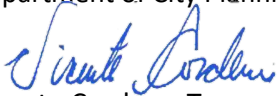


CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

15825 W. Roxford St
LADOT Case No. SFV22-113181
LADOT Project ID: 53455

Date: August 5, 2022

To: Susan Jimenez, Administrative Clerk
Department of City Planning

From: 
Vicente Cordero, Transportation Engineer
Department of Transportation

Subject: **UPDATED TRANSPORTATION ASSESSMENT FOR THE PROPOSED ROXFORD STREET WAREHOUSES PROJECT LOCATED AT 15825 WEST ROXFORD STREET (PAR-2020-4386-CM)**

The Department of Transportation (LADOT) has reviewed the updated transportation assessment prepared by Ganddini Group, Inc., dated July 19, 2022, for the proposed Roxford Street Warehouses Project located at 15825 West Roxford Street in the Sylmar Community Planning Area of the City of Los Angeles. In compliance with Senate Bill 743 and the California Environmental Quality Act (CEQA), a vehicle miles traveled (VMT) analysis is required to identify the project's ability to promote the reduction of green-house gas emissions, access to diverse land-uses, and the development of multi-modal networks. The significance of a project's impact in this regard is measure against the VMT thresholds established in LADOT's Transportation Assessment Guidelines (TAG). Based on the project's approved Memorandum of Understanding (MOU), the net Daily Vehicle Trips (DVT) does not exceed the net 250 daily DVT threshold; therefore, this project **does not** require an analysis under CEQA. A copy of the VMT calculator-screening page, with the corresponding net daily trips estimate is provided as **Attachment A**.

DISCUSSION AND FINDINGS

A. Project Description

The proposed project includes construction of two new industrial buildings with a total of 94,274 square feet of manufacturing use, 474,039 square feet of warehouse use and 55,516 square feet of office use. Building 1 consists of 25,127 square feet of manufacturing use, 382,214 square feet of warehouse use plus 45,388 square feet of office use. Building 2 consists of 69,147 square feet of manufacturing use, 91,825 square feet of warehouse use plus 10,128 square feet of office use. The project site is currently occupied with several industrial buildings with approximately 215,900 square feet of light industrial use. Approximately 88,000 square feet of parking lot is leased as an off-site storage lot for a car dealership/sales and approximately 110,050 square feet of parking storage of trucks and trailers. Vehicular access to the project site will be provided via one access driveway on Roxford Street and three access driveways on Olden Street as illustrated in **Attachment B**. The project is anticipated to be completed by year 2024.

B. Trip Generation

The trip generation for this project was calculated in terms of Passenger Car Equivalent (PCE) trips. As illustrated in **Attachment C**, the project is estimated to generate an approximate net increase of 59 PCE trips during the a.m. peak hour and a net increase of 81 PCE trips during the p.m. peak hour with the consideration of the existing use credit. Overall, the proposed project will generate 242 a.m. peak hour PCE trips and 254 p.m. peak hour PCE trips. The trip generation estimates are based on trip generation rates published by the Institute of Transportation Engineers (ITE) Trip Generation, 11th Edition, 2021. The percentage of truck trips was obtained from the ITE Trip Generation Manual Supplemental, 10th Edition, 2020.

C. Project Access and Circulation

During the preparation of the new CEQA guidelines, the State's Office of Planning and Research stressed that lead agencies can continue to apply traditional operational analysis requirements to inform land use decisions provided that such analyses were outside of the CEQA process. The authority for requiring non-CEQA transportation analysis and requiring improvements to address potential circulation deficiencies, lies in the City of Los Angeles' Site Plan Review authority as established in Section 16.05 of the Los Angeles Municipal Code (LAMC), Section 16.05. Therefore, LADOT continues to require and review a project's site access, circulation, and operational plan to determine if any access enhancements, transit amenities, intersection improvements, traffic signal upgrades, neighborhood traffic calming, or other improvements are needed.

In accordance with this authority, using the Highway Capacity Manual (HCM) methodology and intersection Level of Service (LOS) methodology, the transportation assessment evaluated the operation of the project driveways and nearby intersections based on the delay experienced per vehicle. LADOT finds that the transportation assessment adequately evaluated potential project-related delays and level of service at the nine studied locations. The results for the Existing (2021), Existing (2021) With Project, Future (2024) Without Project, and Future (2024) With Project conditions are shown in **Attachment D**.

D. Freeway Safety Analysis

Per the Interim Guidance for Freeway Safety Analysis memorandum issued by LADOT on May 1, 2020 to address Caltrans safety concerns on freeways, the study addresses the project's effects on vehicle queuing on freeway off-ramps. Such an evaluation measures the project's potential to lengthen a forecasted off-ramp queue and create speed differentials between vehicles exiting the freeway off-ramps and vehicles operating on the freeway mainline. The proposed project conducted a queuing analysis for the three I-5 Freeway off-ramps along Roxford Street. Based on the queuing analysis results, no queuing deficiencies are forecast to occur at the three freeway off-ramps locations for the project's opening year 2024 With Project conditions. There appears to be adequate storage lengths on the off-ramps so that the I-5 Freeway mainline traffic flow will not be impacted by off-ramp queues as illustrated in **Attachment E**.

PROJECT REQUIREMENTS

A. Non-CEQA Related Requirements and Considerations

To comply with transportation and mobility goals and provisions of adopted City plans and ordinances, the applicant should be required to implement the following:

1. Highway Dedication and Street Widening Requirements

Per the Mobility Element 2035 of the General Plan, **Roxford Street** is designated as an Avenue I and would require a 35-foot half-width roadway within a 50-foot half-width right-of-way. **Olden Street** is designated as a Collector Street and would require a 20-foot half-width roadway within a 33-foot half-width right-of-way. The applicant should check with BOE's Land Development Group to determine if there are any other applicable highway dedication, street widening and/or sidewalk requirements for this project.

2. Parking Requirements

The project would provide 238 vehicular parking stalls for Building 1 and 196 vehicular parking stalls for Building 2 for a total of 434 parking stalls. There will be 19 truck trailer parking stalls. The project will also provide 47 bicycle parking spaces for Building 1 and 19 bicycle parking spaces for Building 2 for a total of 66 bicycle parking spaces. The applicant should check with the Department of Building and Safety on the number of Code-required parking spaces needed for the project.

3. Project Access and Circulation

Vehicular access to the project site will be provided via one access driveway on Roxford Street and three access driveways on Olden Street. The north driveway on Olden Street will serve truck traffic for Building 1 only. The central driveway on Olden Street will serve passenger cars for Building 1 only. The south driveway on Olden Street will serve passenger cars and truck traffic for Building 1 as well passenger car traffic for Building 2. The driveway on Roxford Street will serve both truck and passenger car traffic for Building 2 only. The review of this study does not constitute approval of the existing driveway dimensions, access, and circulation scheme with regard to this project. 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). To minimize and prevent last-minute design changes, the applicant should contact LADOT before the commencement of building or parking layout design efforts, for driveway width and internal circulation requirements. New driveways should be Case-2, designed with a recommended width of 28 feet for two-way operations, or 16 feet for one-way operations, or to the satisfaction of LADOT. Additionally, the applicant should check with City Planning regarding the project's vehicular access and design.

4. TDM Ordinance Requirements

The TDM Ordinance (LAMC 12.26 J) is currently being updated. The updated ordinance, which is currently progressing through the City's approval process, will:

- Expand the reach and application of TDM strategies to more land uses and neighborhoods,
- Rely on a broader range of strategies that can be updated to keep pace with technology, and
- Provide flexibility for developments and communities to choose strategies that work best for their neighborhood context.

Although not yet adopted, LADOT recommends that the applicant be subject to the terms of the proposed TDM Ordinance update. The updated ordinance is expected to be completed prior to the anticipated construction of this project.

5. Worksite Traffic Control Plan

LADOT recommends that a construction worksite traffic control plan be submitted to LADOT's Citywide Temporary Traffic Control Section or Permit Plan Review Section for review and approval prior to the start of any construction work. Refer to <http://ladot.lacity.org/what-we-do/plan-review> to determine which section to coordinate review of the work site traffic control plan. 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. LADOT also recommends that all construction related truck traffic be restricted to off-peak hours.

6. Development Review Fees

Section 19.15 of the Los Angeles Municipal Code identifies specific fees for traffic study review, condition clearance, and permit issuance. The applicant shall comply with any applicable fees per this ordinance.

If you have any questions, please contact me at (818) 374-4697.

Attachments

J:\Projects\SFV\53455-15825 Roxford St_Warehouses

c: Anissa Raja, Council District 7
Steve Rostam, LADOT East Valley District
Claudia Rodriguez, LACP Valley Planning
Ali Nahass, BOE Valley District
Quyen Phan, BOE Land Development Group
Tom Huang, Ganddini Group, Inc.,

Attachment A

City of LA VMT Calculator Results

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

☒ Yes
☐ No

Existing Land Use

Land Use Type	Value	Unit
Industrial Light Industrial	215.9	ksf
Industrial Light Industrial	215.9	ksf
Industrial Warehousing/Self-Storage	198.5	ksf

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 Warehousing/Self-Storage	474.039	ksf
Office General Office	55.516	ksf
Industrial Manufacturing	94.274	ksf
Industrial Warehousing/Self-Storage	474.039	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
1,884 <small>Daily Vehicle Trips</small>	2,035 <small>Daily Vehicle Trips</small>
26,380 <small>Daily VMT</small>	29,003 <small>Daily VMT</small>

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	151 <small>Net Daily Trips</small>
The net increase in daily VMT ≤ 0	2,623 <small>Net Daily VMT</small>
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	0.000 <small>ksf</small>

The proposed project is not required to perform VMT analysis.

Attachment B

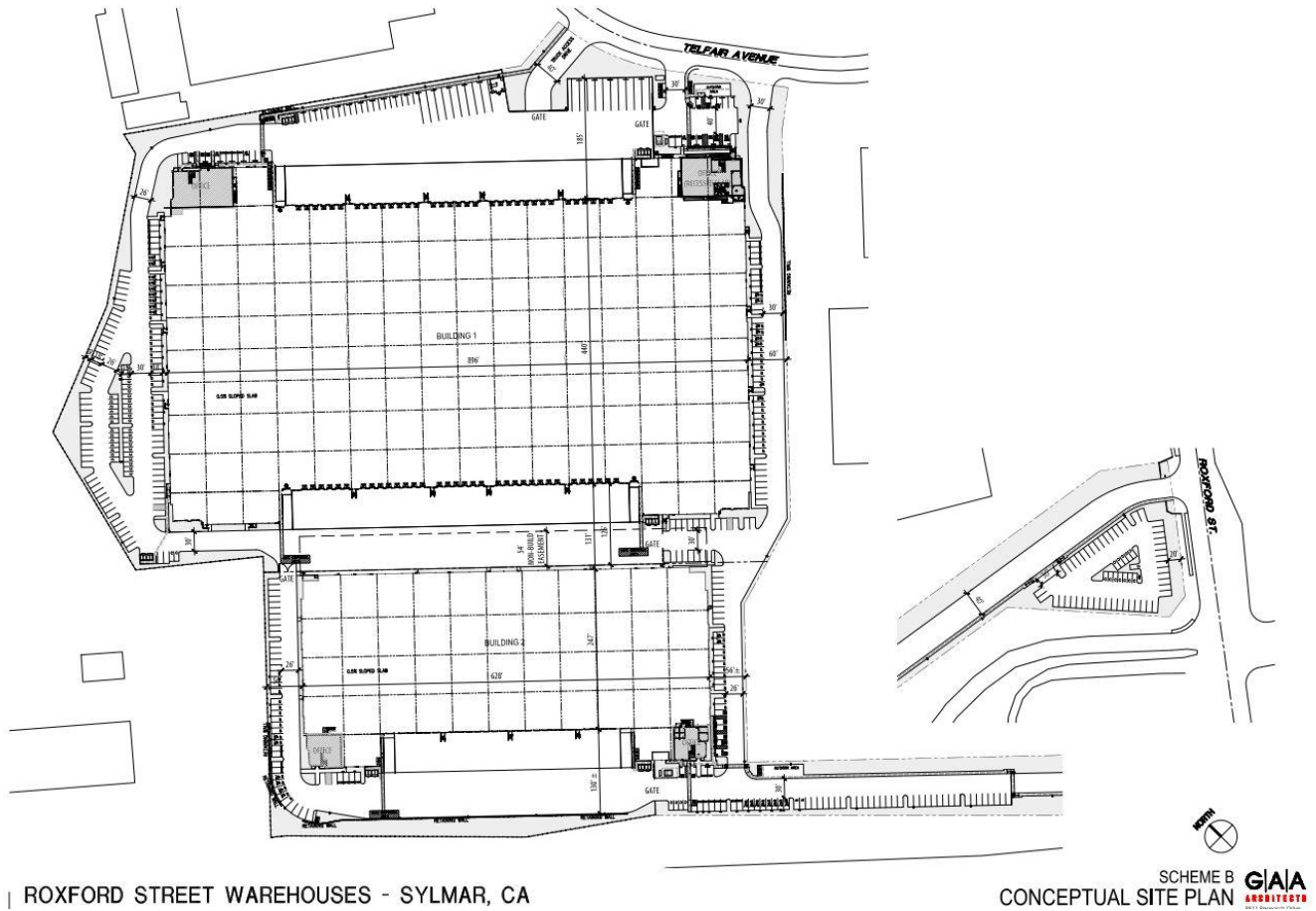
Project Location Map



Figure 1
Project Location Map

Attachment B (cont'd)

Conceptual Site Plan



ROXFORD STREET WAREHOUSES - SYLMAR, CA

SCHEME B
CONCEPTUAL SITE PLAN

GIAIA
ARCHITECTS

Attachment C

Project Trip Generation

Trip Generation Rates									
Land Use	Source ¹	Unit ²	AM Peak Hour			PM Peak Hour			Daily
			% In	% Out	Rate	% In	% Out	Rate	
Manufacturing	ITE 140	TSF	76%	24%	0.68	31%	69%	0.74	4.75
Mini-Warehouse/Storage	ITE 151	TSF	59%	41%	0.09	47%	53%	0.15	1.45
General Office	ITE 710	TSF	88%	12%	1.52	17%	83%	1.44	10.84

Trips Generated									
Land Use	Quantity	Unit ²	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Existing Entitled Use Trip Credit									
Light Industrial ³	215,900	TSF							
• Passenger Car Traffic			136	19	155	18	120	138	967
• Heavy Truck Traffic (PCE) ⁴			10	0	10	0	5	5	194
Subtotal Existing Light Industrial Trips³			146	19	165	18	125	143	1,161
Mini-Warehouse/Storage	198,500	TSF	11	7	18	14	16	30	288
Subtotal Existing Off-Site Vehicle Storage Lot Trips			11	7	18	14	16	30	288
Total Existing Entitled Use									
• Passenger Car Traffic			147	26	173	32	136	168	1,255
• Heavy Truck Traffic (PCE) ⁴			10	0	10	0	5	5	194
Total Existing Entitled Use Trip Credit			157	26	183	32	141	173	1,449
Proposed Project Use									
Warehousing ⁵	474,039	TSF							
• Passenger Car Traffic			54	16	70	20	52	72	592
• Heavy Truck Traffic (PCE) ⁴			21	3	24	8	24	32	559
Subtotal Proposed Project Warehouse Trips⁵			75	19	94	28	76	104	1,151
Manufacturing	94,274	TSF	49	15	64	22	48	70	448
Subtotal Proposed Project Manufacturing Trips			49	15	64	22	48	70	448
General Office	55,516	TSF	74	10	84	14	66	80	602
Subtotal Proposed Project Office Trips			74	10	84	14	66	80	602
Total Proposed Project									
• Passenger Car Traffic			177	41	218	56	166	222	1,642
• Heavy Truck Traffic (PCE) ⁴			21	3	24	8	24	32	559
Total Proposed Project Trips			198	44	242	64	190	254	2,201
Net Project Change									
• Passenger Car Traffic			30	15	45	24	30	54	387
• Heavy Truck Traffic (PCE) ⁴			11	3	14	8	19	27	365
Overall Project Net Trips			+41	+18	+59	+32	+49	+81	+752

Notes:

(1) ITE = Institute of Transportation Engineers, Trip Generation Manual, 11th Edition, 2021; ### = Land Use Code

(2) TSF = Thousand Square Feet

(3) Existing entitled use light industrial trip credit (see Table 1).

(4) PCE = Passenger Car Equivalent

(5) Proposed project warehouse trip generation (see Table 2).

Attachment D

Summary of Delay and Level of Service (LOS)

Existing Intersection Levels of Service

Study Intersection	Traffic Control ¹	AM Peak Hour		PM Peak Hour	
		Delay ²	LOS ³	Delay ²	LOS ³
1. I-5 SB Ramps at Roxford St	TS	28.8	C	18.1	B
2. I-5 NB Off-Ramp at Roxford St	CSS	22.6	C	38.1	E
3. I-5 NB Ramps/Encinitas Ave at Roxford St	TS	23.7	C	19.7	B
4. Olden St/Telfair Ave at Roxford St	TS	5.2	A	17.1	B
5. San Fernando Rd at Roxford St	CSS	15.8	C	16.4	C
6. Project Dwy at Roxford St	CSS	18.0	C	23.7	C
7. Project North Dwy at Olden St/Telfair Ave	CSS	10.2	B	10.9	B
8. Project Central Dwy at Olden St/Telfair Ave	CSS	0.0	A	0.0	A
9. Project South Dwy at Olden St/Telfair Ave	CSS	10.6	B	11.5	B

Notes:

(1) TS = Traffic Signal; CSS = Cross Street Stop

(2) Delay is shown in seconds/vehicle. For intersections with traffic signal, all way stop control, or roundabout, overall average intersection delay and LOS are shown. For intersections with cross street stop control, LOS is based on average delay of the worst turn movement.

(3) LOS = Level of Service

Existing Plus Project Intersection Levels of Service

Study Intersection	Traffic Control ¹	AM Peak Hour		PM Peak Hour	
		Delay ²	LOS ³	Delay ²	LOS ³
1. I-5 SB Ramps at Roxford St	TS	29.2	C	18.8	B
2. I-5 NB Off-Ramp at Roxford St	CSS	25.7	D	44.0	E
3. I-5 NB Ramps/Encinitas Ave at Roxford St	TS	24.6	C	20.9	C
4. Olden St/Telfair Ave at Roxford St	TS	7.8	A	23.0	C
5. San Fernando Rd at Roxford St	CSS	16.0	C	17.1	C
6. Project Dwy at Roxford St	CSS	19.3	C	27.6	D
7. Project North Dwy at Olden St/Telfair Ave	CSS	10.6	B	11.4	B
8. Project Central Dwy at Olden St/Telfair Ave	CSS	11.4	B	11.1	B
9. Project South Dwy at Olden St/Telfair Ave	CSS	13.0	B	14.3	B

Notes:

(1) TS = Traffic Signal; CSS = Cross Street Stop

(2) Delay is shown in seconds/vehicle. For intersections with traffic signal, all way stop control, or roundabout, overall average intersection delay and LOS are shown. For intersections with cross street stop control, LOS is based on average delay of the worst turn movement.

(3) LOS = Level of Service

Attachment D (cont'd)

Summary of Delay and Level of Service (LOS)

Opening Year (2024) Without Project Intersection Levels of Service

Study Intersection	Traffic Control ¹	AM Peak Hour		PM Peak Hour	
		Delay ²	LOS ³	Delay ²	LOS ³
1. I-5 SB Ramps at Roxford St	TS	30.2	C	20.3	C
2. I-5 NB Off-Ramp at Roxford St	CSS	29.4	D	53.9	F
3. I-5 NB Ramps/Encinitas Ave at Roxford St	TS	26.4	C	23.8	C
4. Olden St/Telfair Ave at Roxford St	TS	5.9	A	18.9	B
5. San Fernando Rd at Roxford St	CSS	20.3	C	27.0	D
6. Project Dwy at Roxford St	CSS	19.7	C	31.8	D
7. Project North Dwy at Olden St/Telfair Ave	CSS	10.2	B	10.9	B
8. Project Central Dwy at Olden St/Telfair Ave	CSS	0.0	A	0.0	A
9. Project South Dwy at Olden St/Telfair Ave	CSS	10.6	B	11.5	B

Notes:

(1) TS = Traffic Signal; CSS = Cross Street Stop

(2) Delay is shown in seconds/vehicle. For intersections with traffic signal, all way stop control, or roundabout, overall average intersection delay and LOS are shown. For intersections with cross street stop control, LOS is based on average delay of the worst turn movement.

(3) LOS = Level of Service

Opening Year (2024) With Project Intersection Levels of Service

Study Intersection	Traffic Control ¹	AM Peak Hour		PM Peak Hour	
		Delay ²	LOS ³	Delay ²	LOS ³
1. I-5 SB Ramps at Roxford St	TS	31.0	C	22.9	C
2. I-5 NB Off-Ramp at Roxford St	CSS	34.8	D	65.2	F
3. I-5 NB Ramps/Encinitas Ave at Roxford St	TS	29.2	C	27.4	C
4. Olden St/Telfair Ave at Roxford St	TS	8.7	A	27.4	C
5. San Fernando Rd at Roxford St	CSS	20.6	C	29.8	D
6. Project Dwy at Roxford St	CSS	21.3	C	34.3	D
7. Project North Dwy at Olden St/Telfair Ave	CSS	10.6	B	11.4	B
8. Project Central Dwy at Olden St/Telfair Ave	CSS	11.4	B	11.1	B
9. Project South Dwy at Olden St/Telfair Ave	CSS	13.1	B	14.3	B

Notes:

(1) TS = Traffic Signal; CSS = Cross Street Stop

(2) Delay is shown in seconds/vehicle. For intersections with traffic signal, all way stop control, or roundabout, overall average intersection delay and LOS are shown. For intersections with cross street stop control, LOS is based on average delay of the worst turn movement.

(3) LOS = Level of Service

Attachment E

Freeway Off-Ramp Queuing Analysis

Freeway Off-Ramp Intersection Queuing Analysis

Study Intersection	Turning Movement	Available Storage Length		Opening Year (2024) With Project			
				AM Peak Hour		PM Peak Hour	
				Traffic Volumes	95th Percentile Queue	Traffic Volumes	95th Percentile Queue
1. I-5 SB Off-Ramp at Roxford St	SB Left	250' Left-Thru Lane + 740' Lane	990'	386	7'	330	303'
	SB Thru	250' Left-Thru Lane + 740' Lane	990'	1	1'	2	7'
	SB Right	250' Thru-Right Lane + 90' Transition	340'	11	9'	11	38'
2. I-5 NB Off-Ramp at Roxford St	NB Left	780' Left-Right Lane + 290' Lane	1070'	13	155'	69	262'
	NB Right	780' Right Turn Lane	780'	1,005	142'	745	174'
3. I-5 NB Loop Off-Ramp/ Encinitas Ave at Roxford St	SB Left	200' Left Turn Lane + 730' Lane	930'	338	385'	72	72'
	SB Thru	200' Thru-Right Lane	200'	99	132'	19	121'
	SB Right	200' Thru-Right Lane	200'	83	10'	93	62'