

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

20401 Ventura Boulevard  
DOT Case No. VEN 20-109574  
DOT Project ID No. 49766

Date: June 4, 2020

To: Courtney Schoenwald, City Planner  
Department of City Planning



From: Vicente Cordero, Transportation Engineer  
Department of Transportation

Subject: **REVISED TRAFFIC IMPACT ASSESSMENT FOR A HOTEL PROJECT AT  
20401 VENTURA BOULEVARD (ENV-2016-4786-EAF/CPC-2016-4785-VZC-  
HD-CU-CUB-SPP-SPR-SP)**

The Department of Transportation (LADOT) has completed its traffic assessment review for the proposed hotel project at 20401 Ventura Boulevard in the Woodland Hills Community Plan Area of the City of Los Angeles. This revised traffic analysis is based on a Vehicle Miles Traveled (VMT) traffic analysis addendum prepared by Linscott Law and Greenspan Engineers, dated April 16, 2020. LADOT previously issued a revised traffic assessment report dated April 9, 2019, to the Department of City Planning (DCP), where no significant traffic impacts were identified in the review of the level of service analysis. Also, after the release of this report, on July 30, 2019, to comply with Senate Bill (SB) 743 and recent changes to Section 15064.3 of the State's California Environmental Quality Act (CEQA) Guidelines, the City of Los Angeles adopted VMT as the criteria by which to determine transportation impacts under CEQA. The purpose of this assessment is to evaluate traffic-related CEQA impacts per the thresholds established in LADOT's Transportation Assessment Guidelines (TAG). Please replace the previous LADOT assessment letters dated April 9, 2019, May 1, 2020, and May 6, 2020 in their entirety, with this report.

## **DISCUSSION AND FINDINGS**

### **A. Project Description**

The project proposes to construct a new 149 hotel guestrooms, and demolish an existing 9,571 square-foot restaurant located at 20401 Ventura Boulevard. The original project consisted of a proposed 200 room hotel which has now been reduced by 51 rooms. Similar to the original project proposal, vehicular access is proposed via two existing driveways along Ventura Boulevard.

### **B. CEQA Screening Thresholds**

A trip generation analysis was conducted to determine if the project would exceed the net 250 daily vehicle trips screening threshold. Using the City of Los Angeles VMT Calculator tool, which draws upon local trip generation data and trip rate estimates published in the Institute of Transportation Engineers' (ITE's) Trip Generation, 9<sup>th</sup> Edition manual, it was determined that the project will not exceed the net 250 daily vehicle trips threshold. Therefore, a transportation assessment was not required; however, in consultation with DCP it was determined that the project should address CEQA thresholds set forth in LADOT's TAG. A copy of the VMT calculator screening pages are provided as

**Attachments A and B.**

Additionally, the traffic analysis included further discussion of the following transportation impact thresholds:

**1. Threshold T-1: Conflicting with City's plans, programs, ordinances, or policies.**

The transportation assessment evaluated the proposed project for conformance with adopted City transportation plans, programs and policies related to the transportation circulation system.

The project seeks deviations from certain requirements of the Ventura/Cahuenga Boulevard Corridor Specific Plan related to driveways and pedestrian connections, and does not fully align with Mobility Plan 2035, and other General Plan Elements and policies regarding pedestrian circulation. Specifically, the project proposes to shift the existing easterly driveway approximately 15 feet to the east from its current location, and the existing westerly driveway will be shifted approximately 30 feet to the west from its current location. Additionally, the project proposes to provide for drop-off at the front of the location.

However, LADOT finds that these deviations and/or conflicts will not result in significant environmental impacts. While the project relocates ingress/egress driveways on Ventura Boulevard, the driveways will not substantially differ from the existing driveway configuration and therefore does not result in a change to baseline conditions. Additionally, while the "drop off" location will not be on the side or rear of the building, it does not vary from the existing onsite circulation patterns that would result in safety impact or cause vehicular interference with vehicles on Ventura Boulevard.

As discussed in the LADOT Transportation Assessment Guidelines, "a project would not be shown to result in an impact merely based on whether a project would not implement a particular program, plan, policy or ordinance." The determination of a significant impact is based on whether the project does not preclude the City from implementing adopted programs, plans and policies. As such, while the project conflicts with certain provisions of the Specific Plan and other General Plan elements, it does not substantively change the existing circulation or conflict with the implementation of the Specific Plan, the Mobility Plan 2035, or any other plan related to the transportation circulation system and as such, no significant impact is anticipated for this threshold. Based on all of the above, LADOT and DCP find the project will not preclude the implementation of the Specific Plan, Mobility Plan, and all other transportation related plans. As such, it will not result in a significant impact under this threshold.

In LADOT's review of this threshold, which focuses on how the project's design and access points may impact off-site safety, access and circulation, it was determined that the project would maintain an existing condition (i.e., same number of driveways) and would align with the Mobility Plan 2035 or with the Vision Zero Initiative, in that no new safety or environmental impacts from circulation would be created.

No significant transportation impact was determined by LADOT for this threshold.

**2. Threshold T-2.1: Causing a substantial vehicle mile traveled (VMT).**

As stated above, the project did not meet or exceed the screening criteria to conduct a VMT analysis and would, therefore, not result in a significant impact under this threshold.

**3. Threshold T-3: Substantially increasing hazards due to a geometric design feature or incompatible use.**

The project would not substantially increase hazards due to a geometric design. The north side of the Ventura Boulevard currently consists of a 60-foot half right-of-way, and the applicant shall not dedicate land along the entire proposed project frontage on Ventura Boulevard. The project proposes to relocate the two existing driveways as discussed in Section E, page 5 of this document. The dimension and location of the project driveways, internal circulation, and passenger and commercial loading schemes will be subject to LADOT's standards.

**C. CEQA Transportation Analysis**

On July 30, 2019, pursuant to SB 743 and the recent changes to Section 15064.3 of the State's California Environmental Quality Act (CEQA) Guidelines, the City of Los Angeles adopted VMT as criteria in determining transportation impacts under CEQA. The new LADOT TAG provide instructions on preparing transportation assessments for land use proposals and defines the significant impact thresholds.

The LADOT VMT Calculator tool measures project impact in terms of Household VMT per Capita, and Work VMT per Employee. LADOT identified distinct thresholds for significant VMT impacts for each of the seven Area Planning Commission (APC) areas in the City. For the South Valley APC area, in which the project is located, the following thresholds have been established:

- Household VMT per Capita: 9.4
- Work VMT per Employee: 11.6

This project does not exceed the 250 daily vehicle trip threshold. Also, the VMT generated by this project (Household VMT per Capita and Work VMT per employee) are not applicable for this project and are not exceeding 15% below the existing average Household VMT per capita and Work VMT's for the Area Planning Commission (APC) South Valley of 9.4 and 11.6 for Household and Work VMT's respectively.

**D. Access and Circulation**

During 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 LAMC. 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, the project has already completed a circulation analysis using a “level of service” screening methodology that indicates that the trips generated by the proposed development will not likely result in adverse circulation conditions at the study intersections analyzed in DOT’s previous letter dated April 9, 2019, shown in **Attachment C**.

## **PROJECT REQUIREMENTS**

### **A. Highway Dedication and Improvements**

According to Section 10 of the Specific Plan, the applicant shall make certain street and highway dedications and improvements to the satisfaction of LADOT and the Department of Public Works, Bureau of Engineering. **Ventura Boulevard** is a designated Boulevard II in the Street and Highways Element of the City’s Mobility Plan. The north side of the Ventura Boulevard currently consists of a 60-foot half right-of-way with a 47-foot half roadway and a 13-foot sidewalk. The standard cross-section for Boulevard II is a 55-foot half right-of-way with a 40-foot half roadway and a 15-foot sidewalk. The applicant shall not dedicate land along the entire proposed project frontage on Ventura Boulevard.

The applicant should contact the Bureau of Engineering, Department of Public Works 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.

### **B. 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 expected in 2020. The updated ordinance is expected to be completed prior to the anticipated construction of this project, if approved.

### **C. Construction Impacts**

LADOT recommends that a construction worksite temporary traffic control to be submitted LADOT’s Citywide Temporary Traffic Control Section for review and approval before to the start of any construction work. 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 construction-related traffic be restricted to off-peak hours to the extent possible.

**D. Project Impact Assessment (PIA) Fee**

According to Section 11 of the Ventura/Cahuenga Boulevard Corridor Specific Plan, the applicant shall pay or guarantee to pay a PIA Fee to LADOT before the issuance of any building permit. The gross PIA Fee for this project is calculated below and can be paid in either a single payment or through a deferred payment plan. The gross PIA Fee has been reduced based upon evidence provided by the applicant that a legally permitted use existed for a minimum of one year between November 9, 1985, and the date of this letter. The PIA Fee shall be indexed annually; therefore, the PIA Fee may change depending on the actual date when payment is made.

**Proposed Land Use (PIA Fee in Woodland Hills)**

<u>Hotel</u> Floor Area	=	83,294 square-feet
PIA Fee Rate (Category B)	=	\$2.13 per square-foot of floor area
	=	83,294 x \$2.13
<b>Proposed Project PIA Fee</b>	=	<b>\$177,416.22</b>

**Existing Land Use (PIA Fee in Woodland Hills)**

<u>Restaurant</u> Floor Area	=	9,571 square-feet
PIA Fee Rate (Category D)	=	\$4.39 per square-foot of floor area
	=	9,571 x \$4.39
<b>PIA Fee Credit</b>	=	<b>\$42,016.69</b>
	=	<b>\$177,416.22 - \$42,016.69</b>

**Net PIA Fee = \$135,399.53**

**E. Project Access and Circulation**

Vehicular traffic can access the property from two existing driveways on Ventura Boulevard. The project proposes to shift the easterly driveway approximately 15 feet to the east from its current location, and to shift the westerly driveway approximately 30 feet to the west from its current location as shown on **Attachment D**.

The review of this study does not constitute approval of the driveway dimensions, access, and circulation scheme. The Department of City Planning will conduct an assessment of internal site circulation as it relates to policies of the General Plan and development standards of the Ventura-Cahuenga Boulevard Corridor Specific Plan. Final LADOT approval shall be obtained before to the issuance of any building permits. This should be accomplished by submitting detailed site and driveway plans with a minimum scale of 1"=40', to LADOT's Valley Development Review Section at 6262 Van Nuys Boulevard, Suite 320, Van Nuys, CA 91401. To minimize and prevent last-minute building design changes, the applicant should contact LADOT for driveway width and internal design.

If you have any questions, please contact Jesus Serrano or me at (818) 374-4699.

Attachments

File/20401VenturaBlvdVMT.doc

c: Elizabeth Ene, Council District 3  
Michelle Levy, City Planning  
Ken Firoozmand, DOT West Valley District  
B. J. Soni, DOT Accounting  
Ali Nahass, BOE Valley District  
Quyen Phan, BOE Land Development Group  
Brad Rosenheim, Rosenheim & Associates, Inc.  
Jason A. Shender, Linscott Law & Greenspan Engineers

# Attachment A

## VMT Calculator - 20401 Ventura Blvd


### CITY OF LOS ANGELES VMT CALCULATOR Version 1.2

#### Project Information

Project:

Scenario:

Address:



Proposed Project Land Use Type:  Value: 149 Unit: Rooms

#### TDM Strategies

Select each section to show individual strategies. Use  to include if the TDM strategy is part of the proposed project or 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:  Proposed by:  Mitigation:  No  No

Reduce Parking Supply:  Proposed by:  Mitigation:  No  No

Reduce Parking Supply:  Proposed by:  Mitigation:  No  No

Reduce Parking Supply:  Proposed by:  Mitigation:  No  No

Reduce Parking Supply:  Proposed by:  Mitigation:  No  No

Reduce Parking Supply:  Proposed by:  Mitigation:  No  No

Reduce Parking Supply:  Proposed by:  Mitigation:  No  No

Reduce Parking Supply:  Proposed by:  Mitigation:  No  No

Reduce Parking Supply:  Proposed by:  Mitigation:  No  No

Reduce Parking Supply:  Proposed by:  Mitigation:  No  No

Reduce Parking Supply:  Proposed by:  Mitigation:  No  No

**B** **Transit**

Transit:  Proposed by:  Mitigation:  No  No

**C** **Education & Encouragement**

Education & Encouragement:  Proposed by:  Mitigation:  No  No

**D** **Commute Trip Reductions**

Commute Trip Reductions:  Proposed by:  Mitigation:  No  No

**E** **Shared Mobility**

Shared Mobility:  Proposed by:  Mitigation:  No  No

**F** **Bicycle Infrastructure**

Bicycle Infrastructure:  Proposed by:  Mitigation:  No  No

**G** **Neighborhood Enhancement**

Neighborhood Enhancement:  Proposed by:  Mitigation:  No  No

#### Analysis Results

Proposed Project	With Mitigation
1,021 <small>per vehicle trip</small>	1,021 <small>per vehicle trip</small>
8,930 <small>daily VMT</small>	8,930 <small>daily VMT</small>
N/A <small>per household VMT per capita</small>	N/A <small>per household VMT per capita</small>
N/A <small>per employee VMT per employee</small>	N/A <small>per employee VMT per employee</small>

**Significant VMT Impact?**

Household: N/A  
Threshold: 1.4  
17% Below AEC

Work: N/A  
Threshold: 11.6  
17% Below AEC



# Attachment B

## VMT Calculator - 20401 Ventura Blvd

**CITY OF LOS ANGELES VMT CALCULATOR Version 1.2**

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

**Project Information**

Project:

Scenario:

Address:

**Existing Land Use**

Land Use Type	Value	Unit
Regul High-Density Residential	4,571	SqFt
Regul High-Density Residential	9,971	SqFt

**Proposed Project Land Use**

Land Use Type	Value	Unit
Medium Density Residential	149	Rooms

**Project Screening Summary**

Existing Land Use	Proposed Project
1,053	1,021
9,624	4,910

**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
- The net increase in daily VMT: \$ 0
- The proposed project consists of only retail land uses & 50,000 square feet total

The proposed project is not required to perform VMT analysis.

Yes  No

**Measuring the Miles**



## Attachment C

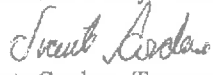
April 9, 2019 Letter - 20401 Ventura Blvd

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

20401 Ventura Boulevard  
DOT Case No. VEN 19-107997  
DOT Project ID No. 48151

Date: April 9, 2019

To: Sarah Hounsell, City Planner  
Department of City Planning

From:   
Vicente Cordero, Transportation Engineer  
Department of Transportation

Subject: **REVISED TRAFFIC ASSESSMENT FOR THE PROPOSED HOTEL  
PROJECT AT 20401 VENTURA BOULEVARD**

Pursuant to the Ventura/Cahuenga Boulevard Corridor Specific Plan, Ordinance Number 174,052 (Specific Plan), the Department of Transportation (DOT) has completed the traffic assessment for the proposed hotel at 20401 Ventura Boulevard in the Woodland Hills area of the City of Los Angeles. This traffic assessment letter supersedes previous traffic assessment letter sent on August 22, 2016.

### DISCUSSION AND FINDINGS

- A. Project Description  
The project proposes to construct a new 149 room hotel, and demolish an existing 9,571 square-foot restaurant located at 20401 Ventura Boulevard.
- B. Trip Generation  
The project is estimated to generate a net increase of approximately 29 daily trips, -34 trips during the a.m. peak hour, and 6 trips during the p.m. peak hour. These estimates were derived using trip generation rates from the Institute of Transportation Engineers (ITE) "Trip Generation Handbook, 10<sup>th</sup> Edition, 2017".

Land Use	Size	Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips		
			In	Out	Total	In	Out	Total
<b>Proposed Project</b>								
Hotel	149 room	1,246	41	29	70	46	14	90
<b>Existing Use</b>								
Restaurant	9,571 sf	1,217	-57	-47	-104	-56	-38	-94
<b>Total Net Trips</b>		29	-16	-18	-34	-10	6	-4

### PROJECT REQUIREMENTS

- A. Highway Dedication and Street Widening Requirements  
Pursuant to Section 10 of the Ventura/Cahuenga Boulevard Corridor Specific Plan, the applicant shall offer all required street and highway dedications and improvements to the satisfaction of DOT and the Department of Public Works, Bureau of Engineering.

## Attachment C (cont'd)

### April 9, 2019 Letter - 20401 Ventura Blvd

Sarah Hounsell

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April 9, 2019

Ventura Boulevard is a designated Boulevard II in the Street and Highways Element of the City's Mobility Plan. The North side of the Ventura Boulevard currently consists of a 60-foot half right-of-way with a 47-foot half roadway and a 13-foot sidewalk. The standard cross section for Boulevard II is a 55-foot half right-of-way with a 40-foot half roadway and a 15-foot sidewalk. The applicant shall not dedicate a land along the entire proposed project frontage on Ventura Boulevard.

The applicant should contact Bureau of Engineering, Department of Public Works 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.

**B. Project Impact Assessment (PIA) Fee**

Pursuant to Section 11 of the Ventura/Cahuenga Boulevard Corridor Specific Plan, the applicant shall pay or guarantee to pay a PIA Fee to DOT before the issuance of any building permit. The gross PIA Fee for this project is calculated below and can be paid in either a single payment or through a deferred payment plan. The gross PIA Fee has been reduced based upon evidence provided by the applicant that a legally permitted use existed for a minimum of one year between November 9, 1985 and the date of this letter. The PIA Fee shall be indexed annually; therefore, the PIA Fee may change depending on the actual date when payment is made.

**Proposed Land Use (PIA Fee in Woodland Hills):**

<u>Hotel</u> Floor Area	=	90,213 square-feet
PIA Fee Rate (Category B)	=	\$2.04 per square-foot of floor area
	=	90,213 x \$2.04
<b>Proposed Project PIA Fee</b>	<b>=</b>	<b>\$184,034.52</b>

**Existing Land Use (PIA Fee in Woodland Hills):**

<u>Restaurant</u> Floor Area	=	9,571 square-feet
PIA Fee Rate (Category D)	=	\$4.21 per square-foot of floor area
	=	9,571 x \$4.21
PIA Fee Credit	=	\$40,293.91
<b>Net PIA Fee</b>	<b>=</b>	<b>\$184,034.52-\$40,293.91</b>
		<b>\$143,740.61</b>

**C. Driveway Access and Circulation**

This determination does not include approval of the project's driveways, internal circulation, or parking scheme. Final DOT approval shall be obtained prior to issuance of any building permits. This should be accomplished by submitting detailed site and driveway plans with a minimum scale of 1"=40', to DOT's Valley Development Review Section at 6262 Van Nuys Boulevard, Suite 320, Van Nuys, CA 91401. All driveways should be 30 feet and 16 feet wide for two-way and one-way operations, respectively or to the satisfaction of DOT. All delivery truck loading and unloading should take place on site with no vehicles having to back into public right-of-way via any of the project driveways.

**Attachment C (cont'd)**  
April 9, 2019 Letter - 20401 Ventura Blvd

Sarah Hounsell

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April 9, 2019

If you have any further questions, you may contact Albert Isagulian of my staff at (818) 374-4699.

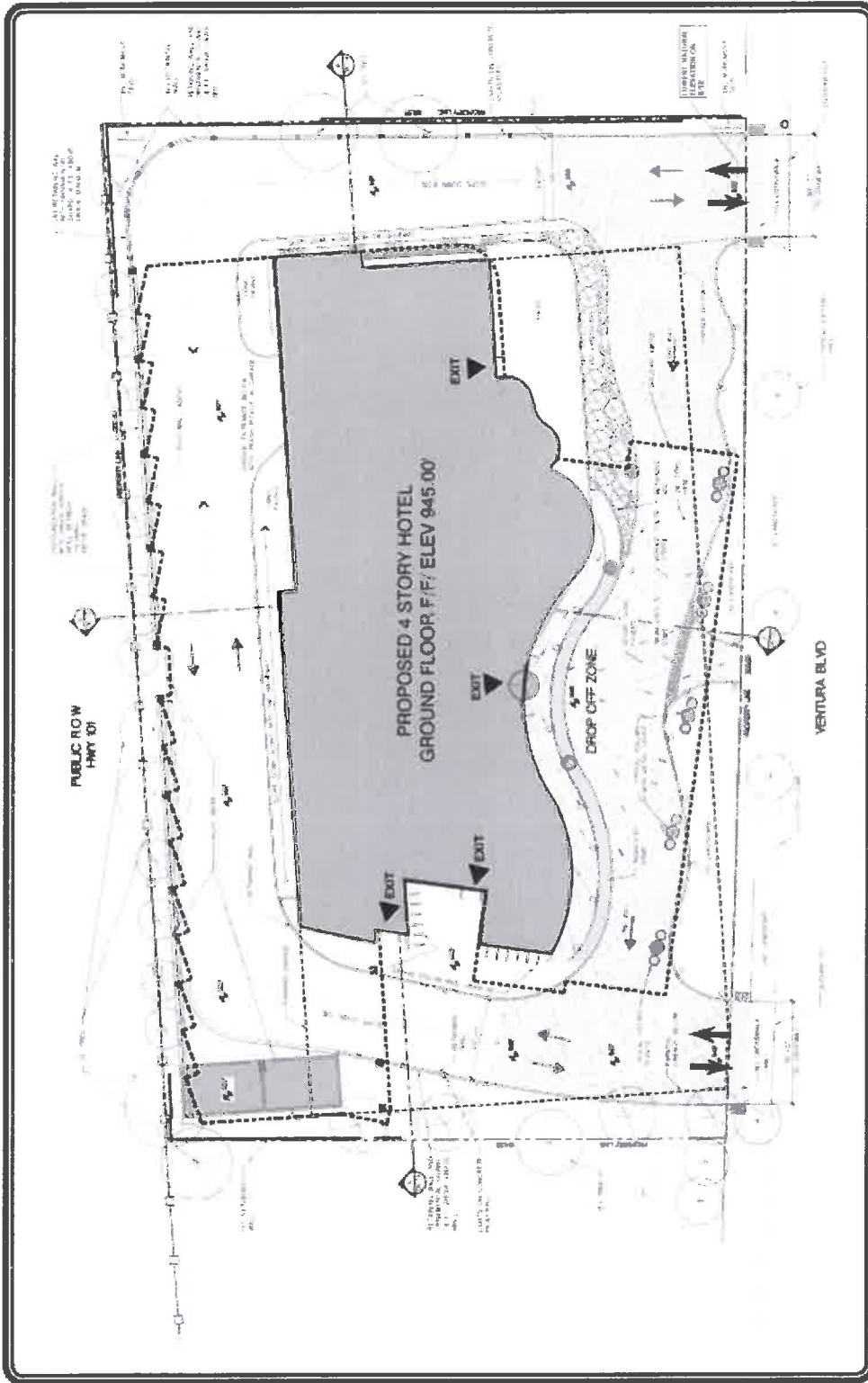
Attachments

A: 20401VenturaBlvd.doc

c: Andrew Pennington, Third Council District  
Ken Firoozmand, DOT West Valley District  
B. J. Soni, DOT Accounting  
Ali Nahass, Bureau of Engineering Valley District  
Brad Rosenheim, Rosenheim & Associates, Inc.

# Attachment D

Proposed Site Plan - 20401 Ventura Blvd



MAP SOURCE: ARCHITECTURAL DIMENSIONS



NOT TO SCALE

## FIGURE 1 PROJECT SITE PLAN

20401 VENTURA BOULEVARD HOTEL PROJECT

EINSCOTT, LAW & GREENSPAN, engineers