

Exhibit C

CITY OF LOS ANGELES  
INTER-DEPARTMENTAL CORRESPONDENCE

11927-11935 Magnolia Bl., 11945-11959 Magnolia Bl., 5226-5238 Ben Av.  
DOT Case No. SFV-2006-173

Date: March 5, 2009

To: Mike Young, Associate Zoning Administrator  
Department of City Planning

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

Subject: **CLARIFICATION OF CUMULATIVE TRAFFIC ASSESSMENT FOR THREE PROPOSED RESIDENTIAL PROJECTS AT THE INTERSECTION OF MAGNOLIA BOULEVARD AND BEN AVENUE IN VALLEY VILLAGE**

VTT-65785, VTT-67012, TT-66949

The Department of Transportation (DOT) has completed the revised cumulative traffic assessment for the three proposed residential projects located at 11927-11935 Magnolia Boulevard, 11945-11959 Magnolia Boulevard, and 5226-5238 Ben Avenue, at the intersection of Ben Avenue and Magnolia Boulevard in Valley Village. This traffic assessment is based on a traffic study prepared by Hirsch/Green Transportation Consulting, Inc. dated November 26, 2008. After careful review of the pertinent data, DOT has determined that the traffic study, as revised, adequately describes the project related traffic impacts of the proposed development.

**DISCUSSION AND FINDINGS**

The three proposed projects consist of a total of 119 new condominiums and 146 apartments. Two of the three projects have since begun construction. Prior to their vacation, the sites were occupied by three single family homes and a total of 87 apartment homes. The three proposed projects will generate a total of 955 net new daily trips, 73 new a.m. peak hour trips and 85 new 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, 7th Edition, 2003.

**Table 1: Project Trip Generation Estimates**

ITE Code/Use Description	Unit	Net Change to Units			Daily Trips	a.m. Peak Hour Trips			p.m. Peak Hour Trips		
		+ Proposal	- Existing	= Change		IN	OUT	TOTAL	IN	OUT	TOTAL
230 / Condominium/townhouse	Dwelling Unit	119		119	697	10	44	54	40	21	61
220 / Apartments	Dwelling Unit	146	(87)	59	396	7	24	31	25	12	37
210 / Single family detached housing	Dwelling Unit		(3)	(3)	(29)	(1)	(2)	(3)	(2)	(1)	(3)
<i>Less 10% reduction for transit trips:</i>					(109)	(2)	(7)	(9)	(7)	(3)	(10)
<b>Net project trips:</b>					<b>955</b>	<b>14</b>	<b>59</b>	<b>73</b>	<b>56</b>	<b>29</b>	<b>85</b>

The traffic study was revised by recalculating the existing and projected volume-to-capacity (v/c) ratios and levels of service (LOS) at the study intersections after making the following changes:

- The project trip distribution was changed slightly to reflect a greater utilization of local streets during the peak hour periods.

- Lane configuration at the intersection of Colfax Avenue and Magnolia Boulevard was changed to include a functional right-turn only lane as specified by DOT policies and procedures: "Assumed unmarked lanes will be allowed in the capacity calculation if the lane is a minimum of 22 feet wide, with no bus stops and low pedestrian volume in the peak hour."

The traffic study reviewed six intersections for traffic impacts.

DOT's policy on significant transportation impact thresholds is summarized in Table 2. DOT has determined that the proposed project will have a significant traffic impact at the intersection of Ben Avenue and Magnolia Boulevard and at the intersection of Colfax Avenue and Magnolia Boulevard as shown in Table 3, which is a summary of the volume-to-capacity ratios and levels of service at the study intersections.

**Table 2: Significant Transportation Impact Thresholds**

Level of Service	Projected future Volume to Capacity Ratio (v/c), including Project	Project-Related Impact ( $\Delta v/c$ )
C	between 0.701 and 0.800	$\geq 0.040$
D	between 0.801 and 0.900	$\geq 0.020$
E, F	$\geq 0.901$	$\geq 0.010$

The Department of Transportation recommends that the following Project Requirements be adopted as conditions of project approval in order to mitigate the project's traffic impact to less than significant levels.

**PROJECT REQUIREMENTS**

**A. Physical Mitigation Measures**

The intersection of Ben Avenue and Magnolia Boulevard will be mitigated to a less-than-significant level by widening Magnolia Boulevard as specified below and restriping to provide a westbound right turn lane approach to Ben Avenue, and by restriping the southbound approach to provide a left turn only lane. This was previously required in our March 6, 2007 letter and will continue to be required.

In addition, the impacted intersection of Colfax Avenue and Magnolia Boulevard will be mitigated to a less-than-significant level by widening Magnolia Boulevard by approximately five feet to provide a roadway width of at least 25 feet, and by restriping the eastbound approach to add a right turn only lane. Since the sidewalk in this area is 15 feet wide and the Standard Plan S-470-0, effective November 10, 1999 call for a 10-foot sidewalk on secondary highways no additional dedication will be required to implement this 5-foot widening.

The above mitigation measures shall be guaranteed through the B-permit process of the Bureau of Engineering (BOE) before the issuance of any building permit for this project. All physical improvements shall be completed to the satisfaction of DOT and BOE prior to the issuance of any certificate of occupancy.

**B. Highway Dedications and Improvements**

1. Magnolia Boulevard is a designated Secondary Highway in the Streets and Highways Element of the City's General Plan, and consists of a 32-foot half roadway on a 40-foot half right-of-way. Standard Plan S-470-0, effective November 10, 1999, dictates that the standard cross section for a Secondary Highway is a 35-foot half-roadway on a 45-foot half right-of-way. A five-foot dedication and a three foot widening is required to bring the adjacent frontage of Magnolia Boulevard up to the standard required by the General Plan.
2. Ben Avenue is a designated Local Street in the General Plan, and consists of a 18-foot half roadway on a 30-foot half right-of-way. Standard Plan S-470-0 dictates that the standard cross section of a Local Street is a 18-foot half roadway on a 30-foot half right-of-way. No further

improvements to this street are required.

The applicant should contact the Bureau of Engineering (BOE) to determine exact dedication and widening standards and to ensure compliance of these requirements of the municipal code. The applicant should contact BOE to determine any other required street improvements.

All required street improvements shall be guaranteed through the B-permit process of BOE before the issuance of any building permit for this project. These measures shall be completed to the satisfaction of DOT and BOE prior to the issuance of any certificate of occupancy.

### C. Site Access and Internal Circulation

This determination does not include final approval of the project's driveways, internal circulation, and parking scheme. However, the following general comments do apply:

1. No access to the 11945-11959 Magnolia project shall be allowed from Magnolia Boulevard, unless exception is given by DOT.
2. All driveways shall be designed in accordance with BOE Standard Plan S-440-3, and shall be designed using case 2, unless exception is given by DOT or BOE.
3. All two-way driveways shall be 30 feet wide, exclusive of side slopes.
4. To minimize conflict between vehicles using adjoining driveways, a minimum of 50-feet of full-height curb shall be provided between all proposed driveways.
5. To avoid vehicles encroaching onto the public right-of-way, a minimum 20-foot reservoir space (distance between property line and first parking stall) shall be provided at all ingress driveways for lots containing up to 100 spaces, and a minimum 40-foot reservoir space shall be provided at all ingress driveways for lots containing 101 to 300 spaces.

Final DOT approval shall be obtained prior to issuance of any building permits. This should be accomplished by submitting a detailed site and/or driveway plan, at a scale of at least 1" = 40', to DOT's Valley Development Review Section at 6262 Van Nuys Boulevard, Suite 320, Van Nuys, 91401, prior to submittal of building plans for plan check to the Department of Building and Safety.

If you have any questions, you may contact me or Ken Aitchison of my staff at (818) 374-4699.

c: Second Council District  
DOT East Valley District  
Tim Conger, DOT Geometric Design  
Edmond Yew, BOE Land Development Group  
Ali Nahass, BOE Valley District  
Ron Hirsch, Hirsch/Green Transportation Consulting, Inc.  
Gary Schaffel, Schaffel Development Co., Inc.  
11933 Magnolia Ventures, LLC  
11 Magnolia, LLC

**Table 2: Significant Transportation Impact Thresholds**

Level of Service	Projected future Volume to Capacity Ratio ( $v/c$ ), including Project	Project-Related Impact ( $\Delta v/c$ )
C	between 0.701 and 0.800	$\geq 0.040$
D	between 0.801 and 0.900	$\geq 0.020$
E, F	$\geq 0.901$	$\geq 0.010$

**Table 3: Summary of Volume to Capacity Ratios ( $v/c$ ) and Levels of Service (LOS)**

Cumulative Condominium Study  
11927-11935 Magnolia Bl., 11945-11959 Magnolia Bl., 5226-5238 Ben Av.

Intersection	Peak Hour	Year 2006 Existing		Year 200X without Project		Year 200X with Project		Project Impact	Year 200X with mitigation	
		$v/c$	LOS	$v/c$	LOS	$v/c$	LOS	$\Delta v/c$	$v/c$	$\Delta v/c$
Laurel Canyon Bl & Chandler Bl	AM	0.849	D	0.913	E	0.915	E	0.002	---	---
	PM	0.644	B	0.693	B	0.696	B	0.003	---	---
Ben Av & Chandler Bl	AM	0.360	A	0.401	A	0.402	A	0.001	---	---
	PM	0.235	A	0.275	A	0.276	A	0.001	---	---
Laurel Canyon Bl & Weddington Av	AM	0.713	C	0.771	C	0.771	C	0.000	---	---
	PM	0.610	B	0.663	B	0.666	B	0.003	---	---
Laurel Canyon Bl & Magnolia Bl	AM	1.113	F	1.243	F	1.252	F	0.009	---	---
	PM	1.002	F	1.140	F	1.148	F	0.008	---	---
Ben Av & Magnolia Bl	AM	0.815	D	0.953	E	0.972	E	<b>0.019*</b>	0.962	0.009
	PM	0.746	C	0.916	E	0.946	E	<b>0.030*</b>	0.902	-0.014
Colfax Av & Magnolia Bl	AM	0.930	E	1.086	F	1.102	F	<b>0.016*</b>	1.032	-0.054
	PM	0.979	E	1.165	F	1.173	F	0.008	1.141	-0.024

\*Significantly impacted intersection