proposed 51 dwelling units could include nighttime security lighting. However, the security lighting would be night-friendly LEDs and would not substantially change existing ambient nighttime lighting conditions. The proposed project does not include any elements or features that would create substantial new sources of glare. Therefore, light and glare impacts would be less than significant.</p>	
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**II. AGRICULTURE AND FOREST RESOURCES**

a.	NO IMPACT	<p>A significant impact would occur if the proposed project would convert valued farmland to non-agricultural uses. No Farmland, agricultural uses, or related operations are present within the project site or surrounding area. While the site is zoned A1-1, the State of California, Department of Conservation, Division of Land Resource Protection's Farmland Mapping and Monitoring Program has classified the site as Urban and Built-up Land and not for farmland uses. The site historically functioned as a "gentleman's farm", belonging to an owner that used the site for leisure rather than for commerce. However, the site has not functioned with agricultural uses since</p>	
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Impact?	Explanation	Mitigation Measures
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		1967. Therefore, the proposed project would not convert any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use, and no impact would occur.	
b.	NO IMPACT	A significant impact would occur if the proposed project conflicted with existing agricultural zoning or agricultural parcels enrolled under the Williamson Act. While the project site is zoned for agricultural use, the site is not under a Williamson Act contract. As the project site and surrounding area do not contain farmland of any type, the proposed project would not conflict with a Williamson Act contract. Therefore, no impacts would occur.	
c.	NO IMPACT	A significant impact would occur if the proposed project conflicted with existing zoning for, or caused rezoning of forest land or timberland or result in the loss of forest land or in the conversion of forest land to non-forest use. The project site and the surrounding area are not zoned for forest land or timberland. The proposed project would not conflict with forest land or timberland zoning or result in the loss of forest land or conversion of forest land to non-forest use. Therefore, no impact would occur.	
d.	NO IMPACT	A significant impact would occur if the proposed project conflicted with existing zoning for, or caused rezoning of forest land or timberland or result in the loss of forest land or in the conversion of forest land to non-forest use. The project site and the surrounding area are not zoned for forest land or timberland. The proposed project would not conflict with forest land or timberland zoning or result in the loss of forest land or conversion of forest land to non-forest use. Therefore, no impact would occur.	
e.	NO IMPACT	A significant impact would occur if the proposed project caused the conversion of farmland to non-agricultural use. The project site does not contain farmland, forestland, or timberland. Therefore, no impacts would occur.	

**III. AIR QUALITY**

a.	LESS THAN SIGNIFICANT IMPACT	The project will not conflict with or obstruct any air quality plan. The project has the potential to contribute to a reduction in air quality by generating additional trips to the site; however, it does not reach the established threshold	
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Impact?	Explanation	Mitigation Measures
	<p>of potential significance for air quality per the SCAQMD. Based on the CalEEMod conducted for the project, no SCAQMD thresholds were exceeded as summarized in the calculation performed by Rincon Consultants, Inc., dated April 28, 2016, attached. In addition, the project will be required meet SCAQMD District Rule 403 as well as the City's requirements for demolition, grading and construction related air pollution. As such, impacts will be less than significant.</p>	
<p>b. LESS THAN SIGNIFICANT IMPACT</p>	<p>The project is not expected to result in any air quality violations. The project has the potential to contribute to a reduction in air quality by generating additional trips to the site; however, according to the CalEEMod results for the project, dated April 28, 2016, attached, it does not reach the established threshold of potential significance for air quality per the SCAQMD. It is mandatory for all construction projects in the South Coast Air Basin (Basin) to comply with SCAQMD Rule 403 for Fugitive Dust. Specific Rule 403 control requirements include, but are not limited to, applying water in sufficient quantities to prevent the generation of visible dust plumes, applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the project site, and maintaining effective cover over exposed areas. Compliance with Rule 403 would reduce regional particulate matter emissions associated with construction activities and the impacts would be less than significant.</p>	
<p>c. LESS THAN SIGNIFICANT IMPACT</p>	<p>The project will produce fugitive dust and mobile sources emissions as a result of construction activity. The proposed project and the whole of the Los Angeles metropolitan area are located within the South Coast Air Basin, which is characterized by relatively poor air quality. However, an individual project can emit these pollutants without significantly contributing to this cumulative impact depending on the magnitude of emissions. This magnitude is determined by the project-level significance thresholds established by the SCAQMD. According to the CalEEMod analysis, the</p>	

Impact?	Explanation	Mitigation Measures
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		<p>project's operational and construction regional emissions would not exceed the project-level SCAQMD localized significance thresholds for criteria air pollutants. As such, impacts will be less than significant.</p>	
d.	LESS THAN SIGNIFICANT IMPACT	<p>The project will not conflict with or obstruct any air quality plan. The project has the potential to contribute to a reduction in air quality by generating additional trips to the site; however, it does not reach the established threshold of potential significance for air quality per the SCAQMD. The project is required meet SCAQMD District Rule 403 as well as the City's requirements for demolition, grading and construction related air pollution. As such, impacts will be less than significant.</p>	
e.	LESS THAN SIGNIFICANT IMPACT	<p>Potential sources that may emit odors during construction activities include equipment exhaust and architectural coatings. Odors from these sources would be localized and generally confined to the immediate area surrounding the project site. The proposed project would utilize typical construction techniques, and the odors would be typical of most construction sites and temporary in nature. According to the SCAQMD CEQA Air Quality Handbook, land uses and industrial operations that are associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies and fiberglass molding. The proposed land uses would not result in activities that create objectionable odors. Therefore, the proposed project would result in a less-than-significant impact related to objectionable odors.</p>	

**IV. BIOLOGICAL RESOURCES**

a.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the project resulted in the loss or destruction of individuals of a species or through the degradation of sensitive habitat. The subject property is located within a suburban area and is currently undeveloped. The property contains 51 non-protected trees. No endangered and/or threatened species are located within the property, and no such species has been observed on the property. As such, the project would not adversely affect endangered and/or threatened</p>	
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Impact?	Explanation	Mitigation Measures
	species either directly or indirectly through habitat modification and project impacts would be less than significant.	
b. LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if any riparian habitat or natural community would be lost or destroyed as a result of urban development. The subject property does not contain any riparian habitat and does not contain any streams or water courses necessary to support riparian habitat. Nevertheless, the property does abut Bell Creek which is a concrete channelized tributary to the Los Angeles River. This portion of Bell Creek is does not currently support significant riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife (CDFW) or the United States Fish and Wildlife Services (USFWS). Furthermore, the project will be required to comply with Clean Water Act, whose purpose is to regulate discharges of pollutants into the waters of the United States and regulating quality standards for surface waters, during the construction and operational phases of the project. With compliance of the Clean Water Act, the proposed project would not have any effect on riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife (CDFW) or the United States Fish and Wildlife Services (USFWS) and project impacts would be less than significant.	
c. LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if federally protected wetlands would be modified or removed by a project. However, as stated above, the property does abut Bell Creek which is a concrete channelized tributary to the Los Angeles River. This portion of Bell Creek is does not currently contain any federally protected wetlands, wetland resources, or other waters of the United States as defined by Section 404 of the Clean Water Act. Furthermore, the project will be required to comply with Clean Water Act, whose purpose is to regulate discharges of pollutants into the waters of the United States and regulating quality standards for surface waters, during the construction and operational phases of the project. Therefore, the proposed	

Impact?	Explanation	Mitigation Measures
	project would not have any effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means and project impacts would be less than significant.	
d. LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	<b>A significant impact would occur if the project would interfere with, or remove access to, a migratory wildlife corridor or impede use of native wildlife nursery sites. The subject property is currently vacant and includes 51 trees, all of which are proposed to be removed. Therefore, the property may support habitat for native resident or migratory species or contain native nurseries and may interfere with wildlife movement or impede the use of native wildlife nursery sites. Incorporation of the mitigation measures would reduce project impacts to less than significant levels.</b>	IV-10
e. LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	<b>A significant impact would occur if the project would be inconsistent with local regulations pertaining to biological resources, including any policies or ordinances protecting biological resources. The subject property contains 51 trees, all of which are proposed to be removed. The removal of 51 trees would be contrary to the City's policies of increasing the City's urban forest. Therefore, the project would conflict with a local policy intended to enhance the City's biological resources. Incorporation of the mitigation measures would reduce project impacts to less than significant levels.</b>	IV-60, IV-70, IV-90
f. NO IMPACT	The project site and its vicinity are not part of any draft or adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan. Therefore, the proposed project would not conflict with the provisions of any adopted conservation plan, and no impacts would occur.	
<b>V. CULTURAL RESOURCES</b>		

Impact?	Explanation	Mitigation Measures	
a.	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	<p><b>The subject site contains the Canoga Mission Gallery, City of Los Angeles Historic-Cultural Monument No. 135. The monument will be preserved as part of the project. An historic assessment was prepared by Chattel Inc. The Office of Historic Resources reviewed the assessment and agrees with the findings within the document. With the implementation of the mitigation measures, impacts to the monument will be reduced to less than significant levels.</b></p>	V-50
b.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if a known or unknown archaeological resource would be removed, altered, or destroyed as a result of the proposed development. Section 15064.5 of the State CEQA Guidelines defines significant archaeological resources as resources that meet the criteria for historical resources or resources that constitute unique archaeological resources. A project-related significant impact could occur if a project would significantly affect archaeological resources that fall under either of these categories. Given the archaeological sensitivity of the general area, there is a possibility that unknown, subsurface archaeological resources may exist at the project site. However, if archeological resources are found during excavation, the project will be required to follow procedures as detailed in the California Public Resources Code Section 21083.2 Therefore, the impact would be less than significant.</p>	
c.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if excavation or construction activities associated with the proposed project would disturb paleontological or unique geological features. The project area is known for high concentrations of paleontological resources. Although the project site has been previously disturbed and developed and no paleontological resources have been identified on-site or in the vicinity, per the City of LA's Environmental and Public Facilities Maps (Vertebrate Paleontological Resources), the proposed project would require additional ground disturbance that may involve excavation into native soils that contain paleontological resources. If paleontological resources are found during excavation, the project will be</p>	

Impact?	Explanation	Mitigation Measures
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	required to follow procedures as detailed in the California Public Resources Code Sections 5097.5 and 30244. Therefore, the impact would be less than significant.	
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d.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if previously interred human remains would be disturbed during excavation of the project site. Human remains could be encountered during excavation and grading activities associated with the proposed project. While no formal cemeteries, other places of human interment, or burial grounds or sites are known to occur within the project area, there is always a possibility that human remains can be encountered during construction. If human remains are found during excavation, the project will need to follow procedures as detailed in the California Health and Safety Code Section 7050.5. If human remains of Native American origin are discovered during project construction, compliance with state laws, which fall within the jurisdiction of the Native American Heritage Commission (NAHC) (Public Resource Code Section 5097), relating to the disposition of Native American burials will be adhered to. Therefore, the impact would be less than significant.	
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**VI. GEOLOGY AND SOILS**

a.	NO IMPACT	A significant impact would occur if the proposed project would cause personal injury or death or results in property damage as a result of a fault rupture occurring on the project site and if the project site is located within a State-designated Alquist-Priolo Zone or other designated fault zone. According to the California Department of Conservation Special Studies Zone Map, the project site is not located within an Alquist-Priolo Special Studies Zone or Fault Rupture Study Area. The proposed project would not expose people or structures to potential adverse effects resulting from the rupture of known earthquake faults. The Alquist-Priolo Earthquake Fault Zoning Act is intended to mitigate the hazard of surface fault rupture on structures for human occupancy. Therefore, no impacts would occur.	
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Impact?	Explanation	Mitigation Measures
b. LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the proposed project would cause personal injury or death or resulted in property damage as a result of seismic ground shaking. The entire Southern California region is susceptible to strong ground shaking from severe earthquakes.</p> <p>Seismic activities are associated with a number of nearby faults (e.g., Hollywood, Raymond, Verdugo, Newport-Inglewood, Santa Monica, Sierra Madre, and San Andreas Faults), as well as blind thrust faults (e.g., Elysian Park, Puente Hills, and Compton). Consequently, development of the proposed project could expose people and structures to strong seismic ground shaking. However, the proposed project would be designed and constructed in accordance with State and local building codes to reduce the potential for exposure of people or structures to seismic risks to the maximum extent possible. The proposed project would be required to comply with the California Department of Conservation, Division of Mines and Geology (CDMG) Special Publications 117, Guidelines for Evaluating and Mitigating Seismic Hazards in California (1997), which provides guidance for the evaluation and mitigation of earthquake-related hazards, and with the seismic safety requirements in the Uniform Building Code (UBC) and the LAMC. Compliance with such requirements would reduce seismic ground shaking impacts to the maximum extent practicable with current engineering practices. Therefore, impacts related to strong seismic ground shaking would be less than significant.</p>	
c. LESS THAN SIGNIFICANT IMPACT	<p>Based upon the criteria established in the City of Los Angeles CEQA Thresholds Guide, a significant impact may occur if a proposed project site is located within a liquefaction zone. Liquefaction is the loss of soil strength or stiffness due to a buildup of pore-water pressure during severe ground shaking. This site is not located within a liquefaction zone. As such, impacts will be less than significant.</p>	

Impact?	Explanation	Mitigation Measures
d. NO IMPACT	A significant impact would occur if the proposed project would be implemented on a site that would be located in a hillside area with unstable geological conditions or soil types that would be susceptible to failure when saturated. The project site is not within a landslide hazard zone. The project site and surrounding area are relatively flat. Therefore, the proposed project would not expose people or structures to potential effects resulting from landslides, and no impacts would occur.	
e. LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if construction activities or future uses would result in substantial soil erosion or loss of topsoil. The construction of the proposed project would result in ground surface disturbance during site clearance, excavation, and grading, which could create the potential for soil erosion to occur. The project would result in the removal of 51 on-site trees. Construction activities would be performed in accordance with the requirements of the Los Angeles Building Code and the Los Angeles Regional Water Quality Control Board (LARWQBC) through the City's Stormwater Management Division. In addition, the proposed project would be required to develop a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP would require implementation of an erosion control plan to reduce the potential for wind or waterborne erosion during the construction process. All onsite grading and site preparation would comply with applicable provisions of Chapter IX, Division 70 of the LAMC. Therefore, project impacts to erosion or loss of topsoil would be less than significant.	
f. LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if any unstable geological conditions would result in any type of geological failure, including lateral spreading, off-site landslides, liquefaction, or collapse. Development of the proposed project would not have the potential to expose people and structures to seismic-related ground failure, including liquefaction and landslide. Subsidence and ground collapse generally occur in areas with active groundwater withdrawal or petroleum production. The extraction of groundwater or petroleum from sedimentary source rocks can cause the	

Impact?	Explanation	Mitigation Measures
	<p>permanent collapse of the pore space previously occupied by the removed fluid. The project site is not identified as being located in an oil field or within an oil drilling area. The proposed project would be required to implement standard construction practices that would ensure that the integrity of the project site and the proposed structures is maintained. Construction will be required by the Department of Building and Safety to comply with the City of Los Angeles Uniform Building Code (UBC) which is designed to assure safe construction and includes building foundation requirements appropriate to site conditions. With the implementation of the Building Code requirements, the potential for landslide lateral spreading, subsidence, liquefaction or collapse would be less-than-significant.</p>	
g. LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the proposed project would be built on expansive soils without proper site preparation or design features to provide adequate foundations for project buildings, thus, posing a hazard to life and property. Expansive soils have relatively high clay mineral and expand with the addition of water and shrink when dried, which can cause damage to overlying structures. Soils on the project site may have the potential to shrink and swell resulting from changes in the moisture content. However, the proposed project would be required to comply with the requirements of the UBC, LAMC, and other applicable building codes. Compliance with such requirements would reduce impacts related to expansive soils, and impacts would be less than significant.</p>	
h. NO IMPACT	<p>A project would cause a significant impact if adequate wastewater disposal is not available. The project site is located in an urbanized area, where wastewater infrastructure is currently in place. The proposed project would connect to existing sewer lines that serve the project site and would not use septic tanks or alternative wastewater disposal systems. Therefore, no impact would occur.</p>	
<b>VII. GREEN HOUSE GAS EMISSIONS</b>		

Impact?	Explanation	Mitigation Measures
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a.	LESS THAN SIGNIFICANT IMPACT	<p>Greenhouse gases (GHG) are those gaseous constituents of the atmosphere, both natural and anthropogenic (human generated), that absorb and emit radiation at specific wavelengths within the spectrum of terrestrial radiation emitted by the earth's surface, the atmosphere itself, and by clouds. The greenhouse effect compares the Earth and the atmosphere surrounding it to a greenhouse with glass panes. The glass panes in a greenhouse let heat from sunlight in and reduce the amount of heat that escapes. GHGs, such as carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), and nitrous oxide (N<sub>2</sub>O), keep the average surface temperature of the Earth close to 60 degrees Fahrenheit (°F). Without the greenhouse effect, the Earth would be a frozen globe with an average surface temperature of about 5°F. The City has adopted the LA Green Plan to provide a citywide plan for achieving the City's GHG emissions targets, for both existing and future generation of GHG emissions. In order to implement the goal of improving energy conservation and efficiency, the Los Angeles City Council has adopted multiple ordinances and updates to establish the current Los Angeles Green Building Code (LAGBC) (Ordinance No. 179,890). The LAGBC requires projects to achieve a 20 percent reduction in potable water use and wastewater generation. As the LAGBC includes applicable provisions of the State's CALGreen Code, a new development project that can demonstrate it complies with the LAGBC is considered consistent with statewide GHG reduction goals and policies including AB32 (California Global Warming Solutions Act of 2006). Through required implementation of the LAGBC, the proposed project would be consistent with local and statewide goals and polices aimed at reducing the generation of GHGs. Therefore, the proposed project's generation of GHG emissions would not make a cumulatively considerable contribution to emissions. The project is the development of 51 small lot homes on one of the few vacant parcels in an already built-out environment. As such, impacts will be less than significant.</p>	
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Impact?	Explanation	Mitigation Measures
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b.	LESS THAN SIGNIFICANT IMPACT	<p>The California legislature passed Senate Bill (SB) 375 to connect regional transportation planning to land use decisions made at a local level. SB 375 requires the metropolitan planning organizations to prepare a Sustainable Communities Strategy (SCS) in their regional transportation plans to achieve the per capita GHG reduction targets. For the SCAG region, the SCS is contained in the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The 2012-2035 RTP/SCS focuses the majority of new housing and job growth in high-quality transit areas and other opportunity areas on existing main streets, in downtowns, and commercial corridors, resulting in an improved jobs-housing balance and more opportunity for transit-oriented development. In addition, SB 743, adopted September 27, 2013, encourages land use and transportation planning decisions and investments that reduce vehicle miles traveled that contribute to GHG emissions, as required by AB 32. The project is the infill development of 51 small lot units in an already built-out environment. It would not interfere with SCAG's ability to implement the regional strategies outlined in the 2012-2035 RTP/SCS. Impacts will be less than significant.</p>	
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**VIII. HAZARDS AND HAZARDOUS MATERIALS**

a.	NO IMPACT	<p>A significant impact would occur if the proposed project would create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Construction of the proposed project would involve the temporary use of potentially hazardous materials, including vehicle fuels, oils, and transmission fluids. Operation of the project would involve the limited use and storage of common hazardous substances typical of those used in residential developments, including lubricants, paints, solvents, custodial products (e.g., cleaning supplies), pesticides and other landscaping supplies, and vehicle fuels, oils, and transmission fluids. No industrial uses or activities are proposed that would result in the use or discharge of unregulated hazardous materials and/or substances,</p>	
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Impact?	Explanation	Mitigation Measures
	<p>or create a public hazard through transport, use, or disposal. As a residential development, the proposed project would not involve large quantities of hazardous materials that would require routine transport, use, or disposal. With compliance to applicable standards and regulations and adherence to manufacturer's instructions related to the transport, use, or disposal of hazardous materials, the proposed project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, and no impacts will occur.</p>	
b. NO IMPACT	<p>A significant impact would occur if the proposed project created a significant hazard to the public or environment due to a reasonably foreseeable release of hazardous materials. The project site is vacant and does not contain any structures. As such, no impacts will occur.</p>	
c. LESS THAN SIGNIFICANT IMPACT	<p>Construction activities could have the potential to result in the release, emission, handling, and disposal of hazardous materials within one-quarter mile of an existing school. The project site is located approximately 800 feet west of Enadia Way Elementary School. However, all hazardous materials within the project site would be acquired, handled, used, stored, transported, and disposed of in accordance with all applicable federal, State, and local requirements. Therefore, project impacts would be less than significant.</p>	
d. NO IMPACT	<p>The project site is not included on a list of known hazardous materials sites. According to an EnviroStar search, the site is not known to contain hazardous materials. No impact will result.</p>	
e. NO IMPACT	<p>The project site is not located within an airport land use plan or within two miles of any public airport. No impact will result.</p>	
f. NO IMPACT	<p>The project site is not located within two miles of any private airstrip. No impact will result.</p>	
g. LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the project impaired implementation of or physically interfered with an adopted emergency response plan or emergency evacuation plan. The subject property is located along Sherman Way which is a designated Disaster Route. Nevertheless,</p>	

Impact?	Explanation	Mitigation Measures
	<p>the project would not require the closure of any public or private streets during construction or operation and would not impede emergency vehicle access to the project site or surrounding area. Additionally, emergency access to and from the project site would be provided in accordance with requirements of the Los Angeles Fire Department (LAFD). Therefore, the proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, and project impacts would be less than significant.</p>	
h. NO IMPACT	<p>A significant impact would occur if the proposed project exposed people and structures to high risk of wildfire. The area surrounding the project site is completely developed. Accordingly, the project site and the surrounding area are not subject to wildland fires. Therefore, the proposed project would not expose people or structures to a risk of loss, injury, or death involving wildland fires, and no impact would occur.</p>	

**IX. HYDROLOGY AND WATER QUALITY**

a. NO IMPACT	<p>The proposed project is not anticipated to violate any water quality or waste discharge requirements. The project does not involve a process that would result in a point source discharge to a receiving water body nor is the project anticipated to create conditions that may result in soil erosion, sediment runoff or nonpoint sources of contamination. No impact will occur.</p>	
b. LESS THAN SIGNIFICANT IMPACT	<p>While the project is not anticipated to violate any water quality or waste discharge requirements, it may generate polluted runoff during its construction phase. Nevertheless, the project will be required to comply with L.A.M.C. Section 64.70 and project impacts would be less than significant.</p>	
c. LESS THAN SIGNIFICANT IMPACT	<p>While the existing drainage pattern of the site may change, it will not cause substantial erosion or siltation on- or off-site. Nevertheless, the project will be required to comply with L.A.M.C. Section 64.70 and project impacts would be less than significant.</p>	

Impact?	Explanation	Mitigation Measures	
d.	LESS THAN SIGNIFICANT IMPACT	While the project may alter existing drainage patterns on the site, it will not substantially increase the rate or amount of surface runoff in a manner that will result in flooding on- or off-site. Nevertheless, the project will be required to comply with L.A.M.C. Section 64.70 and project impacts would be less than significant.	
e.	LESS THAN SIGNIFICANT IMPACT	The project may create increased and/or polluted runoff during its construction phase and as a result of the new buildings proposed on the site. Nevertheless, the project will be required to comply with L.A.M.C. Section 64.70 and project impacts would be less than significant.	
f.	LESS THAN SIGNIFICANT IMPACT	The project may temporarily create increased and/or polluted runoff during its construction phase and as a result of the new buildings proposed on the site. Nevertheless, the project will be required to comply with L.A.M.C. Section 64.70 and project impacts would be less than significant.	
g.	NO IMPACT	The proposed project will be located outside of a Flood Zone. Therefore, no impact will result.	
h.	NO IMPACT	The proposed project will be located outside of a Flood Zone. The potential to impede or redirect flood flows is not anticipated. No impact will result.	
i.	NO IMPACT	The project site is not located in a potential dam inundation zone. No impact will result.	
j.	NO IMPACT	The project site is not located in an inundation zone or area subject to seiches, tsunamis, or mudflow. No impact will result.	
<b>X. LAND USE AND PLANNING</b>			
a.	NO IMPACT	The project is an infill development in a location surrounded by similar uses. The development of the project will not divide an established community. A significant impact would occur if the proposed project would be sufficiently large or configured in such a way so as to create a physical barrier within an established community. A physical division of an established community is caused by an impediment to through travel or a physical barrier, such as a new freeway with limited access between neighborhoods on either side of the freeway, or major street closures. The proposed project	



Impact?	Explanation	Mitigation Measures
	would not involve any street vacation or closure or result in development of new thoroughfares or highways. The proposed project, which would involve the construction of 51 new small lot homes, would not divide an established community. Therefore, no impact would occur.	
b. NO IMPACT	A significant impact may occur if a project is inconsistent with the General Plan or zoning designations currently applicable to the project site, and would cause adverse environmental effects, which the General Plan and zoning ordinance are designed to avoid or mitigate. The site is located within the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan Area. The site is zoned A1-1, with a General Plan land use designation of Very Low Residential, Low Residential, and Low Medium Residential I. The proposed project would be comprised of 51 residential dwelling units. The project requires the approval of a General Plan Amendment and Zone change to permit the requested use. Therefore, if approved, the proposed project would conform to the allowable land uses pursuant to the Los Angeles Municipal Code and no impacts would occur.	
c. NO IMPACT	A significant impact would occur if the proposed project were located within an area governed by a habitat conservation plan or natural community conservation plan. The project site is not subject to any habitat conservation plan or natural community conservation plan. Therefore, no impact would occur.	
<b>XI. MINERAL RESOURCES</b>		
a. NO IMPACT	A significant impact would occur if the proposed project would result in the loss or availability of known mineral resources of regional value or locally-important mineral resource recovery site. The project site is not located within an Oil Drilling District. Therefore, the proposed project would not result in the loss or availability of any known, regionally- or locally-valuable mineral resource, and no impact would occur.	

Impact?	Explanation	Mitigation Measures
b. NO IMPACT	<p>A significant impact would occur if the proposed project would result in the loss of availability of known mineral resources of regional value or a locally-important mineral resource recovery site. The project site is not classified by the City as containing significant mineral deposits. The project site is currently designated for Very Low Residential, Low Residential, and Low Medium Residential I land use and not as a mineral extraction land use. In addition, the project site is not identified by the City as being located in an oil field or within an oil drilling area. Therefore, the proposed project would not result in the loss of availability of any known, regionally- or locally-valuable mineral resource, and no impact would occur.</p>	

**XII. NOISE**

a. LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the project resulted in construction activities lasting more than one day that exceed existing ambient exterior noise levels by 10 dBA or more at a noise sensitive use; construction activities lasting more than 10 days in a three month period that exceed existing ambient exterior noise levels by 5 dBA or more at a noise sensitive use; or construction activities would exceed the ambient noise level by 5 dBA at a noise sensitive use between the hours of 9:00 p.m. and 7:00 a.m. Monday through Friday, before 8:00 a.m. or after 6:00 p.m. on Saturday, or at anytime on Sunday. Construction activity would result in temporary increases in ambient noise levels in the project area on an intermittent basis. Noise levels would fluctuate depending on the construction phase, equipment type and duration of use, distance between the noise source and receptor, and presence or absence of noise attenuation barriers. Construction noise for the project will cause a temporary increase in the ambient noise levels, but will be subject to the LAMC Sections 112.05 (Maximum Noise Level of Powered Equipment or Powered Hand Tools) and 41.40 (Noise Due to Construction, Excavation Work – When Prohibited) regarding construction hours and construction equipment noise thresholds. The project shall comply with the City of Los Angeles Noise Ordinance No. 144,331 and 161,574, which prohibit</p>	
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Impact?	Explanation	Mitigation Measures
	the emission of creation of noise beyond certain levels at adjacent uses unless technically infeasible. Project impacts would be less than significant.	
b. LESS THAN SIGNIFICANT IMPACT	The City of Los Angeles does not address vibration in the LAMC or in the Noise Element of the General Plan. According to the Federal Transit Administration (FTA), ground vibrations from construction activities very rarely reach the level capable of damaging structures. The construction activities that typically generate the most severe vibrations are blasting and impact pile driving. These types of activities are not proposed by the project. The FTA has published standard vibration velocities for various construction equipment operations. The estimated vibration velocity levels from most construction equipment would be well below the significance thresholds. Project impacts would be less than significant.	
c. LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the project caused a substantial permanent increase in noise levels above existing ambient levels. New stationary sources of noise, such as rooftop mechanical HVAC equipment, would be installed on the proposed development. The design of the equipment will be required to comply with LAMC Section 112.02, which prohibits noise from air conditioning, refrigeration, heating, pumping, and filtering equipment from exceeding the ambient noise level on the premises of any other occupied properties by more than 5 dBA. Therefore, project impacts would be less than significant.	
d. LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the project resulted in substantial temporary or periodic increase in ambient noise levels. As discussed above, the project may result in significant temporary or periodic increases in noise levels during construction; however such increases would be considered less than significant.	
e. NO IMPACT	A significant impact would occur if the proposed project would expose people residing or working in the project area to excessive noise levels from a public airport or public use airport. The proposed project is not located within two miles of a public airport or public use airport. Accordingly, the proposed project would not expose people working or residing in	

Impact?	Explanation	Mitigation Measures
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		the project area to excessive noise levels from a public airport or public use airport. Therefore, no impact would occur.	
f.	NO IMPACT	A significant impact would occur if the proposed project would expose people residing or working in the project area to excessive noise levels from a private airstrip. The proposed project is not within the vicinity of a private airstrip. Accordingly, the proposed project would not expose people working or residing in the project area to excessive noise levels from a private airstrip. Therefore, no impact would occur.	

**XIII. POPULATION AND HOUSING**

a.	LESS THAN SIGNIFICANT IMPACT	The net increase in residential population resulting from the proposed project would be 51 dwelling units. With the approval of the General Plan Amendment and Zone Change, the project site could accommodate 52 dwelling units. Therefore, the proposed project would be consistent with the residential population growth in keeping with the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan land use and density designations, and would not substantially induce population growth in the project area, either directly or indirectly. The physical secondary or indirect impacts of population growth such as increased traffic or noise have been adequately mitigated in other portions of this document. Therefore, the impact would be less than significant.	
b.	NO IMPACT	A potentially significant impact would occur if the proposed project would displace a substantial quantity of existing residences or a substantial number of people. The proposed project would not result in the removal of any housing stock. As such, no impact will occur.	
c.	NO IMPACT	A potentially significant impact would occur if the proposed project would displace a substantial quantity of existing residences or a substantial number of people. The proposed project would not result in the removal of any housing stock. As such, no impact will occur.	

**XIV. PUBLIC SERVICES**

Impact?	Explanation	Mitigation Measures
a. LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	<p>A significant impact would occur if the Los Angeles Fire Department (LAFD) could not adequately serve the proposed project, necessitating a new or physically altered station. The project site and the surrounding area are currently served by LAFD Fire Station 105, located at 6345 Fallbrook Avenue, approximately 1.3 miles from the project site. The proposed project would result in a net increase of 51 units, which may increase the number of emergency calls and demand for LAFD fire and emergency services. To maintain the level of fire protection and emergency services, the LAFD may require additional fire personnel and equipment. However, given that there is a fire station in close proximity to the project site, it is not anticipated that there would be a need to build a new or expand an existing fire station to serve the proposed project and maintain acceptable service ratios, response times, or other performance objectives for fire protection. Nevertheless, incorporation of the mitigation measures would further reduce project impacts to less than significant levels.</p>	XIV-10
b. LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	<p>A significant impact would occur if the Los Angeles Police Department (LAPD) could not adequately serve the proposed project, necessitating a new or physically altered station. The proposed project would result in a net increase of 51 units and could increase demand for police service. The project site and the surrounding area are currently served by LAPD's Topanga Community Police Station, located at 21501 Schoenborn Street, approximately 4.0 miles from the project site. Prior to the issuance of a building permit, the LAPD would review the project plans to ensure that the design of the project follows the LAPD's Design Out Crime Program, an initiative that introduces the techniques of Crime Prevention Through Environmental Design (CPTED) to all City departments beyond the LAPD. Through the incorporation of these techniques into the project design, in combination with the safety features already incorporated into the proposed</p>	XIV-20

Impact?	Explanation	Mitigation Measures
	<p>project, the proposed project would neither create capacity/service level problems nor result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities in order to maintain acceptable service ratios, response times or other performance objectives for police protection. Nevertheless, incorporation of the mitigation measures would further reduce project impacts to less than significant levels.</p>	
c. LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the proposed project would include substantial employment or population growth, which could generate a demand for school facilities that would exceed the capacity of the school district. The proposed project would add 51 residential units, which could increase enrollment at schools that service the area. However, development of the proposed project would be subject to California Government Code Section 65995, which would allow LAUSD to collect impact fees from developers of new residential and commercial space. Conformance to California Government Code Section 65995 is deemed to provide full and complete mitigation of impacts to school facilities. Therefore, the proposed project would result in a less-than-significant impact to public schools.</p>	
d. LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the proposed project would exceed the capacity or capability of the local park system to serve the proposed project. The City of Los Angeles Department of Recreation and Parks (RAP) is responsible for the provision, maintenance, and operation of public recreational and park facilities and services in the City. The proposed project would result in a net increase of 51 units, which could result in increased demand for parks and recreation facilities. The applicant would be required to pay the required impact fees per LAMC Sections 12.33 and 17.12 and the City's Dwelling Unit Construction Tax could offset some of the increased demand by helping fund new facilities, as well as the expansion of existing facilities. Therefore, the proposed project would not create capacity or service level problems, or result in</p>	

Impact?	Explanation	Mitigation Measures
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	substantial physical impacts associated with the provision of new or altered parks facilities. Accordingly, the proposed project would result in a less-than-significant impact on park facilities.	
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e.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would result in substantial employment or population growth that could generate a demand for other public facilities, including libraries, which exceed the capacity available to serve the project site, necessitating new or physically altered public facilities, the construction of which would cause significant environmental impacts. The proposed project would result in a net increase of 51 units, which could result in increased demand for library services and resources of the Los Angeles Public Library System. While the increase in population as a result of the proposed project may create a demand for library services, the proposed project would not create substantial capacity or service level problems that would require the provision of new or physically altered library facilities in order to maintain an acceptable level of service for libraries. Therefore, the proposed project would result in a less-than-significant impact on library services.	
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**XV. RECREATION**

a.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would exceed the capacity or capability of the local park system to serve the proposed project. The proposed project would result in a net increase of 51 units, which could result in increased demand for parks and recreation facilities. The project does create a net increase of more than 50 residential units, however, the applicant would be required to pay the required impact fees per LAMC Sections 12.33 and 17.12 and the City's Dwelling Unit Construction Tax could offset some of the increased demand by helping fund new facilities, as well as the expansion of existing facilities. With compliance, impacts would be less than significant.	
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Impact?	Explanation	Mitigation Measures
b. LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the proposed project would necessitate construction of new recreational facilities, which would adversely impact the environment, or require the expansion or development of parks or other recreational facilities in order to maintain acceptable service ratios, or other performance objectives for parks. The proposed project would not require the construction or expansion of recreational facilities beyond the limits of the project site. Although the proposed project would place some additional demands on park facilities, the increase in demand would be met through a combination of on-site amenities and existing parks in the project area. The proposed project's increased demands upon recreational facilities would not in and of itself result in the need to construct a new park, which might have an adverse physical effect on the environment. Thus, impacts to park and recreational facilities would be less than significant.</p>	

**XVI. TRANSPORTATION/TRAFFIC**

a. LESS THAN SIGNIFICANT IMPACT	<p>A significant impact may occur if the project generates and/or causes a diversion or shift of 500 or more daily trips or 43 or more p.m. peak hour vehicle trips on the street system. The project would result in a total of 486 daily trips with 38 a.m. peak hour trips and 51 p.m. peak hour trips. On April 7, 2016, LADOT submitted a letter stating that none of the intersections studied would be significantly impacted as a result of the project. Therefore, project impacts would be less than significant. The applicant submitted a traffic study that was approved by LADOT on April 7, 2016. The project would result in a total of 486 daily trips with 38 a.m. peak hour trips and 51 p.m. peak hour trips. As such, the LADOT is requiring improvements that will reduce impacts to less than significant levels. With the implementation of the mitigation measures, impacts will be reduced to a less than significant level.</p>	
b. LESS THAN SIGNIFICANT IMPACT	<p>A significant impact may occur if the proposed project added 150 or more one-way vehicle trips to a Congestion Management Program (CMP) mainline freeway monitoring segment during either the a.m. or p.m. peak hours or added 50 or more a.m. or p.m. peak hour trips to a</p>	



Impact?	Explanation	Mitigation Measures
	freeway on- or off-ramp. In accordance with the CMP administered by the Los Angeles County Metropolitan Transportation Authority, the project was not required to include any freeway impact analysis. Project impacts would be less than significant.	
c. NO IMPACT	The project will not in any way affect air traffic patterns in the area. No impact will occur.	
d. LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project design features/physical configurations affect the visibility of pedestrians and bicyclists to drivers entering and exiting the site, and the visibility of cars to pedestrians and bicyclists or the physical conditions of the site and surrounding area, such as curves, slopes, walls, landscaping or other barriers, which could cause vehicle/pedestrian, vehicle/bicycle or vehicle/vehicle conflicts. The project includes the extension of Woodlake Avenue south of Sherman Way. As part of implementation of the project, the applicant will upgrade the traffic light at the intersection of Woodlake Avenue and Sherman Way, along with other roadway dedications and improvements. Therefore, project impacts would be less than significant.	
e. LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the project impaired implementation of or physically interfered with an adopted emergency response plan or emergency evacuation plan. The subject property is located along Sherman Way which is a designated Disaster Route. Nevertheless, the project would not require the closure of any public or private streets during construction or operation and would not impede emergency vehicle access to the project site or surrounding area. Additionally, emergency access to and from the project site would be provided in accordance with requirements of the Los Angeles Fire Department (LAFD). Therefore, the proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, and project impacts would be less than significant.	

Impact?	Explanation	Mitigation Measures
f. NO IMPACT	A significant impact would occur if the project would conflict with adopted policies, plans or programs (such as the Walkability Checklist or Mobility Plan 2035) regarding public transit, bicycle or pedestrian facilities or otherwise decrease the performance or safety of facilities supporting alternative transportation. The project, as proposed, would not conflict with adopted policies, plans or programs regarding public transit, bicycle or pedestrian facilities or otherwise decrease the performance or safety of facilities supporting alternative transportation. Therefore, no impact would occur.	

**XVII. UTILITIES AND SERVICE SYSTEMS**

a. LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would exceed wastewater treatment requirements of the Los Angeles Regional Water Quality Control Board (LARWQCB). A significant impact would also occur if the proposed project would increase water consumption or wastewater generation to such a degree that the capacity of facilities currently serving the project site would be exceeded. It is important to consider the existing and anticipated wastewater generation of the project in relation to current average daily flows experienced at Hyperion Treatment Plant (HTP), as well as in proportion to remaining capacity of the system. The HTP experiences an average daily flow of 362 million gallons per day (mgd), below a capacity of 450 mgd. As a proportion of total average daily flow experienced by the HTP, the wastewater generation of the proposed project would account for a small percentage of average daily wastewater flow. This increase in wastewater flow would not jeopardize the HTP to operate within its established wastewater treatment requirements. Furthermore, all wastewater from the project would be treated according to requirements of the NPDES permit authorized by the LARWQCB. Therefore, the proposed project would result in a less-than-significant impact related to wastewater treatment requirements.	
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Impact?	Explanation	Mitigation Measures
b. LESS THAN SIGNIFICANT IMPACT	<p>LADWP conducts water planning based on forecast population growth. Accordingly, the increase in residential population resulting from the proposed project would not be considered substantial in consideration of anticipated growth. The addition of persons as a result of the proposed project would be consistent with Citywide growth, and, therefore, the project demand for water is not anticipated to require new water supply entitlements and/or require the expansion of existing or construction of new water treatment facilities beyond those already considered in the LADWP 2010 Urban Water Management Plan. Thus, it is anticipated that the proposed project would not create any water system capacity issues, and there would be sufficient reliable water supplies available to meet project demands. Prior to any construction activities, the project applicant would be required to coordinate with the City of Los Angeles Bureau of Sanitation (BOS) to determine the exact wastewater conveyance requirements of the proposed project, and any upgrades to the wastewater lines in the vicinity of the project site that are needed to adequately serve the proposed project would be undertaken as part of the project. Therefore, the proposed project would have a less-than-significant impact related to water or wastewater infrastructure.</p>	
c. LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the proposed project would increase surface water runoff, resulting in the need for expanded off-site storm water drainage facilities. Development of the proposed project would maintain existing drainage patterns; site-generated surface water runoff would continue to flow to the City's storm drain system. Since the project site is almost entirely impervious, impermeable surfaces resulting from the development of the project would not significantly change the volume of storm water runoff. Accordingly, since the volume of runoff from the site would not measurably increase over existing conditions, the proposed project would not create or contribute runoff water that would exacerbate any existing deficiencies in the storm drain system or provide substantial additional sources of polluted runoff. Therefore, the proposed</p>	

Impact?	Explanation	Mitigation Measures
	project would result in a less-than-significant impact related to existing storm drain capacities.	
d. LESS THAN SIGNIFICANT IMPACT	<p>LADWP conducts water planning based on forecast population growth. Accordingly, the increase in residential population resulting from the proposed project would not be considered substantial in consideration of anticipated growth. The addition of persons as a result of the proposed project would be consistent with Citywide growth, and, therefore, the project demand for water is not anticipated to require new water supply entitlements and/or require the expansion of existing or construction of new water treatment facilities beyond those already considered in the LADWP 2010 Urban Water Management Plan. Thus, it is anticipated that the proposed project would not create any water system capacity issues, and there would be sufficient reliable water supplies available to meet project demands. Prior to any construction activities, the project applicant would be required to coordinate with the City of Los Angeles Bureau of Sanitation (BOS) to determine the exact wastewater conveyance requirements of the proposed project, and any upgrades to the wastewater lines in the vicinity of the project site that are needed to adequately serve the proposed project would be undertaken as part of the project. Therefore, the proposed project would have a less-than-significant impact related to water or wastewater infrastructure.</p>	
e. LESS THAN SIGNIFICANT IMPACT	<p>LADWP conducts water planning based on forecast population growth. Accordingly, the increase in residential population resulting from the proposed project would not be considered substantial in consideration of anticipated growth. The addition of persons as a result of the proposed project would be consistent with Citywide growth, and, therefore, the project demand for water is not anticipated to require new water supply entitlements and/or require the expansion of existing or construction of new water treatment facilities beyond those already considered in the LADWP 2010 Urban Water Management Plan. Thus, it is anticipated that the proposed project would not create any water</p>	

Impact?	Explanation	Mitigation Measures
	<p>system capacity issues, and there would be sufficient reliable water supplies available to meet project demands. Prior to any construction activities, the project applicant would be required to coordinate with the City of Los Angeles Bureau of Sanitation (BOS) to determine the exact wastewater conveyance requirements of the proposed project, and any upgrades to the wastewater lines in the vicinity of the project site that are needed to adequately serve the proposed project would be undertaken as part of the project. Therefore, the proposed project would have a less-than-significant impact related to water or wastewater infrastructure.</p>	
f. LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the proposed project's solid waste generation exceeded the capacity of permitted landfills. The Los Angeles Bureau of Sanitation (BOS) and private waste management companies are responsible for the collection, disposal, and recycling of solid waste within the City, including the project site. Solid waste generated during the operation of the proposed project is anticipated to be collected by the BOS. In compliance with Assembly Bill (AB) 939, the project applicant would be required to implement a Solid Waste Diversion Program and divert at least 50 percent of the solid waste generated by the project from entering a landfill. The proposed project would also comply with all federal, State, and local regulations related to solid waste. Therefore, the proposed project would have a less-than-significant impact related to solid waste.</p>	
g. LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the proposed project's solid waste generation exceeded the capacity of permitted landfills. The Los Angeles Bureau of Sanitation (BOS) and private waste management companies are responsible for the collection, disposal, and recycling of solid waste within the City, including the project site. Solid waste during the operation of the proposed project is anticipated to be collected by the BOS. In compliance with Assembly Bill (AB) 939, the project applicant would be required to implement a Solid Waste Diversion Program and divert at least 50 percent of the solid waste generated by the project</p>	

Impact?	Explanation	Mitigation Measures
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from reaching a landfill. The proposed project would also comply with all federal, State, and local regulations related to solid waste. Therefore, the proposed project would have a less-than-significant impact related to solid waste.

**XVIII. MANDATORY FINDINGS OF SIGNIFICANCE**

a.	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	Based on the analysis in this Initial Study, the proposed project would have the potential to degrade the quality of the environment, including reduce the habitat of wildlife species, cause a fish or wildlife population to drop below self-sustaining levels or threaten to eliminate a plant or animal community. Additionally, during project construction, the proposed project may impact known cultural resources. Nevertheless, implementation of the mitigation measures identified will reduce project impacts to the environment to less than significant.	Incorporation of mitigation measures IV-10, IV-60, IV-70, IV-90 and V-50 would reduce project impacts to less than significant levels.
b.	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	A significant impact may occur if the proposed project, in conjunction with the related projects, would result in impacts that are less than significant when viewed separately but significant when viewed together. Although projects may be constructed in the project vicinity, the cumulative impacts to which the proposed project would contribute would be less than significant. In addition, all potential impacts of the proposed project would be reduced to less-than-significant levels with implementation of the mitigation measures provided in the previous sections. None of these potential impacts are considered cumulatively considerable, and implementation of the mitigation measures identified will ensure that no cumulative impacts will occur as a result of the proposed project. With the implementation of the mitigation measures, impacts will be reduced to a less than significant level.	Incorporation of mitigation measures IV-10, IV-60, IV-70 and IV-90 would reduce project impacts to less than significant levels.
c.	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	A significant impact may occur if the proposed project has the potential to result in significant impacts, as discussed in the preceding sections. All potential impacts of the proposed project have been identified, and mitigation measures have been prescribed, where applicable, to	Incorporation of mitigation measures XIV-10 and XIV-20 would reduce project impacts to less than significant levels.

Impact?	Explanation	Mitigation Measures
	<p>reduce all potential impacts to less than significant levels. Upon implementation of mitigation measures identified, the proposed project would not have the potential to result in substantial adverse impacts on human beings either directly or indirectly.</p>	



**Rincon Consultants, Inc.**

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April 28, 2016  
Project No. 16-02747

Michael Harris  
Sherman Way-West Hills Partners, LLC  
22801 Ventura Boulevard, Suite 111  
Woodland Hills, CA 91364

**RE: CalEEMod Results for the West Hills Residential Project, Los Angeles, California**

Dear Mr. Harris:

Rincon Consultants, Inc. is pleased to submit the attached California Air Emissions Estimator Model (CalEEMod) version 2013.2.2 results and summary tables for the proposed West Hills Residential project in Los Angeles, California. The project would construct the fourth leg of the Woodlake Avenue and Sherman Way intersection and 51 single family homes on a vacant site, totaling approximately 5.7 acres (approximately 2.3 acres in Vesting Tentative Map Tract 73814 and 3.4 acres in Tract 73714).

Model inputs were based on project grading plans, site plans, and traffic assessment. The model also included the assumption that the project would be required to comply with South Coast Air Quality Management District (SCAQMD) Rule 403, Fugitive Dust, Rule 1113, Architectural Coatings, and Rule 445, Wood Burning Devices. SCAQMD Rule 403 identifies measures to reduce fugitive dust, such as watering exposed soil areas, and is required to be implemented at all construction sites located within the South Coast Air Basin. SCAQMD Rule 1113 requires the use of low-VOC paint (150 g/L for nonflat coatings) within the Basin. Lastly, SCAQMD Rule 445 prohibits permanent installation of indoor or outdoor wood burning devices in new developments within the Basin.

If you have any questions regarding the results or if we can provide you with other environmental consulting services, please feel free to contact us.

Sincerely,  
**RINCON CONSULTANTS, INC.**

A handwritten signature in black ink, appearing to read "Joe Power".

Joe Power, AICP CEP  
Principal

A handwritten signature in blue ink, appearing to read "Lindsey Sarquilla".

Lindsey Sarquilla  
Senior Environmental Planner



**West Hills Residential Project**  
**CalEEMod Results Summary Tables**  
City of Los Angeles

**Estimated Construction Maximum Daily Air Pollutant Emissions**

Demolition Phase	Maximum Daily Emissions (lbs/day)				
	ROG	NO <sub>x</sub>	CO	PM <sub>10</sub>	PM <sub>2.5</sub>
Maximum Daily Emissions <sup>a</sup>	15.8	51.9	40.5	8.7	5.8
SCAQMD Thresholds	75	100	550	150	55
Threshold Exceeded?	No	No	No	No	No
Maximum On-Site Emissions <sup>b</sup>	12.4	51.8	39.4	8.5	5.7
SCAQMD Local Significance Thresholds (LSTs) <sup>c</sup>	N/A	221	1,531	13	6
Threshold Exceeded?	N/A	No	No	No	No

Source: See CalEEMod winter results for full model output and assumptions.

<sup>a</sup> Mitigated maximum daily construction emissions used to reflect compliance with SCAQMD Rule 403, 445, and 1113.

<sup>b</sup> Mitigated maximum on-site daily construction emissions by phase used for LST analysis.

<sup>c</sup> LSTs for SRA2 for a 5-acre site at 25 meters from receptor.

**Estimated Project Operational Emissions**

Sources	Estimated Emissions (lbs/day)					
	ROG	NO <sub>x</sub>	CO	PM <sub>10</sub>	PM <sub>2.5</sub>	SO <sub>x</sub>
Area	4.8	<0.1	4.2	<0.1	<0.1	<0.1
Energy	<0.1	0.4	0.2	<0.1	<0.1	<0.1
Mobile	1.8	5.4	20.6	3.8	1.1	0.1
<b>Total Emissions (lbs/day)</b>	<b>6.7</b>	<b>5.8</b>	<b>25.0</b>	<b>3.9</b>	<b>1.1</b>	<b>0.1</b>
SCAQMD Thresholds	55	55	550	150	55	150
Threshold Exceeded?	No	No	No	No	No	No

Source: See CalEEMod winter results for full model output and assumptions.

## Estimated Construction Emissions of Greenhouse Gases

	Annual Emissions (Carbon Dioxide Equivalent [CO <sub>2</sub> e])
Total	443.8 metric tons
<b>Amortized over 30 years<sup>a</sup></b>	<b>14.8 metric tons per year</b>

Source: See CalEEMod annual results for full model output and assumptions

<sup>a</sup> SCAQMD recommends amortizing construction-related emissions over a 30-year period in conjunction with the operational emissions.

## Combined Annual Emissions of Greenhouse Gases

Emission Source	Annual Emissions (CO <sub>2</sub> e)
Project Construction <sup>a</sup>	14.8 metric tons
Project Operational	
Area	0.9 metric tons
Energy	183.0 metric tons
Solid Waste	27.2 metric tons
Water	23.2 metric tons
Project Mobile	
CO <sub>2</sub> and CH <sub>4</sub>	711.0 metric tons
N <sub>2</sub> O	36.2 metric tons
<b>Project Total</b>	<b>996.3 metric tons</b>
SCAQMD Threshold <sup>b</sup>	3,000 metric tons
Threshold Exceeded?	<b>No</b>

Source: See CalEEMod annual results for full model output and assumptions

<sup>a</sup> SCAQMD recommends amortizing construction-related emissions over a 30-year period in conjunction with the operational emissions.

<sup>b</sup> SCAQMD's recommended Tier 3 GHG threshold from GHG CEQA Significance Threshold Working Group, September 2010.

**West Hills Residential Project**  
**Los Angeles-South Coast County, Annual**

**1.0 Project Characteristics**

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**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Asphalt Surfaces	30.00	1000sqft	0.69	30,000.00	0
Single Family Housing	36.00	Dwelling Unit	3.05	102,297.00	103
Single Family Housing	15.00	Dwelling Unit	1.93	76,580.00	43

**1.2 Other Project Characteristics**

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.2	<b>Precipitation Freq (Days)</b>	33
<b>Climate Zone</b>	8			<b>Operational Year</b>	2018
<b>Utility Company</b>	Southern California Edison				
<b>CO2 Intensity (lb/MWhr)</b>	630.89	<b>CH4 Intensity (lb/MWhr)</b>	0.029	<b>N2O Intensity (lb/MWhr)</b>	0.006

**1.3 User Entered Comments & Non-Default Data**

Project Characteristics -

Land Use - Roadway extension for Woodlake Ave classified under "Other Asphalt Surfaces"

Construction Phase - No demolition (vacant site); begin architectural coating halfway during construction

Grading - Grading plan

Architectural Coating - Assumed compliance with SCAQMD Rule 1113

Vehicle Trips - Traffic study

Woodstoves - Assumed compliance with SCAQMD Rule 445

Area Coating - Assumed compliance with SCAQMD Rule 1113

Construction Off-road Equipment Mitigation - Compliance with SCAQMD Rule 403. Reductions from SCAQMD, Fugitive Dust Mitigation Measures.

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	250.00	150.00
tblArchitecturalCoating	EF_Nonresidential_Interior	250.00	150.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	250	150
tblAreaMitigation	UseLowVOCPaintNonresidentialExteriorValue	150	250
tblConstDustMitigation	WaterExposedAreaPM10PercentReduction	61	68
tblConstDustMitigation	WaterExposedAreaPM25PercentReduction	61	68
tblConstructionPhase	NumDays	20.00	150.00
tblConstructionPhase	PhaseEndDate	8/24/2018	3/23/2018
tblConstructionPhase	PhaseEndDate	4/20/2018	2/23/2018
tblConstructionPhase	PhaseStartDate	1/27/2018	8/28/2017
tblConstructionPhase	PhaseStartDate	3/11/2017	3/13/2017
tblConstructionPhase	PhaseStartDate	2/11/2017	2/13/2017
tblConstructionPhase	PhaseStartDate	3/24/2018	1/29/2018
tblFireplaces	FireplaceDayYear	25.00	0.00
tblFireplaces	FireplaceHourDay	3.00	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberGas	43.35	0.00

tblFireplaces	NumberNoFireplace	5.10	0.00
tblFireplaces	NumberWood	2.55	0.00
tblGrading	AcresOfGrading	10.00	5.70
tblGrading	AcresOfGrading	0.00	0.30
tblGrading	MaterialImported	0.00	3,295.00
tblLandUse	LandUseSquareFeet	27,000.00	76,580.00
tblLandUse	LandUseSquareFeet	64,800.00	102,297.00
tblLandUse	LotAcreage	4.87	1.93
tblLandUse	LotAcreage	11.69	3.05
tblProjectCharacteristics	OperationalYear	2014	2018
tblVehicleTrips	WD_TR	9.57	9.53
tblWoodstoves	NumberCatalytic	2.55	0.00
tblWoodstoves	NumberNoncatalytic	2.55	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

## 2.0 Emissions Summary

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**2.2 Overall Operational****Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.8724	6.1500e-003	0.5301	3.0000e-005		2.8900e-003	2.8900e-003		2.8900e-003	2.8900e-003	0.0000	0.8599	0.8599	8.5000e-004	0.0000	0.8778
Energy	7.9400e-003	0.0679	0.0289	4.3000e-004		5.4900e-003	5.4900e-003		5.4900e-003	5.4900e-003	0.0000	182.0783	182.0783	6.2600e-003	2.4300e-003	182.9616
Mobile	0.2944	0.9437	3.5339	9.4400e-003	0.6276	0.0137	0.6413	0.1681	0.0126	0.1807	0.0000	710.4597	710.4597	0.0278	0.0000	711.0443
Waste						0.0000	0.0000		0.0000	0.0000	12.1510	0.0000	12.1510	0.7181	0.0000	27.2313
Water						0.0000	0.0000		0.0000	0.0000	1.0542	19.0417	20.0959	0.1092	2.7400e-003	23.2368
<b>Total</b>	<b>1.1747</b>	<b>1.0177</b>	<b>4.0929</b>	<b>9.9000e-003</b>	<b>0.6276</b>	<b>0.0220</b>	<b>0.6496</b>	<b>0.1681</b>	<b>0.0210</b>	<b>0.1891</b>	<b>13.2052</b>	<b>912.4396</b>	<b>925.6448</b>	<b>0.8622</b>	<b>5.1700e-003</b>	<b>945.3517</b>

## 2.2 Overall Operational

### Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.8724	6.1500e-003	0.5301	3.0000e-005		2.8900e-003	2.8900e-003		2.8900e-003	2.8900e-003	0.0000	0.8599	0.8599	8.5000e-004	0.0000	0.8778
Energy	7.9400e-003	0.0679	0.0289	4.3000e-004		5.4900e-003	5.4900e-003		5.4900e-003	5.4900e-003	0.0000	182.0783	182.0783	6.2600e-003	2.4300e-003	182.9616
Mobile	0.2944	0.9437	3.5339	9.4400e-003	0.6276	0.0137	0.6413	0.1681	0.0126	0.1807	0.0000	710.4597	710.4597	0.0278	0.0000	711.0443
Waste						0.0000	0.0000		0.0000	0.0000	12.1510	0.0000	12.1510	0.7181	0.0000	27.2313
Water						0.0000	0.0000		0.0000	0.0000	1.0542	19.0417	20.0959	0.1091	2.7300e-003	23.2351
<b>Total</b>	<b>1.1747</b>	<b>1.0177</b>	<b>4.0929</b>	<b>9.9000e-003</b>	<b>0.6276</b>	<b>0.0220</b>	<b>0.6496</b>	<b>0.1681</b>	<b>0.0210</b>	<b>0.1891</b>	<b>13.2052</b>	<b>912.4396</b>	<b>925.6448</b>	<b>0.8622</b>	<b>5.1600e-003</b>	<b>945.3501</b>

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.19	0.00

## 3.0 Construction Detail

### Construction Phase



Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	1/30/2017	2/10/2017	5	10	
2	Grading	Grading	2/13/2017	3/10/2017	5	20	
3	Building Construction	Building Construction	3/13/2017	1/26/2018	5	230	
4	Architectural Coating	Architectural Coating	8/28/2017	3/23/2018	5	150	
5	Paving	Paving	1/29/2018	2/23/2018	5	20	

**Acres of Grading (Site Preparation Phase): 0.3**

**Acres of Grading (Grading Phase): 5.7**

**Acres of Paving: 0**

**Residential Indoor: 362,226; Residential Outdoor: 120,742; Non-Residential Indoor: 45,000; Non-Residential Outdoor: 15,000 (Architectural Coating – sqft)**

**OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	255	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	1	8.00	162	0.38
Grading	Graders	1	8.00	174	0.41
Grading	Rubber Tired Dozers	1	8.00	255	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Cranes	1	7.00	226	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Pavers	2	8.00	125	0.42
Paving	Paving Equipment	2	8.00	130	0.36
Paving	Rollers	2	8.00	80	0.38

**Trips and VMT**

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	412.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	31.00	10.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	6.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

**3.1 Mitigation Measures Construction**

Water Exposed Area

Clean Paved Roads

**3.2 Site Preparation - 2017**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0905	0.0000	0.0905	0.0497	0.0000	0.0497	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0242	0.2588	0.1970	2.0000e-004		0.0138	0.0138		0.0127	0.0127	0.0000	18.1577	18.1577	5.5600e-003	0.0000	18.2745
<b>Total</b>	<b>0.0242</b>	<b>0.2588</b>	<b>0.1970</b>	<b>2.0000e-004</b>	<b>0.0905</b>	<b>0.0138</b>	<b>0.1043</b>	<b>0.0497</b>	<b>0.0127</b>	<b>0.0623</b>	<b>0.0000</b>	<b>18.1577</b>	<b>18.1577</b>	<b>5.5600e-003</b>	<b>0.0000</b>	<b>18.2745</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.5000e-004	5.2000e-004	5.4100e-003	1.0000e-005	9.9000e-004	1.0000e-005	1.0000e-003	2.6000e-004	1.0000e-005	2.7000e-004	0.0000	0.9263	0.9263	5.0000e-005	0.0000	0.9274
<b>Total</b>	<b>3.5000e-004</b>	<b>5.2000e-004</b>	<b>5.4100e-003</b>	<b>1.0000e-005</b>	<b>9.9000e-004</b>	<b>1.0000e-005</b>	<b>1.0000e-003</b>	<b>2.6000e-004</b>	<b>1.0000e-005</b>	<b>2.7000e-004</b>	<b>0.0000</b>	<b>0.9263</b>	<b>0.9263</b>	<b>5.0000e-005</b>	<b>0.0000</b>	<b>0.9274</b>

### 3.2 Site Preparation - 2017

#### Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0290	0.0000	0.0290	0.0159	0.0000	0.0159	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0242	0.2588	0.1970	2.0000e-004		0.0138	0.0138		0.0127	0.0127	0.0000	18.1577	18.1577	5.5600e-003	0.0000	18.2745
<b>Total</b>	<b>0.0242</b>	<b>0.2588</b>	<b>0.1970</b>	<b>2.0000e-004</b>	<b>0.0290</b>	<b>0.0138</b>	<b>0.0427</b>	<b>0.0159</b>	<b>0.0127</b>	<b>0.0286</b>	<b>0.0000</b>	<b>18.1577</b>	<b>18.1577</b>	<b>5.5600e-003</b>	<b>0.0000</b>	<b>18.2745</b>

#### Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.5000e-004	5.2000e-004	5.4100e-003	1.0000e-005	9.9000e-004	1.0000e-005	1.0000e-003	2.6000e-004	1.0000e-005	2.7000e-004	0.0000	0.9263	0.9263	5.0000e-005	0.0000	0.9274
<b>Total</b>	<b>3.5000e-004</b>	<b>5.2000e-004</b>	<b>5.4100e-003</b>	<b>1.0000e-005</b>	<b>9.9000e-004</b>	<b>1.0000e-005</b>	<b>1.0000e-003</b>	<b>2.6000e-004</b>	<b>1.0000e-005</b>	<b>2.7000e-004</b>	<b>0.0000</b>	<b>0.9263</b>	<b>0.9263</b>	<b>5.0000e-005</b>	<b>0.0000</b>	<b>0.9274</b>

### 3.3 Grading - 2017

#### Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0634	0.0000	0.0634	0.0335	0.0000	0.0335	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0346	0.3598	0.2538	3.0000e-004		0.0204	0.0204		0.0188	0.0188	0.0000	27.6117	27.6117	8.4600e-003	0.0000	27.7893
<b>Total</b>	<b>0.0346</b>	<b>0.3598</b>	<b>0.2538</b>	<b>3.0000e-004</b>	<b>0.0634</b>	<b>0.0204</b>	<b>0.0838</b>	<b>0.0335</b>	<b>0.0188</b>	<b>0.0522</b>	<b>0.0000</b>	<b>27.6117</b>	<b>27.6117</b>	<b>8.4600e-003</b>	<b>0.0000</b>	<b>27.7893</b>

#### Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	3.5600e-003	0.0559	0.0444	1.5000e-004	3.5300e-003	7.8000e-004	4.3100e-003	9.7000e-004	7.2000e-004	1.6900e-003	0.0000	13.8241	13.8241	1.0000e-004	0.0000	13.8263
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.9000e-004	8.7000e-004	9.0100e-003	2.0000e-005	1.6400e-003	2.0000e-005	1.6600e-003	4.4000e-004	1.0000e-005	4.5000e-004	0.0000	1.5438	1.5438	8.0000e-005	0.0000	1.5456
<b>Total</b>	<b>4.1500e-003</b>	<b>0.0568</b>	<b>0.0534</b>	<b>1.7000e-004</b>	<b>5.1700e-003</b>	<b>8.0000e-004</b>	<b>5.9700e-003</b>	<b>1.4100e-003</b>	<b>7.3000e-004</b>	<b>2.1400e-003</b>	<b>0.0000</b>	<b>15.3679</b>	<b>15.3679</b>	<b>1.8000e-004</b>	<b>0.0000</b>	<b>15.3719</b>

### 3.3 Grading - 2017

#### Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0203	0.0000	0.0203	0.0107	0.0000	0.0107	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0346	0.3598	0.2538	3.0000e-004		0.0204	0.0204		0.0188	0.0188	0.0000	27.6117	27.6117	8.4600e-003	0.0000	27.7893
<b>Total</b>	<b>0.0346</b>	<b>0.3598</b>	<b>0.2538</b>	<b>3.0000e-004</b>	<b>0.0203</b>	<b>0.0204</b>	<b>0.0407</b>	<b>0.0107</b>	<b>0.0188</b>	<b>0.0295</b>	<b>0.0000</b>	<b>27.6117</b>	<b>27.6117</b>	<b>8.4600e-003</b>	<b>0.0000</b>	<b>27.7893</b>

#### Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	3.5600e-003	0.0559	0.0444	1.5000e-004	3.5300e-003	7.8000e-004	4.3100e-003	9.7000e-004	7.2000e-004	1.6900e-003	0.0000	13.8241	13.8241	1.0000e-004	0.0000	13.8263
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.9000e-004	8.7000e-004	9.0100e-003	2.0000e-005	1.6400e-003	2.0000e-005	1.6600e-003	4.4000e-004	1.0000e-005	4.5000e-004	0.0000	1.5438	1.5438	8.0000e-005	0.0000	1.5456
<b>Total</b>	<b>4.1500e-003</b>	<b>0.0568</b>	<b>0.0534</b>	<b>1.7000e-004</b>	<b>5.1700e-003</b>	<b>8.0000e-004</b>	<b>5.9700e-003</b>	<b>1.4100e-003</b>	<b>7.3000e-004</b>	<b>2.1400e-003</b>	<b>0.0000</b>	<b>15.3679</b>	<b>15.3679</b>	<b>1.8000e-004</b>	<b>0.0000</b>	<b>15.3719</b>

### 3.4 Building Construction - 2017

#### Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.3258	2.7726	1.9036	2.8100e-003		0.1870	0.1870		0.1757	0.1757	0.0000	251.4531	251.4531	0.0619	0.0000	252.7527
<b>Total</b>	<b>0.3258</b>	<b>2.7726</b>	<b>1.9036</b>	<b>2.8100e-003</b>		<b>0.1870</b>	<b>0.1870</b>		<b>0.1757</b>	<b>0.1757</b>	<b>0.0000</b>	<b>251.4531</b>	<b>251.4531</b>	<b>0.0619</b>	<b>0.0000</b>	<b>252.7527</b>

#### Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	8.6100e-003	0.0875	0.1181	2.3000e-004	6.4400e-003	1.2900e-003	7.7300e-003	1.8400e-003	1.1800e-003	3.0200e-003	0.0000	20.5699	20.5699	1.5000e-004	0.0000	20.5730
Worker	0.0127	0.0188	0.1956	4.5000e-004	0.0357	3.3000e-004	0.0360	9.4700e-003	3.0000e-004	9.7800e-003	0.0000	33.5007	33.5007	1.8300e-003	0.0000	33.5391
<b>Total</b>	<b>0.0213</b>	<b>0.1063</b>	<b>0.3136</b>	<b>6.8000e-004</b>	<b>0.0421</b>	<b>1.6200e-003</b>	<b>0.0437</b>	<b>0.0113</b>	<b>1.4800e-003</b>	<b>0.0128</b>	<b>0.0000</b>	<b>54.0706</b>	<b>54.0706</b>	<b>1.9800e-003</b>	<b>0.0000</b>	<b>54.1121</b>

### 3.4 Building Construction - 2017

#### Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.3258	2.7726	1.9036	2.8100e-003		0.1870	0.1870		0.1757	0.1757	0.0000	251.4528	251.4528	0.0619	0.0000	252.7524
<b>Total</b>	<b>0.3258</b>	<b>2.7726</b>	<b>1.9036</b>	<b>2.8100e-003</b>		<b>0.1870</b>	<b>0.1870</b>		<b>0.1757</b>	<b>0.1757</b>	<b>0.0000</b>	<b>251.4528</b>	<b>251.4528</b>	<b>0.0619</b>	<b>0.0000</b>	<b>252.7524</b>

#### Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	8.6100e-003	0.0875	0.1181	2.3000e-004	6.4400e-003	1.2900e-003	7.7300e-003	1.8400e-003	1.1800e-003	3.0200e-003	0.0000	20.5699	20.5699	1.5000e-004	0.0000	20.5730
Worker	0.0127	0.0188	0.1956	4.5000e-004	0.0357	3.3000e-004	0.0360	9.4700e-003	3.0000e-004	9.7800e-003	0.0000	33.5007	33.5007	1.8300e-003	0.0000	33.5391
<b>Total</b>	<b>0.0213</b>	<b>0.1063</b>	<b>0.3136</b>	<b>6.8000e-004</b>	<b>0.0421</b>	<b>1.6200e-003</b>	<b>0.0437</b>	<b>0.0113</b>	<b>1.4800e-003</b>	<b>0.0128</b>	<b>0.0000</b>	<b>54.0706</b>	<b>54.0706</b>	<b>1.9800e-003</b>	<b>0.0000</b>	<b>54.1121</b>



### 3.4 Building Construction - 2018

#### Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0267	0.2326	0.1753	2.7000e-004		0.0149	0.0149		0.0141	0.0141	0.0000	23.6770	23.6770	5.7900e-003	0.0000	23.7987
<b>Total</b>	<b>0.0267</b>	<b>0.2326</b>	<b>0.1753</b>	<b>2.7000e-004</b>		<b>0.0149</b>	<b>0.0149</b>		<b>0.0141</b>	<b>0.0141</b>	<b>0.0000</b>	<b>23.6770</b>	<b>23.6770</b>	<b>5.7900e-003</b>	<b>0.0000</b>	<b>23.7987</b>

#### Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	7.7000e-004	7.6600e-003	0.0108	2.0000e-005	6.1000e-004	1.2000e-004	7.3000e-004	1.8000e-004	1.1000e-004	2.8000e-004	0.0000	1.9267	1.9267	1.0000e-005	0.0000	1.9270
Worker	1.0900e-003	1.6200e-003	0.0169	4.0000e-005	3.4000e-003	3.0000e-005	3.4300e-003	9.0000e-004	3.0000e-005	9.3000e-004	0.0000	3.0736	3.0736	1.6000e-004	0.0000	3.0770
<b>Total</b>	<b>1.8600e-003</b>	<b>9.2800e-003</b>	<b>0.0277</b>	<b>6.0000e-005</b>	<b>4.0100e-003</b>	<b>1.5000e-004</b>	<b>4.1600e-003</b>	<b>1.0800e-003</b>	<b>1.4000e-004</b>	<b>1.2100e-003</b>	<b>0.0000</b>	<b>5.0003</b>	<b>5.0003</b>	<b>1.7000e-004</b>	<b>0.0000</b>	<b>5.0040</b>

### 3.4 Building Construction - 2018

#### Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0267	0.2326	0.1753	2.7000e-004		0.0149	0.0149		0.0141	0.0141	0.0000	23.6769	23.6769	5.7900e-003	0.0000	23.7986
<b>Total</b>	<b>0.0267</b>	<b>0.2326</b>	<b>0.1753</b>	<b>2.7000e-004</b>		<b>0.0149</b>	<b>0.0149</b>		<b>0.0141</b>	<b>0.0141</b>	<b>0.0000</b>	<b>23.6769</b>	<b>23.6769</b>	<b>5.7900e-003</b>	<b>0.0000</b>	<b>23.7986</b>

#### Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	7.7000e-004	7.6600e-003	0.0108	2.0000e-005	6.1000e-004	1.2000e-004	7.3000e-004	1.8000e-004	1.1000e-004	2.8000e-004	0.0000	1.9267	1.9267	1.0000e-005	0.0000	1.9270
Worker	1.0900e-003	1.6200e-003	0.0169	4.0000e-005	3.4000e-003	3.0000e-005	3.4300e-003	9.0000e-004	3.0000e-005	9.3000e-004	0.0000	3.0736	3.0736	1.6000e-004	0.0000	3.0770
<b>Total</b>	<b>1.8600e-003</b>	<b>9.2800e-003</b>	<b>0.0277</b>	<b>6.0000e-005</b>	<b>4.0100e-003</b>	<b>1.5000e-004</b>	<b>4.1600e-003</b>	<b>1.0800e-003</b>	<b>1.4000e-004</b>	<b>1.2100e-003</b>	<b>0.0000</b>	<b>5.0003</b>	<b>5.0003</b>	<b>1.7000e-004</b>	<b>0.0000</b>	<b>5.0040</b>

### 3.5 Architectural Coating - 2017

#### Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.5449					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0150	0.0983	0.0841	1.3000e-004		7.8000e-003	7.8000e-003		7.8000e-003	7.8000e-003	0.0000	11.4896	11.4896	1.2100e-003	0.0000	11.5151
<b>Total</b>	<b>0.5598</b>	<b>0.0983</b>	<b>0.0841</b>	<b>1.3000e-004</b>		<b>7.8000e-003</b>	<b>7.8000e-003</b>		<b>7.8000e-003</b>	<b>7.8000e-003</b>	<b>0.0000</b>	<b>11.4896</b>	<b>11.4896</b>	<b>1.2100e-003</b>	<b>0.0000</b>	<b>11.5151</b>

#### Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0600e-003	1.5600e-003	0.0162	4.0000e-005	2.9600e-003	3.0000e-005	2.9900e-003	7.9000e-004	3.0000e-005	8.1000e-004	0.0000	2.7789	2.7789	1.5000e-004	0.0000	2.7820
<b>Total</b>	<b>1.0600e-003</b>	<b>1.5600e-003</b>	<b>0.0162</b>	<b>4.0000e-005</b>	<b>2.9600e-003</b>	<b>3.0000e-005</b>	<b>2.9900e-003</b>	<b>7.9000e-004</b>	<b>3.0000e-005</b>	<b>8.1000e-004</b>	<b>0.0000</b>	<b>2.7789</b>	<b>2.7789</b>	<b>1.5000e-004</b>	<b>0.0000</b>	<b>2.7820</b>

### 3.5 Architectural Coating - 2017

#### Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.5449					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0150	0.0983	0.0841	1.3000e-004		7.8000e-003	7.8000e-003		7.8000e-003	7.8000e-003	0.0000	11.4896	11.4896	1.2100e-003	0.0000	11.5151
<b>Total</b>	<b>0.5598</b>	<b>0.0983</b>	<b>0.0841</b>	<b>1.3000e-004</b>		<b>7.8000e-003</b>	<b>7.8000e-003</b>		<b>7.8000e-003</b>	<b>7.8000e-003</b>	<b>0.0000</b>	<b>11.4896</b>	<b>11.4896</b>	<b>1.2100e-003</b>	<b>0.0000</b>	<b>11.5151</b>

#### Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0600e-003	1.5600e-003	0.0162	4.0000e-005	2.9600e-003	3.0000e-005	2.9900e-003	7.9000e-004	3.0000e-005	8.1000e-004	0.0000	2.7789	2.7789	1.5000e-004	0.0000	2.7820
<b>Total</b>	<b>1.0600e-003</b>	<b>1.5600e-003</b>	<b>0.0162</b>	<b>4.0000e-005</b>	<b>2.9600e-003</b>	<b>3.0000e-005</b>	<b>2.9900e-003</b>	<b>7.9000e-004</b>	<b>3.0000e-005</b>	<b>8.1000e-004</b>	<b>0.0000</b>	<b>2.7789</b>	<b>2.7789</b>	<b>1.5000e-004</b>	<b>0.0000</b>	<b>2.7820</b>

### 3.5 Architectural Coating - 2018

#### Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.3633					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	8.9600e-003	0.0602	0.0556	9.0000e-005		4.5200e-003	4.5200e-003		4.5200e-003	4.5200e-003	0.0000	7.6598	7.6598	7.3000e-004	0.0000	7.6751
<b>Total</b>	<b>0.3722</b>	<b>0.0602</b>	<b>0.0556</b>	<b>9.0000e-005</b>		<b>4.5200e-003</b>	<b>4.5200e-003</b>		<b>4.5200e-003</b>	<b>4.5200e-003</b>	<b>0.0000</b>	<b>7.6598</b>	<b>7.6598</b>	<b>7.3000e-004</b>	<b>0.0000</b>	<b>7.6751</b>

#### Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.3000e-004	9.4000e-004	9.7900e-003	3.0000e-005	1.9700e-003	2.0000e-005	1.9900e-003	5.2000e-004	2.0000e-005	5.4000e-004	0.0000	1.7847	1.7847	9.0000e-005	0.0000	1.7867
<b>Total</b>	<b>6.3000e-004</b>	<b>9.4000e-004</b>	<b>9.7900e-003</b>	<b>3.0000e-005</b>	<b>1.9700e-003</b>	<b>2.0000e-005</b>	<b>1.9900e-003</b>	<b>5.2000e-004</b>	<b>2.0000e-005</b>	<b>5.4000e-004</b>	<b>0.0000</b>	<b>1.7847</b>	<b>1.7847</b>	<b>9.0000e-005</b>	<b>0.0000</b>	<b>1.7867</b>

### 3.5 Architectural Coating - 2018

#### Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.3633					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	8.9600e-003	0.0602	0.0556	9.0000e-005		4.5200e-003	4.5200e-003		4.5200e-003	4.5200e-003	0.0000	7.6598	7.6598	7.3000e-004	0.0000	7.6751
<b>Total</b>	<b>0.3722</b>	<b>0.0602</b>	<b>0.0556</b>	<b>9.0000e-005</b>		<b>4.5200e-003</b>	<b>4.5200e-003</b>		<b>4.5200e-003</b>	<b>4.5200e-003</b>	<b>0.0000</b>	<b>7.6598</b>	<b>7.6598</b>	<b>7.3000e-004</b>	<b>0.0000</b>	<b>7.6751</b>

#### Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.3000e-004	9.4000e-004	9.7900e-003	3.0000e-005	1.9700e-003	2.0000e-005	1.9900e-003	5.2000e-004	2.0000e-005	5.4000e-004	0.0000	1.7847	1.7847	9.0000e-005	0.0000	1.7867
<b>Total</b>	<b>6.3000e-004</b>	<b>9.4000e-004</b>	<b>9.7900e-003</b>	<b>3.0000e-005</b>	<b>1.9700e-003</b>	<b>2.0000e-005</b>	<b>1.9900e-003</b>	<b>5.2000e-004</b>	<b>2.0000e-005</b>	<b>5.4000e-004</b>	<b>0.0000</b>	<b>1.7847</b>	<b>1.7847</b>	<b>9.0000e-005</b>	<b>0.0000</b>	<b>1.7867</b>

### 3.6 Paving - 2018

#### Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0161	0.1716	0.1449	2.2000e-004		9.3900e-003	9.3900e-003		8.6400e-003	8.6400e-003	0.0000	20.3687	20.3687	6.3400e-003	0.0000	20.5019
Paving	9.0000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.0170</b>	<b>0.1716</b>	<b>0.1449</b>	<b>2.2000e-004</b>		<b>9.3900e-003</b>	<b>9.3900e-003</b>		<b>8.6400e-003</b>	<b>8.6400e-003</b>	<b>0.0000</b>	<b>20.3687</b>	<b>20.3687</b>	<b>6.3400e-003</b>	<b>0.0000</b>	<b>20.5019</b>

#### Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.3000e-004	7.9000e-004	8.1600e-003	2.0000e-005	1.6400e-003	1.0000e-005	1.6600e-003	4.4000e-004	1.0000e-005	4.5000e-004	0.0000	1.4872	1.4872	8.0000e-005	0.0000	1.4889
<b>Total</b>	<b>5.3000e-004</b>	<b>7.9000e-004</b>	<b>8.1600e-003</b>	<b>2.0000e-005</b>	<b>1.6400e-003</b>	<b>1.0000e-005</b>	<b>1.6600e-003</b>	<b>4.4000e-004</b>	<b>1.0000e-005</b>	<b>4.5000e-004</b>	<b>0.0000</b>	<b>1.4872</b>	<b>1.4872</b>	<b>8.0000e-005</b>	<b>0.0000</b>	<b>1.4889</b>

### 3.6 Paving - 2018

#### Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0161	0.1716	0.1449	2.2000e-004		9.3900e-003	9.3900e-003		8.6400e-003	8.6400e-003	0.0000	20.3687	20.3687	6.3400e-003	0.0000	20.5019
Paving	9.0000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.0170</b>	<b>0.1716</b>	<b>0.1449</b>	<b>2.2000e-004</b>		<b>9.3900e-003</b>	<b>9.3900e-003</b>		<b>8.6400e-003</b>	<b>8.6400e-003</b>	<b>0.0000</b>	<b>20.3687</b>	<b>20.3687</b>	<b>6.3400e-003</b>	<b>0.0000</b>	<b>20.5019</b>

#### Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.3000e-004	7.9000e-004	8.1600e-003	2.0000e-005	1.6400e-003	1.0000e-005	1.6600e-003	4.4000e-004	1.0000e-005	4.5000e-004	0.0000	1.4872	1.4872	8.0000e-005	0.0000	1.4889
<b>Total</b>	<b>5.3000e-004</b>	<b>7.9000e-004</b>	<b>8.1600e-003</b>	<b>2.0000e-005</b>	<b>1.6400e-003</b>	<b>1.0000e-005</b>	<b>1.6600e-003</b>	<b>4.4000e-004</b>	<b>1.0000e-005</b>	<b>4.5000e-004</b>	<b>0.0000</b>	<b>1.4872</b>	<b>1.4872</b>	<b>8.0000e-005</b>	<b>0.0000</b>	<b>1.4889</b>

### 4.0 Operational Detail - Mobile



### 4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.2944	0.9437	3.5339	9.4400e-003	0.6276	0.0137	0.6413	0.1681	0.0126	0.1807	0.0000	710.4597	710.4597	0.0278	0.0000	711.0443
Unmitigated	0.2944	0.9437	3.5339	9.4400e-003	0.6276	0.0137	0.6413	0.1681	0.0126	0.1807	0.0000	710.4597	710.4597	0.0278	0.0000	711.0443

### 4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Other Asphalt Surfaces	0.00	0.00	0.00		
Single Family Housing	343.08	362.88	315.72	1,168,666	1,168,666
Single Family Housing	142.95	151.20	131.55	486,944	486,944
Total	486.03	514.08	447.27	1,655,610	1,655,610

### 4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Other Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Single Family Housing	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Single Family Housing	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.531767	0.058060	0.178534	0.124864	0.038964	0.006284	0.016861	0.033134	0.002486	0.003151	0.003685	0.000540	0.001671

**5.0 Energy Detail**

Historical Energy Use: N

**5.1 Mitigation Measures Energy**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	103.4703	103.4703	4.7600e-003	9.8000e-004	103.8752
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	103.4703	103.4703	4.7600e-003	9.8000e-004	103.8752
NaturalGas Mitigated	7.9400e-003	0.0679	0.0289	4.3000e-004		5.4900e-003	5.4900e-003		5.4900e-003	5.4900e-003	0.0000	78.6080	78.6080	1.5100e-003	1.4400e-003	79.0864
NaturalGas Unmitigated	7.9400e-003	0.0679	0.0289	4.3000e-004		5.4900e-003	5.4900e-003		5.4900e-003	5.4900e-003	0.0000	78.6080	78.6080	1.5100e-003	1.4400e-003	79.0864

### 5.2 Energy by Land Use - NaturalGas

#### Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Single Family Housing	1.03981e+006	5.6100e-003	0.0479	0.0204	3.1000e-004		3.8700e-003	3.8700e-003		3.8700e-003	3.8700e-003	0.0000	55.4880	55.4880	1.0600e-003	1.0200e-003	55.8257
Single Family Housing	433253	2.3400e-003	0.0200	8.5000e-003	1.3000e-004		1.6100e-003	1.6100e-003		1.6100e-003	1.6100e-003	0.0000	23.1200	23.1200	4.4000e-004	4.2000e-004	23.2607
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>7.9500e-003</b>	<b>0.0679</b>	<b>0.0289</b>	<b>4.4000e-004</b>		<b>5.4800e-003</b>	<b>5.4800e-003</b>		<b>5.4800e-003</b>	<b>5.4800e-003</b>	<b>0.0000</b>	<b>78.6080</b>	<b>78.6080</b>	<b>1.5000e-003</b>	<b>1.4400e-003</b>	<b>79.0864</b>

#### Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Single Family Housing	433253	2.3400e-003	0.0200	8.5000e-003	1.3000e-004		1.6100e-003	1.6100e-003		1.6100e-003	1.6100e-003	0.0000	23.1200	23.1200	4.4000e-004	4.2000e-004	23.2607
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Single Family Housing	1.03981e+006	5.6100e-003	0.0479	0.0204	3.1000e-004		3.8700e-003	3.8700e-003		3.8700e-003	3.8700e-003	0.0000	55.4880	55.4880	1.0600e-003	1.0200e-003	55.8257
<b>Total</b>		<b>7.9500e-003</b>	<b>0.0679</b>	<b>0.0289</b>	<b>4.4000e-004</b>		<b>5.4800e-003</b>	<b>5.4800e-003</b>		<b>5.4800e-003</b>	<b>5.4800e-003</b>	<b>0.0000</b>	<b>78.6080</b>	<b>78.6080</b>	<b>1.5000e-003</b>	<b>1.4400e-003</b>	<b>79.0864</b>

### 5.3 Energy by Land Use - Electricity

#### Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Single Family Housing	106345	30.4324	1.4000e-003	2.9000e-004	30.5515
Single Family Housing	255228	73.0378	3.3600e-003	6.9000e-004	73.3237
<b>Total</b>		<b>103.4703</b>	<b>4.7600e-003</b>	<b>9.8000e-004</b>	<b>103.8752</b>

#### Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Single Family Housing	106345	30.4324	1.4000e-003	2.9000e-004	30.5515
Single Family Housing	255228	73.0378	3.3600e-003	6.9000e-004	73.3237
<b>Total</b>		<b>103.4703</b>	<b>4.7600e-003</b>	<b>9.8000e-004</b>	<b>103.8752</b>

### 6.0 Area Detail

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### 6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.8724	6.1500e-003	0.5301	3.0000e-005		2.8900e-003	2.8900e-003		2.8900e-003	2.8900e-003	0.0000	0.8599	0.8599	8.5000e-004	0.0000	0.8778
Unmitigated	0.8724	6.1500e-003	0.5301	3.0000e-005		2.8900e-003	2.8900e-003		2.8900e-003	2.8900e-003	0.0000	0.8599	0.8599	8.5000e-004	0.0000	0.8778

### 6.2 Area by SubCategory

#### Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.1012					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.7548					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0164	6.1500e-003	0.5301	3.0000e-005		2.8900e-003	2.8900e-003		2.8900e-003	2.8900e-003	0.0000	0.8599	0.8599	8.5000e-004	0.0000	0.8778
<b>Total</b>	<b>0.8724</b>	<b>6.1500e-003</b>	<b>0.5301</b>	<b>3.0000e-005</b>		<b>2.8900e-003</b>	<b>2.8900e-003</b>		<b>2.8900e-003</b>	<b>2.8900e-003</b>	<b>0.0000</b>	<b>0.8599</b>	<b>0.8599</b>	<b>8.5000e-004</b>	<b>0.0000</b>	<b>0.8778</b>

### 6.2 Area by SubCategory

#### Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.1012					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.7548					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0164	6.1500e-003	0.5301	3.0000e-005		2.8900e-003	2.8900e-003		2.8900e-003	2.8900e-003	0.0000	0.8599	0.8599	8.5000e-004	0.0000	0.8778
<b>Total</b>	<b>0.8724</b>	<b>6.1500e-003</b>	<b>0.5301</b>	<b>3.0000e-005</b>		<b>2.8900e-003</b>	<b>2.8900e-003</b>		<b>2.8900e-003</b>	<b>2.8900e-003</b>	<b>0.0000</b>	<b>0.8599</b>	<b>0.8599</b>	<b>8.5000e-004</b>	<b>0.0000</b>	<b>0.8778</b>

### 7.0 Water Detail

#### 7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	20.0959	0.1091	2.7300e-003	23.2351
Unmitigated	20.0959	0.1092	2.7400e-003	23.2368

## 7.2 Water by Land Use

### Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Single Family Housing	3.32286 / 2.09484	20.0959	0.1092	2.7400e-003	23.2368
<b>Total</b>		<b>20.0959</b>	<b>0.1092</b>	<b>2.7400e-003</b>	<b>23.2368</b>

### Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Single Family Housing	3.32286 / 2.09484	20.0959	0.1091	2.7300e-003	23.2351
<b>Total</b>		<b>20.0959</b>	<b>0.1091</b>	<b>2.7300e-003</b>	<b>23.2351</b>

## 8.0 Waste Detail

### 8.1 Mitigation Measures Waste

**Category/Year**

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	12.1510	0.7181	0.0000	27.2313
Unmitigated	12.1510	0.7181	0.0000	27.2313

**8.2 Waste by Land Use**

**Unmitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Single Family Housing	59.86	12.1510	0.7181	0.0000	27.2313
<b>Total</b>		<b>12.1510</b>	<b>0.7181</b>	<b>0.0000</b>	<b>27.2313</b>



## 8.2 Waste by Land Use

### Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Single Family Housing	59.86	12.1510	0.7181	0.0000	27.2313
<b>Total</b>		<b>12.1510</b>	<b>0.7181</b>	<b>0.0000</b>	<b>27.2313</b>

## 9.0 Operational Offroad

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Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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## 10.0 Vegetation

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**West Hills Residential Project**  
**Los Angeles-South Coast County, Summer**

**1.0 Project Characteristics**

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**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Asphalt Surfaces	30.00	1000sqft	0.69	30,000.00	0
Single Family Housing	36.00	Dwelling Unit	3.05	102,297.00	103
Single Family Housing	15.00	Dwelling Unit	1.93	76,580.00	43

**1.2 Other Project Characteristics**

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.2	<b>Precipitation Freq (Days)</b>	33
<b>Climate Zone</b>	8			<b>Operational Year</b>	2018
<b>Utility Company</b>	Southern California Edison				
<b>CO2 Intensity (lb/MWhr)</b>	630.89	<b>CH4 Intensity (lb/MWhr)</b>	0.029	<b>N2O Intensity (lb/MWhr)</b>	0.006

**1.3 User Entered Comments & Non-Default Data**

Project Characteristics -

Land Use - Roadway extension for Woodlake Ave classified under "Other Asphalt Surfaces"

Construction Phase - No demolition (vacant site); begin architectural coating halfway during construction

Grading - Grading plan

Architectural Coating - Assumed compliance with SCAQMD Rule 1113

Vehicle Trips - Traffic study

Woodstoves - Assumed compliance with SCAQMD Rule 445

Area Coating - Assumed compliance with SCAQMD Rule 1113

Construction Off-road Equipment Mitigation - Compliance with SCAQMD Rule 403. Reductions from SCAQMD, Fugitive Dust Mitigation Measures.

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	250.00	150.00
tblArchitecturalCoating	EF_Nonresidential_Interior	250.00	150.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	250	150
tblAreaMitigation	UseLowVOCPaintNonresidentialExteriorValue	150	250
tblConstDustMitigation	WaterExposedAreaPM10PercentReduction	61	68
tblConstDustMitigation	WaterExposedAreaPM25PercentReduction	61	68
tblConstructionPhase	NumDays	20.00	150.00
tblConstructionPhase	PhaseEndDate	8/24/2018	3/23/2018
tblConstructionPhase	PhaseEndDate	4/20/2018	2/23/2018
tblConstructionPhase	PhaseStartDate	1/27/2018	8/28/2017
tblConstructionPhase	PhaseStartDate	3/11/2017	3/13/2017
tblConstructionPhase	PhaseStartDate	2/11/2017	2/13/2017
tblConstructionPhase	PhaseStartDate	3/24/2018	1/29/2018
tblFireplaces	FireplaceDayYear	25.00	0.00
tblFireplaces	FireplaceHourDay	3.00	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberGas	43.35	0.00

tblFireplaces	NumberNoFireplace	5.10	0.00
tblFireplaces	NumberWood	2.55	0.00
tblGrading	AcresOfGrading	10.00	5.70
tblGrading	AcresOfGrading	0.00	0.30
tblGrading	MaterialImported	0.00	3,295.00
tblLandUse	LandUseSquareFeet	27,000.00	76,580.00
tblLandUse	LandUseSquareFeet	64,800.00	102,297.00
tblLandUse	LotAcreage	4.87	1.93
tblLandUse	LotAcreage	11.69	3.05
tblProjectCharacteristics	OperationalYear	2014	2018
tblVehicleTrips	WD_TR	9.57	9.53
tblWoodstoves	NumberCatalytic	2.55	0.00
tblWoodstoves	NumberNoncatalytic	2.55	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

## 2.0 Emissions Summary

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**2.2 Overall Operational****Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	4.8214	0.0492	4.2404	2.2000e-004		0.0231	0.0231		0.0231	0.0231	0.0000	7.5827	7.5827	7.5300e-003	0.0000	7.7408
Energy	0.0435	0.3719	0.1583	2.3700e-003		0.0301	0.0301		0.0301	0.0301		474.7973	474.7973	9.1000e-003	8.7000e-003	477.6868
Mobile	1.7270	5.1235	20.5543	0.0570	3.7310	0.0796	3.8106	0.9977	0.0734	1.0711		4,718.5860	4,718.5860	0.1790		4,722.3458
<b>Total</b>	<b>6.5919</b>	<b>5.5446</b>	<b>24.9530</b>	<b>0.0596</b>	<b>3.7310</b>	<b>0.1328</b>	<b>3.8638</b>	<b>0.9977</b>	<b>0.1266</b>	<b>1.1243</b>	<b>0.0000</b>	<b>5,200.9660</b>	<b>5,200.9660</b>	<b>0.1957</b>	<b>8.7000e-003</b>	<b>5,207.7734</b>

**Mitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	4.8214	0.0492	4.2404	2.2000e-004		0.0231	0.0231		0.0231	0.0231	0.0000	7.5827	7.5827	7.5300e-003	0.0000	7.7408
Energy	0.0435	0.3719	0.1583	2.3700e-003		0.0301	0.0301		0.0301	0.0301		474.7973	474.7973	9.1000e-003	8.7000e-003	477.6868
Mobile	1.7270	5.1235	20.5543	0.0570	3.7310	0.0796	3.8106	0.9977	0.0734	1.0711		4,718.5860	4,718.5860	0.1790		4,722.3458
<b>Total</b>	<b>6.5919</b>	<b>5.5446</b>	<b>24.9530</b>	<b>0.0596</b>	<b>3.7310</b>	<b>0.1328</b>	<b>3.8638</b>	<b>0.9977</b>	<b>0.1266</b>	<b>1.1243</b>	<b>0.0000</b>	<b>5,200.9660</b>	<b>5,200.9660</b>	<b>0.1957</b>	<b>8.7000e-003</b>	<b>5,207.7734</b>

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

### 3.0 Construction Detail

#### Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	1/30/2017	2/10/2017	5	10	
2	Grading	Grading	2/13/2017	3/10/2017	5	20	
3	Building Construction	Building Construction	3/13/2017	1/26/2018	5	230	
4	Architectural Coating	Architectural Coating	8/28/2017	3/23/2018	5	150	
5	Paving	Paving	1/29/2018	2/23/2018	5	20	

Acres of Grading (Site Preparation Phase): 0.3

Acres of Grading (Grading Phase): 5.7

Acres of Paving: 0

Residential Indoor: 362,226; Residential Outdoor: 120,742; Non-Residential Indoor: 45,000; Non-Residential Outdoor: 15,000 (Architectural Coating – sqft)

#### OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	255	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	1	8.00	162	0.38
Grading	Graders	1	8.00	174	0.41
Grading	Rubber Tired Dozers	1	8.00	255	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Cranes	1	7.00	226	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Pavers	2	8.00	125	0.42
Paving	Paving Equipment	2	8.00	130	0.36
Paving	Rollers	2	8.00	80	0.38

**Trips and VMT**

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	412.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	31.00	10.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	6.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

**3.1 Mitigation Measures Construction**



Water Exposed Area

Clean Paved Roads

**3.2 Site Preparation - 2017**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0981	0.0000	18.0981	9.9341	0.0000	9.9341			0.0000			0.0000
Off-Road	4.8382	51.7535	39.3970	0.0391		2.7542	2.7542		2.5339	2.5339		4,003.0859	4,003.0859	1.2265		4,028.8432
<b>Total</b>	<b>4.8382</b>	<b>51.7535</b>	<b>39.3970</b>	<b>0.0391</b>	<b>18.0981</b>	<b>2.7542</b>	<b>20.8523</b>	<b>9.9341</b>	<b>2.5339</b>	<b>12.4680</b>		<b>4,003.0859</b>	<b>4,003.0859</b>	<b>1.2265</b>		<b>4,028.8432</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0720	0.0913	1.1313	2.6200e-003	0.2012	1.8200e-003	0.2030	0.0534	1.6800e-003	0.0550		212.9450	212.9450	0.0111		213.1787
<b>Total</b>	<b>0.0720</b>	<b>0.0913</b>	<b>1.1313</b>	<b>2.6200e-003</b>	<b>0.2012</b>	<b>1.8200e-003</b>	<b>0.2030</b>	<b>0.0534</b>	<b>1.6800e-003</b>	<b>0.0550</b>		<b>212.9450</b>	<b>212.9450</b>	<b>0.0111</b>		<b>213.1787</b>

### 3.2 Site Preparation - 2017

#### Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					5.7914	0.0000	5.7914	3.1789	0.0000	3.1789			0.0000			0.0000
Off-Road	4.8382	51.7535	39.3970	0.0391		2.7542	2.7542		2.5339	2.5339	0.0000	4,003.0859	4,003.0859	1.2265		4,028.8432
<b>Total</b>	<b>4.8382</b>	<b>51.7535</b>	<b>39.3970</b>	<b>0.0391</b>	<b>5.7914</b>	<b>2.7542</b>	<b>8.5456</b>	<b>3.1789</b>	<b>2.5339</b>	<b>5.7128</b>	<b>0.0000</b>	<b>4,003.0859</b>	<b>4,003.0859</b>	<b>1.2265</b>		<b>4,028.8432</b>

#### Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0720	0.0913	1.1313	2.6200e-003	0.2012	1.8200e-003	0.2030	0.0534	1.6800e-003	0.0550		212.9450	212.9450	0.0111		213.1787
<b>Total</b>	<b>0.0720</b>	<b>0.0913</b>	<b>1.1313</b>	<b>2.6200e-003</b>	<b>0.2012</b>	<b>1.8200e-003</b>	<b>0.2030</b>	<b>0.0534</b>	<b>1.6800e-003</b>	<b>0.0550</b>		<b>212.9450</b>	<b>212.9450</b>	<b>0.0111</b>		<b>213.1787</b>

### 3.3 Grading - 2017

#### Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.3430	0.0000	6.3430	3.3457	0.0000	3.3457			0.0000			0.0000
Off-Road	3.4555	35.9825	25.3812	0.0297		2.0388	2.0388		1.8757	1.8757		3,043.6667	3,043.6667	0.9326		3,063.2507
<b>Total</b>	<b>3.4555</b>	<b>35.9825</b>	<b>25.3812</b>	<b>0.0297</b>	<b>6.3430</b>	<b>2.0388</b>	<b>8.3818</b>	<b>3.3457</b>	<b>1.8757</b>	<b>5.2214</b>		<b>3,043.6667</b>	<b>3,043.6667</b>	<b>0.9326</b>		<b>3,063.2507</b>

#### Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.3431	5.3039	3.9266	0.0154	0.3588	0.0781	0.4369	0.0983	0.0719	0.1701		1,525.3526	1,525.3526	0.0112		1,525.5887
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0600	0.0761	0.9428	2.1800e-003	0.1677	1.5200e-003	0.1692	0.0445	1.4000e-003	0.0459		177.4541	177.4541	9.2800e-003		177.6489
<b>Total</b>	<b>0.4032</b>	<b>5.3800</b>	<b>4.8693</b>	<b>0.0176</b>	<b>0.5265</b>	<b>0.0796</b>	<b>0.6061</b>	<b>0.1427</b>	<b>0.0733</b>	<b>0.2160</b>		<b>1,702.8067</b>	<b>1,702.8067</b>	<b>0.0205</b>		<b>1,703.2376</b>

### 3.3 Grading - 2017

#### Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.0298	0.0000	2.0298	1.0706	0.0000	1.0706			0.0000			0.0000
Off-Road	3.4555	35.9825	25.3812	0.0297		2.0388	2.0388		1.8757	1.8757	0.0000	3,043.6667	3,043.6667	0.9326		3,063.2507
<b>Total</b>	<b>3.4555</b>	<b>35.9825</b>	<b>25.3812</b>	<b>0.0297</b>	<b>2.0298</b>	<b>2.0388</b>	<b>4.0686</b>	<b>1.0706</b>	<b>1.8757</b>	<b>2.9463</b>	<b>0.0000</b>	<b>3,043.6667</b>	<b>3,043.6667</b>	<b>0.9326</b>		<b>3,063.2507</b>

#### Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.3431	5.3039	3.9266	0.0154	0.3588	0.0781	0.4369	0.0983	0.0719	0.1701		1,525.3526	1,525.3526	0.0112		1,525.5887
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0600	0.0761	0.9428	2.1800e-003	0.1677	1.5200e-003	0.1692	0.0445	1.4000e-003	0.0459		177.4541	177.4541	9.2800e-003		177.6489
<b>Total</b>	<b>0.4032</b>	<b>5.3800</b>	<b>4.8693</b>	<b>0.0176</b>	<b>0.5265</b>	<b>0.0796</b>	<b>0.6061</b>	<b>0.1427</b>	<b>0.0733</b>	<b>0.2160</b>		<b>1,702.8067</b>	<b>1,702.8067</b>	<b>0.0205</b>		<b>1,703.2376</b>

### 3.4 Building Construction - 2017

#### Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.1024	26.4057	18.1291	0.0268		1.7812	1.7812		1.6730	1.6730		2,639.8053	2,639.8053	0.6497		2,653.4490
<b>Total</b>	<b>3.1024</b>	<b>26.4057</b>	<b>18.1291</b>	<b>0.0268</b>		<b>1.7812</b>	<b>1.7812</b>		<b>1.6730</b>	<b>1.6730</b>		<b>2,639.8053</b>	<b>2,639.8053</b>	<b>0.6497</b>		<b>2,653.4490</b>

#### Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0770	0.7978	0.9545	2.2000e-003	0.0624	0.0122	0.0746	0.0178	0.0112	0.0290		216.7039	216.7039	1.5600e-003		216.7368
Worker	0.1241	0.1572	1.9484	4.5100e-003	0.3465	3.1400e-003	0.3497	0.0919	2.8900e-003	0.0948		366.7385	366.7385	0.0192		367.1411
<b>Total</b>	<b>0.2011</b>	<b>0.9549</b>	<b>2.9029</b>	<b>6.7100e-003</b>	<b>0.4089</b>	<b>0.0153</b>	<b>0.4242</b>	<b>0.1097</b>	<b>0.0141</b>	<b>0.1238</b>		<b>583.4425</b>	<b>583.4425</b>	<b>0.0207</b>		<b>583.8779</b>

### 3.4 Building Construction - 2017

#### Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.1024	26.4057	18.1291	0.0268		1.7812	1.7812		1.6730	1.6730	0.0000	2,639.8053	2,639.8053	0.6497		2,653.4490
<b>Total</b>	<b>3.1024</b>	<b>26.4057</b>	<b>18.1291</b>	<b>0.0268</b>		<b>1.7812</b>	<b>1.7812</b>		<b>1.6730</b>	<b>1.6730</b>	<b>0.0000</b>	<b>2,639.8053</b>	<b>2,639.8053</b>	<b>0.6497</b>		<b>2,653.4490</b>

#### Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0770	0.7978	0.9545	2.2000e-003	0.0624	0.0122	0.0746	0.0178	0.0112	0.0290		216.7039	216.7039	1.5600e-003		216.7368
Worker	0.1241	0.1572	1.9484	4.5100e-003	0.3465	3.1400e-003	0.3497	0.0919	2.8900e-003	0.0948		366.7385	366.7385	0.0192		367.1411
<b>Total</b>	<b>0.2011</b>	<b>0.9549</b>	<b>2.9029</b>	<b>6.7100e-003</b>	<b>0.4089</b>	<b>0.0153</b>	<b>0.4242</b>	<b>0.1097</b>	<b>0.0141</b>	<b>0.1238</b>		<b>583.4425</b>	<b>583.4425</b>	<b>0.0207</b>		<b>583.8779</b>

### 3.4 Building Construction - 2018

#### Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.6687	23.2608	17.5327	0.0268		1.4943	1.4943		1.4048	1.4048		2,609.9390	2,609.9390	0.6387		2,623.3517
<b>Total</b>	<b>2.6687</b>	<b>23.2608</b>	<b>17.5327</b>	<b>0.0268</b>		<b>1.4943</b>	<b>1.4943</b>		<b>1.4048</b>	<b>1.4048</b>		<b>2,609.9390</b>	<b>2,609.9390</b>	<b>0.6387</b>		<b>2,623.3517</b>

#### Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0726	0.7335	0.9118	2.1900e-003	0.0624	0.0115	0.0739	0.0178	0.0106	0.0283		213.1247	213.1247	1.5600e-003		213.1574
Worker	0.1117	0.1427	1.7704	4.5000e-003	0.3465	3.0400e-003	0.3496	0.0919	2.8100e-003	0.0947		353.3181	353.3181	0.0178		353.6920
<b>Total</b>	<b>0.1843</b>	<b>0.8761</b>	<b>2.6822</b>	<b>6.6900e-003</b>	<b>0.4089</b>	<b>0.0145</b>	<b>0.4234</b>	<b>0.1097</b>	<b>0.0134</b>	<b>0.1230</b>		<b>566.4428</b>	<b>566.4428</b>	<b>0.0194</b>		<b>566.8493</b>

### 3.4 Building Construction - 2018

#### Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.6687	23.2608	17.5327	0.0268		1.4943	1.4943		1.4048	1.4048	0.0000	2,609.9389	2,609.9389	0.6387		2,623.3517
<b>Total</b>	<b>2.6687</b>	<b>23.2608</b>	<b>17.5327</b>	<b>0.0268</b>		<b>1.4943</b>	<b>1.4943</b>		<b>1.4048</b>	<b>1.4048</b>	<b>0.0000</b>	<b>2,609.9389</b>	<b>2,609.9389</b>	<b>0.6387</b>		<b>2,623.3517</b>

#### Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0726	0.7335	0.9118	2.1900e-003	0.0624	0.0115	0.0739	0.0178	0.0106	0.0283		213.1247	213.1247	1.5600e-003		213.1574
Worker	0.1117	0.1427	1.7704	4.5000e-003	0.3465	3.0400e-003	0.3496	0.0919	2.8100e-003	0.0947		353.3181	353.3181	0.0178		353.6920
<b>Total</b>	<b>0.1843</b>	<b>0.8761</b>	<b>2.6822</b>	<b>6.6900e-003</b>	<b>0.4089</b>	<b>0.0145</b>	<b>0.4234</b>	<b>0.1097</b>	<b>0.0134</b>	<b>0.1230</b>		<b>566.4428</b>	<b>566.4428</b>	<b>0.0194</b>		<b>566.8493</b>



### 3.5 Architectural Coating - 2017

#### Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	12.1083					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3323	2.1850	1.8681	2.9700e-003		0.1733	0.1733		0.1733	0.1733		281.4481	281.4481	0.0297		282.0721
<b>Total</b>	<b>12.4406</b>	<b>2.1850</b>	<b>1.8681</b>	<b>2.9700e-003</b>		<b>0.1733</b>	<b>0.1733</b>		<b>0.1733</b>	<b>0.1733</b>		<b>281.4481</b>	<b>281.4481</b>	<b>0.0297</b>		<b>282.0721</b>

#### Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0240	0.0304	0.3771	8.7000e-004	0.0671	6.1000e-004	0.0677	0.0178	5.6000e-004	0.0184		70.9817	70.9817	3.7100e-003		71.0596
<b>Total</b>	<b>0.0240</b>	<b>0.0304</b>	<b>0.3771</b>	<b>8.7000e-004</b>	<b>0.0671</b>	<b>6.1000e-004</b>	<b>0.0677</b>	<b>0.0178</b>	<b>5.6000e-004</b>	<b>0.0184</b>		<b>70.9817</b>	<b>70.9817</b>	<b>3.7100e-003</b>		<b>71.0596</b>

### 3.5 Architectural Coating - 2017

#### Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	12.1083					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3323	2.1850	1.8681	2.9700e-003		0.1733	0.1733		0.1733	0.1733	0.0000	281.4481	281.4481	0.0297		282.0721
<b>Total</b>	<b>12.4406</b>	<b>2.1850</b>	<b>1.8681</b>	<b>2.9700e-003</b>		<b>0.1733</b>	<b>0.1733</b>		<b>0.1733</b>	<b>0.1733</b>	<b>0.0000</b>	<b>281.4481</b>	<b>281.4481</b>	<b>0.0297</b>		<b>282.0721</b>

#### Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0240	0.0304	0.3771	8.7000e-004	0.0671	6.1000e-004	0.0677	0.0178	5.6000e-004	0.0184		70.9817	70.9817	3.7100e-003		71.0596
<b>Total</b>	<b>0.0240</b>	<b>0.0304</b>	<b>0.3771</b>	<b>8.7000e-004</b>	<b>0.0671</b>	<b>6.1000e-004</b>	<b>0.0677</b>	<b>0.0178</b>	<b>5.6000e-004</b>	<b>0.0184</b>		<b>70.9817</b>	<b>70.9817</b>	<b>3.7100e-003</b>		<b>71.0596</b>

### 3.5 Architectural Coating - 2018

#### Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	12.1083					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2986	2.0058	1.8542	2.9700e-003		0.1506	0.1506		0.1506	0.1506		281.4485	281.4485	0.0267		282.0102
<b>Total</b>	<b>12.4070</b>	<b>2.0058</b>	<b>1.8542</b>	<b>2.9700e-003</b>		<b>0.1506</b>	<b>0.1506</b>		<b>0.1506</b>	<b>0.1506</b>		<b>281.4485</b>	<b>281.4485</b>	<b>0.0267</b>		<b>282.0102</b>

#### Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0216	0.0276	0.3427	8.7000e-004	0.0671	5.9000e-004	0.0677	0.0178	5.4000e-004	0.0183		68.3842	68.3842	3.4500e-003		68.4565
<b>Total</b>	<b>0.0216</b>	<b>0.0276</b>	<b>0.3427</b>	<b>8.7000e-004</b>	<b>0.0671</b>	<b>5.9000e-004</b>	<b>0.0677</b>	<b>0.0178</b>	<b>5.4000e-004</b>	<b>0.0183</b>		<b>68.3842</b>	<b>68.3842</b>	<b>3.4500e-003</b>		<b>68.4565</b>

### 3.5 Architectural Coating - 2018

#### Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	12.1083					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2986	2.0058	1.8542	2.9700e-003		0.1506	0.1506		0.1506	0.1506	0.0000	281.4485	281.4485	0.0267		282.0102
<b>Total</b>	<b>12.4070</b>	<b>2.0058</b>	<b>1.8542</b>	<b>2.9700e-003</b>		<b>0.1506</b>	<b>0.1506</b>		<b>0.1506</b>	<b>0.1506</b>	<b>0.0000</b>	<b>281.4485</b>	<b>281.4485</b>	<b>0.0267</b>		<b>282.0102</b>

#### Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0216	0.0276	0.3427	8.7000e-004	0.0671	5.9000e-004	0.0677	0.0178	5.4000e-004	0.0183		68.3842	68.3842	3.4500e-003		68.4565
<b>Total</b>	<b>0.0216</b>	<b>0.0276</b>	<b>0.3427</b>	<b>8.7000e-004</b>	<b>0.0671</b>	<b>5.9000e-004</b>	<b>0.0677</b>	<b>0.0178</b>	<b>5.4000e-004</b>	<b>0.0183</b>		<b>68.3842</b>	<b>68.3842</b>	<b>3.4500e-003</b>		<b>68.4565</b>

### 3.6 Paving - 2018

#### Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.6114	17.1628	14.4944	0.0223		0.9386	0.9386		0.8635	0.8635		2,245.2695	2,245.2695	0.6990		2,259.9481
Paving	0.0904					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>1.7018</b>	<b>17.1628</b>	<b>14.4944</b>	<b>0.0223</b>		<b>0.9386</b>	<b>0.9386</b>		<b>0.8635</b>	<b>0.8635</b>		<b>2,245.2695</b>	<b>2,245.2695</b>	<b>0.6990</b>		<b>2,259.9481</b>

#### Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0541	0.0690	0.8567	2.1800e-003	0.1677	1.4700e-003	0.1691	0.0445	1.3600e-003	0.0458		170.9604	170.9604	8.6200e-003		171.1413
<b>Total</b>	<b>0.0541</b>	<b>0.0690</b>	<b>0.8567</b>	<b>2.1800e-003</b>	<b>0.1677</b>	<b>1.4700e-003</b>	<b>0.1691</b>	<b>0.0445</b>	<b>1.3600e-003</b>	<b>0.0458</b>		<b>170.9604</b>	<b>170.9604</b>	<b>8.6200e-003</b>		<b>171.1413</b>

### 3.6 Paving - 2018

#### Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.6114	17.1628	14.4944	0.0223		0.9386	0.9386		0.8635	0.8635	0.0000	2,245.2695	2,245.2695	0.6990		2,259.9481
Paving	0.0904					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>1.7018</b>	<b>17.1628</b>	<b>14.4944</b>	<b>0.0223</b>		<b>0.9386</b>	<b>0.9386</b>		<b>0.8635</b>	<b>0.8635</b>	<b>0.0000</b>	<b>2,245.2695</b>	<b>2,245.2695</b>	<b>0.6990</b>		<b>2,259.9481</b>

#### Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0541	0.0690	0.8567	2.1800e-003	0.1677	1.4700e-003	0.1691	0.0445	1.3600e-003	0.0458		170.9604	170.9604	8.6200e-003		171.1413
<b>Total</b>	<b>0.0541</b>	<b>0.0690</b>	<b>0.8567</b>	<b>2.1800e-003</b>	<b>0.1677</b>	<b>1.4700e-003</b>	<b>0.1691</b>	<b>0.0445</b>	<b>1.3600e-003</b>	<b>0.0458</b>		<b>170.9604</b>	<b>170.9604</b>	<b>8.6200e-003</b>		<b>171.1413</b>

### 4.0 Operational Detail - Mobile

### 4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.7270	5.1235	20.5543	0.0570	3.7310	0.0796	3.8106	0.9977	0.0734	1.0711		4,718.5860	4,718.5860	0.1790		4,722.3458
Unmitigated	1.7270	5.1235	20.5543	0.0570	3.7310	0.0796	3.8106	0.9977	0.0734	1.0711		4,718.5860	4,718.5860	0.1790		4,722.3458

### 4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Other Asphalt Surfaces	0.00	0.00	0.00		
Single Family Housing	343.08	362.88	315.72	1,168,666	1,168,666
Single Family Housing	142.95	151.20	131.55	486,944	486,944
Total	486.03	514.08	447.27	1,655,610	1,655,610

### 4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Other Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Single Family Housing	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Single Family Housing	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.531767	0.058060	0.178534	0.124864	0.038964	0.006284	0.016861	0.033134	0.002486	0.003151	0.003685	0.000540	0.001671

**5.0 Energy Detail**

**4.4 Fleet Mix**

Historical Energy Use: N

**5.1 Mitigation Measures Energy**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0435	0.3719	0.1583	2.3700e-003		0.0301	0.0301		0.0301	0.0301		474.7973	474.7973	9.1000e-003	8.7000e-003	477.6868
NaturalGas Unmitigated	0.0435	0.3719	0.1583	2.3700e-003		0.0301	0.0301		0.0301	0.0301		474.7973	474.7973	9.1000e-003	8.7000e-003	477.6868



### 5.2 Energy by Land Use - NaturalGas

#### Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Single Family Housing	1186.99	0.0128	0.1094	0.0466	7.0000e-004		8.8400e-003	8.8400e-003		8.8400e-003	8.8400e-003		139.6463	139.6463	2.6800e-003	2.5600e-003	140.4961
Single Family Housing	2848.78	0.0307	0.2625	0.1117	1.6800e-003		0.0212	0.0212		0.0212	0.0212		335.1510	335.1510	6.4200e-003	6.1400e-003	337.1907
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.0435</b>	<b>0.3719</b>	<b>0.1583</b>	<b>2.3800e-003</b>		<b>0.0301</b>	<b>0.0301</b>		<b>0.0301</b>	<b>0.0301</b>		<b>474.7973</b>	<b>474.7973</b>	<b>9.1000e-003</b>	<b>8.7000e-003</b>	<b>477.6868</b>

#### Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Single Family Housing	2.84878	0.0307	0.2625	0.1117	1.6800e-003		0.0212	0.0212		0.0212	0.0212		335.1510	335.1510	6.4200e-003	6.1400e-003	337.1907
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Single Family Housing	1.18699	0.0128	0.1094	0.0466	7.0000e-004		8.8400e-003	8.8400e-003		8.8400e-003	8.8400e-003		139.6463	139.6463	2.6800e-003	2.5600e-003	140.4961
<b>Total</b>		<b>0.0435</b>	<b>0.3719</b>	<b>0.1583</b>	<b>2.3800e-003</b>		<b>0.0301</b>	<b>0.0301</b>		<b>0.0301</b>	<b>0.0301</b>		<b>474.7973</b>	<b>474.7973</b>	<b>9.1000e-003</b>	<b>8.7000e-003</b>	<b>477.6868</b>

### 6.0 Area Detail

### 6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	4.8214	0.0492	4.2404	2.2000e-004		0.0231	0.0231		0.0231	0.0231	0.0000	7.5827	7.5827	7.5300e-003	0.0000	7.7408
Unmitigated	4.8214	0.0492	4.2404	2.2000e-004		0.0231	0.0231		0.0231	0.0231	0.0000	7.5827	7.5827	7.5300e-003	0.0000	7.7408

### 6.2 Area by SubCategory

#### Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.5548					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	4.1358					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.1309	0.0492	4.2404	2.2000e-004		0.0231	0.0231		0.0231	0.0231		7.5827	7.5827	7.5300e-003		7.7408
<b>Total</b>	<b>4.8214</b>	<b>0.0492</b>	<b>4.2404</b>	<b>2.2000e-004</b>		<b>0.0231</b>	<b>0.0231</b>		<b>0.0231</b>	<b>0.0231</b>	<b>0.0000</b>	<b>7.5827</b>	<b>7.5827</b>	<b>7.5300e-003</b>	<b>0.0000</b>	<b>7.7408</b>

## 6.2 Area by SubCategory

### Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.5548					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	4.1358					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.1309	0.0492	4.2404	2.2000e-004		0.0231	0.0231		0.0231	0.0231		7.5827	7.5827	7.5300e-003		7.7408
<b>Total</b>	<b>4.8214</b>	<b>0.0492</b>	<b>4.2404</b>	<b>2.2000e-004</b>		<b>0.0231</b>	<b>0.0231</b>		<b>0.0231</b>	<b>0.0231</b>	<b>0.0000</b>	<b>7.5827</b>	<b>7.5827</b>	<b>7.5300e-003</b>	<b>0.0000</b>	<b>7.7408</b>

## 7.0 Water Detail

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### 7.1 Mitigation Measures Water

## 8.0 Waste Detail

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### 8.1 Mitigation Measures Waste

## 9.0 Operational Offroad

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Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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## 10.0 Vegetation

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**West Hills Residential Project**  
**Los Angeles-South Coast County, Winter**

**1.0 Project Characteristics**

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**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Asphalt Surfaces	30.00	1000sqft	0.69	30,000.00	0
Single Family Housing	36.00	Dwelling Unit	3.05	102,297.00	103
Single Family Housing	15.00	Dwelling Unit	1.93	76,580.00	43

**1.2 Other Project Characteristics**

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.2	<b>Precipitation Freq (Days)</b>	33
<b>Climate Zone</b>	8			<b>Operational Year</b>	2018
<b>Utility Company</b>	Southern California Edison				
<b>CO2 Intensity (lb/MWhr)</b>	630.89	<b>CH4 Intensity (lb/MWhr)</b>	0.029	<b>N2O Intensity (lb/MWhr)</b>	0.006

**1.3 User Entered Comments & Non-Default Data**

Project Characteristics -

Land Use - Roadway extension for Woodlake Ave classified under "Other Asphalt Surfaces"

Construction Phase - No demolition (vacant site); begin architectural coating halfway during construction

Grading - Grading plan

Architectural Coating - Assumed compliance with SCAQMD Rule 1113

Vehicle Trips - Traffic study

Woodstoves - Assumed compliance with SCAQMD Rule 445

Area Coating - Assumed compliance with SCAQMD Rule 1113

Construction Off-road Equipment Mitigation - Compliance with SCAQMD Rule 403. Reductions from SCAQMD, Fugitive Dust Mitigation Measures.

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	250.00	150.00
tblArchitecturalCoating	EF_Nonresidential_Interior	250.00	150.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	250	150
tblAreaMitigation	UseLowVOCPaintNonresidentialExteriorValue	150	250
tblConstDustMitigation	WaterExposedAreaPM10PercentReduction	61	68
tblConstDustMitigation	WaterExposedAreaPM25PercentReduction	61	68
tblConstructionPhase	NumDays	20.00	150.00
tblConstructionPhase	PhaseEndDate	8/24/2018	3/23/2018
tblConstructionPhase	PhaseEndDate	4/20/2018	2/23/2018
tblConstructionPhase	PhaseStartDate	1/27/2018	8/28/2017
tblConstructionPhase	PhaseStartDate	3/11/2017	3/13/2017
tblConstructionPhase	PhaseStartDate	2/11/2017	2/13/2017
tblConstructionPhase	PhaseStartDate	3/24/2018	1/29/2018
tblFireplaces	FireplaceDayYear	25.00	0.00
tblFireplaces	FireplaceHourDay	3.00	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberGas	43.35	0.00

tblFireplaces	NumberNoFireplace	5.10	0.00
tblFireplaces	NumberWood	2.55	0.00
tblGrading	AcresOfGrading	10.00	5.70
tblGrading	AcresOfGrading	0.00	0.30
tblGrading	MaterialImported	0.00	3,295.00
tblLandUse	LandUseSquareFeet	27,000.00	76,580.00
tblLandUse	LandUseSquareFeet	64,800.00	102,297.00
tblLandUse	LotAcreage	4.87	1.93
tblLandUse	LotAcreage	11.69	3.05
tblProjectCharacteristics	OperationalYear	2014	2018
tblVehicleTrips	WD_TR	9.57	9.53
tblWoodstoves	NumberCatalytic	2.55	0.00
tblWoodstoves	NumberNoncatalytic	2.55	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

## 2.0 Emissions Summary

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**2.2 Overall Operational****Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	4.8214	0.0492	4.2404	2.2000e-004		0.0231	0.0231		0.0231	0.0231	0.0000	7.5827	7.5827	7.5300e-003	0.0000	7.7408
Energy	0.0435	0.3719	0.1583	2.3700e-003		0.0301	0.0301		0.0301	0.0301		474.7973	474.7973	9.1000e-003	8.7000e-003	477.6868
Mobile	1.8047	5.3981	20.5039	0.0544	3.7310	0.0799	3.8109	0.9977	0.0736	1.0713		4,514.5189	4,514.5189	0.1792		4,518.2819
<b>Total</b>	<b>6.6697</b>	<b>5.8192</b>	<b>24.9026</b>	<b>0.0570</b>	<b>3.7310</b>	<b>0.1331</b>	<b>3.8641</b>	<b>0.9977</b>	<b>0.1268</b>	<b>1.1245</b>	<b>0.0000</b>	<b>4,996.8988</b>	<b>4,996.8988</b>	<b>0.1958</b>	<b>8.7000e-003</b>	<b>5,003.7095</b>

**Mitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	4.8214	0.0492	4.2404	2.2000e-004		0.0231	0.0231		0.0231	0.0231	0.0000	7.5827	7.5827	7.5300e-003	0.0000	7.7408
Energy	0.0435	0.3719	0.1583	2.3700e-003		0.0301	0.0301		0.0301	0.0301		474.7973	474.7973	9.1000e-003	8.7000e-003	477.6868
Mobile	1.8047	5.3981	20.5039	0.0544	3.7310	0.0799	3.8109	0.9977	0.0736	1.0713		4,514.5189	4,514.5189	0.1792		4,518.2819
<b>Total</b>	<b>6.6697</b>	<b>5.8192</b>	<b>24.9026</b>	<b>0.0570</b>	<b>3.7310</b>	<b>0.1331</b>	<b>3.8641</b>	<b>0.9977</b>	<b>0.1268</b>	<b>1.1245</b>	<b>0.0000</b>	<b>4,996.8988</b>	<b>4,996.8988</b>	<b>0.1958</b>	<b>8.7000e-003</b>	<b>5,003.7095</b>



	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

### 3.0 Construction Detail

#### Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	1/30/2017	2/10/2017	5	10	
2	Grading	Grading	2/13/2017	3/10/2017	5	20	
3	Building Construction	Building Construction	3/13/2017	1/26/2018	5	230	
4	Architectural Coating	Architectural Coating	8/28/2017	3/23/2018	5	150	
5	Paving	Paving	1/29/2018	2/23/2018	5	20	

Acres of Grading (Site Preparation Phase): 0.3

Acres of Grading (Grading Phase): 5.7

Acres of Paving: 0

Residential Indoor: 362,226; Residential Outdoor: 120,742; Non-Residential Indoor: 45,000; Non-Residential Outdoor: 15,000 (Architectural Coating – sqft)

#### OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	255	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	1	8.00	162	0.38
Grading	Graders	1	8.00	174	0.41
Grading	Rubber Tired Dozers	1	8.00	255	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Cranes	1	7.00	226	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Pavers	2	8.00	125	0.42
Paving	Paving Equipment	2	8.00	130	0.36
Paving	Rollers	2	8.00	80	0.38

**Trips and VMT**

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	412.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	31.00	10.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	6.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

**3.1 Mitigation Measures Construction**

Water Exposed Area

Clean Paved Roads

**3.2 Site Preparation - 2017**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0981	0.0000	18.0981	9.9341	0.0000	9.9341			0.0000			0.0000
Off-Road	4.8382	51.7535	39.3970	0.0391		2.7542	2.7542		2.5339	2.5339		4,003.0859	4,003.0859	1.2265		4,028.8432
<b>Total</b>	<b>4.8382</b>	<b>51.7535</b>	<b>39.3970</b>	<b>0.0391</b>	<b>18.0981</b>	<b>2.7542</b>	<b>20.8523</b>	<b>9.9341</b>	<b>2.5339</b>	<b>12.4680</b>		<b>4,003.0859</b>	<b>4,003.0859</b>	<b>1.2265</b>		<b>4,028.8432</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0748	0.1012	1.0580	2.4700e-003	0.2012	1.8200e-003	0.2030	0.0534	1.6800e-003	0.0550		200.9764	200.9764	0.0111		201.2101
<b>Total</b>	<b>0.0748</b>	<b>0.1012</b>	<b>1.0580</b>	<b>2.4700e-003</b>	<b>0.2012</b>	<b>1.8200e-003</b>	<b>0.2030</b>	<b>0.0534</b>	<b>1.6800e-003</b>	<b>0.0550</b>		<b>200.9764</b>	<b>200.9764</b>	<b>0.0111</b>		<b>201.2101</b>

### 3.2 Site Preparation - 2017

#### Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					5.7914	0.0000	5.7914	3.1789	0.0000	3.1789			0.0000			0.0000
Off-Road	4.8382	51.7535	39.3970	0.0391		2.7542	2.7542		2.5339	2.5339	0.0000	4,003.0859	4,003.0859	1.2265		4,028.8432
<b>Total</b>	<b>4.8382</b>	<b>51.7535</b>	<b>39.3970</b>	<b>0.0391</b>	<b>5.7914</b>	<b>2.7542</b>	<b>8.5456</b>	<b>3.1789</b>	<b>2.5339</b>	<b>5.7128</b>	<b>0.0000</b>	<b>4,003.0859</b>	<b>4,003.0859</b>	<b>1.2265</b>		<b>4,028.8432</b>

#### Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0748	0.1012	1.0580	2.4700e-003	0.2012	1.8200e-003	0.2030	0.0534	1.6800e-003	0.0550		200.9764	200.9764	0.0111		201.2101
<b>Total</b>	<b>0.0748</b>	<b>0.1012</b>	<b>1.0580</b>	<b>2.4700e-003</b>	<b>0.2012</b>	<b>1.8200e-003</b>	<b>0.2030</b>	<b>0.0534</b>	<b>1.6800e-003</b>	<b>0.0550</b>		<b>200.9764</b>	<b>200.9764</b>	<b>0.0111</b>		<b>201.2101</b>

### 3.3 Grading - 2017

#### Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.3430	0.0000	6.3430	3.3457	0.0000	3.3457			0.0000			0.0000
Off-Road	3.4555	35.9825	25.3812	0.0297		2.0388	2.0388		1.8757	1.8757		3,043.6667	3,043.6667	0.9326		3,063.2507
<b>Total</b>	<b>3.4555</b>	<b>35.9825</b>	<b>25.3812</b>	<b>0.0297</b>	<b>6.3430</b>	<b>2.0388</b>	<b>8.3818</b>	<b>3.3457</b>	<b>1.8757</b>	<b>5.2214</b>		<b>3,043.6667</b>	<b>3,043.6667</b>	<b>0.9326</b>		<b>3,063.2507</b>

#### Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.3616	5.4901	4.5825	0.0153	0.3588	0.0783	0.4371	0.0983	0.0720	0.1703		1,521.7693	1,521.7693	0.0114		1,522.0085
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0623	0.0843	0.8817	2.0600e-003	0.1677	1.5200e-003	0.1692	0.0445	1.4000e-003	0.0459		167.4803	167.4803	9.2800e-003		167.6751
<b>Total</b>	<b>0.4239</b>	<b>5.5745</b>	<b>5.4641</b>	<b>0.0174</b>	<b>0.5265</b>	<b>0.0798</b>	<b>0.6063</b>	<b>0.1427</b>	<b>0.0734</b>	<b>0.2161</b>		<b>1,689.2496</b>	<b>1,689.2496</b>	<b>0.0207</b>		<b>1,689.6836</b>

### 3.3 Grading - 2017

#### Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.0298	0.0000	2.0298	1.0706	0.0000	1.0706			0.0000			0.0000
Off-Road	3.4555	35.9825	25.3812	0.0297		2.0388	2.0388		1.8757	1.8757	0.0000	3,043.6667	3,043.6667	0.9326		3,063.2507
<b>Total</b>	<b>3.4555</b>	<b>35.9825</b>	<b>25.3812</b>	<b>0.0297</b>	<b>2.0298</b>	<b>2.0388</b>	<b>4.0686</b>	<b>1.0706</b>	<b>1.8757</b>	<b>2.9463</b>	<b>0.0000</b>	<b>3,043.6667</b>	<b>3,043.6667</b>	<b>0.9326</b>		<b>3,063.2507</b>

#### Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.3616	5.4901	4.5825	0.0153	0.3588	0.0783	0.4371	0.0983	0.0720	0.1703		1,521.7693	1,521.7693	0.0114		1,522.0085
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0623	0.0843	0.8817	2.0600e-003	0.1677	1.5200e-003	0.1692	0.0445	1.4000e-003	0.0459		167.4803	167.4803	9.2800e-003		167.6751
<b>Total</b>	<b>0.4239</b>	<b>5.5745</b>	<b>5.4641</b>	<b>0.0174</b>	<b>0.5265</b>	<b>0.0798</b>	<b>0.6063</b>	<b>0.1427</b>	<b>0.0734</b>	<b>0.2161</b>		<b>1,689.2496</b>	<b>1,689.2496</b>	<b>0.0207</b>		<b>1,689.6836</b>

### 3.4 Building Construction - 2017

#### Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.1024	26.4057	18.1291	0.0268		1.7812	1.7812		1.6730	1.6730		2,639.8053	2,639.8053	0.6497		2,653.4490
<b>Total</b>	<b>3.1024</b>	<b>26.4057</b>	<b>18.1291</b>	<b>0.0268</b>		<b>1.7812</b>	<b>1.7812</b>		<b>1.6730</b>	<b>1.6730</b>		<b>2,639.8053</b>	<b>2,639.8053</b>	<b>0.6497</b>		<b>2,653.4490</b>

#### Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0846	0.8173	1.1741	2.1800e-003	0.0624	0.0123	0.0747	0.0178	0.0113	0.0291		214.9006	214.9006	1.6100e-003		214.9345
Worker	0.1288	0.1743	1.8221	4.2500e-003	0.3465	3.1400e-003	0.3497	0.0919	2.8900e-003	0.0948		346.1260	346.1260	0.0192		346.5285
<b>Total</b>	<b>0.2134</b>	<b>0.9916</b>	<b>2.9962</b>	<b>6.4300e-003</b>	<b>0.4089</b>	<b>0.0155</b>	<b>0.4244</b>	<b>0.1097</b>	<b>0.0142</b>	<b>0.1239</b>		<b>561.0266</b>	<b>561.0266</b>	<b>0.0208</b>		<b>561.4630</b>

### 3.4 Building Construction - 2017

#### Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.1024	26.4057	18.1291	0.0268		1.7812	1.7812		1.6730	1.6730	0.0000	2,639.8053	2,639.8053	0.6497		2,653.4490
<b>Total</b>	<b>3.1024</b>	<b>26.4057</b>	<b>18.1291</b>	<b>0.0268</b>		<b>1.7812</b>	<b>1.7812</b>		<b>1.6730</b>	<b>1.6730</b>	<b>0.0000</b>	<b>2,639.8053</b>	<b>2,639.8053</b>	<b>0.6497</b>		<b>2,653.4490</b>

#### Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0846	0.8173	1.1741	2.1800e-003	0.0624	0.0123	0.0747	0.0178	0.0113	0.0291		214.9006	214.9006	1.6100e-003		214.9345
Worker	0.1288	0.1743	1.8221	4.2500e-003	0.3465	3.1400e-003	0.3497	0.0919	2.8900e-003	0.0948		346.1260	346.1260	0.0192		346.5285
<b>Total</b>	<b>0.2134</b>	<b>0.9916</b>	<b>2.9962</b>	<b>6.4300e-003</b>	<b>0.4089</b>	<b>0.0155</b>	<b>0.4244</b>	<b>0.1097</b>	<b>0.0142</b>	<b>0.1239</b>		<b>561.0266</b>	<b>561.0266</b>	<b>0.0208</b>		<b>561.4630</b>



### 3.4 Building Construction - 2018

#### Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.6687	23.2608	17.5327	0.0268		1.4943	1.4943		1.4048	1.4048		2,609.9390	2,609.9390	0.6387		2,623.3517
<b>Total</b>	<b>2.6687</b>	<b>23.2608</b>	<b>17.5327</b>	<b>0.0268</b>		<b>1.4943</b>	<b>1.4943</b>		<b>1.4048</b>	<b>1.4048</b>		<b>2,609.9390</b>	<b>2,609.9390</b>	<b>0.6387</b>		<b>2,623.3517</b>

#### Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0794	0.7511	1.1290	2.1800e-003	0.0624	0.0116	0.0740	0.0178	0.0107	0.0284		211.3479	211.3479	1.6000e-003		211.3816
Worker	0.1157	0.1582	1.6485	4.2500e-003	0.3465	3.0400e-003	0.3496	0.0919	2.8100e-003	0.0947		333.4334	333.4334	0.0178		333.8073
<b>Total</b>	<b>0.1951</b>	<b>0.9093</b>	<b>2.7774</b>	<b>6.4300e-003</b>	<b>0.4089</b>	<b>0.0146</b>	<b>0.4235</b>	<b>0.1097</b>	<b>0.0135</b>	<b>0.1231</b>		<b>544.7813</b>	<b>544.7813</b>	<b>0.0194</b>		<b>545.1889</b>

### 3.4 Building Construction - 2018

#### Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.6687	23.2608	17.5327	0.0268		1.4943	1.4943		1.4048	1.4048	0.0000	2,609.9389	2,609.9389	0.6387		2,623.3517
<b>Total</b>	<b>2.6687</b>	<b>23.2608</b>	<b>17.5327</b>	<b>0.0268</b>		<b>1.4943</b>	<b>1.4943</b>		<b>1.4048</b>	<b>1.4048</b>	<b>0.0000</b>	<b>2,609.9389</b>	<b>2,609.9389</b>	<b>0.6387</b>		<b>2,623.3517</b>

#### Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0794	0.7511	1.1290	2.1800e-003	0.0624	0.0116	0.0740	0.0178	0.0107	0.0284		211.3479	211.3479	1.6000e-003		211.3816
Worker	0.1157	0.1582	1.6485	4.2500e-003	0.3465	3.0400e-003	0.3496	0.0919	2.8100e-003	0.0947		333.4334	333.4334	0.0178		333.8073
<b>Total</b>	<b>0.1951</b>	<b>0.9093</b>	<b>2.7774</b>	<b>6.4300e-003</b>	<b>0.4089</b>	<b>0.0146</b>	<b>0.4235</b>	<b>0.1097</b>	<b>0.0135</b>	<b>0.1231</b>		<b>544.7813</b>	<b>544.7813</b>	<b>0.0194</b>		<b>545.1889</b>

**3.5 Architectural Coating - 2017****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	12.1083					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3323	2.1850	1.8681	2.9700e-003		0.1733	0.1733		0.1733	0.1733		281.4481	281.4481	0.0297		282.0721
<b>Total</b>	<b>12.4406</b>	<b>2.1850</b>	<b>1.8681</b>	<b>2.9700e-003</b>		<b>0.1733</b>	<b>0.1733</b>		<b>0.1733</b>	<b>0.1733</b>		<b>281.4481</b>	<b>281.4481</b>	<b>0.0297</b>		<b>282.0721</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0249	0.0337	0.3527	8.2000e-004	0.0671	6.1000e-004	0.0677	0.0178	5.6000e-004	0.0184		66.9921	66.9921	3.7100e-003		67.0700
<b>Total</b>	<b>0.0249</b>	<b>0.0337</b>	<b>0.3527</b>	<b>8.2000e-004</b>	<b>0.0671</b>	<b>6.1000e-004</b>	<b>0.0677</b>	<b>0.0178</b>	<b>5.6000e-004</b>	<b>0.0184</b>		<b>66.9921</b>	<b>66.9921</b>	<b>3.7100e-003</b>		<b>67.0700</b>

### 3.5 Architectural Coating - 2017

#### Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	12.1083					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3323	2.1850	1.8681	2.9700e-003		0.1733	0.1733		0.1733	0.1733	0.0000	281.4481	281.4481	0.0297		282.0721
<b>Total</b>	<b>12.4406</b>	<b>2.1850</b>	<b>1.8681</b>	<b>2.9700e-003</b>		<b>0.1733</b>	<b>0.1733</b>		<b>0.1733</b>	<b>0.1733</b>	<b>0.0000</b>	<b>281.4481</b>	<b>281.4481</b>	<b>0.0297</b>		<b>282.0721</b>

#### Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0249	0.0337	0.3527	8.2000e-004	0.0671	6.1000e-004	0.0677	0.0178	5.6000e-004	0.0184		66.9921	66.9921	3.7100e-003		67.0700
<b>Total</b>	<b>0.0249</b>	<b>0.0337</b>	<b>0.3527</b>	<b>8.2000e-004</b>	<b>0.0671</b>	<b>6.1000e-004</b>	<b>0.0677</b>	<b>0.0178</b>	<b>5.6000e-004</b>	<b>0.0184</b>		<b>66.9921</b>	<b>66.9921</b>	<b>3.7100e-003</b>		<b>67.0700</b>

### 3.5 Architectural Coating - 2018

#### Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Archit. Coating	12.1083					0.0000	0.0000		0.0000	0.0000			0.0000				0.0000
Off-Road	0.2986	2.0058	1.8542	2.9700e-003		0.1506	0.1506		0.1506	0.1506		281.4485	281.4485	0.0267			282.0102
<b>Total</b>	<b>12.4070</b>	<b>2.0058</b>	<b>1.8542</b>	<b>2.9700e-003</b>		<b>0.1506</b>	<b>0.1506</b>		<b>0.1506</b>	<b>0.1506</b>		<b>281.4485</b>	<b>281.4485</b>	<b>0.0267</b>			<b>282.0102</b>

#### Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Worker	0.0224	0.0306	0.3191	8.2000e-004	0.0671	5.9000e-004	0.0677	0.0178	5.4000e-004	0.0183		64.5355	64.5355	3.4500e-003			64.6079
<b>Total</b>	<b>0.0224</b>	<b>0.0306</b>	<b>0.3191</b>	<b>8.2000e-004</b>	<b>0.0671</b>	<b>5.9000e-004</b>	<b>0.0677</b>	<b>0.0178</b>	<b>5.4000e-004</b>	<b>0.0183</b>		<b>64.5355</b>	<b>64.5355</b>	<b>3.4500e-003</b>			<b>64.6079</b>

### 3.5 Architectural Coating - 2018

#### Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	12.1083					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2986	2.0058	1.8542	2.9700e-003		0.1506	0.1506		0.1506	0.1506	0.0000	281.4485	281.4485	0.0267		282.0102
<b>Total</b>	<b>12.4070</b>	<b>2.0058</b>	<b>1.8542</b>	<b>2.9700e-003</b>		<b>0.1506</b>	<b>0.1506</b>		<b>0.1506</b>	<b>0.1506</b>	<b>0.0000</b>	<b>281.4485</b>	<b>281.4485</b>	<b>0.0267</b>		<b>282.0102</b>

#### Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0224	0.0306	0.3191	8.2000e-004	0.0671	5.9000e-004	0.0677	0.0178	5.4000e-004	0.0183		64.5355	64.5355	3.4500e-003		64.6079
<b>Total</b>	<b>0.0224</b>	<b>0.0306</b>	<b>0.3191</b>	<b>8.2000e-004</b>	<b>0.0671</b>	<b>5.9000e-004</b>	<b>0.0677</b>	<b>0.0178</b>	<b>5.4000e-004</b>	<b>0.0183</b>		<b>64.5355</b>	<b>64.5355</b>	<b>3.4500e-003</b>		<b>64.6079</b>

**3.6 Paving - 2018****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.6114	17.1628	14.4944	0.0223		0.9386	0.9386		0.8635	0.8635		2,245.2695	2,245.2695	0.6990		2,259.9481
Paving	0.0904					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>1.7018</b>	<b>17.1628</b>	<b>14.4944</b>	<b>0.0223</b>		<b>0.9386</b>	<b>0.9386</b>		<b>0.8635</b>	<b>0.8635</b>		<b>2,245.2695</b>	<b>2,245.2695</b>	<b>0.6990</b>		<b>2,259.9481</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0560	0.0765	0.7976	2.0600e-003	0.1677	1.4700e-003	0.1691	0.0445	1.3600e-003	0.0458		161.3388	161.3388	8.6200e-003		161.5197
<b>Total</b>	<b>0.0560</b>	<b>0.0765</b>	<b>0.7976</b>	<b>2.0600e-003</b>	<b>0.1677</b>	<b>1.4700e-003</b>	<b>0.1691</b>	<b>0.0445</b>	<b>1.3600e-003</b>	<b>0.0458</b>		<b>161.3388</b>	<b>161.3388</b>	<b>8.6200e-003</b>		<b>161.5197</b>

**3.6 Paving - 2018****Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.6114	17.1628	14.4944	0.0223		0.9386	0.9386		0.8635	0.8635	0.0000	2,245.2695	2,245.2695	0.6990		2,259.9481
Paving	0.0904					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>1.7018</b>	<b>17.1628</b>	<b>14.4944</b>	<b>0.0223</b>		<b>0.9386</b>	<b>0.9386</b>		<b>0.8635</b>	<b>0.8635</b>	<b>0.0000</b>	<b>2,245.2695</b>	<b>2,245.2695</b>	<b>0.6990</b>		<b>2,259.9481</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0560	0.0765	0.7976	2.0600e-003	0.1677	1.4700e-003	0.1691	0.0445	1.3600e-003	0.0458		161.3388	161.3388	8.6200e-003		161.5197
<b>Total</b>	<b>0.0560</b>	<b>0.0765</b>	<b>0.7976</b>	<b>2.0600e-003</b>	<b>0.1677</b>	<b>1.4700e-003</b>	<b>0.1691</b>	<b>0.0445</b>	<b>1.3600e-003</b>	<b>0.0458</b>		<b>161.3388</b>	<b>161.3388</b>	<b>8.6200e-003</b>		<b>161.5197</b>

**4.0 Operational Detail - Mobile**



### 4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.8047	5.3981	20.5039	0.0544	3.7310	0.0799	3.8109	0.9977	0.0736	1.0713		4,514.5189	4,514.5189	0.1792		4,518.2819
Unmitigated	1.8047	5.3981	20.5039	0.0544	3.7310	0.0799	3.8109	0.9977	0.0736	1.0713		4,514.5189	4,514.5189	0.1792		4,518.2819

### 4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Other Asphalt Surfaces	0.00	0.00	0.00		
Single Family Housing	343.08	362.88	315.72	1,168,666	1,168,666
Single Family Housing	142.95	151.20	131.55	486,944	486,944
Total	486.03	514.08	447.27	1,655,610	1,655,610

### 4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Other Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Single Family Housing	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Single Family Housing	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.531767	0.058060	0.178534	0.124864	0.038964	0.006284	0.016861	0.033134	0.002486	0.003151	0.003685	0.000540	0.001671

**5.0 Energy Detail**

**4.4 Fleet Mix**

Historical Energy Use: N

**5.1 Mitigation Measures Energy**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0435	0.3719	0.1583	2.3700e-003		0.0301	0.0301		0.0301	0.0301		474.7973	474.7973	9.1000e-003	8.7000e-003	477.6868
NaturalGas Unmitigated	0.0435	0.3719	0.1583	2.3700e-003		0.0301	0.0301		0.0301	0.0301		474.7973	474.7973	9.1000e-003	8.7000e-003	477.6868

### 5.2 Energy by Land Use - NaturalGas

#### Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Single Family Housing	1186.99	0.0128	0.1094	0.0466	7.0000e-004		8.8400e-003	8.8400e-003		8.8400e-003	8.8400e-003		139.6463	139.6463	2.6800e-003	2.5600e-003	140.4961
Single Family Housing	2848.78	0.0307	0.2625	0.1117	1.6800e-003		0.0212	0.0212		0.0212	0.0212		335.1510	335.1510	6.4200e-003	6.1400e-003	337.1907
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.0435</b>	<b>0.3719</b>	<b>0.1583</b>	<b>2.3800e-003</b>		<b>0.0301</b>	<b>0.0301</b>		<b>0.0301</b>	<b>0.0301</b>		<b>474.7973</b>	<b>474.7973</b>	<b>9.1000e-003</b>	<b>8.7000e-003</b>	<b>477.6868</b>

#### Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Single Family Housing	2.84878	0.0307	0.2625	0.1117	1.6800e-003		0.0212	0.0212		0.0212	0.0212		335.1510	335.1510	6.4200e-003	6.1400e-003	337.1907
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Single Family Housing	1.18699	0.0128	0.1094	0.0466	7.0000e-004		8.8400e-003	8.8400e-003		8.8400e-003	8.8400e-003		139.6463	139.6463	2.6800e-003	2.5600e-003	140.4961
<b>Total</b>		<b>0.0435</b>	<b>0.3719</b>	<b>0.1583</b>	<b>2.3800e-003</b>		<b>0.0301</b>	<b>0.0301</b>		<b>0.0301</b>	<b>0.0301</b>		<b>474.7973</b>	<b>474.7973</b>	<b>9.1000e-003</b>	<b>8.7000e-003</b>	<b>477.6868</b>

### 6.0 Area Detail

### 6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	4.8214	0.0492	4.2404	2.2000e-004		0.0231	0.0231		0.0231	0.0231	0.0000	7.5827	7.5827	7.5300e-003	0.0000	7.7408
Unmitigated	4.8214	0.0492	4.2404	2.2000e-004		0.0231	0.0231		0.0231	0.0231	0.0000	7.5827	7.5827	7.5300e-003	0.0000	7.7408

### 6.2 Area by SubCategory

#### Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.5548					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	4.1358					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.1309	0.0492	4.2404	2.2000e-004		0.0231	0.0231		0.0231	0.0231		7.5827	7.5827	7.5300e-003		7.7408
<b>Total</b>	<b>4.8214</b>	<b>0.0492</b>	<b>4.2404</b>	<b>2.2000e-004</b>		<b>0.0231</b>	<b>0.0231</b>		<b>0.0231</b>	<b>0.0231</b>	<b>0.0000</b>	<b>7.5827</b>	<b>7.5827</b>	<b>7.5300e-003</b>	<b>0.0000</b>	<b>7.7408</b>

## 6.2 Area by SubCategory

### Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.5548					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	4.1358					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.1309	0.0492	4.2404	2.2000e-004		0.0231	0.0231		0.0231	0.0231		7.5827	7.5827	7.5300e-003		7.7408
<b>Total</b>	<b>4.8214</b>	<b>0.0492</b>	<b>4.2404</b>	<b>2.2000e-004</b>		<b>0.0231</b>	<b>0.0231</b>		<b>0.0231</b>	<b>0.0231</b>	<b>0.0000</b>	<b>7.5827</b>	<b>7.5827</b>	<b>7.5300e-003</b>	<b>0.0000</b>	<b>7.7408</b>

## 7.0 Water Detail

### 7.1 Mitigation Measures Water

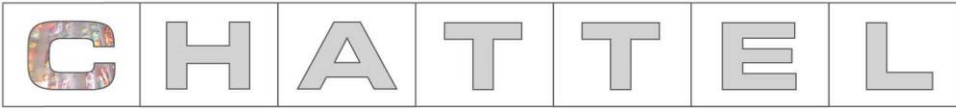
## 8.0 Waste Detail

### 8.1 Mitigation Measures Waste

## 9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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## 10.0 Vegetation



Chattel, Inc. | Historic Preservation Consultants

## Memorandum

DATE April 4, 2016

TO Lambert Giessinger  
Office of Historic Resources

FROM Robert Chattel, AIA, President  
Christine Mathieson, Associate  
Chattel, Inc.

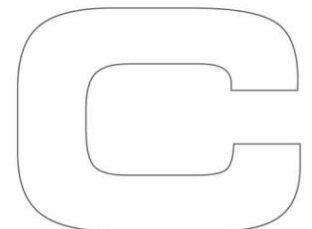
RE Canoga Mission Gallery, 23130 W. Sherman Way and Planned Residential Development, 23200 W. Sherman Way, (West Hills) Los Angeles, California  
Impacts Analysis for Proposed Development

## Introduction

This memorandum evaluates impacts of developing one parcel at 23200 Sherman Way in the West Hills neighborhood of Los Angeles, California (subject property). The proposed development is for 15 two-story single-family detached homes on the 1.94 acre parcel. The subject property is adjacent to City of Los Angeles Historic-Cultural Monument (HCM) No. 135, the Canoga Mission Gallery, located at 23130 W. Sherman Way. Canoga Mission Gallery (historic building) is a 1930s stable that was converted to its current gallery use in 1964; it is a historical resource for purposes of California Environmental Quality Act (CEQA) review.

This memorandum documents compliance with Mitigation Measure V.10 of a previous project proposed for the subject property involving development of an elder care facility. The previous project, which is now the subject of litigation, was reviewed in a Mitigated Negative Declaration (MND) and the mitigation measure was intended to address impacts on cultural resources, requiring that plans conform with the *Secretary of the Interior's Standards for the Treatment of Historic Properties (Secretary's Standards)*. The current proposed project is being submitted as a viable alternative, subject to the outcome of the litigation.

Projects in conformance with the *Secretary's Standards* are generally considered mitigated to a less than significant level or exempt under CEQA. Included is a review of the architectural plans, dated March 6, 2016, prepared by Ken Stockton (Exhibit A), as well as the engineering plans, dated March 4, 2016, prepared by Forma Engineering Inc. (Exhibit B), and preliminary landscape plan prepared by Susan E. McEowen (Exhibit C), finding the plans in conformance with the *Secretary's Standards*, meeting the requirements of an anticipated mitigation measure in a subsequent MND.



## Historic Context

The Canoga Mission Gallery was constructed originally as a stable sometime between 1934-1936 as part of a 250-acre celebrity ranch owned by Francis Lederer, a prominent silent film actor. Lederer purchased the San Fernando Valley ranch in 1936 and made a number of improvements to the land that included construction of a private residence as well as the stable now known as the Canoga Mission Gallery.

### Francis Lederer

Francis Lederer was a well-known silent film actor who later became wealthy from his real estate holdings in the western San Fernando Valley.<sup>1</sup> Lederer, born Frantisek Lederer, was born in Prague, Czechoslovakia, on November 6, 1899.<sup>2</sup> He became famous in Europe after World War I for his roles in a number of silent films, including "Maman Colibri" and "Pandora's Box," the latter of which was said to be one of the "greatest films of the silent era."<sup>3</sup> Lederer was a household name by the time he left Europe to take on a number of Broadway roles before eventually settling in Los Angeles where he appeared in movies as well as on television.<sup>4</sup>

Lederer eventually retired from acting to pursue other interests. He was described as joining the ranks of a number of Hollywood performers who had become "gentlemen farmers" when he purchased a 250-acre ranch in the San Fernando Valley in 1936.<sup>5</sup> The *Los Angeles Times* described his intentions to improve the lot by building a "roomy ranch house" to make his home away from Hollywood.<sup>6</sup> Soon after purchasing the ranch Lederer planted cabbages, then later grapes, alfalfa, and even apricot trees.<sup>7</sup> His stable on the property, now known as the Canoga Mission Gallery, included horses, cows, chickens, and dogs, all animals necessary for a "complete rancho."<sup>8</sup>

Lederer also remained in the media for other reasons. In 1940, John L. Leech, a member of a California-based communist organization, identified Lederer as sympathetic to the communist cause.<sup>9</sup> Lederer, along with a number of other Hollywood stars, including Louise Rainer and Franchot Tone, voluntarily appeared before a House of Representatives committee to deny these claims and have their names exonerated.<sup>10</sup> In 1957, Lederer founded the American National Academy of Performing Arts in Studio City, where he taught a weekly actors' workshop.<sup>11</sup> He also had a brief stint in politics and, after being honorary mayor of Canoga Park for eight years, was appointed by City of Los Angeles Mayor, Sam Yorty, as a Department of Recreation and Parks Commissioner.<sup>12</sup> Although this was his first official role within the city, Lederer had previously held posts on a number of boards focused on issues relating to the San Fernando Valley, including the Valley Teen Center, Valley State College (now California State University, Northridge) Arts Council, and the Woodland Hills Coordinating Council. His role as a commissioner was not without controversy and his vocal disapproval of other commissioners

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<sup>1</sup> "Francis Lederer; Suave Character Actor Taught Others," *Los Angeles Times*, May 27, 2000.

<sup>2</sup> Ibid

<sup>3</sup> Ibid

<sup>4</sup> Ibid

<sup>5</sup> Kendall Read, "Around and About in Hollywood," *Los Angeles Times*, May 14, 1936, A8.

<sup>6</sup> Ibid

<sup>7</sup> Ibid

<sup>8</sup> Ibid

<sup>9</sup> "Dies gives film stars clean bill," *Los Angeles Times*, Aug. 28, 1940, A1.

<sup>10</sup> Ibid

<sup>11</sup> "Francis Lederer; Suave Character Actor Taught Others," *Los Angeles Times*, May 27, 2000.

<sup>12</sup> "Lederer fascinated by culture, plans to avoid political power," *Los Angeles Times*, Jan. 7, 1968, SF A1.

eventually prompted Yorty to fire Lederer.<sup>13</sup>

Later in life, Lederer remained in the spotlight, not for his status as a Hollywood star, but for his controversial actions and public statements. While serving on the board of trustees for the Motion Picture Country Home and Hospital in Woodland Hills, Lederer was unhappy with the manner in which his recent gift of two million dollars was being allocated.<sup>14</sup> He made a public announcement to the board that his estate, valued at 17 million dollars, would no longer be donated to the hospital after his death and cited his disapproval of the board's actions, including their process for hiring new members, keeping of minutes, and support of a recent Screen Actors Guild strike.<sup>15</sup> Lederer continued to be iconoclastic in his later years; during a resolution put forth by the City of Los Angeles celebrating his work in Hollywood and the civic arena, he said the secret of longevity "is to live a long time."<sup>16</sup> In 2000, Lederer passed away at the age of 100.

### Canoga Mission Gallery

The Canoga Mission Gallery was originally constructed by Lederer as a stable for his 250-acre "gentlemen ranch" in the San Fernando Valley. Lederer commissioned the building to be constructed using the same materials as his ranch house up the hill—from stone said to be quarried on the ranch (Lederer's ranch house is also a designated HCM and is located northwest of the subject property). Because of his fascination with California history, Lederer wanted his ranch to reflect the era of the Spanish missions and later claimed the ranch house could be of value to scholars as a reproduction of mission architecture.<sup>17</sup> His fascination with the early history of California is seen in architectural elements of the Canoga Mission Gallery, with its mission style parapet, roof and extended loggia on one side of the building.

Lederer eventually divided up his ranch and although he had been made wealthy through his real estate ventures, he lamented the development and suburbanization of the San Fernando Valley.<sup>18</sup> Lederer's 250-acre ranch was still intact in 1960, but by 1968 his ranch house sat on less than 20 acres.<sup>19</sup> At some point Sherman Way was also constructed between the ranch house and the Canoga Mission Gallery.

After Lederer no longer required a stable for his horses, sculptor David Brockman was given permission to convert it into an art gallery in 1964. Brockman ran the gallery with John Naftzger until his death in 1966.<sup>20</sup> On June 18, 1967, Lederer's wife, Marion Lederer, along with Jody Hutchison and Mary and Obdulio Galeana, took over operations and opened the Canoga Mission Gallery, a non-profit art center exhibiting the work of artists from around the world.<sup>21</sup>

In 1974, the Canoga Mission Gallery was declared HCM No. 135 (Exhibit D: Figures 1-2).<sup>22</sup> During the nomination process, a member of the City of Los Angeles Cultural Heritage Board

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<sup>13</sup> "Francis Lederer; Suave Character Actor Taught Others," *Los Angeles Times*, May 27, 2000.

<sup>14</sup> "Ex-actor cancels \$17-million bequest to motion picture home," *Los Angeles Times*, Aug. 27, 1982, SD A13.

<sup>15</sup> *Ibid*

<sup>16</sup> "Francis Lederer; Suave Character Actor Taught Others," *Los Angeles Times*, May 27, 2000.

<sup>17</sup> "Atop Canoga Park Hill: Ex-film idol offers to will his Mission-type home to public," *Los Angeles Times*, Aug. 7, 1963, B9.

<sup>18</sup> Jack Smith, "Francis Lederer owns largest valley estate: actor sees San Fernando suburbia closing in on mission," *Los Angeles Times*, Oct. 2, 1960, I1.

<sup>19</sup> "Lederer fascinated by culture, plans to avoid political power," *Los Angeles Times*, Jan. 7, 1968, SF A1.

<sup>20</sup> "The gallery's as good as the art within!," *Los Angeles Times*, Oct. 29, 1972, N61.

<sup>21</sup> "Canoga Mission Gallery" HCM nomination file.

<sup>22</sup> Ray Herbert, "L.A. List of Monuments Expands," *Los Angeles Times*, Dec. 15, 1974, 23.



now called the Cultural Heritage Commission) remarked that the stable, “was not a copy, but a ‘paraphrase’ of Spanish colonial architecture.”<sup>23</sup> Media surrounding the nomination of the property mentioned Lederer’s fascination with California history and passion for collecting antiquities that led him and his wife to open the gallery.<sup>24</sup> While the subject property no longer operates as a gallery *per se*, it still retains integrity from its original use as a stable and maintains a connection with the arts, functioning as an art and handicraft boutique.

### **Description of Subject Property**

The subject property is largely unimproved, with a number of pepper and palm trees dotting the area, and wild grass interspersed with a number of wire fences (Exhibit D: Figure 11). It retains a rustic, rural character without concrete curbs and gutters, and sparse plantings.

### **Description of Canoga Mission Gallery**

Canoga Mission Gallery sits on a small parcel of land located immediately north of the subject property. It is a two-story building with a primary façade three bays wide underneath a peaked terra-cotta tile roof that follows the line of a curved Mission style parapet (Exhibit D: Figure 4). The center bay contains an arched doorway with a large wood door on the ground floor and a smaller arched opening on the second floor. The center bay is flanked on both sides by two wide arched openings; although the building appears to be symmetrical, in plan it is revealed that only the right (west) bay extends to contain a large open loggia, or breezeway, while the left (east) bay is simply an arched opening within a feature wall (Exhibit D: Figures 5-6). The center bay opens to the stables that run symmetrically down the building along a center hall, with six stables on each side (Exhibit D: Figures 14-15). The second floor is an attic space, visible from the exterior by a small interruption in the roof line, and was presumably used historically for hay storage (Exhibit D: Figure 13).

Materials of the stable are largely the blocks of stone reportedly quarried on site and filled with a rough weeping mortar, giving the entire building a rustic appearance (Exhibit D: Figure 10). Stonework features careful delineation of arches, and in some areas, such as along the curved roof parapet, smaller bricks are used to give a slight emphasis to the roofline. Other elements, such as the terra cotta tile roof, contribute to the building’s character.

The current tenant has made some improvements to the parcel, including installation of a few gates and support structures, and maintenance of a small garden immediately adjacent to the west elevation of the Canoga Mission Gallery. A wood split rail fence with stone pilasters runs along the southern boundary of the Canoga Mission Gallery, at times crossing the lot line onto the subject property (Exhibit D: Figures 6, 7, 11). The fences appear to be original and were likely built to serve as corral spaces for ranch animals; material of the pilasters matches stone used on the Canoga Mission Gallery.

### **Statement of Significance**

Canoga Mission Gallery is a designated HCM<sup>25</sup> although the HCM nomination did not include an explanation of significance, current evaluation provides that Canoga Mission Gallery is

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<sup>23</sup> Ibid

<sup>24</sup> Ibid

<sup>25</sup> The HCM nomination also defines the boundary of the property as limited to Assessor’s Parcel Number (APN) 2026-001-018.

significant for two associations: as an example of Spanish Colonial Revival style and as an example of a San Fernando Valley “gentlemen ranch.” The building’s low sculptural forms, close tie to the land, and use of simple details and limited materials reflect architectural historian David Gebhart’s description of Spanish Colonial Revival architecture. Gebhart states that the style entails “sculptural volumes, closely attached to the land, whereby the basic form of the building [is] broken down into separate smaller shapes, which informally spread themselves over the site. Detailing, both within and without, [is] simple; and the number of materials employed [is] severely limited.”<sup>26</sup>

The Canoga Mission Gallery is also significant for its association with Francis Lederer as a support building to his “gentlemen ranch.” A Cultural Landscape Report prepared for the Oakridge Estate, a similar celebrity ranch also located in the San Fernando Valley, provides a description of these ranches:

A typical “celebrity ranch” of the period could be anywhere from five to thirty-five acres with some being much larger. In addition to the agricultural and livestock raising activities of a ranch, these properties also incorporated large homes, landscaped grounds, tennis courts and swimming pools associated with the Hollywood lifestyle. Architectural styles mirrored the eclectic tastes of the motion picture community. Actor Francis Lederer built an ornate and sprawling Spanish hacienda on his ranch west of Canoga Park.<sup>27</sup>

Although the acreage of Lederer’s ranch has since given way to suburban development, the original function of the Canoga Mission Gallery as a stable reflects the working aspect of these celebrity ranches as real farms as well as being lavish estates. The period of significance is the date of construction, between 1934 and 1936.

#### Character Defining Features

The following is a list of character defining features that communicate the significance of Canoga Mission Gallery from its period of significance (1934-1936):

- Rural nature of the landscape immediately adjacent to the Canoga Mission Gallery, including the wood split rail fence with stone pilasters that were once part of a fencing system for the property
- Decorative details that reflect the Spanish Colonial Revival style of architecture, such as decorative parapet, terra cotta tile roof
- Open loggia along the west elevation
- Material colors and rustic cut of the stone and bricks with weeping mortar used to construct buildings and other landscape features

#### **Project Description**

This memorandum is a follow up to an earlier one dated November 12, 2012, which was for a previously proposed elder care facility with detailed landscape plan that was to be constructed on the subject property. This previous project did not move forward, and the current project is the proposed new 15 single-family home development to be constructed on the parcel adjacent to the Canoga Mission Gallery. References to home and lot numbers corresponds to the architectural plans dated March 6, 2016 prepared by Ken Stockton (Exhibit A).

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<sup>26</sup> David Gebhard, “The Spanish Colonial Revival in Southern California (1895-1930),” *The Journal of the Society of Architectural Historians*, vol. 26, no. 2 (1967): 137-138.

<sup>27</sup> *The Cultural Landscape of Oakridge*, (Los Angeles, CA: Historic Resources Group, 2005), 6.

The proposed development begins to the south of the Canoga Mission Gallery property, abutting Woodlake Avenue. Currently, Woodlake Avenue is unimproved, but is proposed to be improved between W. Sherman Way and Bell Creek, a channelized waterway located south of the subject property. Improvements to Woodlake Avenue include the construction of a curb and gutter system along the street. The parcel to the east of Woodlake Avenue, between the Canoga Mission Gallery property and Bell Creek is the section of concern for this memo, however the development also includes property to the west of Woodlake Avenue that will not be evaluated here. The plans for the area to the east of Woodlake Avenue and directly south of the Canoga Mission Gallery property show that there will be 15 single family two-story homes constructed on the subject property.

There are two private drives to the east side of Woodlake Avenue to access the houses. Five homes directly abut the Canoga Mission Gallery parcel and are of highest importance for review. The overall height of proposed homes was reduced from approximately 27 feet to not to exceed 25 feet, and the grade of home lots adjacent to the Canoga Mission Gallery parcel was lowered to further reduce apparent height. These refinements reduced mass, scale and proportion of the new homes in relation to the Canoga Mission Gallery. The house on lot #1 will be turned to face Woodlake Avenue, allowing an open space on the corner of this property that is not enclosed by fencing to the lot line. The other four houses will face the private drive and the rear elevations will face the Canoga Mission Gallery. Variations to the rear elevations were also employed: variations to roof lines, the addition of side and rear pop out elements to give the new houses a more varied appearance.

The new slumpstone wall that is to be constructed has been reduced in height from the standard 6 feet to a more appropriate approximately 5 foot wall at the property lines along the Canoga Mission Gallery property. The slumpstone wall has been stepped in height to accommodate variations in grade on lots #1-5. Additionally, adjustments to the slumpstone wall's placement were made at lot #2, and small portions of lots #1 and 3, stepping it back one foot-four inches to the south, to accommodate the Canoga Mission Gallery's wood split-rail fence with stone pilasters that extends in over the parcel line into the subject property. Because the fence has been identified as a character-defining feature of the Canoga Mission Gallery and thus was important that it be retained. The areas noted as remainder the 8,750 square feet remainder portion of land that directly abuts the Canoga Mission Gallery property and is closest to the building, to the northeast of lot #5 (Exhibit A, Sheet A1.2), will be left undeveloped.

The 15 homes proposed for construction on the subject property will all be variations on the Spanish Colonial Revival style. They will feature varying color schemes and terra cotta tile roof colors (Exhibit A, Sheet E1.1). There will be variation in stone, brick, stucco, and architectural elements. Extant trees along the proposed houses and the Canoga Mission Gallery property line will remain and additional trees will be planted within each of the individual properties. The preliminary landscape plan (Exhibit C) shows that trees will be planted on the south elevations of lots #1-5 that face the Canoga Mission Gallery. The trees on lots #5 and 2 are Crape Myrtles, on lots #1 and 4 there are African Sumac, and the tree on lot #3 is a Strawberry tree.

Extensive measures to mitigate the impact of the new housing development were undertaken since the previous plans were developed. Initially it was proposed to relocate the historic pilasters onto the Canoga Mission Gallery property, but they will be retained and preserved in *situ* or in place. Other changes included: turning the house on lot #1 and lowering the grade so that all of the houses that abut the Canoga Mission Gallery property are not to exceed 25 feet

high. The corner of the proposed house on lot #1 was opened up to wrap around and leave the corner open rather than fenced to the lot line. House plans were originally a combination of American Colonial Revival and Spanish Colonial Revival, but were changed to all be a variation on the more contextually appropriate Spanish Colonial Revival. Variations to the rear elevations were also employed: variations to roof lines, the addition of side and rear pop out elements to give the new houses a more varied appearance. Additionally, there will be variation in color schemes and terra cotta roofing of varying colors on the 15 houses. The backyard walls of the houses that abut the Canoga Mission Gallery property have been lowered from the standard 6 feet to the more appropriate 5 feet, which will aid in tying in the historic property with the subject property and avoiding a walled-off feeling. Existing trees in this area will be retained and additional trees will be planted within the individual housing lots that abut the Canoga Mission Gallery parcel. The new slumpstone wall will echo the existing pilaster's shadow line with a slumpstone cap. Using smaller scaled block (4x6 inches) was also recommended and will be employed.

### **Impacts Analysis – Compliance with Mitigation Measure V.10**

Mitigation Measure V.10 of the MND is generally consistent with the Secretary's Standards for Rehabilitation (*Secretary's Standards*). The following analysis describes how the plans meet the requirements of Mitigation Measure V.10 and is therefore in conformance with the *Secretary's Standards*.

1. *Environmental Impacts may result from the project implementation due to impacts on a City Designated Historic-Cultural Monument located on the project site. However, the potential impact will be mitigated to a less than significant level through compliance with the Secretary of the Interior's Standards for Historical Resources by the following measures:*

The plans are found in conformance with the *Secretary's Standards* for the reasons outlined in this analysis.

2. *Prior to the issuance of any permit, the project shall obtain clearance from the Department of Cultural Affairs for the proposed work.*

Rather than submit this memorandum to Department of Cultural Affairs, the proposed project is more appropriately reviewed by the Office of Historic Resources in the Department of City Planning.

3. *A property shall be used for its historic purpose or be placed in a new use that requires minimal change to defining characteristics of the building and its site and environment.*

The plans comply with the above stipulation, as it does not change use of Canoga Mission Gallery.

4. *The historic character of a property will be retained and preserved. The removal of historical material or alteration of features and spaces shall be avoided.*

The plans comply with the above stipulation, as the rural nature of the Canoga Mission Gallery will not be adversely affected by the construction of the new homes. Measures have been taken to create a gradual transition between the

two parcels that reflects the rural setting. The extant stone pilasters and wood split rail fence have been retained and preserved in place. The design of the houses is in keeping with the feeling and design of the historic building by referencing its Spanish Colonial Revival style in a more contemporary, restrained fashion. Existing trees on the subject property will be retained, and additional trees will be planted so that there is a natural buffer between subject property and the Canoga Mission Gallery parcel.

5. *Each property shall be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic buildings, shall not be undertaken.*

The plans do not include any work on the Canoga Mission Gallery.

6. *Most properties change over time; those changes that have acquired significance in their own right shall be retained and preserved.*

Stipulation does not apply as there do not appear to be changes to the property that have taken on significance over time.

7. *Distinctive features, finishes and construction techniques ore examples of skilled craftsmanship which characterize and historic property shall be retained.*

The plans comply with the above stipulation. The stone pilasters identified as character-defining features will be retained to maintain the rural character of the Canoga Mission Gallery. A new slumpstone wall will be constructed behind the existing historic stone pilasters. The wall height has been reduced from the standard 6 feet to 5 feet, which helps to minimize the scale between the historic property and the new development. Additionally, all other distinctive features, finishes and construction techniques will be retained, and not impacted by the plan.

8. *Deteriorated historic features shall be repaired rather than replaced Where the severity of deterioration requires replacement of a distinctive historic feature, the new feature shall match the old in design, color, texture, and other visual qualities, and where possible, materials. Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence.*

Stipulation does not apply as there are no historic features that require repair.

9. *Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible.*

Stipulation does not apply as no chemical or physical treatments for cleaning are proposed.

10. *Significant archaeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.*

Stipulation does not apply, as encountering archeological resources is not anticipated.

**Conclusion**

The plans that are the subject of this review are in conformance with the *Secretary's Standards* and therefore will not cause a substantial adverse change to the significance of the adjacent Canoga Mission Gallery.

**Attachments**

Exhibit A: Architectural Plans, dated 3/6/2016 Sheets A1.2, A2.0-A2.4, E1.1 Ken Stockton Architects, Inc.

Exhibit B. Engineering Plans, dated 3/4/2016. Sheet 1 of 2: Vesting Tentative Map and Sheet 2 of 2: Preliminary Grading Plan, Forma Engineering Inc.

Exhibit C: Preliminary Landscape Plan, Susan E. McEowen

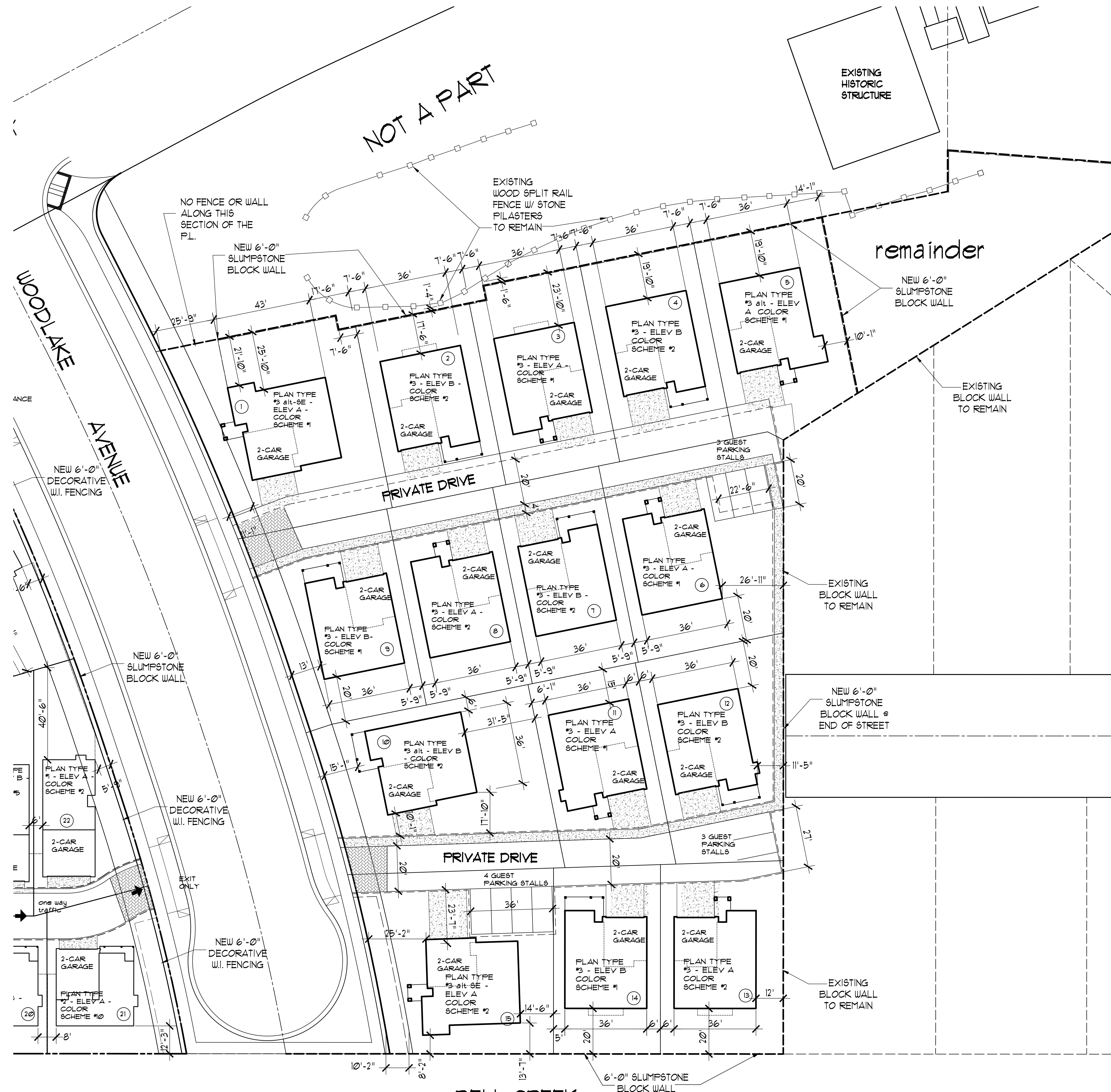
Exhibit D: Historic and Contemporary Photographs

April 4, 2016  
CANOGA MISSION GALLERY

Exhibit A:

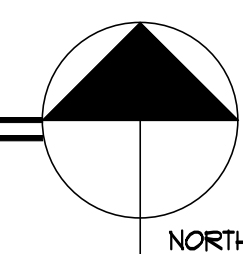
Architectural Plans, dated 3/6/2016 Sheets A1.2, A2.0-A2.4, E1.1 Ken Stockton





**ARCHITECTURAL SITE PLAN- 15 HOME TRACT**

SCALE: 1" = 20'-0"



**LEGAL DESCRIPTION :**

Site Address 23200 W SHERMAN WAY  
 ZIP Code 91301  
 PIN Number 182B023 241  
 Lot/Parcel Area (Calculated) 843805 (sq ft)  
 Thomas Brothers Grid PAGE 529 - GRID G5  
 Assessor Parcel No. (APN) 2026-001-195  
 Tract TR 18000  
 Map Reference M B 18-23 (SHT 23)  
 Block None  
 Lot FT 1056  
 Aio (Lot) Call Reference/ 1  
 Map Sheet 183B023  
 Map Sheet 183B021

**DENSITY TABULATION :**

PARCEL  
 LOT AREA 84,109 SQ. FT. (1.94 AC)  
 MERGER = 651 SQ. FT.  
 DEDICATIONS = 0.00 SQ. FT.  
 GROSS AREA = 83,360 SQ. FT. (1.93 AC)  
 15 HOMES TOTAL ON PARCEL  
 3,069.5 SQ. FT. / UNIT

**PARKING TABULATION :**

2 COVERED SPACES PER HOME REQUIRED PLUS 1 SPACE PER HOME FOR GUESTS.  
 2 X 15 = 30 SPACES COVERED  
 0.25 X 15 = 4 SPACES FOR GUEST  
 PARKING PROVIDED:  
 2 SPACES PER HOME COVERED + 30 SPACES  
 GUEST SPACES PROVIDED = 10 SPACES

OWNER:  
**SHERMAN WAY - WEST HILLS PARTNERS, LLC**  
 22801 VENTURA BLVD., #111, WOODLAND HILLS, CA 91367

PROJECT NAME:  
**WEST HILLS VILLAGE**  
 15 SINGLE FAMILY HOMES  
 7000 WOODLAKE AVENUE  
 WEST HILLS, CA  
 TENTATIVE TRACT #23814

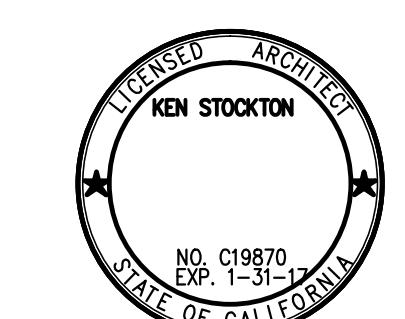
**ARCHITECTURAL SITE PLAN**

REVISIONS:	
DATE:	03/06/16
PLAN CHK:	
PERMIT:	

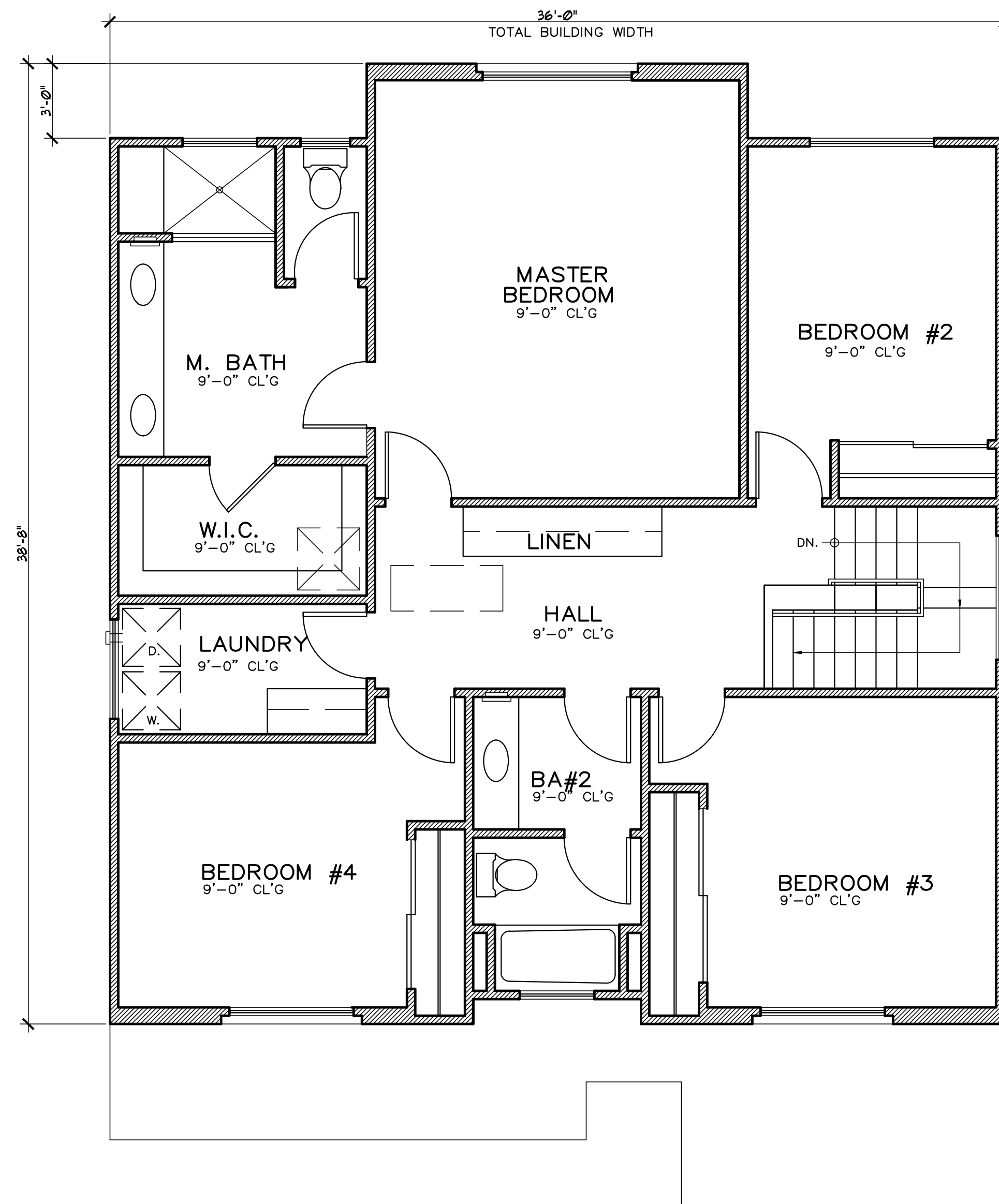
**KEN STOCKTON ARCHITECTS, INC / A.I.A.**  
 26500 W. AGOURA ROAD, PMB# 663, CALABASAS, CA 91302  
 (818) 888-9443 FAX: (818) 888-9604

SHEET NO.

**A1.2**



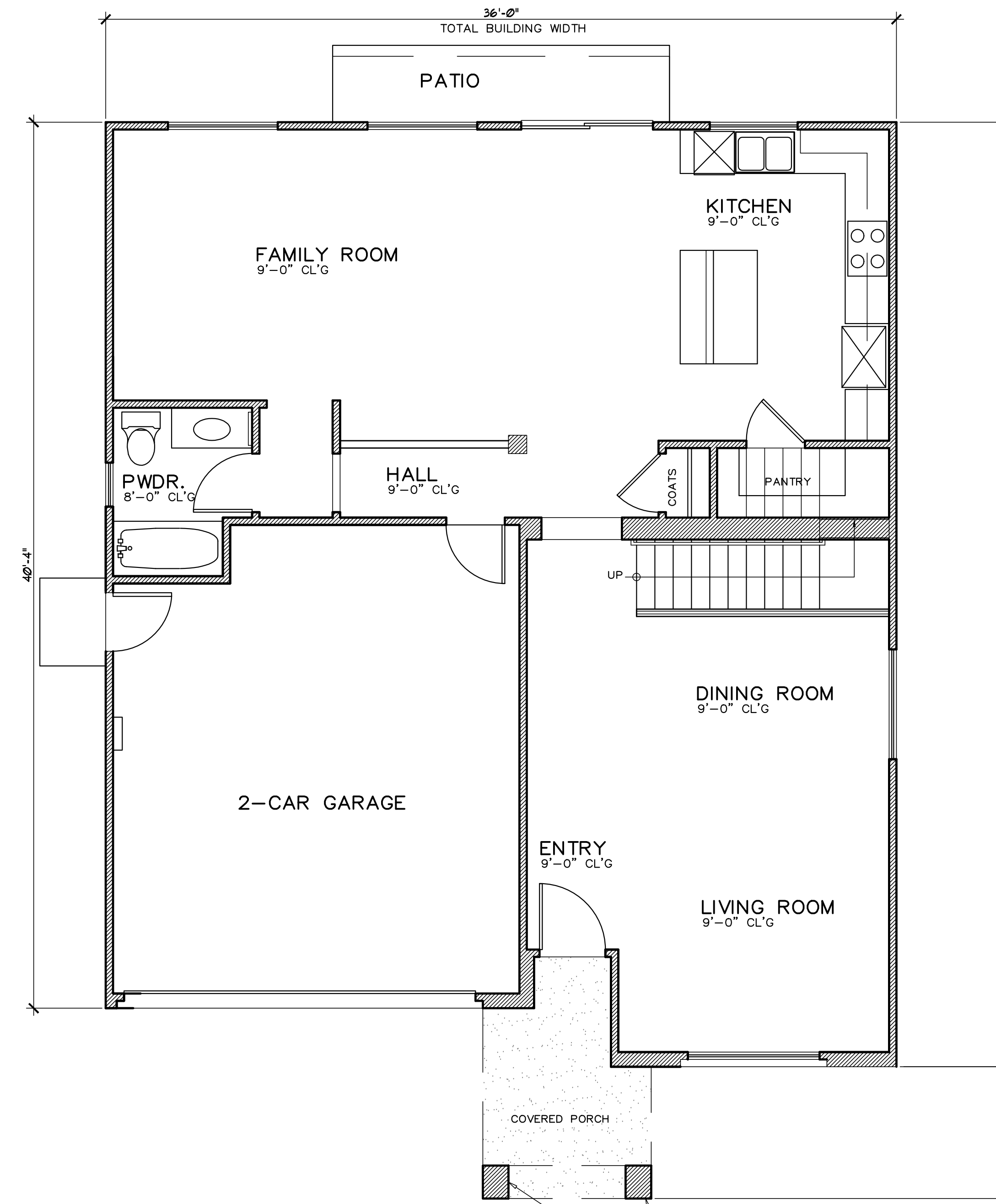
**PRELIMINARY ONLY**



**SECOND FLOOR PLAN**  
SCALE: 1/4" = 1'-0"

**SQ. FTG. TABULATION**

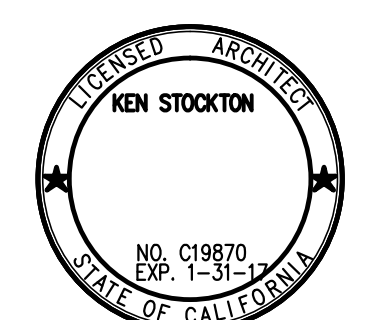
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SECOND STORY:	1,277 S.F.
TOTAL FLOOR AREA :	2,355 S.F.



**FIRST FLOOR PLAN**  
SCALE: 1/4" = 1'-0"

**PLAN #3 - STD.**

STUCCO COLUMNS &  
ARCH AS PER EXTERIOR ELEV'S



PRELIMINARY ONLY

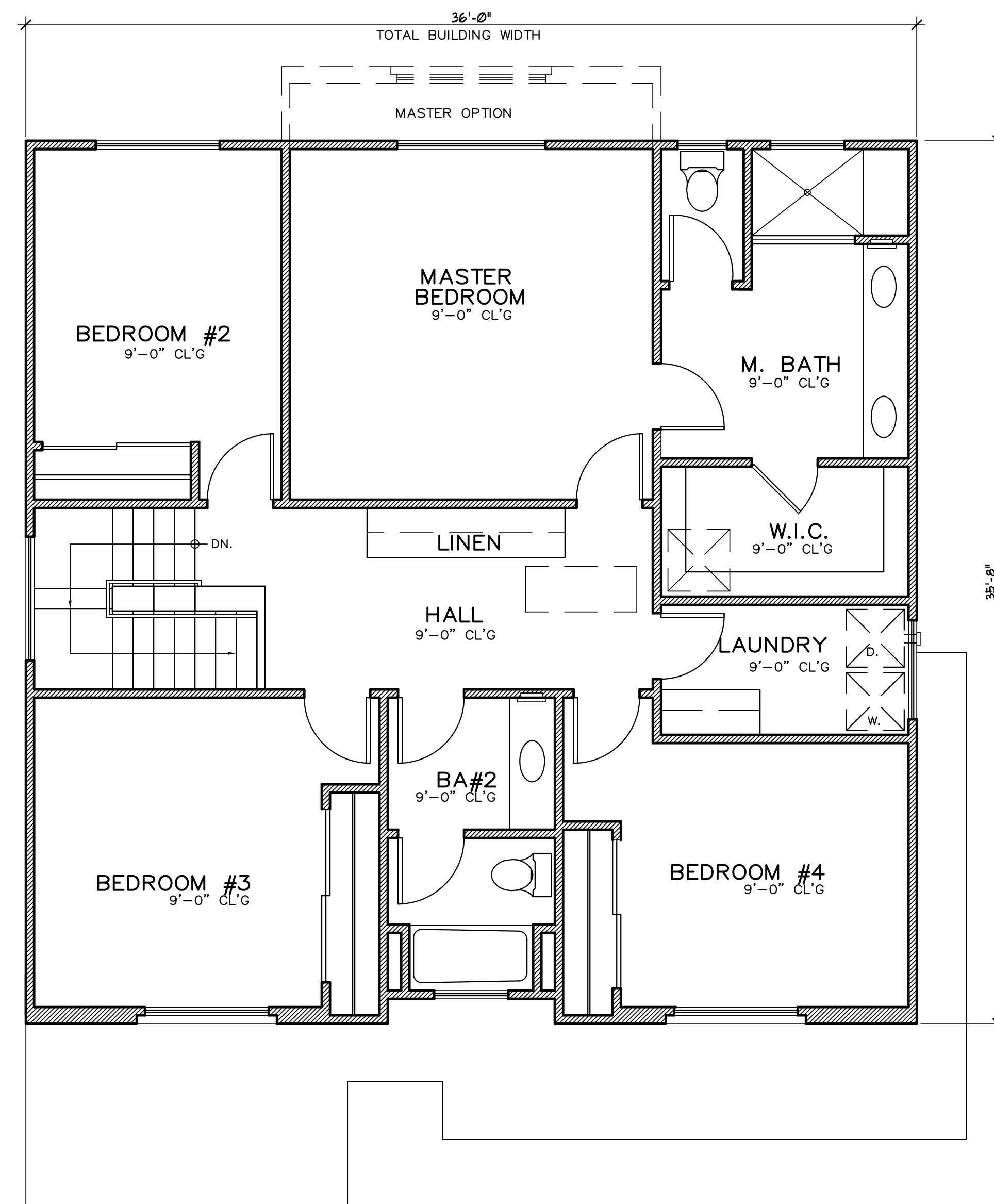
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**SHERMAN WAY - WEST HILLS PARTNERS, LLC**  
22801 VENTURA BLVD., #111, WOODLAND HILLS, CA 91367

PROJECT NAME:  
**WEST HILLS VILLAGE**  
15 SINGLE FAMILY HOMES  
7000 WOODLAKE AVENUE  
WEST HILLS, CA  
TENTATIVE TRACT #13814

PLAN TYPE	STANDARD - FLOOR PLANS
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DATE:	03/06/16
PLAN CHK:	
PERMIT:	

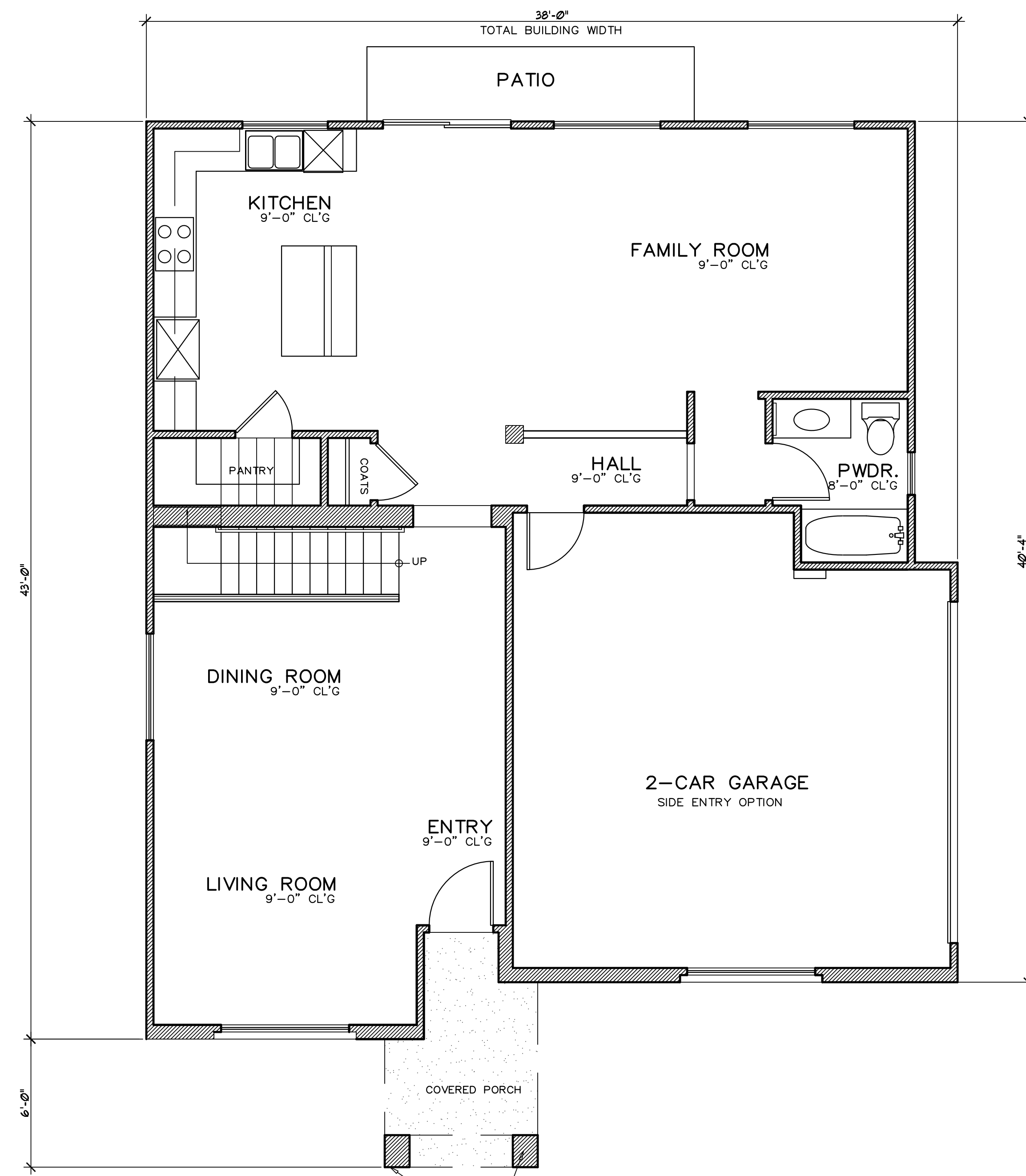
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SHEET NO.  
**A2.0**



**SECOND FLOOR PLAN**  
SCALE: 1/4" = 1'-0"

SQ. FTG. TABULATION	
FIRST STORY:	1,078 S.F.
SECOND STORY:	1,277 S.F.
TOTAL FLOOR AREA :	2,355 S.F.



**FIRST FLOOR PLAN**  
SCALE: 1/4" = 1'-0"

**PLAN #3 - OPT.**



PRELIMINARY ONLY

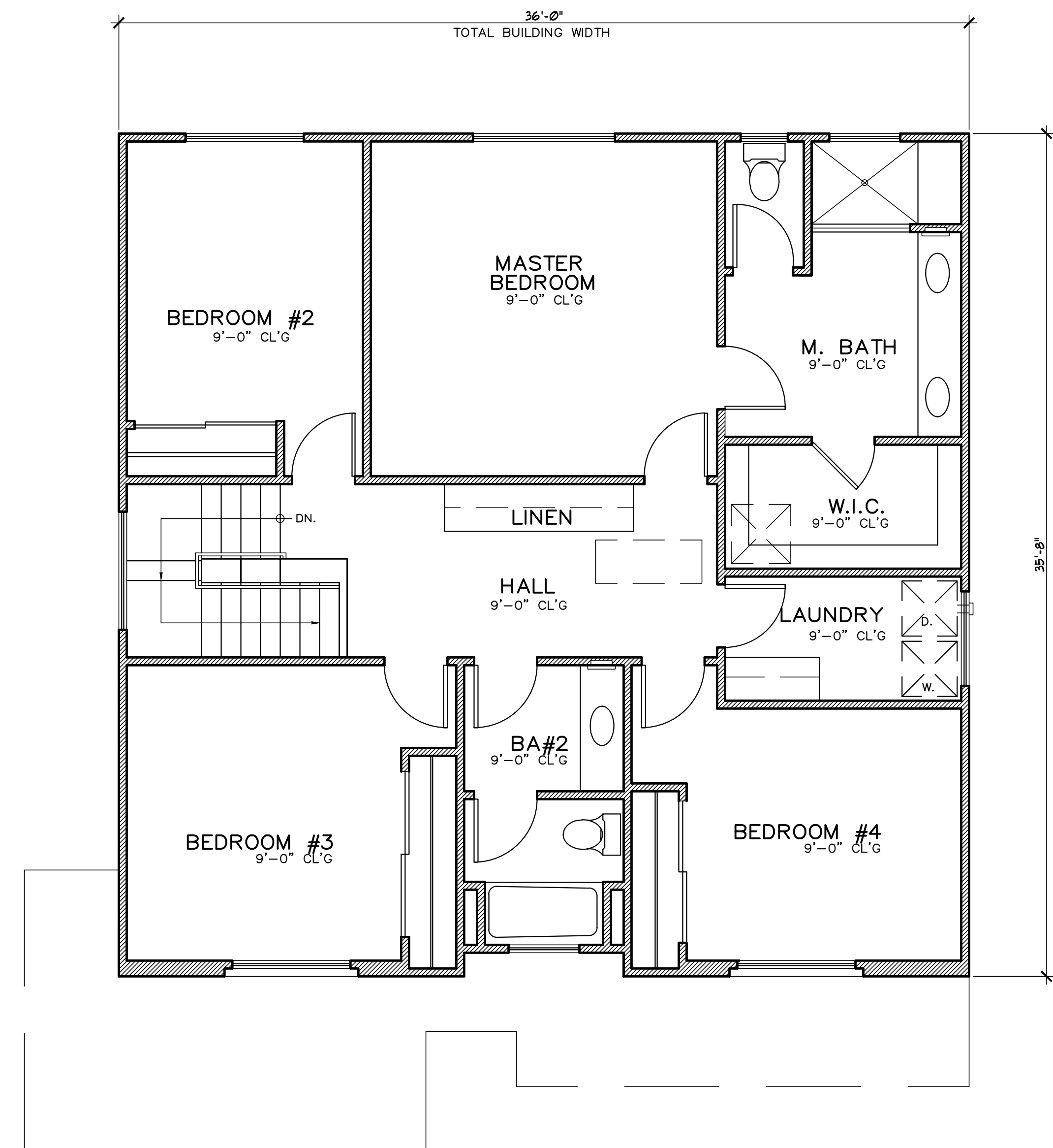
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**SHERMAN WAY-WEST HILLS PARTNERS, LLC**  
22801 VENTURA BLVD., #111, WOODLAND HILLS, CA 91367

PROJECT NAME:  
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15 SINGLE FAMILY HOMES  
7000 WOODLAKE AVENUE  
WEST HILLS, CA  
TENTATIVE TRACT #72814

PLAN TYPE	DATE	REVISIONS:
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PLAN CHK:		
PERMIT:		

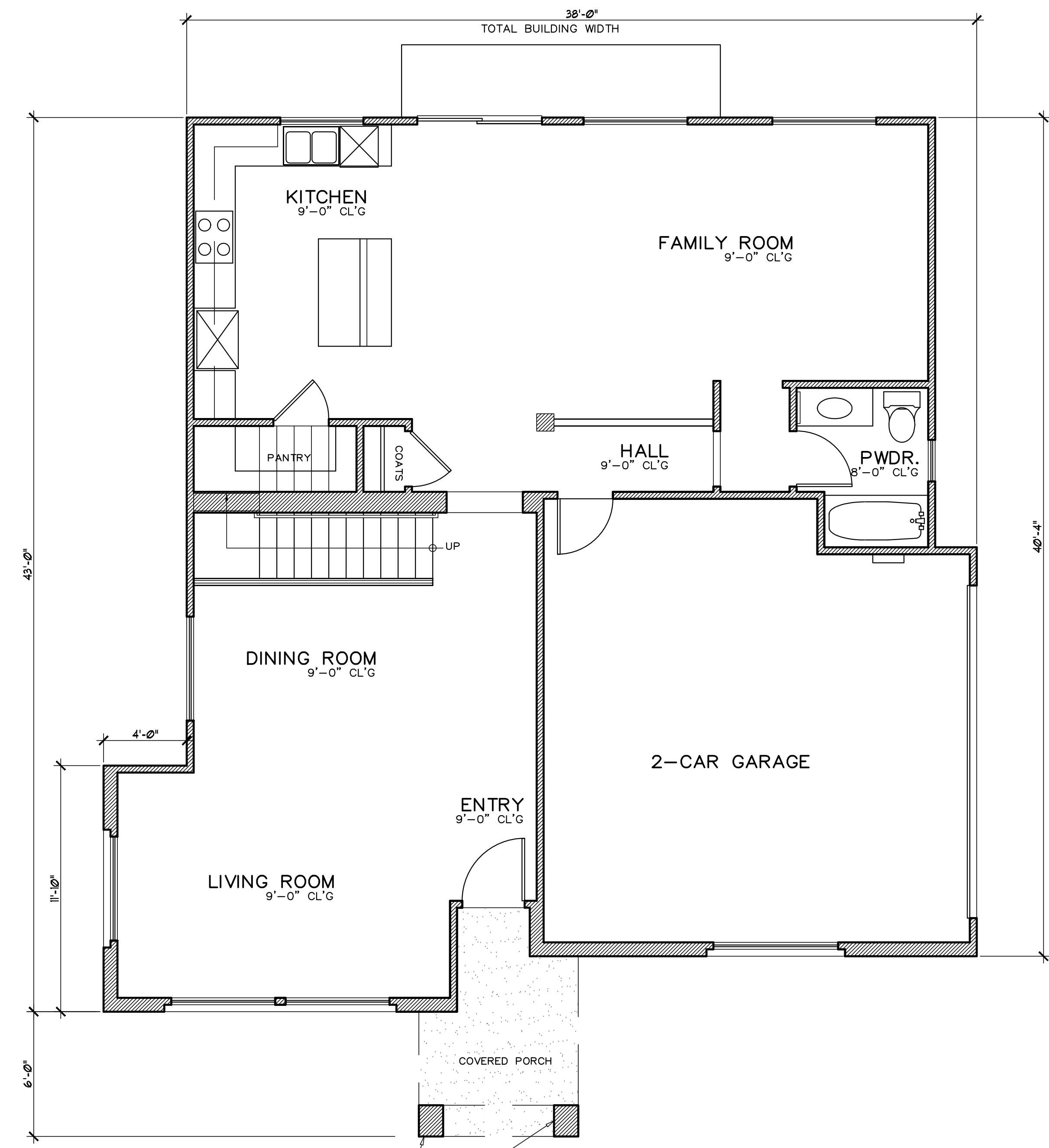
**KEN STOCKTON ARCHITECTS, INC / A.I.A.**  
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SHEET NO.  
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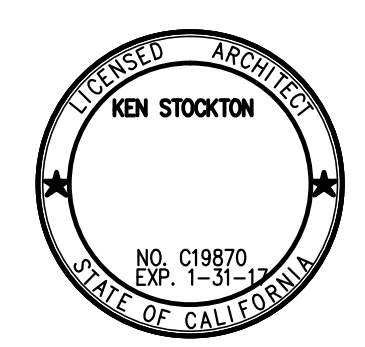
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SECOND STORY:	1,277 S.F.
TOTAL FLOOR AREA :	2,355 S.F.



**FIRST FLOOR PLAN**  
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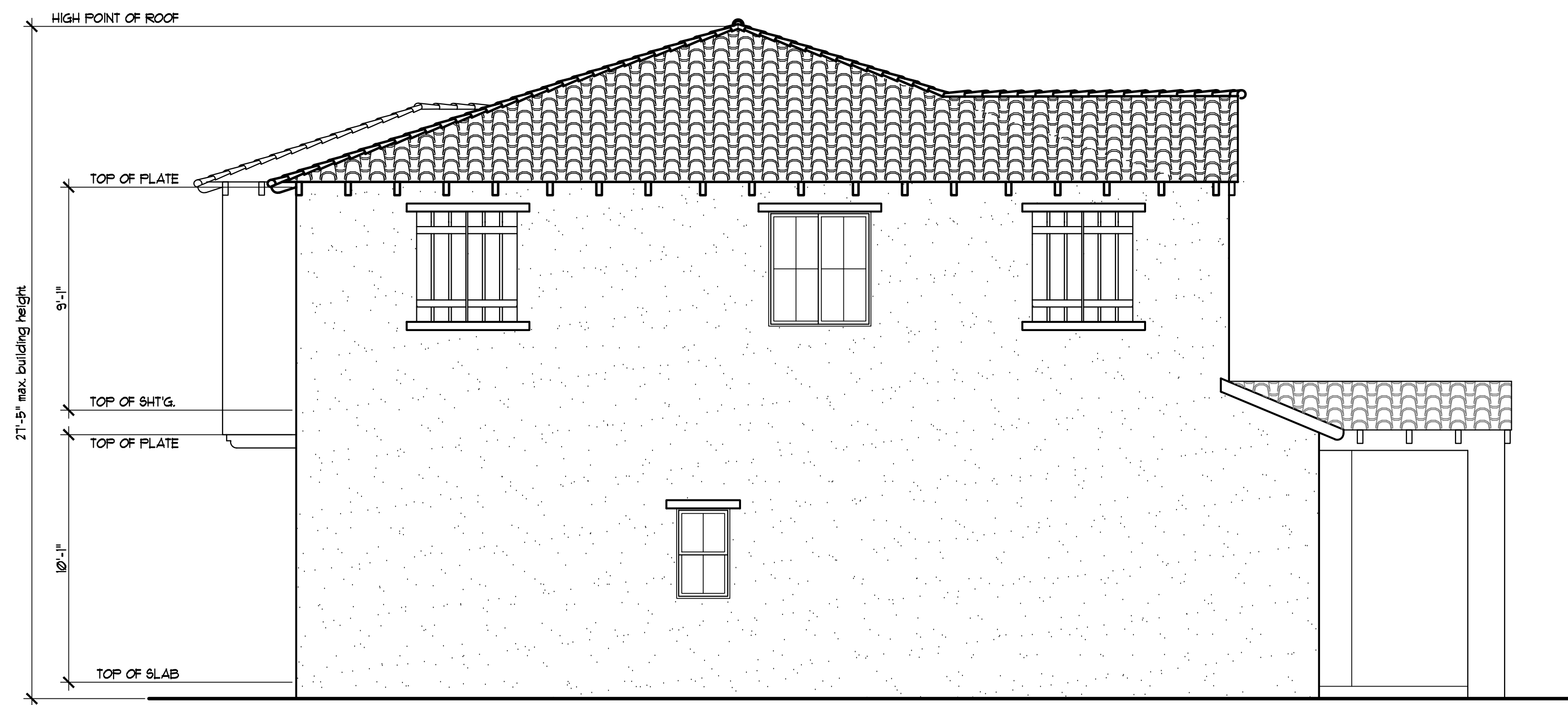
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PRELIMINARY ONLY

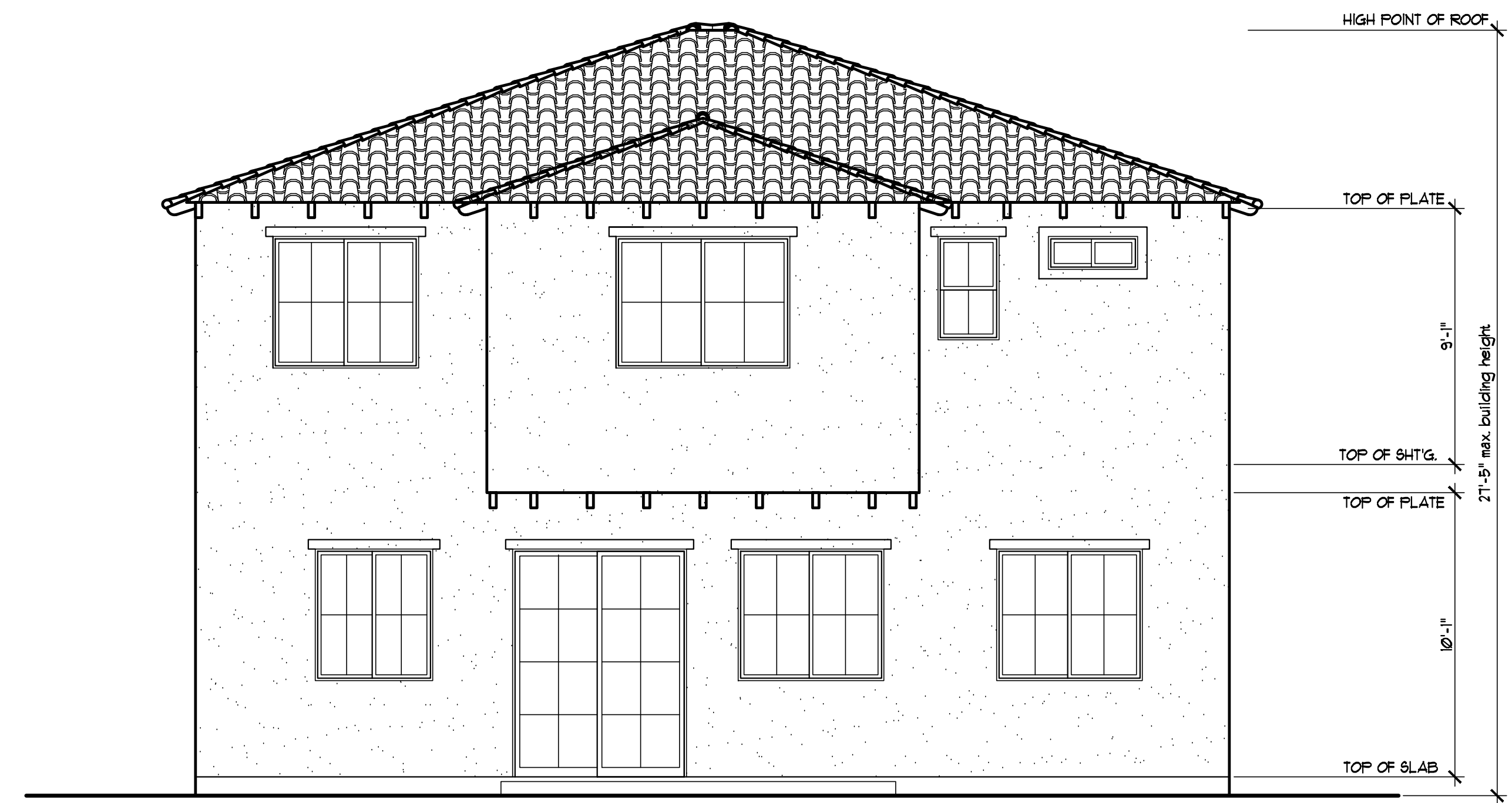
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DATE:	03/06/16
REVISIONS:	
PLAN CHK:	
PERMIT:	
ARCHITECT:	KEN STOCKTON ARCHITECTS, INC / A.I.A. 26500 W. AGOURA ROAD, PMB# 663, CALABASAS, CA 91302 (818) 886-9443 FAX: (818) 886-9604
SHEET NO.	<b>A2.1</b>





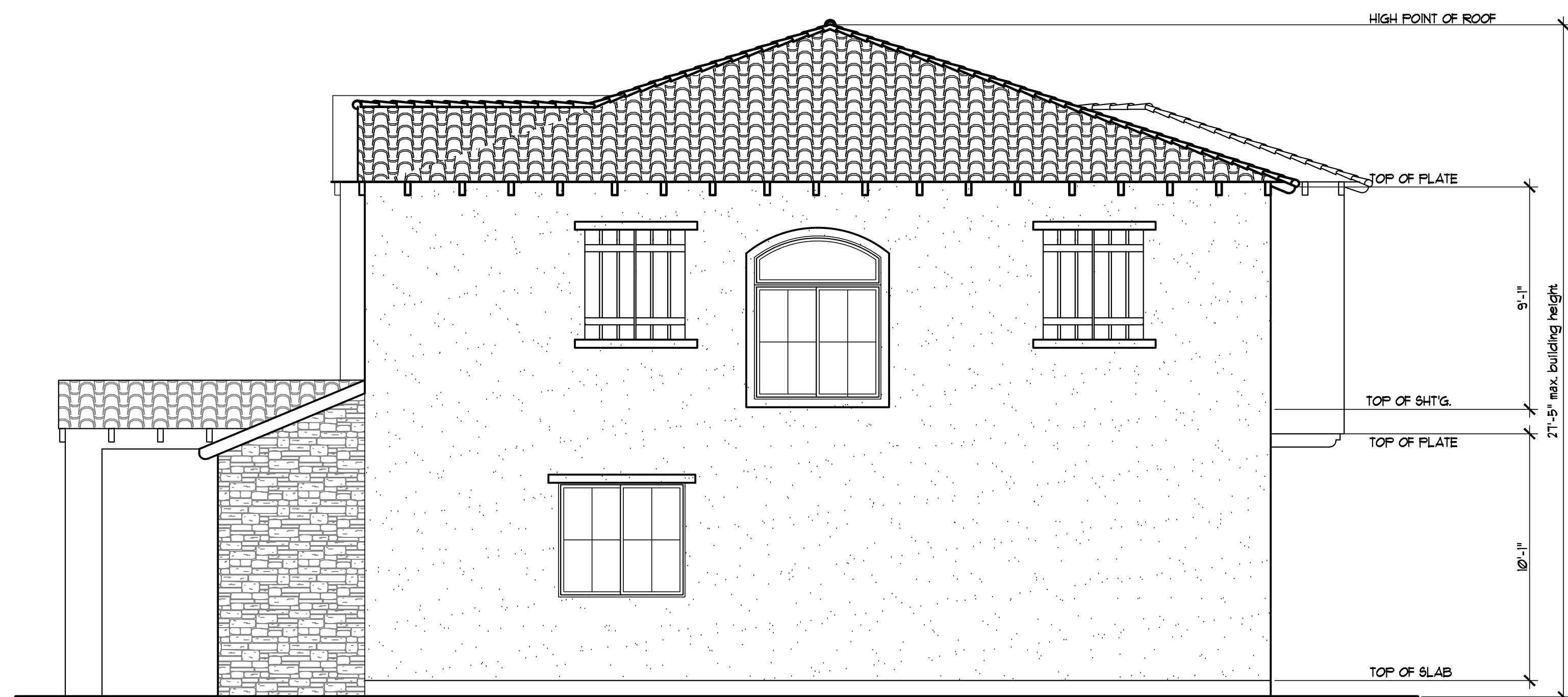
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**REAR ELEVATION**

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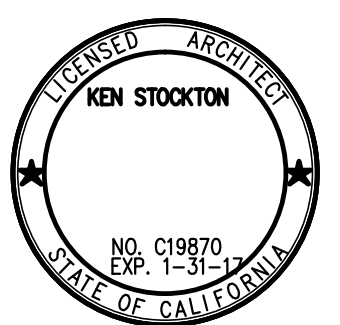
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**FRONT ELEVATION**

SCALE: 1/4" = 1'-0"

**ELEVATION "A"**



PRELIMINARY ONLY

OWNER:  
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22801 VENTURA BLVD., #111, WOODLAND HILLS, CA 91367

PROJECT NAME:  
**WEST HILLS VILLAGE**  
15 SINGLE FAMILY HOMES  
7000 WOODLAKE AVENUE  
WEST HILLS, CA  
TENTATIVE TRACT #23814

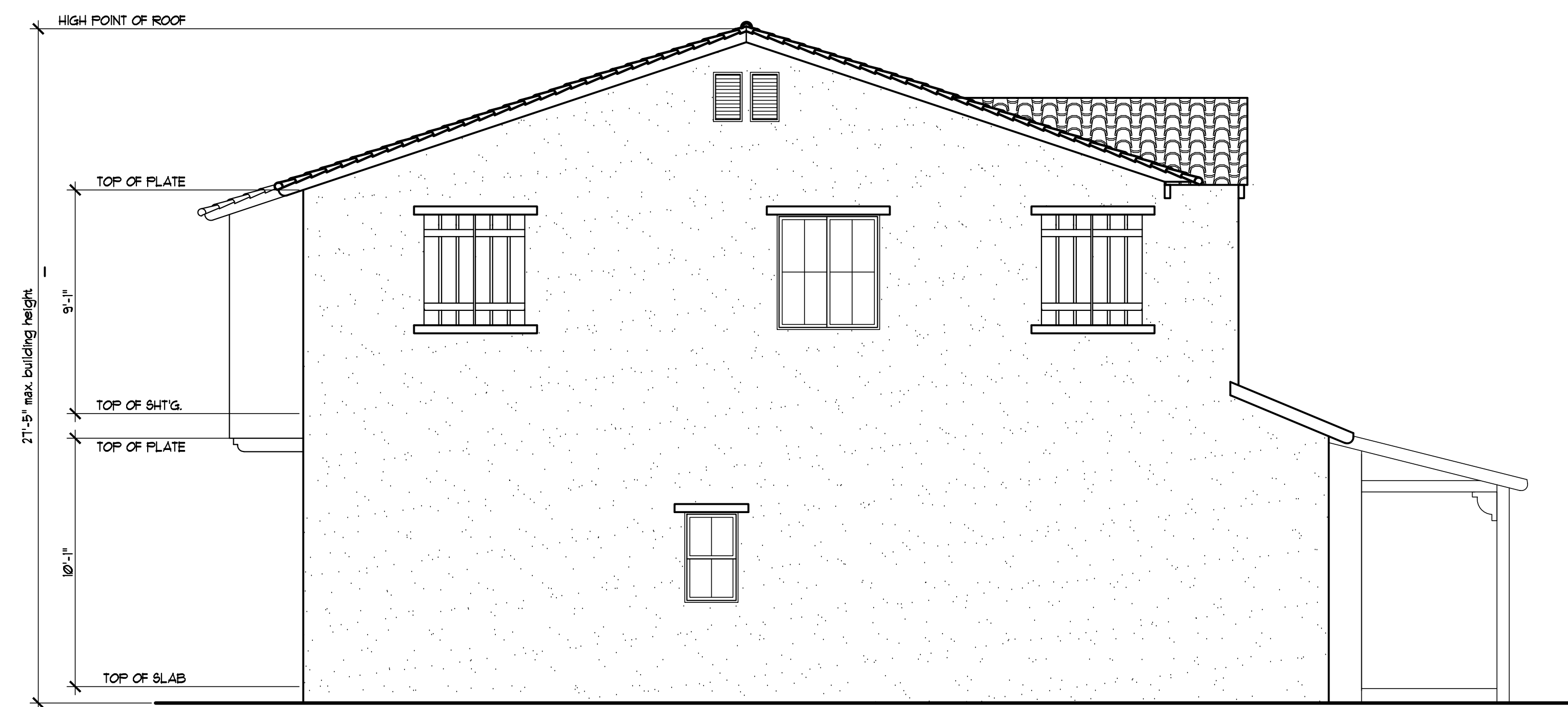
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DATE:	REVISIONS:
03/06/16	
PLAN CHK:	
PERMIT:	

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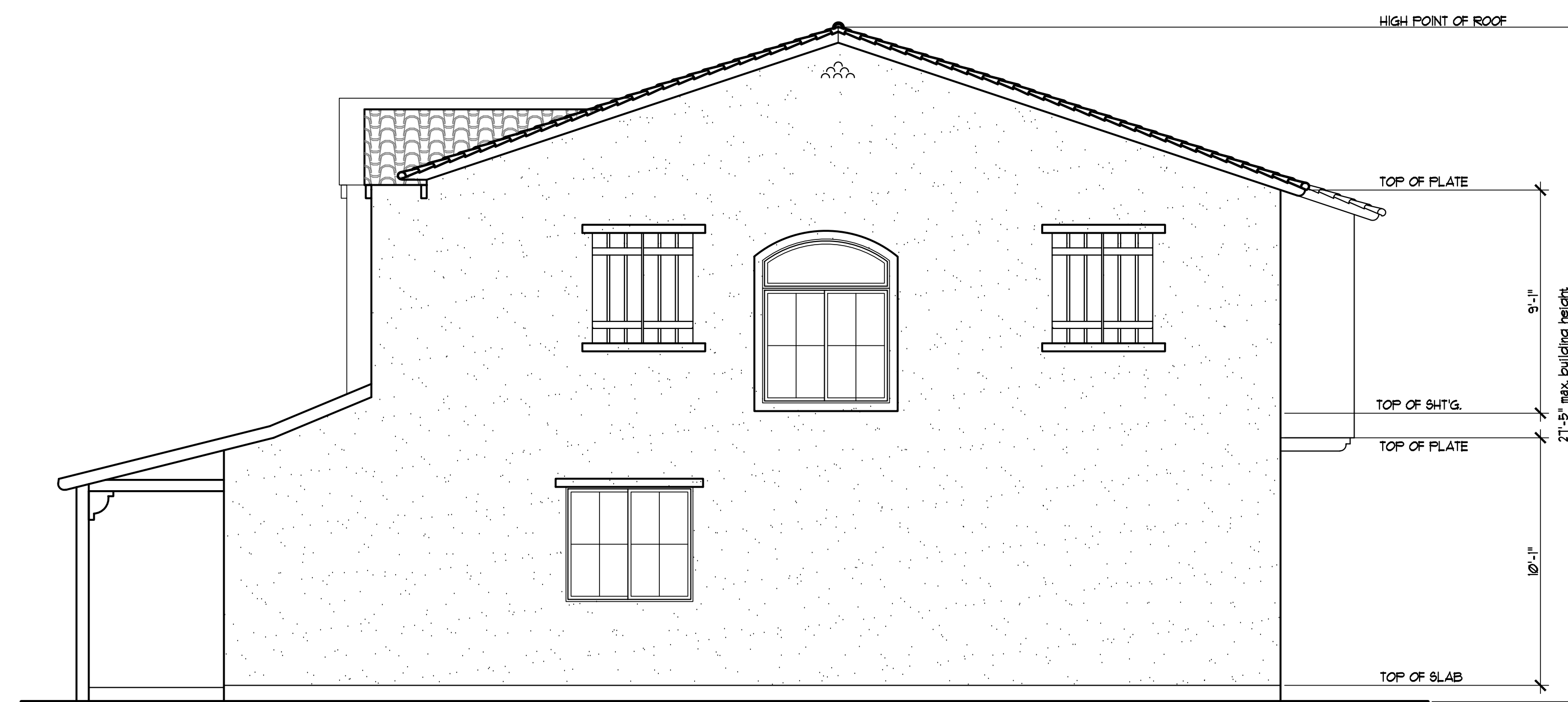
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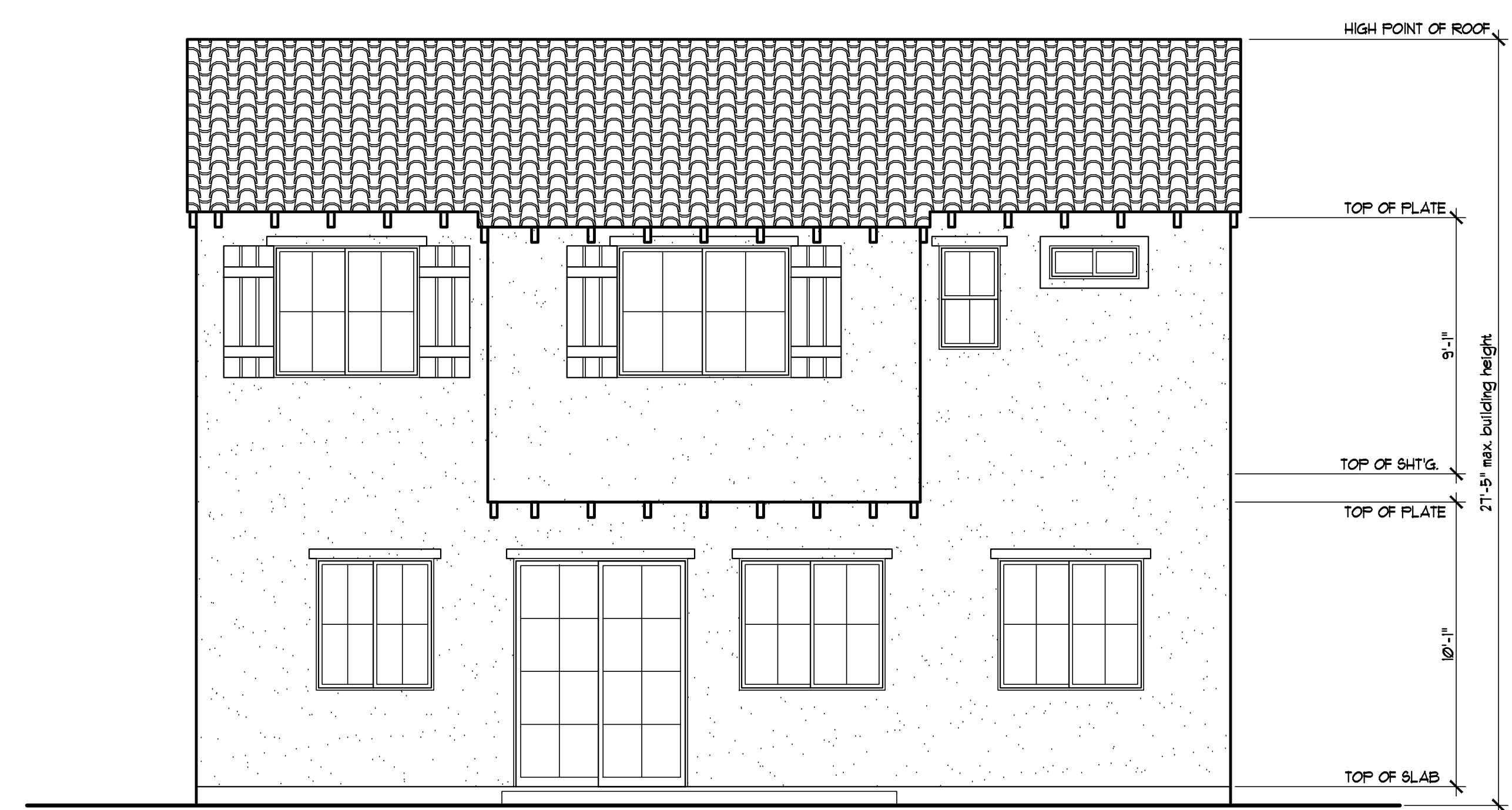
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**LEFT SIDE ELEVATION**

SCALE: 1/4" = 1'-0"



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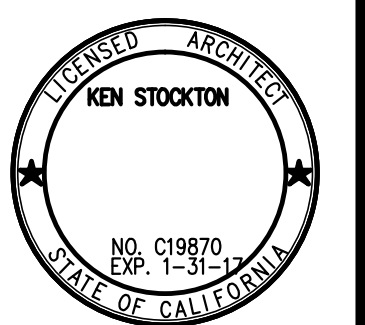
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**FRONT ELEVATION**

SCALE: 1/4" = 1'-0"

**ELEVATION "B"**



PRELIMINARY ONLY

OWNER:  
SHERMAN WAY-WEST HILLS  
PARTNERS, LLC  
22801 VENTURA BLVD., #111, WOODLAND HILLS, CA 91367

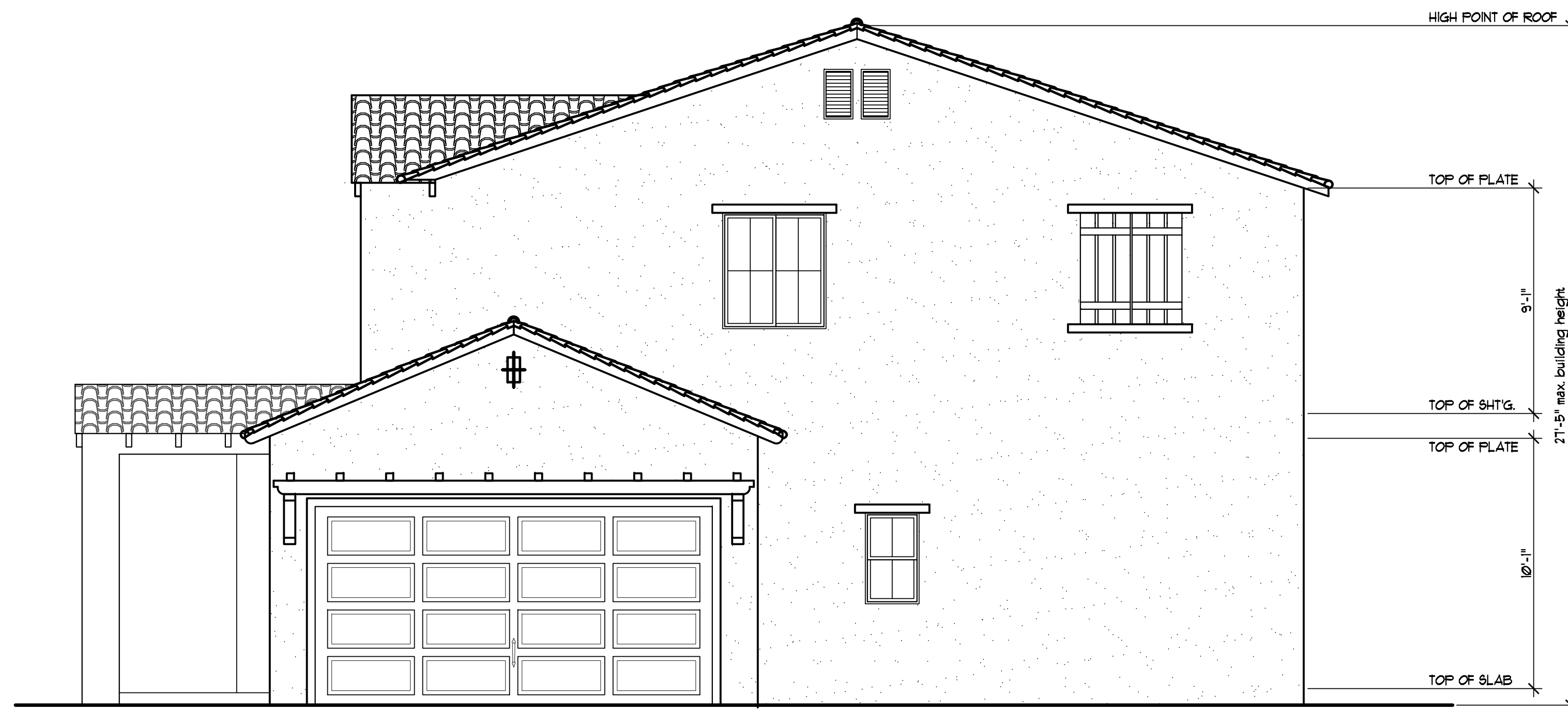
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15 SINGLE FAMILY HOMES  
7000 WOODLAKE AVENUE  
WEST HILLS, CA  
TENTATIVE TRACT #13814

PLAN TYPE 95 a11 - SE - ELEVATION "B"	
DATE:	03/06/16
REVISIONS:	
PLAN CHK:	
PERMIT:	

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ARCHITECTS, INC / A.I.A.  
26500 W. AGOURA ROAD, PMB# 663, CALABASAS, CA 91302  
(818) 888-9443 FAX: (818) 888-9604

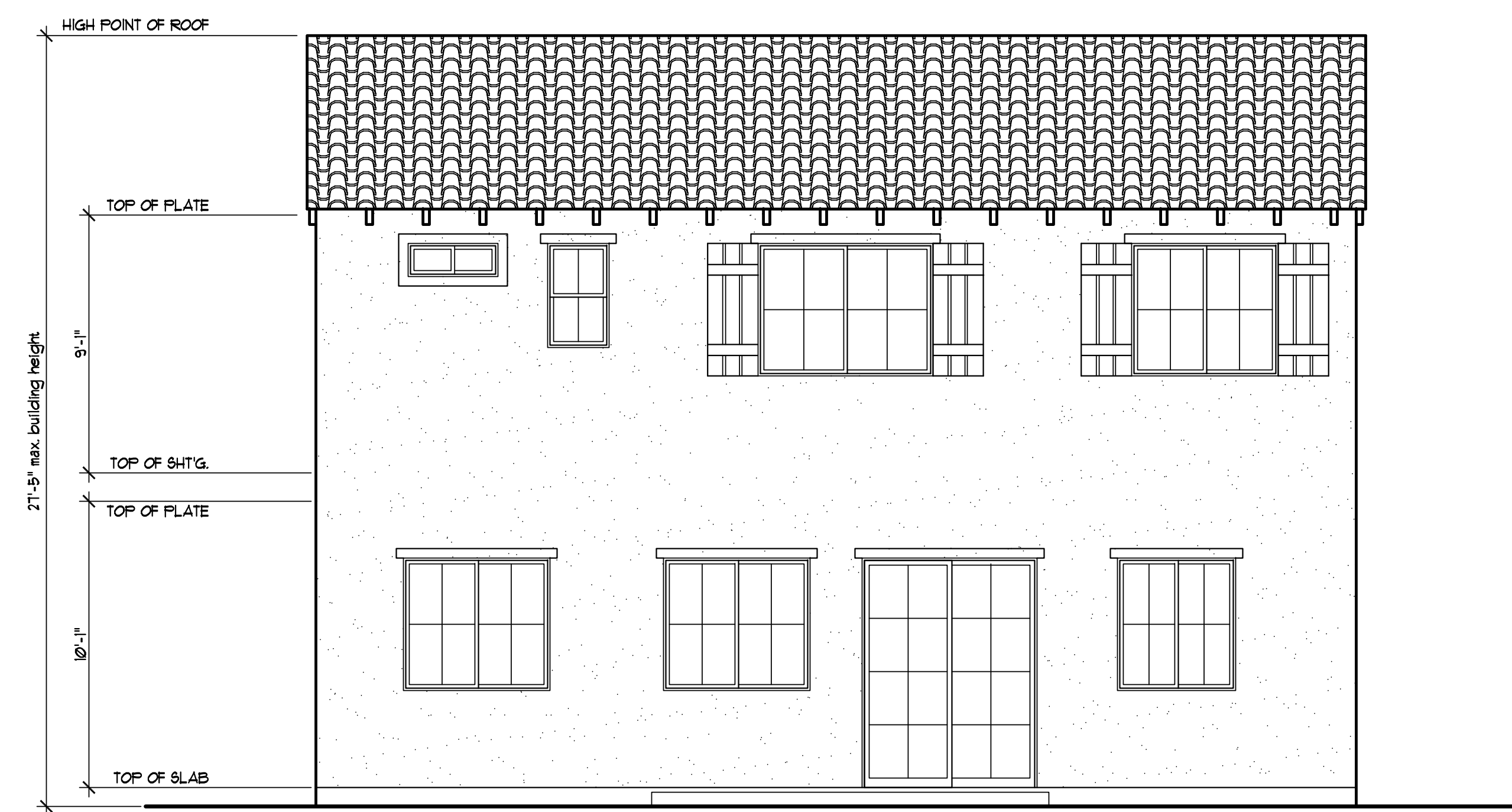
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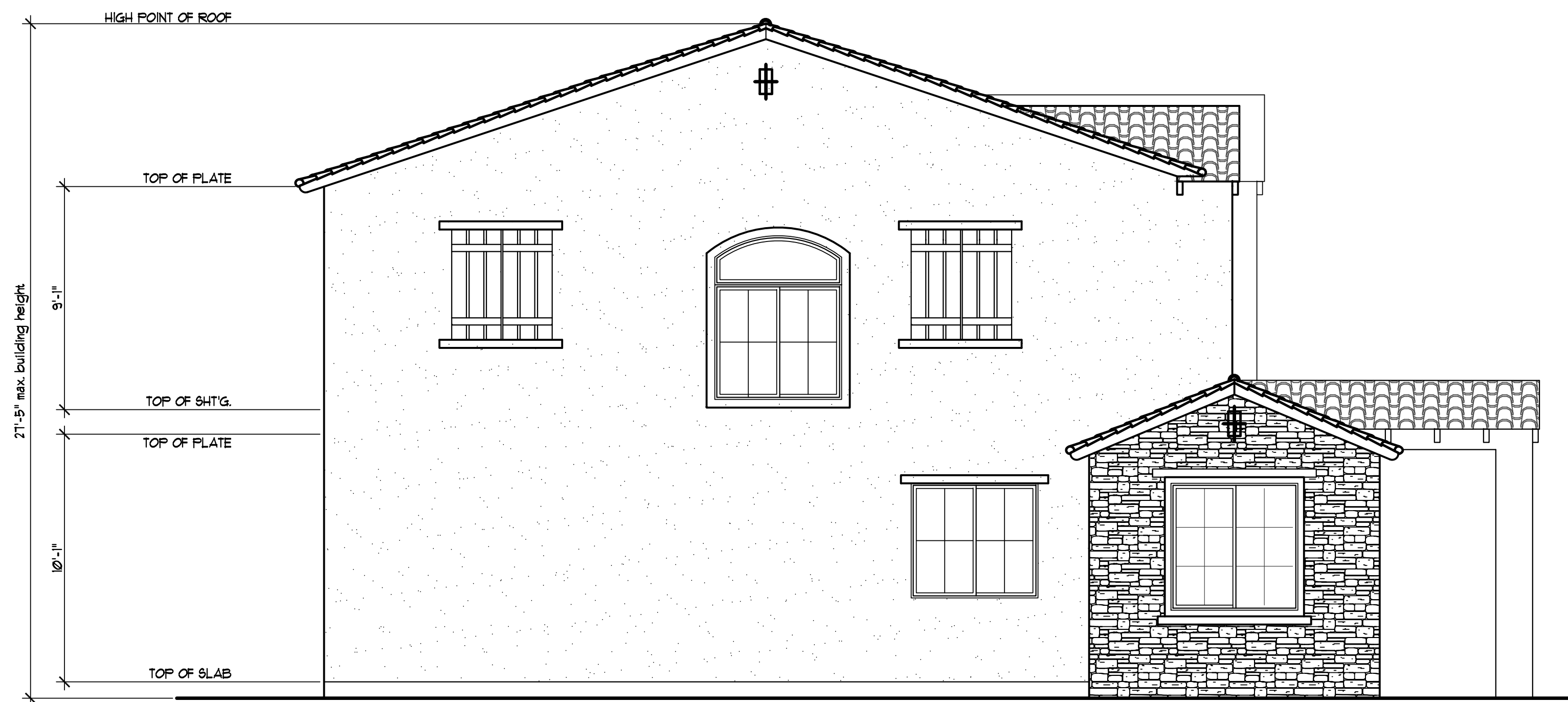
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**REAR ELEVATION**

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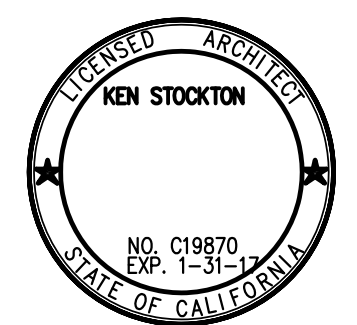
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**ELEVATION "B"**



PRELIMINARY ONLY

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DRAWN: 03/06/16
DATE: 03/06/16
PLAN CHK:
PERMIT:

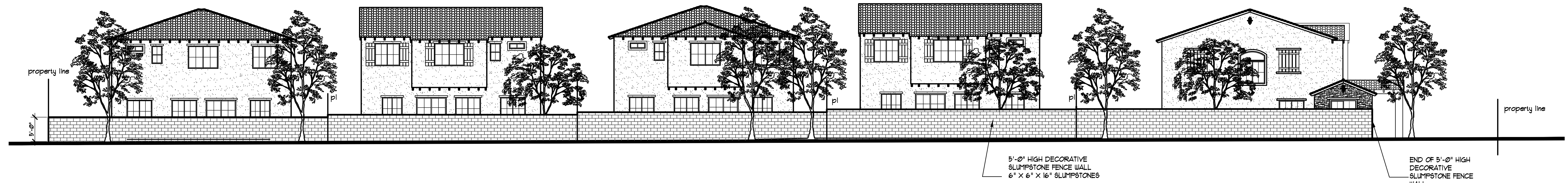
**KEN STOCKTON**  
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 26500 W. AGOURA ROAD, PMB# 663, CALABASAS, CA 91302  
 (818) 888-9443 FAX: (818) 888-9604

SHEET NO.

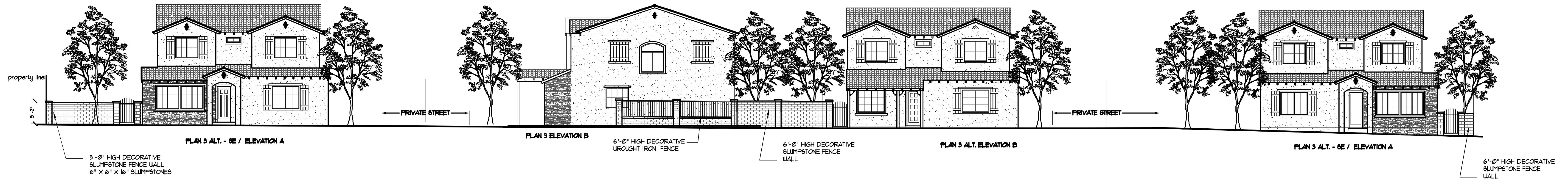
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OWNER:  
**SHERMAN WAY - WEST HILLS**  
**PARTNERS, LLC**  
 22801 VENTURA BLVD., #111, WOODLAND HILLS, CA 91367

PROJECT NAME:  
**WEST HILLS VILLAGE**  
 15 SINGLE FAMILY HOMES  
 7000 WOODLAKE AVENUE  
 WEST HILLS, CA  
 TENTATIVE TRACT #23814



FENCE ELEVATION EXHIBIT ALONG THE MISSION PROPERTY - LOOKING SOUTH



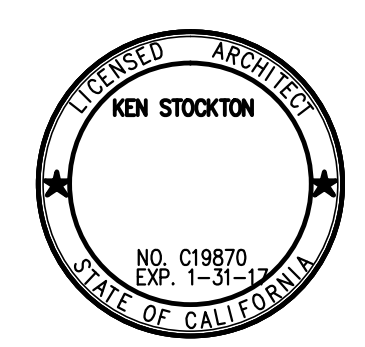
FENCE ELEVATION EXHIBIT ALONG WOODLAKE AVE. LOOKING EAST @ 1" = 10'

OWNER:  
**SHERMAN WAY-WEST HILLS PARTNERS, LLC**  
 22801 VENTURA BLVD., #111, WOODLAND HILLS, CA 91367

PROJECT NAME:  
**WEST HILLS VILLAGE**  
 15 SINGLE FAMILY HOMES  
 7000 WOODLAKE AVENUE  
 WEST HILLS, CA  
 TENTATIVE TRACT #23814

FENCING EXHIBIT- ELEVATIONS ALONG NORTH + WEST	
DRAWN:	REVISIONS:
DATE: 03/06/16	
PLAN CHK:	
PERMIT:	

**KEN STOCKTON ARCHITECTS, INC / A.I.A.**  
 26500 W. AGOURA ROAD, PMB# 663, CALABASAS, CA 91302  
 (818) 888-9443 FAX: (818) 888-9604



PRELIMINARY ONLY

SHEET NO.  
**E1.1**



April 4, 2016  
CANOGA MISSION GALLERY

Exhibit B.

Engineering Plans, dated 3/4/2016. Sheet 1 of 2: Vesting Tentative Map and Sheet 2 of 2:  
Preliminary Grading Plan, Forma Engineering Inc.

# VESTING TENTATIVE MAP 73814

## IN THE CITY OF LOS ANGELES

### FOR MERGER AND SMALL LOT SUBDIVISION PURPOSES

#### COUNCIL DISTRICT # 12

A SMALL LOT SINGLE FAMILY SUBDIVISION IN THE RD5 ZONE, PURSUANT TO ORDINANCE NO. 176,354

**LEGAL DESCRIPTION:**

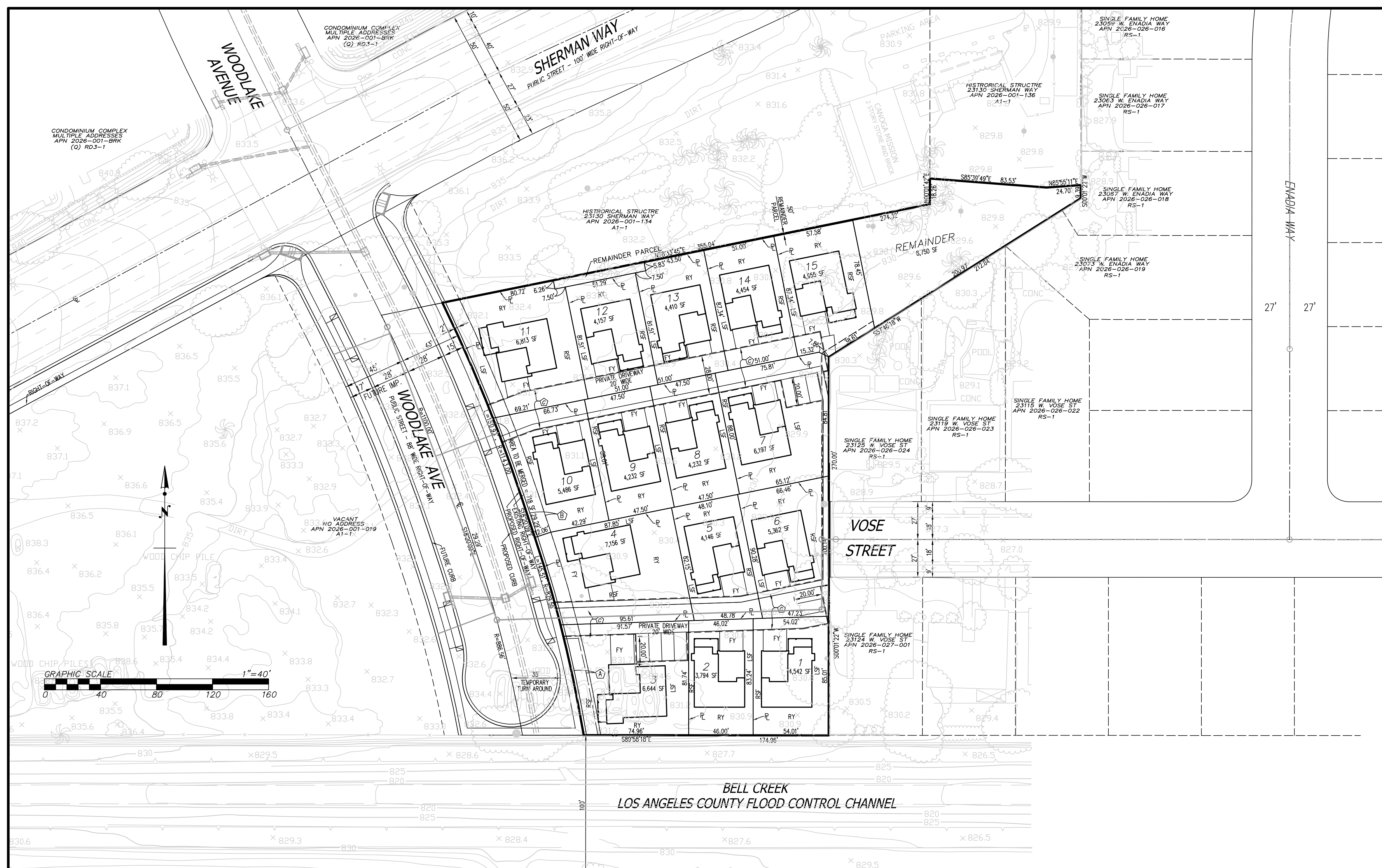
THAT PORTION OF LOT 1056 OF TRACT NO. 1000, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 19, PAGES 1 TO 34 INCLUSIVE OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWEST CORNER OF TRACT NO. 33306, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 879, PAGES 33 TO 35 INCLUSIVE OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, THENCE NORTH 89°58'18" WEST ALONG THE NORTH LINE OF BELL CREEK, A 70 FOOT WIDE FLOOD CONTROL CHANNEL AS DESCRIBED IN BOOK 29643, PAGE 354 OF THE OFFICIAL RECORDS, A DISTANCE OF 176.80 FEET TO AN INTERSECTION WITH THE SOUTHERLY PROJECTION OF THE EAST LINE OF THE PUBLIC STREET EASEMENT FOR WOODLAKE AVENUE PER INSTRUMENT NUMBER 1743 AND INSTRUMENT NUMBER 77-18724 OF THE OFFICIAL RECORDS, THENCE NORTH 10°31'22" WEST ALONG SAID SOUTHERLY PROJECTION OF THE EAST LINE AND SAID EAST LINE, A DISTANCE OF 47.70 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE SOUTHWESTERLY AND HAVING A RADIUS OF 929.55 FEET AND A CENTRAL ANGLE OF 07°48'47"; THENCE NORTHWESTERLY ALONG SAID CURVE OF SAID EAST LINE, AN ARC DISTANCE OF 126.76 FEET TO THE POINT OF COMPOUND CURVATURE OF A CURVE CONCAVE SOUTHWESTERLY AND HAVING A RADIUS OF 1145.00 FEET AND A CENTRAL ANGLE OF 07°32'27"; THENCE NORTHWESTERLY ALONG SAID CURVE OF SAID EAST LINE, AN ARC DISTANCE OF 150.69 FEET; THENCE LEAVING SAID EAST LINE NORTH 78°33'45" EAST, A DISTANCE OF 352.97 FEET; THENCE NORTH 00°01'42" EAST, A DISTANCE OF 18.26 FEET TO THE SOUTH LINE OF THE LAND CONVEYED TO ARTHUR M. HOEFER AND EMMA HOEFER, BY DEED RECORDED IN BOOK 7130, PAGE 284 OF DEEDS; THENCE ALONG THE SOUTHERLY BOUNDARY OF SAID LAND AS FOLLOWS: SOUTH 85° 39' 49" EAST, A DISTANCE OF 83.53 FEET; THENCE NORTH 85°55'11" EAST, A DISTANCE OF 24.70 FEET TO AN INTERSECTION WITH THE WEST LINE OF SAID TRACT NO. 33306; THENCE SOUTH 00°01'22" WEST ALONG SAID WEST LINE, A DISTANCE OF 9.39 FEET; THENCE SOUTH 57° 46' 18" WEST ALONG SAID WEST LINE, A DISTANCE OF 212.84 FEET; THENCE SOUTH 00°01'22" WEST ALONG SAID WEST LINE, A DISTANCE OF 270.00 FEET TO THE SAID POINT OF BEGINNING.

AS SHOWN IN A CERTIFICATE OF COMPLIANCE FOR LOT LINE ADJUSTMENT RECORDED AUGUST 31, 2012 AS INSTRUMENT NO. 20121313052, OFFICIAL RECORDS

**YARD SETBACK MATRIX**

LOT NO.	FRONT	REAR	RIGHT SIDE YARD (RSY)	LEFT SIDE YARD (LSY)
1	15	20	12	6
2	12	20	6	4
3	28	8	15	9
4	17	25	6	22
5	18	15	6	6
6	25	20	6	10
7	18	20	20	5.75
8	18	20	5.75	5.75
9	18	20	5.75	5.75
10	18	20	5.75	15
11	24	20	9	10
12	15	17	7	7
13	15	17	7	7
14	19	19	7	7
15	13	19	7	10



- EASEMENTS:**
- A PROPOSED 10' TEMPORARY SLOPE AND CONSTRUCTION EASEMENT IN FAVOR OF THE CITY OF LOS ANGELES FOR FUTURE CONSTRUCTION OF THE WOODLAKE AVE BRIDGE CROSSING THE FLOOD CONTROL CHANNEL.
  - B EXISTING 10' TEMPORARY SLOPE EASEMENT IN FAVOR OF THE CITY OF LOS ANGELES PER INSTRUMENT No. 1743, RECORDED OCTOBER 25, 1973 IN BOOK D6060, PAGE 823 OF OFFICIAL RECORDS AND PER INSTRUMENT No. 77-18724 OF OFFICIAL RECORDS RECORDED JANUARY 6, 1977, TO BE MERGED ON FINAL MAP.
  - C PROPOSED VARIABLE WIDTH PRIVATE RECIPROCAL EASEMENT FOR VEHICULAR AND PEDESTRIAN INGRESS/EGRESS, EMERGENCY ACCESS, UTILITIES, INFRASTRUCTURE, CROSS LOT DRAINAGE AND COMMON LANDSCAPING PURPOSES.

**ASSESSOR PARCEL NUMBERS:**  
2026-001-135

**ZONING INFORMATION:**  
EXISTING: A1-1  
PROPOSED: RD5

**SITE ADDRESS:**  
23200 SHERMAN WAY  
WEST HILLS, CA 91364

**OWNER:**  
SHERMAN WAY-WEST HILLS PARTNERS, LLC

**NOTES:**

1. EXISTING USE: VACANT LAND
2. PROPOSED DEVELOPMENT: 16 LOT - SMALL LOT SUBDIVISION
3. AREA: EXISTING LOT AREA=84,709 SF (1.9446 ACRES)  
DEDICATION = 0 SF (0 ACRES)  
RIGHT-OF-WAY MERGER = 651 SF (0.0149 ACRES)  
SLOPE EASEMENT MERGER = 3,271 SF (0.0751 ACRES)  
NET=85,360 SF (1.9596 ACRES)  
GROSS AREA TO CENTERLINE =99,185 SF (2,2770 ACRES)
4. SMALL LOT SINGLE FAMILY SUBDIVISION IN THE RD5 ZONE, PURSUANT TO ORDINANCE NO. 176,354.
5. EXISTING UTILITIES:  
8" SEWER MAIN LINE IN VOSE STREET  
6" WATER MAIN LINE IN VOSE STREET AND 8" MAIN LINE IN SHERMAN WAY
6. DRAINAGE: THE ENTIRE SITE DRAINS TO WOODLAKE AVE VIA SURFACE FLOW.
7. FLOOD ZONE: ZONE X, FEMA PANEL: 0611C-1010E
8. THERE ARE NO KNOWN POTENTIALLY DANGEROUS AREAS WITHIN THIS PROPOSED DEVELOPMENT.
9. ALL EXISTING STRUCTURES WILL BE DEMOLISHED.
10. 26"-8" VEHICULAR BACKUP SPACE IS PROVIDED.
12. DISTRICT MAP NO. 183B141
13. CANOGA PARK-WINNETKA-WEST HILLS-WOODLAND HILLS PLANNING AREA
14. TRASH WILL BE COLLECTED IN EACH UNITS GARAGE.
15. THERE ARE NO OAK TREES ON SITE AND NO PROTECTED TREES ON SITE.
16. STREET DESIGNATION:  
SHERMAN WAY - AVENUE I  
WOODLAKE AVE - AVENUE II
17. THOMAS GUIDE PAGE 529, GRID G5



VICINITY MAP

PREPARED FOR:  
**SHERMAN WAY-WEST HILLS PARTNERS, LLC**  
22801 VENTURA BLVD, SUITE 111, WOODLAND HILLS, CA 91364  
CONTACT: MICHAEL HARRIS TEL (818) 322-6777

VESTING TENTATIVE MAP  
TRACT 73814  
23200 SHERMAN WAY  
WEST HILLS, CA 91307

DEVELOPER'S ENGINEER:  
**FORMA ENGINEERING INC.**  
10814 Reseda Boulevard, Northridge, CA 91326  
Phone: (818) 832-1710 • Fax: (818) 832-1740  
*Chris Nelson*  
CHRIS NELSON P.L.S. DATE 3/04/2016



No.	DATE	REVISION

DESIGNER: S.L.  
CHECKED BY: M.W.  
DATE: 3/04/2016  
SHEET 1 OF 2



# VESTING TENTATIVE MAP 73814

IN THE CITY OF LOS ANGELES  
FOR MERGER AND SMALL LOT SUBDIVISION PURPOSES  
COUNCIL DISTRICT # 12

A SMALL LOT SINGLE FAMILY SUBDIVISION IN THE RD3 ZONE, PURSUANT TO ORDINANCE NO. 176,354

### BENCH MARK:

B.M. NO. 06-10840 NAVD 1988 CITY OF LOS ANGELES DATUM

FOUND WIRE SPK.; N. CURB SHERMAN WAY, 195 FT. E/O BC OF THE FIRST CURVE E/O BALMORAL AVE. & 370 FT. MORE OR LESS W/O WOODLAKE AVE.

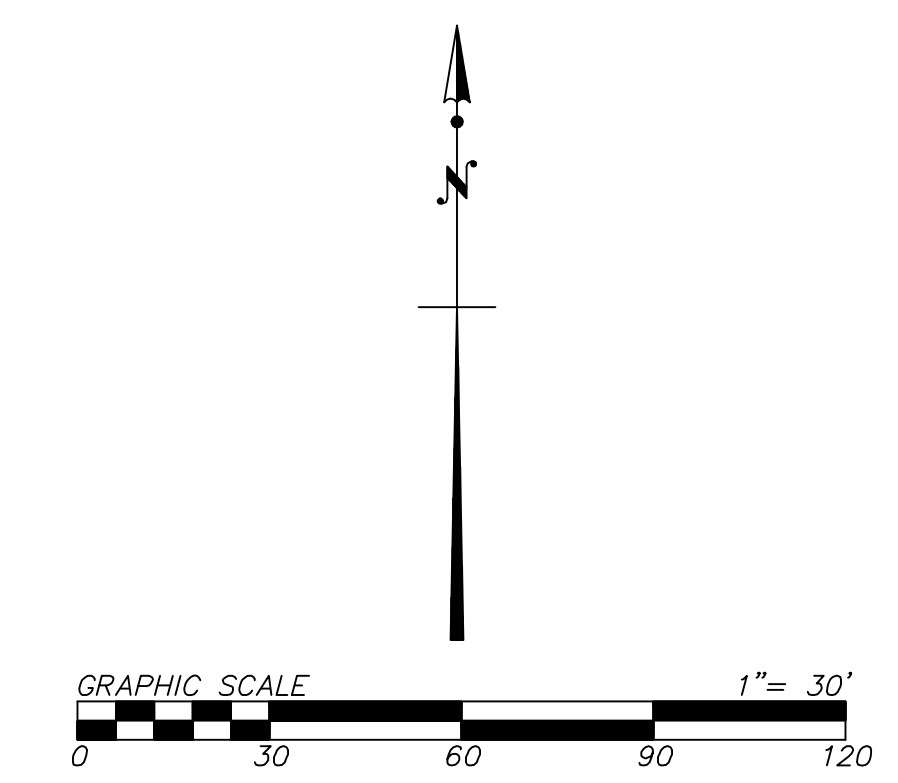
ELEVATION = 845.43 FEET (ADJUSTMENT OF 2000)

### BASIS OF BEARINGS:

THE BASIS OF BEARINGS FOR THIS SURVEY IS THE CENTERLINE OF SHERMAN WAY AS SHOWN ON THE MAP OF TRACT NO. 32741, M.B. 1037-46/47 AS N65°06'37"E.

### FLOOD ZONE

THIS PROPERTY LIES IN FLOOD ZONE X - AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN - PER FIRM COMMUNITY PANEL NO 06037C1275F, DATED SEPT. 26, 2008.



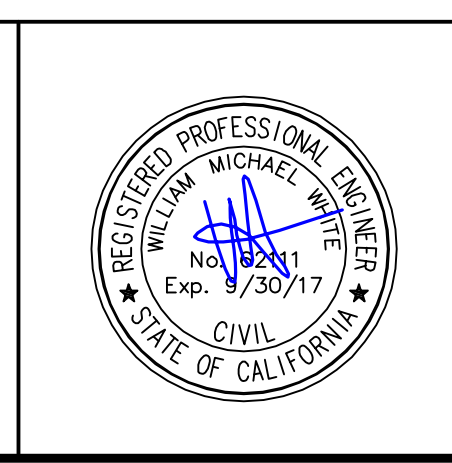
### EARTHWORK QUANTITY TABLE

	CUT (CY)	FILL (CY)
RAW VOLUME	75	2,780
SUBSIDENCE (0.2' ENTIRE SITE)		580
OVER EXCAVATIONS	11,500	11,500
SHRINKAGE (7%)		810
FOOTING SPOILS (50CY PER LOT)	800	0
TOTAL	12,375	15,670
FILL:		3,295

PREPARED FOR:  
SHERMAN WAY-WEST HILLS PARTNERS, LLC  
22801 VENTURA BLVD, SUITE 111, WOODLAND HILLS, CA 91364  
CONTACT: MICHAEL HARRIS TEL (818) 322-6777

PRELIMINARY GRADING PLAN  
TRACT 73814  
23200 SHERMAN WAY  
WEST HILLS, CA 91307

DEVELOPER'S ENGINEER:  
**FORMA ENGINEERING INC.**  
10814 Reseda Boulevard, Northridge, CA 91326  
Phone: (818) 832-1710 • Fax: (818) 832-1740  
WILLIAM M. WHITE P.E. C82111 3/04/2016 DATE



No.	DATE	REVISION

DESIGNER: S.L.  
CHECKED BY: M.W.  
DATE: 3/04/2016  
SHEET 2 OF 2



April 4, 2016  
CANOGA MISSION GALLERY

Exhibit C:  
Preliminary Landscape Plan, Susan E. McEowen





**TREE LEGEND**

SYMBOL	BOTANICAL NAME	COMMON NAME	QUANTITY / SIZE
	ARBUTUS UNEDO	STRAWBERRY TREE	PI - 24 INCH BOX LOW
	*LADENSTROMIA INICA WHITE	GRAPE HOTTLE	4B - 24 INCH BOX LOW
	*LAURUS R. SARATOGA	SARATOGA BAY LAUREL	1B - 24 INCH BOX LOW
	*PLATANUS RAJAHOSA	CALIFORNIA SYCAMORE	4 - 24 INCH BOX LOW
	QUERCUS CHRYSOLEPIS	CANYON LIVE OAK	11 - 24 INCH BOX LOW
	RIBES LANCEA	AFRICAN SWEET	1B - 24 INCH BOX LOW
	STREET TREE	PER URBAN FORESTRY	1B - 24 INCH BOX LOW

**SHRUB, VINE, AND GROUND COVER LEGEND**

SYMBOL	BOTANICAL NAME	COMMON NAME / SIZE / QUANTITY
	*AGAVE ATTENUATA	AGAVE 50 - 8 GAL LOW
	*ARBEUTUS ELFIN KING	LOW
	STRANBERRY SHRUB 50 - 8 GAL	LOW
	FOURSEASONS S. HORSE	LOW
	TRIT TOMES GYPSOPH 100 - 5 GAL	LOW
	REX V. STOKES DUNE	STOKES DUNE 100 - 5 GAL LOW
	*LANTHERNA SCOTCHNET	LOW
	RETROCKET JUMPER 50 - 8 GAL	LOW
	*FLAVONOLA WOODMAN CREEK	WOODMAN CREEK 50 - 8 GAL LOW
	*PHISANTIS S. YAKOSHIMA	EDWARD HADENIA 100 - 10 LOW
	*MILIBENARIA RISEB	DEER GRASS 100 - 1 GAL LOW
	*KOLLIE LITTLE OLLIE	LOW
	LITTLE OLLIE OLIVE 100 - 5 GAL	LOW
	*SPINNETUM A. HAMELI	LOW
	HAMELI FOUNTAIN GRASS 100 - 1 S	LOW
	*SPINNETUM P. PRINCE	LOW
	PRINCE NARBER GRASS 100 - 1 GAL	LOW
	*SPINNETUM S. EATON CANYON	LOW
	PURPLE FOUNTAIN GRASS 100 - 1 GAL	LOW
	*RIBES LON BRO	LOW
	BOX LON SPHAGE 100 - 5 GAL	LOW
	*ROSMARINUS PROSTRATA	LOW
	ROSEMARY 50 - 1 GAL	LOW
	*PANTHECISGUS TRIGUSPIDATA	BOSTON IVY - 75 - 1 GAL
	*SALVA LUCIPHYLLA	MEXICAN SAGE 50 - 5 GAL LOW
	GROUND COVER	5' HELIX IN ALL PLANTERS
	LIGULSTRUM HEDGE	AT PERIMETER OF PROPERTY

THE OFFICE OF  
**SUSAN E. McEOWEN**  
 LANDSCAPE ARCHITECT 2180  
 A CALIFORNIA CORPORATION  
 32297 BIG OAK LANE  
 CASTAIC, CA 91384  
 Office Telephone: (661) 294-3551  
 Fax: (661) 294-3552  
 Email: s.mceowen@sydney.com

**OWNER:**  
 SHERMAN WAY - WEST HILLS PARTNERS, LLC  
 22801 VENTURA BOULEVARD, SUITE 111  
 WOODLAND HILLS, CA.

**PROJECT:**  
 WEST HILLS VILLAGE  
 15 SINGLE FAMILY HOMES  
 7000 WOODLAKE AVENUE  
 WEST HILLS, CA.

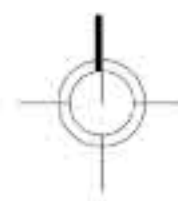
These drawings are not final and shall not be used for construction. A contract shall be signed by Susan E. McEowen, Landscape Architect #2180. These drawings are not to be duplicated, published or used in whole or in part without prior written consent by Susan E. McEowen.

**SHEET TITLE:**  
 PRELIMINARY PLAN  
 TRACT 73814

DATE	BY	CHK

**PRELIMINARY LANDSCAPE PLAN**

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



PL-2



April 4, 2016  
CANOGA MISSION GALLERY

Exhibit D:  
Historic and Contemporary Photographs



Figure 1: Canoga Mission Gallery, view southwest, ca 1974 (HCM nomination file)



Figure 2: Canoga Mission Gallery, view southeast, ca. 1974 (HCM nomination file)



Figure 3: Subject property, view southwest, 2016 (Chattel, Inc.)





Figure 4: Subject property, view west, 2016 (Chattel, Inc.)



Figure 5: Subject property, view southwest, 2016 (Chattel, Inc.)





Figure 6: Historic Parcel with stone and brick pilasters and wood split rail fence. Subject Property beyond, view southeast, 2016 (Chattel, Inc.)



Figure 7: Detail of the historic stone and brick pilasters with wood split rail fence associated with the Canoga Mission Gallery, 2016 (Chattel, Inc.)



Figure 8: Canoga Mission Gallery, view southeast, 2016 (Chattel, Inc.)





Figure 9. Canoga Mission Gallery, West bay loggia, view south, showcasing the use of stone and brick with weeping mortar used throughout the Canoga Mission Gallery, 2016 (Chattel, Inc.)





Figure 10: Canoga Mission Gallery, view north, 2016 (Chattel, Inc.)



Figure 11: Subject property, view east, 2016 (Chattel, Inc.)





Figure 12: Detail showing the stonework typical of the Canoga Mission Gallery, view north, 2016 (Chattel, Inc.)



Figure 13: View showing the break in the roof line that roughly corresponds to the second floor attic space, view west, 2016 (Chattel, Inc.)



Figure 14: Interior of the Canoga Mission Gallery, view south, 2012. Note the center hall-way opens to the individual stables via the arched openings (Chattel, Inc.)



Figure 15: View into a typical stable, view east, 2012 (Chattel, Inc.)

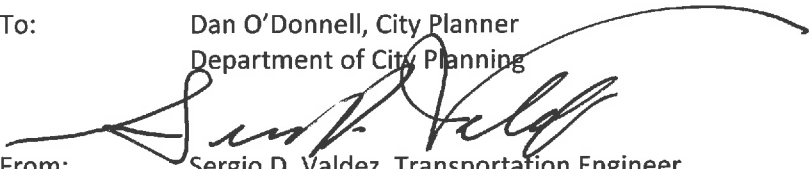


**CITY OF LOS ANGELES**  
INTER-DEPARTMENTAL CORRESPONDENCE

23200 Sherman Way  
7000 Woodlake Avenue  
DOT Case No. SFV 16-104005  
DOT Project ID No. 44076

Date: April 7, 2016

To: Dan O'Donnell, City Planner  
Department of City Planning

From:  Sergio D. Valdez, Transportation Engineer  
Department of Transportation

Subject: **TRAFFIC ASSESSMENT FOR THE PROPOSED WEST HILLS RESIDENTIAL PROJECT AT 23200 SHERMAN WAY AND 7000 WOODLAKE AVENUE**  
**VTT NO. 73714-SL, ENV-2015-4683-EAF**  
**VTT NO. 73814-SL, ENV-2015-4679-EAF**

The Department of Transportation (DOT) has completed the traffic assessment for the proposed West Hills Residential Project which consists of 51 single family homes, located at 23200 Sherman Way and 7000 Woodlake Avenue, in the community of West Hills. This traffic assessment is based on a traffic study prepared by Overland Traffic Consultants, Inc. dated March 2016. After careful review of the pertinent data, DOT has determined that the traffic study adequately describes the traffic impacts of the proposed project. The traffic generated by this proposed project is not anticipated to significantly impact any of the four studied intersections.

**DISCUSSION AND FINDINGS**

The proposed West Hills Residential Project is located on the south side of Sherman Way. The project will complete the fourth leg of the Woodlake Avenue & Sherman Way intersection extending Woodlake Avenue from Sherman Way to Bell Creek, which borders the south side of the project. The project will span both sides of the new Woodlake Avenue extension, with 15 single family homes to be constructed on the east side of Woodlake Avenue and 36 single family homes to be constructed on the west side. The project will be completed in one phase; with full project build out expected to be completed by 2018. The proposed development consists of a total of 51 single family homes. Currently, this site is vacant. The proposed development will generate an additional 486 daily trips with 38 trips in the A.M. peak hour and 51 trips in the P.M. peak hour, as shown below. The trip generation estimates are based on formulas published by the Institute of Transportation Engineers (ITE) Trip Generation, 9<sup>th</sup> Edition, 2012.



Land Use	Size	Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips		
		Total	In	Out	Total	In	Out	Total
Single Family Homes	51	486	10	28	38	32	19	51
<b>NET PRIMARY TRIPS</b>		<b>486</b>	<b>10</b>	<b>28</b>	<b>38</b>	<b>32</b>	<b>19</b>	<b>51</b>

The project study area includes the analysis of the following four roadway intersections:

- Platt Avenue & Vanowen Street
- Woodlake Avenue & Sherman Way
- Fallbrook Avenue & Sherman Way
- Fallbrook Avenue & Vanowen Street

Platt Avenue & Vanowen Street  
 Woodlake Avenue & Sherman Way  
 Fallbrook Avenue & Sherman Way  
 Fallbrook Avenue & Vanowen Street

After a review of the pertinent data, DOT has determined that the proposed project will not result in a significant traffic impact at any of the studied intersections, as shown in the summary of volume-to-capacity (V/C) ratios and levels of service (LOS) at the study intersections (see Attachment A). The traffic study for the four intersections was revised by DOT to accurately reflect the level of service (LOS) methodology and significant impact criteria used by DOT for the studied intersections (see Attachment B).

DOT recommends the following project requirements be adopted as conditions of project approval.

**PROJECT REQUIREMENTS**

**A. Woodlake Avenue Extension**

The proposed project shall construct the extension of Woodlake Avenue south from Sherman Way to Bell Creek, to the satisfaction of DOT and the Bureau of Engineering, Department of Public Works. This requirement may involve additional required improvements and re-striping of the existing Woodlake Avenue and Sherman Way roadways. Detailed proposed geometric design plans are required to be submitted to DOT for review prior to final approval. This improvement shall be guaranteed and completed through the B-Permit process of the Bureau of Engineering, Department of Public Works, as detailed below.

**B. Traffic Signal Upgrade at the Intersection of Woodlake Avenue and Sherman Way**

The proposed project shall upgrade the existing traffic signal at the intersection of Woodlake Avenue & Sherman Way as part of the project. The signal design shall incorporate the extension of Woodlake Avenue south of Sherman Way, to the satisfaction of DOT. This requirement may involve additional required improvements and re-striping of the existing Woodlake Avenue and Sherman Way roadways. Detailed proposed signal design plans are required to be submitted to DOT for review prior to final approval. This improvement shall be guaranteed and completed through the B-Permit process of the Bureau of Engineering, Department of Public Works, as detailed below.

**D. Highway Dedication and Improvements**

The applicant shall be subject to the Bureau of Engineering, Department of Public Works requirements regarding the highway dedication and improvements of the project frontage along Sherman Way.

The applicant shall be subject to the Bureau of Engineering, Department of Public Works requirements regarding the highway dedication and improvements of the project frontage along Woodlake Avenue.

The above transportation improvements shall be guaranteed through the B-permit process of the Bureau of Engineering, Department of Public Works. Any improvements shall be constructed and completed before the issuance of the final certificate of occupancy, to the satisfaction of DOT and the Bureau of Engineering. Prior to setting the bond amount, the Bureau of Engineering shall require the developer's engineer or contractor to contact DOT's B-permit Coordinator at (213) 928-5322, to arrange a pre-design meeting to finalize the design for the required transportation improvements.

The street dedication shall be completed through Quyen Phan in the Department of Public Works, Bureau of Engineering, Land Development Group, (213) 977-6955, before the issuance of any building permit for this project. Since the dedication procedure may be lengthy, the process should be commenced as soon as possible. Additional street improvements may be required. The applicant should contact the Bureau of Engineering, Department of Public Works to determine any other requirements.

**E. Site Access and Internal Circulation**

Vehicular access to the project shall be from Woodlake Avenue only. Ingress and egress from Sherman Way shall be prohibited. A minimum 20-foot reservoir space between the new property line and the first parking stall or gate shall be provided at all access points to public roadways. Driveways shall be  $w=30'$ . Parking stalls shall also be designed so that a vehicle is not required to back up into or out of Woodlake Avenue or Sherman Way.

Final DOT approval shall be obtained prior to issuance of any building permits. This should be accomplished by submitting detailed site and driveway plans, with a minimum scale of 1"=40', to DOT's Valley Development Review Section at 6262 Van Nuys Boulevard, Suite 320, Van Nuys, CA 91401.

If you have any further questions, you may contact Kevin Ecker of my staff at (818) 374-4699.

SDV:KDE

- c: Hannah Lee, Twelfth Council District
- Brian Gallagher, DOT Valley District
- Ali Nahass, BOE Valley District
- Tim Conger, DOT Geometric Design
- John Varghese, DOT Signal Design
- Quyen Phan, BOE Land Development
- Liz Culhane, Overland Traffic Consultants

**ATTACHMENT A**

**West Hills Residential Project**

23200 Sherman Way

7000 Woodlake Avenue

DOT Case No. SFV-16-104005

Summary of Volume to Capacity Ratios (V/C) and Levels of Service (LOS)

Intersection	Peak Hour	Year 2014 Existing		Year 2014 Existing w/ Project		Year 2016 w/o Project		Year 2016 w/ Project		Project Impact	Year 2016 w/ Mitigation		Project Impact
		V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	Δ V/C	V/C	LOS	Δ V/C
Platt Avenue & Vanowen Street	AM	0.557	A	0.557	A	0.589	A	0.590	A	0.001			
	PM	0.436	A	0.437	A	0.471	A	0.471	A	0.000			
Woodlake Avenue & Sherman Way	AM	0.385	A	0.403	A	0.414	A	0.460	A	0.046			
	PM	0.267	A	0.279	A	0.298	A	0.332	A	0.034			
Fallbrook Avenue & Sherman Way	AM	0.900	D	0.904	E	0.952	E	0.956	E	0.004			
	PM	0.679	B	0.680	B	0.731	C	0.732	C	0.001			
Fallbrook Avenue & Vanowen Street	AM	0.783	C	0.784	C	0.831	D	0.832	D	0.001			
	PM	0.659	B	0.662	B	0.723	C	0.726	C	0.003			

\* Significant impact

**ATTACHMENT B**

**Table 2: Significant Transportation Impact Thresholds**

Level of Service	Projected Future Volume to Capacity Ratio (V/C), Including Project	Project-Related Impact (Δ V/C)
C	between 0.701 and 0.800	≥ 0.040
D	between 0.801 and 0.900	≥ 0.020
E, F	≥ 0.901	≥ 0.010

# MITIGATION MONITORING PROGRAM

---

Section 21081.6 of the Public Resources Code requires a Lead Agency to adopt a “reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment” (Mitigation Monitoring Program, Section 15097 of the *CEQA Guidelines* provides additional direction on mitigation monitoring or reporting). This Mitigation Monitoring Program (MMP) has been prepared in compliance with the requirements of CEQA, Public Resources Code Section 21081.6, and Section 15097 of the CEQA Guidelines. The City of Los Angeles is the Lead Agency for this project.

A Mitigated Negative Declaration (MND) has been prepared to address the potential environmental impacts of the Project. Where appropriate, this environmental document identified Project design features, regulatory compliance measures, or recommended mitigation measures to avoid or to reduce potentially significant environmental impacts of the Proposed Project. This Mitigation Monitoring Program (MMP) is designed to monitor implementation of the mitigation measures identified for the Project.

The MMP is subject to review and approval by the City of Los Angeles as the Lead Agency as part of the approval process of the project, and adoption of project conditions. The required mitigation measures are listed and categorized by impact area, as identified in the MND.

The Project Applicant shall be responsible for implementing all mitigation measures, unless otherwise noted, and shall be obligated to provide documentation concerning implementation of the listed mitigation measures to the appropriate monitoring agency and the appropriate enforcement agency as provided for herein. All departments listed below are within the City of Los Angeles unless otherwise noted. The entity responsible for the implementation of all mitigation measures shall be the Project Applicant unless otherwise noted.

As shown on the following pages, each required mitigation measure for the proposed Project is listed and categorized by impact area, with accompanying discussion of:

Enforcement Agency – the agency with the power to enforce the Mitigation Measure.

Monitoring Agency – the agency to which reports involving feasibility, compliance, implementation and development are made, or whom physically monitors the project for compliance with mitigation measures.

Monitoring Phase – the phase of the Project during which the Mitigation Measure shall be monitored.

- Pre-Construction, including the design phase
- Construction
- Pre-Operation
- Operation (Post-construction)

Monitoring Frequency – the frequency of which the Mitigation Measure shall be monitored.

Action Indicating Compliance – the action of which the Enforcement or Monitoring Agency indicates that compliance with the required Mitigation Measure has been implemented.

The MMP performance shall be monitored annually to determine the effectiveness of the measures implemented in any given year and reevaluate the mitigation needs for the upcoming year.

It is the intent of this MMP to:

Verify compliance of the required mitigation measures of the MND;

Provide a methodology to document implementation of required mitigation;

Provide a record and status of mitigation requirements;

Identify monitoring and enforcement agencies;

Establish and clarify administrative procedures for the clearance of mitigation measures;

Establish the frequency and duration of monitoring and reporting; and

Utilize the existing agency review processes' wherever feasible.

This MMP shall be in place throughout all phases of the proposed Project. The entity responsible for implementing each mitigation measure is set forth within the text of the mitigation measure. The entity responsible for implementing the mitigation shall also be obligated to provide certification, as identified below, to the appropriate monitoring agency and the appropriate enforcement agency that compliance with the required mitigation measure has been implemented.

After review and approval of the final MMP by the Lead Agency, minor changes and modifications to the MMP are permitted, but can only be made by the Applicant or its successor subject to the approval by the City of Los Angeles through a public hearing. The Lead Agency, in conjunction with any appropriate agencies or departments, will determine the adequacy of any proposed change or modification. The flexibility is necessary in light of the proto-typical nature of the MMP, and the need to protect the environment with a workable program. No changes will be permitted unless the MMP continues to satisfy the requirements of CEQA, as determined by the Lead Agency.

# MITIGATION MONITORING PROGRAM

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## Biology

### **IV-10 Habitat Modification (Nesting Native Birds, Hillside or Rural Areas)**

The project will result in the removal of vegetation and disturbances to the ground and therefore may result in take of nesting native bird species. Migratory nongame native bird species are protected by international treaty under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (50 C.F.R Section 10.13). Sections 3503, 3503.5 and 3513 of the California Fish and Game Code prohibit take of all birds and their active nests including raptors and other migratory nongame birds (as listed under the Federal MBTA). The following measures are as recommended by the California Department of Fish and Game:

- Proposed project activities (including disturbances to native and non-native vegetation, structures and substrates) should take place outside of the breeding bird season which generally runs from March 1- August 31 (as early as February 1 for raptors) to avoid take (including disturbances which would cause abandonment of active nests containing eggs and/or young). Take means to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture of kill (Fish and Game Code Section 86).
- If project activities cannot feasibly avoid the breeding bird season, beginning thirty days prior to the disturbance of suitable nesting habitat, the applicant shall:
  - a. Arrange for weekly bird surveys to detect any protected native birds in the habitat to be removed and any other such habitat within 300 feet of the construction work area (within 500 feet for raptors) as access to adjacent areas allows. The surveys shall be conducted by a Qualified Biologist with experience in conducting breeding bird surveys. The surveys shall continue on a weekly basis with the last survey being conducted no more than 3 days prior to the initiation of clearance/construction work.
  - b. If a protected native bird is found, the applicant shall delay all clearance/construction disturbance activities within 300 feet of suitable nesting habitat for the observed protected bird species (within 500 feet for suitable raptor nesting habitat) until August 31.
  - c. Alternatively, the Qualified Biologist could continue the surveys in order to locate any nests. If an active nest is located, clearing and construction within 300 feet of the nest (within 500 feet for raptor nests) or as determined by a qualified biological monitor, shall be postponed until the nest is vacated and juveniles have fledged and when there is no evidence of a second attempt at nesting. The buffer zone from the nest shall be established in the field with flagging and stakes. Construction personnel shall be instructed on the sensitivity of the area.
  - d. The applicant shall record the results of the recommended protective measures described above to document compliance with applicable State and Federal laws pertaining to the protection of native birds. Such record shall be submitted and received into the case file for the associated discretionary action permitting the project.

**Enforcement Agency:** Los Angeles Department of Building and Safety

**Monitoring Agency:** Los Angeles Department of Building and Safety

**Monitoring Phase:** Construction

**Monitoring Frequency:** Once, prior to issuance of building permit; or, if vegetation removal, building demolition or grading is initiated during the nesting season, as determined by a qualified biologist

**Action Indicating Compliance:** if vegetation removal, building demolition, or grading is initiated during the nesting season, submittal of a survey report by a qualified biologist.

#### **IV-60 Tree Preservation (Grading Activities)**

- “Orange fencing” or other similarly highly visible barrier shall be installed outside of the drip line of locally protected and significant (trunk diameter of 8 inches or greater) non-protected trees, or as may be recommended by the Tree Expert. The barrier shall be maintained throughout the grading phase, and shall not be removed until the completion and cessation of all grading activities.

**Enforcement Agency:** Los Angeles Department of Building and Safety

**Monitoring Agency:** Los Angeles Department of Building and Safety

**Monitoring Phase:** Construction

**Monitoring Frequency:** Ongoing during construction

**Action Indicating Compliance:** Issuance of Certificate of Occupancy or Land Use Permit

#### **IV-70 Tree Removal (Non-Protected Trees)**

Environmental impacts from project implementation may result due to the loss of significant trees on the site. However, the potential impacts will be mitigated to a less than significant level by the following measures:

- Prior to the issuance of any permit, a plot plan shall be prepared indicating the location, size, type, and general condition of all existing trees on the site and within the adjacent public right(s)-of-way.
- All significant (8-inch or greater trunk diameter, or cumulative trunk diameter if multi-trunked, as measured 54 inches above the ground) non-protected trees on the site proposed for removal shall be replaced at a 1:1 ratio with a minimum 24-inch box tree. Net, new trees, located within the parkway of the adjacent public right(s)-of-way, may be counted toward replacement tree requirements.
- Removal or planting of any tree in the public right-of-way requires approval of the Board of Public Works. Contact Urban Forestry Division at: 213-847-3077. All trees in the public right-of-way shall be provided per the current standards of the Urban Forestry Division the Department of Public Works, Bureau of Street Services.
- All replacement trees shall be consistent with the Los Angeles River Master Plan Landscaping Guidelines and Plant Palette.



**Enforcement Agency:** Board of Public Works Urban Forestry Division

**Monitoring Agency:** Board of Public Works Urban Forestry Division

**Monitoring Phase:** pre-construction

**Monitoring Frequency:** Once, at plan check, and once at field inspection

**Action Indicating Compliance:** Issuance of Certificate of Occupancy

#### **IV-90 Tree Removal (Public Right-of-Way)**

- Removal of trees in the public right-of-way requires approval by the Board of Public Works.
- The required Tree Report shall include the location, size, type, and condition of all existing trees in the adjacent public right-of-way and shall be submitted for review and approval by the Urban Forestry Division of the Bureau of Street Services, Department of Public Works (213-847-3077).
- The plan shall contain measures recommended by the tree expert for the preservation of as many trees as possible. Mitigation measures such as replacement by a minimum of 24-inch box trees in the parkway and on the site, on a 1:1 basis, shall be required for the unavoidable loss of significant (8-inch or greater trunk diameter, or cumulative trunk diameter if multi-trunked, as measured 54 inches above the ground) trees in the public right-of-way.
- All trees in the public right-of-way shall be provided per the current Urban Forestry Division standards.

**Enforcement Agency:** Board of Public Works

**Monitoring Agency:** Board of Public Works Urban Forestry Division

**Monitoring Phase:** Pre-Construction, Construction

**Monitoring Frequency:** Once during plan check, once during field inspection

**Action Indicating Compliance:** Issuance of Certificate of Occupancy

## **Cultural Resources**

### **V-50 Cultural/Historic Resources**

The project will result in an impact on identified cultural/historical resources. However, the impact can be reduced to a less than significant level through compliance with the following measure(s):

- The historic pilasters on the Canoga Mission Gallery property shall be retained and preserved in situ or in place.
- Homes abutting the Canoga Mission Gallery Parcel shall not exceed a height of 25 feet.

- Structures abutting the Canoga Mission Gallery Parcel shall not exceed a height of 25 feet.
- The house on Lot No. 1 shall be turned to face Woodlake Avenue, allowing an open space on the corner of this property that is not enclosed by fencing to the lot line.
- Walls abutting the Canoga Mission Gallery parcel shall not exceed five feet in height. Additionally, adjustments to the slumpstone wall's placement were made at Lot No. 2, and small portions of lots Lot Nos. 1 and 3, stepping it back one foot-four inches to the south, to accommodate the Canoga Mission Gallery's wood split-rail fence with stone pilasters that extends in over the parcel line into the subject property.
- An 8,750 square-foot remainder parcel shall be left undeveloped as to provide a buffer between the monument and the new development. Should the remainder parcel be removed as a result of a Lot Line Adjustment, a Covenant and Agreement that shall run with the land shall be recorded prohibiting any development of that portion of the subject property.

**Enforcement Agency:** Los Angeles Department of City Planning

**Monitoring Agency:** Los Angeles Department of City Planning

**Monitoring Phase:** Pre-Construction, Construction

**Monitoring Frequency:** Once, at plan check; Periodic field inspections during construction

**Action Indicating Compliance:** Issuance of applicable building permit; Issuance of Certificate of Occupancy

## Public Services

### XIV-10 Public Services (Fire)

Environmental impacts may result from project implementation due to the location of the project in an area having marginal fire protection facilities. However, this potential impact will be mitigated to a less than significant level by the following measure:

- The following recommendations of the Fire Department relative to fire safety shall be incorporated into the building plans, which includes the submittal of a plot plan for approval by the Fire Department either prior to the recordation of a final map or the approval of a building permit. The plot plan shall include the following minimum design features: fire lanes, where required, shall be a minimum of 20 feet in width; all structures must be within 300 feet of an approved fire hydrant, and entrances to any dwelling unit or guest room shall not be more than 150 feet in distance in horizontal travel from the edge of the roadway of an improved street or approved fire lane.

**Enforcement Agency:** Los Angeles Department of Building and Safety

**Monitoring Agency:** Los Angeles Department of Building and Safety

**Monitoring Phase:** Pre-Construction

**Monitoring Frequency:** Once, at plan check

**Action Indicating Compliance:** Issuance of building permits

**XIV-20      Public Services (Police – Demolition/Construction Sites)**

Temporary construction fencing shall be placed along the periphery of the active construction areas to screen as much of the construction activity from view at the local street level and to keep unpermitted persons from entering the construction area.

**Enforcement Agency:** Los Angeles Department of building and Safety

**Monitoring Agency:** Los Angeles Department of building and Safety

**Monitoring Phase:** Construction

**Monitoring Frequency:** Periodic field inspections during construction

**Action Indicating Compliance:** Field inspection sign-off