


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

9900 Balboa Bl.  
DOT Case No. 44696

Date: February 14, 2017

To: Kevin Jones, Senior City Planner  
Department of City Planning

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

Subject: **IMPACT ASSESSMENT FOR THE PROPOSED STARBUCKS COFFEE HOUSE  
9900 BALBOA BOULEVARD  
ZA-2016-2587-CU, ENV-2016-2588**

The Department of Transportation (DOT) has completed an assessment of transportation impacts for the proposed Starbucks Coffee House, at the intersection of Balboa Boulevard and Lassen Street, in the community of Granada Hills. This assessment is based on a professional Traffic Impact Study (TIS) of the proposed project, dated January 2017, as prepared by Albert Grover & Associates. In preparation of this assessment, DOT conducted a careful review of this TIS's pertinent assumptions, analyses and conclusions, and conducted independent field studies and research to validate the data contained therein. DOT has determined that the TIS adequately describes all projected transportation impacts associated with the proposed development that fall within the City of Los Angeles' jurisdiction to review.

#### **PROJECT DESCRIPTION**

The proposed project consists of a 2,240 square foot coffeehouse with drive-thru service. The existing 2,240 square-foot medical-dental office building would be removed.

Access to the site will be provided via a driveway located on Balboa Bl and a driveway on Lassen Street. The proposed parking layout is contiguous and will not require the use of public streets for internal circulation.

#### **DISCUSSION AND FINDINGS**

##### Trip Generation

The proposed project will generate a net increase of up to 1,753 daily trips, a net increase of up to 220 a.m. peak hour trips and a net increase of up to 88 p.m. peak hour trips, as shown in Table 1 below. The trip generation estimates are based on formulas published by the Institute of Transportation Engineers (ITE) Trip Generation, 9th Edition, 2012.

**Table 1: Project Trip Generation Estimates**

Land Use Description	Size	Unit	Daily Trips	a.m. Peak Trips			p.m. Peak Trips		
				In	Out	Total	In	Out	Total
Coffeehouse with drive-thru	2,240	square foot	1834	115	110	225	48	48	96
Medical-Dental Office (remove)	2,240	square foot	-81	-4	-1	-5	-2	-6	-8
Net new trips			1753	111	109	220	46	42	88

Study Methodology

The TIS analyzed six intersections for impacts using the Critical Movement Analysis as published by the Transportation Research Board. The TIS included impact assessment of the project under two study scenarios:

1. Existing conditions
2. Future baseline projection (also referred to as cumulative base).

DOT conducted an independent analysis of the intersections contained in the TIS under the following modified base assumption:

- In determining the lane assignments for an intersection with an unmarked curb lane, in order for calculations to assume the capacity of a functional right-turn only lane, on-street parking cannot impede vehicles turning right. The westbound approach permits on-street parking within 40 feet of the intersection and thus might impede right turning vehicles. The lane configuration was thus studied with a shared through-right lane rather than a through lane and a de-facto right turn lane.

Transportation Impacts

DOT’s policy on significant transportation impact thresholds, listed in Table 2 below, is also referenced in the study.

**Table 2: Significant Transportation Impact Thresholds**

Level of Service (LOS)	Projected Volume to Capacity Ratio (V/c), including Project	Project-Related Increase in V/c
C	between 0.701 and 0.800	≥ 0.040
D	between 0.801 and 0.900	≥ 0.020
E and F	≥ 0.901	≥ 0.010

Notwithstanding a minor difference in the operational volume-to-capacity (v/c) ratios and levels of service (LOS) as a result of the modified assumption as noted above, the result of DOT’s analysis is consistent with the results listed in the TIS. DOT has concluded that the proposed project will not produce a significant transportation impact at any of the studied intersections in the existing and/or future study scenario. These findings are summarized in Table 3, which shows the existing and project-related v/c ratios and LOS in the study area for both study scenarios.

The Department of Transportation recommends that the following Project Requirements be adopted as conditions of project approval:

## **PROJECT REQUIREMENTS**

### **A. Street Dedications and Improvements**

With respect to Municipal Code Section 12.37 and the Transportation Element of the General Plan, DOT has the following comments:

1. Along project frontage, Balboa Bl currently has a 50-foot half right-of-way containing a 40-foot half roadway, a curb, a gutter and a sidewalk. This street is a designated Boulevard II, which has a standard 55-foot half right-of-way and a 40-foot half-roadway. To meet the city's mobility needs, a five-foot dedication is recommended as consistent with the goals and purpose of the 2035 Mobility Plan.
2. Along project frontage, Lassen St currently has a 42-foot half right-of-way containing a 37-foot half roadway, a curb, a gutter and a sidewalk. This street is a designated Avenue II, which has a standard 43-foot half right-of-way and a 28-foot half-roadway. To meet the city's mobility needs, a one-foot dedication is recommended as consistent with the goals and purpose of the 2035 Mobility Plan.

DOT requests notification from the appropriate authority should it be determined that requirements other than as recommended above would be more applicable to this case.

Notwithstanding the above, the Department of Public Works, Bureau of Engineering (BOE) determines the exact applicable street standards along with any other required improvements specified by the Los Angeles Municipal Code. Improvements shall be guaranteed before any building permit is issued for this project, and completed to the satisfaction of DOT and BOE before any certificate of occupancy is issued.

### **B. Site Access and Internal Circulation**

This assessment does not constitute an approval of project access, driveways or on-site vehicle circulation. Final plans shall conform to the Driveway Design guidelines listed in DOT Manual of Policies and Procedures, Section 321.

### **C. Construction Impacts**

A work site traffic control plan should be approved by DOT's plan processing unit prior to the start of construction. The plan should show the location of any roadway or sidewalk closures, detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. Construction traffic should be limited to off-peak hours.

## DOT CLEARANCE GUIDELINES

Final DOT approval is normally required prior to the issuance of any associated building permits. Final approval is given after parking area and driveway plans are accepted, all conditions of approval are verified to be fulfilled, guaranteed or not applicable, and all required fees pursuant to LAMC Section 19.15 are received. To avoid delays and costs associated with major redesign, applicants are encouraged to finalize parking and driveway plans as soon as possible. The DOT Developer Services office reviewing this project is located at 6262 Van Nuys Blvd., room 320 in Van Nuys.

If you have any questions, you may contact me or Ken Aitchison of my staff at 818-374-4692.

- c: Hannah Lee, Twelfth Council District  
 Ken Firoozmand, DOT West Valley District  
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**Table 3: Volume to Capacity Ratios (v/c) and Levels of Service (LOS)**

Starbucks Coffee House, 9900 Balboa Bl

Intersection	Peak Hour	Existing conditions		Existing + Project		Project Impact	Future, no project		Future + Project		Project Impact
		v/c	LOS	v/c	LOS	Δ v/c	v/c	LOS	v/c	LOS	Δ v/c
Balboa Bl & Lassen St	AM	0.797	C	0.814	D	0.017	0.816	D	0.833	D	0.017
	PM	0.684	B	0.695	C	0.011	0.701	C	0.711	C	0.010
Balboa Bl & Mayall St	AM	0.327	A	0.331	A	0.004	0.337	A	0.341	A	0.004
	PM	0.299	A	0.301	A	0.002	0.309	A	0.309	A	0.000
Balboa Bl & Superior St	AM	0.400	A	0.404	A	0.004	0.412	A	0.416	A	0.004
	PM	0.325	A	0.326	A	0.001	0.335	A	0.335	A	0.000
Balboa Bl & Devonshire St	AM	0.832	D	0.835	D	0.003	0.852	D	0.856	D	0.004
	PM	0.899	D	0.900	D	0.001	0.920	E	0.920	E	0.000
Louise Av & Lassen St	AM	0.703	C	0.707	C	0.004	0.722	C	0.725	C	0.003
	PM	0.683	B	0.685	B	0.002	0.701	C	0.704	C	0.003
Hayvenhurst St & Lassen St	AM	0.816	D	0.822	D	0.006	0.839	D	0.845	D	0.006
	PM	0.665	B	0.668	B	0.003	0.683	B	0.686	B	0.003

\* Denotes significant impact