

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

20000 Prairie St.
DOT Case No. 41443

Date: November 5, 2014

To: R. Nicolas Brown, Associate Zoning Administrator
Department of City Planning

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

Subject: **TRAFFIC ASSESSMENT FOR THE PROPOSED MGA CHATSWORTH MIXED-USE PROJECT
AT 20000 PRAIRIE STREET**

The Department of Transportation (DOT) has completed the traffic assessment for the proposed MGA Chatsworth Mixed-Use Project, at the intersection of Winnetka Avenue and Prairie Street, in the community of Chatsworth. This traffic assessment is based on a professional traffic impact study of the proposed project, dated January 2014, as prepared by Overland Traffic Consultants, Inc. In preparation of this assessment, DOT conducted a careful review of this traffic study's pertinent assumptions, analyses and conclusions, and conducted independent field studies and research to validate the data contained therein. DOT has determined that the traffic study, as revised below, adequately describes all projected transportation impacts associated with the proposed development that fall within the City of Los Angeles' jurisdiction to review.

DISCUSSION AND FINDINGS

The proposed project consists of a Corporate Headquarters site including 700 apartments, 11,000 square feet of commercial retail space, 3,000 square feet of restaurant space, 43,000 square feet of office space and 212,815 square feet of light industrial uses (general office rates were used in the study to be conservative). This site is presently undeveloped. The proposed project will generate 8,157 new daily trips, 788 new a.m. peak hour trips and 860 new p.m. peak hour trips, as shown in Table 1 below. The trip generation estimates are based on formulas published by the Institute of Transportation Engineers (ITE) Trip Generation, 8th Edition, 2008.

Table 1: Project Trip Generation Estimates

Land Use Description	Size	Unit	Daily Trips	a.m. Peak Trips			p.m. Peak Trips		
				In	Out	Total	In	Out	Total
MGA Headquarters + offices	255,815	square foot	2,822	351	48	399	60	321	381
Retail space	11,000	square foot	376	4	2	6	10	11	21
Restaurant	3,000	square foot	305	15	11	26	14	10	24
Apartments	700	dwelling unit	4,655	71	286	357	282	152	434
Totals			8,158	441	347	788	366	494	860

The traffic study was revised by recalculating the existing and projected volume-to-capacity (v/c) ratios and levels of service (LOS) at the study intersections after making the following change:

- Pursuant to the pending implementation of the 2010 Master Bike Plan, the lane configurations of all Major Highway approaches in the future scenario that currently contain two through lanes and a shared through-right lane were changed to two through lanes and a right-turn only lane, due to the high probability that the Bike Plan will cause a through lane to be removed in both directions.

DOT's policy on significant transportation impact threshold, listed in Table 2 below, is also referenced in the traffic study on page 21.

Table 2: Significant Transportation Impact Thresholds

Level of Service (LOS)	Projected Volume to Capacity Ratio (V/c), including Project	Project-Related Increase in V/c
C	between 0.701 and 0.800	≥ 0.040
D	between 0.801 and 0.900	≥ 0.020
E and F	≥ 0.901	≥ 0.010

The traffic study reviewed eleven intersections for traffic impacts. DOT conducted an independent Critical Movement Analysis of the intersections contained in the study, and has concluded that the proposed project will produce a significant transportation impact at five of the studied intersections. Three of the impacted intersections can be mitigated to a less-than-significant level through the implementation of mitigation measures as described below. The remaining two intersections would have significant and unavoidable impacts. These findings are summarized in Tables 3 through 5, which show the existing, projected, and project-related volume-to-capacity ratios and levels of service at the study intersections.

The Department of Transportation recommends that the following Project Requirements be adopted as conditions of project approval in order to mitigate the project's traffic impacts to the greatest extent possible:

PROJECT REQUIREMENTS

A. Mitigation Measures

1. Intersection improvements
 - a. The intersection of Winnetka Avenue and Parthenia Street will be mitigated to a less-than-significant level by reconfiguring the westbound approach to include a right turn only lane. To accommodate this improvement, existing signal equipment shall be modified and/or upgraded as necessary.
 - b. The intersection of Corbin Avenue and Plummer Street will be partially mitigated by reconfiguring the southbound approach to include a right turn only lane. To accommodate this improvement, existing signal equipment shall be modified and/or upgraded as necessary.

These measures shall be guaranteed through the B-permit process of the Bureau of Engineering (BOE) before the issuance of any building permit for this project, and shall be completed to the satisfaction of DOT and BOE prior to the issuance of any certificate of occupancy.

2. Transportation Demand Management (TDM) Program

The impacted intersections will be mitigated, in part or in full, through the implementation of a comprehensive Transportation Demand Management (TDM) program.

- a. The Applicant shall prepare a TDM plan that will encourage the use of rideshare/carpools, public transportation and privately operated bus shuttle services. This plan shall be submitted to DOT for approval annually. The applicant shall submit this plan to the Northridge and Chatsworth Neighborhood Councils for a 30-day review and comment period prior to submitting the plan along with any comments received during the review period to DOT.
- b. The Applicant shall hire a licensed traffic engineer as a consultant on a semi-annual basis to conduct vehicle trip counts at the project site and submit a Compliance Report to DOT with the data collected assuring that the project is in compliance with the vehicle trip cap. The trip cap shall be set to the total "with mitigation" project-related trips listed in the worksheets in the study. A semi-annual Compliance Report shall be submitted before the end of the months of December and June.
- c. In the event that the Applicant is not in compliance with the vehicle trip cap for two consecutive reporting periods, the Applicant shall be required to pay a \$1,000 penalty to the City of Los Angeles for each a.m. or p.m. vehicular trip the site generates in excess of the cap.
- d. If the Applicant is in compliance for five consecutive years the Applicant shall no longer be required to submit the vehicle trip cap reports to DOT.

B. Highway Dedications and Improvements

Pursuant to the Los Angeles Municipal Code (LAMC) Section 12.37A (Highway Dedications and Improvements), an investigation of existing street dimensions adjacent to the project was conducted. In response to this investigation, DOT has the following comments:

1. Winnetka Avenue is a designated Class II Major Highway in the Streets and Highways Element of the City's General Plan, and currently consists of a 50-foot half right-of-way including a 40-foot half roadway and existing curb, gutter and sidewalk along project frontage. Los Angeles Department of Public Works, Bureau of Engineering (BOE) Standard Plan S-470-0 dictates the standard cross section of a Class II Major Highway to have a 52-foot half right-of-way containing a 40-foot half-roadway. However, the project site currently provides an easement for the Winnetka Channel which runs along the westerly edge of the site and abuts Winnetka Avenue. Therefore, DOT has no recommendation of specific improvements to this street required by the applicant in conjunction with this project.

2. Prairie Street is a designated Collector Street in the General Plan, and currently consists of a 32-foot half right-of-way including a 22-foot half roadway and existing curb, gutter and sidewalk along project frontage. BOE Standard Plan S-470-0 dictates that the standard cross section of a Collector Street to have a 32-foot half right-of-way containing a 22-foot half roadway. The existing right-of-way and roadway match the Standard Street Dimensions specified in the aforementioned standard. Therefore, DOT has no recommendation of specific improvements to this street required by the applicant in conjunction with this project.

The applicant should contact the Bureau of Engineering (BOE) to determine the exact dedication and widening standards that are applicable, and to ensure full compliance with these requirements along with any other required improvements specified by the Los Angeles Municipal Code (LAMC) and city ordinances. Required improvements within existing or designated roadways shall be guaranteed through the B-permit process of BOE before the issuance of any building permit for this project, and shall be completed to the satisfaction of DOT and BOE prior to the issuance of any certificate of occupancy.

C. Site Access and Internal Circulation

This determination does not constitute final DOT approval of the project's driveways, internal circulation, and parking scheme per LAMC Section 12.21. A preliminary parking and driveway plan was submitted to DOT with the traffic study. After reviewing this preliminary plan, DOT has the following comments. The applicant should carefully review these comments to ensure that final site access plans conform to DOT's criteria for driveway designs as published in DOT Manual of Policies and Procedures, Section 321:

1. The applicant should contact the DOT West Valley District office to determine the feasibility of constructing a signalized driveway for the project. Traffic signal construction, if deemed feasible, shall be guaranteed through the B-permit process of BOE before the issuance of any building permit for this project, and shall be completed to the satisfaction of DOT and BOE prior to the issuance of any certificate of occupancy.
2. The parking layout plan shall include the adjacent roadway curbs and show all driveways as well as any structure or off-site driveway within 25 feet of a project driveway. Driveways should be designed pursuant to BOE Standard Plan S-440-3, with the vehicular-accessible width "W" shown on the plan as 30 feet for two-way access or 16 feet for one-way access. Note that the "W" dimension is less than that of the total curb cut, as it excludes the side slopes.
3. To avoid an influx of vehicles impinging on the public right-of-way, a minimum 60-foot queuing reservoir between the future property line and the first parking stall shall be required at all ingress driveways along Winnetka Avenue.
4. To provide internal circulation, all parking areas shall be contiguous and accessible from all other similarly designated parking areas without requiring the use of any public street.

DOT CLEARANCE GUIDELINES

Final DOT approval is normally required prior to the issuance of any associated building permits. Approval is given when DOT receives an acceptable site and access plan, verification that all enumerated conditions of approval are satisfied, guaranteed or not applicable, and payment of all applicable application fees. For the fastest possible final review and approval process, plans should be submitted to DOT Valley Development Review, 6262 Van Nuys Blvd., Suite 320, Van Nuys 91401, prior to plan check submission to the Department of Building and Safety.

Pursuant to City Ordinance 180542, effective March 27, 2009, application fees are required for all DOT-related condition clearances and permit issuance activities for private development projects within the city, and must be received by DOT prior to the issuance of any approval, clearance or sign-off. A copy of this ordinance is available upon request.

If you have any questions, you may contact me or Ken Aitchison of my staff at 818-374-4692.

- c: Twelfth Council District
- Ken Firoozmand, DOT West Valley District
- Quyen Phan, BOE Land Development Group
- Ali Nahass, BOE Valley District
- Overland Traffic Consultants, Inc.
- Sky Tech Management & Construction

Table 3: Volume to Capacity Ratios (v/c) and Levels of Service (LOS)

MGA Chatsworth Mixed-Use Project, 20000 Prairie St.

Intersection	Peak Hour	Existing conditions		Existing + Project		Project Impact	Future, no project		Future + Project		Project Impact
		v/c	LOS	v/c	LOS	Δ v/c	v/c	LOS	v/c	LOS	Δ v/c
Mason Av & Plummer St	AM	0.697	B	0.711	C	0.014	0.807	D	0.822	D	0.015
	PM	0.659	B	0.675	B	0.016	0.791	C	0.807	D	0.016
Winnetka Av & Lassen St	AM	0.539	A	0.594	A	0.055	0.612	B	0.667	B	0.055
	PM	0.478	A	0.521	A	0.043	0.551	A	0.595	A	0.044
Winnetka Av & Plummer St	AM	0.547	A	0.602	B	0.055	0.599	A	0.647	B	0.048
	PM	0.398	A	0.439	A	0.041	0.546	A	0.497	A	0.041
Winnetka Av & Prairie St	AM	0.325	A	0.383	A	0.058	0.384	A	0.443	A	0.059
	PM	0.370	A	0.479	A	0.109	0.427	A	0.537	A	0.110
Winnetka Av & Nordhoff St	AM	0.629	B	0.684	B	0.055	0.830	D	0.880	D	0.050*
	PM	0.556	A	0.592	A	0.036	0.750	C	0.786	C	0.036
Winnetka Av & Parthenia St	AM	0.713	C	0.753	C	0.040*	0.816	D	0.856	D	0.040*
	PM	0.677	B	0.700	B	0.023	0.777	C	0.799	C	0.022
Winnetka Av & Roscoe Bl	AM	0.687	B	0.705	C	0.018	0.807	D	0.829	D	0.022*
	PM	0.768	C	0.785	C	0.017	0.859	D	0.877	D	0.018
Corbin Av & Plummer St	AM	0.786	C	0.820	D	0.034*	0.885	D	0.920	E	0.035*
	PM	0.731	C	0.768	C	0.037	0.815	D	0.852	D	0.037*
Corbin Av & Prairie St	AM	0.585	A	0.674	B	0.089	0.667	B	0.757	C	0.090*
	PM	0.461	A	0.550	A	0.089	0.527	A	0.616	B	0.089
Corbin Av & Nordhoff Pl	AM	0.337	A	0.352	A	0.015	0.387	A	0.402	A	0.015
	PM	0.479	A	0.489	A	0.011	0.539	A	0.549	A	0.010
Corbin Av & Nordhoff St / Way	AM	0.621	B	0.631	A	0.010	0.802	D	0.814	D	0.012
	PM	0.595	A	0.607	B	0.012	0.727	C	0.742	C	0.015

* Denotes significant impact

Table 4: Existing + Project + Mitigation Summary

Impacted Intersection	Peak Hour	Existing conditions		Existing + Project		Project Impact	Existing + Project + Mitigation		Final Impact
		v/c	LOS	v/c	LOS	$\Delta v/c$	v/c	LOS	$\Delta v/c$
Winnetka Av & Parthenia St	AM	0.713	C	0.753	C	0.040*	0.741	C	0.028
	PM	0.677	B	0.700	B	0.023	0.689	B	0.012
Corbin Av & Plummer St	AM	0.786	C	0.820	D	0.034*	0.731	C	-0.055
	PM	0.731	C	0.768	C	0.037	0.765	C	0.034

* Denotes significant impact

Table 5: Future + Project + Mitigation Summary

Impacted Intersection	Peak Hour	Future conditions		Future + Project		Project Impact	Future + Project + Mitigation		Final Impact
		v/c	LOS	v/c	LOS	$\Delta v/c$	v/c	LOS	$\Delta v/c$
Winnetka Av & Nordhoff St	AM	0.830	D	0.880	D	0.050*	0.845	D	0.015
	PM	0.750	C	0.786	C	0.036	0.773	C	0.023
Winnetka Av & Parthenia St	AM	0.816	D	0.856	D	0.040*	0.780	C	-0.036
	PM	0.777	C	0.799	C	0.022	0.788	C	0.011
Winnetka Av & Roscoe Bl	AM	0.807	D	0.829	D	0.022*	0.817	D	0.010
	PM	0.859	D	0.877	D	0.018	0.865	D	0.006
Corbin Av & Plummer St	AM	0.885	D	0.920	E	0.035*	0.821	D	-0.064
	PM	0.815	D	0.852	D	0.037*	0.849	D	0.034**
Corbin Av & Prairie St	AM	0.667	B	0.757	C	0.090*	0.729	C	0.062**
	PM	0.527	A	0.616	B	0.089	0.611	B	0.084

* Denotes significant impact

** Denotes significant and unavoidable impact following implantation of mitigation measures