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Subject: LADOT Transportation Assessment Guidelines Addendum – Hillside Developments

To better address safety, access, and circulation concerns related to construction activities of new developments on narrow streets within hillside neighborhoods, the Los Angeles Department of Transportation (LADOT) releases this addendum to the LADOT Transportation Assessment Guidelines (TAG). This addendum provides guidance when considering traffic management measures for hillside development projects in narrow roadways of less than 24-feet in width.

While most hillside developments screen out of a Vehicle Miles Traveled analysis according to the TAG, these projects may still require CEQA analysis to address potential geometric design hazards or emergency access concerns, or may require a safety and access assessment outside of the CEQA process to consider how the construction activities impact local circulation, emergency access, deliveries, and street parking.

HILLSIDE DEVELOPMENT CONSTRUCTION TRAFFIC MANAGEMENT GUIDELINES

In hillside communities, where streets are narrower than 24 feet, two vehicles traveling in opposite directions cannot pass concurrently when there is parking, obstructions, or construction-related activities on one side of the street. This raises safety concerns and can impede access of other residents, deliveries, and emergency vehicles. In areas classified as "Very High Fire Hazard Severity Zones," this is a significant concern for fire emergency personnel and in the event a neighborhood evacuation is needed.

To address these concerns, new land use development projects requiring discretionary entitlements proposed in hillside communities on streets less than 24-feet wide (on any roadway segment used by the project for hauling materials and equipment) should develop a Traffic Management Plan (Plan) that identifies measures to offset access, circulation, and parking issues for LADOT review and approval. Land use development projects proposing interior alterations or minor additions of 1,000 square feet or less are exempt from this requirement. Projects undergoing new construction or additions of more than 1,000 square feet shall prepare a Plan that considers the cumulative effects that the Project and other known development activities (by-right and discretionary) within a one-half mile radius of the Project that could have overlapping construction schedules would have on emergency access, deliveries, residential circulation, and street parking.

The applicant should work with the Department of City Planning to collect information on the other known development activities within a one-half mile radius of the project site. To offset any expected adverse conditions, the Plan must be developed for LADOT review and approval prior to the completion of the project's environmental analysis. The Plan should identify measures that will be implemented by the applicant to minimize the hours of construction impacts. Once approved by LADOT, the terms of the Plan will be shared with the Department of City Planning to be formalized as conditions of approval or as project mitigation measures.

To inform the terms of the Plan, a review and analysis of the roadway characteristics should be submitted, including roadway widths, existing parking demand, and weekday roadway volumes (8 AM to 6 PM). The area of analysis must capture the roadway characteristics of the entire route used for hauling materials and equipment within the hillside area. Additionally, when considering the cumulative effects of other known construction activities in the neighborhood, the Plan should include, but not be limited to, the following design elements and measures:

- safety features (warning & regulatory signs, channelizing devices like cones or other delineators, guard rails, barriers, changeable message signs, etc.)
- flagger control
- temporary parking restrictions
- reduction in the construction duration
- minimize the time that construction vehicles are parked in the public right-of-way
- detours
- sidewalk and street lighting needs
- designing for appropriate vehicular speeds and sight lines
- employee staging (off-site parking) and shuttles
- on-site parking
- coordination with other construction sites in the area
- consideration of additional measures in Very High Fire Severity Hazard Zones

The terms of the Traffic Management Plan should be imprinted on all plans reviewed by the Department of Building and Safety, provided and required of any contractor(s), and included in the engineering notes of any street use permits that may be required by StreetsLA (Bureau of Street Services). Please note that this requirement is now in effect and will be included in the upcoming update of the LADOT Transportation Assessment Guidelines.

If you have any questions, please email **LADOT Central Development Review <ladot.devreview.cen@lacity.org>** Eddie Guerrero at eddie.guerrero@lacity.org or me at tomas.carranza@lacity.org.

Sincerely,


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