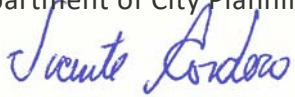


**CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE**

8618 Haskell Av.
DOT Case № SFV18-47506

Date: December 21, 2018

To: Jordann Turner, City Planner
Department of City Planning



From: **Vicente Cordero**, Transportation Engineer
Department of Transportation

**Subject: REVISED TRANSPORTATION IMPACT ASSESSMENT FOR CPC-2018-6009-CU-F-SPR
FOR PROPOSED CHARTER SCHOOL AT 8618 HASKELL AVENUE**

The Department of Transportation (DOT) has completed an assessment of transportation impacts for the aforementioned project, located in the community of North Hills. This assessment included a review of a professional Transportation Impact Study prepared by LINSOTT, LAW & GREENSPAN, engineers (LLG), dated December 20, 2018.

This study's parameters, methodology and base assumptions were based upon a scoping agreement between DOT and LLG executed on September 6, 2018, DOT's prior assessment of this project dated December 11, 2018 and supplemental correspondence with DOT. The study included the detailed analysis of nine signalized intersections. DOT verified that the intersections in the study were correctly analyzed pursuant to LADOT Traffic Impact Study guidelines, and conducted independent field studies and research to validate the supporting data collected. The study adequately evaluated potential project-related transportation impacts to the surrounding region and found none of the studied intersections to be significantly impacted.

DISCUSSION AND FINDINGS

A. Project Description

The proposed project consists of a new 458-student elementary charter school, which will replace a one existing single-family residence. The proposed project is expected to be completed and occupied by year 2020.

B. Trip Generation

The proposed project is estimated to generate a net increase of up to 1,136 weekday trips, a net increase of up to 366 a.m. peak hour trips and a net increase of up to 78 p.m. peak hour trips. The trip generation estimates are based on formulas published by the Institute of Transportation Engineers (ITE) Trip Generation, 10th Edition, 2017. The trip generation table is included in **Attachment 1**.

C. Study Methodology

The study analyzed nine signalized intersections for traffic impacts using the Critical Movement Analysis as published by the Transportation Research Board to find the net change to their volume-to-capacity (v/c) ratios and levels of service (LOS) due to the project. Impacts were analyzed under two baseline scenarios:

- Year 2018 (Existing) Conditions
- Year 2020 (Future) Projected Conditions

D. Findings

Using DOT's traffic impact criteria¹, the study found that the proposed project will not produce a significant impact at any of the studied intersections in either baseline scenario. These findings are summarized in **Attachment 2**, which shows the existing and project-related impacts in the study area for each study scenario.

LADOT RECOMMENDATIONS

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

A. Site Access

Pursuant to L.A.M.C. Section 12.21, the project's conceptual parking area and driveway plan (see **Attachment 3**), proposed drop-off/pick-up scheme and existing traffic controls near the project were examined to evaluate their capacity to accommodate potential site access queues without affecting safety or emergency services.

The site plan provides a loading zone queue reservoir capacity of eight vehicles and a parking queue reservoir capacity of two vehicles. A queueing analysis found that queues of up to nine vehicles may develop during normal drop-off and pick-up periods. Accordingly, DOT finds that existing traffic controls will adequately serve project site access under normal conditions.

The developer shall consult the DOT West Valley District Office to determine if school warning and speed limit signs, school crosswalk and pavement markings, passenger loading zones and school bus loading zones are needed.

B. 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.

¹ Per DOT Traffic Study Policies and Procedures, a significant impact is identified as an increase in the Critical Movement Analysis (CMA) value, due to project related traffic, of 0.010 or more when the final ("with project") Level of Service (LOS) is E or F; an increase of 0.020 or more when the final LOS is D; or an increase of 0.040 or more when the final LOS is C.

C. Street Dedications and Improvements pursuant to L.A.M.C. Section 12.37

The segment of Haskell Avenue fronting the project has a designation in the Streets and Highways element of the city's general plan of Avenue II, which has a standard 43-foot half right-of-way and a 28-foot half-roadway. This segment currently has a 43-foot half right-of-way and has been developed with a 33-foot half roadway, curb and gutter and a sidewalk, which meets or exceeds the aforementioned standard.

Consult the Bureau of Engineering to determine if there are any other applicable highway dedication, street widening and/or sidewalk requirements for this project.

D. Driveways and Internal Circulation

This assessment does not constitute an approval of project access, driveways or on-site vehicle circulation, which shall conform to design standards and guidelines listed in the Los Angeles Municipal Code and DOT Manual of Policies and Procedures, Section 321 and should address the following:

1. The gate to the parking area shall remain open during student drop-off and pick-up periods, and an attendant shall be present to coordinate drop-off and pick-up of kindergarten through 2nd grade students and other students having special needs within the parking area as may be necessary to keep the main drop-off and pick-up queue from encroaching onto Haskell Avenue.
2. DOT recommends a driveway apron width "W", as detailed in BOE Standard Plan S-440-4, of 16 feet for one-way access, but may be adjusted to meet emergency access and street lighting requirements. Signs, striping, pavement markings, removable bollards and/or other positive controls should be provided to reinforce the direction of flow at each driveway.

Final DOT approval is normally required prior to the issuance of building permits and entails submitting an acceptable parking area and driveway plan, fulfillment or guarantee of all applicable conditions of approval, and payment of fees required by LAMC Section 19.15 to the DOT Developer Services at 6262 Van Nuys Blvd., suite 320.

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

- c: Hannah Lee, Twelfth Council District
Ken Firoozmand, DOT District Operations
Quyen Phan, BOE Land Development Group
Ali Nahass, BOE Valley District
Jason Shender, LINSKOTT, LAW & GREENSPAN, engineers
Hrag Hamalian, Bright Star Schools

Attachment 1: Project Trip Generation Estimates

Land Use Description	Size	Unit	Weekday	a.m. Peak Trips			p.m. Peak Trips		
			Total	In	Out	Total	In	Out	Total
<i>Proposed Use:</i>									
Charter Elementary School ¹	458	Students	1136	223	143	366	34	44	78
Net Project Totals:			1136	223	143	366	34	44	78

Source: ITE Trip Generation Manual, 10th Edition, 2017.

Trips are one-way traffic movements, entering or leaving.

¹ ITE Land Use Code 536 (Private-School K-12) trip generation average rates per student.

- Weekday trip rate: 2.48 trips/student
- a.m. peak hour trip rate: 0.80 trips/student; 61% inbound, 39% outbound
- p.m. peak hour trip rate: 0.17 trips/student; 43% inbound, 57% outbound

Attachment 2: Volume to Capacity Ratios (v/c) and Levels of Service (LOS)

Intersection	Peak Hour	2018 conditions		2018 + Project		Project Impact	2020, no project		2020 + Project		Project Impact
		v/c	LOS	v/c	LOS	$\Delta v/c$	v/c	LOS	v/c	LOS	$\Delta v/c$
Woodley Av & Parthenia St	AM	0.977	E	0.986	E	0.009	1.006	F	1.015	F	0.009
	PM	0.857	D	0.860	D	0.003	0.885	D	0.888	D	0.003
Haskell Av & Nordhoff St	AM	0.707	C	0.715	C	0.008	0.733	C	0.741	C	0.008
	PM	0.681	B	0.683	B	0.002	0.704	B	0.706	B	0.002
Haskell Av & Parthenia St	AM	0.787	C	0.806	D	0.019	0.811	D	0.830	D	0.019
	PM	0.677	B	0.690	B	0.013	0.699	B	0.712	C	0.013
Haskell Av & Roscoe Bl	AM	0.639	B	0.678	B	0.039	0.661	B	0.700	C	0.039
	PM	0.494	A	0.501	A	0.007	0.512	A	0.521	A	0.009
I-405 SB Ramps & Nordhoff St	AM	0.784	C	0.789	C	0.005	0.821	D	0.827	D	0.006
	PM	0.860	D	0.860	D	0.000	0.881	D	0.882	D	0.001
I-405 SB Ramps & Roscoe Bl	AM	0.719	C	0.734	C	0.015	0.750	C	0.766	C	0.016
	PM	0.562	A	0.563	A	0.001	0.595	A	0.596	A	0.001
I-405 NB Ramps & Nordhoff St	AM	0.691	B	0.694	B	0.003	0.716	C	0.718	C	0.002
	PM	0.500	A	0.501	A	0.001	0.515	A	0.516	A	0.001
I-405 NB Ramps & Roscoe Bl	AM	0.660	B	0.664	B	0.004	0.694	B	0.699	B	0.005
	PM	0.631	B	0.632	B	0.001	0.668	B	0.668	B	0.000
Sepulveda Bl & Parthenia St	AM	0.778	C	0.788	C	0.010	0.829	D	0.839	D	0.010
	PM	0.727	C	0.730	C	0.003	0.771	C	0.773	C	0.002

* Denotes significant impact

Attachment 3: Conceptual Parking Area and Driveway Plan

