CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

8141 Van Nuys Boulevard
DOT Case No. SFV-20-109546
DOT Project ID No. 49738

Date: June 30, 2020

To: Claudia Rodriguez, Senior City Planner
Department of City Planning

From: Vicente Cordero, Transportation Engineer
Department of Transportation

Subject: **TRANSPORTATION IMPACT ASSESSMENT FOR THE MIXED-USE PROJECT AT 8141 VAN NUYS BOULEVARD AND 14550 TITUS STREET**

The Department of Transportation (DOT) has reviewed the transportation assessment prepared by Overland Traffic Consultants Inc., dated May 2020, for the proposed mixed-use development located at 8141 Van Nuys Boulevard and 14550 Titus Street in the Mission Hills - Panorama City - North Hills Community Planning Area of the City of Los Angeles. On July 30, 2019, pursuant to Senate Bill (SB) 743 and the recent changes to Section 15064.3 of the State's California Environmental Quality Act (CEQA) Guidelines, the City of Los Angeles adopted vehicle miles traveled (VMT) as the criteria by which to determine transportation impacts under CEQA. Based on the VMT thresholds established in LADOT's Transportation Assessment Guidelines (TAG), the proposed project would not result in a significant transportation impact on VMT as described below.

DISCUSSION AND FINDINGS

A. Project Description
The proposed project consists of the construction of two new buildings and a small surface parking lot to be located within the portion of the site currently utilized for surface parking. The first new building is a mixed-use site that will be developed with a seven-story building occupied by 200 apartment dwelling units and 2,450 square feet of ground floor commercial. The second building is a new 4-level above ground parking building which will include 498 parking spaces and 18,928 square feet of private warehouse located on the roof level. The surface parking lot will be reconfigured to have 26 parking spaces. Vehicular access to the Project's site will be provided via two existing driveways on the south side of Titus Street. The project is expected to be completed by the year 2024.

B. CEQA Screening Threshold
A trip generation analysis was conducted to determine if the project would exceed the net 250 daily vehicle trips (DVT) screening threshold set forward by the TAG. The City of Los Angeles VMT Calculator Tool, which draws upon trip rate estimates published in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition, as well as applying trip generation adjustments when applicable,

based on sociodemographic data and the built environment factors of the project's surroundings, determined that the project exceeds the net 250 DVT threshold. Therefore, a transportation assessment was required. The assessment concluded that implementation of the project would not result in a significant transportation impact. A copy of the VMT calculator-screening pages are provided in **Attachment A.** The traffic analysis included further discussion on the screening of the following CEQA transportation thresholds:

1. **Threshold T-1: Conflicting with Plans, Programs, Ordinances, or Policies**
   The transportation assessment evaluated the proposed project for conformance with the adopted City's transportation plans and policies for all travel modes. It was determined by the applicant that the project does not obstruct or conflict with the City's development policies and standards for the transportation system.

2. **Threshold T-2.1: Causing Substantial Vehicle Miles Traveled**
   Using the VMT Calculator, the assessment determined that the project would generate a 990 net increase in DVT and a 7,002 net increase in daily VMT, therefore further analysis was required. The analysis concluded that the project with the implementation of TDM mitigation strategies would not result in a significant VMT impact as discussed below under Section C, CEQA Transportation Analysis.

3. **Threshold T-3: Substantially Increasing Hazards Due To a Geometric Design Feature or Incompatible Use**
   The project does not involve any design features that are unusual for the area or any incompatible use.

C. CEQA Transportation Analysis

The new LADOT Transportation Assessment Guidelines (TAG) provide instructions on preparing transportation assessments for land use proposals and defines the significant impact thresholds. The DOT VMT Calculator tool measures project impact in terms of Household VMT per Capita, and Work VMT per Employee. DOT identified distinct thresholds for significant VMT impacts for each of the seven Area Planning Commission (APC) areas in the City. For the North Valley APC area, in which the project is located, the following threshold has been established:

- Daily Household VMT per Capita: 9.2
- Daily Work VMT per Employee: 15.0

As cited in the VMT analysis report prepared by Overland Traffic Consultants Inc., the VMT generated by the project after applying the project design features of unbundled parking and bike parking as TDM mitigation strategies results in 9.2 Household VMT per Capita and 4.9 Work VMT per employee which are acceptable for the North Valley APC. Therefore, it is concluded that the implementation of the proposed project will not result in a significant VMT impact.

D. Access and Circulation

The access and circulation analysis included a delay study of the following intersections using the Highway Capacity Manual (HCM) methodology which calculates the amount of delay per vehicle based upon the intersection traffic volumes, lane configurations, and signal timing:

- Van Nuys Boulevard and Roscoe Boulevard
- Van Nuys Boulevard and Saticoy Street
- Roscoe Boulevard and Willis Avenue
- Roscoe Boulevard and Woodman Avenue
- Titus Street Project Garage Driveway
- Titus Street Project Surface Lot Driveway

Existing and Cumulative Traffic Conditions

Due to the COVID-19 pandemic, new traffic data could not be collected and thus 2016/2017 traffic counts were used as a baseline. These traffic counts were obtained from traffic studies prepared for other recently approved land development projects. Traffic generated by other projects identified in those traffic studies has been added to the base counts to reflect growth in area traffic since 2016/2017. Twenty-four other related projects were included in this growth forecast. In addition, baseline traffic data was increased by one percent per year to study year 2024 to account for other unknown projects or projects outside the study area. These adjustments provided a conservative traffic flow estimate for the study area.

Under the HCM methodology, level of service (LOS) at signalized and unsignalized intersections is defined based on the delay experienced per vehicle. The summary of findings at the study intersections are as follows:

1. The intersection of Van Nuys Boulevard and Roscoe Boulevard operates at LOS F during the AM and PM peak hour under Existing, Existing Plus Project, Future (2024) Without Project, and Future (2024) With Project conditions.

2. The intersection of Van Nuys Boulevard and Saticoy Street operates at LOS F during the AM and PM peak hour under Existing, Existing Plus Project, Future (2024) Without Project, and Future (2024) With Project conditions.

3. The intersection of Roscoe Boulevard and Willis Avenue operates at LOS C during the AM and PM peak hour under Existing, Existing Plus Project, Future (2024) Without Project, and Future (2024) With Project conditions.

4. The intersection of Roscoe Boulevard and Woodman Avenue operates at LOS E during the AM peak hour under Existing and Existing Plus Project conditions as well as the AM and PM peak hour of Future (2024) Without Project and Future (2024) With Project Conditions. The PM peak hour under Existing and Existing Plus Project operate at LOS D.

Project Driveway Traffic Conditions

The project driveway traffic volume includes the traffic generated by the existing Panorama tower located on the SEC of Titus Street and Van Nuys Boulevard because the Panorama Tower will be parking in the parking garage and surface lot. The results of the traffic conditions for the project driveways on Titus Street are as follows:

1. The Project Garage Driveway operates at LOS A during the AM peak hour and LOS B during the PM peak hour.
2. The Project Surface Lot Driveway operates at LOS A during the AM peak hour and LOS B during the PM peak hour.

Based on the HCM methodology, the results for the Existing, Existing Plus Project, Future (2024) Without Project, and Future (2024) With Project Conditions delay and LOS for the study intersections as well as the Project Driveway Traffic Conditions are shown in **Attachment B.**

PROJECT REQUIREMENTS

A. CEQA-Related Mitigation
The project design features of unbundled parking and bike parking will be applied as TDM mitigation strategies.

B. Corrective Measures (Non-CEQA Analysis)
As required per the adopted TAG and pursuant to the City's Site Plan Review Authority (L.A.M.C. 16.05 and relevant code sections), the analysis included a review of current deficiencies and potential future deficiencies that may result from this project. No deficiencies were identified resulting from this project that would require corrective action by the applicant.

C. Construction Impacts
DOT recommends that a construction worksite traffic control plan be submitted to DOT's Citywide Temporary Traffic Control Section 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 construction related traffic be restricted to off-peak hours to the extent possible.

D. Highway Dedication and Street Widening Requirements
Per the new Mobility Element of the General Plan, **Van Nuys Boulevard** adjacent to the Project is designated as a Boulevard II roadway which requires a 40-foot half-width roadway within a 55-foot half right-of-way. Van Nuys Boulevard current cross section is developed to 40-foot half-width roadway and 50-foot half-width right-of-way. Therefore, a 5-foot right-of-way dedication will be required. **Titus Street** is designated as a Local Street which requires an 18-foot half-width roadway within a 30-foot half-width right-of-way. The applicant should check with Bureau of Engineering's Land Development Group to determine if there are any other applicable highway dedication, street widening, and/or sidewalk requirements for this project.

E. Parking Requirements
The traffic study indicated that the project will provide 524 parking spaces (465 residential parking spaces and 59 commercial parking spaces). The surface parking lot will provide 26 parking spaces with 498 parking spaces located in the proposed new 4-level parking building. Additionally, the Project will provide 17 short term and 129 long term bike parking spaces for a total of 146 bike 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.

F. Driveway Access and Circulation

Vehicle access to the Project's parking is from two existing driveways on the south side of Titus Street as illustrated in **Attachment C**. The Project has been designed to eliminate 2 existing driveways on Van Nuys Boulevard. The review of this study does not constitute approval of the existing driveway dimensions, access, and circulation scheme with regard to this project. Those elements require separate review and approval and should be coordinated with DOT's Valley Planning Coordination Section (6262 Van Nuys Boulevard, Rm 320, @ 818-374-4699). To minimize and prevent last-minute design changes, the applicant should contact DOT before the commencement of building or parking layout design efforts, for driveway width and internal circulation requirements. New driveways should be Case-2, designed with a recommended width of 30 feet for two-way operations, or 16 feet for one-way operations, or to the satisfaction of DOT.

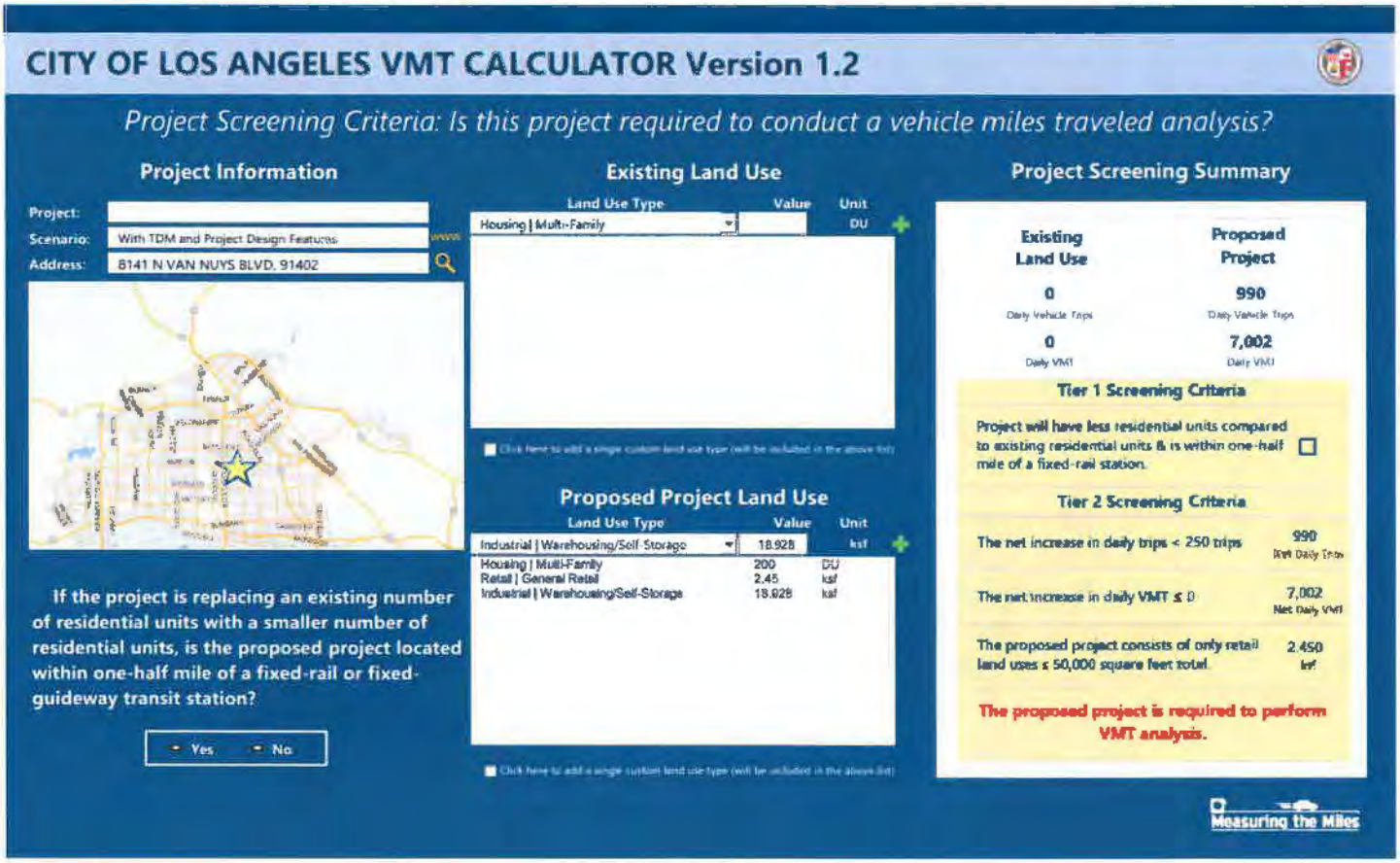
G. Development Review Fees

Section 19.15 of the LAMC identifies specific fees for traffic study review, condition clearance, and permit issuance. The applicant shall comply with any applicable fees per this ordinance.

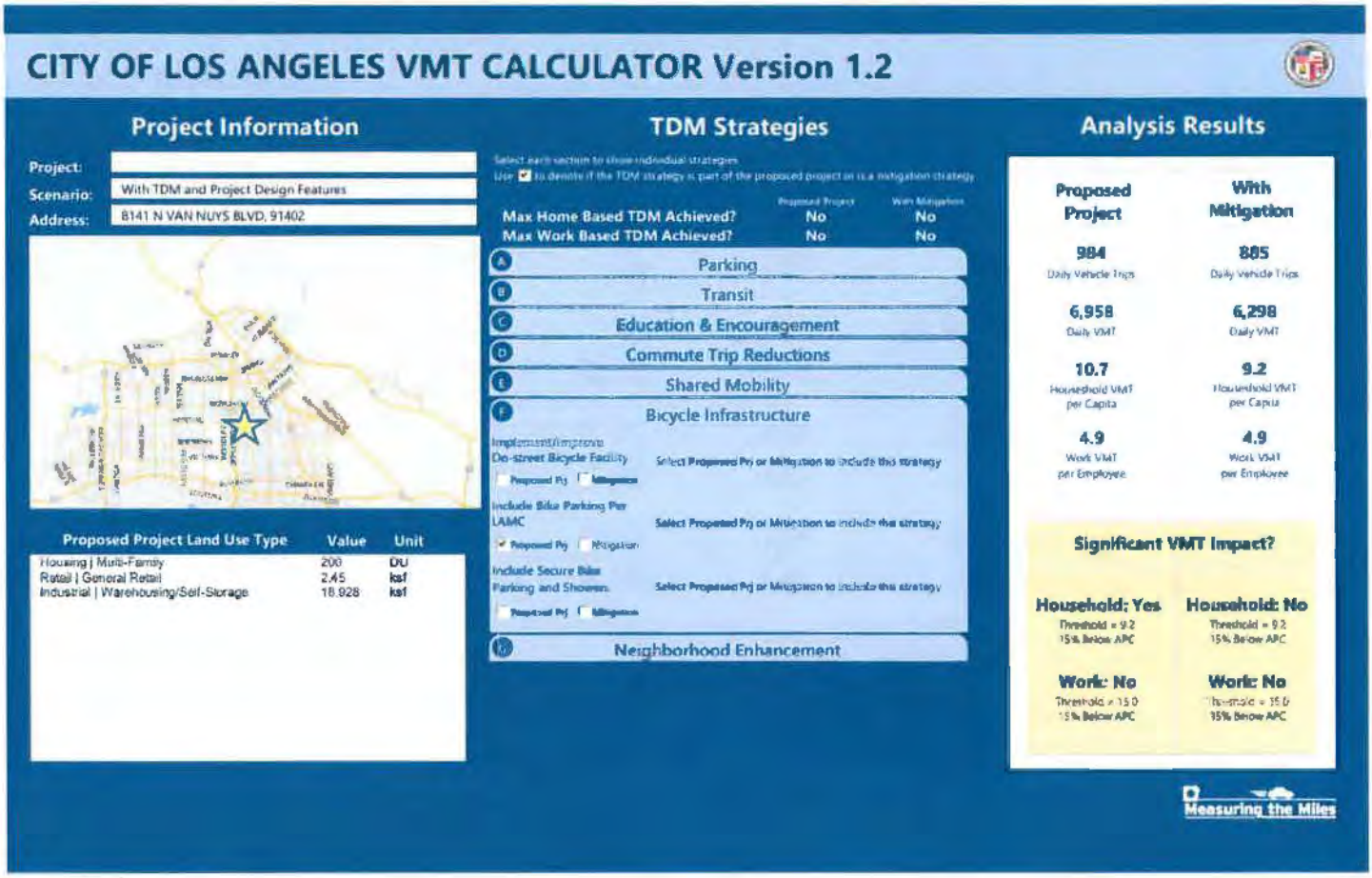
If you have any questions, please contact Sheila Ahoraian of my staff at (818) 374-4699.

c: Andres Sandoval, Council District 6
Steve Rostam, DOT East Valley District
Ali Nahass, BOE Valley District
Quyen Phan, BOE Land Development Group
Jerry Overland, Overland Traffic Consultants, Inc.

Attachment A
City of LA VMT Calculator Results



Attachment A (cont'd)
City of LA VMT Calculator Results



Attachmet B
Summary of Delay and Levels of Service (LOS)

Existing + Project Traffic Conditions

No.	Intersection	Peak Hour	Existing		Existing + Project	
			Delay	LOS	Delay	LOS
1	Van Nuys Boulevard &	AM	89.9	F	90.8	F
	Roscoe Boulevard	PM	85.0	F	86.9	F
2	Van Nuys Boulevard &	AM	81.2	F	82.5	F
	Saticoy Street	PM	83.8	F	85.2	F
3	Roscoe Boulevard &	AM	26.8	C	26.8	C
	Willis Avenue	PM	24.3	C	24.5	C
4	Roscoe Boulevard &	AM	59.6	E	60.0	E
	Woodman Avenue	PM	53.8	D	54.2	D

Future Traffic Conditions – Without and With Project

No.	Intersection	Peak Hour	Future (2024) Without Project		Future (2024) With Project	
			Delay	LOS	Delay	LOS
1	Van Nuys Boulevard &	AM	122.5	F	123.5	F
	Roscoe Boulevard	PM	122.2	F	124.2	F
2	Van Nuys Boulevard &	AM	96.0	F	96.8	F
	Saticoy Street	PM	96.9	F	97,7	F
3	Roscoe Boulevard &	AM	24.5	C	24.6	C
	Willis Avenue	PM	27.3	C	28.0	C
4	Roscoe Boulevard &	AM	75.8	E	75.8	E
	Woodman Avenue	PM	68.7	E	69.2	E

Project Driveway Traffic Conditions

Intersection	Peak Hour	Driveway Conditions		
		Delay	LOS	Exit Vehicle Queue
Titus Street	AM	9.7	A	0.4
Project Garage Driveway	PM	10.5	B	0.4
Titus Street	AM	9.6	A	0.0
Project Surface Lot Driveway	PM	10.1	B	0.0

Attacment C
Project Site Plan