



June 22, 2016

Mr. Phil Martin
Phil Martin & Associates, Inc.
4860 Irvine Boulevard, Suite 203
Irvine, CA 92620

Dear Mr. Martin:

Stantec Consulting Services, Inc. (SCSI) has completed the following review of project trip generation and potential traffic impacts associated with a proposed 28-dwelling unit apartment development (Project) on a 0.85 acre site located at 11640 La Mirada Boulevard in La Mirada, Los Angeles County, California Figure 1. The proposed Project would be developed at a site that is currently vacant and has no associated trip generation.

Our review concludes that the Project results in negligible net project daily and peak hour traffic volumes, is not anticipated to result in any significant impacts to the local circulation network, and does not meet thresholds to warrant preparation of a formal traffic impact analysis per County of Los Angeles Department of Public Works criteria. Our review and findings are discussed in more detail below.

Site Background

The existing parcel is currently developed as a parking lot which served as the over-flow parking area for the Granada Heights Friends Church located south of the subject site at 11818 La Mirada Boulevard.

The Project site is accessed and bordered by La Mirada Boulevard on the west. Other major roadways in vicinity of the Project site include Imperial Highway on the south, Leffingwell Road to the north, and Telegraph Road to the west. The I-5 Freeway is located approximately 2.9 miles to the southwest. Existing land uses in vicinity of the site include primarily surrounding residential, commercial to the north, and a convalescent hospital and church to the south.

Access to the existing site is provided from La Mirada Boulevard which is a north-south four-lane divided roadway and is designated as a Major Arterial on the La Mirada Circulation Master Plan. From Chalco Street there is a dedicated site driveway at the southern end of the site that is currently closed. This driveway will be closed permanently to Chalco Street when the proposed project is implemented.

Imperial Highway, Leffingwell Road, and Telegraph Road are also designated as Major Arterial roadways and in vicinity of the site they are six-lane, four lane, and four-lane divided roadways, respectively.

Existing Traffic Conditions in Site Vicinity

Figure 2 and Table 1 below show existing average daily traffic (ADT) volumes on the roadways surrounding the project site. These volumes were obtained from the *Los Angeles County Supervisorial District 4 Congested Corridors Study* prepared by VA Consulting, Inc., now Stantec, in April of 2002. Comparing intersection turning movement counts from this report to intersection counts taken at common locations in the more recent *Transportation Impact Study for the Biola University Master Plan Update* prepared by Fehr & Peers in May, 2012, reveals that traffic volumes have remained stable over the ten years between these studies or have in some instances declined.

Table 1 includes a summary of project area roadway segments by classification, lane configuration, capacity, existing volume, volume-to-capacity ratio, and indicates the existing roadway segment level of service (LOS). LOS D is the desirable established target level of service for roadways in the City of La Mirada. Table 1 shows that based on existing weekday traffic volumes all Major Arterial roadways surrounding the Project site are operating at LOS D or better.

**Table 1
Existing Daily Traffic Volumes and
Level of Service on Roadways in vicinity of Project Site**

Roadway Segment	Existing Configuration	Classification	Existing LOS Capacity (C)	Existing Volume (V)	Existing V/C	Ex. LOS
La Mirada Bl s/o Imp. Hwy	4D	Major Arterial	36,000	29,144	0.81	D
La Mirada Bl n/o Imp. Hwy	4D	Major Arterial	36,000	20,828	0.58	A
La Mirada Bl s/o Leffingwell	4D	Major Arterial	36,000	22,214	0.62	B
La Mirada Bl n/o Leffingwell	4D	Major Arterial	36,000	19,688	0.55	A
Imperial Hwy w/o La Mirada	6D	Major Arterial	54,000	45,655	0.85	D
Imperial Hwy e/o La Mirada	6D	Major Arterial	54,000	37,600	0.70	B
Leffingwell Rd w/o La Mirada	4D	Major Arterial	36,000	30,771	0.85	D
Leffingwell Rd e/o La Mirada	4D	Major Arterial	36,000	23,713	0.66	B
Telegraph Rd nw/o Hutchins	4D	Major Arterial	36,000	18,572	0.52	A

Proposed Project and Traffic Generation

The proposed 28-unit apartment complex would be developed at a currently vacant 0.85-acre parking lot site. The development would take access from the east side of La Mirada Boulevard via a single 20-foot two-way driveway. The existing site access driveway at Chalco Street that is currently closed with bollards and chain would be eliminated. The proposed site would provide a total of 51 parking spaces, 45 for residents and 6 for guests, and accommodate 6 bikes. Five of the guest spaces are located on ground-level outside the gate entrance to a basement parking area. All remaining site parking is provided on the basement level. The number of parking spaces of each type meets City parking code requirements.

Table 2 shows the trip generation associated with the proposed apartment development during AM/PM peak hours and a typical weekday (24-hours). Based on historical traffic data near the site, the am peak hour is anticipated to occur between approximately 7:15 am to 8:15 am and the pm peak hour between 5 pm and 6 pm. Table 2 is based on trip generation rates identified in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition.

Table 2
Proposed 28-Dwelling Unit Apartment Development
Site Trip Generation

Source	ITE Code	Quantity	AM Peak Hour		PM Peak Hour		Weekday 24-hour
			In	Out	In	Out	
Apartment Complex	220	28 DU	3	11	11	6	186
Trip Generation			3	11	11	6	186

Table 2 shows that the proposed apartment use is forecast to generate approximately 186 vehicle trips per weekday. The daily volume threshold identified in the Los Angeles County Department of Public Works *Traffic Impact Analysis Report Guidelines* for requiring preparation of a traffic impact report is 500 trips per day. The proposed apartment use is anticipated to generate only slightly over a third of the 24-hour weekday traffic that is typically required to warrant preparation of a traffic impact study.

Furthermore, the number of trips that the proposed project generates during the AM/PM peak hours is significantly below 50 trips, a common threshold used to determine whether an analysis of a potentially impacted intersection is necessary. The Project peak hour and weekday 24-hour volumes in Table 2 are nominal. Therefore, it is concluded that the project will not result in any significant negative impact to the surrounding local circulation network.

Cumulative Project Impacts

As shown above, the traffic generation of the Project is nominal and will result in no significant impacts to the circulation network. The locations of several identified cumulative projects are shown on Figure 3. Most of these cumulative projects are located south of imperial Highway and are not anticipated to contribute significant volumes within the immediate vicinity of the proposed apartment development.

On-Site Circulation

There are no concerns with on-site vehicle access and circulation. The entrance into the apartment complex basement parking and the parking aisles are appropriately configured at a 20-foot two-way width. There is an access gate at the entrance to the basement parking level. The stacking distance from the back of the driveway on La Mirada Boulevard to the gate is approximately 94 feet and would provide queuing for 3 to 4 vehicles. The probability that the gate queue will be 3 vehicles or less with forecast Project peak hour volumes is 100% based on a conservative 30-second gate opening interval. Therefore, there is no statistical probability of impacts to La Mirada Boulevard from gate queuing. Project site plans are attached to the end of this memorandum report.

Project Access

There is an existing raised landscaped median on La Mirada Boulevard along the length of the project frontage with no median opening at the location of the proposed project access driveway. Therefore, it is assumed that this access will be right-in/right-out (RIRO). RIRO access is expected to be feasible for this project due to the low traffic volume generated and the short distance to locations of existing median breaks where legal U-turns can be made. Legal U-turns can be made approximately 650 feet to the north at Leffingwell Road and approximately 300 feet to the south at Weeks Drive. The project peak hour U-turn volumes at these intersections would be nominal and have no significant impact on intersection operation.

A single right-turn only egress lane with stop-control at La Mirada Boulevard is appropriate for a maximum project volume of 11 outbound vehicles during the am peak hour. Similarly, a single ingress lane is appropriate for the maximum project volume of 11 inbound vehicles during the pm peak hour. There is no sight-distance concern associated with the proposed project access. The project site plan notes that a view triangle shall be maintained at the project access with a maximum adjacent landscape height of 42". RIRO access further reduces the critical line-of-sight sight for a driveway located on the east side of the major street to the southerly view of approaching northbound vehicles.

Because of low project volumes, lack of an existing median opening at this location, and close proximity of intersections allowing legal U-turns, it is not recommended to provide an opening in the existing median for a full project access including left-turn movements to/from La Mirada Boulevard. Maintaining the existing median without an opening is consistent with current motorists expectations and does not create unreasonable vehicle circulation and travel distance.

We appreciate the opportunity to be of service to you on this project. Should you have questions or require additional assistance, please contact me at (949) 923-6952.

Sincerely,



Keith R. Rutherford, TE
Senior Associate



v:\2073\active\2073010\630_drawing\exhibit_files\figure 1 - project location.dwg

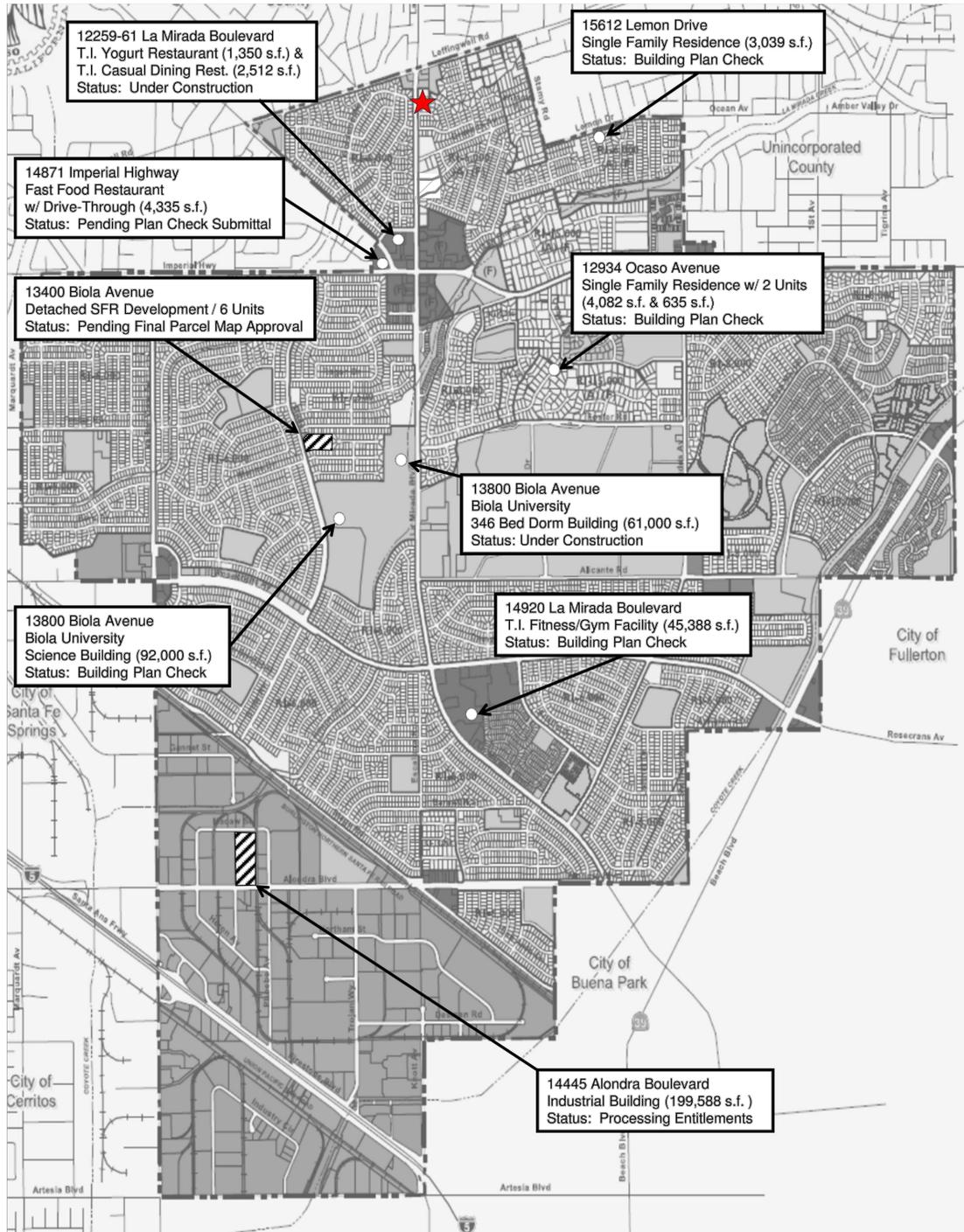




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CITY OF LA MIRADA CURRENT/FUTURE DEVELOPMENT PROJECTS

★ **Project Site:** 11640 La Mirada Boulevard, 28 Apt. Units



v:\2073\active\2073010\630_drawing\exhibit_files\figure 3 - related projects.dwg



Table 3 GATE QUEUEING ANALYSIS

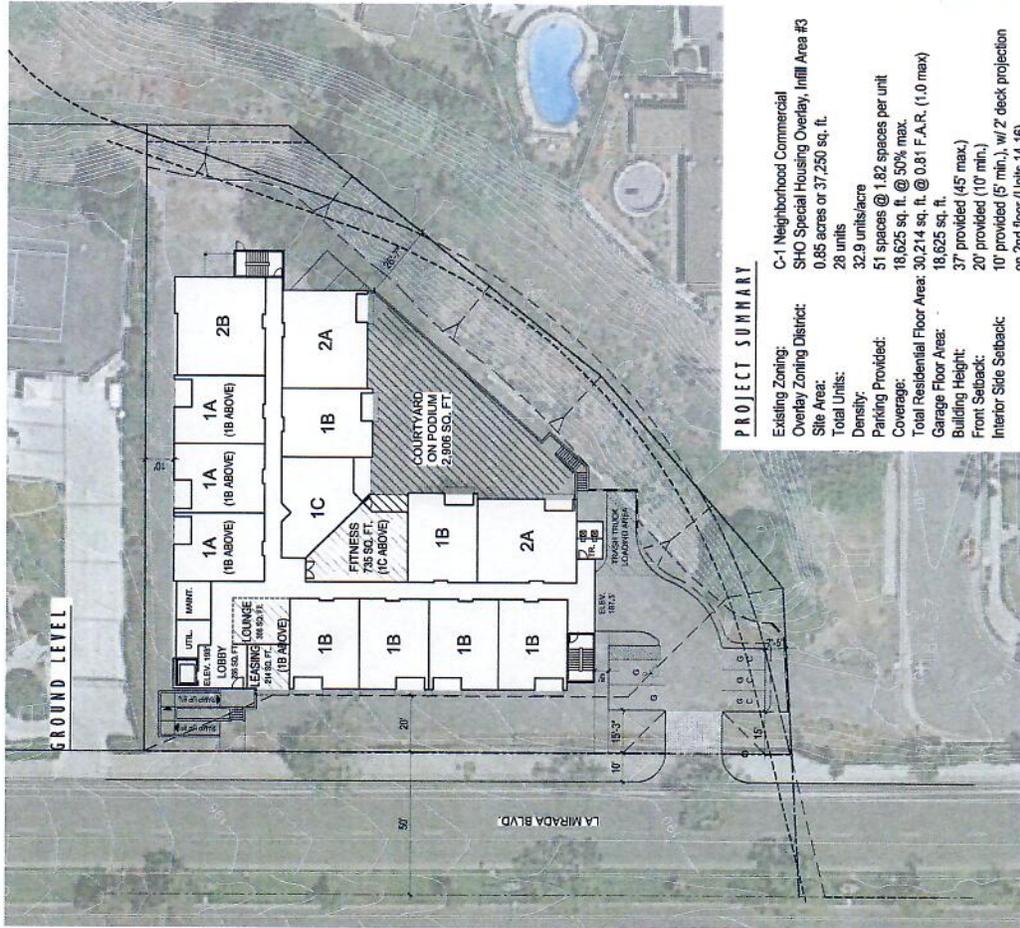
LOCATION: 11640 La Mirada Boulevard, 28 Apt. Units, Gated Entry to Basement Parking

CONDITION: PM Peak Hour

DATE: 22-Jun-16

30	LENGTH OF GATE OPENING INTERVAL (IN SECONDS)
11	PEAK HOUR VOLUME ARRIVING AT GATE
0.09	AVERAGE NUMBER OF ARRIVALS DURING GATE OPENING INTERVAL

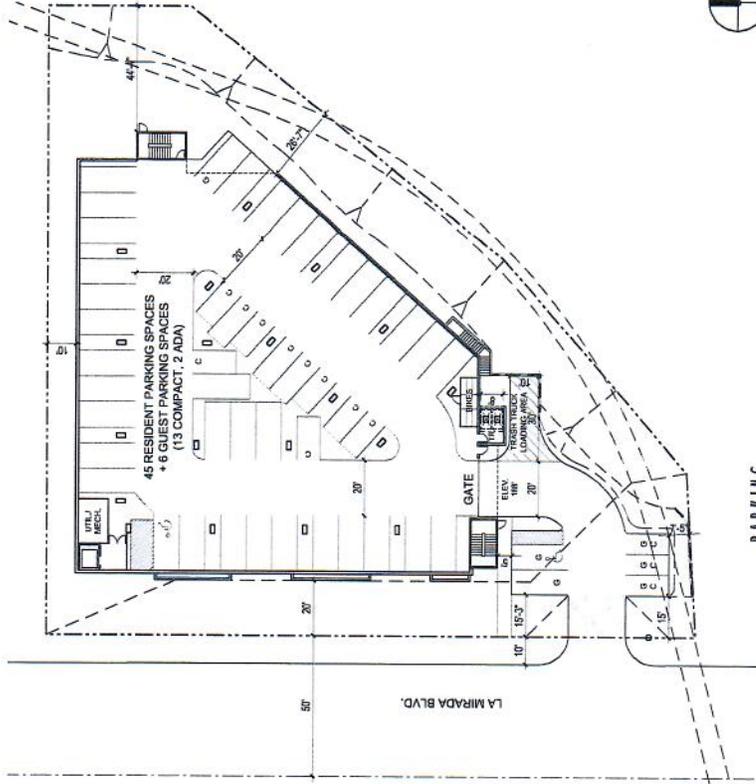
PROBABILITY OF N ARRIVALS	CUMULATIVE		PROBABILITY OF N ARRIVALS	CUMULATIVE
P(0)= 0.9124	0.9124		P(21)= 0.0000	1.0000
P(1)= 0.0836	0.9960		P(22)= 0.0000	1.0000
P(2)= 0.0038	0.9999		P(23)= 0.0000	1.0000
P(3)= 0.0001	1.0000		P(24)= 0.0000	1.0000
P(4)= 0.0000	1.0000		P(25)= 0.0000	1.0000
P(5)= 0.0000	1.0000		P(26)= 0.0000	1.0000
P(6)= 0.0000	1.0000		P(27)= 0.0000	1.0000
P(7)= 0.0000	1.0000		P(28)= 0.0000	1.0000
P(8)= 0.0000	1.0000		P(29)= 0.0000	1.0000
P(9)= 0.0000	1.0000		P(30)= 0.0000	1.0000
P(10)= 0.0000	1.0000		P(31)= 0.0000	1.0000
P(11)= 0.0000	1.0000		P(32)= 0.0000	1.0000
P(12)= 0.0000	1.0000		P(33)= 0.0000	1.0000
P(13)= 0.0000	1.0000		P(34)= 0.0000	1.0000
P(14)= 0.0000	1.0000		P(35)= 0.0000	1.0000
P(15)= 0.0000	1.0000		P(36)= 0.0000	1.0000
P(16)= 0.0000	1.0000		P(37)= 0.0000	1.0000
P(17)= 0.0000	1.0000		P(38)= 0.0000	1.0000
P(18)= 0.0000	1.0000		P(39)= 0.0000	1.0000
P(19)= 0.0000	1.0000		P(40)= 0.0000	1.0000
P(20)= 0.0000	1.0000			



PROJECT SUMMARY

Existing Zoning: C-1 Neighborhood Commercial
 Overlay Zoning District: SHO Special Housing Overlay, Infill Area #3
 Site Area: 0.85 acres or 37,250 sq. ft.
 Total Units: 28 units
 Density: 32.9 units/acre
 Parking Provided: 51 spaces @ 1.82 spaces per unit
 Coverage: 18,625 sq. ft. @ 50% max.
 Total Residential Floor Area: 30,214 sq. ft. @ 0.81 F.A.R. (1.0 max)
 Garage Floor Area: 18,625 sq. ft.
 Building Height: 37' provided (45' max.)
 Front Setback: 20' provided (10' min.)
 Interior Side Setback: 10' provided (5' min.), w/ 2' deck projection on 2nd floor (Units 14-16)
 Rear Setback: 26' provided (10' min.)

BASEMENT PARKING LEVEL



PARKING

Parking Required
 1 bedroom units: 22 x 1.5 = 33 spaces
 2 bedroom units: 6 x 2.0 = 12 spaces
 Guest: 28 x 1/5 = 6 spaces
Total parking required: 51 spaces
Bike Parking Required
 1 space / 5 units x 28 = 6 spaces

Parking Provided
 Resident - standard 35 spaces
 Resident - oversize compact 10 spaces
 Guest - standard 3 spaces
 Guest - compact 3 spaces
Total Parking Provided 51 spaces
 Bike Parking Provided 6 spaces

UNIT MIX

Plan 1A: 1 bed, 1 bath, 655 sq. ft. net 3 units (11%)
 Plan 1B: 1 bed, 1 bath, 678 sq. ft. net 16 units (57%)
 Plan 1C: 1 bed, 1 bath, 703 sq. ft. net 3 units (11%)
 Plan 2A: 2 bed, 2 bath, 950 sq. ft. net 4 units (14%)
 Plan 2B: 2 bed, 2 bath, 1019 sq. ft. net 2 units (7%)
Total Yield 28 units

LA MIRADA INFILL AREA #3



WestCal Property Group, Inc.
 2711 No. Sepulveda Blvd., Suite 530
 Manhattan Beach, CA 90266

CONCEPTUAL SITE PLAN

LA MIRADA, CA
 REG # 2015-549 DATE: 12-04-2015



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 Suite 100
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SP.1

