

12/13/2013

NOTE REGARDING ATTACHED TRAFFIC STUDY

As of 12/13/2013 the following traffic study has been updated to match the latest changes to the hotel program. The new program (12 fewer rooms, reduced square footages, etc.) results in the following changes to the trip counts:

- decrease of 32 daily trips
- decrease of 1 AM peak hour trips
- no change in PM peak hour trips

A memo from Los Angeles Department of Transportation will be issued confirming that the updated program results in no change to the conclusions of the traffic study.

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

1027 ½ South Abbot Kinney Boulevard
DOT Case No. CTC 12-100689

DATE: March 7, 2013

TO: Karen Hoo, City Planner
Department of City Planning



FROM: Mohammad H. Blorfroshan, Transportation Engineer
Department of Transportation

SUBJECT: **INITIAL TRAFFIC ASESMENT FOR THE PROPOSED MIXED-USE
PROJECT LOCATED AT 1027 ½ SOUTH ABBOT KINNEY
BOULEVARD (CITY PLANNING CASE NO. ENV-2012-3355-EAF)**

Pursuant to the Coastal Transportation Corridor Specific Plan (CTCSP) Ordinance No. 168,999, the Department of Transportation (DOT) has completed the traffic assessment for the proposed mixed-use project located at 1027 ½ South Abbot Kinney Boulevard in the Venice area. This traffic assessment is based on a traffic study prepared by KAO Corporation, Planning & Engineering received by DOT on December 19, 2012, with subsequent revision through February 2013. After a careful review of the pertinent data, DOT has determined that the traffic study adequately describes the project-related impacts of the proposed development.

PROJECT DESCRIPTION

The proposed mixed-use project will include a 92-room hotel facility, 3,000 square feet of retail use, and 1,758 square feet of restaurant space. The project site contains three restaurants which will remain and be incorporated into the project design. The project site also contains the following uses which will be removed: 1,700 square feet of office use, one single-family residential unit, and 1,572 square feet of Daycare/Pre-School use with approximately 60 currently attending students. The project site is bounded by Electric Avenue on the north, Westminster Avenue on the east, Abbot Kinney Boulevard on the south, and Broadway on the west. A total of 174 parking spaces will be provided on the site with 166 of those spaces being provided in a subterranean parking garage and eight spaces in the surface valet motor-court area. Two auto park elevators will provide access to the subterranean parking garage. Vehicular access to the on-site parking area will be provided from Electric Avenue via one ingress-only driveway and one egress-only only driveway. The project is anticipated to be completed in one phase and fully occupied by the end of 2014.

DISCUSSION AND FINDINGS

The project is expected to generate a net increase of 686 daily trips, a net increase of 26 A.M. peak hour trips, and a net increase of 41 P.M. peak hour trips. The trip generation rates are based upon Appendix "A" of the CTCSP, the SANDAG Vehicular Traffic Generation Rates and formulas published by the Institute of Transportation Engineers (ITE) Trip Generation, 8th Edition, 2008. The attached table, **Attachment A**, lists the trip generation results.

DOT has determined that the proposed project will **not** have any significant traffic impacts at any of the studied intersections, as shown in **Attachments B**, summary of volume-to-capacity (V/C) ratios and levels of service (LOS) at the studied intersections.

DOT recommends that the following project requirements be adopted as conditions of approval for the project. In addition, these requirements must be completed and/or guaranteed before the issuance of any building permits for the proposed project.

PROJECT REQUIREMENTS

A. Application Fee

Pursuant to Section 5.C of the CTCSP, the applicant shall submit a \$500 payment for the application/traffic study review fee. The fee was submitted in full on January 17, 2013.

B. Covenant and Agreement

Pursuant to Section 5.B of the CTCSP, the owner(s) of the property must sign and record a Covenant and Agreement prior to issuance of any building permit, acknowledging the contents and limitations of this Specific Plan in a form designed to run with the land.

C. Highway Dedication and Physical Street Improvements

Pursuant to Section 5.D.2 of the CTCSP, and in order to mitigate potential access and circulation impacts, the applicant is required to make the necessary highway dedications and street improvements to comply with the following street standards (pursuant to the Streets and Highways Element of the City's General Plan):

1. Abbot Kinney Boulevard is designated as a Modified Secondary Highway in the Streets and Highways Element of the City's General Plan, which currently consists of a 50-ft roadway width within a 70-ft right-of-way. This is consistent with the Modified Secondary Highway designation for Abbot Kinney Boulevard along the project. Therefore, no dedication will be required along Abbot Kinney Boulevard.
2. Broadway is designated as a Local Street currently consisting of a 17-foot half roadway width within a 25-foot half right-of-way. Standard Plan S-470-0 dictates that the cross section for a Local Street is a 20-foot half roadway width within a

30-foot half right-of-way. There will be a 5-foot dedication with a 3-foot widening improvement requirement on Broadway along this project.

3. Electric Avenue is designated as a non-continuous Local Street which consists of a 20.5-foot half roadway width within a 22.5-foot half right-of-way. Standard Plan S-470-0 dictates that the cross section for a Non-continuous Local Street is an 18-foot half roadway width within a 27-foot half right-of-way. Therefore, there will be a 4.5-foot dedication requirement on Electric Avenue along the project site.
4. Westminster Avenue is also designated as a non-continuous Local Street which consists of a 14-foot half roadway width within a 25-foot half right-of-way. Standard Plan S-470-0 dictates for a Non-continuous Local Street intersecting a Secondary Highway is a 20-foot half roadway width within a 27-foot half right-of-way. Therefore, there will be a 2-foot dedication requirement with a 6-foot widening improvement requirement on Westminster Avenue along the project site.

The specific highway dedication and street improvement requirements should be made satisfactory to the Bureau of Engineering (BOE). Hence, the applicant shall consult BOE for additional highway dedication or street widening requirements. These requirements must be guaranteed before the issuance of any building permit through the B-permit process of the BOE's Land Development Group, Department of Public Works. The required improvements must be constructed and completed prior to the issuance of any certificate of occupancy to the satisfaction of DOT and BOE.

D. Site Access and Internal Circulation

Vehicular access shall be designed to meet the following requirements:

1. One-Way project driveways shall provide a minimum width (W) of 16-ft (flat portion only, not including the side slopes) while Two-Way project driveways shall provide a minimum width (W) of 30-ft.
2. The project shall provide a minimum of 20-ft reservoir space between the final property line and any mechanical arm or first parking space (whichever comes first) if up to 100 parking stalls are provided or a minimum of 40-ft reservoir space must be provided if between 101 and 300 parking stalls. Otherwise, a minimum 60-ft reservoir space shall be required.

This determination does not include approval of the project's driveways, internal circulation and parking scheme. In order to minimize and prevent last minute building design changes, it is highly imperative that the applicant, prior to the commencement of building or parking layout design efforts, contact DOT for driveway width and internal circulation requirements. This would ensure that such traffic flow considerations are designed and incorporated early into the building and parking layout plans to avoid any unnecessary time delays and potential costs associated with late design changes.

Final DOT approval shall be obtained prior to issuance of any building permits. This should be accomplished by submitting detailed site/driveway plans, at a scale of at least 1" = 40', separately to DOT's WLA/Coastal Development Review Section at 7166 West Manchester Avenue, Los Angeles 90045 as soon as possible but prior to submittal of building plans for plan check to the Department of Building and Safety.

E. Transportation Impact Assessment (TIA) Fee

Pursuant to Section 6.A of the CTCSP, prior to the issuance of any building, grading or foundation permit, the applicant shall pay or guarantee payment of a **\$283,955.00**** TIA fee to the Department of Transportation. The Hotel component of the proposed Mixed-Use project is not exempt from the payment of the TIA fee.

The proposed Hotel Mixed-Use project TIA fee is calculated as follows:

Hotel Land Use TIA fee

Hotel Trip Generation: 92 guest rooms x 0.7 trips/guest room = 64.0 trips

Hotel TIA fee: 64 trips x \$8,113 per trip TIA cost factor (2013)* = **\$519,232**

Previous/Existing Land Use TIA fee Trip Credit:

Day Care Trip Generation: 14.63 trips/1,000 sq. ft. x 1,572 Sq. ft. = 23.0 trips

Office Trip Generation: 2.8 trips/ 1,000 sq. ft. x 1,700 sq. ft. = 5.0 trips

Single Family Housing Trip Generation: 0.7 trips/Dwelling Unit x 1 DU = 1.0 trip

TIA fee Credit: (23 + 5 + 1) trips x \$8,113 per trip TIA cost factor (2013)* = **\$235,277**

TIA fee (Hotel Component): \$519,232 - \$ 235,277 = \$283,955.00**

* Pursuant to Section 6.D.2 of the CTCSP, the Trip Cost Factor shall be increased (or decreased) as of January 1 of each year by the amount of the percentage increase (or decrease) in the most recently available City Building Cost Index as determined by DOT. Therefore, the actual TIA Fee may vary depending upon when payment is made to DOT.

**Pursuant to Section 7.B.4 of the CTCSP, within five years of issuance of any certificate of occupancy, a project which has achieved a 90 percent occupancy may receive an in-lieu credit against the TIA Fee after it has demonstrated the effectiveness of the TDM Program to the satisfaction of the DOT. The amount of in-lieu credit shall be calculated on the basis of Average Vehicle Ridership (AVR) as indicated by Section 7.B.4.a (2).

F. Construction Impacts

DOT recommends that a construction work site traffic control plan be submitted to DOT's Western District Office 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.

Pursuant to Section 9.A of the CTCSP, an applicant or any other interested person adversely affected by the proposed project who disputes any determination made by DOT pursuant to this Ordinance may appeal to the General Manager of DOT. This appeal must be filed within a 15 day period following the date of mailing of this letter of determination. The appeal shall set forth specifically the basis of the appeal and the reasons why the determination should be reversed or modified.

If you have any questions, please contact Mr. Pedro Ayala of my staff or me at (213) 485-1062

MHB:pba

Attachments

c: Whitney Blumenfeld, Arturo Pina, Cecilia Castillo, Eleventh Council District
Greg Shoop, DCP
Mike Patonai, Anthony Munoz, BOE
Bruce Chow, KAO Corporation Planning & Engineering
Jay Kim, Sean Haeri, Rudy Guevara, DOT

Table 4 - Project Trip Generation

Land Use	ITE Code	Intensity	Average Weekday	AM Peak Hour			PM Peak Hour [a]			
				In	Out	Total	In	Out	Total	
Trip Generation Rates										
Hotel	310	1	rooms	8.17	61%	39%	0.56	53%	47%	0.70
Retail [b] *	814	1	k.s.f.	44.32	60%	40%	1.33	44%	56%	5.00
Restaurant [c] *	931	1	k.s.f.	89.95	60%	40%	0.81	67%	33%	6.10
Day Care Center [d] *	565	1	k.s.f.	79.26	53%	47%	12.26	43%	57%	14.63
Office *	710	1	k.s.f.	11.01	88%	12%	1.55	17%	83%	2.80
Single-Family Housing *	210	1	units	9.57	25%	75%	0.75	63%	37%	0.70
Proposed Project										
Hotel	310	92	rooms	752	32	20	52	34	30	64
TDM trip credit (15%) [e]				-113	-5	-3	-8	-5	-5	-10
Total Hotel Trips				639	27	17	44	29	25	54
Retail *	814	3.000	k.s.f.	133	2	2	4	7	8	15
internal capture trip credit (15%)				-20	0	0	0	-1	-1	-2
walk/bike/transit trip credit (10%)				-11	0	0	0	-1	-1	-2
Subtotal Retail Trips				102	2	2	4	5	6	11
pass-by trip credit (10%)				-10	0	0	0	-1	-1	-2
Total Retail Trips				92	2	2	4	4	5	9
Restaurant *	931	1.758	k.s.f.	158	1	0	1	7	4	11
internal capture trip credit (15%)				-24	0	0	0	-1	-1	-2
walk/bike/transit trip credit (10%)				-13	0	0	0	-1	0	-1
Subtotal Restaurant Trips				121	1	0	1	5	3	8
pass-by trip credit (10%)				-12	0	0	0	-1	0	-1
Total Restaurant Trips				109	1	0	1	4	3	7
Proposed Project Total				840	30	19	49	37	33	70
Existing Uses to be Removed										
Day Care Center *	565	-1.572	k.s.f.	-125	-10	-9	-19	-10	-13	-23
Office *	710	-1.700	k.s.f.	-19	-3	0	-3	-1	-4	-5
Single-Family Housing *	210	-1	units	-10	0	-1	-1	-1	0	-1
Existing Uses Total				-154	-13	-10	-23	-12	-17	-29
NET NEW PROJECT TRIPS				686	17	9	26	25	16	41

* Local Serving Uses

Source: ITE, 8th Edition, unless otherwise noted.

[a] PM peak hour trip rates obtained from the City of Los Angeles Coastal Transportation Corridor Specific Plan Appendix A.

[b] ITE did not provide trip generation rates for Specialty Retail during the AM peak hour. AM trip rate obtained from SANDAG Traffic Generators, April 2002.

The SANDAG specialty retail trip rate is 3 percent of the daily trips which is 1.33 AM peak hour trips (ITE 44.32 daily trip rate X 3% = 1.33 AM peak hour trips)

The SANDAG specialty retail trip in and out ratios were used to calculate the AM peak hour in and out trips.

[c] The SANDAG quality restaurant in and out ratios were used to calculate the AM peak hour in and out trips.

[d] PM peak hour trip rates calculated from observed trips to the existing Ecole Claire Fontaine Abbot Kinney Campus day care/preschool.

[e] The project owner plans on including TDM elements such as: implementing vehicle trip reduction incentives and services, provide on-site education on alternative transportation modes, implement flexible/alternative work schedules and telecommuting programs (reservations only), provide bicycle amenities, provide subsidized transit passes, provide bicycles for patrons and employees, provide airport shuttle for patrons, provide on-site facilities to encourage use of alternative forms of transportation.

Table 8 - Determination of Project Impacts – Existing with-Project Conditions

Study Intersections		Existing Conditions				Existing with-Project				Change in V/C		Significant Impact ?
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour	PM Peak Hour	
		V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS			
1	Pacific Avenue & Rose Avenue	0.490	A	0.681	B	0.491	A	0.683	B	0.001	0.002	No
2	Main Street & Rose Avenue	0.573	A	0.613	B	0.574	A	0.616	B	0.001	0.003	No
3	Pacific Avenue & Brooks Avenue	0.414	A	0.681	B	0.417	A	0.690	B	0.003	0.009	No
4	Main Street & Brooks-Abbot Kinney	0.620	B	0.566	A	0.625	B	0.569	A	0.005	0.003	No
5	Westminster Avenue & Abbot Kinney Boulevard	0.512	A	0.452	A	0.522	A	0.459	A	0.010	0.007	No
6	California Avenue & Abbot Kinney Boulevard	0.569	A	0.499	A	0.573	A	0.503	A	0.004	0.004	No
7	Venice Boulevard & Abbot Kinney Boulevard	0.758	C	0.746	C	0.761	C	0.747	C	0.003	0.001	No
8	Pacific Avenue & Westminster Avenue	0.261	A	0.483	A	0.262	A	0.483	A	0.001	0.000	No

Table 9 - Determination of Project Impacts – Future with-Project

Study Intersections		Future without-Project				Future with-Project				Change in V/C		Significant Impact ?
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour	PM Peak Hour	
		V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS			
1	Pacific Avenue & Rose Avenue	0.535	A	0.758	C	0.535	A	0.759	C	0.000	0.001	No
2	Main Street & Rose Avenue	0.629	B	0.713	C	0.631	B	0.716	C	0.002	0.003	No
3	Pacific Avenue & Brooks Avenue	0.461	A	0.773	C	0.465	A	0.781	C	0.004	0.008	No
4	Main Street & Brooks-Abbot Kinney	0.655	B	0.629	B	0.659	B	0.635	B	0.004	0.006	No
5	Westminster Avenue & Abbot Kinney Boulevard	0.528	A	0.479	A	0.538	A	0.486	A	0.010	0.007	No
6	California Avenue & Abbot Kinney Boulevard	0.586	A	0.525	A	0.591	A	0.529	A	0.005	0.004	No
7	Venice Boulevard & Abbot Kinney Boulevard	0.811	D	0.805	D	0.815	D	0.811	D	0.004	0.006	No
8	Pacific Avenue & Westminster Avenue	0.285	A	0.537	A	0.285	A	0.537	A	0.000	0.000	No