

## Appendix F-2

### LADOT Assessment Letter

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

9201 N Winnetka Avenue  
LADOT Case No. SFV-21-112127  
LADOT Project ID No. 52367

Date: January 14, 2022

To: Susan Jimenez, Administrative Clerk  
Department of City Planning



From: Vicente Cordero, Transportation Engineer  
Department of Transportation

Subject: **TRANSPORTATION ASSESSMENT FOR THE PROPOSED WINNETKA INDUSTRIAL PROJECT LOCATED AT 9201 NORTH WINNETKA AVENUE (AA-2021-10279-PMEX/DIR-2021-10278-SPR/ENV-2021-10280-EAF)**

The Los Angeles Department of Transportation (LADOT) has reviewed the Trip Generation and Vehicle Miles Traveled (VMT) Screening Assessment prepared by Linscott, Law & Greenspan, Engineers (LLG), dated December 15, 2021, for the proposed Winnetka Industrial Project located at 9201 North Winnetka Avenue in the Chatsworth – Porter Ranch Community Planning Area of the City of Los Angeles.

The existing project site comprises approximately 14.61 acres and is currently improved with a movie theater with 3,666 seats, 3,415 square feet of health/fitness club floor area, 3,464 square feet of restaurant floor area, and associated surface parking. An aerial photograph of the project site is shown in **Attachment A**. The existing improvements on the project site will be removed to accommodate the project. The proposed project consists of the construction of an industrial development under one of following three development options that propose three industrial buildings totaling 273,500 square feet of floor area. Option A would include a total of 243,500 square feet of light industrial floor area (including potential studio/production uses) and 30,000 square feet of ancillary office floor area. Option B would include a total of 243,500 square feet of manufacturing floor area and 30,000 square feet of ancillary office floor area. Option C would include a total of 243,500 square feet of warehouse floor area and 30,000 square feet of ancillary office floor area. Options A and B would provide 548 vehicular parking spaces within on-site surface parking areas. Option C would provide 162 vehicular parking spaces within on-site surface parking areas. Construction and occupancy of the project is proposed to be completed by the year 2023.

Vehicular access to the project will be provided via two driveways along the east side of Oso Avenue, two driveways along the south side of Prairie Street, and two driveways along the west side of Winnetka Avenue. The project site driveways on Oso Avenue and Prairie Street are proposed to accommodate full vehicular access (i.e., left-turn and right-turn ingress and egress movements will be permitted). The existing southerly Winnetka Avenue driveway (signed as Larian Way) also accommodates full vehicular

access and is controlled by a traffic signal. The northerly Winnetka Avenue driveway serving the site of the adjacent restaurant pads currently accommodates left-turn and right-turn vehicular ingress, but right-turn vehicular egress only (i.e., left-turn egress traffic movements are not permitted). In addition to standard vehicular access, the Oso Avenue, Prairie Street, and southerly Winnetka Avenue driveways will provide access for trucks entering and exiting the project. The project site plan is illustrated in

**Attachment B.**

In compliance with Senate Bill (SB) 743 and the California Environmental Quality Act (CEQA), a VMT analysis is required to identify the project's ability to promote the reduction of greenhouse gas emissions, the access to diverse land uses, and the development of multi-modal networks. The significance of a project's impact in this regard is measured against the VMT thresholds established in LADOT's Transportation Assessment Guidelines (TAG).

A trip generation analysis was conducted to determine if the project would exceed the net 250 daily vehicle trips threshold requiring further analysis. Using the City of Los Angeles VMT Calculator Version 1.3 tool, which draws upon trip rate estimates published in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition as well as applying trip generation adjustments when applicable, based on sociodemographic data and the built environment factors of the project's surroundings, it was determined that the Options A, B, and C are all expected to generate less than the net 250 daily vehicle trips threshold.

Option A is forecast to result in a net reduction of 873 daily vehicle trip ends during a typical weekday when compared with the existing and prior uses on the project site. Option B is forecast to result in a net reduction of 1,570 daily vehicle trip ends during a typical weekday when compared with the existing and prior uses on the project site. Option C is forecast to result in a net reduction of 1,862 daily vehicle trip ends during a typical weekday when compared to the existing and prior uses on the project site. Because the daily vehicle trip generation forecast for Options A, B, and C falls below LADOT's threshold for conducting a VMT analysis, it can be concluded that the project's transportation impacts related to VMT are less than significant. A copy of the VMT calculator screening pages for Options A, B, and C are provided in **Attachment C** to this report.

LADOT concurs with the conclusion of the analysis that the project trip generation does not meet the trip threshold to require a traffic impact analysis. Therefore, LADOT will not require the preparation of a traffic impact analysis for this project.

Please note this LADOT assessment does not constitute approval of the driveway dimensions and internal circulation schemes. Those elements require separate review and approval and should be coordinated with LADOT's Valley Planning Coordination Section (6262 Van Nuys Boulevard, Rm 320, @ 818-374-4699).

If you have any questions, please contact Sheila Ahorian of my staff at (818) 374-4690.

Attachments

*J:\Projects\SFV\52367-9201 N Winnetka Ave*

cc: Hannah Lee, Council District 12  
Silva Abramian, LADOT West Valley District  
Claudia Rodriguez, LACP Valley Planning  
Ali Nahass, BOE Valley District  
Quyen Phan, BOE Land Development Group  
Jason Shender, Linscott, Law & Greenspan, Engineers

## Attachment A Project Site



LINSCOTT  
LAW &  
GREENSPAN  
engineers

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Date: 10/15/2021  
Time: 4:22 PM  
Maxar, Microsoft

Figure 2  
Project Site Aerial

Winnetka Industrial Project

**LEGEND**

- POTENTIAL OFFICE w/ 2ND FLOOR
- POTENTIAL OFFICE
- MANUFACTURING

**Aerial Map**

**Legend**

**Tabulation**

|                    | BUILD 1 | BUILD 2 | BUILD 3 | TOTAL   |
|--------------------|---------|---------|---------|---------|
| <b>DETAILS</b>     |         |         |         |         |
| Area               | 58,135  | 58,135  | 157,230 | 273,500 |
| Volume             | 174,405 | 174,405 | 471,690 | 820,500 |
| Office             | 174,405 | 174,405 | 471,690 | 820,500 |
| Office - 2nd Floor | 174,405 | 174,405 | 471,690 | 820,500 |
| Manufacturing      | 0       | 0       | 0       | 0       |
| Office             | 174,405 | 174,405 | 471,690 | 820,500 |
| Office - 2nd Floor | 174,405 | 174,405 | 471,690 | 820,500 |
| Manufacturing      | 0       | 0       | 0       | 0       |
| Office             | 174,405 | 174,405 | 471,690 | 820,500 |
| Office - 2nd Floor | 174,405 | 174,405 | 471,690 | 820,500 |
| Manufacturing      | 0       | 0       | 0       | 0       |
| Office             | 174,405 | 174,405 | 471,690 | 820,500 |
| Office - 2nd Floor | 174,405 | 174,405 | 471,690 | 820,500 |
| Manufacturing      | 0       | 0       | 0       | 0       |
| Office             | 174,405 | 174,405 | 471,690 | 820,500 |
| Office - 2nd Floor | 174,405 | 174,405 | 471,690 | 820,500 |
| Manufacturing      | 0       | 0       | 0       | 0       |
| Office             | 174,405 | 174,405 | 471,690 | 820,500 |
| Office - 2nd Floor | 174,405 | 174,405 | 471,690 | 820,500 |
| Manufacturing      | 0       | 0       | 0       | 0       |
| Office             | 174,405 | 174,405 | 471,690 | 820,500 |
| Office - 2nd Floor | 174,405 | 174,405 | 471,690 | 820,500 |
| Manufacturing      | 0       | 0       | 0       | 0       |
| Office             | 174,405 | 174,405 | 471,690 | 820,500 |
| Office - 2nd Floor | 174,405 | 174,405 | 471,690 | 820,500 |
| Manufacturing      | 0       | 0       | 0       | 0       |
| Office             | 174,405 | 174,405 | 471,690 | 820,500 |
| Office - 2nd Floor | 174,405 | 174,405 | 471,690 | 820,500 |
| Manufacturing      | 0       | 0       | 0       | 0       |
| Office             | 174,405 | 174,405 | 471,690 | 820,500 |
| Office - 2nd Floor | 174,405 | 174,405 | 471,690 | 820,500 |
| Manufacturing      | 0       | 0       | 0       | 0       |
| Office             | 174,405 | 174,405 | 471,690 | 820,500 |
| Office - 2nd Floor | 174,405 | 174,405 | 471,690 | 820,500 |
| Manufacturing      | 0       | 0       | 0       | 0       |
| Office             | 174,405 | 174,405 | 471,690 | 820,500 |
| Office - 2nd Floor | 174,405 | 174,405 | 471,690 | 820,500 |
| Manufacturing      | 0       | 0       | 0       | 0       |
| Office             | 174,405 | 174,405 | 471,690 | 820,500 |
| Office - 2nd Floor | 174,405 | 174,405 | 471,690 | 820,500 |
| Manufacturing      | 0       | 0       | 0       | 0       |
| Office             | 174,405 | 174,405 | 471,690 | 820,500 |
| Office - 2nd Floor | 174,405 | 174,405 | 471,690 | 820,500 |
| Manufacturing      | 0       | 0       | 0       | 0       |
| Office             | 174,405 | 174,405 | 471,690 | 820,500 |
| Office - 2nd Floor | 174,405 | 174,405 | 471,690 | 820,500 |
| Manufacturing      | 0       | 0       | 0       | 0       |
| Office             | 174,405 | 174,405 | 471,690 | 820,500 |
| Office - 2nd Floor | 174,405 | 174,405 | 471,690 | 820,500 |
| Manufacturing      | 0       | 0       | 0       | 0       |
| Office             | 174,405 | 174,405 | 471,690 | 820,500 |
| Office - 2nd Floor | 174,405 | 174,405 | 471,690 | 820,500 |
| Manufacturing      | 0       | 0       | 0       | 0       |
| Office             | 174,405 | 174,405 | 471,690 | 820,500 |
| Office - 2nd Floor | 174,405 | 174,405 | 471,690 | 820,500 |
| Manufacturing      | 0       | 0       | 0       | 0       |
| Office             | 174,405 | 174,405 | 471,690 | 820,500 |
| Office - 2nd Floor | 174,405 | 174,405 | 471,690 | 820,500 |
| Manufacturing      | 0       | 0       | 0       | 0       |
| Office             | 174,405 | 174,405 | 471,690 | 820,500 |
| Office - 2nd Floor | 174,405 | 174,405 | 471,690 | 820,500 |
| Manufacturing      | 0       | 0       | 0       | 0       |
| Office             | 174,405 | 174,405 | 471,690 | 820,500 |
| Office - 2nd Floor | 174,405 | 174,405 | 471,690 | 820,500 |
| Manufacturing      |         |         |         |         |

## Attachment C

### City of LA VMT Calculator Results (Option A)

**CITY OF LOS ANGELES VMT CALCULATOR Version 1.3**

*Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?*

**Project Information**

Project:

Scenario:

Address:

Is the project replacing an existing number of residential units with a smaller number of residential units AND is located within one-half mile of a fixed-rail or fixed-guideway transit station?

☐ Yes    ☐ No

**Existing Land Use**

| Land Use Type                              | Value | Unit  |
|--|-------|-------|
| Retail   High-Turnover Sit-Down Restaurant | 3,464 | ksf   |
| Retail   Health Club                       | 3,415 | ksf   |
| Retail   High-Turnover Sit-Down Restaurant | 3,464 | ksf   |
| Retail   Movie Theater                     | 3666  | Seats |

Click here to add a single custom land use type (will be included in the above list)

**Proposed Project Land Use**

| Land Use Type                 | Value | Unit |
|-------------------------------|-------|------|
| Industrial   Light Industrial | 243.5 | ksf  |
| Office   General Office       | 30    | ksf  |
| Industrial   Light Industrial | 243.5 | ksf  |

Click here to add a single custom land use type (will be included in the above list)

**Project Screening Summary**

| Existing Land Use            | Proposed Project             |
|------------------------------|------------------------------|
| 2,725<br>Daily Vehicle Trips | 1,852<br>Daily Vehicle Trips |
| 23,241<br>Daily VMT          | 18,306<br>Daily VMT          |

**Tier 1 Screening Criteria**

Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. ☐

**Tier 2 Screening Criteria**

The net increase in daily trips < 250 trips  
Net Daily Trips -873

The net increase in daily VMT ≤ 0  
Net Daily VMT -4,935

The proposed project consists of only retail land uses ≤ 50,000 square feet total.  
ksf 0.000

The proposed project is not required to perform VMT analysis.

**CITY OF LOS ANGELES VMT CALCULATOR Version 1.3**

*TDM Strategies*

**Project Information**

Project:

Scenario:

Address:

**Proposed Project Land Use Type**

| Land Use Type                 | Value | Unit |
|-------------------------------|-------|------|
| Office   General Office       | 30    | ksf  |
| Industrial   Light Industrial | 243.5 | ksf  |

Select each section to show individual strategies  
Use ☒ to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

**Max Home Based TDM Achieved?** Proposed Project: No, With Mitigation: No

**Max Work Based TDM Achieved?** Proposed Project: No, With Mitigation: No

**A Parking**

Reduce Parking Supply: 100 city code parking provision for the project site

Proposed Pj Mitigation 74 actual parking provision for the project site

Unbundle Parking: 175 monthly parking cost (dollar) for the project site

Proposed Pj Mitigation 50 percent of employees eligible

Parking Cash-Out: 50 percent of employees eligible

Proposed Pj Mitigation 6.00 daily parking charge (dollar)

Proposed Pj Mitigation 50 percent of employees subject to priced parking

Price Workplace Parking: 50 percent of employees subject to priced parking

Proposed Pj Mitigation 200 cost (dollar) of annual permit

Proposed Pj Mitigation

**B Transit**

**C Education & Encouragement**

**D Commute Trip Reductions**

**E Shared Mobility**

**F Bicycle Infrastructure**

**G Neighborhood Enhancement**

**Analysis Results**

| Proposed Project                | With Mitigation                 |
|---------------------------------|---------------------------------|
| 1,852<br>Daily Vehicle Trips    | 1,852<br>Daily Vehicle Trips    |
| 18,306<br>Daily VMT             | 18,306<br>Daily VMT             |
| N/A<br>Household VMT per Capita | N/A<br>Household VMT per Capita |
| N/A<br>Work VMT per Employee    | N/A<br>Work VMT per Employee    |

**Significant VMT Impact?**

| Household: N/A                    | Household: N/A                    |
|-----------------------------------|-----------------------------------|
| Threshold = 9.2<br>15% Below APC  | Threshold = 9.2<br>15% Below APC  |
| Work: N/A                         | Work: N/A                         |
| Threshold = 15.0<br>15% Below APC | Threshold = 15.0<br>15% Below APC |



# Attachment C

## City of LA VMT Calculator Results (Option B)

### CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

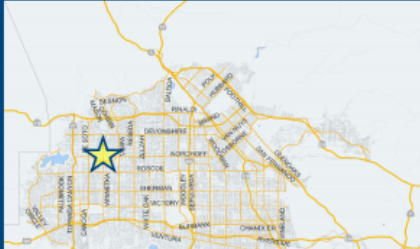
*Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?*

#### Project Information

Project:

Scenario:

Address:



Is the project replacing an existing number of residential units with a smaller number of residential units AND is located within one-half mile of a fixed-rail or fixed-guideway transit station?

☐ Yes ☐ No

#### Existing Land Use

| Land Use Type                              | Value | Unit  |
|--|-------|-------|
| Retail   High-Turnover Sit-Down Restaurant | 3,464 | ksf   |
| Retail   Health Club                       | 3,415 | ksf   |
| Retail   High-Turnover Sit-Down Restaurant | 3,464 | ksf   |
| Retail   Movie Theater                     | 3666  | Seats |

[Click here to add a single custom land use type \(will be included in the above list\)](#)

#### Project Screening Summary

| Existing Land Use            | Proposed Project             |
|------------------------------|------------------------------|
| 2,725<br>Daily Vehicle Trips | 1,155<br>Daily Vehicle Trips |
| 23,241<br>Daily VMT          | 11,502<br>Daily VMT          |

##### Tier 1 Screening Criteria

Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. ☐

##### Tier 2 Screening Criteria

|  |                           |
|--|---------------------------|
| The net increase in daily trips < 250 trips  | -1,570<br>Net Daily Trips |
| The net increase in daily VMT ≤ 0  | -11,739<br>Net Daily VMT  |
| The proposed project consists of only retail land uses ≤ 50,000 square feet total. | 0.000<br>ksf              |

**The proposed project is not required to perform VMT analysis.**

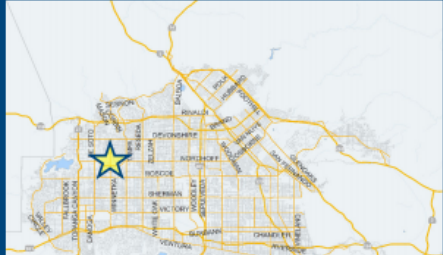
### CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

#### Project Information

Project:

Scenario:

Address:



##### Proposed Project Land Use Type

| Land Use Type              | Value | Unit |
|----------------------------|-------|------|
| Office   General Office    | 30    | ksf  |
| Industrial   Manufacturing | 243.5 | ksf  |

#### TDM Strategies

Select each section to show individual strategies  
Use ☒ to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

|                              | Proposed Project | With Mitigation |
|------------------------------|------------------|-----------------|
| Max Home Based TDM Achieved? | No               | No              |
| Max Work Based TDM Achieved? | No               | No              |

##### A Parking

Reduce Parking Supply:  city code parking provision for the project site  
☐ Proposed Pj ☐ Mitigation  actual parking provision for the project site

Unbundle Parking:  monthly parking cost (dollar) for the project site  
☐ Proposed Pj ☐ Mitigation

Parking Cash-Out:  percent of employees eligible  
☐ Proposed Pj ☐ Mitigation

Price Workplace Parking:  daily parking charge (dollar)  
☐ Proposed Pj ☐ Mitigation  percent of employees subject to priced parking

Residential Area Parking Permits:  cost (dollar) of annual permit  
☐ Proposed Pj ☐ Mitigation

##### B Transit

##### C Education & Encouragement

##### D Commute Trip Reductions

##### E Shared Mobility

##### F Bicycle Infrastructure

##### G Neighborhood Enhancement

#### Analysis Results

| Proposed Project                | With Mitigation                 |
|---------------------------------|---------------------------------|
| 1,155<br>Daily Vehicle Trips    | 1,155<br>Daily Vehicle Trips    |
| 11,502<br>Daily VMT             | 11,502<br>Daily VMT             |
| N/A<br>Household VMT per Capita | N/A<br>Household VMT per Capita |
| N/A<br>Work VMT per Employee    | N/A<br>Work VMT per Employee    |

##### Significant VMT Impact?

|  |  |
|--|--|
| Household: N/A<br>Threshold = 9.2<br>15% Below APC | Household: N/A<br>Threshold = 9.2<br>15% Below APC |
| Work: N/A<br>Threshold = 15.0<br>15% Below APC     | Work: N/A<br>Threshold = 15.0<br>15% Below APC     |



# Attachment C

## City of LA VMT Calculator Results (Option C)

### CITY OF LOS ANGELES VMT CALCULATOR Version 1.3


*Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?*

#### Project Information

Project:

Scenario:

Address:



Is the project replacing an existing number of residential units with a smaller number of residential units AND is located within one-half mile of a fixed-rail or fixed-guideway transit station?

☐ Yes ☐ No

#### Existing Land Use

| Land Use Type                              | Value | Unit  |
|--|-------|-------|
| Retail   High-Turnover Sit-Down Restaurant | 3,464 | ksf   |
| Retail   Health Club                       | 3,415 | ksf   |
| Retail   High-Turnover Sit-Down Restaurant | 3,464 | ksf   |
| Retail   Movie Theater                     | 3666  | Seats |

[Click here to add a single custom land use type \(will be included in the above list\)](#)

#### Project Screening Summary

| Existing Land Use            | Proposed Project           |
|------------------------------|----------------------------|
| 2,725<br>Daily Vehicle Trips | 863<br>Daily Vehicle Trips |
| 23,241<br>Daily VMT          | 8,700<br>Daily VMT         |

##### Tier 1 Screening Criteria

Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. ☐

##### Tier 2 Screening Criteria

|  |                           |
|--|---------------------------|
| The net increase in daily trips < 250 trips  | -1,862<br>Net Daily Trips |
| The net increase in daily VMT ≤ 0  | -14,541<br>Net Daily VMT  |
| The proposed project consists of only retail land uses ≤ 50,000 square feet total. | 0.000<br>ksf              |

**The proposed project is not required to perform VMT analysis.**



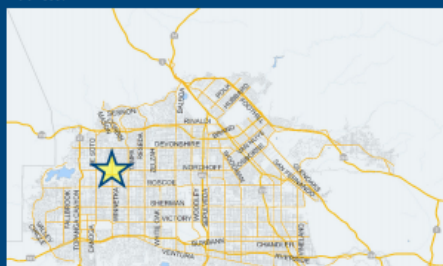
### CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

#### Project Information

Project:

Scenario:

Address:



#### TDM Strategies

Select each section to show individual strategies  
Use ☒ to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

|                              | Proposed Project | With Mitigation |
|------------------------------|------------------|-----------------|
| Max Home Based TDM Achieved? | No               | No              |
| Max Work Based TDM Achieved? | No               | No              |

##### Parking

Reduce Parking Supply:  city code parking provision for the project site  
☐ Proposed Pj ☐ Mitigation  actual parking provision for the project site

Unbundle Parking:  monthly parking cost (dollar) for the project site  
☐ Proposed Pj ☐ Mitigation

Parking Cash-Out:  percent of employees eligible  
☐ Proposed Pj ☐ Mitigation

Price Workplace Parking:  daily parking charge (dollar)  
☐ Proposed Pj ☐ Mitigation  percent of employees subject to priced parking

Residential Area Parking Permits:  cost (dollar) of annual permit  
☐ Proposed Pj ☐ Mitigation

##### Transit

☐ Proposed Pj ☐ Mitigation

##### Education & Encouragement

☐ Proposed Pj ☐ Mitigation

##### Commute Trip Reductions

☐ Proposed Pj ☐ Mitigation

##### Shared Mobility

☐ Proposed Pj ☐ Mitigation

##### Bicycle Infrastructure

☐ Proposed Pj ☐ Mitigation

##### Neighborhood Enhancement

☐ Proposed Pj ☐ Mitigation

#### Analysis Results

| Proposed Project                | With Mitigation                 |
|---------------------------------|---------------------------------|
| 863<br>Daily Vehicle Trips      | 863<br>Daily Vehicle Trips      |
| 8,700<br>Daily VMT              | 8,700<br>Daily VMT              |
| N/A<br>Household VMT per Capita | N/A<br>Household VMT per Capita |
| N/A<br>Work VMT per Employee    | N/A<br>Work VMT per Employee    |

##### Significant VMT Impact?

| Household: N/A                                 | Household: N/A                                 |
|--|--|
| Threshold = 9.2<br>15% Below APC               | Threshold = 9.2<br>15% Below APC               |
| Work: N/A<br>Threshold = 15.0<br>15% Below APC | Work: N/A<br>Threshold = 15.0<br>15% Below APC |

