

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

11570 Indian Hills Road
DOT Case No. SFV-2012-100761

Date: April 18, 2013

To: R. Nicolas Brown, City Planner
Department of City Planning

From: Sergio D. Valdez, Transportation Engineer
Department of Transportation

Subject: **TRAFFIC ASSESSMENT FOR THE PROPOSED 1250 UNIT SENIOR RESIDENTIAL DEVELOPMENT PROJECT LOCATED AT 11570 INDIAN HILLS ROAD**

The Department of Transportation (DOT) has completed the traffic assessment for the proposed 1250 unit Senior Residential Development Project located at 11570 Indian Hills Road. This traffic assessment is based on a traffic study prepared by Arthur L. Kassan, P.E. Consulting Traffic Engineer, dated February, 2013. After a careful review of the pertinent data, DOT has determined that the traffic study, as revised by DOT, adequately describes the project related traffic impacts of the proposed development. The traffic generated by this proposed project will significantly impact two of the seven studied intersections. The project-related impact can be mitigated to a less than significant level.

DISCUSSION AND FINDINGS

The proposed project is a senior residential housing complex on a 27.2-acre site north of Mission Hills Road and east and west of Indian Hills Road in the Mission Hills community of the San Fernando Valley. The eastern boundary of the site is the Golden State Freeway. Providence Holy Cross Medical Center is immediately south of the site. The proposed project consists of the development of 1,250 attached residential dwelling units for senior adults only. In addition to the housing, there will be numerous on-site amenities for the residents only. Currently, one single-family house and a child day care facility occupy part of the site. The single-family house will be demolished but day care facility will remain in operation.

The proposed project will generate an additional 137 net new trips in the a.m. peak hour and 168 net new trips in the p.m. peak hour, as shown below. The trip generation estimates are based on formulas published by the Institute of Transportation Engineers (ITE) Trip Generation, 8th Edition, 2008.

Land Use	Size	Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips		
			Total	In	Out	Total	In	Out
Proposed:								
Senior Housing	1,250 unit	4,350	59	104	163	120	80	200
Gross New Trips		4,350	59	104	163	120	80	200
Internal Trips (10% of trips)		(435)	(6)	(10)	(16)	(12)	(8)	(20)
Transit Trips (10% of higher direction trips)		(217)	(0)	(10)	(10)	(12)	(0)	(12)
NET PRIMARY TRIPS		3,698	53	84	137	96	72	168

The project study area includes the analysis of the following seven roadway intersections:

- Rinaldi Street & Indian Hills Road
- Rinaldi Street & Sepulveda Boulevard
- Rinaldi street & SB I-405 Fwy Ramps
- Sepulveda Boulevard & NB I-405 Fwy Off Ramp
- Laurel Canyon Boulevard & Rinaldi Street
- Laurel Canyon Boulevard & San Fernando Mission Boulevard
- San Fernando Mission Boulevard & SB I-5 Fwy Off Ramp

The traffic study was revised by DOT to accurately reflect the level of service (LOS) methodology and significant impact criteria used by DOT for the studied intersections (see Attachment A, & B). After a review of the pertinent data, DOT has determined that the proposed project will have significant impacts at the following two studied intersections.

- Rinaldi Street & SB I-405 Fwy Ramps
- Laurel Canyon Boulevard & Rinaldi Street

The project can mitigate traffic impacts at these two intersections to a less than significant level with the mitigation suggested.

However, DOT recommends the following project requirements for the project approval:

PROJECT REQUIREMENTS

A. Mitigation Measures for Laurel Canyon Boulevard & Rinaldi Street Intersection

The impacted intersection will be mitigated to a less than significant level by re-striping the south leg of Laurel Canyon Boulevard to provide northbound dual left turn lanes and one through lane and one

through-right shared lane in the northbound direction. This mitigation measure will fully mitigate the impacts for both existing plus project and future with project cases as shown in attachment A.

This mitigation and new striping plan are already approved by DOT's East Valley Office and Geometric Design.

B. Mitigation Measures for Rinaldi Street and SB I-405 Fwy Ramps Intersection

The impacted intersection will be mitigated to a less than significant level by changing the lane designation on the SB Off-ramp. The suggested change in lane designation is from existing one lane for optional left turns or through movements and one lane for right turn only to one lane for exclusive left turns only and one lane for optional left turns, through movements and right turns.

Caltrans approval is required for this mitigation measure. In case, if Caltrans does not approve the mitigation measure, the applicant shall identify another substitute mitigation measure for the approval from both DOT and Caltrans.

C. Highway Dedication and Improvements

Indian Hills Road is a designated Collector Street in the Street and Highways Element of City's General Plan. Indian Hills Road currently consists of a 30-foot half right-of-way, with a 20-foot half roadway and a 10-foot sidewalk in the area at the project frontage. The standard cross-section for a Collector Street is a 32-foot half right-of-way with a 22-foot half roadway and a 10-foot sidewalk. Therefore, 2-foot dedication and widening are required along the entire project frontage on Indian Hills Road to bring the right-of-way and roadway up to the standard required by the General Plan.

The above transportation improvements shall be guaranteed through the B-permit of the Bureau of Engineering, Department of Public Works. Any improvements shall be constructed and completed before the issuance of the final certificate of occupancy, to the satisfaction of DOT and the Bureau of Engineering. Prior to setting the bond amount, the Bureau of Engineering shall require the developer's engineer or contractor to contact DOT's B-permit Coordinator at (213) 928-5322, to arrange a pre-design meeting to finalize the design for the required transportation improvements.

The street dedication shall be completed through Quyen Phan in the Department of Public Works, Bureau of Engineering, Land Development Group, (213) 202-3488, before the issuance of any building permit for this project. Since the dedication procedure may be lengthy, the process should be commenced as soon as possible. Additional street improvements may be required. The applicant should contact the Bureau of Engineering, Department of Public Works to determine any other requirements.

D. Site Access and Internal Circulation

Primary access to the proposed senior development will be provided from Indian Hills Road. A second access, for emergency use only, will be provided by way of Mission Hills Road, which extends westward as a private street to Memory Park Avenue, which in turn connects to Rinaldi Street.

This determination does not include approval of the project's driveways, internal circulation, or parking scheme.

DOT recommends the following conditions for the project:

- For all two-way driveways, a width of $W=30'$, exclusive of side slope shall be provided.
- For all one-way driveways, a width of $W=16'$, exclusive of side slope shall be provided.
- A minimum required reservoir space between the new property line and the first parking stall or gate shall be provided for all driveways.
- Parking stall shall be designed so that a vehicle is not required to back up into or out of any public street, sidewalk or alley.
- Final DOT approval shall be obtained prior to issuance of any building permits. This should be accomplished by submitting detailed site and driveway plans, with a minimum scale of $1"=40'$, to DOT's Valley Development Review Section at 6262 Van Nuys Boulevard, Suite 320, Van Nuys, CA 91401.

If you have any further questions, you may contact Durre Shamsi of my staff at (818) 374-4699.

- c: Seventh Council District
Brian Gallagher, DOT East Valley District
Ali Nahass, BOE Valley District
Tim Conger, DOT Geometric Design
John Varghese, DOT Signal Design
Quyen Phan, BOE Land Development
Arthur L. Kassan, P.E. Consulting Traffic Engineer

ATTACHMENT A
Proposed Senior Residential Development
 11570 Indian Hills Road
 DOT Case No. SFV-2012-100761
 Summary of Volume to Capacity Ratios (V/C) and Levels of Service (LOS)

Impacted Intersection	Scenario	Peak Hour	Base Conditions		Base + Project		Project Impact	Base + Project + Mitigation		Final Impact
			V/c	LOS	V/c	LOS	ΔV/c	V/c	LOS	ΔV/c
Rinaldi St. & Indian Hills Rd.	Existing	AM	0.528	A	0.581	A	0.053			
		PM	0.684	B	0.705	C	0.021			
	Future	AM	0.578	A	0.631	A	0.053			
		PM	0.747	C	0.769	C	0.022			
Rinaldi St, & Sepulveda Bld.	Existing	AM	0.557	A	0.562	A	0.005			
		PM	0.506	A	0.519	A	0.013			
	Future	AM	0.609	B	0.614	B	0.005			
		PM	0.555	A	0.567	A	0.012			
Rinaldi St. & SB I-405 Fwy Ramps	Existing	AM	0.917	E	0.932	E	0.015*	0.913	E	-0.004
		PM	0.727	C	0.740	C	0.013	0.741	C	0.014
	Future	AM	1.001	F	1.016	F	0.015*	0.996	E	-0.005
		PM	0.798	C	0.811	D	0.013	0.811	D	0.013
Sepulveda Bl. & NB I-405 Fwy Off Ramp	Existing	AM	0.205	A	0.210	A	0.005			
		PM	0.193	A	0.201	A	0.008			
	Future	AM	0.229	A	0.234	A	0.005			
		PM	0.218	A	0.225	A	0.007			
Laurel Canyon Bl. & Rinaldi St.	Existing	AM	0.941	E	0.958	E	0.017*	0.850	D	-0.091
		PM	0.822	D	0.827	D	0.005	0.827	D	0.005
	Future	AM	1.025	F	1.043	F	0.018*	0.926	E	-0.099
		PM	0.916	E	0.921	E	0.005	0.921	E	0.005
Laurel Canyon Bl. & San Fernando Mission Bl.	Existing	AM	0.673	B	0.676	B	0.003			
		PM	0.761	C	0.764	C	0.003			
	Future	AM	0.740	C	0.743	C	0.003			
		PM	0.837	D	0.840	D	0.003			
San Fernando Mission Bl. & SB I-5 Fwy Off-Ramp	Existing	AM	0.205	A	0.210	A	0.005			
		PM	0.193	A	0.201	A	0.008			
	Future	AM	0.229	A	0.234	A	0.005			
		PM	0.218	D	0.225	D	0.007			

* Significant impact

ATTACHMENT B
Significant Transportation Impact Thresholds

Level of Service	Projected Future Volume to Capacity Ratio (V/C), Including Project	Project-Related Impact (Δ V/C)
C	between 0.701 and 0.800	≥ 0.040
D	between 0.801 and 0.900	≥ 0.020
E, F	≥ 0.901	≥ 0.010

Plan prepared by: *[Signature]*
 Date: 7/1/72

Plan recommended by: *[Signature]*
 Date: 7/1/72

REGISTERED CIVIL ENGINEER
 No. 8880
 State of California

REGISTERED CIVIL ENGINEER
 No. 5580
 State of California

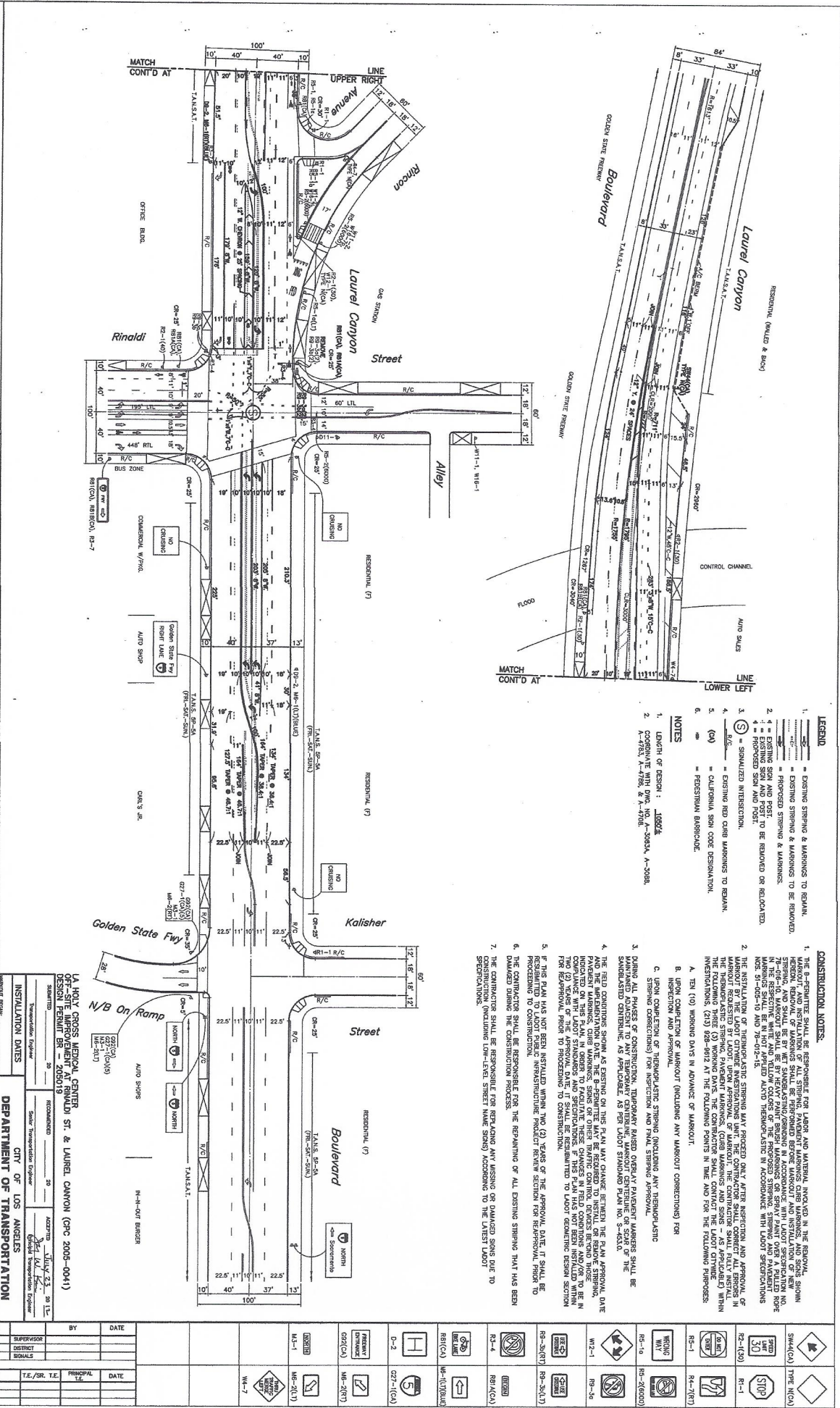
SCALE: 1" = 40'

LAUREL CANYON BOULEVARD
 AT RINALDI ST.

LA HOLY GROSS MEDICAL CENTER
OFF-SITE IMPROVEMENT AT RINALDI ST. & LAUREL CANYON (CPC 2005-0041)
 DESIGN PERMIT BR - 205019

CITY OF LOS ANGELES
DEPARTMENT OF TRANSPORTATION
 JAMIE DE LA VEGA, GENERAL MANAGER

NO.	REVISION DESCRIPTION	T.E./S.R.	T.E.	DATE



- LEGEND**
- 1. EXISTING STRIPING & MARKINGS TO REMAIN.
 - 2. EXISTING STRIPING & MARKINGS TO BE REMOVED.
 - 3. PROPOSED STRIPING & MARKINGS.
 - 4. EXISTING SIGN AND POST TO BE REMOVED OR RELOCATED.
 - 5. EXISTING SIGN AND POST TO REMAIN.
 - 6. PROPOSED SIGN AND POST.
 - 7. SIGNALIZED INTERSECTION.
 - 8. EXISTING RED CURB MARKINGS TO REMAIN.
 - 9. CALIFORNIA SIGN CODE DESIGNATION.
 - 10. PRESTRICTION BAR/BOUNCE.

- NOTES**
1. LENGTH OF DESIGN: 1600'.
 COORDINATE WITH CIV. NO. A-3083M, A-3088, A-4753, A-4755, & A-4758.
 2. THE INSTALLATION OF TEMPORARY STRIPING MAY BE REQUIRED TO MAINTAIN EXISTING AND PROPOSED MARKINGS. THE CONTRACTOR SHALL CORRECT ALL ERRORS IN THE INSTALLATION OF TEMPORARY STRIPING. THE CONTRACTOR SHALL CORRECT ALL ERRORS IN THE INSTALLATION OF TEMPORARY STRIPING. THE CONTRACTOR SHALL CORRECT ALL ERRORS IN THE INSTALLATION OF TEMPORARY STRIPING.
 3. DURING ALL PHASES OF CONSTRUCTION, TEMPORARY BASED OVERLAY PAVEMENT MARKINGS SHALL BE MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD. THE CONTRACTOR SHALL CORRECT ALL ERRORS IN THE MAINTENANCE OF TEMPORARY STRIPING AND MARKINGS.
 4. THE FIELD CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING UTILITIES AND THE REPAIR OF ALL UTILITIES DAMAGED DURING CONSTRUCTION.
 5. IF THIS PLAN HAS NOT BEEN INSTALLED WITHIN TWO (2) YEARS OF THE APPROVAL DATE, IT SHALL BE RECONSIDERED FOR REINSTALLATION. THE CONTRACTOR SHALL CORRECT ALL ERRORS IN THE REINSTALLATION OF TEMPORARY STRIPING AND MARKINGS.
 6. UPON COMPLETION OF CONSTRUCTION, THE CONTRACTOR SHALL CORRECT ALL ERRORS IN THE REINSTALLATION OF TEMPORARY STRIPING AND MARKINGS.
 7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPLACING ANY SIGNS OR DAMAGED SIGNS DUE TO CONSTRUCTION.
 8. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE REPAIRING OF ALL EXISTING STRIPING THAT HAS BEEN DAMAGED DURING THE CONSTRUCTION PROCESS.
 9. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE REPAIRING OF ALL EXISTING STRIPING THAT HAS BEEN DAMAGED DURING THE CONSTRUCTION PROCESS.
 10. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE REPAIRING OF ALL EXISTING STRIPING THAT HAS BEEN DAMAGED DURING THE CONSTRUCTION PROCESS.

NO.	REVISION DESCRIPTION	T.E./S.R.	T.E.	DATE