

Email Transmittal

November 11, 2020

Mr. Louis Heilbron
President
Sagamore Consulting Services, Inc.
6520 Platt Ave #822
West Hills, CA 91307

Re: Vehicular Volumes along the Alley adjacent to the Proposed Temple & Glendale Mixed-Use Project, City of Los Angeles

Dear Louis,

1614 Temple LLC is proposing to develop a mixed-use residential project at 1614 West Temple Street in the City of Los Angeles (the "City"). The project would consist of the construction of 72 apartment units, including seven affordable units, and 750 square feet of ground-floor retail space (the "Project"). The Project site is located on the south side of Temple Street, approximately one-half block west of Glendale Boulevard, in the Westlake Community Plan Area. The Project site is bounded by Temple Street to the north, an alley to the east, commercial uses to the west, and residential uses to the south. The Project proposes to provide access to the Project parking facilities via a driveway along Temple Street and a driveway along the alley. A Transportation Assessment (TA) was prepared for the Project in February 2020 according to the Los Angeles Department of Transportation's (LADOT's) *Transportation Assessment Guidelines* (TAG). The TA was reviewed by the LADOT and the findings and conclusions of the report were approved. A LADOT Assessment Letter was received on March 3, 2020 confirming the findings outlined in the TA. Following the Los Angeles Department of City Planning's review of the Project, an appeal was filed identifying concerns regarding vehicular traffic in the alley located along the eastern side of the Project site. This technical letter has been prepared to summarize the findings identified within the TA as they relate to vehicular travel along the alley.

VEHICULAR TRAFFIC VOLUMES TRAVELING ALONG THE ALLEY

Manual turning movement counts were collected at the intersections at both ends of the alley (Temple Street & the alley and Cortez Street & the alley) in September 2019. In accordance with the TAG, the traffic counts conducted for the study were taken when schools were in session and cover the weekday morning and afternoon peak commute periods. The manual counts recorded the number of turning movements into and out of the alley. These manual counts are provided in Appendix C of the TA. As shown, at the intersection of Temple Street & the alley, the maximum hourly number of vehicles entering and exiting the alley during the AM peak period is 11 vehicles (5 entering vehicles, 6 exiting vehicles). During the PM peak period at this intersection, the maximum hourly number of vehicles entering and exiting the alley via Temple Street is 23 vehicles (5 entering vehicles, 18 exiting vehicles). At the intersection of Cortez Street & the alley,

the maximum hourly number of vehicles entering and exiting the alley during the AM and PM peak periods is 10 vehicles (4 entering vehicles, 6 exiting vehicles) and 14 vehicles (6 entering vehicles, 8 exiting vehicles), respectively. Therefore, the peak hourly vehicular volume along the alley are 21 vehicles during the AM peak period and 37 vehicles during the PM peak period.

The Project trip generation was developed for the weekday AM and PM peak hours using trip generation rates published by the Institute of Transportation Engineers (ITE) in their *Trip Generation Manual* (10th Edition, 2017). The rates in the ITE manual are nationally recognized and are used as the basis for most traffic studies conducted in the City of Los Angeles and the surrounding region. In addition, LADOT survey-based trip generation rates for affordable housing units were applied to the affordable housing component of the Project. In addition, various trip-reducing factors (to account for multi-purpose trips, extensive transit/bicycle/walking trips, or pass-by trips) were applied to the Project trip generation. These trip generation rates and trip-reducing factors applied to the Project uses were confirmed and approved by the LADOT. The Project trip generation is shown in Table 5 on Page 33 of the TA.

As shown in Project trip generation table, the Project is anticipated to generate a total of 25 vehicular trips (7 inbound, 18 outbound) during the AM peak hour and 30 vehicular trips (19 inbound, 11 outbound) during the PM peak hour at the site-adjacent intersections. These Project trips were then assigned to the specific routes and intersections within the study area that are expected to be used to access the Project. The assignment percentages were reviewed and approved by the LADOT. The assignment trip percentages are shown in Figure 5 on Page 35 of the TA. As shown, approximately 10% of inbound trips would enter the alley via Temple Street and 50% of inbound trips would access the alley via Cortez Street. Approximately 30% of outbound trips would exit the alley at both Temple Street and Cortez Street. The net Project traffic volumes added to the alley intersections were determined by applying these percentages. At the intersection of Temple Street & the alley, the Project is expected to add approximately 6 vehicle trips (1 entering trip, 5 exiting trips) to the alley during the AM peak hour and approximately 5 vehicle trips (2 entering trips, 3 exiting trips) to the alley during the PM peak hour. At the intersection of Cortez Street & the alley, the Project is anticipated to add approximately 9 vehicle trips (3 entering trips, 6 exiting trips) to the alley during the AM peak hour and approximately 12 vehicle trips (9 entering trips, 3 exiting trips) to the alley during the PM peak hour.

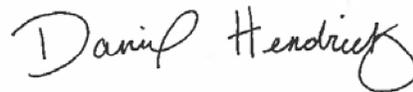
The Project trips at the alley intersections were then added to the existing vehicular counts taken at the alley intersections to determine the total traffic volumes at these locations after completion of the Project. During the AM peak period, the maximum number of vehicles entering and exiting the alley via Temple Street is expected to be 17 vehicles (6 entering vehicles, 11 exiting vehicles) following completion of the Project. During the PM peak period, the maximum number of vehicles entering and exiting the alley at Temple Street is projected to be 28 vehicles (7 entering vehicles, 21 exiting vehicles). At the intersection of Cortez Street & the alley, the maximum hourly number of vehicles entering and exiting the alley during the AM and PM peak periods after completion of the Project is expected to 19 vehicles (7 entering vehicles, 12 exiting vehicles) and 26 vehicles (15 entering vehicles, 11 exiting vehicles), respectively. Therefore, the peak hourly vehicular volume along the alley after the addition of Project traffic is projected to be 36 vehicles during the AM peak period and 54 vehicles during the PM peak period.

As discussed, the Project is anticipated to add vehicular traffic to the alley along the eastern edge of the Project site. However, the Project would increase trips along the alley by a maximum of 15 trips during the AM peak hour and 17 trips during the PM peak hour. Since the alley currently accommodates a relatively

low level of peak period traffic, the addition of these trips is not expected to have an adverse impact on circulation along the alley.

Please contact me if you have any questions.

Sincerely,



Daniel Hendricks, EIT
Associate Transportation Planner

DH
C22705R