

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

3800 S. Vermont Av
DOT Case No. CEN 16-44979

Date: March 30, 2017

To: Karen Hoo, City Planner
Department of City Planning

From:  Wes Pringle, Transportation Engineer
Department of Transportation

Subject: **TRANSPORTATION ANALYSIS FOR THE PROPOSED LUCAS MUSEUM
OF NARRATIVE ART LOCATED AT 3800 SOUTH VERMONT AVENUE**

The Department of Transportation (DOT) has reviewed the transportation study prepared by Gibson Transportation Consulting, dated March 2017, for the proposed Lucas Museum of Narrative Art located at 3800 South Vermont Avenue. 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 established threshold standards to assess the project-related traffic impacts. Based on DOT's traffic impact criteria¹, the traffic study included the analysis of twenty intersections and determined that none of the study intersections would be significantly impacted by project-related traffic. The analysis supports an addendum to the 2003 Draft Environmental Impact Report for the Los Angeles Memorial Coliseum Renovation Project. The results of the traffic impact analysis, which adequately evaluate the project's traffic impacts on the surrounding community, are summarized in **Attachment 1**.

DISCUSSION AND FINDINGS

A. Project Description

The project proposes to construct a 299,717 square foot museum that will include art collections, films, and exhibitions that feature art, moving images, painting, illustrations, photography, animation and digital art. The museum will have ancillary uses that include sit-down restaurant, café, museum store, theater, several lecture halls, classrooms, and event spaces. The project will provide 1,025 parking spaces in a subterranean Museum Parking Garage. The project proposes to vacate 39th Street between Vermont Avenue and Bill Robertson Lane and the alley running north-south within the project. The vacations would be reviewed per the Bureau of Engineering's (BOE's) street vacation process. Vehicular access will be provided via two full service driveways on Bill Robertson Lane and a full access driveway on Vermont Avenue at Leighton Avenue. The project proposes to signalize the new driveway on Vermont Avenue. A new signal would need the approval of DOT's Central District Office. The project is expected to be completed by 2021.

¹ Per DOT's Traffic Study 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 approximately 1,633 daily trips, 245 trips during the p.m. peak hour and 408 trips during the Saturday midweek. The trip generation estimates are based on the mode splits and hourly arrival and departure patterns for museums in the Los Angeles area. DOT concurs with this method of estimating the project trips and the finding that this results in a higher trip generation than the ITE rates.

PROJECT REQUIREMENTS

A. Construction Impacts

The study included an analysis of the potential trip generation of construction traffic and potential impacts. No temporary impacts due to construction were found. DOT concurs with the study and recommends that a construction work site traffic control plan be submitted to DOT for review and approval prior 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. DOT also recommends that all construction related 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, **Vermont Avenue** has been designated an Avenue I (Secondary Highway), which would require a 35-foot half-width roadway within a 50-foot half-width right-of-way. The project 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.

C. Parking Requirements

The indicated that 1,025 parking spaces will be provided by the project. The applicant should check with the Department of Building and Safety on the number of code-required parking spaces needed for the project.

D. Driveway Access and Circulation

The conceptual site plan for the project submitted with the study dated August 25, 2016 (**Attachment 2**) demonstrates that vehicular access to the project site will be provided by three existing driveways on the project site. The conceptual site plan is acceptable to DOT. However, the review of this study does not constitute approval of the dimensions for any new proposed driveways. Any new proposed driveways require separate review and approval and should be coordinated with DOT's Citywide Planning Coordination Section (201 N. Figueroa Street, 5th Floor, Room 550, at 213-482-7024). In order to minimize and prevent last minute building design changes, the applicant should contact DOT for driveway width and internal circulation requirements prior to the commencement of building or parking layout design.

E. 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. Ordinance No. 183270 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 (213) 972-8482.

Attachments

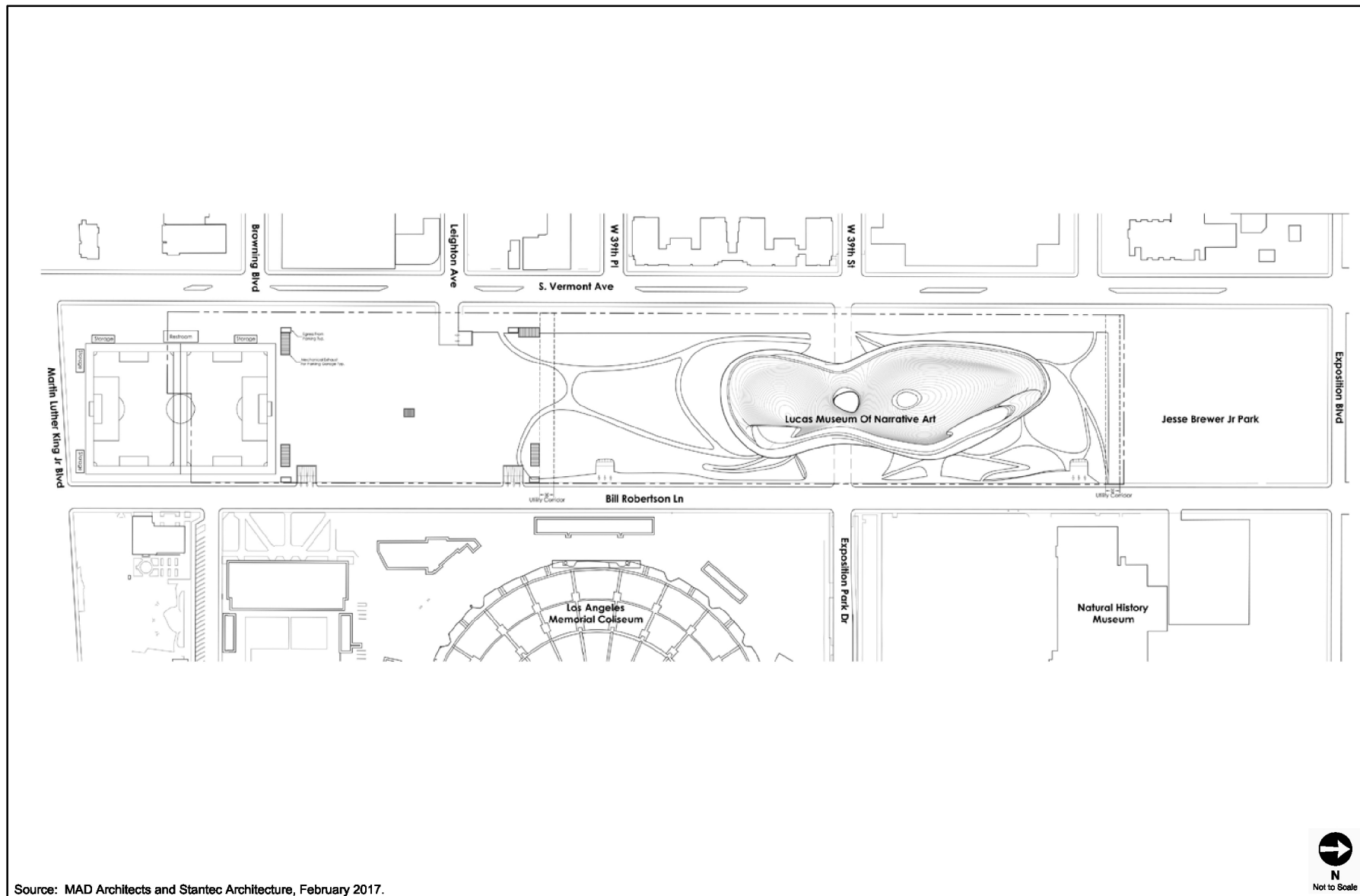
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c: Rob Katherman, Council District No. 9
Heather Bleemers, City Planning
Carl Mills, BOE Development Services
Mehrdad Moshksar, Central District, DOT
Taimour Tanavoli, Case Management Office, DOT
Jonathan Chambers, Gibson Transportation Consulting

Attachment 1

TABLE 12
FUTURE WITH PROJECT CONDITIONS (YEAR 2021)
INTERSECTION LEVELS OF SERVICE AND SIGNIFICANT IMPACTS

No	Intersection	Peak Hour	Future Without Project		Future with Project			
			V/C	LOS	V/C	LOS	Change in V/C	Significant Impact
1.	Normandie Avenue & Exposition Boulevard	Wkdy Eve Sat Mid	0.773 0.674	C B	0.779 0.683	C B	0.006 0.009	NO NO
2.	Normandie Avenue & Martin Luther King Jr. Boulevard	Wkdy Eve Sat Mid	0.763 0.675	C B	0.765 0.678	C B	0.002 0.003	NO NO
3.	Vermont Avenue & Jefferson Boulevard	Wkdy Eve Sat Mid	0.840 0.579	D A	0.843 0.583	D A	0.003 0.004	NO NO
4.	Vermont Avenue & Exposition Boulevard	Wkdy Eve Sat Mid	0.827 0.685	D B	0.835 0.714	D C	0.008 0.029	NO NO
5.	Vermont Avenue & 39th Street	Wkdy Eve Sat Mid	0.455 0.387	A A	0.429 0.344	A A	-0.026 -0.043	NO NO
6.	Vermont Avenue & Martin Luther King Jr. Boulevard	Wkdy Eve Sat Mid	0.824 0.743	D C	0.827 0.750	D C	0.003 0.007	NO NO
7.	Bill Robertson Lane & Exposition Boulevard	Wkdy Eve Sat Mid	0.391 0.428	A A	0.485 0.601	A B	0.094 0.173	NO NO
8.	Bill Robertson Lane / Menlo Avenue & Martin Luther King Jr. Boulevard	Wkdy Eve Sat Mid	0.624 0.556	B A	0.667 0.607	B B	0.043 0.051	NO NO
9.	Hoover Street & Martin Luther King Jr. Boulevard	Wkdy Eve Sat Mid	0.563 0.505	A A	0.568 0.512	A A	0.005 0.007	NO NO
10.	Figueroa Street & Jefferson Boulevard	Wkdy Eve Sat Mid	0.893 0.561	D A	0.895 0.563	D A	0.002 0.002	NO NO
11.	Figueroa Street & Exposition Boulevard / 37th Street	Wkdy Eve Sat Mid	0.874 0.604	D B	0.885 0.628	D B	0.011 0.024	NO NO
12.	Figueroa Street & Flower Street	Wkdy Eve Sat Mid	0.617 0.462	B A	0.624 0.473	B A	0.007 0.011	NO NO
13.	Figueroa Street & 39th Street	Wkdy Eve Sat Mid	0.772 0.576	C A	0.773 0.580	C A	0.001 0.004	NO NO
14.	Figueroa Street & Martin Luther King Jr. Boulevard	Wkdy Eve Sat Mid	1.017 0.874	F D	1.025 0.887	F D	0.008 0.013	NO NO
15.	Flower Street / I-110 SB Off-ramp & Exposition Boulevard	Wkdy Eve Sat Mid	0.465 0.287	A A	0.472 0.307	A A	0.007 0.020	NO NO
16.	Flower Street & 37th Street / I-110 SB On-ramp	Wkdy Eve Sat Mid	0.555 0.440	A A	0.565 0.455	A A	0.010 0.015	NO NO
17.	Hope Street / I-110 NB Off-ramp & 37th Street	Wkdy Eve Sat Mid	0.469 0.271	A A	0.494 0.308	A A	0.025 0.037	NO NO
18.	I-110 High-Occupancy Vehicle Ramps & 39th Street	Wkdy Eve Sat Mid	0.691 0.215	B A	0.715 0.256	C A	0.024 0.041	NO NO
19.	I-110 SB Ramps & Martin Luther King Jr. Boulevard	Wkdy Eve Sat Mid	0.729 0.599	C A	0.735 0.621	C B	0.006 0.022	NO NO
20.	Hill Street / I-110 NB Ramps & Martin Luther King Jr. Boulevard	Wkdy Eve Sat Mid	0.888 0.616	D B	0.888 0.624	D B	0.000 0.008	NO NO



MODIFIED PROJECT SITE PLAN

FIGURE
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