

APPENDIX 4

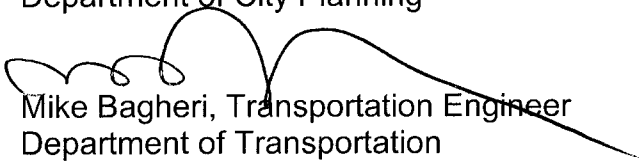
LADOT LETTER AND TRANSPORTATION MANAGEMENT
PROGRAM MEMORANDUM

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

4700 Western Heritage Wy
DOT Case No. CEN 07-4205

Date: June 6, 2007

To: Hadar Plafkin, City Planner
Department of City Planning

From: 
Mike Bagheri, Transportation Engineer
Department of Transportation

Subject: **TRAFFIC IMPACT STUDY FOR THE PROPOSED AUTRY NATIONAL CENTER EXPANSION AND RENOVATION PROJECT LOCATED AT 4700 WESTERN HERITAGE WAY**

The Department of Transportation (DOT) has reviewed the traffic study, prepared by traffic consultant Fehr and Peers/Kaku Associates, dated April 2007, for a proposed expansion and renovation of the existing Autry National Center located at 4700 Western Heritage Way. The study analyzed 7 intersections, in the PM peak hour and Saturday peak hour, and determined that none of the study intersections would be significantly impacted by the project related traffic (see Attachment 1 and Attachment 2). Except as noted, the study adequately evaluated the project-related traffic impacts on the surrounding community.

DISCUSSION AND FINDINGS

Project Description

The proposed project will renovate and expand the existing 143,000 square-foot (SF) museum in two phases. The first phase will renovate portions of the existing structure and add an additional 79,000 SF. The second phase will add approximately 50,00 SF. Upon completion of the project the museum will increase by 129,000 SF for a total of 272,000 SF. The site currently provides 341 parking spaces on surface parking lots. The project will reconfigure the parking, including adding a new subterranean parking structure, and will provide 476 parking spaces at the end of construction. The project will continue to access the site by two existing driveways on Western Heritage Way. The project is expected to complete Phase One by Year 2010 and Phase Two by Year 2014.

Trip Generation

The project will generate approximately 74 net trips in the PM peak hour and 139 net trips in the Saturday peak hour (see Attachment 3).

PROJECT REQUIREMENTS

A. Construction Impacts

DOT 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

Western Heritage Way is a private roadway under the jurisdiction of the Department of Recreation and Parks. The developer must check with the Department of Recreation and Parks to determine if there are any roadway improvements required for the project.

C. Parking Analysis

As noted previously, the traffic study indicated that the total number of proposed parking spaces would be 476. The developer should also check with the Department of Building and Safety on the number of Code required parking spaces needed for the project.

D. Driveway Access

The review of this study does not constitute approval of the driveway access and circulation scheme. Those require separate review and approval and should be coordinated as soon as possible with DOT's Citywide Planning Coordination Section (201 N. Figueroa Street, 4th Floor, Station 3, @ 213-482-7024) to avoid delays in the building permit approval process. In order to minimize and prevent last minute building design changes, it is highly imperative that the applicant, prior to the commencement of building or parking layout design efforts, 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 to avoid any unnecessary time delays and potential costs associated with late design changes. All driveways should be Case 2 driveways and 30 feet and 18 feet wide for two-way and one-way operations, respectively (see Attachment 4).

If you have any questions, please contact Wes Pringle of my staff at (213) 972-8482.

Attachments

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c: Renee Weitzer, Council District No. 4
Jeannie Shen, Hollywood-Wilshire District
Taimour Tanavoli, Citywide Planning Coordination Section, DOT
Carl Mills, Central District, BOE
Fehr and Peers/Kaku Associates

Attachment 1

LEVEL OF SERVICE DEFINITIONS FOR SIGNALIZED INTERSECTION¹

<u>Level of Service</u>	<u>Volume/Capacity Ratio</u>	<u>Definition</u>
A	0.000 - 0.600	EXCELLENT. No vehicle waits longer than one red light and no approach phase is fully used.
B	0.601 - 0.700	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.
C	0.701 - 0.800	GOOD. Occasionally, drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	0.801 - 0.900	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.
E	0.901 - 1.000	POOR. Represents the most vehicles that intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	Greater than 1.000	FAILURE. Backups from nearby intersections or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.

SIGNIFICANT TRANSPORTATION IMPACT CRITERIA

1. A transportation impact on an intersection shall be deemed "significant" in accordance with the following table except as otherwise specified in a TSP, ICO or CMP:

SIGNIFICANT TRANSPORTATION IMPACT

<u>Level of Service</u>	<u>Final V/C Ratio</u>	<u>Project-Related Increase In V/C</u>
C	> 0.701 - 0.800	equal to or greater than 0.040
D	> 0.801 - 0.900	equal to or greater than 0.020
E, F	> 0.901	equal to or greater than 0.010

¹Source: Transportation Research Board, Interim Materials on Highway Capacity, Transportation Research Circular No. 212, January 1980.

Attachment 2

**TABLE 7A
FUTURE (YEAR 2010) INTERSECTION LEVELS OF SERVICE**

Intersection	Peak Hour	Cumulative Base		Cumulative plus Phase 1 Project		Project Increase in V/C	Significant Project Impact?
		V/C or Delay	LOS	V/C or Delay	LOS		
1 Riverside Dr & SR-134 EB Off-Ramps [a]	Sat. P.M.	24.0 23.5	C C	24.5 24.3	C C		
	Sat. P.M.	0.348 0.343		0.352 0.355			
2 Riverside Dr & Zoo Dr [b]	Sat. P.M.	32.2 15.3	D C	37.6 15.7	E C		
	Sat. P.M.	0.659 0.532		0.681 0.561			
3 Western Heritage Wy & North Zoo Dr [b]	Sat. P.M.	28.3 22.4	D C	31.3 23.2	D C		
	Sat. P.M.	0.626 0.527		0.649 0.551			
4 North Zoo Dr & I-5 NB Off-Ramp/SR-134 EB On-Ramp [a]	Sat. P.M.	11.3 12.9	B B	11.5 12.9	B B		
	Sat. P.M.	0.344 0.377		0.359 0.395			
5 I-5 SB On-Ramp & North Zoo Dr [a]	Sat. P.M.	8.8 8.7	A A	8.8 8.8	A A		
	Sat. P.M.	0.425 0.417		0.433 0.438			
6 Griffith Park Dr/Crystal Springs Dr & I-5 NB Off-/SB On-Ramps [b]	Sat. P.M.	12.2 11.0	B B	12.3 11.1	B B		
	Sat. P.M.	0.278 0.241		0.281 0.249			
7* Crystal Springs Dr/Riverside Dr & Los Feliz Bl	Sat. P.M.	1.236 0.873	F D	1.238 0.890	F D		
	Sat. P.M.						

Notes:

- * Intersection is operating under ATSAC system under the existing condition.
- ** Volumes exceed the limits of the *Highway Capacity Manual* stop-controlled software. Average delay cannot be calculated. Indicates overloaded (LOS F) conditions.
- [a] Intersection is controlled by stop signs. The top rows show analysis using Highway Capacity Manual stop-controlled methodology, for the purpose of evaluating the operating condition of the intersection. Average intersection vehicular delay in seconds per vehicle is reported rather than V/C ratio. The bottom rows show analysis using the CMA methodology, for the purpose of application of City of Los Angeles significance criteria. V/C ratio is reported.

**TABLE 6
PROJECT TRIP GENERATION ESTIMATES BASED ON SQUARE FOOTAGE**

Condition	Size in ksf	Daily		Trip Generation Estimates					
		Rate	Volume	Weekend Peak Hour Trips			Weekday Peak Hour Trips		
				Midday			P.M.		
				In	Out	Total	In	Out	Total
Rate				63%	37%	0.20	34%	66%	0.16
Existing Weekend	142.884	5.40	772	97	57	154	28	54	82
Existing Weekday	142.884	3.58	512						
Phase I									
Proposed Project Weekend	221.884	5.40	1,198	151	89	240	43	84	127
Proposed Project Weekday	221.884	3.58	794						
Net new weekend trips for Phase I			426	54	32	85	15	30	45
Net new weekday trips for Phase I			282						
Phase II									
Proposed Project Weekend	271.884	5.40	1,468	185	109	294	53	103	156
Proposed Project Weekday	271.884	3.58	973						
Net new weekend trips for Phase II			270	34	20	54	10	19	29
Net new weekday trips for Phase II			179						

Note: Existing daily volume and rate based on observed data.



NOT TO SCALE

I-5 FREEWAY

EXISTING
WATER TREATMENT
PLANT

EXISTING
PARK TRAIL

EXISTING
PARK TRAIL

PARKING

PARKING

PHASE II
INSTITUTE & PARKING
FUTURE EXPANSION

INTERPRETIVE LANDSCAPE

SOUTH LAWN

NORTH
COURTYARD

PORCH

GARDEN

ARRIVAL
PLAZA

SCULPTURE
GARDEN

PARK TRAIL

EXISTING
PARKING
ENTRANCE

PARKING
ENTRANCE

BUS DROP-OFF

CROSSWALK
TO ZOO

WESTERN HERITAGE WAY

4

Attachment 4

Source: EEK Architects, January 2007

FEHR & PEERS
KAKU ASSOCIATES

FIGURE 2B
PHASE II SITE PLAN

TRANSPORTATION MANAGEMENT PLAN

AUTRY NATIONAL CENTER

Although no significant traffic impacts are expected as a result of implementation of the proposed project, the Autry National Center (ANC) will develop a transportation management plan containing the following elements:

- Preferential on-site parking for carpoolers
- Transit service kiosks
- Enhanced visitor information via the ANC website

PREFERENTIAL ON-SITE PARKING

In the interest of reducing vehicle miles of travel, the ANC will provide preferential on-site parking spaces for employees who drive two or more per vehicle and visitors who drive three or more per vehicle.

TRANSIT INFORMATION KIOSK

The ANC will provide a transit service information kiosk at a location convenient to both employees and patrons.

ENHANCED ANC WEBSITE

The ANC's existing website will be enhanced to provide access and parking information, which will be updated as necessary for special events.