



CITY of CALABASAS

AGENDA ITEM #4
T/T MTG: 092616

TRAFFIC & TRANSPORTATION COMMISSION AGENDA REPORT

DATE: SEPTEMBER 26, 2016

TO: TRAFFIC & TRANSPORTATION COMMISSION

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SUBJECT: OASIS SELF-STORAGE TRAFFIC STUDY REVIEW

BACKGROUND:

The proposed development is to construct a self-storage facility (approximately 67,105 square feet) with 574 storage units. The new building is located at 26300 Rondell Street near the intersection of Las Virgenes Road in the City of Calabasas. The proposed project would be constructed on land that is currently vacant.

As part of the development of the site, Rondell Street will be improved adjacent to the site as directed by the Department of Public Works. Rondell Street will be constructed along the project frontage and terminate at the north end of the site. Vehicular access to the new storage facility will be from Rondell Street off of Las Virgenes Road. A total of 14 on-site parking spaces are proposed. On-street parking will be allowed on both sides of the improved street. The intersection of Las Virgenes Road and Rondell Street is maintained and owned by Caltrans.

It is estimated that the self- storage facility would generate 144 vehicle trips daily with 11 new vehicle trips during the morning peak hour and the afternoon peak hour. A vicinity map and a site plan of the project are shown in Exhibit A and Exhibit B, respectively. Overland Traffic Consultants prepared the traffic impact

study and staff reviewed the report. This report summarizes its findings.

DISCUSSION:

The study's scope included an evaluation of the potential traffic impacts of the proposed development on the surrounding area. Therefore, the traffic impact analyses in this traffic study have been conducted using the procedures adopted by the City to analyze the potential traffic impact of development projects.

Pursuant to the City's traffic study guidelines, the following scenarios are being analyzed for the study:

- (a) Existing Conditions;
- (b) Existing + Proposed Project Traffic;
- (c) Future + Related projects;
- (d) Future + Related Projects + Project Traffic;
- (e) Recommended traffic mitigation, if necessary, to reduce the project impact to insignificant levels.

The ambient growth rate used for the project was based on Southern California Association of Governments (SCAG) Profile of the City of Calabasas dated May 2013. Growth between years 2000 and 2012 was 10.9% which equates to an average of 0.91% per year ($10.9\% / 12 \text{ years} = 0.91\% / \text{year}$). This was rounded to 1% per year. The future year, which is the anticipated completion date of the project, is 2018.

Five nearby signalized intersections were identified that could be impacted by the project. They are the following:

- 1] Mureau Road and Las Virgenes Road
- 2] US-101 NB ramps and Las Virgenes Road
- 3] US-101 SB ramps/Rondell Street and Las Virgenes Road
- 4] Agoura Road and Las Virgenes Road
- 5] Agoura Road and Lost Hills Road

Level Of Service Definitions

Level of Service (LOS) is used in the traffic study analysis to describe the quality of traffic flow. The following description pertains to North American highway LOS standards as in the Highway Capacity Manual (HCM) which uses letters A through F for identification, with A being the best and F being the worst -

A - Free Flow.

B - Reasonably free flow. Maneuverability within the traffic stream is slightly restricted.

C - Near free flow. Ability to maneuver through lanes is noticeably restricted and lane changes require more driver awareness. This is the target LOS for some urban and most rural highways.

D - Approaching Unstable flow. It is a common goal for urban streets during peak hours, as attaining LOS C would require prohibitive cost and societal impact in bypass roads and lane additions.

E - Unstable Flow, operating at capacity. Any incident will create serious delays. Levels of comfort of drivers become poor. This is a common standard in larger urban areas, where some roadway congestion is inevitable.

F - Breakdown Flow. Every vehicle moves in lockstep with the vehicle in front of it, with frequent slowing required. Travel time cannot be predicted, with generally more demand than capacity.

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 or delays in seconds/vehicle. Significant impacts occur when the existing or future LOS is at "D" or worse and the development's added traffic causes a worsened LOS during peak hours. Any significantly impacted intersections are then evaluated for possible traffic mitigation measures. The threshold values for the respective LOS are shown in Table 1 below.

Table 1
PROJECT RELATED TRAFFIC INCREASES THAT CONSTITUTE A SIGNIFICANT IMPACT

| Existing or Future LOS | Volume to Capacity Ratio, v/c Ratio | Maximum Peak Hour 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 the threshold values 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 lower the threshold to insignificant level or provide an alternative that would benefit the transportation network and operation.

Existing Level Of Service Analysis

Table 2 shows the existing LOS at the five study intersections. All the study intersections, with the exception of Las Virgenes Rd. & US SB-101 Ramps, are operating at LOS C or better during the morning and evening peak hours.

Table 2
Existing Level of Service Conditions

| INTERSECTION | AM PEAK | | PM PEAK | |
|-------------------------------|-----------|-----|-----------|-----|
| | ICU/Delay | LOS | ICU/Delay | LOS |
| Mureau/Las Virgenes | 0.510 | A | 0.751 | C |
| US-101NB ramps/Las Virgenes* | 25.2 | C | 12.7 | B |
| US-101 SB ramps/Las Virgenes* | 12.7 | B | 36.0 | D |
| Agoura/Las Virgenes | 0.629 | B | 0.665 | B |
| Agoura/Lost Hills | 0.532 | A | 0.659 | B |

* Intersections are analyzed using HCM Delay (sec/veh)

Project Traffic Generation

Trip rates generated by similar self-storage facilities have been surveyed by the Institute of Transportation Engineers (ITE). Results of the traffic generation studies have been published in a handbook titled Trip Generation, 9th Edition. Table 3 shows that the proposed project with 574 storage units could generate up to 144 daily vehicle trips with 11 peak hour trips during both the morning and afternoon peak hours.

Table 3 – Project Trip Generation

| Land Use | ITE Code | Daily | AM Peak Hour | | | PM Peak Hour | | |
|----------------------------|----------|-------|--------------|----|-----|--------------|----|-----|
| | | | Total | In | Out | Total | In | Out |
| Mini-Warehouse (574 Units) | 151 | 144 | 11 | 6 | 5 | 11 | 6 | 5 |

Analysis of Existing + Project Conditions

Traffic volume projections have been developed to analyze the existing traffic conditions after completion of the proposed project. The project's traffic impact has been calculated by adding the project traffic volumes to the existing traffic volumes. Results of the analysis are shown in Table 4 below. None of the City's intersections are significantly impacted under the City's Significant Impact Criteria.

Table 4 – Existing + Project Conditions

| INTERSECTION | PK | Existing | | Existing + Proj | | Impact | Signif. Impact |
|-------------------------------|------|-----------|-----|-----------------|-----|--------|----------------|
| | Hour | ICU/Delay | LOS | ICU/Delay | LOS | | |
| Mureau/Las Virgenes | AM | 0.510 | A | 0.510 | A | 0.000 | NO |
| | PM | 0.751 | C | 0.752 | C | 0.001 | NO |
| US-101NB ramps/Las Virgenes* | AM | 25.2 | C | 25.3 | C | 0.100 | NO |
| | PM | 12.7 | B | 12.9 | B | 0.200 | NO |
| US-101 SB ramps/Las Virgenes* | AM | 12.7 | B | 12.7 | B | 0.000 | NO |
| | PM | 36.0 | D | 36.2 | D | 0.200 | NO |
| Agoura/Las Virgenes | AM | 0.629 | B | 0.630 | B | 0.001 | NO |
| | PM | 0.665 | B | 0.665 | B | 0.000 | NO |
| Agoura/Lost Hills | AM | 0.532 | A | 0.532 | A | 0.000 | NO |
| | PM | 0.659 | B | 0.659 | B | 0.000 | NO |

* Intersections are analyzed using HCM Delay (sec/veh).

Analysis of Future Cumulative Traffic Conditions without "Project"

Future traffic volume projections have been developed to analyze the traffic conditions for Year 2018 which is the anticipated build-out year for this development. Ambient growth of 1% per year was used to project future volumes. The ambient growth rate used for the project was based on Southern California Association of Governments (SCAG) Profile of the City of Calabasas dated May 2013. The analysis also includes other development projects located within the study area that are either under construction or planned.

Table 5
Summary of Future Cumulative Traffic Conditions without Project

| INTERSECTION | PK | Existing | | Future w/no Proj | |
|--------------|------|-----------|-----|------------------|-----|
| | Hour | ICU/Delay | LOS | ICU/Delay | LOS |

| | | | | | |
|-------------------------------|----|-------|---|-------|---|
| Mureau/Las Virgenes | AM | 0.510 | A | 0.521 | A |
| | PM | 0.751 | C | 0.790 | C |
| US-101NB ramps/Las Virgenes* | AM | 25.2 | C | 30.7 | C |
| | PM | 12.7 | B | 13.9 | B |
| US-101 SB ramps/Las Virgenes* | AM | 12.7 | B | 14.0 | B |
| | PM | 36.0 | D | 44.2 | D |
| Agoura/Las Virgenes | AM | 0.629 | B | 0.709 | C |
| | PM | 0.665 | B | 0.801 | D |
| Agoura/Lost Hills | AM | 0.532 | A | 0.547 | A |
| | PM | 0.659 | B | 0.699 | B |

Analysis of Future Cumulative Traffic Conditions with "Project"

Traffic conditions after completion of the project have been determined by adding the project volume to the "without traffic volume" table. The traffic impact of the added project traffic at the study intersections is shown in the Table 6 with the comparison of the without and with project traffic conditions at the study intersections. As shown in Table 6, no project related significant traffic impacts occur at the City's intersections.

Table 6
Summary of Future Cumulative Traffic Conditions with "Project"

| INTERSECTION | PK | Existing | | Existing + Proj | | Impact | Signif. Impact |
|-------------------------------|------|-----------|-----|-----------------|-----|--------|----------------|
| | Hour | ICU/Delay | LOS | ICU/Delay | LOS | | |
| Mureau/Las Virgenes | AM | 0.521 | A | 0.522 | A | 0.001 | NO |
| | PM | 0.790 | C | 0.790 | C | 0.000 | NO |
| US-101NB ramps/Las Virgenes* | AM | 30.7 | C | 30.8 | C | 0.100 | NO |
| | PM | 13.9 | B | 14.5 | B | 0.600 | NO |
| US-101 SB ramps/Las Virgenes* | AM | 14.0 | B | 14.0 | B | 0.000 | NO |
| | PM | 44.2 | D | 44.5 | D | 0.300 | NO |
| Agoura/Las Virgenes | AM | 0.709 | C | 0.710 | C | 0.001 | NO |
| | PM | 0.801 | D | 0.802 | D | 0.001 | NO |
| Agoura/Lost Hills | AM | 0.547 | A | 0.547 | A | 0.000 | NO |
| | PM | 0.699 | B | 0.699 | B | 0.000 | NO |

As shown in Table 6, none of the City's intersections are impacted by the proposed project.

Impacts on Regional Transportation System

The Congestion Management program (CMP) was adopted to monitor regional traffic growth and related transportation improvements. The CMP designated a transportation network including all state highways and some arterials within the County to be monitored by local jurisdictions. If LOS standards deteriorate on the CMP network, then local jurisdictions must prepare a deficiency plan to be in conformance with the program. The intersection of PCH & Malibu Canyon is the nearest CMP intersection. This intersection is approximately 10 miles from the project site. The project generates 11 peak hour trips significantly less than the 50 peak hour trips to require further analysis. Therefore, CMP regional freeway impacts would be less than significant.

Site Access

Rondell Road is a dead end street. Traffic will be light at all times of the day. As a result, site access should not be an issue.

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.

The newly improved road shall be conditioned to allow parking on both sides. It is not expected to result in loss of any on-street parking spaces.

Although the proposed development would not generate significant traffic impacts to the City's intersections, staff recommends that the applicant pay Bridge & Thoroughfare Fees based on the square footage of the development prior to issuance of a Certificate of Occupancy.

FISCAL IMPACT/SOURCE OF FUNDING

None.

REQUESTED ACTION

It is requested that the Traffic & Transportation Commission:

1. Provide input and comments regarding the Oasis Self Storage Traffic Study.

2. Approve this item and forward the recommendations to the Calabasas Planning Commission.

ATTACHMENTS:

Exhibit A – Vicinity Map

Exhibit B – Project Site Plan