FEHR PEERS

Memorandum

Date: May 12, 2021

To: Sarah Spano & Kimberly Camacho, ESA

From: Netai Basu and Vivian Lee

Subject: Transportation Assessment Memorandum for Hoover Street District Yard Project

LA19-2950.01

This memorandum summarizes the results of supplemental transportation analyses conducted for the Hoover Street District Yard Project (Project) in accordance with new City analysis requirements. This analysis is supplemental to the previous report, *Hoover Street District Yard Project Transportation Analysis*, dated July 2019. LADOT issued its Transportation Study Assessment Letter for that report was in September 2019 (included as **Attachment A** to this memorandum). This memorandum is to be included as an appendix to the Project's Final Mitigated Negative Declaration (MND).

The City of Los Angeles revised its procedures for transportation analyses in response to Senate Bill (SB) 743. The City's current Transportation Analysis Guidelines (TAG) were adopted in July 2019 and updated in July 2020 and require use of vehicle miles traveled (VMT) as the primary metric for assessing impacts under California Environmental Quality Act (CEQA), rather than intersection level of service (LOS). The City's new TAG also requires additional analyses of project consistency with City transportation plans and policies as part of the CEQA process.

The TAG also requires analyses of certain transportation issues that it deems as non-CEQA, some of which are already addressed in the Draft MND for the Project but some of which are not. Since they are considered non-CEQA, additional analyses of these issues are not required for the project's Final MND. However, the construction analysis has been updated and is summarized in this memorandum.

This memorandum summarizes the results of the supplemental CEQA transportation analyses required for the Hoover Street District Yard Project in accordance with the new City requirements, which includes a review of whether the project conflicts with an adopted City program, policy, plan, or ordinance related to transportation, substantially increases hazards due to a geometric design feature or incompatible use, and a VMT analysis. As stated above, this memo also includes an

update to the construction-period analysis in Chapter 5 of the August 2019 report based on the latest information from LADWP.

Project Description

The proposed project is on the northwest corner of Hoover Street and Clinton Street and extends across the block to Commonwealth Avenue. The existing substation on the northeast corner of Clinton Street and Commonwealth Avenue is not part of the project. The adjacent land uses include residential uses to the north, south, west and east. Retail uses are also located east of the project site on the opposite side of Hoover Street. Regional access to the project site is provided by the Hollywood Freeway (US-101), with access ramps less than one mile to the south, and subregional access is provided by Vermont Avenue and Melrose Avenue. The project is located approximately one mile southeast of the Metro Red Line Vermont/Santa Monica Station and approximately one mile northeast of the Red Line Vermont/Beverly Station.

The proposed project involves the demolition of a vacant street lighting yard and construction of a new power yard for the Los Angeles Department of Water and Power. The project includes the construction a utility building with 55,965 square feet of administration space, 10,703 square feet of warehouse space, and 7,892 square feet of fleet space. The project would also include subterranean and surface parking.

Inbound and outbound access for employee/visitor vehicles and smaller fleet trucks will be provided by a two-way driveway on Clinton Street. Employees and visitors will have access to the subterranean parking using this driveway. Site access for larger fleet vehicles will be provided by a two-way driveway on Hoover Street. An additional driveway will be located on Commonwealth Avenue, but is intended for use as an emergency egress only. The three project driveways currently exist but will be improved as necessary to meet the City's current driveway design standards. Although the project is not intended to serve the general public, primary pedestrian access to the site will be provided from Hoover Street.

Vehicle Miles Traveled Analysis

As part of the current TAG, analysis of proposed land use projects is required to assess whether they could result in a substantial impact on vehicle miles traveled. In Section 2.24 of the TAG, it is recognized that Public Services (e.g., police, fire stations, public utilities) do not generally generate substantial VMT. Instead, these land uses are often built in response to development from other land uses (e.g., office and residential) and are therefore presumed to have less-than-significant impacts on VMT. On this basis, the proposed project is screened from further VMT analysis and is determined to have a less-than-significant VMT impact.

Plans, Programs, Ordinances, or Policies Conflict Review

The City's TAG includes a review for conflicts with transportation-related plans, programs, ordinances, or policies. Based on applying the screening criteria, the threshold test is to assess whether a project would conflict with an adopted program, policy, plan, or ordinance that is adopted to protect the environment. A project would not result in an impact merely if it would not implement a particular program, policy, plan or ordinance. Rather, it is the intention of this threshold test to ensure that proposed development does not conflict with nor preclude the City from implementing adopted programs, plans, and policies.[1] Furthermore, under CEQA, a project is considered consistent with an applicable plan if it is consistent with the overall intent of the plan and would not preclude the attainment of its primary goals. A project does not need to be in perfect conformity with each and every policy. Finally, any inconsistency with an applicable policy, plan, or regulation is only a significant impact under CEQA if the policy, plan, or regulation was adopted for the purpose of avoiding or mitigating an environmental effect and if the inconsistency itself would result in a direct or indirect physical impact on the environment.

Per the TAG requirements, this evaluation was conducted by reviewing City documents such as the Los Angeles Municipal Code (LAMC), Los Angeles Mobility Plan 2035, Vision Zero plan, Citywide Design Guidelines, and the local community plan. **Attachment B** to this memorandum provides additional detail regarding the plans, programs, ordinances, and policies conflict review analysis which was conducted in accordance with Attachment D to the City's TAG and is summarized below.

The Project features and design generally support multimodal transportation options and would be consistent with policies, plans, and programs that support alternative transportation, such as those included in *Mobility Plan 2035*. The Project design includes features to minimize impacts to the public right-of-way and enhance the user experience by integrating multimodal transportation options. The Project proposes to add street trees along the Project site perimeter, and improve the existing street and pedestrian lighting. The Project does not propose to narrow sidewalks or remove streetscape amenities or features. The Project will provide short-term and long-term bicycle parking in accordance with LAMC requirements.

The Project site currently is served by five driveways, three on Hoover Street, one on Clinton Street, and one on Commonwealth Avenue. The Project proposes to improve three of the existing driveways as necessary to meet the City's current driveway design standards and remove two existing driveways on Hoover Street. Hoover Street is designated as a Local Street, and Clinton Street and Commonwealth Avenue are designated as Collector Streets. The Project does not propose to add any driveways on arterial streets.

[1] Los Angeles Department of Transportation, *Transportation Assessment Guidelines*, page 2-2 (July 2020).

The Project would not substantially increase hazards, conflicts, or preclude City actions to fulfill or implement projects associated with these networks and will improve walkability around on streets fronting the Project site.

Geometric Design Feature Review

This section discusses impacts regarding the potential increase of hazards due to a geometric design feature that generally relates to the geometric design of access points to and from the Project site and may include safety, operational, or capacity impacts.

Although the project is not intended to serve the general public, primary pedestrian access to the site will be provided from Hoover Street. Visitors and employees arriving to the Project site by bicycle would have the same access opportunities as pedestrians but would need to dismount and walk bicycles through the Project site. The Project's access locations would be designed to the City standards and would provide adequate sight distance, sidewalks, and pedestrian movement controls that meet the City's requirements to protect pedestrian safety. All driveways will intersect at right angles. Street trees and other potential impediments to adequate driver and pedestrian visibility would be minimal. Pedestrian entrances separated from vehicular driveways would provide access from the adjacent streets, parking facilities, and transit stops.

The Project was analyzed with the following driveways:

- A two-way full-access driveway on Hoover Street
- A two-way full-access driveway on Clinton Street
- An outbound only emergency access driveway on Commonwealth Avenue

The Project would reduce the total number of vehicle access points to three driveways as there are currently five driveways on the Project site. Inbound and outbound access for employee/visitor vehicles and smaller fleet trucks will be provided on Clinton Street. Site access for larger fleet trucks will be provided on Hoover Street.

The driveways would be designed to comply with LADOT standards. The driveways would not require the removal or relocation of existing passenger transit stops and would be designed and configured to avoid or minimize potential conflicts with transit services and pedestrian traffic. None of the Project frontages are along streets that are part of the High Injury Network. As a result, the Project would not substantially increase hazards or conflicts and would contribute to overall walkability through enhancements to the Project site. **Attachment B** contains more detailed responses to the TAG evaluation questions that support this conclusion.

Updated Project Construction Analysis

This section provides a construction period transportation analysis conducted in accordance with the LADOT TAG. This section replaces Chapter 5 of the previous report, *Hoover Street District Yard Project Transportation Analysis* (2019), as there have been subsequent updates to the Project construction activity and schedule.

Anticipated Construction Activity

Based on the schedule provided by LADWP, construction of the project is currently planned to begin in April 2022 and expected to be completed by December 2028. Before the following phases begin, the remediation plan will be completed after the acquisition of the missing data (Data Gap Work Plan). The construction is anticipated to involve 12 general phases with the following approximate durations (which overlap to some extent):

(1) Implementation of Data Gaps Work Plan – October 2021 to March 2022, 130 days

(2) Demolition & Abatement – April to September 2023, 131 days

(3) Excavation & Soil Remediation – March 2026 to August 2026, 132 days

(4) Site Preparation – September 2026, 5 days

(5) Shoring – Drive Piles – September to December 2026, 65 days

(6) Shoring – Drill Tiebacks – December 2026 to March 2027, 65 days

(7) Bore Caissons – February to May 2027, 64 days

(8) Foundations Concrete – April to June 2027, 43 days

(9) Building Construction – June 2027 to December 2028, 456 days

(10) Paving – October to December 2028, 41 days

(11) Architectural Coatings – October to December 2028, 41 days

(12) Installation of Monitoring Wells – December 2028 to January 2029, 20 days

Haul Activity

LADWP estimates that approximately 50,000 cubic yards of soil (of which 32,000 cubic yards is expected to be contaminated soil) are expected to be exported from the site. **Table 1** shows the peak day activity estimated under each phase of construction. Up to 25 trucks per day are expected during Building Construction. Hauling hours are anticipated to be between 8:00 AM to 4:00 PM.

Uncontaminated soil will be hauled to the Sun Valley Landfill and contaminated soil will be diverted to the Kettleman Hills Landfill. The haul route will use Hoover Street travel to each respective landfill using the Hollywood Freeway (US 101). Trucks will be staged off-site and dispatched to the project site as needed.

Equipment and Delivery Trucks

In addition to haul trucks, the site is also expected to generate equipment and delivery trucks during some phases of construction. One example would be concrete delivery, which would be required for the parking garage and the buildings on site. Other materials would include plumbing supplies, electrical fixtures, and items used in furnishing the buildings. These materials would be delivered to the site and stored on-site. These deliveries are expected to occur in variously sized vehicles including small delivery trucks to cement mixer trucks and 18-wheel trucks. Additionally, construction equipment would have to be delivered to the site. This equipment could include cranes, bulldozers, excavators, and other large items of machinery, which would be transported to the site on large trucks. As shown in **Table 1,** up to 14 equipment/delivery trucks per day are anticipated on peak activity day during the Installation of Monitoring Wells.

Construction Employees

As shown in **Table 1**, Excavation & Soil Remediation and Foundations Concrete are expected to involve up to 75 workers each on site, and all other phases are expected to involve up to 20 workers or less on-site on a daily basis. Parking for construction workers will be provided at a designated off-site off-street location and will take a shuttle to the project site if necessary, until the subterranean parking lot is completed. Some of all of the construction workers may park in the subterranean lot once it is completed.

TABLE 1
LADWP HOOVER STREET DISTRICT YARD PROJECT
ESTIMATED PEAK DAY ACTIVITY UNDER EACH PHASE

Phase	Duration (Days)	Construction Workers	Haul Truckloads	Equipment/Delivery Truckloads
Implement Data Gaps Work Plan [a]	*130*	10	9	12
Demolition & Abatement	*131*	10	3	1
Excavation & Soil Remediation	*132*	75	19	2
Site Preparation	*5*	10	1	1
Shoring - Drive Piles	*65*	20	0	2
Shoring - Drill Tiebacks	*65*	20	0	2
Bore Caissons	*64*	20	0	2
Foundations Concrete	*43*	75	10	2
Building Construction	*456*	20	25	2
Paving	*41*	20	0	2
Architectural Coatings	*41*	20	0	2
Installation of Monitoring Wells [a]	*20*	10	16	14

[a] For the Implement Data Gaps Work Plan and Installation of Monitoring Wells phases, vendor truck and haul truck trips are expected to occur for one day on the maximum construction activity day, where it was assumed the total amount of vendor truck trips and haul truck trips required for the entire phase are conservatively assumed to happen on a maximum construction activity day.

Construction Period Trip Generation

Based on the aforementioned information, a construction period trip generation analysis was conducted for each phase of construction to estimate daily, morning and evening peak hour trips. Construction workers often travel to and from a worksite outside of the typical peak commute hours. For the purpose of the analysis, it was assumed that up to 40% of the construction workers will arrive during the peak morning commute hour and 40% will depart during the peak evening commute hour. Haul and delivery/equipment trucks were assumed to occur evenly throughout the 8-hour construction day.

Table 2 shows a summary of construction period trip generation estimates under each phase of construction. As shown, on a peak construction activity day, approximately 218 daily trips are estimated to occur during the overlapping phases of Bore Caissons and Foundations, of which 46 trips would occur during each of the morning and evening peak hours.

The peak construction activity is estimated to generate fewer total daily trips and peak hour trips than are projected for the project once it is completed and occupied.

The influx of this material and equipment could affect the adjacent roadway network in the following ways:

- There may be intermittent periods when large numbers of material deliveries are required, such as when concrete trucks will be needed for the parking garage and the buildings.
- Some of the materials and equipment could require the use of large trucks (18-wheelers), which could create additional congestion on the adjacent roadways.
- Delivery vehicles may need to park temporarily on adjacent roadways such as Clinton Street, Hoover Street, and Commonwealth Avenue as they deliver their items. Based on past experience, it is not uncommon for these types of deliveries to result in temporary lane closures.

TABLE 2
LADWP HOOVER STREET DISTRICT YARD PROJECT
CONSTRUCTION PERIOD DAILY TRIP GENERATION ESTIMATES

Phase	Daily Trips [1]	Morning Peak Hour Trips			Evening Peak Hour Trips		
		In	Out	Total	In	Out	Total
Data Gap Work Plan							
Construction Worker Trips[2]	20	4	0	4	0	4	4
Haul Truck Trips [3]	18	1	1	2	1	1	2
Equipment/Delivery Truck Trips [3]	24	2	2	4	2	2	4
Phase 1 Total	***62***	***7***	***3***	***10***	***3***	***7***	***10***
Demolition & Abatement							
Construction Worker Trips[2]	20	4	0	4	0	4	4
Haul Truck Trips [3]	6	0	0	0	0	0	0
Equipment/Delivery Truck Trips [3]	2	0	0	0	0	0	0
Phase 2 Total	***28***	***4***	***0***	***4***	***0***	***4***	***4***
Excavation & Soil Remediation							
Construction Worker Trips[2]	150	30	0	30	0	30	30
Haul Truck Trips [3]	38	2	2	4	2	2	4
Equipment/Delivery Truck Trips [3]	4	0	0	0	0	0	0
Phase 3 Total	***192***	***32***	***2***	***34***	***2***	***32***	***34***
Site Preparation							
Construction Worker Trips[2]	20	4	0	4	0	4	4
Haul Truck Trips [3]	2	0	0	0	0	0	0
Equipment/Delivery Truck Trips [3]	2	0	0	0	0	0	0
Phase 4 Total	***24***	***4***	***0***	***4***	***0***	***4***	***4***
Shoring - Drive Piles							
Construction Worker Trips[2]	40	8	0	8	0	8	8
Haul Truck Trips [3]	0	0	0	0	0	0	0
Equipment/Delivery Truck Trips [3]	4	0	0	0	0	0	0
Phase 5 Total	***44***	***8***	***0***	***8***	***0***	***8***	***8***
Shoring - Drill Tiebacks							
Construction Worker Trips[2]	40	8	0	8	0	8	8
Haul Truck Trips [3]	0	0	0	0	0	0	0
Equipment/Delivery Truck Trips [3]	4	0	0	0	0	0	0
Phase 6 Total	***44***	***8***	***0***	***8***	***0***	***8***	***8***
Bore Caissons							
Construction Worker Trips[2]	40	8	0	8	0	8	8
Haul Truck Trips [3]	0	0	0	0	0	0	0
Equipment/Delivery Truck Trips [3]	4	0	0	0	0	0	0
Phase 7 Total	***44***	***8***	***0***	***8***	***0***	***8***	***8***
Foundations Concrete							
Construction Worker Trips[2]	150	30	0	30	0	30	30
Haul Truck Trips [3]	20	1	1	2	1	1	2
Equipment/Delivery Truck Trips [3]	4	0	0	0	0	0	0
Phase 8 Total	***174***	***31***	***1***	***32***	***1***	***31***	***32***
Building Construction							
Construction Worker Trips[2]	40	8	0	8	0	8	8
Haul Truck Trips [3]	50	3	3	6	3	3	6
Equipment/Delivery Truck Trips [3]	4	0	0	0	0	0	0
Phase 9 Total	***94***	***11***	***3***	***14***	***3***	***11***	***14***
Paving							
Construction Worker Trips[2]	40	8	0	8	0	8	8
Haul Truck Trips [3]	0	0	0	0	0	0	0
Equipment/Delivery Truck Trips [3]	4	0	0	0	0	0	0
Phase 10 Total	***44***	***8***	***0***	***8***	***0***	***8***	***8***
Architectural Coatings							
Construction Worker Trips[2]	40	8	0	8	0	8	8
Haul Truck Trips [3]	0	0	0	0	0	0	0
Equipment/Delivery Truck Trips [3]	4	0	0	0	0	0	0
Phase 11 Total	***44***	***8***	***0***	***8***	***0***	***8***	***8***
Monitoring Wells							
Construction Worker Trips[2]	20	4	0	4	0	4	4
Haul Truck Trips [3]	32	2	2	4	2	2	4
Equipment/Delivery Truck Trips [3]	28	2	2	4	2	2	4
Phase 12 Total	***80***	***8***	***4***	***12***	***4***	***8***	***12***

Notes:

[1] - Daily trips were calculated by counting two trips, one inbound and one outbound trip for each vehicle

[2] - Up to 40% of the construction workers were assumed to arrive during the morning peak hour of adjacent street traffic. A total of up to 40% worker were assumed to depart during the evening peak hour.

[3] - Daily haul and Equipment/Delivery truck trips were assumed to occur evenly throughout an 8-hour construction day. Therefore, the daily truck trips were divided by 8 hours to calculate morning and evening peak hour truck trips.

Construction Period Evaluation Criteria

The LADOT TAG provides three categories to be considered in regard to in-street construction effects: temporary traffic constraints, temporary loss of access, and temporary loss of bus stops or rerouting of bus lines. The evaluation criteria to be considered in each of these categories are as follows:

- Temporary Traffic Constraints:
    - The length of time of temporary street closures or closures of two more traffic lanes;
    - The classification of the street (major arterial, state highway, substandard hillside local or collector, etc.) affected;
    - The existing congestion levels on the affected street segments and intersections;
    - The operational constraints of substandard hillside streets needing to access construction sites;
    - Whether the affected street directly leads to a freeway on- or off-ramp or other state highway;
    - Potential safety issues involved with street or lane closures;
    - The presence of emergency services (fire, hospital, etc.) located nearby that regularly use the affected street.
- Temporary Loss of Access:
    - The length of time of any loss of pedestrian or bicycle circulation past a construction area;
    - The length of time of any loss of vehicular or pedestrian access to a parcel fronting the construction area;
    - The length of time of any loss or impedance of access by emergency vehicles or area residents to hillside properties;
    - The length of time of any loss of ADA pedestrian access to a transit station, stop, or facility;
    - The availability of alternative vehicular or pedestrian access within ¼ mile of the lost access;
    - The type of land uses affected, and related safety, convenience, and/or economic issues.
- Temporary Loss of Bus Stops or Rerouting of Bus Lines:
    - The length of time that an existing bus stop would be unavailable or that existing service would be interrupted;
    - The availability of a nearby location (within ¼ mile) where the bus stop or route can be temporarily relocated;
    - The existence of other bus stops or routes with similar routes/destinations within a ¼ mile radius of the affected stops or routes;

- Whether the interruption would occur on a weekday, weekend or holiday, and whether the existing bus route typically provides service that/those day(s).

LAMC Section 41.40 provides that construction activities are limited to the hours from 7:00 AM to 9:00 PM on weekdays and from 8:00 AM to 6:00 PM on Saturdays and holidays. No construction is permitted on Sundays.

Construction Analysis

The assessment of the Project against the evaluation factors described above is presented in **Table 3** and discussed below.

Temporary Traffic Constraints

Potential traffic constraints associated with construction of the project would be limited to those locations immediately adjacent to the project Site. Segments of Hoover Street, Clinton Street, and Commonwealth Avenue would have short-term constraints at locations where driveways are widened and where new curbs, landscaping, etc. are installed. Flagmen may be employed to guide trucks in and out of the project site which may temporarily delay traffic. Temporary lane closures and, potentially, temporary sidewalk closures along the perimeter around the project site may be expected. A crossing guard is currently present at Hoover Street & Clinton Street before and after school hours and will continue to remain during construction to aid students crossing Hoover Street and Clinton Street. An additional crossing guard may be present if or when pedestrian paths are affected. It is assumed that the access closures, if any, would result in temporary, short-term constraints.

Worksite traffic control plans would be prepared for any temporary sidewalk closures in accordance with applicable City and MUTCD guidelines.

Temporary Loss of Access

Pedestrian and vehicular access to properties located near the project site will be open and unobstructed for the duration of construction, other than intermittent short-term occurrences. The project construction is not expected to block any vehicular or pedestrian access to other parcels fronting the construction area. No loss of ADA pedestrian access to a transit stop, station, or facilities is anticipated.

Temporary Loss of Bus Stops or Rerouting of Bus Lines

Bus stops are located on Clinton Street and Hoover Street, but construction will not affect bus operations, as complete closures along Clinton Street and Hoover Street are not anticipated. Therefore, the project construction would not require relocation of bus stops and transit operations would not be affected.

TABLE 3
LADWP HOOVER STREET DISTRICT YARD DEMOLITION PROJECT
CONSTRUCTION EVALUATION

Evaluation Criteria	Assessment
Temporary Traffic Constraints:	
• The length of time of temporary street closures or closures of two or more traffic lanes; • The classification of the street (major arterial, state highway, substandard hillside local, or collector, etc.) affected; • The existing congestion levels on the affected street segments and intersections; • The operational constraints of substandard hillside streets needing to access construction sites; • Whether the affected street directly leads to a freeway on- or off-ramp or other state highway; • Potential safety issues involved with street or lane closures; • The presence of emergency services (fire, hospital, etc.) located nearby that regularly use the affected street.	• Temporary street closures or closures of two or more traffic lanes are not anticipated. • The streets affected by any temporary sidewalk closures (Hoover Street and Clinton Street/Commonwealth Avenue) are a collector street and local streets, respectively. • There are no hillside streets in the vicinity of the Project site. • The intersection of Hoover & Melrose currently operates at LOS A during both peak periods. • None of the affected streets directly lead to a freeway on- or off-ramp or other state highways. • Worksite traffic control plans would be prepared in accordance with applicable City and MUTCD guidelines. • There are no emergency services located within the immediate vicinity of the affected streets.
Temporary Loss of Access:	
• The length of time of any loss of pedestrian or bicycle circulation past a construction area; • The length of time of any loss of vehicular, bicycle, or pedestrian access to a parcel fronting the construction area; • The length of time of any loss or impedance of access by emergency vehicles or area residents to hillside properties; • The length of time of any loss of ADA pedestrian access to a transit station, stop, or facility; • The availability of alternative vehicular or pedestrian access within ¼ mile of the lost access; • The type of land uses affected, and related safety, convenience, and/or economic issues.	• Blockage of existing vehicle or pedestrian access to parcels fronting the construction area is not anticipated. No loss of ADA pedestrian access to a transit stop, station, or facilities is anticipated.
Temporary Loss of Bus Stops or Rerouting of Bus Lines:	
• The length of time that an existing bus stop would be unavailable or that existing service would be interrupted; • The availability of a nearby location (within ¼ mile) to which the bus stop or route can be temporarily relocated; • The existence of other bus stops or routes with similar routes/ destinations within a ¼ mile radius of the affected stops or routes; • Whether the interruption would occur on a weekday, weekend or holiday, and whether the existing bus route typically provides service that/those day(s).	• There are bus stops on the southwest and southeast corner of Clinton Street & Hoover Street. As lane closures are not anticipated along Clinton and Hoover, project construction would not require relocation of bus stops.

ATTACHMENT A

Transportation Study Assessment Letter

FORM GEN. 160A (Rev. 1/82)

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

611 N. Hoover St
DOT Case No. CEN 19-48371

Date: September 4, 2019

To: Heather Bleemers, City Planner
Department of City Planning

From: Wes Pringle, Transportation Engineer
Department of Transportation

Subject: **TRANSPORTATION STUDY ASSESSMENT FOR THE PROPOSED LADWP DISTRICT MAINTENANCE YARD AT 611 NORTH HOOVER STREET**

The Department of Transportation (DOT) has reviewed the transportation assessment, dated August 2019, prepared by Fehr and Peers, for the proposed district maintenance yard located 611 North Hoover Street. In order to evaluate the effects of the project's traffic on the available transportation infrastructure, the significance of the project's traffic impacts is measured in terms of change to the volume-to-capacity (V/C) ratio between the "future no project" and the "future with project" scenarios. This change in the V/C ratio is compared to DOT's established threshold standards to assess the project-related traffic impacts. The transportation impact analysis included the detailed examination of 7 signalized intersections. Based on DOT's current traffic impact criteria[1], none of the signalized intersections and roadway segments would be significantly impacted by project-related traffic. The results of the transportation impact analysis, which accounted for other known development projects in evaluating potential cumulative impacts, adequately evaluated the project's traffic impacts on the surrounding community and is summarized in **Attachment 1**.

DISCUSSION AND FINDINGS

A. Project Description

The proposed project involves the demolition of a vacant street lighting yard and construction of a new power yard. The project includes the construction a utility building of 31,939 square feet of administration space, 11,593 square feet of warehouse space, and 8,282 square feet of fleet space. The project would also Include 13,169 square feet of outdoor storage and subterranean and surface-level parking. Vehicular access for employee/visitor vehicles and smaller fleet trucks will be provided by a two-way driveway on Clinton Street. Site access for larger fleet trucks will be provided by a two-way driveway on Hoover Street. An additional driveway will be located on Commonwealth Avenue, but will be used for emergency egress only. The project is expected to be completed by 2023.

[1] Per the DOT Transportation Impact Analysis Policies and Procedures, a significant impact is identified as an increase in the Critical Movement Analysis (CMA) value, due to project related traffic, of 0.01 or more when the final ("with project") Level of Service (LOS) is LOS E or F; an increase of 0.020 or more when the final LOS is LOS D; or an increase of 0.040 or more when the final LOS is LOS C.

B. Trip Generation
The project is estimated to generate a net increase of 304 daily trips, 40 trips in the a.m. peak hour, and 142 trips in the p.m. peak hour. The trip generation estimates are based projected staffing and schedule provided by Los Angeles Department of Water & Power (LADWP). A copy of the trip generation table can be found in **Attachment 2**.

PROJECT REQUIREMENTS

Non-CEQA - Related Requirements and Considerations
To comply with the transportation and mobility goals and provisions of adopted City plans and ordinances, the applicant should be required to implement the improvements listed below.

A. Worksite Traffic Control Requirements
DOT recommends that a construction work site traffic control plan be submitted to DOT'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. DOT also recommends that all construction related truck traffic be restricted to off-peak hours.

B. Highway Dedication and Street Widening Requirements
On January 20, 2016, the City Council adopted the Mobility Plan 2035 which represents the new Mobility Element of the General Plan. A key feature of the updated plan is to revise street standards in an effort to provide a more enhanced balance between traffic flow and other important street functions including transit routes and stops, pedestrian environments, bicycle routes, building design and site access, etc. Per the new Mobility Element, **Hoover Street** has been designated as a Collector Street which would require a 20-foot half-width roadway within a 33-foot half-width right-of-way. **Clinton Street** has been designated as a Local Street which would require a 18-foot half-width roadway within a 30-foot half-width right-of-way. **Commonwealth Street** has been designated a Local Street which would require an 18-foot half-width roadway within a 30-foot half-width right-of-way. The applicant should check with Bureau of Engineering's Land Development Group to determine the specific highway dedication, street widening and/or sidewalk requirements for this project.

C. Parking Requirements
The proposed project would provide 162 subterranean parking spaces and 25 surface-level parking spaces. The applicant should check with the Department of Building and Safety on the number of Code-required parking spaces needed for this project.

D. Project Access
Vehicular access for employee/visitor vehicles and smaller fleet trucks will be provided by a two-way driveway on Clinton Street. Site access for larger fleet trucks will be provided by a two-way driveway on Hoover Street. An additional driveway will be located on Commonwealth Avenue, but will be used for emergency egress only.

E. Driveway Access and Circulation
The conceptual site plan is acceptable to DOT; however, the review of this study does not constitute approval of the driveway dimensions, access and circulation scheme. Those require separate review and approval and should be coordinated with DOT's Citywide Planning Coordination Section (201 N. Figueroa Street, 5th Floor, Room 550, @ 213-482-7024). In order to minimize and prevent last minute building design changes, the applicant should contact DOT early in the design process for driveway width and internal circulation requirements so that such traffic flow considerations are designed and incorporated early into the building and parking layout plans. All delivery truck loading and unloading should take place on site with no vehicles having to back into the project via any of the project driveways. A copy of the site plan from the traffic study is included as **Attachment 3**.

F. Development Review Fees
An ordinance adding Section 19.15 to the Los Angeles Municipal Code relative to application fees paid to DOT for permit issuance activities was adopted by the Los Angeles City Council in 2009 and updated in 2014. This ordinance 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 Russell Hasan of my staff (213) 972-8628.

Attachments

Q:\Letters\2019\CEN19-48371_Hoover St Dist Power Yard (DWP Hoover St Yard).docx

c: Amy Ablakat, Council District 13
Bhuvan Bajaj, Hollywood-Wilshire District Office, DOT
Taimour Tanavoli, Citywide Planning Coordination Section, DOT
Carl Mills, Central District, BOE
Netai Basu, Fehr and Peers

Attachment 1

TABLE 5
LADWP HOOVER STREET DISTRICT YARD PROJECT
EXISTING (2019) PLUS PROJECT INTERSECTION LEVELS OF SERVICE AND IMPACT ANALYSIS

NO.	INTERSECTION	PEAK HOUR	EXISTING		EXISTING + PROJECT		V/C INCREASE	SIGNIFICANT IMPACT?
			V/C	LOS	V/C	LOS		
1	Vermont Ave &	AM	0.389	A	0.389	A	0.000	No
	Melrose Ave	PM	0.542	A	0.545	A	0.003	No
2	Virgil Ave &	AM	0.622	B	0.626	B	0.004	No
	Melrose Ave	PM	0.764	C	0.767	C	0.003	No
3	Virgil Ave &	AM	0.376	A	0.378	A	0.002	No
	Clinton St	PM	0.517	A	0.527	A	0.010	No
4	Hoover St &	AM	0.703	C	0.706	C	0.003	No
	Santa Monica Blvd	PM	0.648	B	0.656	B	0.008	No
5	Hoover St &	AM	0.592	A	0.593	A	0.001	No
	Melrose Ave	PM	0.513	A	0.523	A	0.010	No
6	Hoover St &	AM	0.424	A	0.425	A	0.001	No
	Temple St	PM	0.552	A	0.557	A	0.005	No
7	Silver Lake Blvd &	AM	0.740	C	0.745	C	0.005	No
	Bellevue Ave	PM	0.561	A	0.573	A	0.012	No

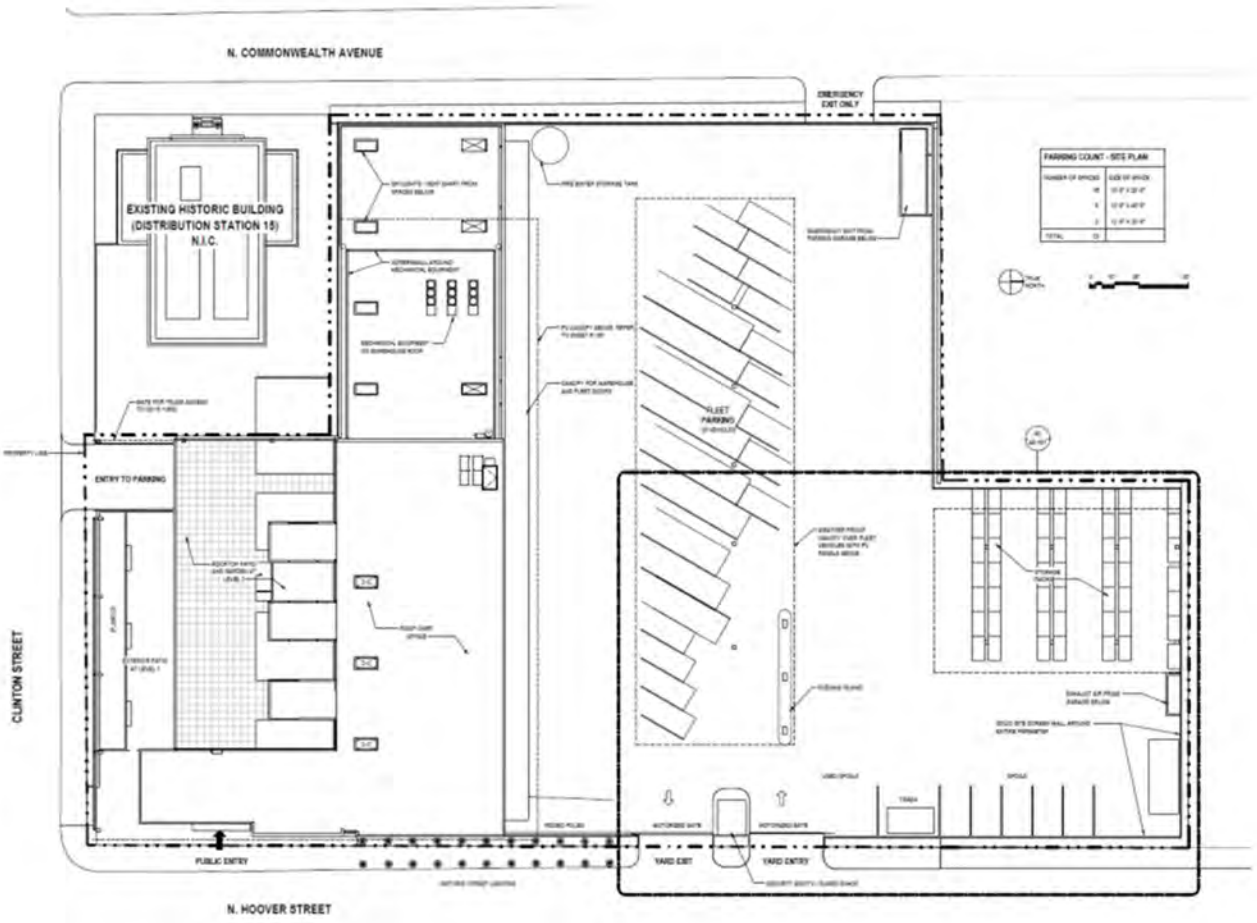
Attachment 2

TABLE 3C
PROJECT TRIP GENERATION ESTIMATES
LADWP HOOVER STREET DISTRICT YARD PROJECT

Land Use	Size	Estimated Trip Generation [a]						
		Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips		
			In	Out	Total	In	Out	Total
PROPOSED PROJECT								
Fleet Staff	79 Employees	158	0	0	0	0	79	79
Fleet Maintenance Staff	3 Employees	6	0	0	0	0	3	3
Office Staff	20 Employees	60	0	0	0	0	20	20
Fleet Vehicles	40 Trips	80	0	40	40	40	0	40
Total Proposed Trips		**304**	**0**	**40**	**40**	**40**	**102**	**142**

[a] Trip generation based on projected staffing and schedule from LADWP, which can be referenced in Table 3A and 3B. The higher trips during the AM and PM peak periods are shown, based on scheduling.

Attachment 3



Source: HDR, 2019.

Figure 2
Site Plan

ATTACHMENT B

Detailed Responses in Support of Determining Plans, Programs, Ordinances, or Policies Applicability