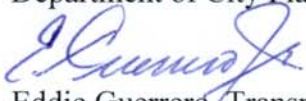


CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

901 Abbot Kinney Bl.
DOT Case No. CTC 06-027

Date: November 15, 2006

To: Hadar Plafkin, City Planner
Department of City Planning

From: 
Eddie Guerrero, Transportation Engineer
Department of Transportation

Subject: **TRAFFIC ASSESSMENT FOR THE PROPOSED MIXED USE PROJECT
AT 901 ABBOT KINNEY BOULEVARD**

EAF Case No. ENV-2006-9485

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 at 901 Abbot Kinney Boulevard. This traffic assessment is based on a traffic study prepared by Crain & Associates, dated August 2006 and subsequent revision in September 2006. After a careful review of the pertinent data, DOT has determined that the traffic study adequately describes the project related traffic impacts of the proposed development.

PROJECT DESCRIPTION

The proposed project is to be located at the northwest corner of Abbot Kinney Boulevard and Hampton Drive within the Venice community in the City of Los Angeles. The proposed project consists of development of a mixed-use project containing a 57-room hotel, 1,200 square feet of specialty retail use and a 4,300 square foot restaurant. The existing 12,120 square foot warehouse facility will be demolished as part of the project. The project is anticipated to be completed in one phase and occupied no later than 2009.

DISCUSSION AND FINDINGS

After taking into account the existing use, pass-by and internal capture trip credits, the proposed project is estimated to generate 757 net new daily trips, with 30 net new trips in the a.m. peak hour and 57 net new trips in the p.m. peak hour. The trip generation rates are based upon Appendix "A" of the CTCSP and formulas published by the Institute of Transportation Engineers (ITE) Trip Generation, 7th Edition 2003. The table below summarizes the trip generation calculations; Attachment "A" provides detailed trip generation calculations.

Land Use	Size	Net Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips		
			In	Out	Total	In	Out	Total
Hotel	57 units	757	19	11	30	33	24	57
Specialty Retail	1,200 sq. ft.							
Quality Restaurant	4,300 sq. ft.							

DOT has determined that the proposed project will **not** have any significant impacts at any of the study intersections or neighborhood street segments. Attachment B summarizes the volume-to-capacity (V/C) ratios and levels of service (LOS) at the study intersections as well as the neighborhood street segment impact analysis.

DOT recommends that the following Project Requirements be adopted as conditions of project approval. 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, applicants are required to pay an application/review fee based on the size and nature of their project. For the subject project, an application fee of \$500.00 was submitted fully on October 17, 2006.

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

The applicant shall contact the Bureau of Engineering, Department of Public Works to determine if there are any dedication and widening requirements. These requirements must be guaranteed before the issuance of any building permit through the B-Permit process of the Bureau of Engineering. They must be constructed and completed prior to the issuance of any certificate of occupancy of the development to the satisfaction of DOT and the Bureau of Engineering.

D. Site Access and Internal Circulation

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. The applicant is advised to consult with DOT for driveway locations and specifications prior to the commencement of any architectural plans, as they may affect building design. 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', to DOT's West L.A./Coastal Development Review Section at 7166 W. Manchester Avenue, Los Angeles 90045 as soon as possible but prior to submittal of building plans for plan check by the Department of Building and Safety.

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.

If you have any questions, please contact Shozo Yoshikawa of my staff or me at (213) 485-1062.

SY:sy

Attachments

C: Grieg Asher, Eleventh Council District
Mike Young, DCP
Jonathan Louie, Crain & Associates
Mike Patonai, BOE
Jay Kim, DOT

ATTACHMENT A

MIXED USE PROJECT AT 901 ABBOT KINNEY BOULEVARD

Project Trip Generation Calculations

ITE code	Use	Size	Units	Daily	AM Peak Hour			PM Peak Hour		
					in	out	total	in	out	total

Proposed Use

310	Hotel	57 rooms		466	20	12	32	21	19	40
814	Specialty Retail	1,200 sq. ft.		53	1	0	1	3	3	6
931	Quality Restaurant	4,300 sq. ft.		387	2	1	3	17	9	26
Subtotal:				906	23	13	36	41	31	72

Less Internal Capture

	Hotel	10%		47	2	1	3	2	2	4
	Specialty Retail	20%		11	0	0	0	1	1	2
	Quality Restaurant	10%		39	0	0	0	2	1	3
Subtotal:				97	2	1	3	5	4	9

Total Driveway Trips: **809** 21 12 **33** 36 27 **63**

Less Existing Use Credit

151	Mini-Warehouse	12,120 sq. ft.		30	1	1	2	2	2	4
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Net Adjacent Intersection Trips: **779** 20 11 **31** 34 25 **59**

Less Pass-by Trips

	Specialty Retail	50%		21	1	0	1	1	1	2
	Quality Restaurant	10%		35	0	0	0	2	1	3
Subtotal:				56	1	0	1	3	2	5

Net Area Intersection Trips: **723** 19 11 **30** 31 23 **54**

ATTACHMENT B

MIXED USE PROJECT AT 901 ABBOT KINNEY BOULEVARD

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

Intersection	Peak Hour	Year 2006 Existing		Year 2009 w/o Project		Year 2009 w/ Project		Project Impact	Significant Impact
		V/C	LOS	V/C	LOS	V/C	LOS	Δ V/C	Yes / No
1 Brooks Ave. & Pacific Ave.	AM	0.642	A	0.380	A	0.381	A	0.001	NO
	PM	0.656	B	0.754	C	0.758	C	0.004	NO
2 Brooks Ave/ Abbot Kinney Bl. & Main St.	AM	0.422	A	0.487	A	0.488	A	0.001	NO
	PM	0.372	A	0.416	A	0.426	A	0.010	NO
3 Westminster Ave. & Main St.	AM	0.455	A	0.502	A	0.509	A	0.007	NO
	PM	0.370	A	0.404	A	0.422	A	0.018	NO
4 Westminster Ave. & Abbot Kinney Bl.	AM	0.508	A	0.565	A	0.581	B	0.016	NO
	PM	0.535	A	0.592	B	0.604	B	0.012	NO
5 California Ave. & Abbot Kinney Bl.	AM	0.539	A	0.612	B	0.619	B	0.007	NO
	PM	0.523	A	0.612	B	0.623	B	0.011	NO

ATTACHMENT B
(continued)

MIXED USE PROJECT AT 901 ABBOT KINNEY BOULEVARD

Summary of Residential Street Segment Impact Analysis

	Street Segment	2006 Existing 24hr Volume	Year 2009 w/o Project	Total Daily Project Trips	Year 2009 w/ Project	% Increase w/ Project	Segment Impact
1	Riviera Ave., s/o Westminster Ave.	2,320	2,462	76	2,538	3.0%	NO
2	Westminster Ave., e/o 4th St.	1,013	1,075	38	1,113	3.4%	NO