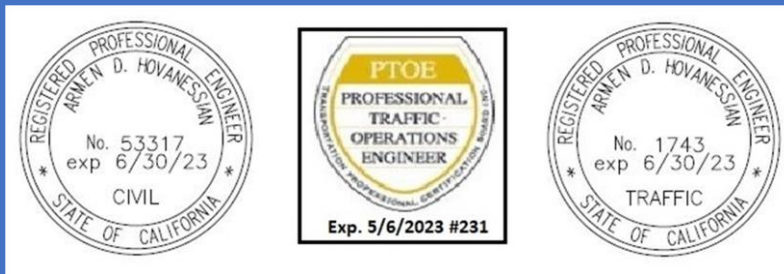




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**RAYMER INDUSTRIAL
16201-16251 RAYMER STREET
TRANSPORTATION ASSESSMENT REPORT
OCTOBER 4, 2023**



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INTRODUCTION

This transportation assessment study is consistent with the City of Los Angeles (City) Department of Transportation (LADOT), Transportation Assessment Guidelines (TAG), dated August 2022. This study evaluates the potential project-specific transportation effects of the proposed project. The analysis focuses on traditional mobility considerations as well as safety, sustainability, smart growth, and the reduction of greenhouse gas emissions.

The TAG conforms to the requirements of Senate Bill 743 (SB 743) and is consistent with the California Environmental Quality Act (CEQA), requiring the use of Vehicle Miles Traveled (VMT) as the primary metric for evaluating a project’s transportation impacts. The TAG also requires the traffic analysis to examine whether the proposed project conflicts with the City’s plans, programs, ordinances, and policies. In addition, non-CEQA transportation analysis is also required to assess the project’s potential transportation effects on pedestrian, bicycle and transit facilities, project access, safety and circulation, project construction, and the potential for residential street intrusion.

PROJECT DESCRIPTION

Project Characteristics

The proposed project is a stand-alone 123,468 square foot warehouse with 62 parking spaces.

Project Location

As illustrated in the project area map in Figure 1, the project location is on the north side of Raymer Street west of Woodley Avenue at 16201-16251 Raymer Street. Raymer Street is a designated local street in the City of Los Angeles community of Van Nuys, terminating in a cul-de-sac just west of Woodley Avenue providing access to 12 commercial properties. Woodley Avenue is a north-south arterial, designated as Avenue II and runs from Balboa Boulevard to the north to Burbank Boulevard to the south.

Figure 1 – Project Area Map



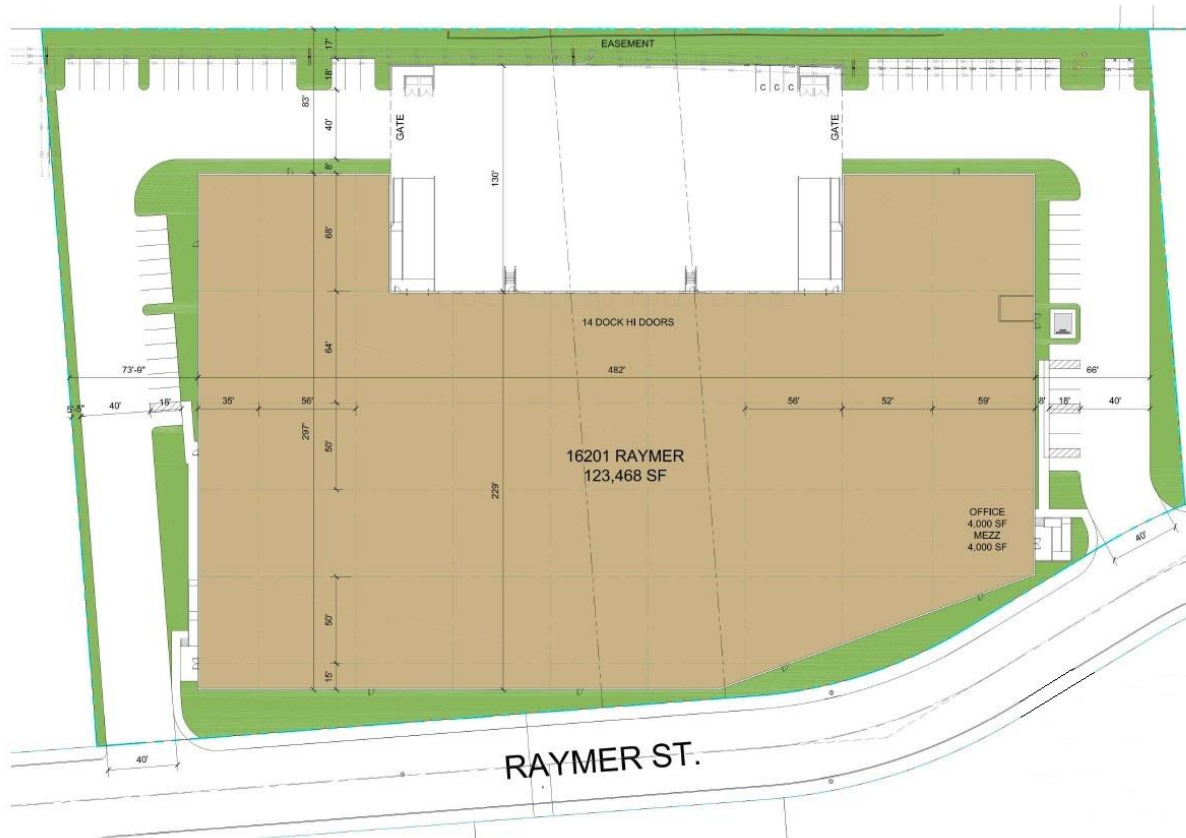
Project Site Plan

Figure 2 illustrates the project site plan showing the driveway locations.

Project Site Vehicle Access

As shown in Figure 2, and Attachment 1, the project proposes to use the two existing two-way driveways approximately 500 feet and 1,100 feet west of Woodley Avenue on Raymer Street to provide ingress and egress to the 62 parking spaces and access to the loading docks.

Figure 2 – Project Site Plan



Project Passenger Loading/Unloading

The two existing driveways on Raymer Street, as shown in Figure 2, provide access to the warehouse's parking lot and loading dock. All passenger loading and unloading will be conducted on-site.

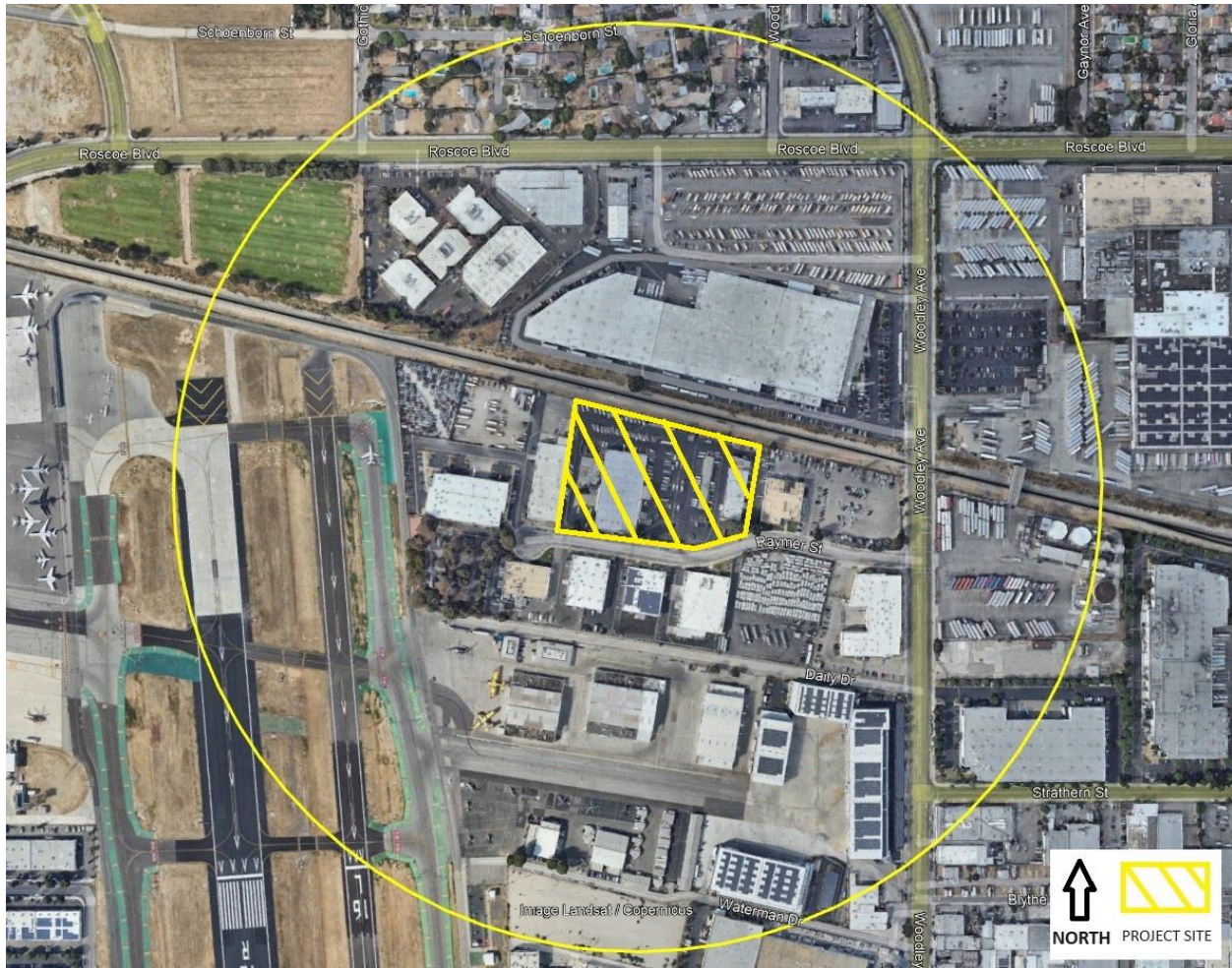
Project Parking

The project will provide a total of 62 parking spaces.

PROJECT CONTEXT

A comprehensive analysis and an inventory of the existing transportation infrastructure and conditions within a ¼ mile radius of the project, as shown in the aerial map in Figure 3, was collected. The collected data was analyzed to determine the street designations, classifications, and modal priorities as identified in the City's General Plan.

Figure 3 – ¼ Mile Radius Area Map



The following describes the details of the transportation infrastructure in the vicinity of the project:

Non-Vehicular Transportation System

The following sections describe the non-vehicular transportation system for Pedestrian Facilities, Bicycle Facilities, Transit Services:

Pedestrian Facilities

A review of the project area was conducted to evaluate the effects of the project on pedestrian activity within a 1/4-mile radius of the project. As part of this review, we developed a map of the study area indicating potential pedestrian destinations within 1,320 feet of the edge of the project site, as shown in Figure 3.

Sidewalks

A sidewalk inventory within the ¼ mile vicinity of the project was taken. The collected data for existing pedestrian sidewalks is listed in Table 1 below:

Table 1 – Sidewalk Inventory

Street Name	From	To	Street Side	Sidewalk Width	Condition
Roscoe Blvd	e/o Woodley Ave	w/o Gothic Ave	NS /SS	~9 Feet	Good
Woodley Ave	Roscoe Blvd	s/o Strathern St	ES/WS	~10 Feet	Good
Raymer St	Woodley Ave	Terminus w/o Woodley Ave	NS/SS	~8 Feet	Good
Strathern St	Woodley Ave	e/o Woodley Ave	NS/SS	~10 Feet	Good

Crosswalks, Curb Ramps & Pedestrian Push Buttons

Within ¼ mile vicinity of the project site, as shown in Table 2, pedestrian crosswalks, curb ramps and pedestrian push buttons are available at the signalized intersection in the vicinity of the project.

Table 2 – Crosswalk, Curb Ramp & Pedestrian Push Button Inventory

Intersection Name	Signal Phasing	Ped Push Button	Crosswalk Type	Curb Ramp	Cond.	
Raymer Street	Woodley Avenue	3	Yes	North Leg Conventional	Northwest Yes	Good
				South Leg Conventional	Southwest Yes	Good
				East Leg Sidewalk	N/A	Good
				West Leg Conventional	Yes	Good
Roscoe Boulevard	Woodley Avenue	8	Yes	North Leg Continental	Yes	Good
				South Leg Conventional	Yes	Good
				East Leg Conventional	Yes	Good
				West Leg Conventional	Yes	Good
Strathern Street	Woodley Avenue	2	Yes	North Leg Conventional	Yes	Good
				South Leg No Crosswalk	N/A	N/A
				East Leg Conventional	Yes	Good
				West Leg Sidewalk	N/A	Good

Bicycle Facilities

Within a ¼-mile radius of the project site bicycle lanes or sharrows are not provided on the surrounding streets.

Transit Services

Within ¼ mile radius of the project site transit services in the project area are provided by Los Angeles County Metropolitan Transportation Authority (Metro) and LADOT. Metro operates bus route 237 on Woodley Avenue and bus route 152 on Roscoe Boulevard. Bus schedules including location of bus stops and frequency of service are provided in Appendix 1.

Vehicular Transportation System

An assessment of the roadway system within a 1/4-mile radius of the project site was conducted. The assessment included the number of traffic lanes, direction of flow, and the presence of peak period tow-away lanes affecting roadway travel capacity, the presence of bicycle lanes, and any other significant street information.

Regional Freeway System

The project area is served by US Interstate 405 San Diego Freeway. The project site is more than ¼ mile from the freeway access points on Roscoe Boulevard. The on and off ramps on Roscoe Boulevard provide north- and southbound access to the US Interstate 405 San Diego Freeway. The segment of the US Interstate 405 Freeway near the project site generally consists of four mixed-flow travel lanes and one high occupancy vehicle (OHV) lane in each direction.

Area Roadway System

The project area is served by the following roadway:

- Woodley Avenue in the vicinity of the project site is a north-south roadway with three travel lanes in each direction separated by a 2-way left turn lane and left turn pockets at intersections. Parking is prohibited on both sides of the street.

ANALYSIS METHODOLOGY

There are two categories of transportation impact analysis required by the LADOT's TAG. The first category, in Section 2, relates to potential transportation impacts under CEQA. Should a project exceed thresholds identified in the TAG, its impact would be considered significant under CEQA and thus would require any feasible mitigation measures to be implemented to reduce the impact below the threshold of significance, to the extent feasible. The CEQA thresholds identified in the TAG are consistent with City adopted thresholds and with State CEQA guidelines.

The other category of analysis, non-CEQA transportation impact analysis found in Section 3 of the TAG, analyzes transportation issues relating to safety, access, and circulation as they may be the result of the construction or operation of a project. The TAG identifies specific screening criteria in Sections 2 and 3 to determine whether each type of CEQA and non-CEQA transportation analysis is required depending on the size, use and daily vehicular trip generation of the project.

CEQA ANALYSIS OF TRANSPORTATION IMPACTS

In compliance with CEQA and/or in accordance with City regulations, LADOT may require applicants to analyze and assess project-specific transportation impacts based on the following criteria:

- If the Development Project is estimated to generate a net increase of 250 or more daily vehicle trips and requires discretionary action, a transportation assessment for a Development Project is required.
- A transportation assessment is required by City ordinance or regulation.

According to the TAG, the preparation of a transportation impact assessment requires analysis and prediction of impacts or deficiencies to the circulation system generated by Development or Transportation Projects as well as the identification of feasible measures or corrective conditions to offset any impacts or deficiencies identified through a transportation assessment.

Project Daily Vehicle Trip Generation

LADOT’s VMT calculator, Version 1.4, was used to determine if the project would exceed any of the Transportation Impact Assessment criteria which would require further transportation impact analysis. Based on the land use and size of the existing and proposed project the VMT calculator determined that the project would generate 177 Net New Daily Vehicle Trips (DVT). Refer to Appendix 2 for VMT Calculator sheets. Since the project’s Daily Vehicle Trips do not exceed the 250 DVT threshold, as shown in Table 3 below, further transportation impact assessment would not be required.

Table 3 – VMT Calculator Results

	Existing Land Use	Proposed Project	Net Increase
Daily Vehicle Trips	119	296	177
Daily VMT	1,278	3,175	1,897

NON-CEQA LOCAL TRAFFIC IMPACT ANALYSIS (TIA)

A local TIA may be required for any proposed development project if answer to all of the following questions is “Yes”:

- Does the land use project involve discretionary action that would be under review by the Department of City Planning?
- Does the land use project include the construction, or addition of:
 - 50 (or more) dwelling units or guest rooms or combination thereof, or
 - 50,000 square feet (or more) of non-residential space?
- Would the project generate a net increase of 1,000 or more daily vehicle trips, or is the project’s frontage along an Avenue, Boulevard, or Collector (as designated in the City’s General Plan) 250 linear feet or more, or is the project’s building frontage encompassing an entire block along an Avenue or Boulevard (as designated in the City’s General Plan)?

Project Trip Generation

Trip rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual 11th Edition* were used in this analysis. The trip generation calculations are consistent with the TAG and have been approved by City staff.

The project proposes to demolish an existing 49,686 square foot warehouse and replace it with a new 123,469 square foot warehouse. As shown in the project trip generation Table 4 below, the project is forecast to result in 16 net new AM peak trips and 17 net new PM peak hour trips. The total daily net new trips will be 127.

Table 4 – Project Trip Generation

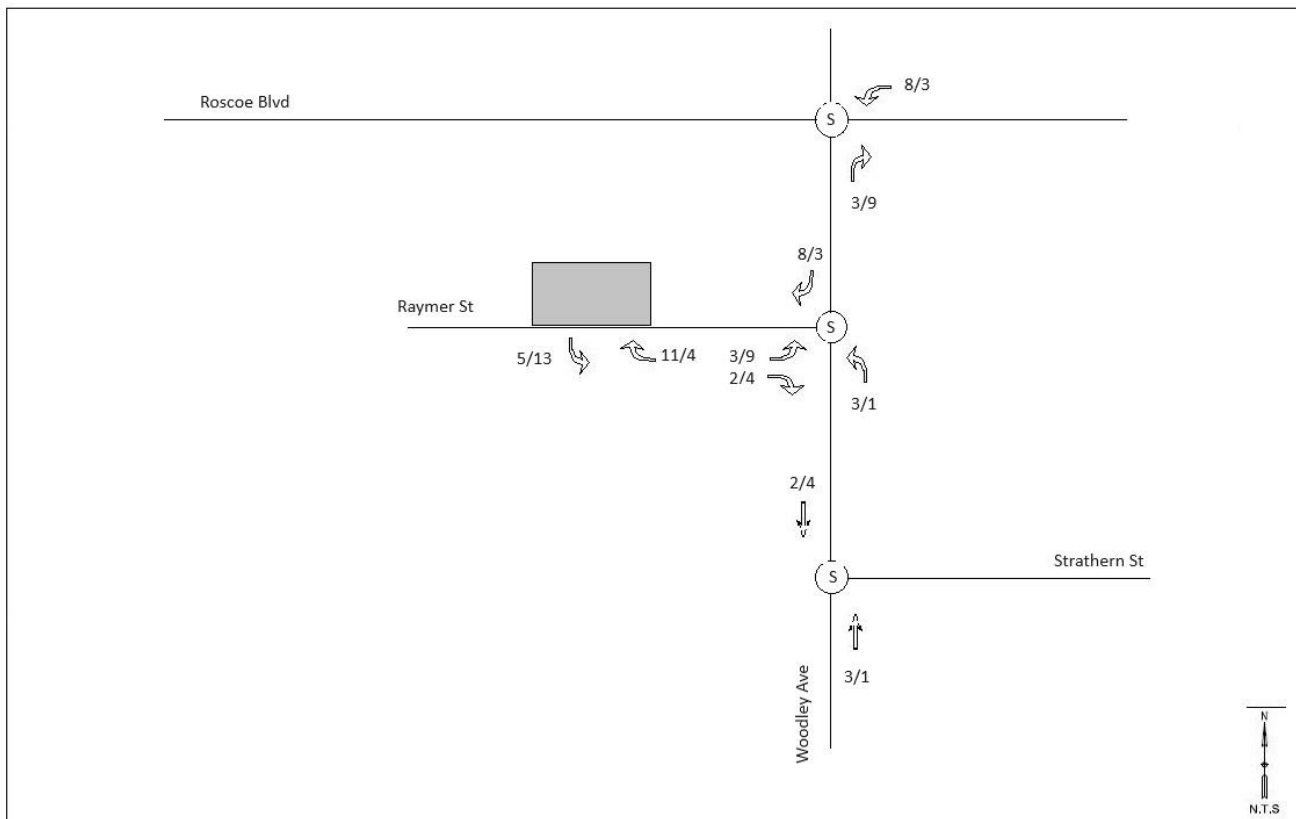
	Land Use (ITE Code)	Size	Unit	AM Peak Hour Trips			PM Peak Hour Trips			Daily Trips				
				Rate	Total	In	Out	Rate	Total	In	Out	Rate	Total	
Proposed	Warehousing (150)	123,469	KSF	0.21	Split	66%	34%	0.23	Split	24%	76%	1.71	212	
					27	18	9			29	7			22
	Total New Trips				27	18	9		29	7	22			
Existing	Warehousing (150)	49,686	KSF	0.21	Split	66%	34%	0.23	Split	24%	76%	1.71	85	
					11	7	4			12	3			9
	Total Existing Trips				11	7	4		12	3	9			
NET INCREASE/DECREASE TRIPS					16	11	5		17	4	13		127	

Source: ITE Trip Generation Manual, 11th Edition

Project Trip Distribution and Assignment

Trip distribution assumptions are used to determine the origin and destination of new vehicle trips associated with the Project. The geographic distribution of project trips is based on the functional classification of streets in the vicinity, the magnitude of traffic volumes, as well as local knowledge of the roadway network. Refer to Figure 4 below showing the Project’s AM and PM peak hours Trip Distributions and Assignments.

Figure 4 – Project Trip Distribution



CONCLUSION

The project's Daily Vehicle Trips do not exceed the 250 DVT threshold, as shown in Table 3. Therefore, further CEQA transportation impact assessment is not required.

As demonstrated in Table 4, the project trip generation does not exceed the City's daily vehicle trip generation threshold. Additionally, due to very low peak hour trip generation and the location of the project site, the project does not trigger further analysis for LTA.

RECOMMENDED ACTIONS

The project does not have any major adverse effects on access, safety, and circulation in the roadway system within the project area due to very low new trip generation. Therefore, additional traffic-related analysis should not be required.