

## **Appendix N**

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### Transportation Analysis

## **Appendix N.1**

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### Transportation Analysis



## MEMORANDUM

**TO:** Wes Pringle, Los Angeles Department of Transportation

**CC:** Brad Napientek, Eyestone Environmental

**FROM:** Patrick A. Gibson, P.E., T.E., PTOE, and Emily Wong, P.E.

**DATE:** June 22, 2020

**RE:** CEQA Thresholds Analysis for the  
Sunset & Western Mixed-Use Development Project  
Hollywood, California

**Ref:** J1475

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Gibson Transportation Consulting, Inc. (GTC) analyzed the potential transportation impacts of the Sunset & Western Mixed-Use Development Project (Project) located at 5420 Sunset Boulevard (Project Site) in the *Hollywood Community Plan* (Los Angeles Department of City Planning [LADCP], 1988) area of Los Angeles, California (City) based on the *Transportation Assessment Guidelines* (LADOT, July 2019) (TAG). This analysis complies with the City's latest guidelines requiring any development projects that may not be fully entitled prior to July 1, 2020 to be evaluated for transportation impacts in compliance with California Environmental Quality Act (CEQA) guidelines from the State of California Governor's Office Planning and Research (OPR) in its implementation of Senate Bill 743 (Steinberg, 2013) (SB 743), which are identified in the TAG. This memorandum summarizes our analysis.

## PROJECT BACKGROUND

The Project is a new mixed-use development that includes 735 apartment units and 95,000 square feet (sf) of neighborhood-serving commercial uses, including supermarket, retail, and restaurant uses. The Project would also include ancillary residential uses, such as lobbies and leasing offices, pools, spas, and other recreational facilities providing services to the residents. In addition, the Project would provide landscaped courtyards, a paved plaza fronting Sunset Boulevard, and landscaped paseos at the ground level that would be publicly accessible from Sunset Boulevard. The existing 18,525 sf of commercial space, 78,328 sf grocery store, and 3,943 sf fast-food restaurant on the site, as well as the associated parking areas, would be removed with the development of the Project.

The Project Site is located less than 0.30 miles east of the Hollywood Freeway (US 101), which provides regional transportation between downtown Los Angeles and the San Fernando Valley. The Project Site is served by Sunset Boulevard and Western Avenue, which are both designated as an Avenue I in *Mobility Plan 2035 – An Element of the General Plan* (LADCP, January 2016) (Mobility Plan 2035).

The Project Site is also located within 0.25 miles of the Los Angeles County Metropolitan Transportation Authority's (Metro) Hollywood/Western Station of the Metro Red Line subway, which travels between Union Station in downtown Los Angeles and North Hollywood in the San Fernando Valley at 10-minute intervals throughout the day. The Project Site is also served by numerous transit lines, with bus stops on the northwest and southeast corners of Sunset Boulevard & Western Avenue that serve Metro Lines 2, 175, and 302, as well as the Los Angeles Department of Transportation (LADOT) DASH Hollywood Line. Additional bus stops for Metro Lines 4, 180/181, 206, 207, 704, 757, and 780 are located within 0.25 miles walking distance on Santa Monica Boulevard, Sunset Boulevard, Hollywood Boulevard and Western Avenue. Bicycle routes are provided on Fountain Avenue in the vicinity of the Project Site. In addition, sidewalks provide connectivity to signalized pedestrian crossings adjacent to the Project Site.

GTC previously analyzed the Project's potential transportation impacts based on level of service (LOS) methodology in *Transportation Impact Study for the Sunset/Western Mixed-Use Development* (March 2018) (TIS), which was reviewed and assessed by LADOT in an inter-departmental memorandum to LADCP dated August 8, 2018 (LADOT Assessment Letter). The TIS identified a mitigation program that includes implementation of a transportation demand management (TDM) program to reduce single occupancy vehicle trips to and from the Project Site during commuter peak hours, as well as intersection improvements at intersections to reduce congestion. As detailed in *Transportation Assessment for the Revised Sunset & Western Project, Hollywood, California* (GTC, March 30, 2020) (Revised Project Memo), it was determined that the refinements made to the Project's development program since the issuance of the LADOT Assessment Letter would not affect the impact conclusions or mitigation program identified in the TIS. Former LOS-based metrics that evaluated automobile congestion are no longer considered significant environmental impacts under CEQA. According to LADOT guidance, the TIS satisfies the TAG requirements for non-CEQA analysis.

## **CEQA THRESHOLDS**

The TAG identifies three CEQA thresholds for identifying significant transportation impacts in accordance with SB 743 that are applicable to the Project<sup>1</sup>:

- Threshold T-1: Conflicting with Plans, Programs, Ordinances, or Policies
- Threshold T-2.1: Causing Substantial Vehicle Miles Traveled (VMT)
- Threshold T-3: Substantially Increasing Hazards Due to a Geometric Design Feature or Incompatible Use

Upon review of the screening criteria outlined in the TAG, the Project meets the screening criteria requiring further analysis for each of the three thresholds listed above.

## **THRESHOLD T-1: CONFLICTING WITH PLANS, PROGRAMS, ORDINANCES, OR POLICIES**

Threshold T-1 states that a project would result in an impact if it conflicts with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle, and

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<sup>1</sup> A fourth threshold, Threshold T-2.2: Substantially Inducing Additional Automobile Travel, is intended for transportation projects that increase vehicular capacity on roadways. Threshold T-2.2 does not apply to the Project.

pedestrian facilities. Table 2.1-1 of the TAG provides the City plans, policies, programs, ordinances and standards relevant in determining project consistency.

As summarized below, the Project is consistent with the City documents listed in Table 2.1-1 of the TAG. Therefore, the Project would not result in a significant impact under Threshold T-1. Detailed discussion of the plans, programs, ordinances, or policies related are provided below.

### **Mobility Plan**

The Mobility Plan combines “complete street” principles with the following five goals that define the City’s mobility priorities:

1. Safety First
2. World Class Infrastructure
3. Access for all Angelenos
4. Collaboration, Communication, and Informed Choices
5. Clean Environments and Healthy Communities

The Project location and site access is consistent with the goals of the Mobility Plan as the Project would be designed to provide safe access for all users. The driveways would utilize the general location of existing curb cuts and would not introduce new vehicle/vehicle, vehicle/pedestrian or vehicle/bicycle conflicts. The driveways would be improved and placed in accordance with City standards to limit interruptions to adjacent street traffic and pedestrian safety. The Project would meet the goals of the Mobility Plan and would not interfere with any other policies of the Mobility Plan. Thus, the Project would be consistent with the Mobility Plan. The following provides further details of each policy and program in the Mobility Plan that is applicable to the Project.

**Policy 2.3 Pedestrian Infrastructure – Recognize walking as a component of every trip and ensure high quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.** Pedestrian access would be maintained on Sunset Boulevard. The Project would incorporate landscaped courtyards, a paved plaza fronting Sunset Boulevard, and landscaped paseos at the ground level that would be publicly accessible to pedestrians and bicyclists from Sunset Boulevard. Therefore, the Project would not conflict with Mobility Plan Policy 2.3.

**Policy 2.5 Transit Network – Improve the performance and reliability of existing and future bus service.** As detailed in Table 4 of the TIS, the transit system serving the Project Site has available capacity for 5,064 additional person-transit trips during the morning peak hour and 4,356 additional person-transit trips during the afternoon peak hour. The Project would generate approximately 49 net new transit trips during the morning peak hour and 55 net new transit trips during the afternoon peak hour, or approximately less than 1% of the available capacity during the morning or afternoon peak hours. Furthermore, Los Angeles County voters approved Measure R, a half-cent sales tax increase to finance new transportation projects and accelerate projects already in progress, in 2008 and Measure M, an additional half-cent sales tax increase to fund transportation projects, in 2016. As such, the Project’s net increase in transit trips would be partially offset by improvements to transit service in the Project area. Accordingly, the Project would not cause the capacity of the transit system to be substantially exceeded and the Project would not conflict with Mobility Plan Policy 2.5.

**Policy 2.6 Bicycle Networks – Provide safe, convenient, and comfortable local and regional bicycling facilities for people of all types and abilities.** As described in detail in Chapter 2 of the TIS, none of the streets adjacent to the Project provide marked bicycle facilities. As part of the Mobility Plan's Bicycle Lane Network (a network of arterial roadways that will receive striping treatments to prioritize bicyclists), Tier 2 Bicycle Lanes are proposed on Sunset Boulevard. Furthermore, Project visitors, patrons, and employees arriving by bicycle would have the same access opportunities as pedestrians. Bicycle parking requirements per LAMC Section 12.21-A, 16(a) include short-term and long-term parking. Short-term bicycle parking is characterized by bicycle racks that support the bicycle frame at two points and long-term bicycle parking is characterized by an enclosure protecting all sides from inclement weather and secured from the general public. In accordance with the requirements of LAMC Section 12.21-A, 16(a), the Project would provide 548 bicycle parking spaces, including 76 short-term and 472 long-term bicycle parking spaces. Therefore, the Project would not conflict with Mobility Plan Policy 2.6.

**Policy 2.10 Loading Area – Facilitate the provision of adequate on and off-street loading areas.** The Project would maintain its existing loading area on-site. As such, delivery trucks would not encroach on or block the public right-of-way. Therefore, the Project would not conflict with Mobility Plan Policy 2.10.

**Transit Enhanced Network, Pedestrian Enhanced Districts, and Bicycle Enhanced Network.** As discussed above in the analyses for Policy 2.5 and 2.6, the Project would not conflict with Mobility Plan policies related to transit and bicycle networks. With respect to pedestrian facilities, pedestrian access would be provided via sidewalks along Sunset Boulevard. Additionally, as noted above, the sidewalks along Western Avenue and Serrano Avenue would be improved to meet City standards. Bicycles would have the same access opportunities as pedestrians and the Project would provide 548 bicycle parking spaces. Project access locations would be required to conform to City standards and would be designed to provide adequate sight distance, sidewalks, and/or pedestrian movement controls that would meet the City's requirements to protect pedestrian safety. The Project would provide a direct and safe path of travel with minimal obstructions to pedestrian movement within and adjacent to the Project Site. Therefore, the Project would not conflict with Mobility Plan policies related to the Transit Enhanced Network, Pedestrian Enhanced Districts, or Bicycle Enhanced Network.

**Program PL.1.** Program PL.1 requires driveway access to buildings from non-arterial streets or alleys (where feasible) in order to minimize interference with pedestrian access and vehicular movement. Given the Project Site's characteristics, limiting all Project access to non-arterial streets would not be feasible. However, the Project would only propose one new curb cut along Western Avenue, a designated Modified Avenue I. All other driveways along arterial streets would utilize the general location of existing curb cuts. The new driveway along Western Avenue would be incorporated into the new traffic signal at the intersection of Western Avenue & De Longpre Avenue. All driveways would be improved to limit potential impediments to visibility and minimize potential pedestrian and vehicular conflicts. Therefore, the Project would not conflict with Mobility Plan Program PL.1.

**Program PK.10.** Program PK.10 directs the City to establish an incentive program to encourage projects to retrofit parking lots, structures, and driveways to include pedestrian design features. As discussed above, the Project would incorporate landscaped courtyards, a paved plaza fronting Sunset Boulevard, and landscaped paseos at the ground level that would be publicly accessible

to pedestrians and bicyclists from Sunset Boulevard. Therefore, the Project would not conflict with Mobility Plan Program PK.10.

### **Plan for a Healthy Los Angeles**

*Plan for a Healthy Los Angeles: A Health and Wellness Element of the General Plan* (LADCP, March 2015) (Plan for a Healthy Los Angeles) introduces guidelines for the City to follow to enhance the City's position as a regional leader in health and equity, encourage healthy design and equitable access, and increase awareness of equity and environmental issues.

The Project supports healthy lifestyles by reducing single-occupant vehicle trips by virtue of its location near to abundant high-quality and high-frequency transit options and its provision of a TDM program and participation in the Hollywood Transportation Management Organization. The Project does not interfere with any other policies recommended by the plan. Therefore, it is consistent with Plan for a Healthy Los Angeles.

### **Land Use Element of the General Plan**

The City General Plan's Land Use Element contains 35 Community Plans that establish specific goals and strategies for the various neighborhoods across Los Angeles. This Project falls within the boundaries of the *Hollywood Community Plan* (LADCP, December 1998) (the Community Plan). The Community Plan incorporates the Mobility Plan 2035, *Redevelopment Plan for the Hollywood Redevelopment Project* (The Community Redevelopment Agency of the City of Los Angeles, May 1986) (the Redevelopment Plan), and the *Vermont/Western Station Neighborhood Area Specific Plan* (LADCP, March 2001).

The Project would be consistent with the objectives of the Community Plan by furthering the development of Hollywood as a major center of population, employment, and retail services. The Project would be consistent with the Plan's objectives related to developing additional commercial uses in appropriate locations, providing adequate public services, utilities, and open space to meet anticipated demands, and coordinating land use with transportation planning through its location within a City Transit Oriented Community and other transportation-related programs, design features, and implementation of a TDM program. In line with these objectives, the Project would increase housing and jobs in proximity to the Metro Red Line, other regional Metro bus lines, and LADOT DASH Hollywood Line. Furthermore, the Project would include bicycle parking spaces for Project residents, employees, and visitors consistent with LAMC requirements and would implement activated street frontages and sidewalk improvements that would improve and promote pedestrian travel. Therefore, the Project is consistent with the goals of the Community Plan.

### **Redevelopment Plan**

The Redevelopment Plan aims to promote a balanced community meeting the needs of the residential, commercial, industrial, arts and entertainment sectors; provide housing choices and increase the supply; and support and encourage a circulation system which would improve the quality of life in Hollywood. The Project proposes additional housing opportunities in Hollywood,

in proximity to various transit options, including the Metro Red Line. The Project incorporates design strategies to promote alternative transportation modes to reduce single occupancy vehicle trips. In addition, the Project consists of a mixed-use development that would create connectivity between residential and commercial uses. Therefore, the Project is consistent with the goals of the Redevelopment Plan.

### **Specific Plan**

The Project is located within Subarea C, Community Center, of the *Vermont/Western Station Neighborhood Area Specific Plan* (Specific Plan). The Project would provide vehicular and bicycle parking spaces in accordance with the Specific Plan requirements for Subarea C. In addition, consistent with the provisions of the Specific Plan, the Project proposes landscaped courtyards, a paved plaza fronting Sunset Boulevard, and landscaped paseos at the ground level that would be publicly accessible from Sunset Boulevard. Therefore, the Project would be consistent with the requirements of the Specific Plan.

### **Los Angeles Municipal Code (LAMC) Section 12.21.A.16**

LAMC Section 12.21.A.16 details the bicycle parking requirements for new developments. In accordance with the requirements of the LAMC, the Project would provide a total 548 bicycle parking spaces, including 76 short-term and 472 long-term bicycle parking spaces.

### **LAMC Section 12.26J**

LAMC Section 12.26J, the TDM Ordinance (1993), establishes TDM requirements for projects with at least 25,000 sf of non-residential floor area. The Project would incorporate TDM measures as part of the project design aimed at encouraging use of alternative transportation modes in line with the requirements set forth in the TDM Ordinance.

### **LAMC Section 12.37**

LAMC Section 12.37 pertains to development or expansion of buildings along Highways and Collector Streets and also applies to streets designated Boulevard I, Boulevard II, Avenue I, Avenue II, and Avenue III in the Mobility Plan. Sunset Boulevard is a designated Avenue I, Western Avenue is a designated Modified Avenue I, and Serrano Avenue is a designated Local Street in the Mobility Plan. Per the Mobility Plan, Sunset Boulevard adjacent to the Project Site requires a 35-foot half-width roadway within a 50-foot half-width right-of-way, Western Avenue adjacent to the Project Site requires a 37-foot half-width roadway within a 52-foot half-width right-of-way, and Serrano Avenue adjacent to the Project Site requires a 18-foot half-width roadway within a 30-foot half-width right-of-way. Sunset Boulevard, Western Avenue, and Serrano Avenue would be improved to meet the half right-of-way standards of the Mobility Plan. Thus, the Project would be consistent with the requirements of LAMC Section 12.37.



## **Vision Zero**

The primary goal of Vision Zero is to eliminate traffic deaths in the City of Los Angeles by 2025. Vision Zero identifies the High Injury Network, a network of streets where strategic investments will have the biggest impact in reducing death and severe injury. Annually developed Action Plans emphasize creating safe streets for all users, developing a culture of safety, adopting policy measures to promote safety, and using data to inform the most effective solutions. The information from this review comes from *Vision Zero Los Angeles: 2018 Action Plan + Progress Report* (LADOT) and LADOT's list of active Vision Zero projects maintained at [www.ladotlivablestreets.org](http://www.ladotlivablestreets.org).

Western Avenue and Sunset Boulevard adjacent to the Project Site have been identified as part of the High Injury Network. Sunset Boulevard adjacent to the Project Site has been identified as part of Sunset Boulevard Safety Improvements program, and Western Avenue has been identified as part of the Western Avenue (Lexington to Russell) Safety Improvements program. As part of the Western Avenue program, a continental crosswalk was installed across Western Avenue at De Longpre Avenue. However, no other improvements are currently planned along Western Avenue or Sunset Boulevard adjacent to the Project Site. Nevertheless, the Project would not preclude future Vision Zero safety improvements by the City. Thus, the Project does not conflict with Vision Zero.

## **Citywide Design Guidelines for Residential, Commercial, and Industrial Development**

*Citywide Design Guidelines* (LADCP Urban Design Studio, October 2019), identifies urban design principles to guide architects and developers in designing high-quality projects that meet the City's functional, aesthetic, and policy objectives and help foster a sense of community. *Citywide Design Guidelines* is organized around six design objectives. *City of Los Angeles Urban Design Principles* (LADCP, 2011) aims to improve mobility in the City through travel mode choices.

The Project site promotes the safety and comfort of pedestrians by providing adequate sidewalks along the perimeter of the Project Site, new pedestrian walkway and landscaped courtyards to connect new buildings, and trees and seating to provide adequate shade and a more comfortable mobility environment for pedestrians. Therefore, the Project would align with *Citywide Design Guidelines* and *City of Los Angeles Urban Design Principles* to provide a safe, comfortable, and accessible experience for all transportation modes.

## **Walkability Checklist**

*Walkability Checklist – Guidance for Entitlement Review* (LADCP, November 2008) (Walkability Checklist) serves as a guide for enhancing pedestrian movement, access, comfort, and safety to contribute to the overall walkability of the City. Transportation-applicable topics include:

- Sidewalks
- Crosswalks/Street Crossings
- On-Street Parking
- Building Orientation
- Off-Street Parking and Driveways

The Project would provide continuous and adequate sidewalks along the Project Site, enhance pedestrian amenities through landscaped courtyards, paseos, and walkways, provide trees, accent paving, seating, and other landscape elements to provide adequate shade and habitat to for a more comfortable mobility environment for pedestrians. These features support the Walkability Checklist recommendations regarding the pedestrian experience.

### **LADOT Transportation Technology Strategy – Urban Mobility in a Digital Age**

The LADOT transportation technology strategy, based on *Urban Mobility in a Digital Age: A Transportation Technology Strategy for Los Angeles* (Ashley Z. Hand, August 2016), is designed to ensure the City stays on top of emerging transportation technologies as both a regulator and a transportation service provider. This strategy document includes the following goals:

- Data as a Service: Providing and receiving real-time data to improve the City's ability to serve transportation needs
- Mobility as a Service: Improving the experience of mobility consumers by encouraging partnerships across different modes and fostering clear communication between transportation service providers
- Infrastructure as a Service: Re-thinking how the City pays for, maintains, and operates public, physical infrastructure to provide more transparency

LADOT also developed *Technology Action Plan* (2019) to realize the vision developed in Transportation Technology Strategy. Key action steps include:

- Develop a comprehensive digital inventory of the City's signs, parking meters, curb paint, and regulatory tools
- Continue to develop and maintain the Automated Traffic Surveillance and Control system
- Use active management strategies to dynamically monitor and control things like speed limits, parking availability, detour routes, etc.
- Develop a mobility data specification around which software tools can be developed and data can be accessed
- Develop a transportation tax model that minimizes data collection and retention in favor of user privacy

The Project does not interfere with any of the general policy recommendations, pilot proposals, or action steps set forth in these documents.

### **Mobility Hub Reader's Guide**

*Mobility Hubs: A Reader's Guide* (LADCP, 2016) provides guidance for enhancing transportation connections and multi-modal improvements in proximity to new or existing transit stations. It

specifically focuses on enhancing bicycle connections, providing vehicle sharing services, improving bus infrastructure, providing real-time transit and wayfinding information, and enhancing walkability and pedestrian connections.

The Project adopts several of these components, including LAMC-required short-term and long-term bicycle parking that both facilitates and encourages bicycling in and around the Project.

### **LADOT Manual of Policies and Procedures (Design Standards)**

*Manual of Policies and Procedures* (LADOT, December 2008) provides plans and requirements for traffic infrastructure features in the City such as roadway striping and other markings, signage, on-street parking, crosswalks, and turn lanes, as well as the design of driveways for development projects. The Project would not interfere with any of the policies and procedures contained in this document. Additionally, the Project driveways would comply with all applicable LADOT design standards.

### **Cumulative Analysis**

In addition to potential Project-specific impacts, the TAG requires that the Project be reviewed in combination with nearby Related Projects to determine if there may be a cumulatively significant impact resulting from inconsistency with a particular program, plan, policy, or ordinance. In accordance with the TAG, the cumulative analysis must include consideration of any Related Projects within 0.25 miles of the Project site and any transportation system improvements in the vicinity. The TIS considered 100 Related Projects located within a 2.0-mile radius of the Project Site. A list of the Related Projects located within 0.25 miles of the Project site, which consist of a mix of residential, hotel, commercial, and office uses, is summarized in Table 1.

Each of the Related Projects considered in this cumulative analysis of consistency with programs, plans, policies, and ordinances would be separately reviewed and approved by the City, including a check for their consistency with applicable policies. Collectively, the Project and the Related Projects add high-density development in a major commercial area with high-quality transit options and high levels of pedestrian activity. Therefore, the Project, together with the Related Projects identified in Table 1, would not create inconsistencies nor result in cumulative impacts with respect to the identified programs, plans, policies, and ordinances.

### **THRESHOLD T-2.1: CAUSING SUBSTANTIAL VMT**

The VMT metric is intended to promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses. This encourages development that shortens the distance between housing, jobs, and services, increases the availability of affordable housing options in proximity to public transit, offers attractive non-vehicular transportation alternatives, provides strong transportation demand management programs, and promotes walking and bicycling trips.

### **VTM Impact Thresholds**

OPR has found that a VMT per capita or per employee that is 15% or more below that of existing development is a reasonable and achievable threshold in determining significant transportation impacts under CEQA. CEQA allows lead agencies to set or apply their own significance thresholds.

The TAG identifies significance thresholds to apply to development projects when evaluating potential VMT impacts consistent with the OPR's CEQA guidance. Threshold T-2.1 (Causing Substantial Vehicle Miles Traveled) of the TAG states that a residential project would result in a significant VMT impact if it would generate household VMT per capita more than 15% below the existing average household VMT per capita for the Area Planning Commission (APC) area in which it is located. Similarly, an office project would result in a significant VMT impact if it would generate work VMT per employee more than 15% below the existing average work VMT per employee for the APC area in which it's located.

Residents contribute to household VMT while employees (including retail and restaurant employees) contribute to work VMT. The TAG identifies a daily household VMT per capita impact threshold of 6.0 and a daily work VMT per employee impact threshold of 7.6 for the Central APC, in which a project is located. Therefore, should a project's average household VMT per capita be equal to or lower than 6.0 and average work VMT per employee be equal to or lower than 7.6, a project's overall VMT impact would be less than significant.

### **VTM Analysis Methodology**

LADOT developed the *City of Los Angeles VMT Calculator Version 1.3* (May 2020) (VMT Calculator) to estimate project-specific daily household VMT per capita and daily work VMT per employee for developments within City limits, which are based on the following types of one-way trips:

- Home-Based Work Production: trips to a workplace destination originating from a residential use
- Home-Based Other Production: trips to a non-workplace destination (e.g., retail, restaurant, etc.) originating from a residential use
- Home-Based Work Attraction: trips to a workplace destination originating from a residential use

As detailed in *City of Los Angeles VMT Calculator Documentation* (LADOT and LADCP, May 2020), the household VMT per capita threshold applies to home-based work production and home-based other production trips, and the work VMT per employee threshold applies to home-based work attraction trips, as the location and characteristics of residences and workplaces are often the main drivers of VMT, as detailed in Appendix 1 of *Technical Advisory on Evaluating Transportation Impacts in CEQA* (OPR, December 2018).

Other types of trips included in the VMT Calculator include Non-Home-Based Other Production (trips to a non-residential destination originating from a non-residential use), Home-Based Other Attraction (trips to a non-workplace destination originating from a residential use), and Non-Home-

Based Other Attraction (trips to a non-residential destination originating from a non-residential use), are not factored into the VMT per capita and VMT per employee thresholds as those trips are typically localized and are assumed to have a negligible effect on the VMT impact assessment. However, those trips are factored into the calculation of total project VMT for LADOT screening purposes when determining if further VMT analysis for a project would be required.

The methodology in determining VMT based on the VMT Calculator is consistent with the TAG.

**Travel Behavior Zone (TBZ).** The City developed TBZ categories to determine the magnitude of VMT and vehicle trip reductions that could be achieved through TDM strategies. As detailed in *City of Los Angeles VMT Calculator Documentation*, the development of the TBZs considered the population density, land use density, intersection density, and proximity to transit of each Census tract in the City and are categorized as follows:

1. *Suburban (Zone 1): Very low-density primarily centered around single-family homes and minimally connected street network.*
2. *Suburban Center (Zone 2): Low-density developments with a mix of residential and commercial uses with larger blocks and lower intersection density.*
3. *Compact Infill (Zone 3): Higher density neighborhoods that include multi-story buildings and well-connected streets.*
4. *Urban (Zone 4): High-density neighborhoods characterized by multi-story buildings with a dense road network.*

The VMT Calculator determines a project's TBZ based on the latitude and longitude of the project address.

**Mixed-Use Development Methodology.** As detailed in *City of Los Angeles VMT Calculator Documentation*, the VMT Calculator accounts for the interaction of land uses within a mixed-use development and considers the following sociodemographic, land use, and built environment factors for a project area:

- The project's jobs/housing balance
- Land use density of the project
- Transportation network connectivity
- Availability of and proximity to transit
- Proximity to retail and other destinations
- Vehicle ownership rates
- Household size

**VMT.** The VMT Calculator determines a project's VMT based on trip length information from the City's Travel Demand Forecasting (TDF) Model. The TDF Model considers the traffic analysis zone where a project is located to determine the trip length and trip type, which factor into the calculation of a project's VMT.

**Population and Employment Assumptions.** As previously stated, the VMT thresholds identified in the TAG are based on household VMT per capita and work VMT per employee. Thus, the VMT Calculator contains population assumptions developed based on Census data for the City and employment assumptions derived from multiple data sources, including *2012 Developer Fee*

*Justification Study* (Los Angeles Unified School District, 2012), the San Diego Association of Governments Activity Based Model, *Trip Generation, 9<sup>th</sup> Edition* (Institute of Transportation Engineers, 2012), the US Department of Energy, and other modeling resources. A summary of population and employment assumptions for various land uses is provided in Table 1 of *City of Los Angeles VMT Calculator Documentation*.

**TDM Measures.** Additionally, the VMT Calculator measures the reduction in VMT resulting from a project's incorporation of TDM strategies as project design features or mitigation measures. The following seven categories of TDM strategies are included in the VMT Calculator:

1. Parking
2. Transit
3. Education and Encouragement
4. Commute Trip Reductions
5. Shared Mobility
6. Bicycle Infrastructure
7. Neighborhood Enhancement

TDM strategies within each of these categories have been empirically demonstrated to reduce trip-making or mode choice in such a way as to reduce VMT, as documented in *Quantifying Greenhouse Gas Mitigation Measures* (California Air Pollution Control Officers Association, 2010).

### **Project VMT Analysis**

The VMT Calculator was used to evaluate Project VMT and compare it to the VMT impact criteria. The VMT Calculator was set up with the Project's four land uses and their respective sizes as the primary input. Based on the Project's proposed land uses and location, the following assumptions were identified in the VMT Calculator:

- Total Population: 1,656
- Total Employees: 328
- APC: Central
- TBZ: Urban
  - Maximum VMT Reduction: 75%

The VMT analysis results based on the VMT Calculator are summarized in Table 2. Detailed output from the VMT Calculator is provided in Attachment A.

**Commercial VMT.** As previously detailed, the Project would include up to 95,000 sf of ground floor commercial uses, including supermarket and shopping center uses, that would replace approximately 100,800 sf of existing commercial supermarket, shopping center, and fast-food restaurant uses that are currently on-site. Thus, the Project would propose a net reduction of 5,800 sf in retail floor area and would not exceed the LADOT threshold of 50,000 sf of net new retail uses to warrant further VMT analysis. In addition, consistent with the existing uses, the Project does not propose the commercial uses as regionally serving retail uses and, therefore, would not lead to increased VMT. Therefore, the proposed commercial uses of the Project would not generate net new VMT and the Project would not result in a significant work VMT impact.

**Project VMT.** It should be noted that as part of the Project design, measures would be implemented to reduce the number of single occupancy vehicle trips to the Project Site. For the purposes of this analysis, the following Project design features were accounted for in the VMT evaluation:

- **Reduced Parking Supply:** Reduced parking supply to provide less parking than the direct Los Angeles Municipal Code (LAMC) requirement without consideration of additional parking reductions mechanisms (i.e., Bicycle Parking Ordinance, Specific Plan or Enterprise Zone areas, etc.)
- **Include Bike Parking per LAMC:** Provision of short-term and long-term bicycle parking spaces in accordance with the LAMC.
- **Pedestrian Network Improvements:** Pedestrian improvements internal to the Project Site that encourage walking and connect to off-site pedestrian facilities

As shown in Table 2, with application of the TDM strategies listed above, the VMT Calculator estimates that the Project would generate 7,560 total household VMT. Thus, based on the population assumptions above, the Project would generate an average household VMT per capita of 4.6, falling below the significance thresholds for the Central APC (6.0 household VMT per capita). Therefore, the Project would not result in a significant VMT impact and no mitigation measures would be required.

**Cumulative Analysis.** A development project would have a cumulative VMT impact if it were deemed inconsistent with *The 2016-2040 Regional Transportation Plan / Sustainable Communities Strategy* (Southern California Association of Governments, April 2016) (RTP/SCS), the regional plan to reach state air quality and greenhouse gas reduction targets. However, based on the TAG, a project that does not result in a significant VMT impact by applying an efficiency-based impact threshold (i.e., using the City's methodology described above), would be in alignment with the RTP/SCS and, therefore, would not result in a cumulative VMT impact. Therefore, based on the conclusions above, the Project would no result in a significant cumulative VMT impact.

In addition, the Project is located within a Transit Priority Area as defined by the City and a High-Quality Transit Area as defined by the RTP/SCS. The Project's specific location in close proximity to high-quality transit and other off-site retail, restaurant, commercial, and residential areas, along with its highly walkable environment, support the conclusion that the Project would achieve a VMT reduction greater than the average for the area, as concluded in the Project VMT analysis provided above.

### **THRESHOLD T-3: SUBSTANTIALLY INCREASING HAZARDS DUE TO A GEOMETRIC DESIGN FEATURE OR INCOMPATIBLE USE**

Threshold T-3 requires that a Project undergo further evaluation if it proposes new access points or modifications along the public right-of-way (i.e., street dedications). A review of Project access points, internal circulation, and parking access would determine if the Project would substantially increase hazards due to geometric design features, including safety, operational, or capacity impacts.

As previously detailed, pedestrian access to the Project would be provided via landscaped courtyards, a paved plaza fronting Sunset Boulevard, and landscaped paseos at the ground level that would be publicly accessible from Sunset Boulevard.

Vehicular access to the Project Site would be provided via driveways located along Serrano Avenue, Sunset Boulevard, and Western Avenue. The driveways along Serrano Avenue and Western Avenue would provide full access and accommodate both left- and right-turn ingress and egress maneuvers. It should be noted that the residential/commercial driveway along Western Avenue would be designed to align with the future traffic signal at De Longpre Avenue. The driveway along Sunset Boulevard would provide limited access and accommodate both left- and right-turn ingress and right-turn-only egress maneuvers. The Project driveways would utilize the general location of existing curb cuts and would not introduce new vehicle/vehicle, vehicle/bicycle, or vehicle/pedestrian conflicts. The driveways would be improved to meet City standards and would be safely located along each corridor to provide adequate pedestrian refuge areas and visibility between driveways. In addition, parking garages would be designed to provide adequate reservoir space between each driveway and the first parking space to limit queue spillover into the public right-of-way.

As detailed in the TIS, the Project also includes the physical improvement at the intersection of Western Avenue & Sunset Boulevard that would widen Western Avenue adjacent to the Project Site to provide an additional northbound left-turn lane. Western Avenue and Sunset Boulevard are both identified as part of the High Injury Network. In addition, Sunset Boulevard is identified as part of the Bicycle Network and Pedestrian Enhanced Network and Western Avenue is identified as part of the Pedestrian Enhanced Network. The improvement would be designed to provide safe transitions for vehicles, as well as pedestrians and bicyclists. Neither the proposed improvement measure, nor the Project design, would preclude the City from implementing improvements along Western Avenue and Sunset Boulevard.

Based on the Project site plan review and design assumptions, the Project does not present any geometric design hazards related to traffic movement, mobility, or pedestrian accessibility, and no significant impact would occur with respect to Threshold T-3.

### **Cumulative Analysis**

None of the Related Projects identified in the TIS provide access along the same block as the Project. Thus, the Project and Related Projects would not result in a cumulative impact under Threshold T-3.

### **CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS) ANALYSIS**

Recently, LADOT issued *Interim Guidance for Freeway Safety Analysis* (LADOT, May 1, 2020) (City Freeway Guidance) identifying City requirements for a CEQA safety analysis of Caltrans facilities as part of a transportation assessment.



## **Methodology**

The City Freeway Guidance relates to the identification of potential safety impacts at freeway off-ramps as a result of increased traffic from development projects. It provides a methodology and significance criteria for assessing whether additional vehicle queueing at off-ramps could result in a safety impact due to speed differentials between the mainline freeway lanes and the queued vehicles at the off-ramp.

Based on the City Freeway Guidance, a transportation assessment for a development project must include analysis of any freeway off-ramp where the project adds 25 or more peak hour trips. A project would result in a significant impact at such a ramp if each of the following three criteria were met:

1. Under a scenario analyzing future conditions upon project buildout, with project traffic included, the off-ramp queue would extend to the mainline freeway lanes<sup>2</sup>.
2. A project would contribute at least two vehicle lengths (50 feet, assuming 25 feet per vehicle) to the queue.
3. The average speed of mainline freeway traffic adjacent to the off-ramp during the analyzed peak hour(s) is greater than 30 miles per hour.

Should a significant impact be identified, mitigation measures to be considered include TDM strategies to reduce a project's trip generation, investments in active transportation or transit system infrastructure to reduce a project's trip generation, changes to the traffic signal timing or lane assignments at the ramp intersection, or physical changes to the off-ramp. Any physical change to the ramp would have to improve safety, not induce greater VMT, and not result in secondary environmental impacts.

## **Analysis**

Based on the trip generation estimates and trip distribution patterns detailed in the Revised Project Memo, the Project would add 25 or more peak hour trips to the US 101 Southbound Off-Ramp at Sunset Boulevard. The Project would add approximately 33 trips to the off-ramp during the afternoon peak hour and further analysis was required.

The 95<sup>th</sup> percentile ramp queue was calculated using the *Highway Capacity Manual, 6th Edition* (Transportation Research Board, 2016) (HCM) methodology. Conditions were analyzed for Year 2026, the anticipated buildout year of the Project, with and without Project traffic. The HCM worksheets are provided in Attachment B.

The results of the analysis indicate that the queue length under Future with Project Conditions would be between 3.0 to 13.3 vehicle lengths during the morning peak hour and 1.8 to 7.0 vehicle lengths during the afternoon peak hour, as detailed in Table 2. As shown, the vehicle queues

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<sup>2</sup> If an auxiliary lane is provided on the freeway, then half the length of the auxiliary lane is added to the ramp storage length.

would not extend beyond the available ramp capacity; thus, no significant impact would occur according to the criteria described above. Therefore, no mitigation is required.

## **CONCLUSION**

The Project is consistent with the City's plans, programs, ordinances, and policies and would not generate any VMT or geometric design hazard impacts. Therefore, the Project would not result in a significant and unavoidable CEQA impact. In addition, the Project would not result in a significant safety impact on any Caltrans freeway off-ramp facilities.

**TABLE 1  
RELATED PROJECTS**

No	Project Name [a]	Address	Description	Trip Generation						
				Daily	AM Peak Hour			PM Peak Hour		
					Inbound	Outbound	Total	Inbound	Outbound	Total
21.	Target Retail Shopping Center Project	5520 W Sunset Bl	163,862 sf discount store and 30,887 shopping center	4,903	52	21	73	211	211	422
42.	Mixed-Use	1350 N Western Ave	200 apartment units, 4 guest rooms and 5,500 sf retail/restaurant	1,439	24	76	100	86	46	132
61.	Apartments	5460 W Fountain Ave	75 apartment units	499	8	30	38	31	16	47
63.	SunWest Project (Mixed-Use)	5525 W Sunset Bl	293 apartment units and 33,980 sf commercial	3,411	80	124	204	203	142	345
64.	Hollywood De Longpre Apartments	5632 De Longpre Ave	185 apartment units	800	(31)	25	(6)	50	19	69
99.	1276 N Western Ave	1276 N Western Ave	75 apartment units	424	7	26	33	23	17	40

Notes

[a] Related project list based on information provided by LADOT, Department of City Planning, and recent studies at the time of the NOP (July 2017).

**TABLE 2  
VMT EVALUATION SUMMARY**

Project Information													
Project Description				Total Population [a]		Total Employees [b]		Area Planning Commission (APC)		Travel Behavior Zone (TBZ) [c]		Maximum VMT Reduction [d]	
735 apartment units 69,000 sf supermarket 26,000 sf commercial shopping center (retail & restaurant)				1,656		328		Central		Urban		75%	
VMT Evaluation													
Scenario	TDM Strategies	Daily Trips	Daily VMT	Household VMT [e]					Work VMT [f] [g]				
				Total VMT	VMT per Capita	Percent Reduction	VMT Threshold	Significant VMT Impact	Total VMT	VMT per Employee	Percent Reduction	VMT Threshold	Significant VMT Impact
with Project Design Features [h]	1) Reduced parking supply  2) Bicycle parking per LAMC requirements  3) Pedestrian connections off-site and within Project Site	8,655	54,347	7,560	4.6	N/A	6.0	NO	N/A	N/A	N/A	7.6	NO

**Notes**

Results per *City of Los Angeles VMT Calculator Version 1.3* (LADOT, May 2020).

[a] Total population estimate is based on a population factor of 2.25 persons/unit for multi-family households. The population factor is based on Census data for the City of Los Angeles.

[b] Total employment estimate is based on the following employment factors:

Supermarket:	4.0 / 1,000 sf
Retail:	2.0 / 1,000 sf

The employment factors are based on employee data from the Los Angeles Unified School District, 2012 SANDAG Activity Based Model, ITE trip generation rates, US Department of Energy, and other modeling resources.

[c] An "Urban" TBZ is characterized in *City of Los Angeles VMT Calculator Documentation* (LADOT and DCP, May 2020) as high-density neighborhoods characterized by multi-story buildings with a dense road network.

[d] The maximum allowable VMT reduction is based on the Project's designated TBZ.

[e] Household VMT per Capita is based on the "home-based work production" and "home-based other production" trip types.

[f] Work VMT per Employee is based on the "home-based work attraction" trip types.

[g] The Project's proposed commercial uses would replace approximately 100,800 sf of existing local serving retail uses. Thus, the commercial uses are not regionally serving and would not generate net new VMT.

[h] The Project Design Features include the following TDM strategies:

- 1) Reduced parking supply to provide less than the direct LAMC-required vehicle parking provision without consideration of permitted reduction mechanisms.
- 2) Short-term and long-term bicycle parking spaces in accordance with LAMC requirements to support bicycle travel.
- 3) Implement pedestrian connections internal to the Project Site and to off-site pedestrian facilities.

**TABLE 2**  
**FREEWAY OFF-RAMP QUEUE EVALUATION**  
**FUTURE OPERATING CONDITIONS (YEAR 2026)**

ID	Freeway Off-ramp	Ramp and Lane Description	Vehicle Storage Capacity [a]	Future without Project Conditions				Future with Project Conditions			
				AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
				Vehicle Queue Length [b]	Exceeds Capacity?	Vehicle Queue Length [b]	Exceeds Capacity?	Vehicle Queue Length [b]	Exceeds Capacity?	Vehicle Queue Length [b]	Exceeds Capacity?
Q-1.	US 101 SB Off-Ramp/Van Ness & Harold Way	US 101 Southbound Off-Ramp									
		Through	10.8	10.8		6.2		10.8		7.0	
		Through/Right	10.8	3.0		1.7		3.0		1.8	
		Ramp [c]	22.4	2.0	NO	0.0	NO	2.5	NO	0.0	NO

[a] Vehicle storage capacity expressed in vehicles assuming one vehicle length is equivalent to 25 feet.

[b] 95th Percentile queue results per Synchro 10 (Methodology from *Highway Capacity Manual*, 6th Edition, Transportation Research Board, 2016).

[c] When vehicle queues extend beyond the striped storage capacity, the remainder of the vehicle queue is accommodated within the ramp.. Thus, the total vehicle queue for the "Through" lane during the AM peak hour is the sum of the reported vehicle queue lengths for the "Through" lane and "Ramp".

***Attachment A***

***VMT Calculator Summary Sheets***

# CITY OF LOS ANGELES VMT CALCULATOR Version 1.3



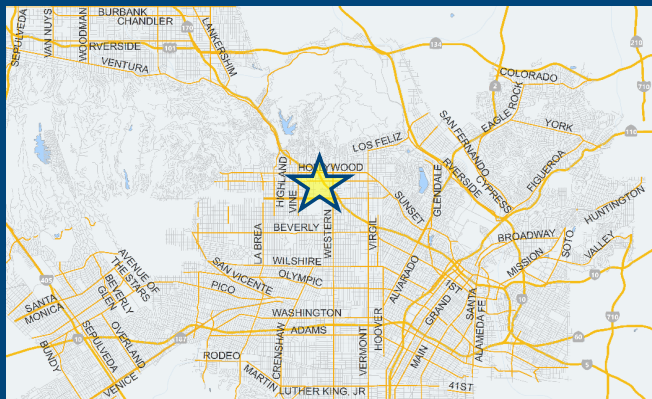
*Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?*

## Project Information

Project:

Scenario:

Address:



Is the project replacing an existing number of residential units with a smaller number of residential units AND is located within one-half mile of a fixed-rail or fixed-guideway transit station?

☒ Yes ☐ No

## Existing Land Use

Land Use Type	Value	Unit
Retail   Fast-Food Restaurant	3.943	ksf
Retail   General Retail	18.525	ksf
Retail   Supermarket	75.328	ksf
Retail   Fast-Food Restaurant	3.943	ksf

[Click here to add a single custom land use type \(will be included in the above list\)](#)

## Proposed Project Land Use

Land Use Type	Value	Unit
Retail   Supermarket	69	ksf
Housing   Multi-Family	735	DU
Retail   General Retail	26	ksf
Retail   Supermarket	69	ksf

[Click here to add a single custom land use type \(will be included in the above list\)](#)

## Project Screening Summary

Existing Land Use	Proposed Project
<b>6,551</b> Daily Vehicle Trips	<b>8,924</b> Daily Vehicle Trips
<b>41,444</b> Daily VMT	<b>56,040</b> Daily VMT
<b>Tier 1 Screening Criteria</b>	
Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. <input type="checkbox"/>	
<b>Tier 2 Screening Criteria</b>	
The net increase in daily trips < 250 trips	<b>2,373</b> Net Daily Trips
The net increase in daily VMT ≤ 0	<b>14,596</b> Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	<b>95,000</b> ksf
<b>The proposed project is required to perform VMT analysis.</b>	

# CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

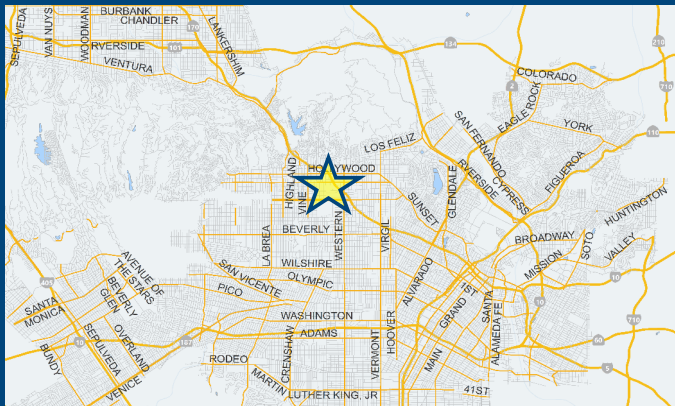


## Project Information

Project:

Scenario:

Address:



## TDM Strategies

Select each section to show individual strategies  
Use ☒ to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

Max Home Based TDM Achieved?

Proposed Project

No  
No

With Mitigation

No  
No

Max Work Based TDM Achieved?

**A**

### Parking

Reduce Parking Supply

city code parking provision for the project site

actual parking provision for the project site

☒ Proposed Prj ☐ Mitigation

Unbundle Parking

monthly parking cost (dollar) for the project site

☐ Proposed Prj ☐ Mitigation

Parking Cash-Out

percent of employees eligible

☐ Proposed Prj ☐ Mitigation

Price Workplace Parking

daily parking charge (dollar)

percent of employees subject to priced parking

☐ Proposed Prj ☐ Mitigation

Residential Area Parking

cost (dollar) of annual permit

☐ Proposed Prj ☐ Mitigation

**B**

### Transit

**C**

### Education & Encouragement

**D**

### Commute Trip Reductions

**E**

### Shared Mobility

**F**

### Bicycle Infrastructure

**G**

### Neighborhood Enhancement

## Analysis Results

**Proposed Project**

**With Mitigation**

**8,655**

Daily Vehicle Trips

**8,655**

Daily Vehicle Trips

**54,347**

Daily VMT

**54,347**

Daily VMT

**4.6**

Household VMT per Capita

**4.6**

Household VMT per Capita

**N/A**

Work VMT per Employee

**N/A**

Work VMT per Employee

### Significant VMT Impact?

**Household: No**

Threshold = 6.0  
15% Below APC

**Household: No**

Threshold = 6.0  
15% Below APC

**Work: N/A**

Threshold = 7.6  
15% Below APC

**Work: N/A**

Threshold = 7.6  
15% Below APC





# CITY OF LOS ANGELES VMT CALCULATOR

## Report 1: Project & Analysis Overview

Date: June 8, 2020

Project Name: Sunset & Western

Project Scenario: Revised Project

Project Address: 34.097175, -118.307677



Version 1.3

Project Information			
Land Use Type		Value	Units
Housing	Single Family	0	DU
	Multi Family	735	DU
	Townhouse	0	DU
	Hotel	0	Rooms
	Motel	0	Rooms
Affordable Housing	Family	0	DU
	Senior	0	DU
	Special Needs	0	DU
	Permanent Supportive	0	DU
Retail	General Retail	26.000	ksf
	Furniture Store	0.000	ksf
	Pharmacy/Drugstore	0.000	ksf
	Supermarket	69.000	ksf
	Bank	0.000	ksf
	Health Club	0.000	ksf
	High-Turnover Sit-Down Restaurant	0.000	ksf
	Fast-Food Restaurant	0.000	ksf
	Quality Restaurant	0.000	ksf
	Auto Repair	0.000	ksf
	Home Improvement	0.000	ksf
	Free-Standing Discount	0.000	ksf
	Movie Theater	0	Seats
Office	General Office	0.000	ksf
	Medical Office	0.000	ksf
Industrial	Light Industrial	0.000	ksf
	Manufacturing	0.000	ksf
	Warehousing/Self-Storage	0.000	ksf
School	University	0	Students
	High School	0	Students
	Middle School	0	Students
	Elementary	0	Students
	Private School (K-12)	0	Students

Project and Analysis Overview

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 1: Project & Analysis Overview

Date: June 8, 2020

Project Name: Sunset & Western

Project Scenario: Revised Project

Project Address: 34.097175, -118.307677



Version 1.3

Other	0	Trips
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# CITY OF LOS ANGELES VMT CALCULATOR

## Report 1: Project & Analysis Overview

Date: June 8, 2020

Project Name: Sunset & Western

Project Scenario: Revised Project

Project Address: 34.097175, -118.307677



Version 1.3

Analysis Results			
Total Employees: 328			
Total Population: 1,656			
Proposed Project		With Mitigation	
8,655	Daily Vehicle Trips	8,655	Daily Vehicle Trips
54,347	Daily VMT	54,347	Daily VMT
4.6	Household VMT per Capita	4.6	Household VMT per Capita
N/A	Work VMT per Employee	N/A	Work VMT per Employee
Significant VMT Impact?			
APC: Central			
Impact Threshold: 15% Below APC Average			
Household = 6.0			
Work = 7.6			
Proposed Project		With Mitigation	
VMT Threshold	Impact	VMT Threshold	Impact
Household > 6.0	No	Household > 6.0	No
Work > 7.6	N/A	Work > 7.6	N/A

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 2: TDM Inputs

Date: June 8, 2020

Project Name: Sunset & Western

Project Scenario: Revised Project

Project Address: 34.097175, -118.307677



Version 1.3

TDM Strategy Inputs				
Strategy Type		Description	Proposed Project	Mitigations
Parking	Reduce parking supply	City code parking provision (spaces)	1431	1431
		Actual parking provision (spaces)	1419	1419
	Unbundle parking	Monthly cost for parking (\$)	\$0	\$0
	Parking cash-out	Employees eligible (%)	0%	0%
	Price workplace parking	Daily parking charge (\$)	\$0.00	\$0.00
		Employees subject to priced parking (%)	0%	0%
	Residential area parking permits	Cost of annual permit (\$)	\$0	\$0
(cont. on following page)				

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 2: TDM Inputs

Date: June 8, 2020

Project Name: Sunset & Western

Project Scenario: Revised Project

Project Address: 34.097175, -118.307677



Version 1.3

TDM Strategy Inputs, Cont.				
Strategy Type		Description	Proposed Project	Mitigations
Transit	Reduce transit headways	Reduction in headways (increase in frequency) (%)	0%	0%
		Existing transit mode share (as a percent of total daily trips) (%)	0%	0%
		Lines within project site improved (<50%, >=50%)	0	0
	Implement neighborhood shuttle	Degree of implementation (low, medium, high)	0	0
		Employees and residents eligible (%)	0%	0%
	Transit subsidies	Employees and residents eligible (%)	0%	0%
		Amount of transit subsidy per passenger (daily equivalent) (\$)	\$0.00	\$0.00
Education & Encouragement	Voluntary travel behavior change program	Employees and residents participating (%)	0%	0%
	Promotions and marketing	Employees and residents participating (%)	0%	0%
(cont. on following page)				

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 2: TDM Inputs

Date: June 8, 2020

Project Name: Sunset & Western

Project Scenario: Revised Project

Project Address: 34.097175, -118.307677



Version 1.3

TDM Strategy Inputs, Cont.				
Strategy Type		Description	Proposed Project	Mitigations
Commute Trip Reductions	Required commute trip reduction program	Employees participating (%)	0%	0%
	Alternative Work Schedules and Telecommute	Employees participating (%)	0%	0%
		Type of program	0	0
		Degree of implementation (low, medium, high)	0	0
	Employer sponsored vanpool or shuttle	Employees eligible (%)	0%	0%
		Employer size (small, medium, large)	0	0
	Ride-share program	Employees eligible (%)	0%	0%
Shared Mobility	Car share	Car share project setting (Urban, Suburban, All Other)	0	0
	Bike share	Within 600 feet of existing bike share station - OR- implementing new bike share station (Yes/No)	0	0
	School carpool program	Level of implementation (Low, Medium, High)	0	0
(cont. on following page)				

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 2: TDM Inputs

Date: June 8, 2020

Project Name: Sunset & Western

Project Scenario: Revised Project

Project Address: 34.097175, -118.307677



Version 1.3

TDM Strategy Inputs, Cont.				
Strategy Type		Description	Proposed Project	Mitigations
Bicycle Infrastructure	Implement/Improve on-street bicycle facility	Provide bicycle facility along site (Yes/No)	0	0
	Include Bike parking per LAMC	Meets City Bike Parking Code (Yes/No)	Yes	Yes
	Include secure bike parking and showers	Includes indoor bike parking/lockers, showers, & repair station (Yes/No)	0	0
Neighborhood Enhancement	Traffic calming improvements	Streets with traffic calming improvements (%)	0%	0%
		Intersections with traffic calming improvements (%)	0%	0%
	Pedestrian network improvements	Included (within project and connecting off-site/within project only)	within project and connecting off-site	within project and connecting off-site

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 3: TDM Outputs

Date: June 8, 2020  
 Project Name: Sunset & Western  
 Project Scenario: Revised Project  
 Project Address: 34.097175, -118.307677



Version 1.3

TDM Adjustments by Trip Purpose & Strategy														
Place type: Urban														
		Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction		Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Parking cash-out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Price workplace parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Residential area parking permits	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
Transit	Reduce transit headways	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Transit subsidies	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Education & Encouragement	Voluntary travel behavior change program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Commute Trip Reductions	Required commute trip reduction program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Employer sponsored vanpool or shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Ride-share program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Shared Mobility	Car-share	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
	School carpool program	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	



# CITY OF LOS ANGELES VMT CALCULATOR

## Report 3: TDM Outputs

Date: June 8, 2020  
 Project Name: Sunset & Western  
 Project Scenario: Revised Project  
 Project Address: 34.097175, -118.307677



### TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Urban

		<i>Home Based Work Production</i>		<i>Home Based Work Attraction</i>		<i>Home Based Other Production</i>		<i>Home Based Other Attraction</i>		<i>Non-Home Based Other Production</i>		<i>Non-Home Based Other Attraction</i>		Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
<b>Bicycle Infrastructure</b>	Implement/ Improve on-street bicycle facility	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	Include Bike parking per LAMC	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
	Include secure bike parking and showers	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
<b>Neighborhood Enhancement</b>	Traffic calming improvements	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Neighborhood Enhancement
	Pedestrian network improvements	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	

### Final Combined & Maximum TDM Effect

		<i>Home Based Work Production</i>		<i>Home Based Work Attraction</i>		<i>Home Based Other Production</i>		<i>Home Based Other Attraction</i>		<i>Non-Home Based Other Production</i>		<i>Non-Home Based Other Attraction</i>	
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
<b>COMBINED TOTAL</b>		3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
<b>MAX. TDM EFFECT</b>		3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%

**= Minimum (X%, 1-[(1-A)\*(1-B)...])**  
 where X%=

<b>PLACE</b>	urban	75%
<b>TYPE</b>	compact infill	40%
<b>MAX:</b>	suburban center	20%
	suburban	15%

Note: (1-[(1-A)\*(1-B)...]) reflects the dampened combined effectiveness of TDM Strategies (e.g., A, B,...). See the TDM Strategy Appendix (*Transportation Assessment Guidelines Attachment G*) for further discussion of dampening.

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 4: MXD Methodology

Date: June 8, 2020

Project Name: Sunset & Western

Project Scenario: Revised Project

Project Address: 34.097175, -118.307677



Version 1.3

### MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	659	-34.9%	429	8.1	5,338	3,475
Home Based Other Production	1,825	-47.4%	960	4.5	8,213	4,320
Non-Home Based Other Production	2,642	-5.9%	2,485	7.8	20,608	19,383
Home-Based Work Attraction	476	-40.1%	285	8.0	3,808	2,280
Home-Based Other Attraction	4,978	-41.9%	2,894	5.5	27,379	15,917
Non-Home Based Other Attraction	1,996	-6.3%	1,871	5.7	11,377	10,665

### MXD Methodology with TDM Measures

	<i>Proposed Project</i>			<i>Project with Mitigation Measures</i>		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	-3.0%	416	3,370	-3.0%	416	3,370
Home Based Other Production	-3.0%	931	4,190	-3.0%	931	4,190
Non-Home Based Other Production	-3.0%	2,410	18,797	-3.0%	2,410	18,797
Home-Based Work Attraction	-3.0%	276	2,211	-3.0%	276	2,211
Home-Based Other Attraction	-3.0%	2,807	15,436	-3.0%	2,807	15,436
Non-Home Based Other Attraction	-3.0%	1,815	10,343	-3.0%	1,815	10,343

### MXD VMT Methodology Per Capita & Per Employee

Total Population: 1,656

Total Employees: 328

APC: Central

	<i>Proposed Project</i>	<i>Project with Mitigation Measures</i>
<i>Total Home Based Production VMT</i>	<b>7,560</b>	<b>7,560</b>
<i>Total Home Based Work Attraction VMT</i>	<b>2,211</b>	<b>2,211</b>
<i>Total Home Based VMT Per Capita</i>	<b>4.6</b>	<b>4.6</b>
<i>Total Work Based VMT Per Employee</i>	<b>N/A</b>	<b>N/A</b>




***Attachment B***

***Caltrans HCM Worksheets***

Intersection

Intersection Delay, s/veh 26.4

Intersection LOS D

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	25	38	0	991	44
Future Vol, veh/h	0	25	38	0	991	44
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	27	41	0	1077	48
Number of Lanes	0	1	1	0	2	0




Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	8.5	8.4	27.5
HCM LOS	A	A	D

Lane	NBLn1	EBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	0%
Vol Thru, %	0%	0%	100%	88%
Vol Right, %	0%	100%	0%	12%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	38	25	661	374
LT Vol	38	0	0	0
Through Vol	0	0	661	330
RT Vol	0	25	0	44
Lane Flow Rate	41	27	718	407
Geometry Grp	5	2	7	7
Degree of Util (X)	0.059	0.04	0.918	0.511
Departure Headway (Hd)	5.112	5.252	4.602	4.52
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	704	685	783	793
Service Time	3.119	3.256	2.347	2.264
HCM Lane V/C Ratio	0.058	0.039	0.917	0.513
HCM Control Delay	8.4	8.5	36.4	11.9
HCM Lane LOS	A	A	E	B
HCM 95th-tile Q	0.2	0.1	12.8	3

**Intersection**

Intersection Delay, s/veh 14.6

Intersection LOS B

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	28	122	0	768	3
Future Vol, veh/h	0	28	122	0	768	3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	30	133	0	835	3
Number of Lanes	0	1	1	0	2	0




Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	8.4	9.1	15.7
HCM LOS	A	A	C

Lane	NBLn1	EBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	0%
Vol Thru, %	0%	0%	100%	99%
Vol Right, %	0%	100%	0%	1%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	122	28	512	259
LT Vol	122	0	0	0
Through Vol	0	0	512	256
RT Vol	0	28	0	3
Lane Flow Rate	133	30	557	282
Geometry Grp	5	2	7	7
Degree of Util (X)	0.184	0.044	0.719	0.363
Departure Headway (Hd)	5.002	5.159	4.653	4.645
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	720	697	768	769
Service Time	3.012	3.169	2.426	2.418
HCM Lane V/C Ratio	0.185	0.043	0.725	0.367
HCM Control Delay	9.1	8.4	18.5	10.1
HCM Lane LOS	A	A	C	B
HCM 95th-tile Q	0.7	0.1	6.2	1.7

**Intersection**

Intersection Delay, s/veh 27.4

Intersection LOS D

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	25	38	0	1001	44
Future Vol, veh/h	0	25	38	0	1001	44
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	27	41	0	1088	48
Number of Lanes	0	1	1	0	2	0




Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	8.5	8.4	28.5
HCM LOS	A	A	D

Lane	NBLn1	EBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	0%
Vol Thru, %	0%	0%	100%	88%
Vol Right, %	0%	100%	0%	12%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	38	25	667	378
LT Vol	38	0	0	0
Through Vol	0	0	667	334
RT Vol	0	25	0	44
Lane Flow Rate	41	27	725	411
Geometry Grp	5	2	7	7
Degree of Util (X)	0.059	0.04	0.927	0.516
Departure Headway (Hd)	5.116	5.262	4.602	4.521
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	703	684	783	796
Service Time	3.123	3.265	2.347	2.265
HCM Lane V/C Ratio	0.058	0.039	0.926	0.516
HCM Control Delay	8.4	8.5	37.9	12
HCM Lane LOS	A	A	E	B
HCM 95th-tile Q	0.2	0.1	13.3	3

**Intersection**

Intersection Delay, s/veh 15.7

Intersection LOS C

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	28	122	0	801	3
Future Vol, veh/h	0	28	122	0	801	3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	30	133	0	871	3
Number of Lanes	0	1	1	0	2	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	8.5	9.2	16.9
HCM LOS	A	A	C

Lane	NBLn1	EBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	0%
Vol Thru, %	0%	0%	100%	99%
Vol Right, %	0%	100%	0%	1%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	122	28	534	270
LT Vol	122	0	0	0
Through Vol	0	0	534	267
RT Vol	0	28	0	3
Lane Flow Rate	133	30	580	293
Geometry Grp	5	2	7	7
Degree of Util (X)	0.185	0.044	0.75	0.379
Departure Headway (Hd)	5.022	5.204	4.653	4.646
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	717	691	772	766
Service Time	3.032	3.214	2.427	2.419
HCM Lane V/C Ratio	0.185	0.043	0.751	0.383
HCM Control Delay	9.2	8.5	20.2	10.3
HCM Lane LOS	A	A	C	B
HCM 95th-tile Q	0.7	0.1	7	1.8

## **Appendix N.2**

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### LADOT Approval of Transportation Analysis




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

5420 W Sunset Bl  
DOT Case No. CEN20-50056

Date: August 27, 2020

To: Milena Zasadzien, City Planner  
Department of City Planning

From:   
Wes Pringle, Transportation Engineer  
Department of Transportation

Subject: **UPDATED TRANSPORTATION IMPACT ASSESSMENT FOR THE SUNSET/WESTERN MIXED-USE DEVELOPMENT LOCATED AT 5420 WEST SUNSET BOULEVARD (ENV-2017-1084-EIR/ZA-2017-1083-MCUP-SPP-SPR)**

*On August 8, 2018, the Department of Transportation (DOT) issued a traffic assessment letter to the Department of City Planning for the mixed-use development located at 5420 West Sunset Boulevard. The transportation analysis, dated March 2018, included the detailed analysis of 18 signalized intersections and determined that under the previous traffic impact criteria, four of these study intersections would be significantly impacted by project-related traffic prior to mitigation. However, subsequent to the releasing of the report and pursuant to the City of Los Angeles adoption of vehicle miles traveled (VMT) as the criteria by which to determine transportation impacts under CEQA, the applicant submitted a VMT analysis for the proposed project on March 16, 2020, in addition to the analysis submitted in March 2018. The applicant has since submitted another VMT analysis dated June 22, 2020 as an update to the VMT analysis dated March 16, 2020. Therefore, please replace the previous April 7, 2020 DOT assessment, in its entirety, with this report which addresses the totality of the transportation analysis.*

-----

DOT has reviewed the transportation analysis prepared by Gibson Transportation Consulting, Inc., dated June 22, 2020, for the mixed-use project located at 5420 West Sunset Boulevard. In compliance with SB 743 and CEQA, a VMT analysis is required to identify the project's ability to promote the reductions of green-house gas emissions, access to diverse land uses, and the development of multi-modal networks. The significance of a project's impact, in this regard, is measured against the VMT thresholds established in DOT's Transportation Assessment Guidelines (TAG), as described below.

#### **DISCUSSION AND FINDINGS**

A. Project Description

The Project proposes to develop 735 apartment units and 95,000 square feet (sf) of commercial uses which include supermarket, retail, and restaurant uses. The existing 18,525 sf of commercial space, 78,328 sf grocery store, and 3,943 sf fast-food restaurant on the site, as well as the associated parking areas, would be removed with the development of the Project. Vehicular access to the Project site would be provided via five driveways: one commercial/service loading/Fire Department access and one residential on Serrano Avenue, one

commercial/residential on Sunset Boulevard, and one commercial/residential and one service loading/Fire Department access on Western Avenue as illustrated in **Attachment A**. The project is expected to be completed by the year 2024.

B. Freeway Safety Analysis

Per the Interim Guidance for Freeway Safety Analysis memorandum issued by DOT on May 1, 2020 to address Caltrans safety concerns on freeways, the study addresses the project's effects on vehicle queuing on freeway off-ramps. Such an evaluation measures the project's potential to lengthen a forecasted off-ramp queue and create speed differentials between vehicles exiting the freeway off-ramps and vehicles operating on the freeway mainline.

The evaluation included in the June 22, 2020 assessment identified the number of project trips expected to be added to nearby freeway off-ramps serving the project site. It was determined that the Project would add 25 or more peak hour trips to the US 101 Southbound Off-Ramp at Sunset Boulevard. The Project would add approximately 33 trips to the off-ramp during the afternoon peak hour. Upon further analysis, the results indicated that the queue length under Future with Project Conditions would fall between 3.0 to 13.3 vehicle lengths during the morning peak hour and 1.8 to 7.0 vehicle lengths during the afternoon peak hour which would not extend beyond the available ramp capacity and thus, no significant impact would occur.

C. CEQA Screening Threshold

Prior to accounting for trip reductions resulting from the application of Transportation Demand Management (TDM) Strategies, a trip generation analysis was conducted to determine if the project would exceed the net 250 daily vehicle trips screening threshold. Using the City of Los Angeles VMT Calculator tool, which draws upon trip rate estimates published in the Institute of Transportation Engineers' (ITE's) Trip Generation, 9<sup>th</sup> Edition manual as well as applying trip generation adjustments when applicable, based on sociodemographic data and the built environment factors of the project's surroundings, it was determined that the project does exceed the net 250 daily vehicle trips threshold. A copy of the VMT calculator screening page, with the corresponding net daily trips estimate, is provided as **Attachment B** to this report.

Additionally, the analysis included further discussion of the transportation impact thresholds:

- T-1 Conflicting with plans, programs, ordinances, or policies
- T-2.1 Causing substantial vehicle miles traveled
- T-3 Substantially increasing hazards due to a geometric design feature or incompatible use.

A Project's impacts per Thresholds T-2.1 and T-2.2 are determined by using the VMT calculator and are discussed above. The assessment determined that the project would not have a significant transportation impact under any of the thresholds listed above.

D. Transportation Impacts

On July 30, 2019, pursuant to Senate Bill (SB) 743 and the recent changes to Section 15064.3 of the State's California Environmental Quality Act (CEQA) Guidelines, the City of Los Angeles adopted vehicle miles traveled (VMT) as a criteria in determining transportation impacts under CEQA. The new DOT Transportation Assessment Guidelines (TAG) provide instructions on

preparing transportation assessments for land use proposals and defines the significant impact thresholds.

The DOT VMT Calculator tool measures project impact in terms of Household VMT per Capita, and Work VMT per Employee. DOT identified distinct thresholds for significant VMT impacts for each of the seven Area Planning Commission (APC) areas in the City. For the Central APC area, in which the project is located, the following thresholds have been established:

- Household VMT per Capita: 6.0
- Work VMT per Employee: 7.6

As cited in the VMT Analysis report, prepared by Gibson Transportation Consulting, Inc., the proposed project is projected to have a Household VMT per Capita of 4.6 and a Work VMT per Employee of 0. Therefore, it is concluded that the implementation of the proposed project would not result in a significant VMT impact.

E. Safety, Access, and Circulation

During the preparation of the new CEQA guidelines, the State's Office of Planning and Research stressed that lead agencies can continue to apply traditional operational analysis requirements to inform land use decisions provided that such analyses were outside of the CEQA process. The authority for requiring non-CEQA transportation analysis and requiring improvements to address potential circulation deficiencies, lies in the City of Los Angeles' Site Plan Review authority as established in Section 16.05 of the Los Angeles Municipal Code (LAMC), Section 16.05. Therefore, DOT continues to require and review a project's site access, circulation, and operational plan to determine if any safety and access enhancements, transit amenities, intersection improvements, traffic signal upgrades, neighborhood traffic calming, or other improvements are needed. In accordance with this authority, the project has completed a circulation analysis using a "level of service" screening methodology that indicates that the trips generated by the proposed development will likely result in adverse circulation conditions at several locations. DOT has reviewed this analysis and determined that it adequately discloses operational concerns. A copy of the circulation analysis table that summarizes these potential deficiencies is provided as **Attachment C** to this report.

## PROJECT REQUIREMENTS

A. Corrective Measures (Non-CEQA Analysis)

To comply with transportation and mobility goals and provisions of adopted City plans and ordinances, the applicant should be required to implement the following:

1. Transportation Demand Management (TDM) Program

The purpose of a TDM plan is to reduce the use of single occupant vehicles (SOV) by increasing the number of trips by walking, bicycle, carpool, vanpool and transit. A TDM plan should include design features, transportation services, education, and incentives intended to reduce the amount of SOV during commute hours. Through strategic building design and orientation, this project can facilitate access to transit, can provide a pedestrian-friendly environment, can promote non-automobile travel and can support the goals of a trip-reduction program.

A preliminary TDM program shall be prepared and provided for DOT review prior to the issuance of the first building permit for this project and a final TDM program approved by DOT is required prior to the issuance of the first certificate of occupancy for the project. The TDM program should include the following strategies:

- Educational Programs/On-Site TDM Coordinator who reaches out to employers and employees promoting the benefits of TDM;
- Centrally located Transportation Information Center/Kiosk where employees and visitors can obtain information regarding commute programs and real-time commuter information;
- Bicycle and pedestrian-friendly environment with exclusive access points, secured bicycle facilities, and showers;
- A one-time fixed-fee contribution of **\$50,000** to be deposited into the City's Bicycle Plan Trust Fund prior to the issuance of any certificates of occupancy to be used to implement bicycle improvements within the Project area;
- Ridesharing Services Program which would match employees together to establish carpools and vanpools;
- Guaranteed ride home (GRH) program;
- Short-term car rentals;
- Incentives for using alternative travel modes such as discounted monthly transit passes, carpool and vanpool preferential load/unload areas or designated parking spaces, a "parking cash-out" subsidy, and/or unbundled parking;
- Mobility Hub support of existing and/or future efforts by LADOT for Mobility Hubs by providing amenities such as bicycle parking and rentals, shared vehicle rentals, and transit information, etc. at the project site (subject-to design feasibility);
- Project membership and participation in the Hollywood Community Transportation Management Organization (TMO) should the TMO become operational. The Hollywood TMO's services could replace some of the in-house TMO services where applicable, such as ridesharing matching services for multi-employee carpools and vanpools. Project representatives should attend organization meetings for the TMO, provide parking and travel demand data to the TMO, pay any established dues to the TMO, and make available information to project tenants relative to the services provided by the TMO. The TMO would offer similar services to those described above but would have a much wider reach than the project's local TDM plan and can result in much greater trip reduction benefits. The TMO's activities would help augment or implement some of the strategies described above for the project specific TDM plan;
- Record a Covenant and Agreement to ensure that the TDM program will be maintained.

B. Additional Requirements and Considerations

To comply with the transportation and mobility goals and provisions of adopted City plans and ordinances, the applicant should be required to implement the improvements listed below:

1. Intersection Improvements

Where the implementation of the TDM program would not fully resolve the project-related

adverse queuing to an acceptable level, the transportation study proposed the following physical intersection improvements that are acceptable by DOT to reduce the adverse queuing and delays:

**Van Ness Avenue and Sunset Boulevard** - Widen the east side of Van Ness Avenue by five feet, remove approximately seven unmetered on-street parking spaces, and restripe Van Ness Avenue within the existing right-of-way to accommodate dual left-turn lanes and one shared through/right-turn lane in the southbound approach (see **Attachment D**).

**Western Avenue and Sunset Boulevard** - Widen the east side of Western Avenue along the project frontage to accommodate dual left-turn lanes, two through lanes, and one right-turn lane in the northbound approach (see **Attachment E**).

**Western Avenue and De Longpre Avenue** - Plan, design, and install a new traffic signal. The installation of a traffic signal was previously approved and assigned to the Target project on the southwest corner of Sunset Boulevard and Western Avenue. As such DOT's Hollywood-Wilshire District Office issued a Traffic Control Report dated February 19, 2016 authorizing the installation of the traffic signal (see **Attachment F**).

## 2. Implementation of Improvements and Enhancements

The final determination on the feasibility of street widening shall be made by the BOE. The applicant shall be responsible for the cost and implementation of any necessary traffic signal equipment modifications and bus stop relocations associated with the proposed improvements described above.

The installation of the traffic signal at the intersection of Western Avenue and De Longpre Avenue has been assigned to the Target project; however, consistent with DOT policy, the cost of a transportation improvement can be shared between developments within the vicinity provided that the improvement can reduce the combined adverse conditions of the projects. A fair share improvement program for the traffic signal will be necessary if both projects move forward.

The proposed improvements and associated traffic signal work within the City of Los Angeles must be guaranteed through BOE's B-Permit process prior to the issuance of any building permits and completed prior to the issuance of any certificates of occupancy. Temporary certificates of occupancy may be granted in the event of any delay through no fault of the applicant, provided that, in each case, the applicant has demonstrated reasonable efforts and due diligence to the satisfaction of DOT. Prior to setting the bond amount, BOE shall require that the developer's engineer or contractor email DOT's B-Permit Coordinator at [ladot.planprocessing@lacity.org](mailto:ladot.planprocessing@lacity.org) to arrange a pre-design meeting to finalize the proposed design needed for the project. If the proposed transportation improvement does not receive the required approval, a substitute may be provided subject to the approval of DOT upon demonstration that the substitute is environmentally equivalent or superior to the original measure in reducing the project's adverse queueing and delays.

## 3. Parking Requirements

The project would provide up to 1,419 automobile and 548 bicycle parking spaces, which consists

of 76 short-term and 472 long-term bicycle parking spaces, within an on-site parking garage. The developer should check with the Department of Building and Safety on the number of parking spaces needed.

4. Highway Dedication and Street Improvements

On September 7, 2016, the City Council adopted the Mobility Plan 2035 which is the new Mobility Element of the General Plan. A key feature of the updated plan is to revise street standards in an effort to provide a more enhanced balance between traffic flow and other important street functions including transit routes and stops, pedestrian environments, bicycle routes, building design and site access, etc. The applicant should check with Bureau of Engineering's (BOE) Land Development Group to determine the specific highway dedication, street widening and/or sidewalk requirements for this project. Per the new Mobility Element, **Sunset Boulevard**, an Avenue I, would require a 35-foot half-width roadway within a 50-foot half-width right-of-way; **Western Avenue**, a Modified Avenue I, would require a 37-foot half-width roadway within a 52-foot half-width right-of-way; and, **Serrano Avenue**, a Local Street, would require an 18-foot half-width roadway within a 30-foot half-width right-of-way.

5. Project Access and Circulation

As previously stated, vehicular access to the Project site would be provided via five driveways: one commercial/service loading/Fire Department access and one residential on Serrano Avenue, one commercial/residential on Sunset Boulevard, and one commercial/residential and one service loading/Fire Department access on Western Avenue.

Driveway	Type	Access
Serrano Avenue (near center of project site)	Commercial Service loading Fire Department access	Full access
Serrano Avenue (near southern end of project site)	Residential	Full access
Sunset Boulevard (east of Western Avenue)	Commercial Residential	Right-turn & left-turn ingress Right-turn only egress
Western Avenue (near center of project site)	Service loading Fire Department access	Full access
Western Avenue (aligned with De Longpre Avenue)	Commercial Residential	Full access

The proposed site plan illustrated in **Attachment A** is acceptable to DOT; however, review of the study does not constitute approval of the driveway dimensions and internal circulation schemes. Those require separate review and approval and should be coordinated with DOT's Citywide Planning Coordination Section (201 N. Figueroa Street, 5th Floor, Room 550, at 213-482-7024). In order to minimize potential building design changes, the applicant should contact DOT for driveway width and internal circulation requirements so that such traffic flow considerations are

designed and incorporated early into the building and parking layout plans. All new driveways should be Case 2 driveways and any security gates should be a minimum 20 feet from the property line. All truck loading and unloading should take place on site with no vehicles backing into the project via any of the project driveways.

6. Worksite Traffic Control Requirements

DOT recommends that a construction work site traffic control plan be submitted to DOT's Citywide Temporary Traffic Control Section or Permit Plan Review Section for review and approval prior to the start of any construction work. Refer to <http://ladot.lacity.org/what-we-do/plan-review> to determine which section to coordinate review of the work site traffic control plan. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. DOT also recommends that all construction related traffic be restricted to off-peak hours to the extent feasible.

7. Development Review Fees

An ordinance adding Section 19.15 to the Los Angeles Municipal Code relative to application fees paid to DOT for permit issuance activities was adopted by the Los Angeles City Council in 2009 and updated in 2014. This ordinance identifies specific fees for traffic study review, condition clearance, and permit issuance. The applicant shall comply with any applicable fees per this ordinance.

If you have any questions, please contact Kevin Arucan of my staff (213) 972-4970.

Attachments

*J:\Letters\2020\CEN20-50056\_5420 W Sunset Blvd\_mu\_vmt update revised supplemental\_ltr 2.docx*

c: Craig Bullock, Council District 13  
Bhuvan Bajaj, Hollywood-Wilshire District Office, DOT  
Taimour Tanavoli, Case Management Office, DOT  
Matthew Masuda, Central District, BOE  
Pat Gibson, Gibson Transportation Consulting, Inc.



SITE PLAN

FIGURE  
1



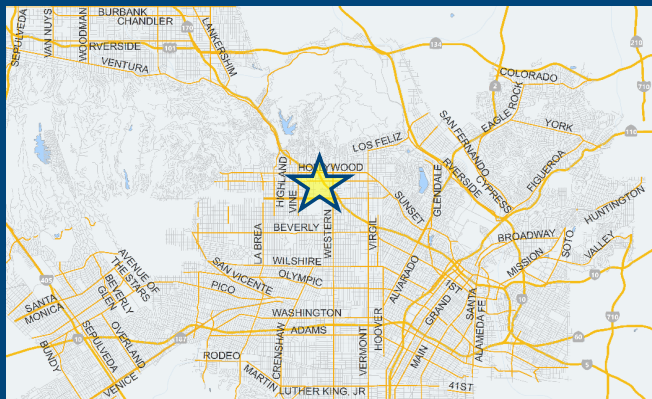
# CITY OF LOS ANGELES VMT CALCULATOR Version 1.3



*Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?*

## Project Information

Project:   
Scenario:  [www](#)  
Address:  [Q](#)



Is the project replacing an existing number of residential units with a smaller number of residential units AND is located within one-half mile of a fixed-rail or fixed-guideway transit station?

☒ Yes ☐ No

## Existing Land Use

Land Use Type	Value	Unit
Retail   Fast-Food Restaurant	3.943	ksf
Retail   General Retail	18.525	ksf
Retail   Supermarket	75.328	ksf
Retail   Fast-Food Restaurant	3.943	ksf

[Click here to add a single custom land use type \(will be included in the above list\)](#)

## Proposed Project Land Use

Land Use Type	Value	Unit
Retail   Supermarket	69	ksf
Housing   Multi-Family	735	DU
Retail   General Retail	26	ksf
Retail   Supermarket	69	ksf

[Click here to add a single custom land use type \(will be included in the above list\)](#)

## Project Screening Summary

Existing Land Use	Proposed Project
<b>6,551</b> Daily Vehicle Trips	<b>8,924</b> Daily Vehicle Trips
<b>41,444</b> Daily VMT	<b>56,040</b> Daily VMT
<b>Tier 1 Screening Criteria</b>	
Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. <input type="checkbox"/>	
<b>Tier 2 Screening Criteria</b>	
The net increase in daily trips < 250 trips	<b>2,373</b> Net Daily Trips
The net increase in daily VMT ≤ 0	<b>14,596</b> Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	<b>95,000</b> ksf
<b>The proposed project is required to perform VMT analysis.</b>	

# CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

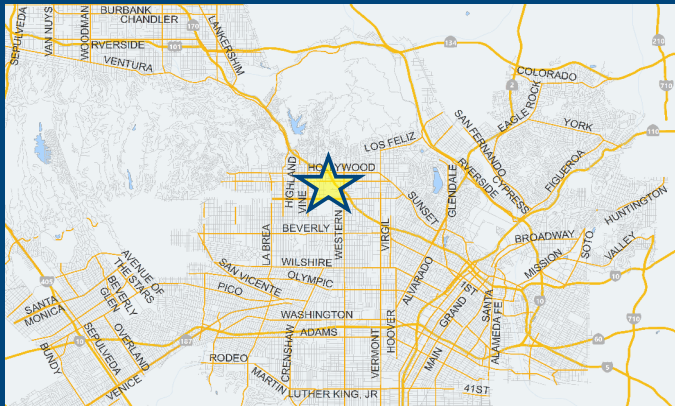


## Project Information

Project:

Scenario:

Address:



## TDM Strategies

Select each section to show individual strategies  
Use ☒ to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

Max Home Based TDM Achieved?

Proposed Project

No  
No

With Mitigation

No  
No

Max Work Based TDM Achieved?

A

### Parking

Reduce Parking Supply

city code parking provision for the project site

actual parking provision for the project site

☒ Proposed Prj ☐ Mitigation

Unbundle Parking

monthly parking cost (dollar) for the project site

☐ Proposed Prj ☐ Mitigation

Parking Cash-Out

percent of employees eligible

☐ Proposed Prj ☐ Mitigation

Price Workplace Parking

daily parking charge (dollar)

percent of employees subject to priced parking

☐ Proposed Prj ☐ Mitigation

Residential Area Parking

cost (dollar) of annual permit

☐ Proposed Prj ☐ Mitigation

B

### Transit

C

### Education & Encouragement

D

### Commute Trip Reductions

E

### Shared Mobility

F

### Bicycle Infrastructure

G

### Neighborhood Enhancement

## Analysis Results

Proposed Project

With Mitigation

8,655

Daily Vehicle Trips

8,655

Daily Vehicle Trips

54,347

Daily VMT

54,347

Daily VMT

4.6

Household VMT per Capita

4.6

Household VMT per Capita

N/A

Work VMT per Employee

N/A

Work VMT per Employee

### Significant VMT Impact?

Household: No

Threshold = 6.0  
15% Below APC

Household: No

Threshold = 6.0  
15% Below APC

Work: N/A

Threshold = 7.6  
15% Below APC

Work: N/A

Threshold = 7.6  
15% Below APC



# CITY OF LOS ANGELES VMT CALCULATOR

## Report 1: Project & Analysis Overview

Date: June 8, 2020

Project Name: Sunset & Western

Project Scenario: Revised Project

Project Address: 34.097175, -118.307677



Version 1.3

Project Information			
Land Use Type		Value	Units
Housing	Single Family	0	DU
	Multi Family	735	DU
	Townhouse	0	DU
	Hotel	0	Rooms
	Motel	0	Rooms
Affordable Housing	Family	0	DU
	Senior	0	DU
	Special Needs	0	DU
	Permanent Supportive	0	DU
Retail	General Retail	26.000	ksf
	Furniture Store	0.000	ksf
	Pharmacy/Drugstore	0.000	ksf
	Supermarket	69.000	ksf
	Bank	0.000	ksf
	Health Club	0.000	ksf
	High-Turnover Sit-Down Restaurant	0.000	ksf
	Fast-Food Restaurant	0.000	ksf
	Quality Restaurant	0.000	ksf
	Auto Repair	0.000	ksf
	Home Improvement	0.000	ksf
	Free-Standing Discount	0.000	ksf
	Movie Theater	0	Seats
Office	General Office	0.000	ksf
	Medical Office	0.000	ksf
Industrial	Light Industrial	0.000	ksf
	Manufacturing	0.000	ksf
	Warehousing/Self-Storage	0.000	ksf
School	University	0	Students
	High School	0	Students
	Middle School	0	Students
	Elementary	0	Students
	Private School (K-12)	0	Students

Project and Analysis Overview

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 1: Project & Analysis Overview

Date: June 8, 2020

Project Name: Sunset & Western

Project Scenario: Revised Project

Project Address: 34.097175, -118.307677



Version 1.3

Other	0	Trips
-------	---	-------

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 1: Project & Analysis Overview

Date: June 8, 2020

Project Name: Sunset & Western

Project Scenario: Revised Project

Project Address: 34.097175, -118.307677



Version 1.3

Analysis Results			
Total Employees: 328			
Total Population: 1,656			
Proposed Project		With Mitigation	
8,655	Daily Vehicle Trips	8,655	Daily Vehicle Trips
54,347	Daily VMT	54,347	Daily VMT
4.6	Household VMT per Capita	4.6	Household VMT per Capita
N/A	Work VMT per Employee	N/A	Work VMT per Employee
Significant VMT Impact?			
APC: Central			
Impact Threshold: 15% Below APC Average			
Household = 6.0			
Work = 7.6			
Proposed Project		With Mitigation	
VMT Threshold	Impact	VMT Threshold	Impact
Household > 6.0	No	Household > 6.0	No
Work > 7.6	N/A	Work > 7.6	N/A

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 2: TDM Inputs

Date: June 8, 2020

Project Name: Sunset & Western

Project Scenario: Revised Project

Project Address: 34.097175, -118.307677



Version 1.3

TDM Strategy Inputs				
Strategy Type		Description	Proposed Project	Mitigations
Parking	Reduce parking supply	City code parking provision (spaces)	1431	1431
		Actual parking provision (spaces)	1419	1419
	Unbundle parking	Monthly cost for parking (\$)	\$0	\$0
	Parking cash-out	Employees eligible (%)	0%	0%
	Price workplace parking	Daily parking charge (\$)	\$0.00	\$0.00
		Employees subject to priced parking (%)	0%	0%
	Residential area parking permits	Cost of annual permit (\$)	\$0	\$0
(cont. on following page)				

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 2: TDM Inputs

Date: June 8, 2020

Project Name: Sunset & Western

Project Scenario: Revised Project

Project Address: 34.097175, -118.307677



Version 1.3

TDM Strategy Inputs, Cont.				
Strategy Type		Description	Proposed Project	Mitigations
Transit	Reduce transit headways	Reduction in headways (increase in frequency) (%)	0%	0%
		Existing transit mode share (as a percent of total daily trips) (%)	0%	0%
		Lines within project site improved (<50%, >=50%)	0	0
	Implement neighborhood shuttle	Degree of implementation (low, medium, high)	0	0
		Employees and residents eligible (%)	0%	0%
	Transit subsidies	Employees and residents eligible (%)	0%	0%
		Amount of transit subsidy per passenger (daily equivalent) (\$)	\$0.00	\$0.00
Education & Encouragement	Voluntary travel behavior change program	Employees and residents participating (%)	0%	0%
	Promotions and marketing	Employees and residents participating (%)	0%	0%
(cont. on following page)				

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 2: TDM Inputs

Date: June 8, 2020

Project Name: Sunset & Western

Project Scenario: Revised Project

Project Address: 34.097175, -118.307677



Version 1.3

TDM Strategy Inputs, Cont.				
Strategy Type		Description	Proposed Project	Mitigations
Commute Trip Reductions	Required commute trip reduction program	Employees participating (%)	0%	0%
	Alternative Work Schedules and Telecommute	Employees participating (%)	0%	0%
		Type of program	0	0
		Degree of implementation (low, medium, high)	0	0
	Employer sponsored vanpool or shuttle	Employees eligible (%)	0%	0%
		Employer size (small, medium, large)	0	0
	Ride-share program	Employees eligible (%)	0%	0%
Shared Mobility	Car share	Car share project setting (Urban, Suburban, All Other)	0	0
	Bike share	Within 600 feet of existing bike share station - OR- implementing new bike share station (Yes/No)	0	0
	School carpool program	Level of implementation (Low, Medium, High)	0	0
(cont. on following page)				



# CITY OF LOS ANGELES VMT CALCULATOR

## Report 2: TDM Inputs

Date: June 8, 2020

Project Name: Sunset & Western

Project Scenario: Revised Project

Project Address: 34.097175, -118.307677



Version 1.3

TDM Strategy Inputs, Cont.				
Strategy Type		Description	Proposed Project	Mitigations
<b>Bicycle Infrastructure</b>	<i>Implement/Improve on-street bicycle facility</i>	<i>Provide bicycle facility along site (Yes/No)</i>	0	0
	Include Bike parking per LAMC	Meets City Bike Parking Code (Yes/No)	Yes	Yes
	<i>Include secure bike parking and showers</i>	<i>Includes indoor bike parking/lockers, showers, &amp; repair station (Yes/No)</i>	0	0
<b>Neighborhood Enhancement</b>	<i>Traffic calming improvements</i>	<i>Streets with traffic calming improvements (%)</i>	0%	0%
		<i>Intersections with traffic calming improvements (%)</i>	0%	0%
	Pedestrian network improvements	Included (within project and connecting off-site/within project only)	within project and connecting off-site	within project and connecting off-site

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 3: TDM Outputs

Date: June 8, 2020  
 Project Name: Sunset & Western  
 Project Scenario: Revised Project  
 Project Address: 34.097175, -118.307677



Version 1.3

TDM Adjustments by Trip Purpose & Strategy														
Place type: Urban														
		Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction		Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Parking cash-out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Price workplace parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Residential area parking permits	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
Transit	Reduce transit headways	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Transit subsidies	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Education & Encouragement	Voluntary travel behavior change program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Commute Trip Reductions	Required commute trip reduction program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Employer sponsored vanpool or shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Ride-share program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Shared Mobility	Car-share	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
	School carpool program	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 3: TDM Outputs

Date: June 8, 2020  
 Project Name: Sunset & Western  
 Project Scenario: Revised Project  
 Project Address: 34.097175, -118.307677



### TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Urban

		<i>Home Based Work Production</i>		<i>Home Based Work Attraction</i>		<i>Home Based Other Production</i>		<i>Home Based Other Attraction</i>		<i>Non-Home Based Other Production</i>		<i>Non-Home Based Other Attraction</i>		Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
<b>Bicycle Infrastructure</b>	Implement/ Improve on-street bicycle facility	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	Include Bike parking per LAMC	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
	Include secure bike parking and showers	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
<b>Neighborhood Enhancement</b>	Traffic calming improvements	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Neighborhood Enhancement
	Pedestrian network improvements	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	

### Final Combined & Maximum TDM Effect

		<i>Home Based Work Production</i>		<i>Home Based Work Attraction</i>		<i>Home Based Other Production</i>		<i>Home Based Other Attraction</i>		<i>Non-Home Based Other Production</i>		<i>Non-Home Based Other Attraction</i>	
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
<b>COMBINED TOTAL</b>		3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
<b>MAX. TDM EFFECT</b>		3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%

**= Minimum (X%, 1-[(1-A)\*(1-B)...])**  
 where X%=

<b>PLACE</b>	urban	75%
<b>TYPE</b>	compact infill	40%
<b>MAX:</b>	suburban center	20%
	suburban	15%

Note: (1-[(1-A)\*(1-B)...]) reflects the dampened combined effectiveness of TDM Strategies (e.g., A, B,...). See the TDM Strategy Appendix (*Transportation Assessment Guidelines Attachment G*) for further discussion of dampening.

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 4: MXD Methodology

Date: June 8, 2020

Project Name: Sunset & Western

Project Scenario: Revised Project

Project Address: 34.097175, -118.307677



Version 1.3

### MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	659	-34.9%	429	8.1	5,338	3,475
Home Based Other Production	1,825	-47.4%	960	4.5	8,213	4,320
Non-Home Based Other Production	2,642	-5.9%	2,485	7.8	20,608	19,383
Home-Based Work Attraction	476	-40.1%	285	8.0	3,808	2,280
Home-Based Other Attraction	4,978	-41.9%	2,894	5.5	27,379	15,917
Non-Home Based Other Attraction	1,996	-6.3%	1,871	5.7	11,377	10,665

### MXD Methodology with TDM Measures

	<i>Proposed Project</i>			<i>Project with Mitigation Measures</i>		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	-3.0%	416	3,370	-3.0%	416	3,370
Home Based Other Production	-3.0%	931	4,190	-3.0%	931	4,190
Non-Home Based Other Production	-3.0%	2,410	18,797	-3.0%	2,410	18,797
Home-Based Work Attraction	-3.0%	276	2,211	-3.0%	276	2,211
Home-Based Other Attraction	-3.0%	2,807	15,436	-3.0%	2,807	15,436
Non-Home Based Other Attraction	-3.0%	1,815	10,343	-3.0%	1,815	10,343

### MXD VMT Methodology Per Capita & Per Employee

Total Population: 1,656

Total Employees: 328

APC: Central

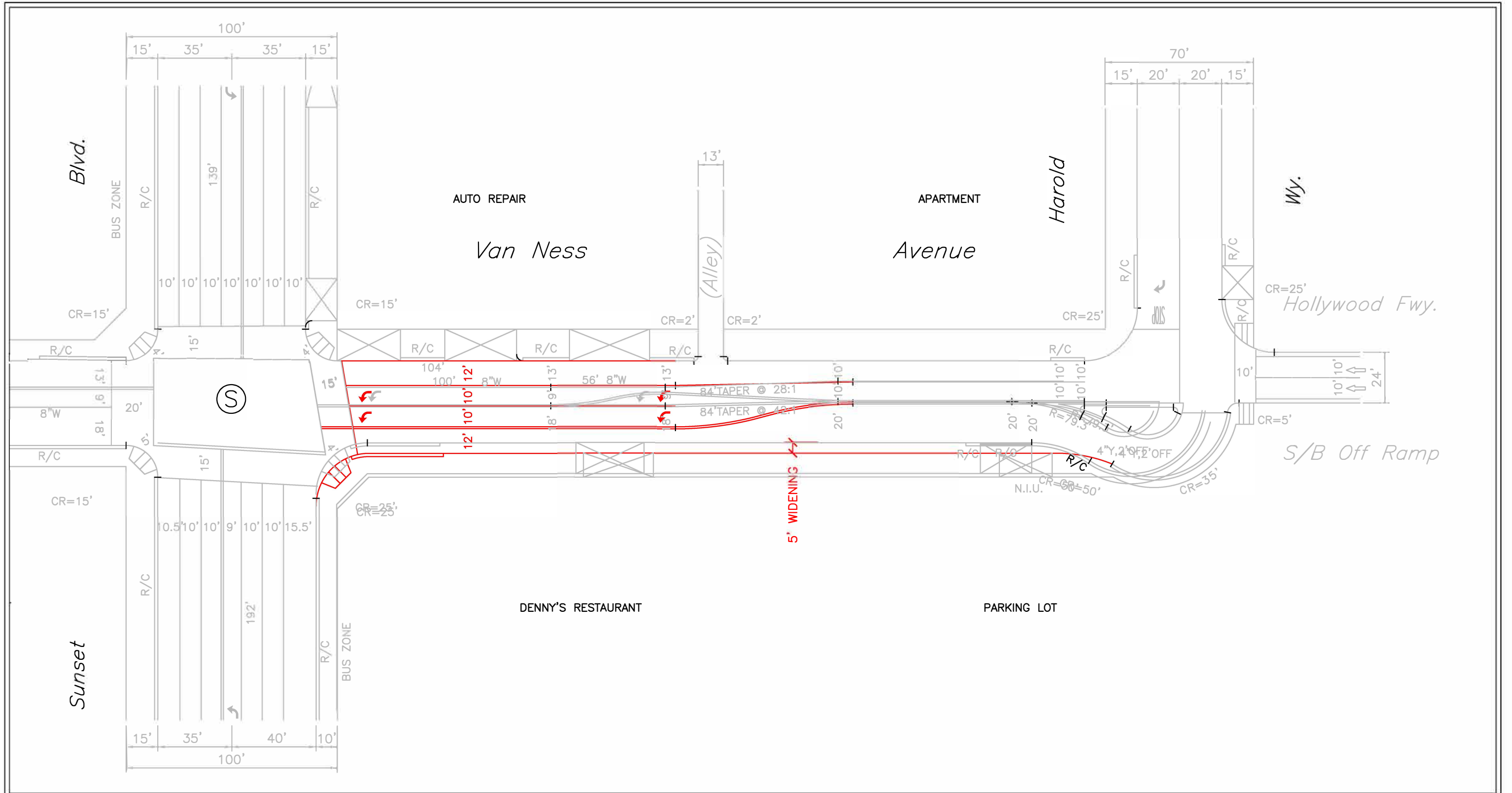
	<i>Proposed Project</i>	<i>Project with Mitigation Measures</i>
<i>Total Home Based Production VMT</i>	<b>7,560</b>	<b>7,560</b>
<i>Total Home Based Work Attraction VMT</i>	<b>2,211</b>	<b>2,211</b>
<i>Total Home Based VMT Per Capita</i>	<b>4.6</b>	<b>4.6</b>
<i>Total Work Based VMT Per Employee</i>	<b>N/A</b>	<b>N/A</b>

**TABLE 10**  
**FUTURE WITH PROJECT CONDITIONS (YEAR 2024)**  
**SIGNIFICANT IMPACT ANALYSIS**

No.	Intersection	Peak Hour	Future without Project Conditions		Future with Project Conditions			
			V/C	LOS	V/C	LOS	Change in V/C	Adverse Queuing Conditions
1.	Bronson Avenue & Sunset Boulevard	AM	0.871	D	0.875	D	0.004	NO
		PM	0.779	C	0.783	C	0.004	NO
2.	Van Ness Avenue & Sunset Boulevard	AM	0.940	E	0.951	E	0.011	YES
		PM	1.026	F	1.063	F	0.037	YES
3.	Wilton Place & Hollywood Boulevard	AM	0.918	E	0.929	E	0.011	YES
		PM	0.953	E	0.955	E	0.002	NO
4.	Wilton Place & Sunset Boulevard	AM	0.621	B	0.637	B	0.016	NO
		PM	0.743	C	0.773	C	0.030	NO
5.	Wilton Place & Fountain Avenue	AM	0.612	B	0.611	B	-0.001	NO
		PM	0.844	D	0.842	D	-0.002	NO
6.	Wilton Place & Santa Monica Boulevard	AM	0.708	C	0.711	C	0.003	NO
		PM	0.819	D	0.821	D	0.002	NO
7.	St. Andrews Place & Sunset Boulevard	AM	0.521	A	0.525	A	0.004	NO
		PM	0.556	A	0.576	A	0.020	NO
8.	Western Avenue & Franklin Avenue	AM	0.953	E	0.953	E	0.000	NO
		PM	0.859	D	0.862	D	0.003	NO
9.	Western Avenue & Hollywood Boulevard	AM	1.023	F	1.045	F	0.022	YES
		PM	0.971	E	0.981	E	0.010	YES
10.	Western Avenue & Sunset Boulevard	AM	0.831	D	0.869	D	0.038	YES
		PM	0.941	E	0.983	E	0.042	YES
11. [a]	Western Avenue & De Longpre Avenue	AM	0.395	A	0.482	A	0.087	NO
		PM	0.362	A	0.577	A	0.215	NO
12.	Western Avenue & Fountain Avenue	AM	0.725	C	0.750	C	0.025	NO
		PM	0.809	D	0.815	D	0.006	NO
13.	Western Avenue & Santa Monica Boulevard	AM	1.016	F	1.024	F	0.008	NO
		PM	1.114	F	1.119	F	0.005	NO
14.	Serrano Avenue & Sunset Boulevard	AM	0.313	A	0.317	A	0.004	NO
		PM	0.567	A	0.569	A	0.002	NO
15.	Serrano Avenue & Fountain Avenue	AM	0.516	A	0.530	A	0.014	NO
		PM	0.773	C	0.800	C	0.027	NO
16.	Normandie Avenue & Hollywood Boulevard	AM	0.505	A	0.505	A	0.000	NO
		PM	0.732	C	0.731	C	-0.001	NO
17.	Normandie Avenue & Sunset Boulevard	AM	0.491	A	0.495	A	0.004	NO
		PM	0.686	B	0.687	B	0.001	NO
18.	Normandie Avenue & Santa Monica Boulevard	AM	0.678	B	0.681	B	0.003	NO
		PM	0.903	E	0.904	E	0.001	NO

**Notes**

[a] Intersection will be signalized by the Future buildout Year 2024.

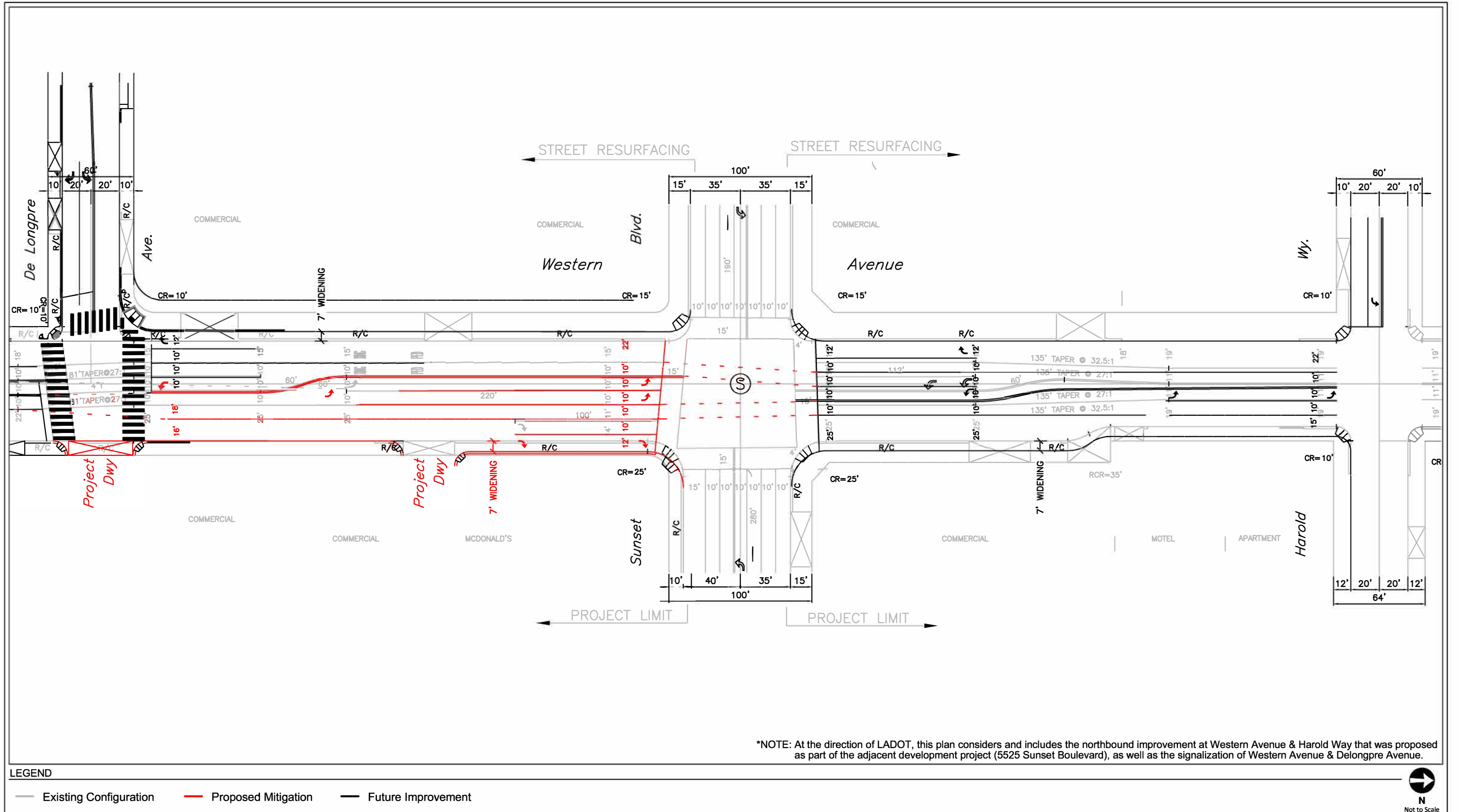


**LEGEND**  
 — Existing Configuration  
 — Proposed Mitigation



VAN NESS AVE & SUNSET BLVD (INTERSECTION 2)  
CONCEPTUAL MITIGATION PLAN

FIGURE  
E-1



WESTERN AVENUE & SUNSET BOULEVARD (INTERSECTION 10)  
CONCEPTUAL MITIGATION PLAN

FIGURE  
E-3

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

TRAFFIC  
CONTROL  
REPORT

February 19, 2016

13 – Hwd/Wilsh #51162  
De Longpre Av & Western Av

**TRAFFIC SIGNAL**

**DETERMINATION:**

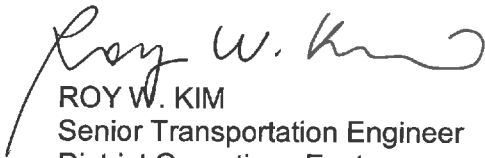
1. That a traffic signal, along with appropriate signs, crosswalks, red curb and pavement markings, be authorized for installation at the intersection of De Longpre Avenue and Western Avenue (Sections 80.08, 80.08.2, 80.37, 80.55 L.A.M.C.).
2. That northbound protected-permissive left turn phasing be authorized for installation at the intersection of De Longpre Avenue and Western Avenue (Section 80.08 L.A.M.C.).
3. That the stop sign controlling eastbound traffic on De Longpre Avenue be rescinded upon activation of the traffic signal (Section 80.07.1 L.A.M.C.).
4. The project shall be designed and constructed under b-Permit process by the permittee or its agents. All cost of design, construction and installation shall be borne by the permittee.

**DISCUSSION:**

As a mitigation measure for a Target Shopping Center, located at 5520 Sunset Boulevard, the intersection of De Longpre Avenue and Western Avenue is to be signalized. Overland Traffic Consultants prepared a signal warrant analysis for review.

Western Avenue is a designated Modified Avenue I in the 2035 Mobility Plan, and is striped with two lanes for southbound traffic, two lanes for northbound traffic, and left turn channelization. De Longpre Avenue is a designated Local street currently controlled by stop sign at Western Avenue. The signal warrant analysis revealed that Warrant 1: Eight-Hour Vehicular Volume under Projected Volumes and Warrant 3: Peak Hour were satisfied for projected conditions. A left turn study revealed that Case 1 (Volume Base) Guideline for the installation of a protected-permissive left-turn phase was met in the northbound direction. Therefore, the installation of the traffic signal, as described in the Determination, is justified and recommended.

Approved by:

  
ROY W. KIM  
Senior Transportation Engineer  
District Operations East

RWK:JLS\ TCR-DeLongpreWestern.SGN

cc: Councilmember Mitch O'Farrell, 13<sup>th</sup> Council District  
Jerry Overland, Overland Traffic Consultants  
Fabio Arias, LADOT  
Signal Design, LADOT  
Signal Timing, LADOT  
David Kao, LADOT (M.A. 3200G)