

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

554 & 600 S San Pedro St  
DOT Case No. CEN 17-45655

Date: May 3, 2018

To: Luciralia Ibarra, City Planner  
Department of City Planning

From: Wes Pringle, Transportation Engineer  
Department of Transportation

Subject: **TRANSPORTATION IMPACT ASSESSMENT FOR THE PROPOSED WEINGART MIXED-USE/AFFORDABLE HOUSING PROJECTS LOCATED AT 554 AND AT 600 SOUTH SAN PEDRO STREET (ENV-2017-615-EAF/VTT-74852 AND ENV-2017-590-EAF/VTT-74864)**

The Department of Transportation (DOT) has reviewed the transportation impact study, dated March 13, 2018, prepared by Linscott, Law & Greenspan, Engineers, for the proposed Weingart Mixed-Use/Affordable Housing Projects located at 554 and at 600 South San Pedro Street. In order to evaluate the effects of the projects' traffic on the available transportation infrastructure, the significance of the projects' 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<sup>1</sup>, the proposed development, as a whole or separately, is not expected to result in any significant traffic impacts at the seven studied signalized intersections identified for detailed analysis. The results of the traffic impact analysis, which accounted for other known development projects in evaluating potential cumulative impacts and adequately evaluated the projects' traffic impacts on the surrounding community, are summarized in **Attachment 1**.

## **DISCUSSION AND FINDINGS**

### **A. Project Description**

The Weingart projects include two distinct affordable housing projects: Weingart Towers (18-story building and 12-story building) and San Pedro Tower (19-story building), on the east side of San Pedro Street to the north and south of 6<sup>th</sup> Street. The Weingart Towers site, bounded by existing commercial development to the north and south, Crocker Street to the east, and San Pedro Street to the west, is currently occupied by a surface parking lot and the Weingart Café, which is a functional atypical restaurant serving the homeless. The San Pedro Tower site, bounded by 6<sup>th</sup> Street to the north, existing commercial development to the south, Crocker Street to the east, and San Pedro Street to the west, is currently occupied by a surface parking lot. The Weingart projects would remove the existing uses

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<sup>1</sup> 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.

and construct a total of 676 affordable housing units (451 for permanent supportive housing and 225 for households with children), nine apartments, 5,450 square feet of commercial use, and 36,130 square feet of office. The specific details for each distinct affordable housing project are provided in the table below. Although each presently have different anticipated build-out years, the impact analysis evaluates the combined effects of the two projects assuming a build-out year of 2025.

Proposed Land Use	Vehicle Access	Build-Out Year
Weingart Towers (554 -562 S San Pedro St & 555-561 S Crocker St)		
18-Story Building (278 Dwelling Units) 12-Story Building (104 Dwelling Units) Total: 382 Dwelling Units 378 Affordable Housing 302 Permanent Supportive Housing (PSH) 76 Family 4 Manager Apartments 19,030 Square Feet (SF) Office 2,250 SF Commercial 11,463 SF Dining Room/Flex Space for Residents & Area Homeless	Full-access driveway on Crocker St	2025
San Pedro Tower (600-628 S San Pedro St, 611-615 S Crocker St, & 518-522 E 6th St)		
19-story Building Total: 303 Dwelling Units 298 Affordable Housing 149 PSH 149 Family 5 Manager Apartments 17,100 SF Office 3,200 SF Commercial	Right-in/right-out driveway on San Pedro St	2023

**B. Trip Generation**

The projects are estimated to generate a net increase of 2,038 daily trips, 229 trips in the a.m. peak hour, and 197 trips in the p.m. peak hour. The trip generation estimates are based on formulas published by the Institute of Transportation Engineers (ITE) Trip Generation, 9<sup>th</sup> Edition, 2012. 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 Impact 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'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 traffic be restricted to off-peak hours.

### B. Highway Dedication And Street Widening Requirements

On September 7, 2016, the City Council adopted the Mobility Plan 2035 which is 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. 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. Per the new Mobility Element, **San Pedro Street** and **6<sup>th</sup> Street**, both Avenue IIs, would require a 28-foot half-width roadway within a 43-foot half-width right-of-way and **Crocker Street**, a Collector Street, would require 20-foot half-width roadway within a 33-foot half-width right-of-way.

### C. Parking Requirements

The project will provide the minimum code-required vehicle and bicycle parking spaces. The applicant should check with the Department of Building and Safety on the number of code-required parking spaces needed for the project.

### D. Driveway Access and Circulation

The proposed site plans illustrated in **Attachment 3** are acceptable to DOT; however, review of the study does not constitute approval of the driveway dimensions and internal circulation schemes. Those require 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 potential building design changes, the applicant should contact DOT for driveway width and internal circulation requirements so that such traffic flow considerations are designed and incorporated early into the building and parking layout plans. All new driveways should be Case 2 driveways and any security gates should be a minimum 20 feet from the property line. All truck loading and unloading should take place on site with no vehicles backing into the project via any of the project 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. This ordinance 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 Eileen Hunt of my staff at (213) 972-8481.

Attachments

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c: Shawn Kuk, Council District No. 14  
Carl Mills, BOE Development Services  
Mehrdad Moshksar, Central District Office, DOT  
Taimour Tanavoli, Case Management Office, DOT  
Clare M. Look-Jaeger/KC Jaeger, Linscott, Law & Greenspan, Engineers

Table 9-1  
 SUMMARY OF VOLUME TO CAPACITY RATIOS  
 AND LEVELS OF SERVICE  
 WEEKDAY AM AND PM PEAK HOURS

NO.	INTERSECTION	PEAK HOUR	[1]		[2]				[3]		[4]			
			YEAR 2017 EXISTING V/C	LOS	YEAR 2017 EXISTING WITH PROJECT V/C	LOS	CHANGE V/C [(2)-(1)]	SIGNIF. IMPACT [a]	YEAR 2025 FUTURE W/O PROJECT V/C	LOS	YEAR 2025 FUTURE WITH PROJECT V/C	LOS	CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT [a]
1	Los Angeles Street/ 6th Street	AM	0.342	A	0.353	A	0.011	No	0.545	A	0.556	A	0.011	No
		PM	0.403	A	0.407	A	0.004	No	0.617	B	0.625	B	0.008	No
2	San Pedro Street/ 4th Street	AM	0.208	A	0.211	A	0.003	No	0.291	A	0.293	A	0.002	No
		PM	0.505	A	0.515	A	0.010	No	0.632	B	0.641	B	0.009	No
3	San Pedro Street/ 5th Street	AM	0.255	A	0.273	A	0.018	No	0.375	A	0.392	A	0.017	No
		PM	0.214	A	0.225	A	0.011	No	0.379	A	0.389	A	0.010	No
4	San Pedro Street/ 6th Street	AM	0.138	A	0.143	A	0.005	No	0.251	A	0.287	A	0.036	No
		PM	0.311	A	0.335	A	0.024	No	0.457	A	0.482	A	0.025	No
5	San Pedro Street/ 7th Street	AM	0.450	A	0.480	A	0.030	No	0.715	C	0.753	C	0.038	No
		PM	0.542	A	0.579	A	0.037	No	0.735	C	0.769	C	0.034	No
6	San Pedro Street/ 8th Street	AM	0.359	A	0.371	A	0.012	No	0.507	A	0.519	A	0.012	No
		PM	0.397	A	0.407	A	0.010	No	0.566	A	0.576	A	0.010	No
7	Central Avenue/ 6th Street	AM	0.262	A	0.277	A	0.015	No	0.492	A	0.507	A	0.015	No
		PM	0.516	A	0.529	A	0.013	No	0.797	C	0.810	D	0.013	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

Table 7-1  
 PROJECT TRIP GENERATION [1]

LAND USE	SIZE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
			IN	OUT	TOTAL	IN	OUT	TOTAL
<b><u>Weingart Towers - Phases 1 &amp; 2 [3]</u></b>								
Affordable Housing - Supportive [4]	302 DU	384	16	20	36	21	15	36
Affordable Housing - Family [5]	76 DU	310	15	23	38	14	12	26
Manager Apartment [6]	4 DU	27	0	2	2	1	1	2
Commercial [7] - Less 50% Pass-by [8]	2,250 GLSF	96 (48)	1 (1)	1 (1)	2 (2)	4 (2)	4 (2)	8 (4)
General Office [9] - Less Transit Adjustment (5%) [10] - Less Walk Adjustment (5%) [10] - Less Internal Capture (5%) [10]	19,030 GSF	210 (11) (11) (11)	26 (1) (1) (1)	4 0 0 0	30 (1) (1) (1)	5 0 0 0	23 (1) (1) (1)	28 (1) (1) (1)
Dining Room/Flex Space [11]	11,463 GSF	80	10	1	11	1	10	11
Subtotal Weingart Towers Project		1,026	64	50	114	44	60	104
<b><u>San Pedro Tower [3]</u></b>								
Affordable Housing - Supportive [4]	149 DU	189	8	10	18	11	7	18
Affordable Housing - Family [5]	149 DU	608	30	45	75	28	23	51
Manager Apartment [6]	5 DU	33	1	2	3	2	1	3
Commercial [7] - Less 50% Pass-by [8]	3,200 GLSF	137 (69)	2 (1)	1 (1)	3 (2)	6 (3)	6 (3)	12 (6)
General Office [9] - Less Transit Adjustment (5%) [10] - Less Walk Adjustment (5%) [10] - Less Internal Capture (5%) [10]	17,100 GSF	189 (9) (9) (9)	24 (1) (1) (1)	3 0 0 0	27 (1) (1) (1)	4 0 0 0	21 (1) (1) (1)	25 (1) (1) (1)
Subtotal San Pedro Tower Project		1,060	61	60	121	48	52	100
<b>Subtotal Weingart Projects</b>		<b>2,086</b>	<b>125</b>	<b>110</b>	<b>235</b>	<b>92</b>	<b>112</b>	<b>204</b>
<b><u>Existing Weingart Towers Site</u></b>								
Weingart Cafe [12]	(7,000) GSF	(48)	(5)	(1)	(6)	(1)	(6)	(7)
<b>Subtotal Existing Weingart Towers Site</b>		<b>(48)</b>	<b>(5)</b>	<b>(1)</b>	<b>(6)</b>	<b>(1)</b>	<b>(6)</b>	<b>(7)</b>
<b>NET INCREASE</b>		<b>2,038</b>	<b>120</b>	<b>109</b>	<b>229</b>	<b>91</b>	<b>106</b>	<b>197</b>



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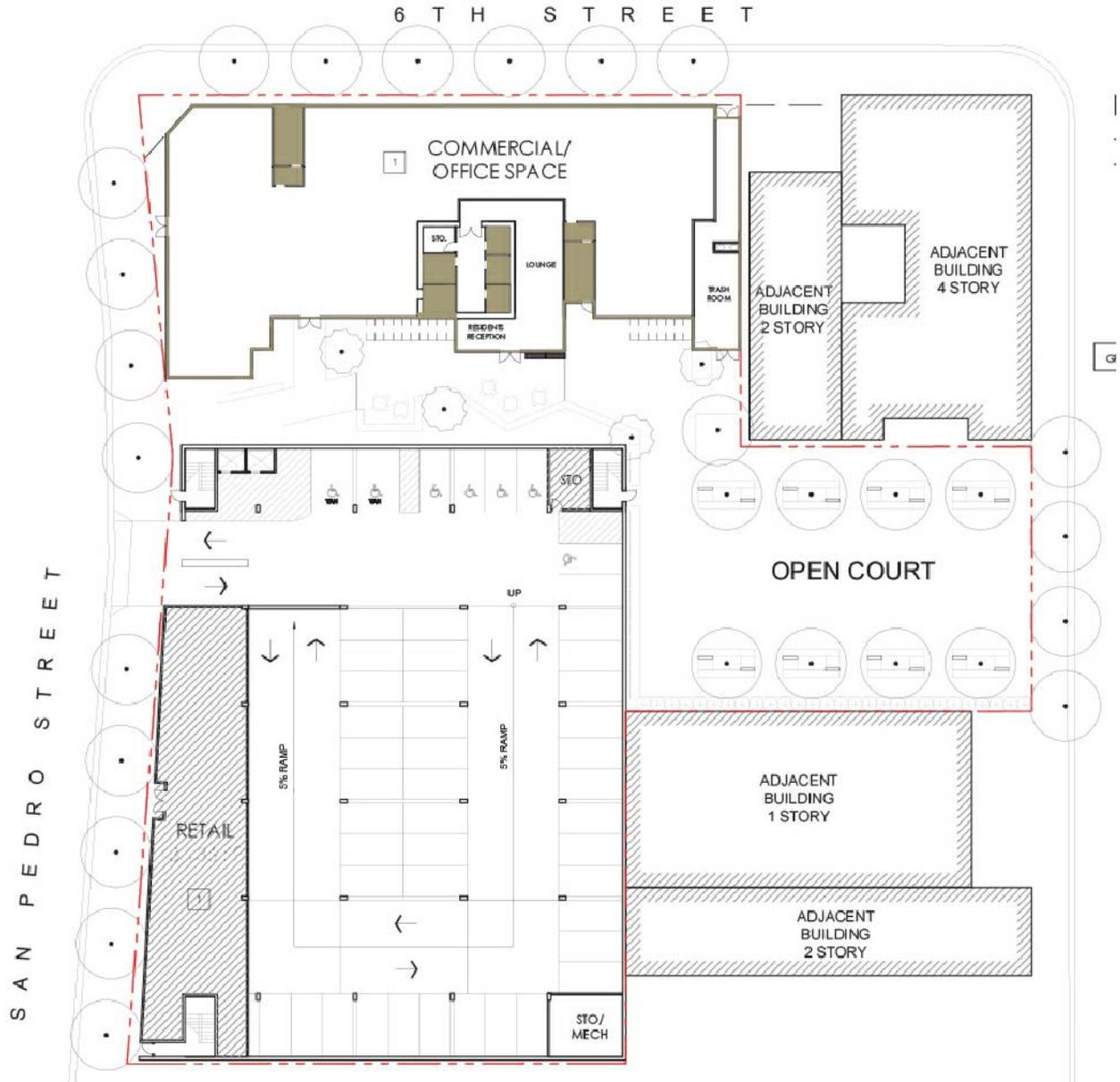
NOT TO SCALE

MAP SOURCE: JWDA ARCHITECTURE PLANNING INTERIOR DESIGN

LINSCOTT, LAW & GREENSPAN, engineers

**FIGURE 2-3**  
**GROUND FLOOR SITE PLAN**  
WEINGART TOWERS  
WEINGART PROJECTS

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MAP SOURCE: JWDA ARCHITECTURE PLANNING INTERIOR DESIGN

# FIGURE 2-4 GROUND FLOOR SITE PLAN

SAN PEDRO TOWER  
WEINGART PROJECTS

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