

**CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE**

9010 Reseda Bl.
DOT Case No. 40628

Date: January 24, 2013

To: R. Nic Brown, Associate Zoning Administrator
Department of City Planning



From: Sergio D. Valdez, Transportation Engineer
Department of Transportation

Subject: **TRAFFIC ASSESSMENT FOR THE PROPOSED COMMERCIAL DEVELOPMENT AT 9010 RESEDA BOULEVARD**

The Department of Transportation (DOT) has completed the traffic assessment for the proposed commercial development located at 9010 Reseda Boulevard, near the intersection of Reseda Boulevard and Nordhoff Street, in the community of Northridge. This traffic assessment is based on a professional traffic impact study of the proposed project, dated October 19, 2012, as prepared by Linscott, Law & Greenspan, Engineers. In preparation of this assessment, DOT conducted a careful review of this traffic study's pertinent assumptions, analyses and conclusions, and conducted independent field studies and research to validate the data contained therein. DOT has determined that the traffic study, as revised below, adequately describes all projected transportation impacts associated with the proposed development that fall within the City of Los Angeles' jurisdiction to review.

DISCUSSION AND FINDINGS

The proposed project consists of two new commercial buildings consisting of a fast food restaurant with drive-through service, a Starbucks coffee-house, also with drive-through service, and approximately 3,150 square feet of specialty retail shops. One existing commercial 27,496 square-foot building would be removed in conjunction with this project. The proposed project will generate 809 new daily trips, 140 new a.m. peak hour trips and 34 new p.m. peak hour trips, as shown in Table 1 below. The trip generation estimates are based on formulas published by the Institute of Transportation Engineers (ITE) Trip Generation, 8th Edition, 2008.

Table 1: Project Trip Generation Estimates

Land Use Description	Size	Unit	Daily Trips	a.m. Peak Trips			p.m. Peak Trips		
				In	Out	Total	In	Out	Total
Fast food with drive through	2,950	square foot	659	33	32	65	23	22	45
Specialty Retail	3,150	square foot	113	2	2	4	4	4	8
Coffee house w/ drive through	1,700	square foot	626	43	41	84	16	16	32
shopping center to be removed	21,496	square foot	(589)	(8)	(5)	(13)	(25)	(26)	(51)
Net change in trips			809	70	70	140	18	15	34

The traffic study was revised by recalculating the existing and projected volume-to-capacity (v/c) ratios and levels of service (LOS) at the study intersections after making the following changes:

- Lane configurations and signal phasing along Nordhoff Street were changed in the future analysis scenario due to the pending implementation of the city's Master Bicycle Plan. In the event an existing lane configuration of a given approach consists in part of two through lanes and a through-right turn lane, it was changed for the future scenario to two through lanes and a right-turn only lane.
- The trip generation was revised to apply pass-by reductions to the remaining trip subtotals after reductions associated with internal capture were accounted for, rather than to the base trips directly.

DOT's policy on significant transportation impact threshold, listed in Table 2 below, is also referenced in the traffic study on page 26.

Table 2: Significant Transportation Impact Thresholds

Level of Service (LOS)	Projected Volume to Capacity Ratio (V/c), including Project	Project-Related Increase in V/c
C	between 0.701 and 0.800	≥ 0.040
D	between 0.801 and 0.900	≥ 0.020
E and F	≥ 0.901	≥ 0.010

The traffic study reviewed five intersections for traffic impacts. DOT conducted an independent Critical Movement Analysis of the intersections contained in the study, and, upon reaching the same findings as those contained within the traffic study, has concluded that the proposed project will not produce a significant transportation impact at any of the studied intersections. These findings are summarized in Table 3, which shows the existing, projected, and project-related volume-to-capacity ratios and levels of service at the study intersections.

The Department of Transportation recommends that the following Project Requirements be adopted as conditions of project approval:

PROJECT REQUIREMENTS

A. Highway Dedications and Improvements

Pursuant to the Los Angeles Municipal Code (LAMC) Section 12.37A (Highway Dedications and Improvements), an investigation of existing street dimensions adjacent to the project was conducted. In response to this investigation, DOT has the following comments:

1. Reseda Boulevard is a designated Class II Major Highway in the Streets and Highways Element of the City's General Plan, and currently consists of a 50-foot half right-of-way including a 40-foot half roadway and existing curb, gutter and sidewalk along project frontage. This section of Reseda Boulevard is located within 200 feet of its intersection with Nordhoff Street and has existing dual left turn lanes. Los Angeles Department of Public Works, Bureau of Engineering (BOE) Standard Plan S-470-0 dictates the standard cross section of a Class II Major Highway near an intersection with dual left turn lanes to have a 57-foot half right-of-way containing a 45-foot half-roadway that transitions along a standard flare section to a 52-foot half right of way

having an 40-foot half roadway. A variable dedication between two and seven feet is recommended to bring this section of Nordhoff Street up to the aforementioned standard.

2. Nordhoff Street is a designated Class II Major Highway in the General Plan, and currently consists of a 50-foot half right-of-way including a 38-foot half roadway and existing curb, gutter and sidewalk along project frontage. This section of Nordhoff Street is located within 200 feet of its intersection with Reseda Boulevard, and has existing dual left turn lanes. Pursuant to Standard Plan S-470-0, as described above, a variable dedication between two and seven feet is recommended to bring this section of Nordhoff Street up to the aforementioned standard.

The improvements noted above may be subject to revision either by BOE or the lead agency should environmental factors warrant an alternate standard to be more applicable. Such a revision would not require this assessment to be similarly modified; however, DOT requests a notification in the event such a revision occurs.

The applicant should contact the Bureau of Engineering (BOE) to determine the exact dedication and widening standards that are applicable, and to ensure full compliance with these requirements along with any other required improvements specified by the Los Angeles Municipal Code (LAMC) and city ordinances. Required improvements within existing or designated roadways shall be guaranteed through the B-permit process of BOE before the issuance of any building permit for this project, and shall be completed to the satisfaction of DOT and BOE prior to the issuance of any certificate of occupancy.

B. Site Access and Internal Circulation

This determination does not constitute final DOT approval of the project's driveways, internal circulation, and parking scheme per LAMC Section 12.21. A preliminary parking and driveway plan was submitted to DOT with the traffic study. After reviewing this preliminary plan, DOT has the following comments. The applicant should carefully review these comments to ensure that final site access plans conform to DOT's criteria for driveway designs as published in DOT Manual of Policies and Procedures, Section 321:

1. The parking layout plan shall include the adjacent roadway curbs and show all driveways as well as any structure or off-site driveway within 25 feet of a project driveway. Driveways should be designed pursuant to BOE Standard Plan S-440-3, with the vehicular-accessible width "W" shown on the plan as 30 feet for two-way access or 16 feet for one-way access. Note that the "W" dimension is less than that of the total curb cut, as it excludes the side slopes.
2. A minimum of 50 feet of full-height curb shall be provided between all driveways.
3. To avoid an influx of vehicles impinging on the public right-of-way, a minimum 20-foot queuing reservoir between the future property line and the first parking stall shall be required at all ingress driveways. This reservoir shall be increased to 40 feet at driveways serving 101 to 300 stalls.
4. The site plan shall show sufficient room along the internal drive aisles to accommodate a peak queuing demand of 15 standard length vehicles in advance of the order board of the fast-food restaurant and 9 standard length vehicles in advance of the order board of the coffee house.
5. To provide internal circulation, all parking areas shall be contiguous and accessible from all other similarly designated parking areas without requiring the use of any public street.

6. DOT may call for turn restrictions prior to site plan approval, should conditions warrant them. Turn restrictions involve the posting of one or more signs in the public right-of-way by the Applicant, and shall be completed prior to the issuance of any certificate of occupancy.

DOT CLEARANCE GUIDELINES

Final DOT approval is normally required prior to the issuance of any associated building permits. Approval is given when DOT receives an acceptable site and access plan, verification that all enumerated conditions of approval are satisfied, guaranteed or not applicable, and payment of all applicable application fees. For the fastest possible final review and approval process, plans should be submitted to DOT Valley Development Review, 6262 Van Nuys Blvd., Suite 320, Van Nuys 91401, prior to plan check submission to the Department of Building and Safety.

Pursuant to City Ordinance 180542, effective March 27, 2009, application fees are required for all DOT-related condition clearances and permit issuance activities for private development projects within the city, and must be received by DOT prior to the issuance of any approval, clearance or sign-off. A copy of this ordinance is available upon request.

If you have any questions, you may contact me or Ken Aitchison of my staff at 818-374-4692.

- c: Twelfth Council District
 Ken Firoozmand, DOT West Valley District
 Quyen Phan, BOE Land Development Group
 Ali Nahass, BOE Valley District
 David Shender, Linscott, Law & Greenspan
 Rich Development Company

Table 3: Volume to Capacity Ratios (V/c) and Levels of Service (LOS)

commercial development at 9010 Reseda Bl.

Intersection	Peak Hour	Existing conditions		Existing + Project		Project Impact $\Delta V/c$	Future, no project		Future + Project		Project Impact $\Delta V/c$
		V/c	LOS	V/c	LOS		V/c	LOS	V/c	LOS	
Wilbur Av. & Nordhoff St.	AM	0.536	A	0.542	A	0.006	0.577	A	0.583	A	0.006
Reseda Bl. & Plummer St.	AM	0.649	B	0.654	B	0.005	0.699	B	0.704	C	0.005
Reseda Bl. & Nordhoff St.	AM	0.592	A	0.609	B	0.017	0.704	C	0.724	C	0.020
	PM	0.725	C	0.729	C	0.004	0.818	D	0.823	D	0.005
Reseda Bl. & Parthenia St.	AM	0.942	E	0.947	E	0.005	1.013	F	1.018	F	0.005
Lindley Av. & Nordhoff St.	AM	0.584	A	0.589	A	0.005	0.629	B	0.635	B	0.005

* Denotes significant impact

H
i John,

I did review the site plan, and it looks fine to me. So I just need a hard copy to stamp and a check for \$508 payable to LADOT for the driveway permit sign-off fee, and you should be good to go.

Ken A. Aitchison, P.E.

LADOT Valley Development
Review Division

6262 Van Nuys Blvd., Suite 320 • Van Nuys, CA 91401
Direct: 818 374 4692 General: 818 374 4699

On Mon, Aug 5, 2013 at 1:08 PM, John <john@chipmanarchitects.com> wrote:

Hi, Ken –

Just checking to see that you received the site plan we e-mailed last Monday and when you might have the opportunity to review it and let us know if there are any concerns.

Thank you.

John Chipman | LEED AP | Principal

Chipman Architects

20361 Irvine Avenue

Studio B.2

Newport Beach, CA 92660

T - [949.759.1492](tel:949.759.1492) x102

F - [949.759.9381](tel:949.759.9381)

website: chipmanarchitects.com



Chipman Architects

ORCHARD AT UNIVERSITY SQUARE

Site improvements and exterior elements

Public Right-of-Way

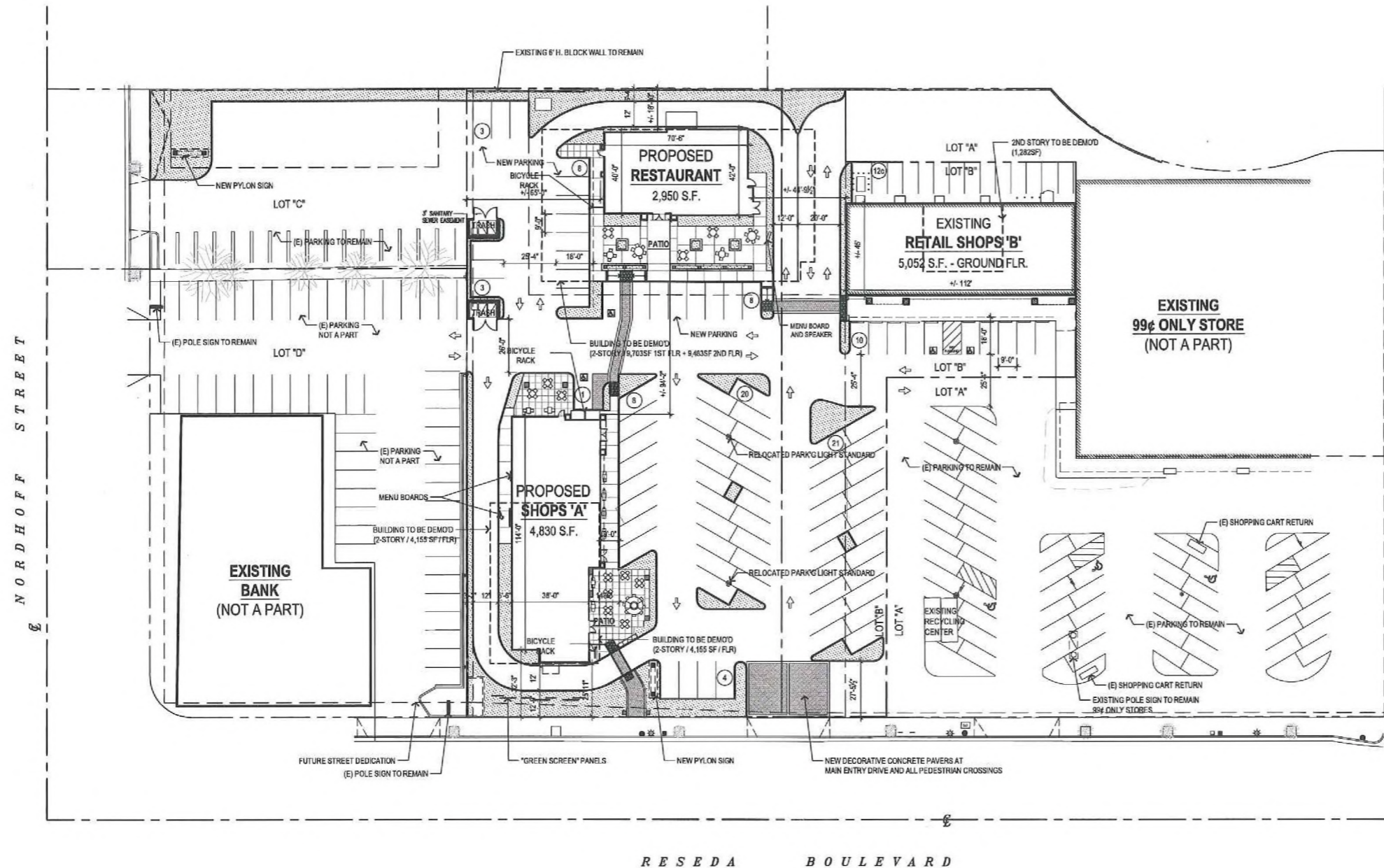
- Accommodation for future street dedication – right turn lane
- Wheelchair access from public sidewalk
- Green screens at drive-thru
- New landscaping along existing sidewalk

Parking lot

- New landscape elements; shade trees, raised curbs, ground cover, and shrubs
- New paving and striping throughout
- Enriched pavers at entry drive
- Accent paving at all pedestrian crossings

Exterior Features

- Unified, attractive architectural style
- Three new dining plazas with outdoor seating
 - decorative paving
 - accent lighting
 - fire table
 - shade elements; trellis, umbrellas
 - potted plants
 - raised planters with seat walls
- Enhanced paving and banding at all walkways
- Decorative bollards where pedestrians cross vehicular traffic
- Bicycle access and parking
- Upgraded materials throughout, including stone accents, precast concrete column caps, painted aluminum awning elements, metal standing seam roofing
- Attractive, drought-tolerant landscape scheme

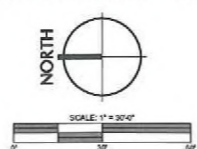


SITE PLAN SUMMARY

ADDRESS:	9000, 9010, 9020 RESEDA BLVD.	
ASSESSOR'S PARCEL NUMBER:	2769-001-022 & 2769-001-028	
ZONE:	C2-1VL	
LAND AREA (GROSS):	71,114 S.F. 1.63 AC	
BUILDING AREA:		
EXISTING SQUARE FOOTAGE	33,830 S.F.	
BUILDINGS TO BE DEMOLISHED	-28,778 S.F.	
EXISTING TO REMAIN ("SHOPS B")	5,052 S.F.	
PROPOSED NEW RETAIL & DRIVE-THRU ("SHOPS A")	+ 4,830 S.F.	
PROPOSED DRIVE-THRU RESTAURANT	+ 2,850 S.F.	
TOTAL PROPOSED NET BUILDING AREA	12,832 S.F.	
NET GAIN/(LOSS)	12,832 S.F. - 33,830 S.F. = (-20,998 S.F.)	
CONSTRUCTION TYPE:	V-B (FULLY SPRINKLERED)	
OCCUPANCY:	MB, A2	
COVERAGE:	(12,842 S.F. / 71,114 S.F.) = 18%	
PARKING AREA:	42,115 S.F. (59%)	
LANDSCAPE AREA:	16,797 S.F. (24%)	
PARKING TABULATIONS:		
	REQUIRED	PROVIDED
RESTAURANT @ SHOPS 'A' (4830 S.F.)	1/100 48.3 SPACES	
RETAIL SHOPS 'B' (5052 S.F.)	1/250 20.2 SPACES	
RESTAURANT (2950 S.F.)	1/100 29.5 SPACES	
	98 SPACES	98 SPACES
		(4 ACCESSIBLE) (12 COMPACT)

▨ = LANDSCAPE AREA

SITE PLAN SCHEME #7M



VICINITY MAP

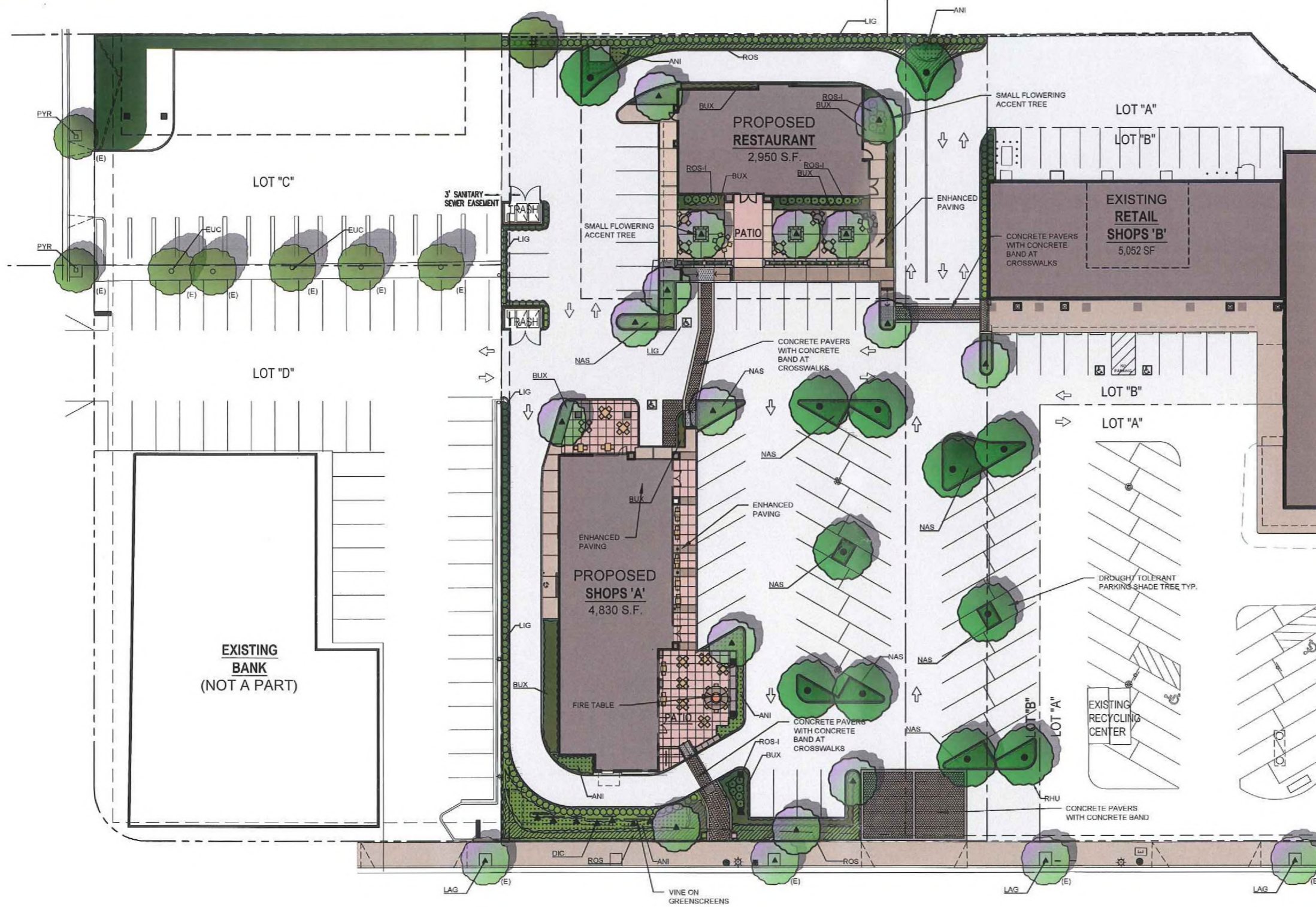
ORCHARDS AT UNIVERSITY SQUARE

9000 - 9020 RESEDA BLVD.
NORTHRIDGE, CALIFORNIA

RICH DEVELOPMENT COMPANY

1000 N. Western Ave., Suite 200
San Pedro, CA 90732
(310) 547-3328

Chipman Architects
20301 Irvine Avenue
Studio B2
Newport Beach, CA 92660
(949) 759-1492
www.chipmanarchitects.com
1213 4/22/2013



PROPOSED PLANT PALETTE

SYMBOL	CALLOUT	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	COMMENTS
TREES						
	LAG	LAGERSTROEMIA INDICA 'MUSKOGEE'	CREPE MYRTLE	24" BOX	PER PLAN	SMALL FLOWERING TREE
	RHU	RHUS LANCEA	AFRICAN SUMAC	24" BOX	PER PLAN	PARKING LOT SHADE TREE
	LOP	LOPHOSTEMON CONFERTUS	BRISBANE BOX	24" BOX	PER PLAN	PARKING LOT PERIMETER TREE
SHRUBS, GROUNDCOVERS & VINES						
	ANI	ANIGOZANTHOS FLAVIDUS	KANGAROO PAW	5 GAL.	36" O.C.	PERENNIAL ACCENT
	ROS-I	ROSA ICEBERG	ICEBERG ROSE	5 GAL.	36" O.C.	FLOWERING MIDGROUND
	NAS	NASSELLA TENUISSIMA	MEXICAN FEATHER GRASS	1 GAL.	24" O.C.	FLOWERING MASS
	ROS	ROSMARINUS OFFICINALIS 'PROSTRATA'	PROSTRATE ROSEMARY	FLATS	12" O.C.	FLOWERING GROUNDCOVER
	LIG	LIGUSTRUM TEXANUM	TEXAS PRIVET	5 GAL.	30" O.C.	HEDGE
	BUX	BUXUS M. JAPONICA	GREEN BEAUTY BOX WOOD	5 GAL.	24" O.C.	HEDGE
	DIS	DISTICTIS BUCCINATORIA	BLOOD TRUMPET VINE	5 GAL.	PER PLAN	FLOWERING VINE

EXISTING PLANT PALETTE

SYMBOL	CALLOUT	BOTANICAL NAME	COMMON NAME	SIZE
TREES				
	LAG	LAGERSTROEMIA INDICA 'MUSKOGEE'	CREPE MYRTLE	EXISTING
	EUC	EUCALYPTUS SPP.	EUCALYPTUS TREE	EXISTING
	LOP	LOPHOSTEMON CONFERTUS	BRISBANE BOX	EXISTING
	PYR	PYRUS SPP.	PEAR TREE	EXISTING

PRELIMINARY LANDSCAPE PLAN

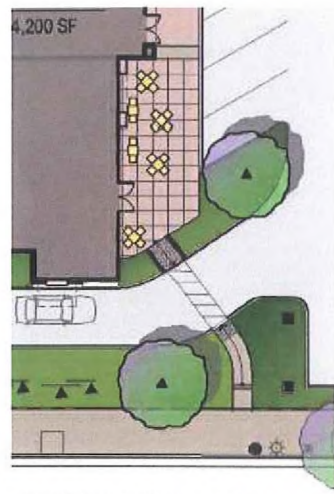
ORCHARDS AT UNIVERSITY SQUARE

9000 - 9020 RESEDA BLVD.
NORTHRIDGE, CALIFORNIA

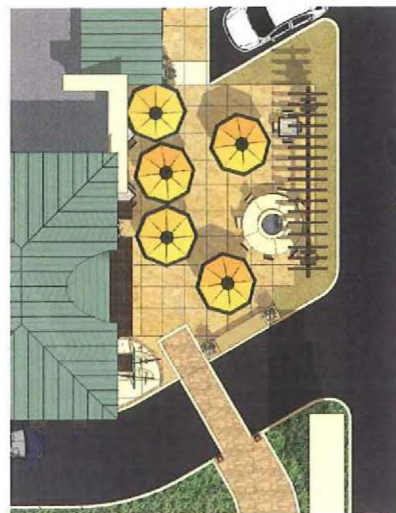
RICH DEVELOPMENT COMPANY

1000 N. Western Ave., Suite 200
San Pedro, CA 90732
(310) 547-3028

Chipman Architects
20361 Irvine Avenue
Studio B2
Newport Beach, CA 92660
(949) 759-1492
www.chipmanarchitects.com
1213 09/18/13



ORIGINAL APC DESIGN



PROPOSED DESIGN

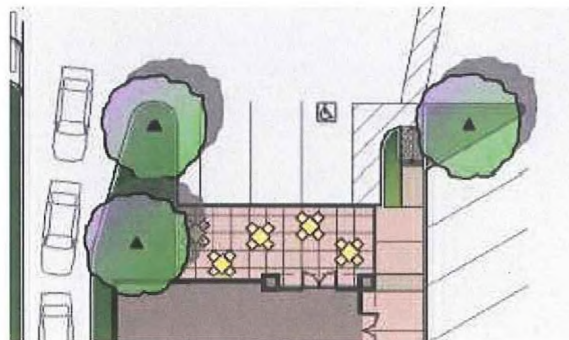
STARBUCKS PLAZA

ADDED FEATURES

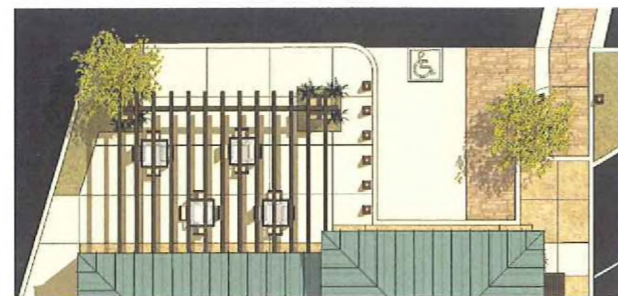
- NEARLY DOUBLE IN SIZE/SEATING AREA
- ENHANCED PAVING MATERIALS
- WIDER PEDESTRIAN ACCESS FROM SIDEWALK
- BIKE RACK
- STONE BENCH SEAT W/ DECORATIVE POTS
- SHADE STRUCTURE WITH STONE COLUMNS
- FIRE TABLE/SEATING
- ACCENT PAVING AT PEDESTRIAN CROSSING
- MONUMENT COLUMNS AT PEDESTRIAN ENTRY TO SITE



PERSPECTIVE VIEW



ORIGINAL APC DESIGN



PROPOSED DESIGN

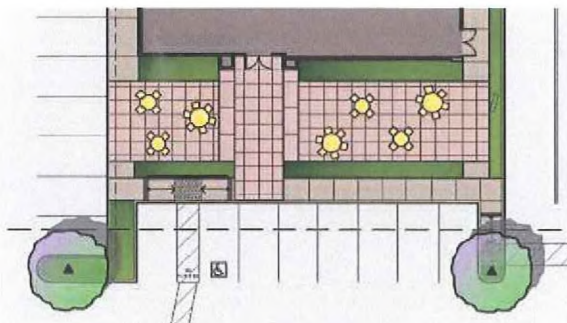
PLAZA # 2

ADDED FEATURES

- SHADE TRELLIS WITH STONE COLUMNS
- ACCENT LIGHTING
- BIKE RACK
- ENHANCED PAVING MATERIALS
- ACCENT PAVING AT PEDESTRIAN CROSSING



PERSPECTIVE VIEW



ORIGINAL APC DESIGN



PROPOSED DESIGN

FARMER'S PLAZA

ADDED FEATURES

- RAISED PLANTER WITH SEAT WALL
- PERGOLA WITH STONE COLUMNS & ACCENT LIGHTING
- BIKE RACK
- SHADE TREES IN RAISED PLANTERS
- ENHANCED PAVING AND BANDING
- ACCENT PAVING AT PEDESTRIAN CROSSINGS



PERSPECTIVE VIEW

ORCHARDS AT UNIVERSITY SQUARE

9000 - 9020 RESEDA BLVD.
NORTHRIDGE, CALIFORNIA

RICH DEVELOPMENT COMPANY

1000 N. Western Ave., Suite 200
San Pedro, CA 90732
(310) 547-3326





