Date : 11/7/2018 3:52:28 PM
From : "Eduardo Hermoso"
To : "Heather Bleemers"
Cc : "Planning.MajorProjects@lacity.org" , "Wes Pringle" , "Craig Bullock" , "Bhuvan Bajaj" , "Taimour Tanavoli" , "Bertram Moklebust" , "Pamela Teneza" , "Quyen Phan" , "Jason Shender"
Subject : 1637 N Wilcox Ave Mixed-Use Development Project
Attachment : CEN18-47208_1637 N Wilcox Ave Mixed-Use ts ltr.pdf;

Heather,

The Department of Transportation has completed the Traffic Study review for the proposed mixed-use development project for the location at 1637 N Wilcox Ave. A copy of the assessment letter is attached.

Please contact our office if you have any questions.

Thank You.

Eduardo Hermoso
Transportation Engineer Associate II
Metro Development Review

Los Angeles Department of Transportation
213.972.8451

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

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

1637 N. Wilcox Ave
DOT Case No. CEN 18-47208

Date: November 7, 2018

To: Heather Bleemers, Senior City Planner
Department of City Planning

From: Wes Pringle, Transportation Engineer
Department of Transportation

Subject: **TRAFFIC ANALYSIS FOR THE PROPOSED MIXED-USE DEVELOPMENT PROJECT LOCATED AT 1637 NORTH WILCOX AVENUE**

The Department of Transportation (DOT) has reviewed the traffic impact study prepared by Linscott Law & Greenspan Engineers dated October 10, 2018 for the proposed mixed-use development project at 1637 North Wilcox Avenue and 6518-6552 Hollywood Boulevard. 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 DOT's established threshold standards to assess the project-related traffic impacts. Based on DOT's current traffic impact criteria[1], the traffic impact study included the detailed analysis of ten signalized intersections and determined that none of the study intersections would be significantly impacted by project-related traffic. The results of the traffic analysis (summarized in **Attachment 1**) adequately evaluated the project's traffic impacts on the surrounding community.

DISCUSSION AND FINDINGS

A. Project Description

The project proposes to construct 93 apartment units, 61 affordable family housing dwelling units, approximately 6,586 square-feet (sf) of commercial space, and an on-site parking facility to replace an existing City of Los Angeles Department of Transportation (LADOT) public parking lot. The proposed site will provide at-grade parking as well as multiple subterranean levels within the parking facility. The project development will supply 235 vehicle parking spaces; of which 86 spaces would serve the project and 149 spaces would serve as an LADOT public parking facility. Vehicular access to the project site will be provided via two driveways along Schrader Boulevard. The northerly driveway will provide access to the at-grade parking. The southerly driveway will provide access to the subterranean levels within the parking facility. The project is expected to be completed by 2021.

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1 Per the DOT 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.

B. Trip Generation

The project is estimated to generate an approximate net increase of 831 daily trips, a net increase of 64 trips during the a.m. peak hour and a net increase of 67 trips during the p.m. peak hour. The trip generation estimates are based on formulas published by the Institute of Transportation Engineers (ITE) Trip Generation, 10th Edition. The affordable family housing dwelling units trip generation rates is based upon LADOT Transportation Impact Study Guidelines, dated December 26, 2016 under Trip Generation rates for Affordable Housing Projects. A copy of the trip generation table can be found in **Attachment 2**.

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 Freeway Analysis Agreement executed between Caltrans and DOT in October 2013, 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.

D. Construction Impacts

DOT recommends that a construction work site traffic control plan be submitted to DOT's Citywide Temporary Traffic Control Section or Permit Plan Review Section for review and approval prior to the start of any construction work. Refer to http://ladot.lacity.org/what-we-do/plan-review to determine which section to coordinate review of the work site 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. DOT also recommends that all construction related truck traffic be restricted to off-peak hours.

PROJECT REQUIREMENTS

A. 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, **Hollywood Boulevard** has been designated as an Avenue I which would require an 35-foot half-width roadway within a 50-foot half-width right-of-way. **Schrader Boulevard** has been designated as a Local Street - Standard which would require an 18-foot half-width roadway within a 30-foot half-width right-of-way. **Wilcox Avenue** has been designated as a Modified

Avenue III which would require an 20-foot half-width roadway within a 35-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.

B. Parking Requirements
The traffic study indicated that the project would provide a total of 235 vehicle parking spaces on-site; of which 86 spaces would serve the project and 149 spaces would serve as an LADOT public parking facility. The applicant should check with the Department of Building and Safety on the number of Code-required parking spaces needed for the project.

C. Driveway Access and Circulation
The conceptual site plan for the project, see **Attachment 3** 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.

D. 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 Eduardo Hermoso of my staff at (213) 972-8473.

Attachments

K:\Letters\2018\CEN18-47208_1637 N. Wilcox Ave Mixed-Use ts ltr

c: Craig Bullock, Council District No. 13
Bhuvan Bajaj, Hollywood-Wilshire District Office, DOT
Taimour Tanavoli, Case Management Office, DOT
Bert Moklebust, Central District, BOE
Jason Shender, Linscott, Law & Greenspan, Engineers

Table 9-1
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
CITY OF LOS ANGELES INTERSECTIONS

24-Aug-18

NO.	INTERSECTION	PEAK HOUR	[1] YEAR 2018 EXISTING V/C	LOS	[2] YEAR 2018 EXISTING W/ PROJECT V/C	LOS	CHANGE V/C [(2)-(1)]	SIGNIF. IMPACT [a]	[3] YEAR 2021 FUTURE PRE-PROJECT V/C	LOS	[4] YEAR 2021 FUTURE W/ PROJECT V/C	LOS	CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT [a]
1	Highland Avenue / Hollywood Boulevard [b]	AM	0.619	F [b]	0.619	F [b]	0.000	NO	0.809	F [b]	0.809	F [b]	0.000	NO
		PM	0.686	F [b]	0.685	F [b]	-0.001	NO	0.891	F [b]	0.891	F [b]	0.000	NO
2	Highland Avenue / Selma Avenue	AM	0.303	A	0.310	A	0.007	NO	0.385	A	0.393	A	0.008	NO
		PM	0.296	A	0.301	A	0.005	NO	0.396	A	0.400	A	0.004	NO
3	Highland Avenue / Sunset Boulevard [b]	AM	0.832	F [b]	0.834	F [b]	0.002	NO	0.993	F [b]	0.995	F [b]	0.002	NO
		PM	0.663	F [b]	0.663	F [b]	0.000	NO	1.022	F [b]	1.025	F [b]	0.003	NO
4	Wilcox Avenue / Hollywood Boulevard	AM	0.635	B	0.638	B	0.003	NO	0.816	D	0.819	D	0.003	NO
		PM	0.509	A	0.508	A	-0.001	NO	0.699	B	0.698	B	-0.001	NO
5	Wilcox Avenue / Selma Avenue	AM	0.366	A	0.363	A	-0.003	NO	0.381	A	0.377	A	-0.004	NO
		PM	0.401	A	0.398	A	-0.003	NO	0.418	A	0.415	A	-0.003	NO
6	Wilcox Avenue / Sunset Boulevard	AM	0.579	A	0.575	A	-0.004	NO	0.700	C	0.697	B	-0.003	NO
		PM	0.560	A	0.561	A	0.001	NO	0.705	C	0.705	C	0.000	NO
7	Cahuenga Boulevard / Hollywood Boulevard	AM	0.723	C	0.725	C	0.002	NO	0.829	D	0.831	D	0.002	NO
		PM	0.521	A	0.523	A	0.002	NO	0.629	B	0.629	B	0.000	NO
8	Cahuenga Boulevard / Sunset Boulevard	AM	0.722	C	0.722	C	0.000	NO	0.868	D	0.868	D	0.000	NO
		PM	0.650	B	0.652	B	0.002	NO	0.821	D	0.822	D	0.001	NO
9	Vine Street / Hollywood Boulevard [b]	AM	0.731	F [b]	0.731	F [b]	0.000	NO	0.989	F [b]	0.989	F [b]	0.000	NO
		PM	0.682	F [b]	0.683	F [b]	0.001	NO	1.016	F [b]	1.017	F [b]	0.001	NO
10	Vine Street / Sunset Boulevard	AM	0.806	D	0.808	D	0.002	NO	1.171	F	1.172	F	0.001	NO
		PM	0.804	D	0.804	D	0.000	NO	1.224	F	1.224	F	0.000	NO

[a] According to LADOT's "Transportation Impact Study Guidelines", December 2016, 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

[b] Analysis assumes LOS F operations based on field observations of existing conditions.

Table 7-1
PROJECT TRIP GENERATION [1]

08-Jun-18

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								
Apartments [3]	93 DU	681	10	33	43	33	19	52
Affordable Family Housing [4]	61 DU	249	12	19	31	12	9	21
Commercial [5]	6,586 GLSF	249	4	2	6	12	13	25
Subtotal		1,179	26	54	80	57	41	98
Transit Trips [6]								
Apartments (15%)		(102)	(2)	(5)	(7)	(5)	(3)	(8)
Commercial (15%)		(37)	(1)	0	(1)	(2)	(2)	(4)
Subtotal		(139)	(3)	(5)	(8)	(7)	(5)	(12)
Internal Capture [7]								
Apartments (15%)		(87)	(1)	(4)	(5)	(4)	(2)	(6)
Commercial (15%)		(32)	0	0	0	(2)	(2)	(4)
Subtotal		(119)	(1)	(4)	(5)	(6)	(4)	(10)
Subtotal Project Driveway Trips		**921**	**22**	**45**	**67**	**44**	**32**	**76**
Proposed Pass-By Trips [8]								
Commercial (50%)		(90)	(2)	(1)	(3)	(4)	(5)	(9)
NET INCREASE "OFF-SITE" TRIPS		**831**	**20**	**44**	**64**	**40**	**27**	**67**

[1] Source: ITE "Trip Generation", 10th Edition, 2017.
[2] Trips are one-way traffic movements, entering or leaving.
[3] ITE Land Use Code 220 (Multifamily Housing) trip generation average rates.
- Daily Trip Rate: 7.32 trips/dwelling unit; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.46 trips/dwelling unit; 23% inbound/77% outbound
- PM Peak Hour Trip Rate: 0.56 trips/dwelling unit; 63% inbound/37% outbound

[4] City of Los Angeles Affordable Housing (Family) trip generation average rates.
- Daily Trip Rate: 4.08 trips/dwelling units; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.50 trips/dwelling unit; 40% inbound/60% outbound
- PM Peak Hour Trip Rate: 0.34 trips/dwelling unit; 55% inbound/45% outbound

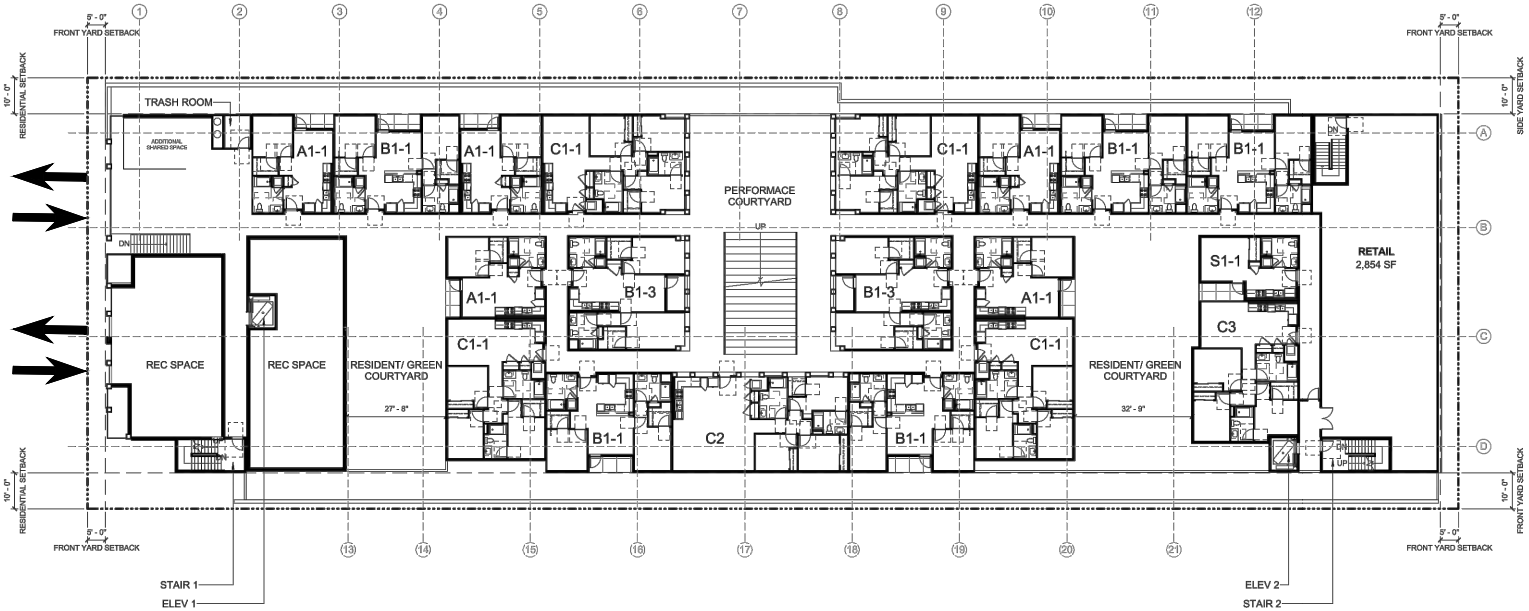
[5] ITE Land Use Code 820 (Shopping Center) trip generation average rates.
- Daily Trip Rate: 37.75 trips/1,000 GLSF; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.94 trips/1,000 GLSF; 62% inbound/38% outbound
- PM Peak Hour Trip Rate: 3.81 trips/1,000 GLSF; 48% inbound/52% outbound

[6] The project site is located within 1/4 mile of Metro Rapid bus stops. The trip reduction for transit trips has been applied to the commercial component of the project based on the "LADOT Transportation Impact Study Guidelines", December 2016 for developments within a 1/4 mile walking distance of a transit station or a RapidBus stop.
[7] The internal capture reduction for the Project is based on the synergy between the residential and commercial land uses within the Project site.
[8] Pass-by trips are made as intermediate stops on the way from an origin to a primary trip destination without a route diversion. Pass-by trips are attracted from traffic passing the site on an adjacent street or roadway that offers direct access to the site. The trip reduction for pass-by trips has been applied to the commercial component of the project based on the "LADOT Transportation Impact Study Guidelines", December 2016 for Shopping Center less than 50,000 square feet.

Attachment 3

HOLLYWOOD BOULEVARD

SCHRADER BOULEVARD



WILCOX AVENUE

MAP SOURCE: WITHEE MALCOLM ARCHITECTS

NOT TO SCALE

FIGURE 2-1
PROJECT SITE PLAN
GROUND FLOOR PLAN

LINSCOTT, LAW & GREENSPAN, engineers

1637 N. WILCOX AVENUE MIXED-USE PROJECT