

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

16600 W Vanowen St  
LADOT Case No. SFV24-116939  
LADOT ID No. 57289

Date: October 16, 2024

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

*Vicente Cordero*

From: Vicente Cordero, Transportation Engineer  
Department of Transportation

Subject: **TRANSPORTATION IMPACT ASSESSMENT FOR THE MAGNOLIA SCIENCE ACADEMY 2  
LOCATED AT 16600 VANOWEN ST (CPC-2024-574-CU3-ZV-PR-F-WDI & ENV-2024-575-  
EAF)**

The Los Angeles Department of Transportation (LADOT) has reviewed the transportation assessment submitted by KOA Corporation, dated May 14, 2024, for the proposed Magnolia Science Academy 2 project, located at 16600 Vanowen Street in the Lake Balboa 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 involves developing the Magnolia Science Academy, a proposed charter school (grades 6-12) with a maximum enrollment of 564 students. The lot area of the Project site is approximately 2.5 acres and is currently vacant. The school will have a new 2-story building that will have 27 classrooms, an office space, a field, and a gymnasium. The project proposes 91 parking spaces with a surface parking lot. The project will provide 3 long-term and 108 short-term bicycle parking spaces, for a total of 111 bicycle parking spaces. Vehicular access to the Project site will be provided via a pair of new one-way driveways. An inbound-only driveway will be located along the west side of De Celis Place and an outbound-only driveway will be provided at the south side of Vanowen Street. Construction and occupancy of the Project are planned to be completed by the year 2026.
- B. Freeway Safety Analysis  
Per the Interim Guidance for Freeway Safety Analysis memorandum issued by LADOT on May 1, 2020 to address Caltrans safety concerns on freeways, the study addressed the project's effects on vehicle queuing on freeway off-ramps. Such an evaluation measures the project's potential to lengthen a forecasted off-ramp queue and create speed differentials between vehicles exiting the freeway off-ramps and vehicles operating on the freeway mainline. The evaluation identified the number of project trips expected to be added to nearby freeway off-ramps serving the project site. It was determined that project traffic at each freeway off-ramp will not exceed 25 peak hour trips. Therefore, a freeway ramp analysis is not required.

C. CEQA Screening Threshold

Prior to accounting for trip reductions resulting from the application of Transportation Demand Management (TDM) Strategies, 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 Version 1.4 tool, which draws upon trip rate estimates published in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9<sup>th</sup> 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 is 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. The applicant determined that the Project does not obstruct or conflict with the City's development policies and standards for the transportation system. Therefore, no Project or cumulative significant transportation impact was identified for this threshold.

**2. Threshold T-2.1: Causing Substantial Vehicle Miles Traveled**

Using the VMT Calculator, the assessment determined that the Project would generate a 1,174 net increase in DVT and a 10,586 net increase in daily VMT, therefore further analysis was required. 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.

D. CEQA Transportation Analysis

The new LADOT Transportation Assessment Guidelines (TAG) provide instructions on preparing transportation assessments for land use proposals and define 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 City's seven Area Planning Commission (APC) areas. For the North Valley APC area, in which the Project is located, the following thresholds have been established:

- Daily Household VMT per Capita: 9.4
- Daily Work VMT per Employee: 11.6

As cited in the VMT analysis report prepared by Overland Traffic Consultants, Inc., the VMT generated by the project results in an 11.6 Work VMT per Employee and a 9.4 Household VMT per Capita. These results are acceptable for the South Valley APC; therefore, it is concluded that the implementation of the proposed project will **not** result in a significant VMT impact.

E. 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 on the intersection traffic volumes, lane configurations, and signal timing:

- Vanowen Street & Louise Avenue
- Vanowen Street & Balboa Boulevard
- Vanowen Street & De Celis Place
- Vanowen Street & Hayvenhurst Avenue
- Archwood Street & De Celis Place
- Vanowen Street & Project Driveway
- Project Driveway & De Celis Place

**Existing and Cumulative Traffic Conditions**

Traffic volume counts were conducted on June 1, 2023. Future traffic volumes have been increased by 1 percent per year and include other related development projects' traffic volume.

Under the HCM methodology, the level of service (LOS) at signalized and unsignalized intersections is defined based on the delay experienced per vehicle. The results for the Existing 2023, Existing 2023 Plus Project, Future 2026 Without Project, and Future 2026 With Project traffic conditions along with the Existing 2023 Plus Project and Future 2026 Plus Project traffic conditions at the project driveway are shown in **Attachment B**.

**PROJECT REQUIREMENTS**

A. TDM Strategies

The project's VMT analysis includes six TDM measures as Project Design Features that reduce trips and VMT for the project:

- **Price Workplace Parking:** This strategy implements workplace parking pricing for employees at employment locations.
- **Promotions & Marketing:** This strategy provides the use of marketing and promotional tools to educate and inform travelers about specific transportation options and the effects of their travel choices.
- **Ride-Share Program:** This strategy increases vehicle occupancy by providing ride-share matching services, designated preferred parking for ride-share participants, designing adequate passenger loading/unloading and waiting areas for ride-share vehicles, and providing a website or message board to connect riders and coordinate rides.
- **School Carpool Program:** This strategy involves the implementation of a school carpool program to encourage ride-share for students
- **Include Bike Parking and Showers per LAMC:** This strategy involves the implementation of short and long-term bicycle parking to support safe and comfortable bicycle travel by providing parking facilities at destinations. The project is providing 111 bicycle parking (108 short-term spaces and 3 short-term spaces).

B. Non-CEQA-Related Requirements and Considerations

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 resulting from this Project were identified that would require corrective action by the applicant.

C. Parking Requirements

The Project proposes to provide a total of 91 vehicular parking on a surface parking lot. A total of 3 long-term and 108 short-term bicycle parking spaces would also be provided on-site. 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.

D. Highway Dedication and Street Widening Requirements

Per the new Mobility Element of the General Plan, **Vanowen Street** is designated as an Avenue II, requiring a 28-foot half-width roadway within a 43-foot half-width right-of-way. **De Celis Place** is designated as a collector street, requiring a 20-foot half-width roadway within a 33-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.

E. Project Access and Circulation

Vehicular access to the Project site will be provided via one new one-way driveway located along the west side of De Celis Place and will provide access to the project's on-site parking lot and the student pick-up/drop-off area. The driveway on De Celis Place is an ingress only left- and right-turn into the site and the driveway on Vanowen Street is an egress only left- and right-turn. Vanowen Street has an existing center two-way-left-turn lane (TWLTL) at the proposed egress-only project driveway, allowing left-turning vehicles to take shelter in the TWLTL before merging into the westbound Vanowen Street traffic. A copy of the project site plan is shown 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, ph. 818-374-4699). To minimize and prevent last-minute building design changes, the applicant should contact LADOT for driveway width and internal circulation requirements before building or parking layout design begins.

F. 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 yet to be adopted, LADOT recommends that the applicant be subject to the terms of the proposed TDM Ordinance update expected in the near future. The updated ordinance is expected to be completed before the anticipated construction of this project if approved.

G. Construction Impacts

LADOT recommends that a construction worksite traffic control plan be submitted to LADOT's Citywide Temporary Traffic Control Section for review and approval before the start of any construction work. Refer to <https://ladot.lacity.org/businesses/temporary-traffic-control-plans> to coordinate the review of the worksite 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. LADOT also recommends that construction-related traffic be restricted to off-peak hours to the extent possible.

H. 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 Miguel Crisostomo of my staff at [miguel.crisostomo@lacity.org](mailto:miguel.crisostomo@lacity.org).

Attachments

*F:\Projects\SFV\57289 - 16600 Vanowen St*

c: Nayda Cantabrana, Council District 6  
Silva Abramian, LADOT West Valley District  
Ali Nahass, BOE Valley District  
Courtney Yellen, LACP Valley Planning Division  
Quyen Phan, BOE Land Development Group,  
George Rhyner, KOA Corporation

## Attachment A VMT Calculator Results

### CITY OF LOS ANGELES VMT CALCULATOR Version 1.4

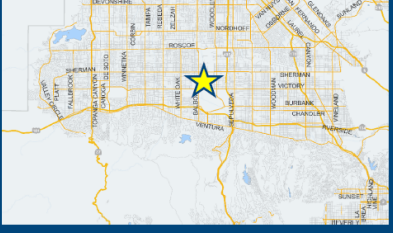
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

#### 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)

#### Project Screening Summary

Existing Land Use	Proposed Project
0 Daily Vehicle Trips	1,174 Daily Vehicle Trips
0 Daily VMT	10,586 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.

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	1,174 Net Daily Trips
The net increase in daily VMT ≤ 0	10,586 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.

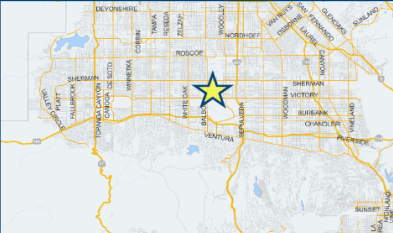
### CITY OF LOS ANGELES VMT CALCULATOR Version 1.4

#### 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
<b>Max Home Based TDM Achieved?</b>	No	No
<b>Max Work Based TDM Achieved?</b>	Yes	Yes

A Parking

Reduce Parking Supply

<input type="text" value="100"/>	city code parking provision for the project site
<input type="text" value="74"/>	actual parking provision for the project site

Unbundle Parking

<input type="text" value="175"/>	monthly parking cost (dollar) for the project site
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Parking Cash-Out

<input type="text" value="50"/>	percent of employees eligible
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Price Workplace Parking

<input type="text" value="1.00"/>	daily parking charge (dollar)
<input type="text" value="100"/>	percent of employees subject to priced parking

Residential Area Parking Permits

<input type="text" value="200"/>	cost (dollar) of annual permit
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B Transit

C Education & Encouragement

D Commute Trip Reductions

E Shared Mobility

F Bicycle Infrastructure

G Neighborhood Enhancement

#### Analysis Results

Proposed Project	With Mitigation
1,066 Daily Vehicle Trips	1,066 Daily Vehicle Trips
9,386 Daily VMT	9,386 Daily VMT
0.0 Household VMT per Capita	0.0 Household VMT per Capita
11.6 Work VMT per Employee	11.6 Work VMT per Employee

Significant VMT Impact?

<p style="font-weight: bold; font-size: small;">Household: No</p> <p style="font-size: x-small;">Threshold = 9.4 15% Below APC</p>	<p style="font-weight: bold; font-size: small;">Household: No</p> <p style="font-size: x-small;">Threshold = 9.4 15% Below APC</p>
<p style="font-weight: bold; font-size: small;">Work: No</p> <p style="font-size: x-small;">Threshold = 11.6 15% Below APC</p>	<p style="font-weight: bold; font-size: small;">Work: No</p> <p style="font-size: x-small;">Threshold = 11.6 15% Below APC</p>

## Attachment B Summary of Level of Service (LOS)

**Table 10: Future (2026) Traffic Conditions  
Signalized Intersection Queuing Summary**

Signalized Study Intersections		Peak Hour	Approach	Storage Capacity (ft)	Without Project	With Project	
					Queue Length <sup>1</sup>	Queue Length <sup>1</sup>	Change <sup>2</sup>
1	Vanowen Street & Louise Avenue	AM	NBL	100	69	67	-2
			NBT	250	122	123	1
			SBL	100	<b>186</b>	<b>225</b>	39
			SBT	1240	229	229	0
			EBL	110	<b>120</b>	<b>130</b>	10
			EBT	575	413	443	30
			WBL	105	<b>129</b>	<b>131</b>	2
		PM	WBT	370	279	285	6
			NBL	100	83	81	-2
			NBT	250	192	188	-4
			SBL	100	<b>120</b>	<b>124</b>	4
			SBT	1240	102	101	-1
			EBL	110	<b>144</b>	<b>148</b>	4
			EBT	575	263	273	10
2	Vanowen Street & Balboa Boulevard	AM	WBL	105	53	52	-1
			WBT	370	<b>408</b>	<b>414</b>	6
			NBL	115	<b>132</b>	<b>132</b>	0
			NBT	236	157	158	1
			SBL	90	<b>115</b>	<b>168</b>	53
			SBT	267	<b>382</b>	<b>382</b>	0
			EBL	200	138	128	-10
		PM	EBT	1217	643	696	53
			WBL	115	<b>435</b>	<b>426</b>	-9
			WBT	570	121	123	2
			NBL	115	<b>182</b>	<b>182</b>	0
			NBT	236	<b>319</b>	<b>320</b>	1
			SBL	90	<b>161</b>	<b>172</b>	11
			SBT	267	198	198	0
4	Vanowen Street & Hayvenhurst Avenue	AM	EBL	200	<b>228</b>	<b>230</b>	2
			EBT	1217	578	588	10
			WBL	115	<b>157</b>	<b>165</b>	8
			WBT	570	70	93	23
			NBL	155	153	154	1
			NBT	270	70	71	1
			SBL	175	<b>227</b>	<b>227</b>	0
		PM	SBT	1215	176	178	2
			EBL	145	57	67	10
			EBT	575	345	382	37
			WBL	80	<b>98</b>	<b>103</b>	5
			WBT	575	<b>591</b>	<b>632</b>	41
			NBL	155	94	94	0
			NBT	270	120	120	0
PM	SBL	175	<b>204</b>	<b>207</b>	3		
	SBT	1215	82	82	0		
	EBL	145	42	46	4		
	EBT	575	413	339	-74		
	WBL	80	45	47	2		
	WBT	575	541	550	9		

Notes:  
<sup>1</sup> 95th percentile vehicle queue length in number of feet (Synchro software assumes 25 feet per vehicle).  
<sup>2</sup> Change in vehicle queue length reported in number of feet.  
**XX Bolded/italicized** vehicle queue length indicates that the queue exceeds turn-pocket capacity or distance in through lane to upstream intersection.  
 NB = Northbound; SB = Southbound; WB = Westbound; EB = Eastbound; L = Left-turn; T = Through; R = Right-turn.

## Attachment B (Cont'd) Summary of Level of Service (LOS)

**Table 11: Future (2026) Traffic Conditions  
Unsignalized Intersection Queuing Summary**

Unsignalized Study Intersections		Peak Hour	Approach	Storage Capacity (feet)	Without Project	With Project	
					Queue Length <sup>1</sup>	Queue Length <sup>1</sup>	Change <sup>2</sup>
3	Vanowen & De Celis Place	AM	NB	275	68	uncalculated	N/A
			NBR	275	3	3	0
			SB	630	253	308	55
			EBL	150	8	8	0
			EBT	1885	-	-	-
			WBL	150	3	20	18
		PM	NB	275	30	30	0
			NBR	275	5	5	0
			SB	630	158	170	13
			EBL	150	10	10	0
			EBT	1885	-	-	-
			WBL	150	3	5	3
5	Archwood Street & De Celis Place	AM	NB	1260	0	0	0
			SB	275	5	5	0
			EB	640	3	3	0
			WB	500	3	3	0
		PM	NB	1260	3	3	0
			SB	275	3	3	0
			EB	640	0	0	0
			WB	500	3	3	0
6	Vanowen Street & Project Driveway	AM	NB	205	-	175	-
			EBT	915	-	-	-
			WBT	320	-	-	-
		PM	NB	205	-	28	-
			EBT	915	-	-	-
			WBT	320	-	-	-
7	Project Driveway & De Celis Place	AM	NB	80	-	0	-
			SB	215	-	-	-
		PM	NB	80	-	0	-
			SB	215	-	-	-

**Notes:**

<sup>1</sup> 95th percentile vehicle queue length in number of feet (Synchro software assumes 25 feet per vehicle).

<sup>2</sup> Change in vehicle queue length reported in number of feet.

**XX Bolded/italicized** vehicle queue length indicates that the queue exceeds turn-pocket capacity or distance in through lane to upstream intersection.

NB = Northbound; SB = Southbound; WB = Westbound; EB = Eastbound; L = Left-turn; T = Through; R = Right-turn.



## Attachment B (Cont'd) Summary of Level of Service (LOS)

**Table 9: Future (2026) Traffic Conditions  
Intersection Delay Summary**

Study Intersections		Peak Hour	Future (2026) Without Project		Future (2026) With Project		Change in Delay <sup>3</sup>
			Delay <sup>1</sup>	LOS <sup>2</sup>	Delay <sup>1</sup>	LOS <sup>2</sup>	
1	Vanowen Street & Louise Avenue	AM	17.5	B	18.7	B	1.2
		PM	21.8	C	22.0	C	0.2
2	Vanowen Street & Balboa Boulevard	AM	69.0	<b>E</b>	78.2	<b>E</b>	9.2
		PM	38.7	D	40.1	D	1.4
3	Vanowen Street & De Celis Place <sup>4</sup>	AM	>200	<b>F</b>	>200	<b>F</b>	-
		PM	>200	<b>F</b>	>200	<b>F</b>	-
4	Vanowen Street & Hayvenhurst Avenue	AM	19.8	B	21.0	C	1.2
		PM	17.5	B	17.7	B	0.2
5	Archwood Street & De Celis Place	AM	7.3	A	7.2	A	-0.1
		PM	7.2	A	7.2	A	0.0
6	Vanowen Street & Project Driveway <sup>4</sup>	AM	-	-	118.4	<b>F</b>	-
		PM	-	-	35.2	<b>E</b>	-
7	Project Driveway & De Celis Place <sup>4</sup>	AM	-	-	3.3	A	-
		PM	-	-	0.8	A	-

<sup>1</sup> Delay in seconds; <sup>2</sup> LOS = Level of Service; <sup>3</sup> Change in delay reported in seconds.

<sup>4</sup> For TWSC unsignalized intersections, delay presented for the higher-delay stop-controlled minor street approach or for the major street left-turn movement (see Intersection 7).

# Attachment C Project Site Plan

