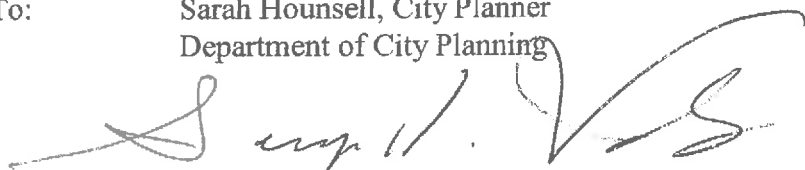


CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

14311 Ventura Boulevard
DOT Case No. VEN 15-103661
DOT Project ID No. 43728

Date: July 25, 2016

To: Sarah Hounsell, City Planner
Department of City Planning



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

Subject: **REVISED TRAFFIC ASSESSMENT FOR THE PROPOSED TYRONE/VENTURA CENTER PROJECT AT 14311 VENTURA BOULEVARD**

The Department of Transportation (DOT) has completed the traffic assessment for the proposed Tyrone/Ventura Center project located at 14311 Ventura Boulevard in the Sherman Oaks area of the City of Los Angeles. This traffic analysis is based on a traffic analysis addendum prepared by Linscott, Law & Greenspan, Engineers, dated July 19, 2016. Based on DOT's traffic impact criteria, the traffic study included the detailed analysis of seven signalized intersections and determined that none of the study intersections would be significantly impacted by project-related traffic. This traffic assessment supersedes the previous assessments dated March 21, 2016 and February 8, 2016. The results of the traffic analysis are summarized in **Attachment 1**.

DISCUSSION AND FINDINGS

A. Project Description

The project proposes to construct a 52,433 square foot supermarket located at the northeast corner of the intersection of Tyrone Avenue and Ventura Boulevard. The project would demolish a 6,648 square foot car wash, a 10,910 square foot car care center, a 300 square foot restaurant and 5,822 square feet of specialty retail. The project is expected to be completed by 2018.

B. Trip Generation

The project is estimated to generate a net increase of approximately 1,404 daily trips, 29 trips during the a.m. peak hour and 142 trips during the p.m. peak hour. These estimates were derived using trip generation rates from the Institute of Transportation Engineers (ITE) "Trip Generation Handbook, 9th Edition, 2012".

Land Use	Size	Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips		
			In	Out	Total	In	Out	Total
Proposed Project								
Supermarket	52,433	5,361	110	68	178	253	244	497
Transit Trips	15%	-804	-17	-10	-27	-38	-37	-75
Pass-By Trip Reduction	40%	-1,823	-37	-23	-60	-86	-83	-169

Existing Land Use								
Car Wash (SANDAG)	6,648 sf	-900	-18	-18	-36	-41	-40	-81
Pass-By Trip Reduction	20%	180	4	4	8	8	8	16
Car Care Center	10,910 sf	-340	-17	-8	-25	-16	-18	-34
Pass-By Trip Reduction	10%	34	2	1	3	2	2	4
Fast-Food Restaurant	300 sf	-215	-8	-5	-13	-4	-4	-8
Pass-By Trip Reduction	50%	108	4	3	7	2	2	4
Specialty Retail	5,822 sf	-258	-4	-3	-7	-7	-9	-16
Pass-by Trip Reduction	10%	22	0	0	0	1	1	2
Transit Trip Reduction	15%	39	1	0	1	1	1	2
Total Net Trips		1,404	20	9	29	75	67	142

C. Freeway Analysis

The traffic study included a freeway impact analysis that was prepared in accordance with the State-mandated Congestion Management Program (CMP) administered by the Los Angeles County Metropolitan Transportation Authority (MTA). According to this analysis, the project would not result in significant traffic impacts on any of the evaluated freeway mainline segments. To comply with the latest Freeway Analysis Agreement executed between Caltrans and DOT in December 2015, the study also included a screening analysis to determine if additional evaluation of freeway mainline and ramp segments was necessary beyond the CMP requirements. Exceeding one of the four screening criteria would require the applicant to work directly with Caltrans to prepare more detailed freeway analyses. However, the project did not meet or exceed any of the four thresholds defined in the agreement; therefore, no additional freeway analysis was required.

PROJECT REQUIREMENTS

A. Construction Impacts

DOT recommends that a construction work site traffic control plan be submitted to DOT for review and approval prior to the start of any construction work. 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. DOT also recommends that all construction related traffic be restricted to off-peak hours.

B. Highway Dedication and Street Widening Requirements

Pursuant to Section 10 of the Ventura/Cahuenga Specific Plan, the applicant shall offer all required street and highway dedications and improvements to the satisfaction of DOT and the Department of Public Works, Bureau of Engineering.

Ventura Boulevard is a designated Major Highway–Class II in the Street and Highways Element of the City’s General Plan. The north side of Ventura Boulevard currently consists of a 50-foot half right-of-way with 35-foot half roadway and 15-foot sidewalk. The standard cross section for Major Highway–Class II is a 57-foot half right-of-way with a 45-foot half roadway and a 12-foot sidewalk in a Specific Plan. The applicant shall dedicate 7 feet of land and widen the roadway 10 feet, and construct 12 feet sidewalk along the entire proposed project frontage on Ventura Boulevard to bring the right-of-way, roadway, and sidewalk up to the standard required by the Specific Plan.

Moorpark Street is a designated Avenue II Highway in the Street and Highways Element of the City's Mobility Plan. The south side of Moorpark Street currently consists of a 40-foot half right-of-way with a 28-foot half roadway and a 12-foot sidewalk. The standard cross section for the Avenue II highway in a Mobility Plan is a 43-foot half right-of-way with a 28-foot half roadway and a 15-foot sidewalk. The applicant shall dedicate 3 feet of land and construct 15 feet sidewalk along the entire proposed project frontage on Moorpark Street to bring the right-of-way, and sidewalk up to the standard required by the Mobility Plan.

Tyrone Avenue is a designated Secondary Highway in the Street and Highways Element of the City's General Plan. The east side of Tyrone Avenue currently consists of a 40-foot half right-of-way with 28-foot half roadway and 12-foot sidewalk. The standard cross section for a secondary highway in a Specific Plan is a 52-foot half right-of-way with a 40-foot half roadway and a 12-foot sidewalk. The applicant shall dedicate 12 feet of land and widen the roadway 12 feet, and construct 12 feet sidewalk along the entire proposed project frontage on Tyrone Avenue to bring the right-of-way, roadway, and sidewalk up to the standard required by the Specific Plan.

The applicant should contact Bureau of Engineering, Department of Public Works (BOE) to determine exact dedication and widening standards, and to determine any other required street improvements. All required street improvements shall be guaranteed through the B-permit process of BOE before the issuance of any building permit for this project. These improvements shall be completed to the satisfaction of DOT and BOE prior to the issuance of any certificate of occupancy.

C. Project Impact Assessment (PIA) Fee

Pursuant to Section 11 of the Ventura/Cahuenga Specific Plan, the applicant shall pay or guarantee to pay a PIA Fee to DOT before the issuance of any building permit. The gross PIA Fee for this project is calculated below and can be paid in either a single payment or through a deferred payment plan. The gross PIA Fee has been reduced based upon evidence provided by the applicant that a legally permitted use existed for a minimum of one year between November 9, 1985 and the date of this letter. The PIA Fee shall be indexed annually; therefore, the PIA Fee may change depending on the actual date when payment is made.

Proposed Land Use (PIA Fee in Sherman Oaks):

<u>Supermarket</u> Floor Area	=	52,433 square-feet
PIA Fee Rate (Category C)	=	\$8.24 per square-foot of floor area
	=	52,433 x \$8.24
Proposed Project Gross PIA Fee	=	\$432,047.92

Existing Land Use (PIA Fee in Sherman Oaks):

<u>Car Wash</u> Floor Area	=	6,648 square-feet
PIA Fee Rate (Category C)	=	\$8.24 per square-foot of floor area
PIA Fee Credit	=	6,648 x \$8.24
	=	\$54,779.52

<u>Car Care Center</u> Floor Area	=	10,910 square-feet
PIA Fee Rate (Category C)	=	\$8.24 per square-foot of floor area
PIA Fee Credit	=	10,910 x \$8.24
	=	\$89,898.40
<u>Fast Food Restaurant</u> Floor Area	=	300 square-feet
PIA Fee Rate (Category D)	=	\$9.31 per square-foot of floor area
PIA Fee Credit	=	300 x \$9.31
	=	\$2,793.00
<u>Specialty Retail</u> Floor Area	=	5,822 square-feet
PIA Fee Rate (Category C)	=	\$8.24 per square-foot of floor area
PIA Fee Credit	=	5,822 x \$8.24
	=	\$47,973.28
Total Existing Use Credit	=	\$195,444.20
Proposed Project Gross PIA Fee	=	\$432,047.92
Existing Use Credit	=	<u>- \$195,444.20</u>
Net PIA Fee	=	\$236,603.72

D. Driveway Access and Circulation

The submitted revised conceptual site plan for the project is acceptable to DOT. This determination does not include approval of the project's driveways, internal circulation, or parking scheme. 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. All driveways should be 30 feet and 16 feet wide for two-way and one-way operations, respectively or to the satisfaction of DOT. All delivery truck loading and unloading should take place on site with no vehicles having to back into public right-of-way via any of the project driveways.

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

Attachments

A.I.File/14311VenturaBlvdRevised2

c: Fourth Council District
 Steve Rostam, DOT East Valley District
 B. J. Soni, DOT Accounting
 Ali Nahass, BOE Valley District
 Quyen Phan, BOE Land Development Group
 Tin T. Nguyen, Linscott, Law & Greenspan, Engineers

ATTACHMENT 1

Tyrone/Ventura Center Project Summary of Volume to Capacity Ratios (V/C) and Levels of Service (LOS)

Intersection	Peak Hour	Year 2015 Existing		Year 2015 Existing w/ Project		Year 2018 w/o Project		Year 2018 w/ Project		Project Impact	Significant Impact
		V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	Δ V/C	
1. Van Nuys Blvd. & Moorpark St.	AM	0.465	A	0.466	A	0.503	A	0.504	A	0.001	NO
	PM	0.718	C	0.723	C	0.773	C	0.779	C	0.006	NO
2. Van Nuys Blvd. & Ventura Blvd.	AM	0.634	B	0.635	B	0.685	B	0.686	B	0.001	NO
	PM	0.863	D	0.871	D	0.931	E	0.939	E	0.008	NO
3. Tyrone Ave. & Moorpark St.	AM	0.539	A	0.545	A	0.581	A	0.586	A	0.005	NO
	PM	0.736	C	0.751	C	0.791	C	0.806	D	0.015	NO
4. Tyrone Ave./ Beverly Glen Blvd. & Ventura Blvd.	AM	0.495	A	0.500	A	0.537	A	0.543	A	0.006	NO
	PM	0.661	B	0.683	B	0.715	C	0.737	C	0.022	NO
5. Beverly Glen Blvd. & Dickens St.	AM	0.344	A	0.345	A	0.375	A	0.375	A	0.000	NO
	PM	0.621	B	0.627	B	0.673	B	0.678	B	0.005	NO
6. Hazeltine Ave. & Moorpark St.	AM	0.774	C	0.776	C	0.840	D	0.844	D	0.004	NO
	PM	0.767	C	0.780	C	0.848	D	0.861	D	0.013	NO
7. Hazeltine Ave. & Ventura Blvd.	AM	0.535	A	0.536	A	0.586	A	0.587	A	0.001	NO
	PM	0.568	A	0.579	A	0.640	B	0.651	B	0.011	NO

DOT Significant Transportation Impact Thresholds

Level of Service (LOS)	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