

RTPG

The Rifkin Transportation Planning Group
Allyn D. Rifkin, PE

MEMORANDUM

DATE: January 19, 2016

TO: Debbie Lawrence, Senior City Planner
Department of City Planning

FROM: Allyn D. Rifkin, RTPG

SUBJECT: Traffic Study for Grand Spa Hotel – 2951 W. 6th Street

This memorandum is to respond to questions raised by the City Planning Commission regarding the subject Traffic Study.

Firstly, there was a question regarding the 15 percent discount on trip generation for the presence of extraordinary transit service in the vicinity of the project. This discount is appropriate as documented by the transit level of service demonstrated in the body of the traffic study and the fact that LADOT approved the assumption consistent with the latest Traffic Study Policies and Procedures published by LADOT.

If there were no discount for transit service, the conclusions regarding no significant impact would still apply. Attached Exhibit 1 is a tabulation of the estimated impacts at the studied intersections. None of the intersections are operating or projected to operate worse than Level of Service (LOS) C and, under the original assumptions, no change in volume capacity (V/C) more than 0.002 --- much less than the 0.040 change allowed for LOS C. Exhibit 2 is a revised tabulation of trip generation that demonstrates that eliminating the transit service assumption would increase the trip generation during the PM peak hour (the worst case analysis) by only 9 trips (from 50 trips to 59 trips). Clearly there would be no change in the conclusions regarding “no significant impact”.

Secondly, the Commission recommended that the existing driveway on 6th Street west of Commonwealth Avenue be eliminated.

This change also would not have an impact on the conclusions regarding no significant impact. Exhibit 3 illustrates the re-direction of traffic to the alternate driveway on Commonwealth Avenue, north of 6th Street and the applicable changes in traffic flow at the intersection of 6th Street and Commonwealth Avenue, the intersection most affected by the change in traffic flow. Also included in this exhibit is the removal of the aforementioned transit discount. Exhibit 4 is a re-calculation of the LOS at that intersection during the PM peak hour. The result of the driveway elimination and no transit discount is a projected change in V/C from 0.002 to 0.004 --- much lower than the allowed change in V/C of 0.040 at the indicated LOS C.

ALLYN D. RIFKIN, PE/PTOE
Transportation Planner/Engineer

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323-664-2805
allynrifkin@gmail.com
4455 Los Feliz Boulevard #1403, Los Angeles, CA 90027

IN SUMMARY, the questions raised by the Commission were reviewed with the conclusion that the project would still have NO SIGNIFICANT IMPACT.

Feel free to contact me if there are further questions regarding this supplemental analysis.

Cc: Nathan Freeman --- FMG
Grace Bae --- Applicant

Attachments

Exhibit 1 – LOS Summary

Exhibit 2 -- Revised Trip Generation

Exhibit 3 -- Reassigned Traffic without 6th Street Driveway

Exhibit 4 – Revised LOS Calculation at 6th/Commonwealth

EXHIBIT 1

Table 8 – Traffic Impact Analysis Summary

GRAND SPA HOTEL TRAFFIC IMPACT ANALYSIS SUMMARY

STUDIED INTERSECTION	EXISTING		EXISTING PLUS PROJECT		CHANGE IN V/C	SIGNIFICANT?
	V/C	LOS	V/C	LOS		
	6TH AND VIRGIL					
AM	0.586	A	0.589	A	0.003	NO
PM	0.580	A	0.584	A	0.004	NO
WILSHIRE AND VIRGIL						
AM	0.629	B	0.631	B	0.002	NO
PM	0.630	B	0.632	B	0.002	NO
6TH AND COMMONWEALTH						
AM	0.590	A	0.601	B	0.011	NO
PM	0.729	C	0.731	C	0.002	NO

STUDIED INTERSECTION	FUTURE		FUTURE PLUS PROJECT		CHANGE IN V/C	SIGNIFICANT?
	V/C	LOS	V/C	LOS		
	6TH AND VIRGIL					
AM	0.635	B	0.639	B	0.004	NO
PM	0.642	B	0.646	B	0.004	NO
WILSHIRE AND VIRGIL						
AM	0.705	C	0.707	C	0.002	NO
PM	0.702	C	0.704	C	0.002	NO
6TH AND COMMONWEALTH						
AM	0.633	B	0.644	B	0.011	NO
PM	0.772	C	0.774	C	0.002	NO

CONCLUSION

The future traffic for the proposed Grand Spa Hotel project has been analyzed for impact at the three most critical signalized intersections proximate to the site: 6th/Virgil, Wilshire/Virgil, and 6th/Commonwealth. According to methodologies prescribed by LADOT the conclusion is that 44 AM peak hour trips and 50 PM peak hour trips would be expected with no significant impact with respect to traffic and circulation to any of the studied intersections.

EXHIBIT 2

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Trip Generation Analysis

**2951 W. 6th Street - Grand Spa Hotel
City of Los Angeles**

SOURCE: ITE - TRIP GENERATION MANUAL - 9TH EDITION

NOTE	ITE CODE	LAND USE	"X"	DAILY TRIP ENDS	AM PEAK HOUR TRIPS	INBOUND	OUTBOUND	PM PEAK HOUR TRIPS	INBOUND	OUTBOUND
note 1	310	HOTEL	99 ROOMS	809	52	31	21	59	30	29
			TOTAL	809	52	31	21	59	30	29

DISCOUNTS DUE TO EXISTING USE - NONE

DISCOUNTS DUE TO TRANSIT

note 2	HOTEL	15 PERCENT		(121)	(8)	(5)	(3)	(9)	(5)	(4)
	SCOPING NET TRIPS			688	44	26	18	50	25	25

OTHER DISCOUNTS TO TRIP GENERATION - NONE

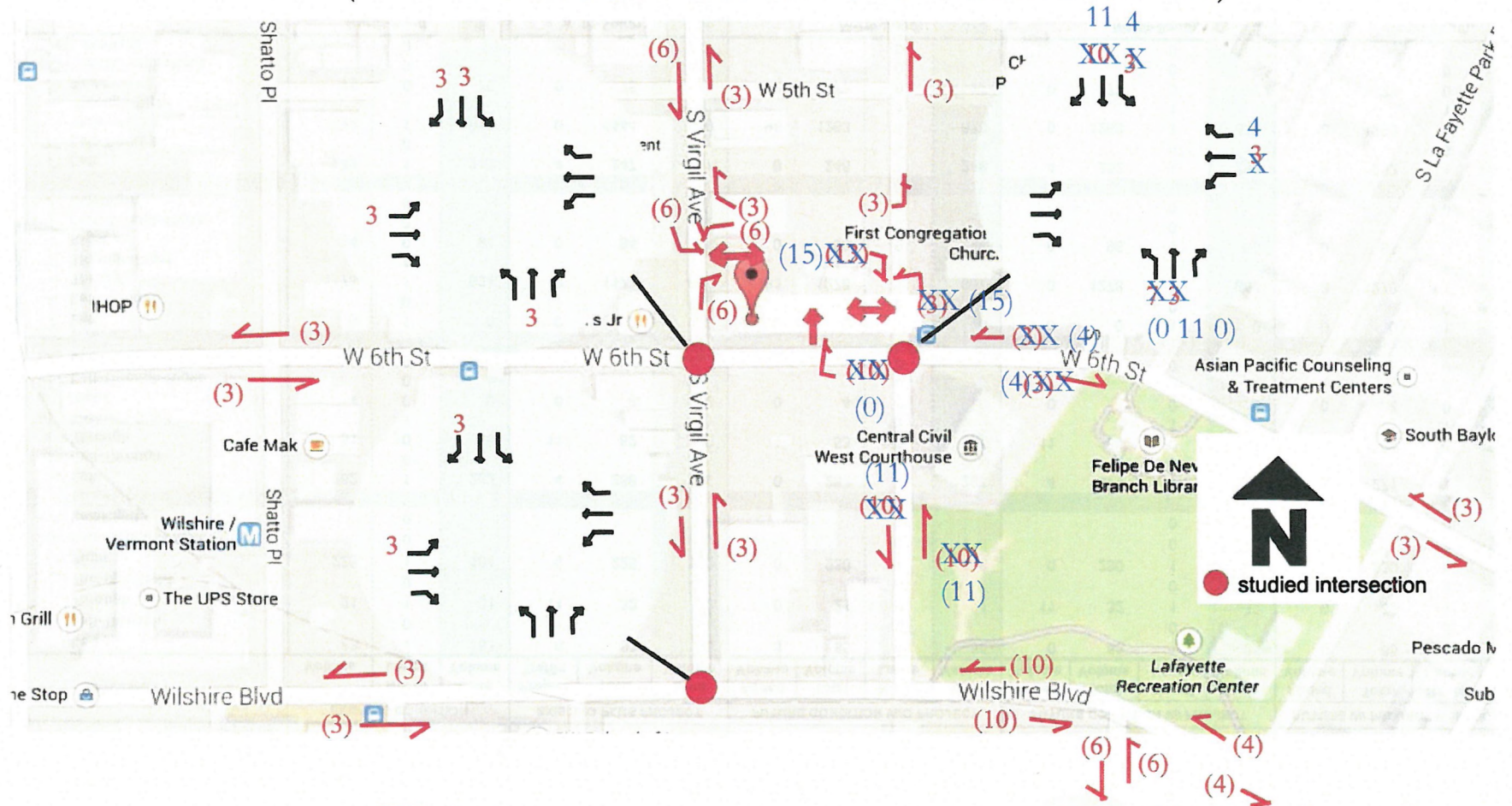
SCOPING NET TRIPS WITHOUT TRANSIT DICOUNT				809	52	31	21	0	59	30	29
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note 1 ITE 9th Edition - daily 6.65 trips per du; am peak hour 0.51 trips per du (20% in; 80% out); pm peak houur 0.62 trips per du (65% in; 35% out)

note 2 the project is located in a heavy transit area. Wilshire Blvd, 1 block south of the project has both Express Rapid Bus and Subway service (Red and Purple Line) with the nearest station at Vermont Avenue

EXHIBIT 3

PROJECT TRIPS - PM PEAK HOUR
 (IF NO TRANSIT DISCOUNT AND NO 6TH STREET DRIVEWAY)



(XX) Revised Pk Hr Trips without driveway on 6th and without 15% transit discount (Jan 19, 2016)

(XX) Peak hour Trips (vehicles per hour)

Intersection volumes
 Peak hour of street
 Vehicles per hour

	N(25%)	S(25%)	E (25%)	W(25%)	total
PM in	6	6	7	6	25 vehicle trips per hour
out	6	6	7	6	25 vehicle trips per hour

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	COMMONWEALTH	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	RTPG	Date:	FEB 4 2015										
3	East-West Street:	6TH ST REVISED	Projection Year:	2016	Peak Hour:	PM	Reviewed by:	ALLYN RIFKIN, PE	Project:	GRAND SPA HOTEL										
No. of Phases		2	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0	Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 0 WB-- 0	2 0 0 0 2 0											
ATSAC-1 or ATSAC+ATCS-2?		2	Override Capacity		0			2 0 0 0 2 0		2 0 0 0 2 0										
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	83	1	83	0	83	83	0	85	1	85	0	85	1	85	0	85	1	85	
	Left-Through		0							0				0				0		
	Through	21	1	21	11	32	32	0	21	1	21	11	32	1	32	0	32	1	32	
	Through-Right		0							0				0				0		
	Right	225	1	104	0	225	102	0	230	1	106	0	230	1	104	0	230	1	104	
Left-Through-Right		0							0				0				0			
Left-Right		0							0				0				0			
SOUTHBOUND	Left	262	1	262	4	266	266	0	267	1	267	4	271	1	271	0	271	1	271	
	Left-Through		0							0				0				0		
	Through	51	0	55	11	62	66	1	53	0	57	11	64	0	68	0	64	0	68	
	Through-Right		1							1				1				1		
	Right	4	0	0	0	4	0	0	4	0	0	0	4	0	0	0	4	0	0	
Left-Through-Right		0							0				0				0			
Left-Right		0							0				0				0			
EASTBOUND	Left	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Left-Through		0							0				0				0		
	Through	1173	1	634	0	1173	634	81	1278	1	687	0	1278	1	687	0	1278	1	687	
	Through-Right		1							1				1				1		
	Right	94	0	94	0	94	94	0	96	0	96	0	96	0	96	0	96	0	96	
Left-Through-Right		0							0				0				0			
Left-Right		0							0				0				0			
WESTBOUND	Left	243	1	243	4	247	247	0	248	1	248	4	252	1	252	0	252	1	252	
	Left-Through		0							0				0				0		
	Through	1144	1	610	0	1144	610	96	1263	1	670	0	1263	1	670	0	1263	1	670	
	Through-Right		1							1				1				1		
	Right	75	0	75	0	75	75	0	77	0	77	0	77	0	77	0	77	0	77	
Left-Through-Right		0							0				0				0			
Left-Right		0							0				0				0			
CRITICAL VOLUMES		North-South: 366 East-West: 877 SUM: 1243	North-South: 368 East-West: 881 SUM: 1249	North-South: 373 East-West: 935 SUM: 1308	North-South: 375 East-West: 939 SUM: 1314	North-South: 375 East-West: 939 SUM: 1314														
VOLUME/CAPACITY (V/C) RATIO:		0.829		0.833		0.872		0.876		0.876		0.876		0.876		0.876		0.876		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.729		0.733		0.772		0.776		0.776		0.776		0.776		0.776		0.776		
LEVEL OF SERVICE (LOS):		C		C		C		C		C		C		C		C		C		

REMARKS:

Version: 1I Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: 0.004 Δv/c after mitigation: 0.004
Significant impacted? NO Fully mitigated? N/A

EXHIBIT 4