

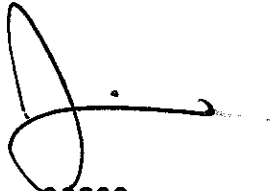
CITY OF LOS ANGELES
INTER-DEPARTMENTAL MEMORANDUM

DATE: November 22, 2011

TO: Honorable Bill Rosendahl,
Councilmember, Council District 11
Attention: Nate Kaplan, Field Deputy

FROM: Jaime de la Vega, General Manager
Department of Transportation

SUBJECT: **138 Culver Boulevard, Playa del Rey, 90293**



In response to your letter dated November 9, 2011, requesting immediate notification of all Department of Transportation (DOT) actions with respect to potential development activity at 138 Culver Boulevard, I have directed my staff at the Westchester office (7166 W. Manchester Avenue) to provide you with the necessary assistance.

Sean Haeri is the Senior Transportation Engineer in charge of overseeing the Planning and Development Review Division at this office and Mohammad (Mo) Blorfroshan is the Transportation Engineer assigned to oversee the Development Review Section. Mo will be the primary point of contact for attending to this matter and will assume responsibility for ensuring the delivery of appropriate notification to Nate Kaplan, as you requested, regarding all future development-related activities.

Attached, for reference, is a copy of the DOT traffic assessment letter (Case No. CTC 08-058) released on September 22, 2011, which is the most recent action taken in regard to the current project proposal. If immediate telephone assistance is needed in regard to this matter, both Sean and Mo can be reached at 213-485-1062.

JTV:JK

Attachment

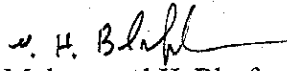
c: Jay Kim, Sean Haeri, Mo Blorfroshan, DOT

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

138 East Culver Boulevard
DOT Case No. CTC 08-058

Date: September 22, 2011

To: Hadar Plafkin, City Planner
Department of City Planning

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

Subject: **INITIAL TRAFFIC ASSESSMENT FOR THE PROPOSED MIXED-USE
PROJECT AT 138 EAST CULVER BOULEVARD**

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 138 East Culver Boulevard in the Playa del Rey area. This traffic assessment is based on a traffic study prepared by Hirsch/Green Transportation Consulting, Inc. received by DOT on June 3, 2011. 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 consist of the construction of 72 apartment dwelling units, 7,000 square feet of retail space, 6,000 square feet of market space, and 3,000 square feet of restaurant space. The project site is mostly undeveloped land, although one vacant single-family residence occupies the southern tip of the property and will be removed to construct the proposed development. The project is anticipated to be completed in one phase and fully occupied by 2015.

DISCUSSION AND FINDINGS

The project is expected to generate a net increase of 1,204 daily trips, a net increase of 76 A.M. peak hour trips, and a net increase of 145 P.M. peak hour trips. The trip generation rates are based upon Appendix "A" of the CTCSP 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 have a significant traffic impact at the intersection of Culver Boulevard and Nicholson Street, as shown in the summary of volume-to-capacity (V/C) ratios and levels of service (LOS) at the studied intersections (**Attachments B and C**). In addition, **Attachment D** summarizes the average daily traffic (ADT) volumes of the residential street segment studied.

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 \$6,124.55 for the application/traffic study review fee. The fee was submitted in full on July 18, 2011.

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:

1. Vista del Mar is designated as a Scenic Major Highway, Class II. Per Standard Plan S-470-0, dedication must be provided to complete a 52-ft wide half highway dedication, and street improvements must be provided to complete a 40-ft wide half roadway width,
2. Culver Boulevard is designated as a Local Street (in a commercial and multiple residential area). Per Standard Plan S-470-0, dedication must be provided to complete a 30-ft wide half highway dedication, and street improvements must be provided to complete a 20-ft wide half roadway width,
3. Pacific Avenue is designated as a Local Street (in a commercial and multiple residential area). Per Standard Plan S-470-0, dedication must be provided to complete a 30-ft wide half highway dedication, and street improvements must be provided to complete a 20-ft wide half roadway width, and
4. Culver Boulevard & Nicholson Street, and Cabora Drive & Pershing Drive

Restripe the westbound approach of Culver Boulevard at Nicholson Street to provide a second left-turn lane. Additionally, the west side of Nicholson Street and the north side of Cabora Drive between Culver Boulevard and Pershing Drive should be widened to provide two "southbound" lanes. In order to accommodate the additional southbound lane, the Cabora Drive and Pershing Drive intersection needs to be reconfigured, including reconstruction of the existing median island at the west leg of the intersection, and partial reconstruction of the center island at the south leg of Culver Boulevard and Nicholson Street intersection. The existing traffic signals at both intersections should be modified as necessary, including any applicable equipment and/or software upgrades in order to implement the recommended intersection and roadway improvements.

The specific highway dedication and street improvement requirements should be made satisfactory to the Bureau of Engineering. Hence, the applicant shall consult the Bureau of Engineering for detailed information of any required highway dedication or street widening

improvements. These requirements must be guaranteed before the issuance of any building permit through the B-permit process of the Bureau of Engineering, Department of Public Works. They must be constructed and completed prior to the issuance of any certificate of occupancy to the satisfaction of DOT and the Bureau of Engineering.

D. Site Access and Internal Circulation

Vehicular access shall be designed to meet the following requirements:

1. Shall provide a minimum of 20-ft reservoir space between the property line and any security gate 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.
2. Any driveway located off Pacific Avenue, shall be a minimum of 75-ft away from the nearest intersection.

This determination does not include approval of the project's driveways, internal circulation and parking scheme. Adverse traffic impacts could occur due to access and circulation issues. 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. 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.

MB:pba

Attachments

c: Nate Kaplan, Eleventh Council District
David Weintraub, DCP
Michael Patonai, BOE
Jay Kim, Sean Haeri, Michael May (Western District), DOT
Ron Hirsch, Hirsch/Green Transportation Consulting, Inc.

ATTACHMENT A
Proposed Mixed-Use Project at 138 East Culver Boulevard

Trip Generation Estimates

Land Use	Square Feet / Dwelling Unit	Net New Daily Trips	Net New AM Peak Hour Trips			Net New PM Peak Hour Trips		
		Total	In	Out	Total	In	Out	Total
<u>EXISTING USE</u>								
Single Family Home (vacant)	1	(-0)	(-0)	(-0)	(-0)	(-0)	(-0)	(-0)
SUBTOTAL EXISTING TRIPS		(-0)	(-0)	(-0)	(-0)	(-0)	(-0)	(-0)
<u>PROPOSED USE</u>								
Apartment	72	479	7	30	37	33	17	50
Retail	7,000	301	4	3	7	50	52	103
<i>Less 5% Mixed-Use Interaction</i>		(-15)	(-0)	(-0)	(-0)	(-2)	(-3)	(-5)
<i>Less 5% Walk-In Patronage</i>		(-14)	(-0)	(-0)	(-0)	(-2)	(-3)	(-5)
<i>Less 50% Pass-by</i>		<u>(-136)</u>	<u>(-2)</u>	<u>(-2)</u>	<u>(-4)</u>	<u>(-23)</u>	<u>(-23)</u>	<u>(-46)</u>
SUBTOTAL RETAIL		136	2	1	3	23	23	46
Supermarket	6,000	613	13	9	22	27	26	53
<i>Less 5% Mixed-Use Interaction</i>		(-31)	(-1)	(-0)	(-1)	(-2)	(-1)	(-3)
<i>Less 10% Walk-In Patronage</i>		(-58)	(-1)	(-1)	(-2)	(-3)	(-2)	(-5)
Less 40% Pass-by		<u>(-210)</u>	<u>(-5)</u>	<u>(-3)</u>	<u>(-8)</u>	<u>(-9)</u>	<u>(-9)</u>	<u>(-18)</u>
SUBTOTAL SUPERMARKET		314	6	5	11	13	14	27
Restaurant	3,000	381	18	17	35	19	13	32
<i>Less 5% Mixed-Use Interaction</i>		(-19)	(-1)	(-1)	(-2)	(-1)	(-1)	(-2)
<i>Less 5% Walk-In Patronage</i>		(-18)	(-1)	(-1)	(-2)	(-1)	(-1)	(-2)
<i>Less 20% Pass-by</i>		<u>(-69)</u>	<u>(-3)</u>	<u>(-3)</u>	<u>(-6)</u>	<u>(-4)</u>	<u>(-2)</u>	<u>(-6)</u>
SUBTOTAL RESTAURANT		275	13	12	25	13	9	22
SUBTOTAL PROJECT TRIPS		1,204	28	48	76	82	63	145
<u>TOTAL NET PROJECT TRIPS</u>		1,204	28	48	76	82	63	145

ATTACHMENT B
Proposed Mixed-Use Project at 138 East Culver Boulevard

Summary of Volume to Capacity Ratios (V/C) and Levels of Service (LOS)

No.	Intersection	Peak Hour	Year 2010 Existing Conditions						Year 2015 Future Conditions					
			Without Project		With Project		Impact A V/C	Without Project		With Project		Impact A V/C		
			V/C	LOS	V/C	LOS		V/C	LOS	V/C	LOS		V/C	LOS
1.	Vista del Mar/Montreal St & Vista del Mar/Culver Bl	AM	0.667	B	0.682	B	0.015	0.736	C	0.752	C	0.016		
		PM	0.681	B	0.707	C	0.026	0.764	C	0.791	C	0.027		
2.	Culver Bl & Nicholson St	AM	1.316	F	1.325	F	0.009	1.428	F	1.437	F	0.009		
		PM	0.760	C	0.782	C	0.022	0.852	D	0.875	D	0.023*		
3.	Culver Bl & Jefferson Bl	AM	0.712	C	0.719	C	0.007	0.775	C	0.782	C	0.007		
		PM	0.787	C	0.803	D	0.016	0.877	D	0.895	D	0.018		
4.	Pershing Dr & Pershing Dr/Cabora Dr	AM	0.163	A	0.164	A	0.001	0.189	A	0.190	A	0.001		
		PM	0.553	A	0.556	A	0.003	0.604	B	0.607	B	0.003		
5.	Manchester Av & Pershing Dr	AM	0.456	A	0.460	A	0.004	0.497	A	0.501	A	0.004		
		PM	0.459	A	0.467	A	0.008	0.510	A	0.519	A	0.009		
6.	Vista del Mar & Waterview St	AM	0.331	A	0.335	A	0.004	0.365	A	0.369	A	0.004		
		PM	0.277	A	0.285	A	0.008	0.311	A	0.319	A	0.008		

* Significant traffic impact per LA DOT Traffic Study Policies and Procedures, Dec. 2010.

ATTACHMENT C
Proposed Mixed-Use Project at 138 East Culver Boulevard

Summary of Volume to Capacity Ratios (V/C) and Levels of Service (LOS) for Mitigated Intersections

No.	Intersection	Peak Hour	Year 2010 Existing Conditions						Year 2015 Future Conditions					
			Without Project			With Project			Without Project			With Project+ Mitigation		
			V/C	LOS	Impact	V/C	LOS	Δ V/C	V/C	LOS	Impact	V/C	LOS	Δ V/C
2.	Culver Bl & Nicholson St	AM	1.316	F	0.009	1.325	F	0.009	1.428	F	1.435	F	0.007	
		PM	0.760	C	0.022	0.782	C	0.022	0.852	D	0.603	B	-0.249	
4.	Pershing Dr & Pershing Dr/Cabora Dr	AM	0.163	A	0.001	0.164	A	0.001	0.189	A	0.115	A	-0.074	
		PM	0.553	A	0.003	0.556	A	0.003	0.604	B	0.341	A	-0.263	

* Significant traffic impact per LA DOT Traffic Study Policies and Procedures, Dec. 2010.

ATTACHMENT D
Proposed Mixed-Use Project at 138 East Culver Boulevard

Summary of Average Daily Traffic (ADT) Volumes for Local/Residential Street Traffic Impact Analysis.

Study Segment	Net Project Traffic	Year 2010 Existing Conditions				Year 2015 Future Conditions					
		Without Project	With Project	Impact	Significant	Without Project	With Project	Impact	Significant		
Pershing Dr south of Culver Bl	181	1,742	1,923	10.4%	12.5%	NO	1,068	2,249	8.8%	12.5%	NO