

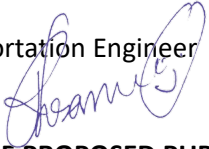
CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

12681 West Jefferson Boulevard
DOT Case No. CTC18-107520

Date: February 13, 2024

To: Brenda Kahinju, Senior Administrative Clerk
Department of City Planning

From: Mohammad R. Hasan, Transportation Engineer
Department of Transportation 

Subject: **TRAFFIC ASSESSMENT FOR THE PROPOSED PUBLIC STORAGE BUILDING EXPANSION PROJECT LOCATED AT 12681 WEST JEFFERSON BOULEVARD - SECOND UPDATE (ENV-2024-116-EAF/ CPC-2024-115-GPA-ZC-HD-CU-ZAA-SPR)**

*The Department of Transportation (DOT) issued traffic assessment letters for the expansion of the public storage building at 12681 West Jefferson Boulevard on December 20, 2020, and updated it on February 1, 2023, following Raju Associates, Inc.'s transportation analyses from October 30, 2018, and January 18, 2023, respectively. After the initial update, the applicant proposed further changes, leading to a second update in a technical memorandum by Raju Associates, Inc., dated January 31, 2024. This latest update suggests **a slight decrease** in trips compared to the first update and replaces the February 1, 2023, assessment letter. The previous letter is included as Attachment "A".*

The Department of Transportation (LADOT) has completed its review of the technical memorandum analysis report prepared by Raju Associates, Inc. dated January 31, 2024 for an update (second) to the proposed Public Storage facility expansion project located at 12681 West Jefferson Boulevard. After a review of the pertinent data, DOT has determined that the analysis conducted adequately describes the project-related impact of the proposed development.

In compliance with Senate Bill (SB) 743 and the California Environmental Quality Act (CEQA), a Vehicle Miles Traveled (VMT) analysis is required to identify the project's ability to promote the reduction of green-house gas emissions, the access to diverse land uses, and the development of multi-modal networks. The significance of a project's impact in this regard is measured against the VMT thresholds established in LADOT's Transportation Assessment Guidelines (TAG).

PROJECT DESCRIPTION

The updated plan includes a 3-story, 84,752 sq. ft. mini-warehouse, next to an existing Public Storage, reducing the size by 3,936 sq. ft. from the first update. It features 80,614 sq. ft. of storage (4,115 sq. ft. less than before) and 4,138 sq. ft. of retail space (179 sq. ft. more than before), totaling 297,198 sq. ft. of storage on site, 6,115 sq. ft. less than previously planned. The site plan is included as **Attachment B** to this letter. The completion (build-out) year has been revised from 2026 to 2028.

The site is located on the north side of Jefferson Boulevard between Westlawn Avenue and Village Drive in the Playa Vista area and is currently occupied by the Public Storage facility and the adjacent vacant lot. Access to the project site is proposed from an existing driveway on the north side of Jefferson Boulevard. The existing driveway already provides right-in and right-out access to the existing Public Storage facility and is intended to keep the same operation after the project is completed.

A total of 76 vehicle parking spaces (1 more than the first project update) and 64 bicycle spaces (same as the first project update) would be provided per the Los Angeles Municipal Code (LAMC) including 32 short-term and 32 long-term bicycle parking spaces.

DISCUSSION AND FINDINGS

Trip Generation

The applicant conducted a conservative trip generation analysis by utilizing both LADOT's VMT Calculator Tool and the Institute of Transportation Engineers (ITE) Trip Generation 11th Edition, 2021 to determine if the project screening would exceed the net 250 daily vehicle trips threshold requiring further transportation analysis. Since the LADOT VMT Calculator Tool (v1.3) is based on ITE 9th Edition trip generation rates, the resulting daily trips (based on ITE 11th Edition trip generation rates) for the existing use and proposed use were utilized in the LADOT VMT Calculator Tool using the custom land use feature. As indicated by the LADOT VMT Project Screening Criteria output page, provided as **Attachment "C"** to this letter, the project would result in a net total of approximately 101 daily trips (4 net daily trips lower than the previous first project update). For screening purposes, the project is estimated to generate a net increase of 117 daily trips (6 net daily trips lower than the previous first project update) using the rates published in the ITE 11th Edition and with the removal of the local serving retail use since the project's retail component is under 50,000 square feet. A copy of the trip generation table (Table 2) can be found in **Attachment "D"**.

Traffic Impact

LADOT concurs with the conclusion of the transportation analysis that the project trip generation still does not meet the trip threshold to warrant the requirement of a traffic impact analysis. Therefore, LADOT will not require the preparation of a traffic impact analysis for this project.

PROJECT REQUIREMENTS

To comply with transportation and mobility goals and provisions of adopted City Plans and ordinances, the applicant should be required to implement the following:

1. Transportation Impact Assessment (TIA) Fee:

Pursuant to Section 1.D.2 of the Fee Ordinance No. 186105 as authorized by the Coastal Transportation Corridor Specific Plan (CTC SP) an applicant for a project within the Specific Plan area, except as exempted, shall pay, or guarantee payment of a TIA Fee prior to issuance of any building permit. Applicable fee rates are identified in the TIA Fee Table of the Fee Ordinance. The applicable fee for the proposed project has been determined as follows:

Land Uses/ TIA fee Rates:

Industrial Land Use + Retail Land Use

Proposed Uses:

Mini-Warehouse: (80,614 sq. ft./ 1,000 sq. ft.) * \$4,480= **\$361,151.00**

Retail: (4,138 sq. ft. /1,000 sq. ft.) * \$17,813= **\$73,710.00**

ESTIMATED TOTAL TIA fee = \$434,861.00

Pursuant to Section 1.C.4 of the Fee Ordinance No. 186105 as authorized by the CTC SP, the Transportation Cost Factor shall be increased (or decreased) as of January 1 of each year by the amount of the percentage increase (or decrease) in the most recently available City Building Code Index, as determined by DOT. Therefore, **the actual TIA Fee may vary depending upon when payment is made to DOT.**

2. Highway Dedication and Street Widening Requirements

The applicant for the project has consulted with the City of Los Angeles Bureau of Engineering (BOE) regarding potential highway dedication or street widening requirements. Jefferson Boulevard currently provides a half right-of-way width (north side of street) of 50 feet along the Project's frontage. Per the BOE, the Project is required to provide a 5-foot dedication along the Project's frontage on Jefferson Boulevard, resulting in a half right-of-way width of 55 feet (for Boulevard II standard) consistent with the City of Los Angeles' Mobility Plan 2035. These requirements must be guaranteed before the issuance of any building permit through the B-permit process of the BOE. They must be constructed and completed prior to the issuance of any certificate of occupancy to the satisfaction of DOT and BOE.

3. Project Access and Circulation

The proposed site plan is acceptable to DOT; however, review of the study does not constitute approval of the driveway dimensions and internal circulation schemes. Those will require separate review and approval and should be coordinated with DOT's West LA/Coastal Development Review Section (7166 W. Manchester Avenue/ (213) 485 1062/ladot.devreview.wla@lacity.org). In order to minimize potential building design changes, the applicant should contact DOT 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 truck loading and unloading should take place on site with no vehicles backing into the project from public streets via any of the project driveways.

4. Development Review Fees

Section 19.15 of the LAMC identifies specific fees paid to DOT for traffic study review, condition clearance, and permit issuance. The applicant shall comply with any applicable fees per this ordinance.

5. 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 <https://ladot.lacity.gov/businesses/plan-review-checklists> 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 to the extent feasible.

If you have any questions, please contact me or Pedro Ayala at (213) 485-1062.

Attachments

c: Jeff Khau, Council District No. 11
Milena Zasadzien, William Lamborn, DCP
Tim Fremaux, Rudy Guevara, DOT
Mike Patonai, Oscar Gutierrez BOE
Srinath Raju, Raju Associates, Inc.

CITY OF LOS ANGELES


INTER-DEPARTMENTAL CORRESPONDENCE

Attachment "A" (1 of 6)

12681 W Jefferson Blvd: New Mini-Storage Bldg expansion, 2nd Update (CTC18-107520)12681 West Jefferson Boulevard
DOT Case No. CTC18-107520

Date: February 1, 2023

To: Brenda Kahinju, Senior Administrative Clerk
Department of City Planning

From: 
Eduardo Hermoso, Transportation Engineering
Department of Transportation

Subject: **TRAFFIC ASSESSMENT FOR THE PROPOSED PUBLIC STORAGE BUILDING EXPANSION
PROJECT LOCATED AT 12681 WEST JEFFERSON BOULEVARD**

The Department of Transportation (LADOT) has completed its review of the technical memorandum, and impact analysis report prepared by Raju Associates, Inc. dated December 6, 2022 with a subsequent revision submitted in January 18, 2023 for the proposed Public Storage expansion project located at 12681 West Jefferson Boulevard. After a review of the pertinent data, DOT has determined that the analysis conducted adequately describes the project-related impact of the proposed development.

In compliance with Senate Bill (SB) 743 and the California Environmental Quality Act (CEQA), a Vehicle Miles Traveled (VMT) analysis is required to identify the project's ability to promote the reduction of green-house gas emissions, the access to diverse land uses, and the development of multi-modal networks. The significance of a project's impact in this regard is measured against the VMT thresholds established in LADOT's Transportation Assessment Guidelines (TAG).

PROJECT DESCRIPTION

The project proposes the construction of a new, 88,688 sq. ft. mini-warehouse building in a vacant lot adjacent to an existing approximately 216,584 sq. ft., four story, Public Storage building. The mini-warehouse space will include 84,729 sq. ft. of storage use (for an overall site total of 303,313 sq. ft. of storage use) and 3,959 sq. ft. of ground-floor retail use. The project is anticipated to be completed in 2026.

The site is located on the north side of Jefferson Boulevard between Westlawn Avenue and Village Drive in the Playa Vista area and is currently occupied by the Public Storage facility and the adjacent vacant lot. Access to the project site is proposed from an existing driveway on the north side of Jefferson Boulevard. The existing driveway already provides right-in and right-out access to the existing Public Storage facility and is intended to keep the same operation after the project is completed.

A total of 75 vehicle parking spaces and 64 bicycle spaces would be provided per the Los Angeles Municipal Code (LAMC) including 32 short-term and 32 long-term bicycle parking spaces.

DISCUSSION AND FINDINGS**Trip Generation**

The applicant conducted a conservative trip generation analysis by utilizing both LADOT's VMT

Calculator Tool and the Institute of Transportation Engineers (ITE) Trip Generation 11th Edition, 2021 to determine if the project would exceed the net 250 daily vehicle trips threshold requiring further transportation analysis. Since the LADOT VMT Calculator Tool (v1.3) is based on ITE 9th Edition trip generation rates, the resulting daily trips (based on ITE 11th Edition trip generation rates) for the existing use and proposed use were utilized in the LADOT VMT Calculator Tool using the custom land use feature. As indicated the LADOT VMT Screening Criteria section (included in **Attachment A**), the Project would result in a net total of approximately 105 daily trips. The project is estimated to generate a net increase of 123 daily trips, using the rates published in the ITE 11th Edition. A copy of the trip generation table (Table 2) can be found in **Attachment "B"**.

Traffic Impact

LADOT concurs with the conclusion of the transportation analysis that the project trip generation does not meet the trip threshold to require a traffic impact analysis. Therefore, LADOT will not require the preparation of a traffic impact analysis for this project.

PROJECT REQUIREMENTS

To comply with transportation and mobility goals and provisions of adopted City Plans and ordinances, the applicant should be required to implement the following:

1. Transportation Impact Assessment (TIA) Fee:

Pursuant to Section 1.D.2 of the Fee Ordinance No. 186105 as authorized by the Coastal Transportation Corridor Specific Plan (CTC SP) an applicant for a project within the Specific Plan area, except as exempted, shall pay, or guarantee payment of a TIA Fee prior to issuance of any building permit. Applicable fee rates are identified in the TIA Fee Table of the Fee Ordinance. The applicable fee for the proposed project has been determined as follows:

Land Uses/ TIA fee Rates:

Industrial Land Use + Retail & Service Land Use

Proposed Uses:

Mini-Warehouse: (84,729 sq. ft.) * (\$4,028/1,000 sq. ft.) = **\$341,288.41**

Retail: (3,959 sq. ft.) * (\$16,016/1,000 sq. ft.) = **\$63,407.34**

TOTAL TIA fee = \$404,695.75

Pursuant to Section 1.C.4 of the Fee Ordinance No. 186105 as authorized by the CTC SP, the Transportation Cost Factor shall be increased (or decreased) as of January 1 of each year by the amount of the percentage increase (or decrease) in the most recently available City Building Code Index, as determined by DOT. Therefore, the actual TIA Fee may vary depending upon when payment is made to DOT.

2. Highway Dedication and Street Widening Requirements

The applicant for the project shall consult the Bureau of Engineering (BOE) for any highway dedication or street widening requirements. These requirements must be guaranteed before the issuance of any building permit through the B-permit process of the BOE. They must be constructed and completed prior to the issuance of any certificate of occupancy to the

Brenda Kahinju

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February 1, 2023

satisfaction of DOT and BOE.

3. Development Review Fees

Section 19.15 of the LAMC identifies specific fees for traffic study review, condition clearance, and permit issuance. The applicant shall comply with any applicable fees per this ordinance

4. Project Access and Circulation

The proposed site plan illustrated in **Attachment C** is acceptable to DOT; however, review of the study does not constitute approval of the driveway dimensions and internal circulation schemes. Those will require separate review and approval and should be coordinated with DOT's West LA/Coastal Development Review Section (7166 W Manchester Ave, @ 213-485-1062). In order to minimize potential building design changes, the applicant should contact DOT 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 truck loading and unloading should take place on site with no vehicles backing into the project from public streets via any of the project driveways.

If you have any questions, please contact Joshua Jones at (213) 485-1062.

Attachments

c: Jeff Khau, Council District No. 11
Milena Zasadzien, William Lamborn, DCP
Tim Fremaux, Rudy Guevara, DOT
Mike Patonai, Oscar Gutierrez BOE
Srinath Raju, Raju Associates, Inc.

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3



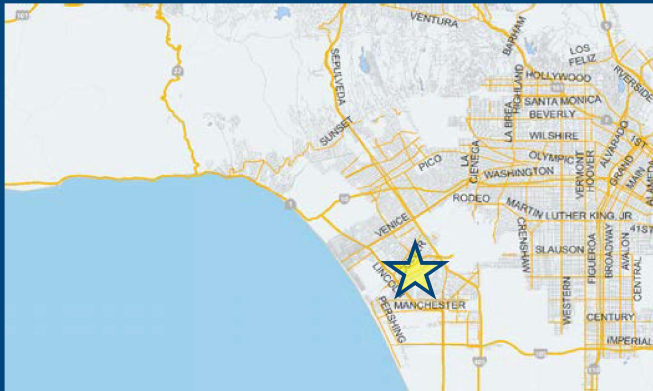
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project:

Scenario:

Address:



Is the project replacing an existing number of residential units with a smaller number of residential units AND is located within one-half mile of a fixed-rail or fixed-guideway transit station?

Yes No

Existing Land Use

Land Use Type	Value	Unit
Industrial Warehousing/Self-Storage	216.584	ksf
(custom) Mini-Warehouse (ITE 11th Ed) Daily	314	Trips
(custom) Mini-Warehouse (ITE 11th Ed) HBVA	19	Percent
(custom) Mini-Warehouse (ITE 11th Ed) HBO	41	Percent
(custom) Mini-Warehouse (ITE 11th Ed) NHB	20	Percent
(custom) Mini-Warehouse (ITE 11th Ed) HBVA	0	Percent
(custom) Mini-Warehouse (ITE 11th Ed) HBO	0	Percent
(custom) Mini-Warehouse (ITE 11th Ed) NHB	20	Percent
(custom) Mini-Warehouse (ITE 11th Ed) Daily	0	Residents
(custom) Mini-Warehouse (ITE 11th Ed) Daily	71	Employees
(custom) Mini-Warehouse (ITE 11th Ed) Daily		Non-Retail/Non-Retail

Click here to add a single custom land use type (will be included in the above list)

Proposed Project Land Use

Land Use Type	Value	Unit
Industrial Warehousing/Self-Storage	303.313	ksf
(custom) Mini-Warehouse (11th Ed) Retail/Non-Retail		LU type
(custom) Mini-Warehouse (11th Ed) Resident	0	Person
(custom) Mini-Warehouse (11th Ed) Employee	99	Person
(custom) Mini-Warehouse (11th Ed) Daily	437	Trips
(custom) Mini-Warehouse (11th Ed) HBW-Att	19	Percent
(custom) Mini-Warehouse (11th Ed) HBO-Att	41	Percent
(custom) Mini-Warehouse (11th Ed) NHB-Attr	20	Percent
(custom) Mini-Warehouse (11th Ed) HBW-Prc	0	Percent
(custom) Mini-Warehouse (11th Ed) HBO-Prc	0	Percent
(custom) Mini-Warehouse (11th Ed) NHB-Pro	20	Percent

Click here to add a single custom land use type (will be included in the above list)

Project Screening Summary

Existing Land Use	Proposed Project
281 Daily Vehicle Trips	386 Daily Vehicle Trips
2,216 Daily VMT	3,042 Daily VMT
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. <input type="checkbox"/>	
Tier 2 Screening Criteria	
The net increase in daily trips < 250 trips	105 Net Daily Trips
The net increase in daily VMT ≤ 0	826 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	0.000 ksf
The proposed project is not required to perform VMT analysis.	



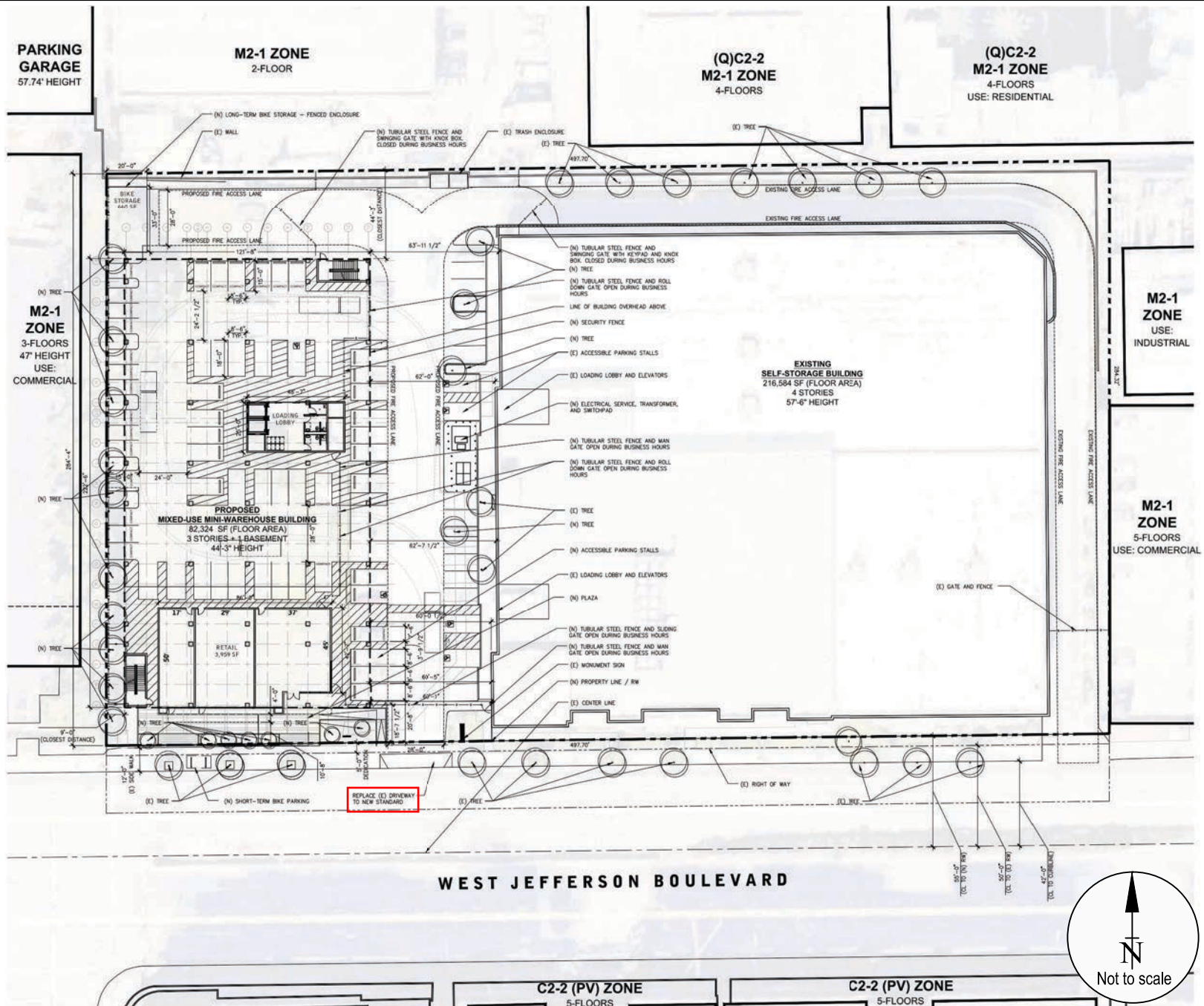
TABLE 2
ESTIMATED PROJECT TRIP GENERATION - FOR SCREENING PURPOSES

	Size	Daily [2]
Proposed Project (Existing + Proposed)		
Mini-Warehouse	301,313 s.f.	437
Existing Uses (to be remain)		
Mini-Warehouse	(216,584) s.f.	(314)
Project Net Total	84,729 s.f.	123
Trip Rates [1]		
Mini-Warehouse (ITE Land Use 151)	Trips per 1,000 s.f.	1.45

[1] Trip Generation Manual, 11th Edition, ITE 2021.

[2] Per LADOT's Transportation Assessment Guidelines, "For mixed-use projects, daily trips associated with local serving retail use of the project can be removed in determining if the project's daily vehicle trips are calculated for screening purposes". Accordingly, trips associated with local-serving retail use are not included in this calculation.

*The Project is estimated to generate a net total of 105 daily trips based on LADOT's VMT Calculator Tool (v1.3).



Source: Ware Malcomb

FIGURE 3
PROJECT SITE PLAN - GROUND FLOOR LEVEL

12681 W Jefferson Blvd: New Mini-Storage Bldg expansion, 2nd Update (CTC18-107520)

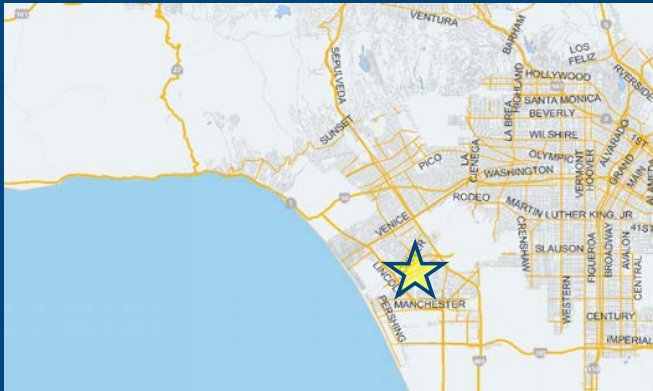
CITY OF LOS ANGELES VMT CALCULATOR Version 1.4



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

Project Information

Project: Public Storage Expansion Project (12681 W Jefferson)
 Scenario:
 Address: 12681 W JEFFERSON BLVD. 90066



Is the project replacing an existing number of residential units with a smaller number of residential units AND is located within one-half mile of a fixed-rail or fixed-guideway transit station?

Yes No

Existing Land Use

Land Use Type	Value	Unit
Industrial Warehousing/Self-Storage	216.584	ksf
(custom) Mini-Warehouse (ITE 11th Ed) Dail	314	Trips
(custom) Mini-Warehouse (ITE 11th Ed) HBV	19	Percent
(custom) Mini-Warehouse (ITE 11th Ed) HBC	41	Percent
(custom) Mini-Warehouse (ITE 11th Ed) NHB	20	Percent
(custom) Mini-Warehouse (ITE 11th Ed) HBV	0	Percent
(custom) Mini-Warehouse (ITE 11th Ed) HBC	0	Percent
(custom) Mini-Warehouse (ITE 11th Ed) NHB	20	Percent
(custom) Mini-Warehouse (ITE 11th Ed) Dail	0	Residents
(custom) Mini-Warehouse (ITE 11th Ed) Dail	71	Employees
(custom) Mini-Warehouse (ITE 11th Ed) Dail		Non-Retail/Non-R

Click here to add a single custom land use type (will be included in the above list)

Proposed Project Land Use

Land Use Type	Value	Unit
Industrial Warehousing/Self-Storage	297.198	ksf
(custom) Mini-Warehouse (ITE 11th Ed) Dail	431	Trips
(custom) Mini-Warehouse (ITE 11th Ed) HBV	19	Percent
(custom) Mini-Warehouse (ITE 11th Ed) HBC	41	Percent
(custom) Mini-Warehouse (ITE 11th Ed) NHB	20	Percent
(custom) Mini-Warehouse (ITE 11th Ed) HBV	0	Percent
(custom) Mini-Warehouse (ITE 11th Ed) HBC	0	Percent
(custom) Mini-Warehouse (ITE 11th Ed) NHB	20	Percent
(custom) Mini-Warehouse (ITE 11th Ed) Dail	0	Residents
(custom) Mini-Warehouse (ITE 11th Ed) Dail	98	Employees
(custom) Mini-Warehouse (ITE 11th Ed) Dail		Non-Retail/Non-R

Click here to add a single custom land use type (will be included in the above list)

Project Screening Summary

Existing Land Use	Proposed Project
281 Daily Vehicle Trips	382 Daily Vehicle Trips
2,216 Daily VMT	3,012 Daily VMT
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. <input type="checkbox"/>	
Tier 2 Screening Criteria	
The net increase in daily trips < 250 trips	101 Net Daily Trips
The net increase in daily VMT ≤ 0	796 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	0.000 ksf
The proposed project is not required to perform VMT analysis.	



12681 W Jefferson Blvd: New Mini-Storage Bldg expansion, 2nd Update (CTC18-107520)

TABLE 2
ESTIMATED PROJECT TRIP GENERATION - FOR SCREENING PURPOSES

	Size	Daily [2]
Proposed Project (Existing + Proposed)		
Mini-Warehouse	297,198 s.f.	431
Existing Uses (to remain)		
Mini-Warehouse	(216,584) s.f.	(314)
Project Net Total	80,614 s.f.	117
Project Net Total (from LADOT VMT Calculator v1.4)		101
Trip Rates [1]		
Mini-Warehouse (ITE Land Use 151)	Trips per 1,000 s.f.	1.45

[1] Trip Generation Manual, 11th Edition, ITE 2021.

[2] Per LADOT's Transportation Assessment Guidelines, "For mixed-use projects, daily trips associated with local serving retail use of the project can be removed in determining if the project's daily vehicle trips are calculated for screening purposes". Accordingly, trips associated with local-serving retail use are not included in this calculation.

*The Project is estimated to generate a net total of 101 daily trips based on LADOT's VMT Calculator Tool (v1.4).