FORM GEN. 160A (Rev. 1/82)

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

6650 Franklin Av.
DOT Case No. CEN 16-44387

Date: January 26, 2017

To: Karen Hoo, City Planner
Department of City Planning

From: Wes Pringle, Transportation Engineer
Department of Transportation

Subject: **TRANSPORTATION IMPACT ANALYSIS FOR THE PROPOSED SENIOR APARTMENTS AT 6650 FRANKLIN AVENUE**

The Department of Transportation (DOT) has reviewed the transportation impact analysis prepared by Linscott Law & Greenspan Engineers, dated October 20, 2016, for the proposed 68 residential senior apartments at 6650 Franklin Avenue. In order to evaluate the effects of the project's traffic on the available transportation infrastructure, the significance of the project's traffic impacts is measured in terms of change to the volume-to-capacity (V/C) ratio between the "future no project" and the "future with project" scenarios. This change in the V/C ratio is compared to established threshold standards to assess the project-related traffic impacts. Based on DOT's traffic impact criteria[1], the traffic study included the analysis of three intersections and determined that none of the study intersections would be significantly impacted by project-related traffic. The results of the traffic impact analysis, which adequately evaluated the project's traffic impacts on the surrounding community, are summarized in **Attachment 1**.

DISCUSSION AND FINDINGS

A. Project Description

The existing project site consists of a ten-story senior apartment building. The proposed 68 senior apartments will be constructed where the existing surface parking lot is located. The proposed senior apartments will be adjacent to the existing residential building. Parking for the new residential units as well as replacement parking for the existing units will be provided by a new subterranean structure on-site. The new parking structure will be required to meet the City of Los Angeles parking code requirements. Vehicular access to the project will be provided with one full access driveway on the west side of Cherokee Street at Franklin Avenue (see **Attachment 2**). The project is expected to be completed by 2018.

B. Trip Generation

The project is estimated to generate a net increase of approximately 234 daily trips, 14 trips during the a.m. peak hour and 17 trips during the p.m. peak hour. The trip generation estimates (see **Attachment 3**) are based on formulas published by the Institute of Transportation Engineers (ITE) Trip Generation, 9th Edition, 2012.

[1] Per DOT's Traffic Study Policies and Procedures, a significant impact is identified as an increase in the Critical Movement Analysis (CMA) value, due to project related traffic, of 0.01 or more when the final ("with project") Level of Service (LOS) is LOS E or F; an increase of 0.020 or more when the final LOS is LOS D; or an increase of 0.040 or more when the final LOS is LOS C.

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

On January 20, 2016, the City Council adopted the Mobility Plan 2035 which represents the new Mobility Element of the General Plan. A key feature of the updated plan is to revise street standards in an effort to provide a more enhanced balance between traffic flow and other important street functions including transit routes and stops, pedestrian environments, bicycle routes, building design and site access, etc. Per the new Mobility Element, **Franklin Avenue** has been designated as a Modified Avenue III which would require a 20-foot half-width roadway within a 30-foot half-width right-of-way and **Cherokee Street** has been designated as a Local Street which would require an 18-foot half-width roadway within a 30-foot half-width right-of-way. The applicant should check with BOE's Land Development Group to determine if there are any other applicable highway dedication, street widening and/or sidewalk requirements for this project.

C. Parking Requirements

The project would provide sufficient on-site parking to meet the Department of Building and Safety number of code-required parking spaces needed for the project.

D. Driveway Access and Circulation

The conceptual site plan for the project (**Attachment 2**) is acceptable to DOT. However, the review of this study does not constitute approval of the dimensions for any new proposed driveways. This requires separate review and approval and should be coordinated with DOT's Citywide Planning Coordination Section (201 N. Figueroa Street, 5th Floor, Room 550, at 213-482-7024). In order to minimize and prevent last minute building design changes, the applicant should contact DOT for driveway width and internal circulation requirements prior to the commencement of building or parking layout design. All new driveways should be Case 2 driveways.

E. Development Review Fees

An ordinance adding Section 19.15 to the Los Angeles Municipal Code relative to application fees paid to DOT for permit issuance activities was adopted by the Los Angeles City Council in 2009 and updated in 2014. Ordinance No. 183270 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 Lisa Martellaro-Palmer of my staff at (213) 972-8628.

Attachments

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c: Julia Duncan, Council District No. 4
Carl Mills, BOE Development Services
Pamela Teneza, BOE Development Services
Quyen Phan, BOE Development Services
Jeannie Shen, Hollywood-Wilshire District, DOT
Taimour Tanavoli, Case Management Office, DOT
David Shender, Linscott, Law and Greenspan Engineers

Attachment 1
Traffic Impact Analysis

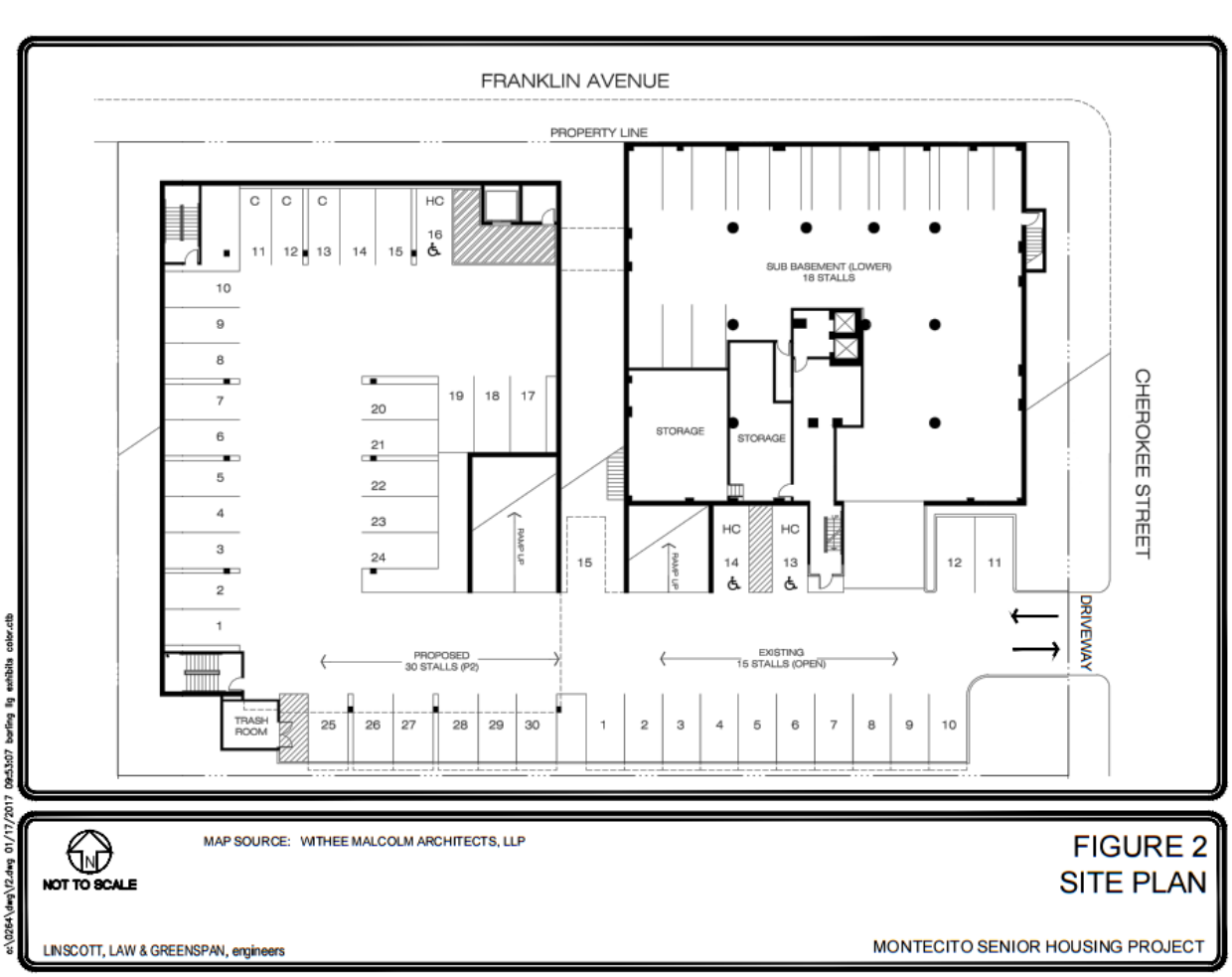
Table 2
CITY OF LOS ANGELES LEVELS OF SERVICE SUMMARY
AND VOLUME TO CAPACITY RATIOS
AM AND PM PEAK HOURS

NO.	INTERSECTION	PEAK HOUR	[1] EXISTING V/C	LOS	EXISTING W/ PROJECT V/C	LOS	[2] CHANGE V/C [(2)-(1)]	SIGNIF. IMPACT [a]	[3] FUTURE PRE-PROJECT V/C	LOS	FUTURE WITH PROJECT V/C	LOS	[4] CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT [a]
1	Highland Avenue / Franklin Avenue	AM	0.824	D	0.825	D	0.001	NO	0.841	D	0.842	D	0.001	NO
		PM	0.768	C	0.769	C	0.001	NO	0.785	C	0.786	C	0.001	NO
2	Highland Avenue / Franklin Avenue-Franklin Place	AM	0.719	C	0.719	C	0.000	NO	0.736	C	0.736	C	0.000	NO
		PM	0.715	C	0.715	C	0.000	NO	0.732	C	0.732	C	0.000	NO
3	Cahuenga Boulevard / Franklin Avenue	AM	0.888	D	0.889	D	0.001	NO	0.908	E	0.909	E	0.001	NO
		PM	0.713	C	0.713	C	0.000	NO	0.730	C	0.730	C	0.000	NO

[a] According to LADOT's "Traffic Study Policies and Procedures", August 2014, a transportation impact on an intersection shall be deemed significant in accordance with the following table:

Final v/c	LOS	Project Related Increase in v/c
> 0.701 - 0.800	C	equal to or greater than 0.040
> 0.801 - 0.900	D	equal to or greater than 0.020
> 0.901	E, F	equal to or greater than 0.010

Attachment 2
Site Plan



Attachment 3
Trip Generation Table

PROJECT TRIP GENERATION [1]

27-Sep-16

LAND USE	SIZE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2] IN	AM PEAK HOUR VOLUMES [2] OUT	AM PEAK HOUR VOLUMES [2] TOTAL	PM PEAK HOUR VOLUMES [2] IN	PM PEAK HOUR VOLUMES [2] OUT	PM PEAK HOUR VOLUMES [2] TOTAL
Proposed Project								
Senior Apartments	68 DU	234	5	9	14	9	8	17
NET INCREASE		**234**	**5**	**9**	**14**	**9**	**8**	**17**

[1] Source: ITE "Trip Generation", 9th Edition, 2012.
[2] Trips are one-way traffic movements, entering or leaving.
[3] ITE Land Use Code 252 (Senior Adult Housing - Attached) trip generation average rates.
- Daily Trip Rate: 3.44 trips/dwelling unit; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.20 trips/dwelling unit; 34% inbound/66% outbound
- PM Peak Hour Trip Rate: 0.25 trips/dwelling unit; 54% inbound/46% outbound