



CITY *of* CALABASAS

AGENDA ITEM #3  
T/T MTG: 092616

**TRAFFIC & TRANSPORTATION COMMISSION AGENDA REPORT**

**DATE:** SEPTEMBER 26, 2016

**TO:** TRAFFIC & TRANSPORTATION COMMISSION

**FROM:** BENJAMIN CHAN, P.E., T.E., DEPUTY PUBLIC WORKS DIRECTOR  
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**SUBJECT:** 23480 PARK SORRENTO TRAFFIC STUDY REVIEW

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**BACKGROUND:**

The proposed development of a 1.19-acre site, located at 23480 Park Sorrento, is to demolish the existing 23,400 SF office building and construct a 42-unit senior apartment building and a 1,630 SF commercial building that would be used for professional offices. Staff verified that the office building was currently occupied; therefore, the applicant is entitled for credits to trips generated from this use. The existing site driveway would be removed and a new driveway would be constructed approximately 70 feet to the east of the existing driveway for access to the site. A total of 70 parking spaces are proposed on site. A vicinity map and a site plan of the project are shown in Exhibit A and Exhibit B, respectively. Associate Transportation Engineers prepared the traffic impact study and staff and a consultant from Willdan Associates reviewed the report. This report summarizes its findings.

**DISCUSSION:**

The study's scope included determining whether the project generates significant traffic impacts, driveway sight distances and on-street parking spaces analyses.

**Proposed Project Trip Generation**

Trip generation estimates were calculated for the proposed residential units and

commercial space using rates contained in the Institute of Transportation Engineers (ITE) Trip Generation report. The commercial space will be restricted to that of the professional office and other commercial land uses. No restaurant uses are proposed since the proposed parking supply could not accommodate those uses.

The rates for Senior Housing - Attached (ITE Land Use Code #252) and General Office Buildings (ITE Land Use Code #710) were applied to the proposed uses. In order to determine the actual trip generated by the existing office building, staff requested traffic counts at the site to determine the trip generation for the existing office building that will be removed from the project site. The counts were collected at the site on Wednesday, May 4, 2016 (Exhibit C). Staff verified that the office building was occupied at the time of the counts. Table 1 shows the trip generation estimates for the project with the proposed office uses.

The data presented in Table 1 show that the proposed uses would result in less traffic being generated at the project site (-96 for average daily trips (ADT), -18 for A.M. peak hour trips, and -13 for P.M. peak hour trips). Since the proposed uses would result in a reduction in traffic, the project would not generate significant traffic impacts to the surrounding street network.

The applicant also conducted a trip generation analysis for a "Walk-In Bank" use for the commercial space. The ITE and SANDAG rates for "Walk-In Bank" were applied for this scenario. The ITE manual does not provide trip rates in the A.M. peak hour and ADT for the "Walk-In Bank"; therefore, SANDAG (San Diego Association of Governments) rates were used for the study. Pass-by trips are included in the analysis since the "Walk-In Bank" would likely serve the local community. The 25% trip reduction for pass by trips is reasonable in this instance. Table 2 shows the trip generation estimates assuming the bank use in lieu of the proposed office use.

**Table 1  
Project Trip Generation – With Proposed Uses**

Uses	Size	ADT		A.M Peak Hour		P.M Peak Hour	
		Rate	Trips	Rate	Trips	Rate	Trips
<b>Proposed</b>							
Senior Housing	42 Units	3.44	144	0.20	8	0.25	11
Professional Office	1.62 KSF	11.03	18	1.56	3	1.49	2
Subtotals:		-	162	-	11	-	14
<b>Existing:</b>							
Professional Office (a)	23.4 KSF	11.03	258	1.24	29	1.11	26
<b>Net Trip Generation:</b>			<b>-96</b>		<b>-18</b>		<b>-13</b>

(a) Peak hour trip generation based on counts taken at the existing site. ADT based on ITE rates. Existing trip generation rates for the office are lower than ITE rates for General Office (ITE) - A.M. rate = 1.56; P.M. rate = 1.49

**Table 2  
Project Trip Generation – With “Walk-In Bank” use**

Uses	Size	Pass-By Factor	ADT		A.M Peak Hour		P.M Peak Hour	
			Rate	Trips	Rate	Trips	Rate	Trips
<b>Proposed</b>								
Senior Housing	42 Units	1.00	3.44	144	0.20	8	0.25	11
Professional Office	1.62 KSF	0.75	150	182	6.00	7	12.13	15
Subtotals:			-	362	-	15	-	26
<b>Existing:</b>								
Professional Office (a)	23.4 KSF	1.00	11.03	258	1.24	29	1.11	26
<b>Net Trip Generation:</b>				<b>68</b>		<b>-14</b>		<b>0</b>

(a) SANDAG rate for ADT and A.M. peak hour since no ITE rates for these time periods. ITE rate for P.M. peak hour.

(b) Trip generation based on counts taken at the existing site.

## City of Calabasas' Significant Impact Criteria

The City of Calabasas has determined its policy for acceptable LOS on its local streets with the following criteria. LOS C is considered the minimum acceptable level for most of its roadways. LOS is determined by the V/C ratio of volume to capacity ratio also know and ICU or delay in seconds. Significant impacts occur when a development's added traffic causes a worsened LOS the threshold values are usually determined at the municipal level. The City of Calabasas General Plan identifies the following threshold values shown in the table below.

<b>PROJECT RELATED TRAFFIC INCREASES THAT CONSTITUTE A SIGNIFICANT IMPACT</b>		
Existing or Future LOS	Volume to Capacity Ratio, v/c Ratio	Maximum <b>Peak Hour</b> v/c Increase
LOS D	0.81 – 0.90	0.020
LOS E	0.91 – 1.00	0.015
LOS F	> 1.00	0.010

Once LOS thresholds are exceeded, the development is considered to cause a significant impact at that location and the developer is responsible to provide and pay for mitigation to either remove the violated threshold or provide an alternative that would benefit the transportation network and operation.

The data presented in both tables show that the proposed project with either a "Walk-In Bank" or professional office use would result in a reduction or no change in traffic during the peak hour periods. In accordance with the City's Significant Impact Criteria, the project would not generate significant traffic impacts to the surrounding street network.

## Site Access Analysis

The project is proposing to relocate the existing site driveway on Park Sorrento to the east by approximately 70 feet. The new driveway location would provide better alignment with the driveway that serves the property located across the street and would provide for increased sight distance looking to the west when compared to the existing driveway location.

Sight distances were evaluated from the proposed driveway location using criteria outlined in the Caltrans Highway Design Manual. The Caltrans criteria for both stopping sight distance and corner sight distance were dependent upon prevailing speed of the roadway. The posted speed limit on Park Sorrento is 35 MPH. However, staff requested a speed survey be conducted to confirm the posted speed limit. The speed samples found that the 85th percentile speed (prevailing speed) in

both directions was slightly less than 35 MPH (Exhibit D). Therefore, the sight distance analysis assumes 35 MPH as the design speed. As outlined in the Caltrans Highway Design Manual, the minimum stopping sight distance for the proposed driveway is 250 feet and the minimum corner sight distance is 385 feet.

The sight distance looking to the east from the proposed driveway location was measured approximately 400 feet, which exceeds the 250-foot stopping sight distance and the 385-foot corner sight distance criteria. The sight distance looking to the west from the proposed driveway location was measured approximately 300 feet, which meets the 250-foot stopping sight distance but is short of the 385-foot corner sight distance criteria. The sight distance looking to the west is limited by a horizontal curve and therefore cannot be extended without realigning Park Sorrento Road. The sight distance is, however, sufficient for the private driveway connection since the Caltrans Highway Design Manual states that the minimum corner sight distance shall be equal to the stopping sight distance for private road intersections. The 300-foot sight distance would provide sufficient time for a drivers traveling eastbound along Park Sorrento to see a vehicle exiting the driveway.

### On-Street Parking

On-site parking requirements are under the purview of the Planning Commission. However, any loss of on-street parking spaces should be commented on by the Traffic and Transportation Commission.

Relocation of the existing site driveway on Park Sorrento to the east by approximately 70 feet would result in loss of on-street parking spaces. Based on the field review completed by ATE and City staff, it was determined that red curb should be provided east and west of the proposed driveway to ensure that sight distances are not impeded by parked vehicles. To the west, the curb should be painted red between the proposed driveway and the existing red curb along the frontage of the adjacent parcel. To the east, the curb should be painted red between the proposed driveway and a point 20 feet west of the existing red curb that is adjacent to the speed hump. This would leave 1 parking space between the proposed driveway and the speed hump.

A total of 5 on-street parking spaces would be lost as a result of the relocated driveway and red curb. Therefore, the applicant is conditioned, prior to receiving an Occupancy Permit, to replace the 5 loss parking spaces on-site. Those spaces will be clearly signed and marked for public parking. They will be striped near the entrance to the site. In addition, there will also be custom signs posted in the vicinity informing motorists of those spaces designated for public parking.

Staff will reevaluate sight distances after the project is constructed to determine if some of the 5 on-street spaces that would be initially lost adjacent to the driveway could be remarked for on-street parking.

Although the proposed development would not generate significant traffic impacts to the surrounding street network, staff recommends that the applicant pay \$56,142.50 to the Citywide Traffic Mitigation Program for signal timing adjustment at the intersection of Park Sorrento and Park Granada, re-striping along Park Sorrento in the project vicinity and new/replacement signage.

**FISCAL IMPACT / SOURCE OF FUNDING:**

There is no direct fiscal impact at this time.

**REQUESTED ACTION:**

Staff recommends that the Traffic and Transportation Commission approve the traffic impact study and forward to the Planning Commission.

**ATTACHMENTS:**

- Exhibit A – Vicinity Map
- Exhibit B – Project Site Plan
- Exhibit C – Driveway Count
- Exhibit D – Spot Speed Study
- Exhibit E – Sight Distance