

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

16949-16955 W. Sherman Way  
LADOT Case No. SFV22-113679  
LADOT Project ID No. 53972

Date: January 5, 2023

To: Claudia Rodriguez, Senior City Planner  
Department of City Planning



From: Vicente Cordero, Transportation Engineer  
Department of Transportation

Subject: **TRANSPORTATION IMPACT ASSESSMENT FOR THE SHERMAN WAY MIXED-USE PROJECT LOCATED AT 16949-16955 WEST SHERMAN WAY (CPC-2022-7854-ZCJ-SPR-WDI-HCA/ENV-2022-7855-EAF)**

The Department of Transportation (LADOT) has reviewed the transportation assessment prepared by Jano Baghdanian & Associates, dated December 19, 2022, for the proposed Sherman Way Mixed-Use development located at 16949-16955 West Sherman Way in the Reseda - West Van Nuys Community Planning Area of the City of Los Angeles. On July 30, 2019, pursuant to Senate Bill (SB) 743 and the recent changes to Section 15064.3 of the State's California Environmental Quality Act (CEQA) Guidelines, the City of Los Angeles adopted vehicle miles traveled (VMT) as the criteria by which to determine transportation impacts under CEQA. Based on the VMT thresholds established in LADOT's Transportation Assessment Guidelines (TAG), the proposed project would not result in a significant transportation impact on VMT as described below.

**DISCUSSION AND FINDINGS**

A. Project Description

The proposed project consists of the construction of an 116,191 square foot mixed-use development consisting of 111 units of residential with 5,300 square feet of retail at the northeast corner of the intersection of Sherman Way and Genesta Avenue. The project site encompasses 1.13 acres and is currently occupied by a 4,212 square foot vacant building. A total of 182 parking spaces and 57 bicycle parking spaces will be provided. Vehicular access to the site will be provided by two driveways located on the east side of Genesta Avenue. The project is expected to be completed by 2025.

B. CEQA Screening Threshold

A trip generation analysis was conducted to determine if the project would exceed the net 250 daily vehicle trips (DVT) screening threshold set forward by the TAG. The City of Los Angeles VMT Calculator Tool, which draws upon trip rate estimates published in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition, as well as applying trip generation adjustments when applicable, based on sociodemographic data and the built environment factors of the project's surroundings,

determined that the project exceeds the net 250 DVT threshold. The transportation assessment concluded that implementation of the project would **not** result in a significant transportation impact. A copy of the VMT calculator-screening pages are provided in **Attachment A**. The traffic analysis included further discussion on the screening of the following CEQA transportation thresholds:

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

The transportation assessment evaluated the proposed project for conformance with the adopted City's transportation plans and policies for all travel modes. The analysis determined that the project does not obstruct or conflict with the City's development policies and standards for the transportation system.

**2. Threshold T-2.1: Causing Substantial Vehicle Miles Traveled**

Using the VMT Calculator, the assessment determined that the project would generate a 767 net increase in DVT and a 6,017 net increase in daily VMT. The analysis concluded that the project would not result in a significant VMT impact as discussed below under Section C, CEQA Transportation Analysis.

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

The project does not involve any design features that are unusual for the area or any incompatible use.

**C. CEQA Transportation Analysis**

The new LADOT Transportation Assessment Guidelines (TAG) provide instructions on preparing transportation assessments for land use proposals and defines the significant impact thresholds. LADOT identified distinct thresholds for significant VMT impacts for each of the seven Area Planning Commission (APC) areas in the City. For the South Valley APC area, in which the project is located, the following threshold has been established:

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

As cited in the VMT analysis report prepared by Jano Baghdanian & Associates, the VMT generated by the project results in an 8.6 Household VMT per Capita. The Work VMT per Employee is not applicable for this project. Therefore, it was concluded that the implementation of the proposed project would not result in a significant VMT impact.

**D. Access and Circulation**

The access and circulation analysis included a delay study of the following intersections using the Highway Capacity Manual (HCM) methodology, which calculates the amount of delay per vehicle based upon the intersection traffic volumes, lane configurations, and signal timing:

- Sherman Way and Louise Avenue
- Sherman Way and Amestoy Avenue
- Sherman Way and Balboa Boulevard
- Sherman Way and Genesta Avenue

### **Existing and Cumulative Traffic Conditions**

Traffic counts were obtained for vehicular turning movements at the study intersections. The counts were conducted during the AM and PM peak hours on November 2, 2022. Future peak hour traffic projections for the study intersections are estimated to include future growth due to related projects in development and ambient traffic growth. To account for the future traffic growth from intensification of existing developments, and other projects that are located further than a half mile from the project site, the existing traffic volumes were increased by an ambient growth rate of 1% per year to the anticipated year of completion, 2025.

LADOT finds that the transportation assessment adequately evaluated potential project-related delays and level of service at the studied intersections. Based on the HCM methodology, the results for the Existing (2022), Existing (2022) Plus Project, Future (2025) Without Project, and Future (2025) With Project conditions, including Summary of Delays, Levels of Service, and Vehicle Queues are shown in **Attachment B**.

### **PROJECT REQUIREMENTS**

#### **A. CEQA-Related Mitigation**

There are no CEQA mitigation requirements required for this project.

#### **B. Non-CEQA-Related Requirements and Considerations**

To comply with transportation and mobility goals and provisions of adopted City plans and ordinances, the applicant should be required to implement the following:

##### **1. Construction Impacts**

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

##### **2. Highway Dedication and Street Widening Requirements**

Per the Mobility Element of the General Plan, **Sherman Way** is designated as a Boulevard II roadway and would require a 40-foot half-width roadway within a 55-foot half-width right-of-way. **Genesta Avenue** is a designated Local Street and would require an 18-foot half-width roadway within a 30-foot half-width right-of-way. The applicant should check with Bureau of Engineering's Land Development Group to determine if there are any applicable highway dedication, street widening, and/or sidewalk requirements for this project.

##### **3. Parking Requirements**

The traffic study indicated that a total of 182 parking spaces and 57 bicycle parking spaces would be provided. The applicant should check with the Department of Building and Safety on the number of Code-required parking spaces needed for the project.

#### 4. Driveway Access and Circulation

Vehicular access will be provided via two driveways along the east side of Genesta Avenue as illustrated in **Attachment C**. The existing southerly driveway on Genesta Avenue will be relocated and the new driveway will be added north of the existing driveway.

The review of this study does not constitute approval of the existing driveway dimensions, access, and circulation scheme with regard to this project. Those elements require separate review and approval and should be coordinated with LADOT's Valley Planning Coordination Section (6262 Van Nuys Boulevard, Rm 320, @ 818-374-4699). To minimize and prevent last-minute design changes, the applicant should contact LADOT before the commencement of building or parking layout design efforts, for driveway width and internal circulation requirements. New driveways should be Case-2, designed with a recommended width of 28 feet for two-way operations, or 16 feet for one-way operations, or to the satisfaction of LADOT. Additionally, the applicant should check with City Planning regarding the project's vehicular access and design.

#### 5. TDM Ordinance Requirements

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

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

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

#### 6. Development Review Fees

Section 19.15 of the LAMC identifies specific fees for traffic study review, condition clearance, and permit issuance. The applicant shall comply with any applicable fees per this ordinance.

If you have any questions, please contact Sheila Ahoraian of my staff at (818) 374-4690.

Attachments

*J:\Projects\SFV\53972-16949 W Sherman Way*

cc: Marcos Sanchez, Council District 6  
Silva Abramian, LADOT West Valley District  
Ali Nahass, BOE Valley District  
Quyen Phan, BOE Land Development Group  
Jano Baghdanian, Jano Baghdanian & Associates

# Attachment A

## City of LA VMT Calculator Results

**CITY OF LOS ANGELES VMT CALCULATOR Version 1.3**

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

**Project Information**

Project:

Scenario:

Address:

Is the project replacing an existing number of residential units with a smaller number of residential units AND is located within one-half mile of a fixed-rail or fixed-guideway transit

Yes
 No

**Existing Land Use**

Land Use Type	Value	Unit
Retail   High-Turnover Sit-Down Restaurant	4,212	ksf

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

**Proposed Project Land Use**

Land Use Type	Value	Unit
Retail   General Retail	5.3	ksf
Housing   Multi-Family	111	DU
Retail   General Retail	5.3	ksf

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

**Project Screening Summary**

Existing Land Use	Proposed
0 Daily Vehicle Trips	767 Daily Vehicle Trips
0 Daily VMT	6,017 Daily VMT

Tier 1 Screening Criteria

Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station.

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	767 Net Daily Trips
The net increase in daily VMT ≤ 0	6,017 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	5,300 ksf

The proposed project is required to perform VMT analysis.

# Attachment A (cont'd)

## City of LA VMT Calculator Results

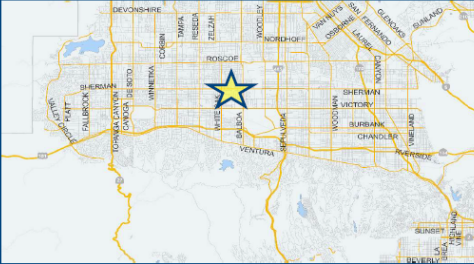
### CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

#### Project Information

**Project:**

**Scenario:**

**Address:**



Proposed Project Land Use Type	Value	Unit
Housing   Multi-Family	111	
Retail   General Retail	5.3	

#### TDM Strategies

Select each section to show individual strategies  
Use  to denote if the TDM strategy is part of the proposed project or is a mitigation strategy


	Proposed Project	With Mitigation
<b>Max Home Based TDM Achieved?</b>	No	No
<b>Max Work Based TDM Achieved?</b>	No	No
<b>A</b> Parking		
<b>B</b> Transit		
<b>C</b> Education & Encouragement		
<b>D</b> Commute Trip Reductions		
<b>E</b> Shared Mobility		
<b>F</b> Bicycle Infrastructure		
Implement/Improve On-street Bicycle Facility	Select Proposed Prj or Mitigation to include this strategy <input type="checkbox"/> Proposed Prj <input type="checkbox"/> Mitigation	
Include Bike Parking Per LAMC	Select Proposed Prj or Mitigation to include this strategy <input type="checkbox"/> Proposed Prj <input type="checkbox"/> Mitigation	
Include Secure Bike Parking and Showers	Select Proposed Prj or Mitigation to include this strategy <input type="checkbox"/> Proposed Prj <input type="checkbox"/> Mitigation	
<b>G</b> Neighborhood Enhancement		

#### Analysis Results

Proposed Project	With
<b>767</b> Daily Vehicle Trips	<b>767</b> Daily Vehicle Trips
<b>6,017</b> Daily VMT	<b>6,017</b> Daily VMT
<b>8.6</b> Household VMT per Capita	<b>8.6</b> Household VMT
<b>N/A</b> Work VMT per Employee	<b>N/A</b> Work VMT per Employee

#### Significant VMT Impact?

Household: No	Household: No
Threshold = 9.4 15% Below APC	Threshold = 9.4 15% Below APC
<b>Work: N/A</b> Threshold = 11.6 15% Below APC	<b>Work: N/A</b> Threshold = 11.6 15% Below APC



# Attachment B

## Summary of Delay and Levels of Service (LOS)

**TABLE 19A – Summary of Delays, Level of Service and Vehicle Queues**

*Summary of Delays, Levels of Service, and Vehicle Queues*

No.	Intersection	Operation Type	Direction	Traffic Movement	Peak Hour	Existing			Existing + Project			Change in Queue Length (ft)	Future w/o Project			Future + Project			Change in Queue Length (ft)	
						Delay (sec)	LOS	Queue (ft)	Delay (sec)	LOS	Queue (ft)		Delay (sec)	LOS	Queue (ft)	Delay (sec)	LOS	Queue (ft)		
1	Sherman Way & Louise Ave	Signalized	EB	Left	AM	20.8	C	38	21.9	C	38	0	22.7	C	42	22.7	C	42	0	
					PM	27.1	C	62	27.1	C	61	0	28.6	C	76	29.7	C	70	0	
				Thru	AM	13.1	B	139	13.1	B	239	0	14.1	B	257	14.1	B	258	1	
					PM	13.7	B	229	13.7	B	231	2	14.7	B	247	14.7	B	248	2	
			WB	Left	AM	49.1	E	243	49.1	E	244	1	47.4	F	238	47.6	F	268	0	
					PM	40.7	D	208	40.9	D	108	0	44	D	126	44.1	D	125	-1	
				Thru	AM	24.4	B	216	24.4	B	207	1	23.3	B	231	23.3	B	265	2	
					PM	25.6	C	306	25.7	C	306	0	26.4	C	326	26.7	C	327	1	
			NB	Left	AM	36.3	D	18	36.3	D	50	0	36	D	57	36	D	57	0	
					PM	26.7	C	45	26.7	C	45	0	26.1	C	45	26.1	C	45	0	
				Thru Right	AM	26.9	C	169	26.9	C	169	0	26.9	C	176	26.9	C	175	0	
					PM	27.1	C	202	27.1	C	202	0	26.5	C	207	26.5	C	209	0	
SB	Left	AM	33.0	D	72	33.0	D	72	0	33.7	D	74	33.7	D	74	0				
		PM	38.5	D	92	38.5	D	91	0	38.4	D	95	38.4	D	95	0				
	Thru Right	AM	26	C	207	26	C	207	0	27.3	C	211	27.3	C	211	0				
		PM	23.1	C	99	23.1	C	93	0	22.4	C	95	22.4	C	95	0				
2	Sherman Way & Arroyo Ave	Signalized	EB	Left	AM	17.7	B	7	17.7	B	7	0	18.6	B	7	18.7	B	7	0	
					PM	1.1	A	5	1.1	A	5	0	1.2	A	5	1.2	A	5	0	
				Thru Right	AM	19	B	305	19	B	305	0	18.7	B	325	18.7	B	325	0	
					PM	0.4	A	39	0.4	A	39	0	0.4	A	42	0.4	A	42	0	
			WB	Left	AM	29.0	C	131	30	C	137	0	34.7	C	130	34.8	C	140	0	
					PM	4.9	A	44	4.9	A	44	0	5.2	A	56	5.2	A	51	1	
				Thru Right	AM	4.8	A	119	4.9	A	140	1	5.2	A	171	5.2	A	172	1	
					PM	4.4	A	139	4.4	A	139	0	4.6	A	139	4.6	A	150	1	
			NB	Thru Left Right	AM	39.6	D	147	39.6	D	147	0	39.4	D	253	39.4	D	153	0	
					PM	40.3	D	128	40.3	D	128	0	40.1	D	184	40.1	D	185	1	
				SB	Thru Left Right	AM	34.3	C	48	34.3	C	48	0	33.9	C	49	33.9	C	49	0
						PM	35.4	D	47	35.4	D	47	0	35.2	D	48	35.2	D	48	0
3	Sherman Way & Redon Ave	Signalized	EB	Left	AM	31.1	D	94	31.2	D	96	2	32.2	C	99	32.6	C	102	3	
					PM	63.7	E	236	67.5	E	300	4	61.0	F	315	65.4	F	317	2	
				Thru Right	AM	46.5	D	456	48	D	475	17	48.7	D	480	50.5	D	520	31	
					PM	41.2	D	419	41.7	D	426	7	42.9	D	436	43.4	D	442	6	
			WB	Left	AM	107.2	C	331	112.3	C	392	0	124.8	F	344	128.4	F	344	0	
					PM	34.3	C	158	34.8	E	158	0	34.6	D	158	37.2	D	168	0	
				Thru Right	AM	40.5	D	448	42.8	D	447	1	42.0	D	446	42.7	D	448	2	
					PM	41.7	D	394	42.1	D	398	4	43.1	D	411	43.5	D	438	5	
			NB	Left	AM	26.4	C	73	26.4	C	75	2	26.7	C	74	26.7	C	77	3	
					PM	25.5	C	92	25.4	C	99	7	25.9	C	94	26	C	102	6	
				Thru Right	AM	34.1	C	270	34.5	C	272	0	34.9	C	287	34.9	C	287	0	
					PM	39.7	B	369	39.7	D	369	0	41.1	D	393	41.1	D	393	0	
SB	Left	AM	36.5	D	218	36.6	D	217	-1	45.5	D	257	45.6	D	257	0				
		PM	55.5	E	316	55.9	E	326	0	79.6	E	326	73.8	E	336	0				
	Thru Right	AM	31.2	C	319	32.4	C	300	1	32.9	C	335	33.2	C	336	1				
		PM	32.2	C	292	32.7	C	292	0	33.1	C	311	33.6	C	311	0				
4	Sherman Way & Geneva Ave	Stop Controlled	EB	Left	AM	22	C	5	22.3	C	5	0	23.1	C	5	23.5	C	5	0	
					PM	20.1	C	5	21	C	5	0	21	C	5	21.9	C	7.3	2.3	
			SB	Left	AM	34.4	D	12.5	64.1	F	70	47.5	37.6	E	25	75.4	F	80	55	
					PM	23.0	C	7.5	37.0	E	25	17.5	25.9	D	3.5	41.5	E	27.5	20	



## Attachment B (cont'd) Summary of Delay and Levels of Service (LOS)

**TABLE 19B – Summary of Signalized Intersection LOS**

*Summary of Signalized Intersection Queueing Thresholds*

<i>Intersection</i>	<i>Peak Period</i>	<i>Future Intersection LOS With Project</i>	<i>Maximum Increase in Queue Length with Project Traffic</i>	<i>Movement</i>	<i>Approach LOS</i>	<i>Unacceptable Queueing?<sup>1</sup></i>
<i>Sherman Way &amp; Louise Ave</i>	<i>AM</i>	<i>C</i>	<i>2 ft</i>	<i>WB Thru</i>	<i>C</i>	<i>No</i>
	<i>PM</i>	<i>C</i>	<i>2 ft</i>	<i>WB Thru</i>	<i>C</i>	<i>No</i>
<i>Shermany Way &amp; Amestoy</i>	<i>AM</i>	<i>B</i>	<i>1 ft</i>	<i>WB Thru</i>	<i>A</i>	<i>No</i>
	<i>PM</i>	<i>A</i>	<i>1 ft</i>	<i>WB Thru</i>	<i>A</i>	<i>No</i>
<i>Sherman Way &amp; Balboa Blvd</i>	<i>AM</i>	<i>D</i>	<i>31 ft</i>	<i>EB Thru</i>	<i>D</i>	<i>No</i>
	<i>PM</i>	<i>D</i>	<i>6 ft</i>	<i>EB Thru</i>	<i>D</i>	<i>No</i>

1. LADOT Traffic Study Guidelines defines unacceptable queueing as either: 1) the projected peak hour intersection LOS is D and the through lane queue increases by greater than 75 feet on any approach with the directional approach LOS at E or F, or 2) the projected peak hour intersection LOS is E or F and the through lane queue increases by greater than 50 feet on any approach with the directional approach LOS at E or F

# Attachment C Project Site Plan

