


CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

15151-15155 W. Mission Hills Road
DOT Case No. SFV21-52493

Date: January 28, 2022

To: Susan Jimenez, Administrative Clerk
Department of City Planning

From: 
Vicente Cordero, Transportation Engineer
Department of Transportation

Subject: **UPDATED TRANSPORTATION ASSESSMENT FOR THE PROPOSED EXPANSION OF ARARAT HOMES DEVELOPMENT LOCATED AT 15151-15155 WEST MISSION HILLS ROAD (ZA-2021-832-ELD-ZAA-ZAD-SPR/ENV-2021-833-EAF)**

On August 21, 2021, the Department of Transportation (LADOT) issued a revised transportation assessment letter prepared by Jano Baghdanian & Associates, dated June 16, 2021, for the expansion of the Ararat Homes Development project located at 15151-15155 West Mission Hills Road. Since the letter was issued to the Department of City Planning, the project has modified the scope of work and a Supplemental Transportation analysis was prepared and submitted by Jano Baghdanian & Associates dated January 13, 2022. Pursuant to the City of Los Angeles adoption of vehicle miles traveled (VMT) as the criteria by which to determine transportation impacts under CEQA Senate Bill (SB) 743 and due to the recent changes to Section 15064.3 of the State's California Environmental Quality Act (CEQA) Guidelines. Please replace the previous LADOT assessment report dated August 21, 2021, in its entirety with this report, which addresses the totality of the transportation analysis.

The Department of Transportation (LADOT) has reviewed the supplemental transportation assessment prepared by Jano Baghdanian & Associates, dated January 13, 2022 for the proposed expansion of Ararat Home Development located at 15151-15155 West Mission Hills Road in the Mission Hills - Panorama City and North Hills Community Planning Area of the City of Los Angeles. The updated proposed project will include the construction of 101 dwelling units of senior adult housing (50 senior housing units, 31 affordable senior housing units and 20 special need senior housing units), 234 bed assisted living facility and a 96-bed nursing home. 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 updated proposed project would not result in a significant transportation impact on VMT as described below.

DISCUSSION AND FINDINGS

- A. Project Description
The Project applicant proposes to construct 101 dwelling units of senior adult housing (50 senior

housing units, 31 affordable senior housing units and 20 special need senior housing units), a 234-bed assisted living facility and a 96-bed nursing home. The Project site is currently occupied by three single-family housing units. The housing units will be demolished as part of the proposed project. Construction and occupancy of the Project is planned to be completed by the year 2025. The Project land uses have been slightly modified as follows since the August 21, 2021 LADOT report was released:

Land Use	Last Revised Project on June 16, 2021	Revised Project January 13, 2022
Senior adult Housing	101 DU	101 DU
Assisted Living	156 Bed	234 Bed
Nursing Home	96 Bed	96 Bed

B. CEQA Screening Threshold

A trip generation analysis was conducted to determine if the Project would exceed the net 250 daily vehicle trips screening threshold. Using the City of Los Angeles VMT Calculator tool Version 1.3, which draws upon trip rate estimates published in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition as well as applying trip generation adjustments when applicable. This trip generation adjustment is based on sociodemographic data and the built environment factors of the project's surroundings, it was determined that the Project **does** exceed the net 250 daily vehicle trips threshold. A copy of the VMT calculator-screening pages are provided in **Attachment A**. Additionally, the analysis included further discussion of the CEQA transportation impact 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. According to the analysis, 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 1,181 net increase in DVT and an 11,280 net increase in daily VMT, therefore further analysis was required. The analysis concluded that the Project 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 LADOT VMT Calculator tool measures project impact in terms of Household VMT per Capita, and Work VMT per Employee. LADOT 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 thresholds have 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 Jano Baghdanian & Associates, the project proposes to incorporate the TDM strategy of bike parking per Los Angeles Municipal Code (LAMC) as a project design feature. The proposed project is projected to have a Household VMT per Capita of 7.8 and a Work VMT per Employee of 13.1. Therefore, it is concluded that implementation of the Project would not result in any significant VMT impact.

D. Access and Circulation

During preparation of the new CEQA guidelines, the State's Office of Planning and Research stressed that lead agencies can continue to apply traditional operational analysis requirements to inform land use decisions provided that such analyses were outside of the CEQA process. The authority for requiring non-CEQA transportation analysis and requiring improvements to address potential circulation deficiencies, lies in the City of Los Angeles' Site Plan Review authority as established in Section 16.05 of the LAMC. Therefore, LADOT continues to require and review a project's site access, circulation, and operational plan to determine if any access enhancements, transit amenities, intersection improvements, traffic signal upgrades, neighborhood traffic calming, or other improvements are needed. In accordance with this authority, the Project has completed a circulation analysis using a "HCM and Level of Service" screening methodology that indicates that the trips generated by the proposed development will not likely result in adverse circulation conditions at several locations. Vehicular access to the proposed development will be provided via a driveway on Mission Hills Road at the western boundary of the project site and via the existing local access road along the eastern boundary of the site. The mission Hills driveway will provide both ingress to and egress from the parking structure underneath the proposed assisted living and nursing home. The access road driveway will provide the access to the to the proposed senior adult housing development to the north as well as the pick-up/drop-off area for the proposed assisted living and nursing home facilities. LADOT has reviewed this analysis and determined that it adequately discloses operational concerns. A copy of the circulation analysis table that summarizes these details is provided as **Attachment B** to this report.

PROJECT REQUIREMENTS

A. CEQA-Related Requirement

The Project does not exceed the thresholds of significance established by the LADOT with the implementation of the following transportation demand management as a part of the Project. LADOT recommends that the applicant be required to implement the following transportation demand management (TDM) measures:

- Bike Parking per LAMC - The Project will provide bicycle parking spaces on-site. Providing bicycle parking supports safe and comfortable bicycle travel to the Project. The Project must ensure a bicycle, transit, and pedestrian-friendly environment with convenient access points, secure bicycle facilities with lockers and showers.
- Promotions and Marketing - Employees and residents would be provided with materials

and promotions encouraging use of alternative modes of transportation. This type of campaign helps to raise awareness of the options available to various alternatives to driving.

- Neighborhood Enhancement - The Project will include sidewalks that connect the Project site. In addition, the Project will include ADA compliant internal pedestrian walkways and improvements to the adjacent streets will be made (providing sidewalks) as part of the required off-site improvements. The Project will provide the pedestrian network improvements within Project and connecting off-site.

B. Non-CEQA-Related Requirements and Considerations

To comply with transportation and mobility goals and provisions of adopted City plans and ordinances, the applicant should be required to implement the following:

1. Parking Requirements

The traffic study indicated that the Project would provide parking in a subterranean structure with 138 spaces for senior housing, 161 spaces for assisted living and 81 bicycle parking spaces (27 short term and 54 long term spaces). The applicant should check with the Departments of Building and Safety and City Planning on the number of Code-required parking spaces needed for this Project.

2. Highway Dedication and Street Widening Requirements

Per the new Mobility Element of the General Plan, **Mission Hills Road** is 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 the 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.

3. Project Access and Circulation

Vehicular access to the proposed development will be provided via a driveway on Mission Hills Road at the western boundary of the Project site and via the existing local access road along the eastern boundary of the site. The Mission Hills Road driveway will provide both ingress to and egress from the parking structure underneath the proposed assisted living and nursing home. The access road driveway will provide access to the proposed senior adult housing development to the north as well as the pick-up/drop-off area for the proposed assisted living and nursing home facilities as illustrated in **Attachment C**. The review of this study does not constitute approval of the dimensions for any new proposed driveway. Review and approval of the driveways should be coordinated with LADOT's Citywide Planning Coordination Section (6262 Van Nuys Boulevard, 3rd Floor, Room 320, at 818-374-4699). In order to minimize and prevent last minute building design changes, the applicant should contact LADOT for driveway width and internal circulation requirements prior to the commencement of building or parking layout design. The applicant should check with City Planning regarding the Project's vehicular access and design.

4. Signal Warrants on Rinaldi Street and Memory Park Avenue Intersection

This three-legged intersection currently is STOP-controlled for the southbound direction and uncontrolled for the eastbound and westbound directions. The long delay for the southbound approach is caused by the lack of available gaps in east-west traffic to allow vehicles from Memory Park Avenue to enter Rinaldi Street. The consultant shall provide

a traffic signal warrant analysis for this intersection to LADOT East Valley District Office for further review/approval for the proposed signal by the applicant.

5. High Injury Network

The City of Los Angeles Vision Zero Identified a strategic plan to reduce traffic deaths to zero by focusing on engineering, enforcement, education, and evaluation. The LADOT identified a High Injury Network (HIN) of city streets. The HIN identifies streets with a high number of traffic-related sever injuries and deaths across all modes of travel with emphasis on those involving pedestrians and cyclists. The segment of Rinaldi Street from Indian Hill Road to Laurel Canyon Boulevard is included in High Injury Network. The Project location, access or project-related changes to the public right-of-way will not affect relative to proximity to the High Injury Network.

6. Worksite Traffic Control Plan

LADOT recommends that a construction worksite traffic control plan be submitted to LADOT'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.

7. TDM Ordinance Requirements

The TDM Ordinance (LAMC 12.26 J) is currently being updated. The updated ordinance, which is currently progressing through the City's approval process, will:

- Expand the reach and application of TDM strategies to more land uses and neighborhoods,
- Rely on a broader range of strategies that can be updated to keep pace with technology, and
- Provide flexibility for developments and communities to choose strategies that work best for their neighborhood context.

Although not yet adopted, LADOT recommends that the applicant be subject to the terms of the proposed TDM Ordinance update expected in 2022. The updated ordinance is expected to be completed prior to the anticipated construction of this Project.

8. 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 Durre Shamsi of my staff at (818) 374-4694.

Attachments

J:\Projects\SFV\SFV21-52493-15155 Mission Hills Road

c: Anissa Raja, Council District 7
Claudia Rodriguez, LACP Valley Planning
Steve Rostam, LADOT East Valley District
Ali Nahass, BOE Valley District
Quyen Phan, BOE Land Development Group
Jano Baghdanian, Jano Baghdanian & Associates

Attachment A

City of LA VMT Calculator Results

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3



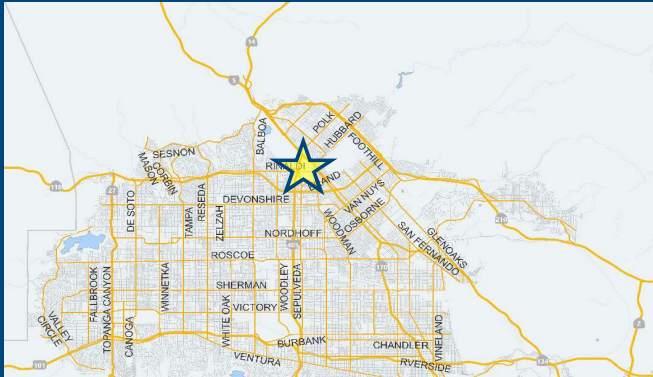
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project:

Scenario:

Address:



Is the project replacing an existing number of residential units with a smaller number of residential units AND is located within one-half mile of a fixed-rail or fixed-guideway transit station?

Yes No

Existing Land Use

Land Use Type	Value	Unit
Housing Single Family		DU

Click here to add a single custom land use type (will be included in the above list)

Proposed Project Land Use

Land Use Type	Value	Unit
Housing Multi-Family	50	DU
Housing Multi-Family	50	DU
(custom) Assisted Living Facility Daily	902	Trips
(custom) Assisted Living Facility HBW-Attract	13	Percent
(custom) Assisted Living Facility HBO-Attract	70	Percent
(custom) Assisted Living Facility NHB-Attract	9	Percent
(custom) Assisted Living Facility HBW-Product	0	Percent
(custom) Assisted Living Facility HBO-Product	0	Percent
(custom) Assisted Living Facility NHB-Product	8	Percent
(custom) Assisted Living Facility Daily	0	Residents
(custom) Assisted Living Facility Daily	100	Employee
(custom) Assisted Living Facility Daily	Non-Retail	Retail/Non
Housing Affordable Housing - Senior	31	DU
Housing Affordable Housing - Special Needs	20	DU

Click here to add a single custom land use type (will be included in the above list)

Project Screening Summary

Existing Land Use	Proposed
0 Daily Vehicle Trips	1,181 Daily Vehicle Trips
0 Daily VMT	11,280 Daily VMT
Tier 1 Screening Criteria	
Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. <input type="checkbox"/>	
Tier 2 Screening Criteria	
The net increase in daily trips < 250 trips	1,181 Net Daily Trips
The net increase in daily VMT ≤ 0	11,280 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	0.000 ksf
The proposed project is required to perform VMT analysis.	



Attachment A cont'd

City of LA VMT Calculator Results

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

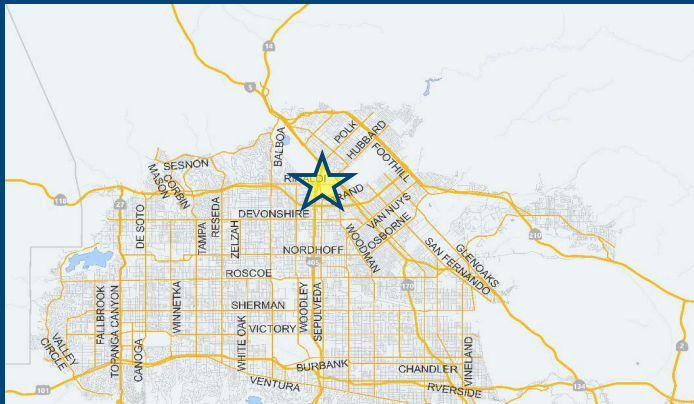


Project Information

Project:

Scenario:

Address:



TDM Strategies

Select each section to show individual strategies
Use to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

	Proposed Project	With Mitigation
Max Home Based TDM Achieved?	No	No
Max Work Based TDM Achieved?	No	No

A **Parking**

Reduce Parking Supply city code parking provision for the project site
 Proposed Prj Mitigation actual parking provision for the project site

Unbundle Parking monthly parking cost (dollar) for the project site
 Proposed Prj Mitigation

Parking Cash-Out percent of employees eligible
 Proposed Prj Mitigation

Price Workplace Parking daily parking charge (dollar)
 Proposed Prj Mitigation percent of employees subject to priced parking

Residential Area Parking Permits cost (dollar) of annual permit
 Proposed Prj Mitigation

- B** Transit
- C** Education & Encouragement
- D** Commute Trip Reductions
- E** Shared Mobility
- F** Bicycle Infrastructure
- G** Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
1,093 Daily Vehicle Trips	1,093 Daily Vehicle Trips
10,430 Daily VMT	10,430 Daily VMT
7.8 Household VMT per Capita	7.8 Household VMT per Capita
13.1 Work VMT per Employee	13.1 Work VMT per Employee
Significant VMT Impact?	
Household: No Threshold = 9.2 15% Below APC	Household: No Threshold = 9.2 15% Below APC
Work: No Threshold = 15.0 15% Below APC	Work: No Threshold = 15.0 15% Below APC

Proposed Project Land Use Type	Value	Unit
Housing Multi-Family	50	
(custom) Assisted Living Facility Daily	902	
(custom) Assisted Living Facility HBW-Attract	13	
(custom) Assisted Living Facility HBO-Attract	70	
(custom) Assisted Living Facility NHB-Attract	9	
(custom) Assisted Living Facility HBW-Product	0	
(custom) Assisted Living Facility HBO-Product	0	
(custom) Assisted Living Facility NHB-Product	8	
(custom) Assisted Living Facility Daily	0	
(custom) Assisted Living Facility Daily	100	
(custom) Assisted Living Facility Daily	Non	
Housing Affordable Housing - Senior	31	
Housing Affordable Housing - Special Needs	20	



Attachment B

Table 10a: Levels of Service, Delays & Queue Lengths for Existing & Existing Plus Project Conditions

Study Intersections	Intersection Control	Approach	Movement	AM Peak						PM Peak						
				Existing			Existing + Project			Existing			Existing + Project			
				Delay (sec)	LOS	Queue (ft)	Delay (sec)	LOS	Queue (ft)	Delay (sec)	LOS	Queue (ft)	Delay (sec)	LOS	Queue (ft)	
1	Rinaldi St & Memory Park Ave	Stop Controlled	SB	Left	-	-	-	-	-	-	137.17	F	19.00	151.38	F	33.25
				Right	17.24	C	1.02	18.18	C	6.81	25.81	D	19.00	22.74	C	33.25
			EB	Left	16.86	C	14.37	18.05	C	23.08	10.94	B	3.21	11.21	B	6.70
				Through	0.00	A	0.00	0.00	A	0.00	0.00	A	0.00	0.00	A	0.00
			WB	Right	0.00	A	0.00	0.00	A	0.00	0.00	A	0.00	0.00	A	0.00
				Through	0.00	A	0.00	0.00	A	0.00	0.00	A	0.00	0.00	A	0.00
2	Rinaldi St & Indian Hills Rd	Signalized	NB	Thru/Left/Right	40.81	D	73.95	44.66	D	77.52	28.32	C	34.44	27.43	C	34.07
			SB	SB Thru/Left	36.31	D	89.37	37.33	D	106.78	34.41	C	258.91	34.68	C	283.05
				SB Right	40.46	D	170.32	40.34	D	170.02	24.43	C	137.83	22.54	C	131.34
			EB	Left	17.48	B	107.22	17.54	B	107.52	15.48	B	40.28	17.61	B	43.62
				Through	3.88	A	97.91	3.89	A	98.43	20.23	C	541.93	24.52	C	596.37
				Right	2.65	A	4.98	2.66	A	5.01	7.39	A	3.88	8.38	A	4.21
			WB	Left	6.02	A	3.31	6.05	A	3.32	39.72	D	31.06	46.13	D	34.12
				Through	4.66	A	153.87	4.69	A	154.69	10.06	B	181.76	11.41	B	196.02
				Right	3.48	A	49.33	3.59	A	54.49	7.73	A	21.46	8.94	A	31.67
3	Indian Hills Rd & Mission Hills Rd	Stop Controlled	NB	Thru/Left	7.37	A	3.50	7.40	A	4.65	7.35	A	2.69	7.38	A	3.92
			SB	Thru/Right	0.00	A	0.00	0.00	A	0.00	0.00	A	0.00	0.00	A	0.00
			EB	Left/Right	10.05	B	7.72	10.47	B	9.14	10.21	B	17.93	10.76	B	21.99

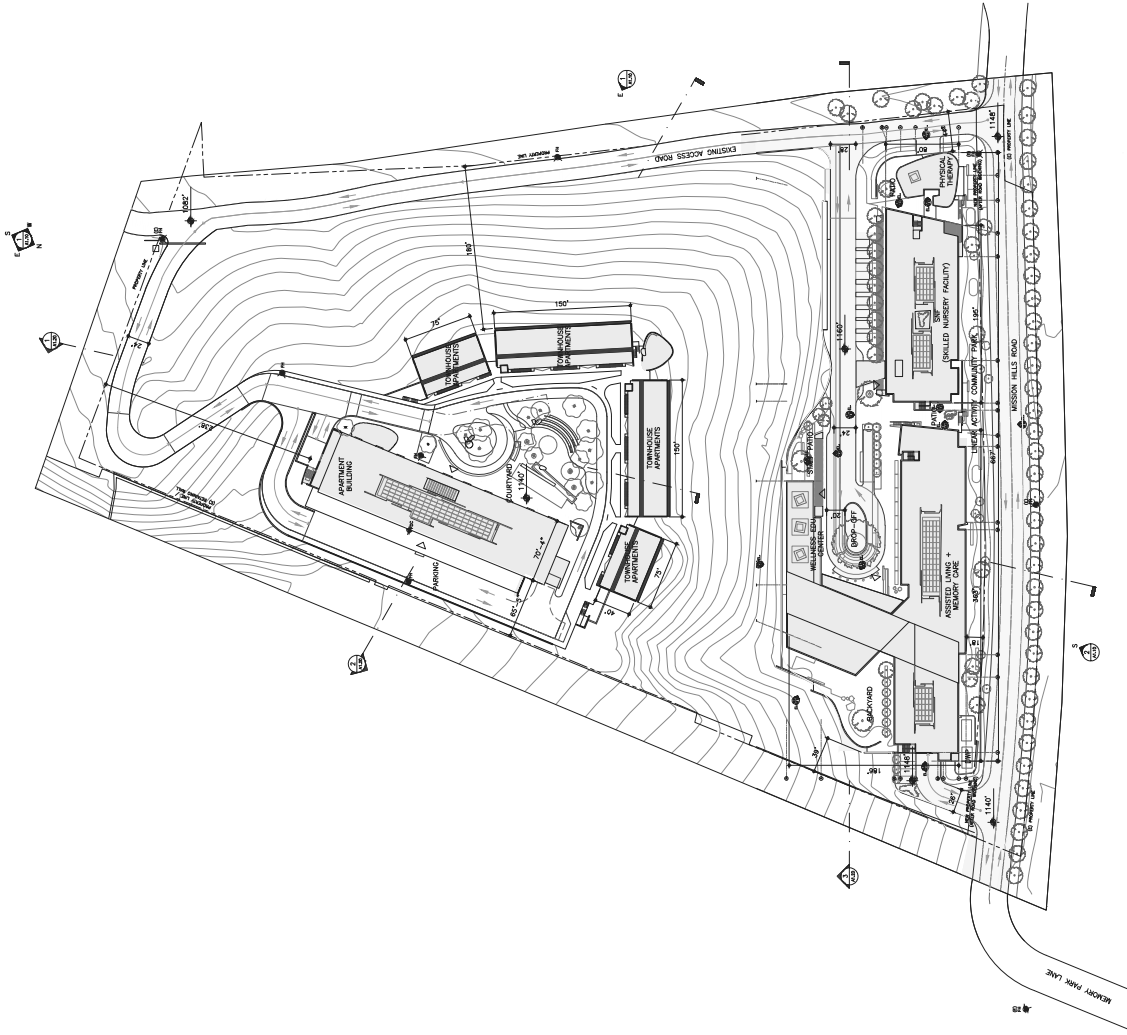
Attachment B cont'd

Table 11a: Levels of Service, Delays & Queue Lengths for Future without & with Project Conditions

Study Intersections	Intersection Control	Approach	Movement	AM Peak						PM Peak						
				Future without Project			Future + Project			Future without Project			Future + Project			
				Delay (sec)	LOS	Queue (ft)	Delay (sec)	LOS	Queue (ft)	Delay (sec)	LOS	Queue (ft)	Delay (sec)	LOS	Queue (ft)	
1	Rinaldi St & Memory Park Ave	Stop Controlled	SB	Left	-	-	-	-	-	-	192.11	F	24.35	211.06	F	45.80
				Right	18.70	C	1.14	19.88	C	7.68	37.47	E	24.35	31.83	D	45.80
			EB	Left	19.09	C	18.11	20.86	C	29.30	11.50	B	3.71	11.82	B	7.64
				Through	0.00	A	0.00	0.00	A	0.00	0.00	A	0.00	0.00	A	0.00
			WB	Right	0.00	A	0.00	0.00	A	0.00	0.00	A	0.00	0.00	A	0.00
				Through	0.00	A	0.00	0.00	A	0.00	0.00	A	0.00	0.00	A	0.00
2	Rinaldi St & Indian Hills Rd	Signalized	NB	Thru/Left/Right	41.90	D	80.30	47.17	D	85.52	29.46	C	37.97	29.40	C	38.43
			SB	SB Thru/Left	35.97	D	95.71	37.01	D	113.31	34.59	C	278.16	35.06	D	303.06
				SB Right	40.11	D	183.76	39.99	D	183.43	23.04	C	144.37	21.26	C	137.53
			EB	Left	25.08	C	148.69	25.17	C	149.09	18.87	B	49.19	21.26	C	52.93
				Through	4.34	A	117.81	4.36	A	118.41	33.96	C	744.25	46.82	D	856.66
				Right	2.86	A	5.66	2.87	A	5.69	8.27	A	4.56	9.29	A	4.92
			WB	Left	6.87	A	4.00	6.89	A	4.01	55.26	E	40.04	56.99	E	40.97
				Through	5.33	A	188.06	5.36	A	189.01	11.65	B	213.13	13.09	B	226.66
				Right	3.82	A	57.80	3.94	A	63.49	8.69	A	25.16	9.94	A	36.13
3	Indian Hills Rd & Mission Hills Rd	Stop Controlled	NB	Thru/Left	7.38	A	3.76	7.41	A	4.92	7.35	A	2.84	7.39	A	4.08
			SB	Thru/Right	0.00	A	0.00	0.00	A	0.00	0.00	A	0.00	0.00	A	0.00
			EB	Left/Right	10.18	B	8.43	10.61	B	9.88	10.33	B	19.83	10.91	B	23.95

Attachment C

Project Site Plan



SITE PLAN ①

SITE PLAN

A1.00

01.17.2020

ARARAT HOME

EXPANSION ENTITLEMENTS APPLICATION
LA CITY PLANNING DEPARTMENT



ARARAT HOME OF LOS ANGELES, INC.
15105 MISSION HILLS RD, MISSION HILLS, CA 91345

Architects

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