

Appendix FEIR-3

Final EIR Transportation Appendix

Appendix FEIR-3a

Final EIR Transportation Memo

MEMORANDUM

TO: Shirley Zamora, LADOT Valley Planning & Development Review

FROM: Jonathan Chambers, P.E.

DATE: February 17, 2023

RE: Updates to the Transportation Assessment for the
District NoHo Mixed-Use Project
North Hollywood, California

Ref: J1752

Gibson Transportation Consulting, Inc. prepared *Transportation Assessment for the District NoHo Mixed-Use Project* (October 2021) (Project TA) assessing the transportation impacts and operations associated with the District NoHo mixed-use development project (Project). The Los Angeles Department of Transportation (LADOT) reviewed and approved the Project TA in an assessment letter dated February 1, 2022 (LADOT Case No. SFV19-109033, Project ID No. 49220). The City of Los Angeles (City) published the Project's Draft Environmental Impact Report (EIR) in April 2022 (Environmental Case No. ENV-2019-7241-EIR; State Clearinghouse No. 2020060573) and the Final EIR is currently in preparation.

There have been certain changes to the Project or other developments affecting the Project since completion of the Project TA. Those changes and their effects on the Project TA are summarized here. The information in this memorandum serves as "corrections and additions" to the Project TA for use in the Final EIR.

Changes are described herein regarding the following issues:

1. Project construction commencement delay
2. North Hollywood to Pasadena Bus Rapid Transit (BRT) project
3. Los Angeles County Metropolitan Transportation Authority (Metro) on-site parking requirements for transit users
4. On-street passenger loading
5. Internal circulation
6. Minor corrections to Project TA

Additionally, as a matter of note, the Project TA described the Chandler Bikeway Project¹ as a tentative plan, as it was not yet approved. Since the approval of the Project TA, the plan was finalized and approved by the City with no substantive changes from what was described in the Project TA. Because the Chandler Bikeway Project would be constructed prior to the

¹ This project was referred to as the Chandler Bikeway Project in the Project TA and Draft EIR. However, the City's official name for it is the Chandler Bicycle Connection Project.

Project, the City would install the Class IV bicycle lanes (including on the north side of Chandler Boulevard between Vineland Avenue and Lankershim Boulevard, on the east side of Lankershim Boulevard between Chandler Boulevard and Chandler Boulevard (North), and on the north side of Chandler Boulevard (North) from Lankershim Boulevard to Tujunga Avenue) and the signal crossing infrastructure at the intersection of Lankershim Boulevard & Chandler Boulevard (North). The Project would construct District Way, a private shared drive that would allow bicycle travel, and a Class IV two-way bicycle lane on the east side of Fair Avenue between District Way and Chandler Boulevard.

CONSTRUCTION COMMENCEMENT DELAY

At the time the Project TA analysis was developed, it was expected that the Project entitlement process would conclude and Project construction would subsequently commence in Year 2022. Due to the ongoing effects of the COVID-19 pandemic, development of the Project entitlement documents has been delayed and, as such, it is now expected that Project construction would commence in Year 2023. The Project TA assumed that Phase 1 of the Project would be completed in Year 2026—six years after the baseline Existing Conditions (Year 2020)—and that full buildout of the Project could be completed as late as Year 2037 (17 years after the baseline). With the one-year delay in commencement of Project construction, it is now expected that Phase 1 would be completed in Year 2027 and that Full Buildout could extend to Year 2038.

The delayed construction timeline would not affect the conclusions of the Project TA. The Existing Conditions traffic volumes were collected late in Year 2019 and represent Year 2020 conditions prior to the start of the COVID-19 pandemic. The analysis presented in the Project TA assumed six years and 17 years of traffic growth between Existing Conditions and Phase 1 and Full Buildout, respectively, and assumed both an annual ambient growth factor and completion of dozens of related projects in the Project vicinity. Combined, these two factors estimated total peak hour traffic growth of approximately 12% after six years (2% per year average) and 18% after 17 years (over 1% per year average)². By comparison, the Southern California Association of Governments' (SCAG) Regional Travel Demand Model, the primary regional transportation planning tool in Southern California, estimates total peak period traffic growth in the Project vicinity of approximately 4.1% between years 2018 and 2040³, an average annual rate of approximately 0.19%. Therefore, the traffic forecasts used in the Project TA substantially overestimate traffic growth, even with the delay of construction by one year, and the delay in construction does not necessitate any change to the analysis or conclusions provided in the Project TA and Draft EIR.

NOHO TO PASADENA BRT PROJECT

Since the approval of the Project TA, Metro approved the North Hollywood to Pasadena BRT project (BRT Project), which would connect North Hollywood to Pasadena with a BRT route. The western terminus of the BRT Project route would be at the Project's proposed Consolidated

² As noted on page 125 of the Project TA, the total ambient growth from Existing Conditions to Phase 1 was 6.15% (compounded annually) and to Full Buildout was 11.79% (compounded annually). The total average annual growth reported herein includes the Related Project traffic and is computed as a simple average rather than compounded.

³ Based on AM and PM peak period traffic volume plots of the SCAG Model for 2018 (baseline) and 2040 (forecast) conditions.

Transit Center. It would travel between the Consolidated Transit Center and State Route 134 via Chandler Boulevard, Vineland Avenue, and Lankershim Boulevard.

Effects of BRT Project on Roadway Infrastructure

BRT routes typically feature dedicated bus lanes to minimize travel times. According to *North Hollywood to Pasadena Bus Rapid Transit Corridor Project Final Environmental Impact Report* (Metro, March 2022) (BRT Final EIR), the BRT Project would include dedicated bus lanes where there is adequate existing street width. Within the area analyzed in the Project TA, the BRT Project would use a combination of dedicated bus lanes and mixed-flow (i.e., general use) lanes, as summarized in Table 1. The BRT Project would use dedicated lanes on Vineland Avenue and portions of Chandler Boulevard and Lankershim Boulevard. The portions of the BRT Final EIR describing the proposed configuration are provided in the Attachment.

Vineland Avenue and Lankershim Boulevard. Based on the renderings in the Attachment, both Vineland Avenue and Lankershim Boulevard would maintain the two existing mixed-flow lanes in both directions and, therefore, would not experience a reduction in vehicular capacity related to the BRT project⁴. The BRT Final EIR notes that while left turns on Vineland Avenue would be restricted at some low volume streets such as Weddington Street and McCormick Street (both located between Chandler Boulevard and Magnolia Boulevard), there would be no such restrictions on traffic movements at key intersections of Vineland Avenue & Magnolia Boulevard and Vineland Avenue & Lankershim Boulevard, both of which were analyzed in the Project TA. These segments of the BRT Project, therefore, would not result in any change to the non-CEQA traffic analysis conducted in the Project TA.

Chandler Boulevard. The proposed dedicated eastbound bus lane on Chandler Boulevard between Fair Avenue and Vineland Avenue would eliminate one eastbound mixed-flow lane. The BRT Final EIR notes that it may also require elimination of on-street parking on the north side of Chandler Boulevard in conjunction with the Chandler Bikeway Project. The elimination of parking along the north side of the street was assumed and described in the Project TA on page 110. The reduction of a travel lane on eastbound Chandler Boulevard was contemplated but not assumed in the Project TA. Nonetheless, traffic congestion in urban environments is generally due to delay created at controlled intersections, not the free-flowing street segments between intersections. The intersections on Chandler Boulevard at Fair Avenue and Vineland Avenue would retain the number of through and turn lanes assumed in the Project TA, though it is possible that one of the three eastbound approach lanes at Vineland Avenue (currently consisting of two left-turn lanes and one right-turn lane) could be converted to a bus-only lane. Under that scenario, the eastbound left-turn movement would experience longer queuing for passenger vehicles, as summarized in Table 2. The baseline conditions (i.e., Future without Project Conditions) queues would roughly double, and the Project's incremental increase to the length of the eastbound left-turn queue would increase, including beyond the 50-foot threshold identified in the Project TA for considering potential improvements. However, there is no feasible way to reduce these queues within the existing right-of-way without adding turn lanes, which would require eliminating bicycle lanes, bus-only lanes, or parking. Further, because Chandler Boulevard does not provide eastbound through lanes at Vineland Avenue, no through traffic would be impeded by turn queues. Finally, the

⁴ The width required for the dedicated bus lanes would come from medians and removal of on-street parking. The BRT Final EIR estimates that approximately one third of the on-street parking spaces on Vineland Avenue and Lankershim Boulevard along the BRT route would be removed.

queues would remain well under the distance to the next controlled intersection (Fair Avenue, approximately 1,060 feet west of Vineland Avenue), and therefore would not impede operations at that intersection. Therefore there is no practical need for an improvement at this location. The BRT Project will undergo further planning, including extensive signal operations planning, prior to installation, and any signal timing or phasing improvements that may minimize queues would be considered as part of that planning. Overall, the potential of the BRT Project to reduce the number of eastbound approach lanes at this intersection would not affect the conclusions of the non-CEQA traffic analysis conducted in the Project TA.

The BRT Project would not affect the CEQA analysis or conclusions in the Project TA because the CEQA thresholds do not relate to any of the effects of the BRT Project described above.

METRO PARKING REQUIREMENTS

The Project TA assumes that the Project would provide up to 1,189 parking spaces for Metro users, including 274 spaces on-site and 915 spaces off-site between the West Lot and East Lot. However, as the Project TA notes, the decision to provide replacement parking spaces for Metro users is at Metro's discretion. Since approval of the Project TA, Metro has determined that the parking spaces proposed for Metro users in Blocks 2 (145 spaces) and 3 (40 spaces) are not needed. The elimination of these parking spaces would reduce the proposed total parking provided for Metro users from 1,189 spaces to 1,004 spaces. The spaces in Block 2 would be eliminated entirely (reducing one level of subterranean parking from that Block) while the spaces in Block 3 would be re-allocated for use by residents of Block 3, bringing the number of parking spaces for Block 3 residents from 90 spaces to 130 spaces.

Non-CEQA Effects

The elimination of Metro parking spaces from those two blocks would reduce the amount of traffic to and from Parcel 1 of the Project Site. Conversely, the increase in resident parking at Block 3 may slightly increase traffic to Parcel 1. The net effect of these two changes would be a slight decrease in traffic generated to and from the Project Site. This small change would not materially affect the non-CEQA analysis in the Project TA.

CEQA Effects

The change in resident parking supply at Block 3 would have a small effect on the CEQA vehicle miles traveled (VMT) analysis for the Project. The VMT analysis incorporated "Reduced Parking Supply" as a feature of the Project that reduces VMT per capita. The VMT-reducing effect of the "Reduced Parking Supply" scales based on the amount the supply is reduced; therefore, an increase in Project parking supply would slightly increase VMT per capita. However, the VMT analysis in the Project TA found that the Project would not result in a significant impact even before consideration of any VMT-reducing measures; therefore, the impact conclusion is not dependent on such measures, and thus would not change with the addition of 40 Project-serving parking spaces.

PASSENGER LOADING

The Project TA described approximately 12 dedicated on-street passenger loading spaces, including two located on District Way, six on northbound Lankershim Boulevard south of Cumpston Street, and four on westbound Chandler Boulevard east of Lankershim Boulevard. Through continued design efforts by the Project Applicant and discussions between Metro and LADOT, there is now greater certainty regarding the feasibility and likelihood of approval of the spaces proposed on Chandler Boulevard and Lankershim Boulevard.

Chandler Boulevard

With the approval of the Chandler Bikeway Project, conceptual designs have been prepared to incorporate the bicycle lane with the Project's proposed passenger loading area on the north side of Chandler Boulevard between Lankershim Boulevard and Klump Avenue. The bicycle lane would travel along the north side of the loading area, thus not conflicting with vehicles, and a Code-compliant loading area would be provided between the bicycle lane and the vehicle parking area, providing safe egress for all users. The conceptual plans have been approved by both Metro and LADOT staff. Further, the current design provides space for five vehicles to load simultaneously, an increase from the four previously proposed.

Lankershim Boulevard

The Project TA noted the City had not approved the replacement of the existing taxi loading area on Lankershim Boulevard with a general passenger loading zone. Recently, the Project Applicant developed concept plans that would add a general passenger loading zone while retaining a taxi loading zone on the same block between Cumpston Street and Chandler Boulevard (North). This concept was presented to LADOT's For-Hire Policy and Enforcement Division in a meeting on August 3, 2022, and LADOT staff expressed support for the plan in a memo dated October 19, 2022. It, therefore, appears likely that the proposed passenger loading area on Lankershim Boulevard will ultimately be approved and incorporated into the Project.

Any changes to passenger loading would not affect the CEQA analysis or conclusions in the Project TA because the CEQA thresholds do not relate to passenger loading.

INTERNAL PROJECT SITE CIRCULATION

As Project design has progressed, the Applicant is contemplating a minor change to the internal circulation of Parcel 1 (which comprises Blocks 1 through 6). In the Project TA, Elmer Avenue would be extended south from Cumpston Street as a private two-way drive, meeting up with District Way, another private two-way drive intended to serve a mix of uses. Under the new proposal, that entire stretch would be known as District Way, and the north-south portion would be shifted east and thus would no longer align with Elmer Avenue. District Way would be one-way westbound west of Klump Avenue, though the north-south portion may maintain two-way access to provide inbound access from Cumpston Street to a small dedicated retail parking area in the ground floor of Block 1.

The analysis of CEQA Transportation Threshold T-3 in the Project TA considers whether Project access would result in any safety hazards due to geometric design. There is nothing unusual or hazardous about the proposed intersection of District Way with Cumpston Street. Therefore, this change to site circulation would not affect the CEQA analysis or conclusions in the Project TA.

CHANGES TO PROJECT TA

Several minor corrections were identified for tables in the Project TA.

Table 4. Roadway Dedications, Vacations, and Waivers

Several corrections were identified to Table 4 on page 21 of the Project TA. Specially, these corrections involved the existing and proposed half-rights-of-way on Chandler Boulevard, including the segments adjacent to Parcel 1, Block 0, and Block 7. The reported roadway and sidewalk widths were corrected to reflect the correct splits between roadway and sidewalk, including in many cases indicating variable widths (due to sidewalk tapers, sawtooth bus parking, etc.). Footnotes were updated accordingly. Additionally, comments from the Los Angeles Bureau of Engineering resulted in a 5-foot reduction to the required and proposed right-of-way on the east side of Tujunga Avenue. The updated table is provided herein as Table 3.

Table 30. Future Conditions (Year 2037) Intersection Queues

A typo was identified in Table 30 on page 197 of the Project TA. The northbound left-turn queue at Intersection #23, Vineland Avenue & Chandler Boulevard (West Leg), was incorrectly labeled as turning from Vineland Avenue to Burbank Boulevard rather than to Chandler Boulevard.

CONCLUSION

The conclusions of the Project TA regarding CEQA impacts remain unchanged and continue to disclose all Project impacts, despite the changes to the Project and surrounding developments described above. Similarly, the non-CEQA analysis in the Project TA continues to provide an adequate and conservative estimate of the effects of Project traffic and, therefore, the approved set of transportation improvements would adequately address the effects of Project traffic.

TABLE 1
NOHO TO PASADENA BUS RAPID TRANSIT PROJECT LANE CONFIGURATIONS

| Segment | BRT Lane Configuration | Loss of Mixed-Flow Lane | Loss of On-street Parking |
|--|------------------------|-------------------------|---------------------------|
| <i>Toward District NoHo Project (Westbound)</i> | | | |
| Lankershim Boulevard <i>SR-134 to Hortense Street</i> | Mixed-Flow | No | Yes [a] |
| <i>Hortense Street to Vineland Avenue</i> | Center-Running | No | Yes [a] |
| Vineland Avenue <i>Lankershim Boulevard to Chandler Boulevard</i> | Center-Running | No | Yes [a] |
| Chandler Boulevard <i>Vineland Avenue to Lankershim Boulevard</i> | Mixed-Flow | No | No |
| <i>Away from District NoHo Project (Eastbound)</i> | | | |
| Chandler Boulevard <i>Lankershim Boulevard to Fair Avenue</i> | Mixed-Flow | No | No |
| <i>Fair Avenue to Vineland Avenue</i> | Side-Running | Yes | Yes [b] |
| Vineland Avenue <i>Chandler Boulevard to Lankershim Boulevard</i> | Center-Running | No | Yes [a] |
| Lankershim Boulevard <i>Vineland Avenue to Kling Street</i> | Center-Running | No | Yes [a] |
| <i>Kling Street to SR-134</i> | Mixed-Flow | No | Yes [a] |

Notes:

Mixed-Flow: buses share lane with passenger vehicles.

Center-Running: buses have dedicated travel lane in the center of the road.

Side-Running: buses have dedicated travel lane on the side of the road.

[a] The BRT Final EIR estimates that the BRT Project would cause the loss of approximately one third of on-street parking on Vineland Avenue and Lankershim Boulevard along the route.

[b] In conjunction with the Chandler Bikeway Project, the BRT Project may cause the elimination of approximately 17 parking spaces on the north side of this stretch of Chandler Boulevard.

TABLE 2
INTERSECTION #23, VINELAND AVENUE & CHANDLER BOULEVARD (WEST LEG)
INTERSECTION QUEUES

| Intersection | Turn Pocket Length | Peak Hour | Queue Length - Current Configuration | | | Queue Length - With Reduced Turn Lane [a] | | |
|--|--------------------------|--------------|---|--------------------------------------|--|---|--------------------------------------|--|
| | | | Future without Project Conditions | Future with Project Conditions | Project Contribution to Queue Length | Future without Project Conditions | Future with Project Conditions | Project Contribution to Queue Length |
| Year 2027 (Phase 1) | | | | | | | | |
| Northbound Left-Turn from Vineland Avenue to Chandler Boulevard | 215 | A.M. | 153 | 215 | 62 | 165 | 220 | 55 |
| | | P.M. | 128 | 163 | 35 | 128 | 163 | 35 |
| Eastbound Left-Turn from Chandler Boulevard to Vineland Avenue | 215 | A.M. | 245 | 253 | 8 | 513 | 545 | 32 |
| | | P.M. | 283 | 310 | 27 | 543 | 600 | 57 |
| Eastbound Right-Turn from Chandler Boulevard to Vineland Avenue | 215 | A.M. | 373 | 420 | 47 | 320 | 358 | 38 |
| | | P.M. | 280 | 298 | 18 | 230 | 238 | 8 |
| Year 2038 (Full Buildout) | | | | | | | | |
| Northbound Left-Turn from Vineland Avenue to Chandler Boulevard | 215 | A.M. | 160 | 250 | 90 | 173 | 255 | 82 |
| | | P.M. | 135 | 253 | 118 | 135 | 208 | 73 |
| Eastbound Left-Turn from Chandler Boulevard to Vineland Avenue | 215 | A.M. | 253 | 263 | 10 | 540 | 603 | 63 |
| | | P.M. | 295 | 325 | 30 | 570 | 653 | 83 |
| Eastbound Right-Turn from Chandler Boulevard to Vineland Avenue | 215 | A.M. | 388 | 503 | 115 | 333 | 425 | 92 |
| | | P.M. | 290 | 345 | 55 | 235 | 265 | 30 |

Notes:

All lengths shown in feet based on 25 feet per vehicle. Queues based on 95th percentile queue calculated by the HCM methodology.

[a] Assumes that NoHo to Pasadena Bus Rapid Transit Project is constructed and requires the removal of one eastbound lane on Chandler Boulevard, resulting in a reconfiguration of the eastbound approach to one left-turn lane and one right-turn lane for passenger vehicles (along with an exclusive bus turn lane).

**TABLE 3 (TABLE 4 FROM PROJECT TA)
ROADWAY DEDICATIONS, VACATIONS, AND WAIVERS**

| Location & Classification | Existing Half-ROW | | | Required Half-ROW | | | Proposed Project Action | Proposed Half-ROW with Project | | |
|---|-------------------|---------------|--------|-------------------|----------|-------|--|--------------------------------|---------------|--------|
| | Roadway | Sidewalk | Total | Roadway | Sidewalk | Total | | Roadway | Sidewalk | Total |
| Lankershim Boulevard (Boulevard II) | | | | | | | | | | |
| West side, adjacent to Block 0 | 40 | 10 | 50 | 40 | 15 | 55 | Waiver Requested [a] | 40 | 10 | 50 |
| East side, adjacent to Parcel 1 | 40 | 10 | 50 | 40 | 15 | 55 | Waiver Requested [a] | 40 | 10 | 50 |
| West side, adjacent to Block 8 | 40 | 10 | 50 | 40 | 15 | 55 | Waiver Requested [a] | 40 | 10 | 50 |
| Chandler Boulevard (Boulevard II) | | | | | | | | | | |
| North side, adjacent to Parcel 1 | 45 | 10 | 55 [b] | 40 | 15 | 55 | Waiver requested [a] 10-foot Dedication [c] | 45 | 10 | 55 [b] |
| Chandler Boulevard (North) (Boulevard II) [d] | | | | | | | | | | |
| South side, adjacent to Block 0 | 16 - 29 (var) | 11 - 24 (var) | 40 | 40 | 15 | 55 | Waiver Requested [e] | 30 - 36 (var) | 4 - 10 (var) | 40 |
| North side, adjacent to Block 7 | 19 - 22 (var) | 18 - 21 (var) | 40 | 40 | 15 | 55 | Waiver Requested [e] | 19 - 22 (var) | 18 - 21 (var) | 40 |
| Chandler Boulevard (South) (Boulevard II) | | | | | | | | | | |
| North side, adjacent to Block 0 | 35 | 10 | 45 | 40 | 15 | 55 | Waiver Requested [e] | 35 - 45 (var) | 0 - 10 (var) | 45 |
| South side, adjacent to Block 8 | 35 | 10 | 45 | 40 | 15 | 55 | 10-foot Dedication Offered | 40 | 15 | 55 |

Notes:

ROW = Right-of-way; roadway classifications from Mobility Plan 2035.

[a] Additional sidewalk width would be provided on the Project Site meeting or exceeding the Boulevard II standard.

[b] The centerline is offset toward the south, so 45 feet of the 80-foot roadway is allocated to the north. 10 feet of the sidewalk is public ROW and the remaining 5 feet is (and would continue to be) provided on Metro property (Parcel 1).

[c] The dedication would be for a portion of the frontage to provide an inset curb for the Chandler Bikeway and on-street parking.

[d] Chandler Boulevard (North) is designated as a one-way road and therefore LADOT shall have the final determination of ROW widths.

[e] The Project proposes to maintain the existing 80-foot total ROW, which would include sawtooth bus parking spaces partially within Metro property. Sidewalks would be variable width and would include width on Metro property.

TABLE 3 (TABLE 4 FROM PROJECT TA) (CONTINUED)
ROADWAY DEDICATIONS, VACATIONS, AND WAIVERS

| Location & Classification | Existing Half-ROW | | | Required Half-ROW | | | Proposed Project Action | Proposed Half-ROW with Project | | |
|--|-------------------|----------|--------|-------------------|----------|-------|-------------------------------|--------------------------------|----------|-------|
| | Roadway | Sidewalk | Total | Roadway | Sidewalk | Total | | Roadway | Sidewalk | Total |
| Tujunga Avenue (Modified Avenue II) | | | | | | | | | | |
| East side, adjacent to Block 0 | 40 | 7 | 47 | 28 | 12 | 40 | Waiver Requested [f] | 40 | 7 | 47 |
| East side, adjacent to Block 7 | 40 | 7 | 47 | 28 | 12 | 40 | 5-foot Dedication Offered [g] | 40 | 12 | 52 |
| Cumpston Street (Collector Street) | | | | | | | | | | |
| South side, adjacent to Parcel 1 | 33 | 10 | 43 | 20 | 13 | 33 | 10-foot Vacation Requested | 20 | 13 | 33 |
| Weddington Avenue (Local Street) | | | | | | | | | | |
| North side, adjacent to Block 8 (easterly) [h] | 17 | 8 | 25 | 18 | 12 | 30 | 5-foot Dedication Offered | 18 | 12 | 30 |
| North side, adjacent to Block 8 (westerly) [i] | 17 | 8 | 35 [i] | 18 | 12 | 30 | 5-foot Vacation Requested | 18 | 12 | 30 |
| Bakman Avenue (Local Street) | | | | | | | | | | |
| East side, adjacent to Block 8 [j] | 26 | 14 | 40 | 18 | 12 | 30 | 10-foot Vacation Requested | 18 | 12 | 30 |

Notes:

ROW = Right-of-way; roadway classifications from Mobility Plan 2035.

[f] The half-ROW exceeds the requirement, but the sidewalk within the public ROW is narrower than required. Additional sidewalk width would be provided on Metro property meeting the Avenue II standard.

[g] The half-ROW exceeds the requirement, but additional dedication is offered to increase the sidewalk width to the Avenue II standard.

[h] Only applies to the easterly portion of Block 8.

[i] Only applies to the westerly portion of Block 8.

[j] Ten feet of the existing ROW is located behind a fence.

Attachment

Table ES-1 – Route Segments

| Key | Segment | From | To | BRT Lane Configuration | Stations |
|----------|---|-------------------|--------------------------------------|--|---|
| A | Lankershim Blvd. | N. Chandler Blvd. | Chandler Blvd. | Mixed-Flow | <ul style="list-style-type: none"> Western Terminus at North Hollywood Metro Station with connection to Metro B Line (Red) and Metro G Line (Orange) |
| | Chandler Blvd. | Lankershim Blvd. | Vineland Ave. | Side-Running ¹ Mixed-Flow ² | |
| | Vineland Ave. | Chandler Blvd. | Lankershim Blvd. | Center-Running | <ul style="list-style-type: none"> Hesby St. |
| | Lankershim Blvd. | Vineland Ave. | SR-134 Interchange | Center-Running Mixed-Flow ³ | |
| B | SR-134 Freeway | Lankershim Blvd. | Pass Ave. (EB) Hollywood Wy. (WB) | Mixed-Flow | |
| C | Pass Ave. – Riverside Dr. (EB) Hollywood Wy. – Alameda Ave. (WB) | SR-134 Freeway | Olive Ave. | Mixed-Flow ⁴ | <ul style="list-style-type: none"> Riverside Dr. |
| | Olive Ave. | Riverside Dr. | Alameda Ave. | Curb-Running | |
| | Alameda Ave. | Olive Ave. | Buena Vista St. | Mixed-Flow/Curb Running ⁵ | <ul style="list-style-type: none"> Naomi St. |
| | Buena Vista St. | Alameda Ave. | Olive Ave. | Mixed-Flow/Curb-Running ⁶ | |
| | Olive Ave. | Buena Vista St. | First St. | Side-Running ⁷ Mixed-Flow ⁷ | <ul style="list-style-type: none"> Verdugo Ave. Lake St. |
| | Olive Ave. | First St. | Glenoaks Blvd. | Curb-Running | <ul style="list-style-type: none"> San Fernando Blvd. |
| D | Glenoaks Blvd. | Olive Ave. | Providencia Ave. | Mixed-Flow | |
| | Glenoaks Blvd. | Providencia Ave. | Central Ave. | Median-Running | <ul style="list-style-type: none"> Alameda Ave. Western Ave. Grandview Ave. Pacific Ave. |
| E | Central Ave. | Glenoaks Blvd. | Broadway | Mixed-Flow Side-Running ⁸ | <ul style="list-style-type: none"> Lexington Dr. |
| | Broadway | Central Ave. | Colorado Blvd. | Side-Running | <ul style="list-style-type: none"> Brand Blvd. Glendale Ave. Verdugo Rd. |

| Key | Segment | From | To | BRT Lane Configuration | Stations |
|----------|----------------|----------------|---|---|--|
| F | Colorado Blvd. | Broadway | Linda Rosa Ave. (SR-134 Interchange) | Side-Running Center-/Median-Running ^{9, 10} | <ul style="list-style-type: none"> Eagle Rock Plaza (at Broadway) Eagle Rock Blvd. (at Caspar Ave.) Townsend Ave. |
| G | SR-134 | Colorado Blvd. | Fair Oaks Ave. Interchange | Mixed-Flow | |
| | Fair Oaks Ave. | SR-134 | Walnut St. | Mixed-Flow | |
| | Walnut St. | Fair Oaks Ave. | Raymond Ave. | Mixed-Flow | |
| | Raymond Ave. | Walnut St. | Colorado Blvd. | Mixed-Flow | <ul style="list-style-type: none"> Holly St. - Metro L Line (Gold) |
| H | Colorado Blvd. | Raymond Ave. | Hill Ave. | Mixed-Flow | <ul style="list-style-type: none"> Los Robles Ave. Lake Ave. Eastern Terminus on Hill Ave. south of Colorado Blvd. (near Pasadena City College) |

NOTES:

1. Eastbound side-running BRT lane between Fair Ave. and Vineland Ave.
2. Westbound mixed-flow BRT operations between Vineland Ave. and Lankershim Blvd.
3. Southbound mixed-flow BRT operations south of Kling St. and northbound mixed-flow BRT operations south of Hortense St.
4. The eastbound BRT on Riverside Dr. transitions from mixed-flow to a curb-running BRT lane to the east of Kenwood Ave.
5. Limited curb-running bus lanes could be implemented around stations.
6. Curb-running bus lanes would replace on-street parking approaching Olive Ave. in the northbound direction and approaching Alameda Avenue in the southbound direction.
7. Transitions to mixed-flow bus lanes between Lake St. and 1st St.
8. Transitions from mixed-flow operations to side-running BRT to the south of Sanchez Dr.
9. Side-running BRT lanes transition to center-running BRT lanes between Ellenwood Dr. and El Rio Ave.
10. Design options for the segment of Colorado Blvd. between Eagle Rock Blvd. and the SR-134 ramps at Linda Rosa Ave. include (1) two through travel lanes per direction (consistent with existing condition), or (2) one through travel lane per direction.

Through the Eagle Rock community of Los Angeles, the BRT service operates along Colorado Boulevard between West Broadway and the SR-134 ramps just east of Linda Rosa Avenue. The route continues east along ~~SR-134 the freeway~~ towards Pasadena, utilizing the Fair Oaks Avenue interchange. In Pasadena, the BRT service is routed via Fair Oaks Avenue, Walnut Avenue and Raymond Avenue to Colorado Boulevard. The route turns east continuing along Colorado Boulevard to the eastern terminus at Pasadena City College near the Colorado Boulevard/Hill Avenue intersection.

The following text provides a detailed narrative description of the Proposed Project ~~and the various Route Options~~, including proposed bus lane configurations and stations for each segment along with a summary of roadway modifications proposed to support the BRT service. Concept plans were developed for the Proposed Project ~~and Route Options~~ and are included in Appendix Z of the Draft EIR and Appendix F of the Final EIR.

Segment A ~~Section A~~ – North Hollywood Community of the City of Los Angeles.

~~This segment includes two alignment alternatives—the Proposed Project Segment A1, which follows Chandler Boulevard to Vineland Avenue to Lankershim Boulevard to SR-134, and Route Option A2, which follows Lankershim Boulevard directly to SR-134, as further described below.~~

Chandler-Vineland-Lankershim – Segment A Route (Proposed Project Segment A1)

The route begins at the existing B/G Line (Red/Orange) North Hollywood Station and will operate along Chandler Boulevard east of Lankershim Boulevard to Vineland Avenue, turn at Vineland Avenue transitioning back to Lankershim Boulevard at the Vineland Avenue/Lankershim Boulevard/Camarillo Street intersection, then continue to access SR-134 at the Lankershim Boulevard interchange just north of Riverside Drive.

Buses would utilize a side-running bus lane in the eastbound direction created by restriping the Chandler Boulevard roadway (westbound buses would be in mixed-flow traffic). Buffers may be added to the existing Class II bike lanes along Chandler Boulevard east of Fair Avenue with removal of parking from the north curb. Queue jumps would be provided at the Chandler Boulevard/Vineland Avenue intersection to reduce conflicts with other traffic and to facilitate turns to and from Vineland Avenue.

Vineland Avenue would be reconstructed; the existing raised medians would be removed to accommodate new center-running bus lanes. The center-running bus lanes would extend to the Vineland Avenue/Lankershim Boulevard/Camarillo Street intersection and would transition onto Lankershim Boulevard.

As a result of implementation of the center-running bus lanes, through traffic and left-turn movements across the median would be restricted at the following locations¹:

Vineland Avenue

- Weddington Street
- McCormick Street
- Hesby Street (New Traffic Signal and Crosswalk)
- Peach Grove Street

Lankershim Boulevard

- Blix Street
- Kling Street

The bus lanes would terminate at Kling Street south of Camarillo Street where a new traffic signal would provide a queue jump for southbound buses to exit the bus lane and weave to the outside lane approaching Riverside Drive. Eastbound buses would access SR-134 via the Riverside Drive on-ramp west of Lankershim Boulevard; westbound buses would exit SR-134 directly onto Lankershim Boulevard.

A station serving the North Hollywood Arts District would be located at Hesby Street, about 600 feet east of Lankershim Boulevard. The loading zones are located along islands to the outside of the bus lanes (accessible to buses with right-hand side doors). The intersection would be signalized with a crosswalk serving the loading zones and allowing a signal-protected pedestrian access between the Arts District and other areas of North Hollywood located east of Vineland Avenue.

In conjunction with the reconstruction of Vineland Avenue, the existing Class II bike lanes would be upgraded to a separated Class IV two-way cycle-track along the west curb. The cycle-track would extend south along Vineland Avenue through the Vineland Avenue/Lankershim Boulevard/Camarillo Street intersection to Hortense Street, where a new pedestrian beacon and crosswalk would be provided to transition back to the existing Class II bike lanes extending further south.

There would be a net loss of about one-third of the parking along Vineland Avenue and Lankershim Boulevard to provide protected turn bays and to accommodate stations. Replacement parking would be added along Vineland Avenue south of Camarillo Street (about 100+ stalls lost and about 40+ stalls replaced), and there is metered parking with availability along the Vineland Place frontage road paralleling Vineland Avenue north of Camarillo Street.

~~Lankershim Boulevard Route Option (Route Option A2)~~

~~This route option follows Lankershim Boulevard from the North Hollywood Station directly to the SR-134 freeway interchange at Lankershim Boulevard north of Riverside Drive. The BRT service would operate in side-running bus lanes created by conversion of the outside southbound travel lane from Chandler Boulevard to the vicinity of Huston Street. South of~~

¹ It should be noted these restrictions are subject to refinement in future design phases.

Figure ES-3 – North Hollywood – Vineland Avenue and Lankershim Boulevard Pre-Project



SOURCE: Kilograph and Google Maps, 2020

Figure ES-4 – North Hollywood – Vineland Avenue and Lankershim Boulevard Post-Project



SOURCE: Kilograph and Google Maps, 2020

Appendix FEIR-3b

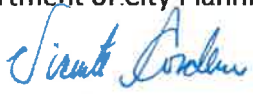
LADOT Approval

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

5430 Lankershim Boulevard
LADOT Case No. SFV23-114844
LADOT Project ID. No. 55157

Date: March 9, 2023

To: Claudia Rodriguez, Senior City Planner
Department of City Planning



From: Vicente Cordero, Transportation Engineer
Department of Transportation

Subject: **UPDATED REVISED TRAFFIC ASSESSMENT MEMO FOR THE DISTRICT NOHO MIXED-USE PROJECT AT 5430 LANKERSHIM BOULEVARD (CPC-2019-7239-GPAJ-VZCJ-HD-SP-SN-BL/ENV-2019-7241-EIR)**

On February 1, 2022, the Los Angeles Department of Transportation (LADOT) issued a Transportation Assessment (TA) letter for the Transportation analysis that was prepared and submitted by Gibson Transportation Consulting Inc., dated October 2021. Since the transportation assessment letter was issued to the Department of City Planning, Gibson Transportation Consulting Inc., prepared and submitted a Supplemental Transportation analysis dated February 17, 2023, where the following updates were made:

1. Project construction commencement delay
2. North Hollywood to Pasadena Bus Rapid Transit (BRT) project
3. Metro's on-site parking requirements for transit users
4. On-street passenger loading
5. Internal Circulation
6. Changes and corrections to Project TA

Construction Commencement Delay

At the time the Project TA analysis was developed, construction was set to begin in Year 2022. The analysis was conducted assuming Phase 1 would be completed in Year 2026 and Full Buildout would be completed in Year 2037. The first change to the Project is the construction commencement which will be delayed by one year. It is planned to start in Year 2023. As a result, Phase 1 is set to be completed in Year 2027 and Full Buildout could extend to Year 2038. The analysis refers to the methodology of the Project's TA where traffic growth was applied from the study's Base Year 2020 conditions to Phase 1 at Year 2026 and Full Buildout at Year 2037, which result in a six- and 17-year growth, respectively. Subsequently, the peak hour traffic growth assumed by the Project which is 18% in 17 years is higher than the Southern California Association of Governments' (SCAG) Regional Travel

Demand Model with is approximately 4.1% between years 2018 and 2040. Therefore, the Project TA is a conservative analysis and the delay in completion would not affect the overall conclusion of the Project's TA.

North Hollywood to Pasadena Bus Rapid Transit (BRT) Project

Since the approval of the Project TA, Metro approved the North Hollywood to Pasadena BRT Project. The alignment of the BRT Project places its western terminus at the Project's proposed Consolidated Transit Center, and utilizes Chandler Boulevard, Vineland Avenue and Lankershim Boulevard to reach State Route 134. The BRT Project will eliminate one eastbound mixed-flow travel lane on Chandler Boulevard between Fair Avenue and Vineland Avenue. However, the BRT Project will maintain the existing number of turn lanes on Chandler Boulevard at Vineland Avenue. It was also noted that eastbound vehicle queuing will not extend to Fair Avenue, thus a significant change to the Project's TA non-CEQA analysis is not expected.

Metro's On-site Parking Requirements

As mentioned in the supplemental traffic analysis, Metro has the discretion of determining how many parking spaces are adequate for its transit users. Since the approval of the Project TA, Metro determined that the proposed parking for Metro users in Blocks 2 (145 spaces) and 3 (40 spaces) are not needed. While the parking spaces will be eliminated entirely, the 40 spaces in Block 3 will be re-allocated for use by residents of Block 3. This change affects the Vehicle Miles Traveled (VMT) reducing effect of the "Reduced Parking Supply". However, since the Project does not result in a significant impact even before consideration of any VMT-reducing measure, the change in parking would not result in a change to the Project's TA conclusion.

On-street Passenger Loading Zones

The Project's TA described approximately 12 dedicated on-street passenger loading spaces, including two located on District Way, six on northbound Lankershim Boulevard south of Cumpston Street, and four on westbound Chandler Boulevard east of Lankershim Boulevard. The applicant, Metro, and LADOT's Chandler Bikeway Project group have reached an agreement on the conceptual plan for the westbound Chandler Boulevard passenger loading area which will consist of the bicycle lane traveling along the north side of the passenger loading area.

Additionally, the applicant and LADOT's For-Hire Policy and Enforcement are working together on a concept that would add a general passenger loading zone while retaining a taxi loading zone on the east side of Lankershim Boulevard between Cumpston Street and Chandler Boulevard (North). Any changes to the passenger loading zones would not affect the conclusions of the Project TA.

Internal Circulation

The Project design has progressed and is considering a change to the internal circulation within Parcel 1. In the Project TA, Elmer Avenue would be extended south from Cumpston Street as a private two-

way drive, meeting up with District Way, another private two-way drive intended to serve a mix of uses. Under the new proposal, that entire stretch would be known as District Way, and the north-south portion would be shifted east and thus would no longer align with Elmer Avenue. District Way would be one-way westbound west of Klump Avenue, though the north-south portion may maintain two-way access to provide inbound access from Cumpston Street to a small dedicated retail parking area in the ground floor of Block 1. The possible change to the Project internal circulation of Parcel 1 would not affect the conclusions of the Project TA.

Changes and Corrections to Project TA

Changes and corrections were made to Table 4 of the Project TA labeled "Roadway Dedications, Vacations, and Waivers" through comments by the City of Los Angeles Bureau of Engineering. The updated table is shown in **Attachment A**.

Additionally, a minor typo was identified on Table 30 of the Project TA and was corrected. The northbound left-turn queue at Intersection #23, Vineland Avenue & Chandler Boulevard (West Leg), was incorrectly labeled as turning from Vineland Avenue to Burbank Boulevard rather than to Chandler Boulevard.

After review of the pertinent data, LADOT has determined that the supplemental traffic analysis adequately discloses and addresses the changes to the Project.

If you have any questions, you may contact Sheila Ahorian of my staff at (818) 374-4699.

Attachments

J:\Projects\SFV\543 Olanershim BI

c: Sahag Yedalian, Council District 2
Steve Rostam, LADOT East Valley District
Vincent Chan, LADOT B-Permit
Ali Nahass, BOE Valley District
Quyen Phan, ROW Land Development Group
Jonathan Chambers, Gibson Transportation Consulting, Inc.
Karen Shorr, Trammell Crow Company

Attachment A

**TABLE 3 (TABLE 4 FROM PROJECT TA)
ROADWAY DEDICATIONS, VACATIONS, AND WAIVERS**

| Location & Classification | Existing Half-ROW | | | Required Half-ROW | | | Proposed Project Action | Proposed Half-ROW with Project | | |
|---|-------------------|---------------|--------|-------------------|----------|-------|--|--------------------------------|---------------|--------|
| | Roadway | Sidewalk | Total | Roadway | Sidewalk | Total | | Roadway | Sidewalk | Total |
| Lankershim Boulevard (Boulevard II) | | | | | | | | | | |
| West side, adjacent to Block 0 | 40 | 10 | 50 | 40 | 15 | 55 | Waiver Requested [a] | 40 | 10 | 50 |
| East side, adjacent to Parcel 1 | 40 | 10 | 50 | 40 | 15 | 55 | Waiver Requested [a] | 40 | 10 | 50 |
| West side, adjacent to Block 8 | 40 | 10 | 50 | 40 | 15 | 55 | Waiver Requested [a] | 40 | 10 | 50 |
| Chandler Boulevard (Boulevard II) | | | | | | | | | | |
| North side, adjacent to Parcel 1 | 45 | 10 | 55 [b] | 40 | 15 | 55 | Waiver requested [a] 10-foot Dedication [c] | 45 | 10 | 55 [b] |
| Chandler Boulevard (North) (Boulevard II) [d] | | | | | | | | | | |
| South side, adjacent to Block 0 | 16 - 29 (var) | 11 - 24 (var) | 40 | 40 | 15 | 55 | Waiver Requested [e] | 30 - 36 (var) | 4 - 10 (var) | 40 |
| North side, adjacent to Block 7 | 19 - 22 (var) | 18 - 21 (var) | 40 | 40 | 15 | 55 | Waiver Requested [e] | 19 - 22 (var) | 18 - 21 (var) | 40 |
| Chandler Boulevard (South) (Boulevard II) | | | | | | | | | | |
| North side, adjacent to Block 0 | 35 | 10 | 45 | 40 | 15 | 55 | Waiver Requested [e] | 35 - 45 (var) | 0 - 10 (var) | 45 |
| South side, adjacent to Block 8 | 35 | 10 | 45 | 40 | 15 | 55 | 10-foot Dedication Offered | 40 | 15 | 55 |

Notes:

ROW = Right-of-way; roadway classifications from Mobility Plan 2035.

[a] Additional sidewalk width would be provided on the Project Site meeting or exceeding the Boulevard II standard.

[b] The centerline is offset toward the south, so 45 feet of the 80-foot roadway is allocated to the north. 10 feet of the sidewalk is public ROW and the remaining 5 feet is (and would continue to be) provided on Metro property (Parcel 1).

[c] The dedication would be for a portion of the frontage to provide an inset curb for the Chandler Bikeway and on-street parking.

[d] Chandler Boulevard (North) is designated as a one-way road and therefore LADOT shall have the final determination of ROW widths.

[e] The Project proposes to maintain the existing 80-foot total ROW, which would include sawtooth bus parking spaces partially within Metro property. Sidewalks would be variable width and would include width on Metro property.

TABLE 3 (TABLE 4 FROM PROJECT TA) (CONTINUED)
ROADWAY DEDICATIONS, VACATIONS, AND WAIVERS

| Location & Classification | Existing Half-ROW | | | Required Half-ROW | | | Proposed Project Action | Proposed Half-ROW with Project | | |
|--|-------------------|----------|--------|-------------------|----------|-------|-------------------------------|--------------------------------|----------|-------|
| | Roadway | Sidewalk | Total | Roadway | Sidewalk | Total | | Roadway | Sidewalk | Total |
| Tujunga Avenue (Modified Avenue II) | | | | | | | | | | |
| East side, adjacent to Block 0 | 40 | 7 | 47 | 28 | 12 | 40 | Waiver Requested [f] | 40 | 7 | 47 |
| East side, adjacent to Block 7 | 40 | 7 | 47 | 28 | 12 | 40 | 5-foot Dedication Offered [g] | 40 | 12 | 52 |
| Cumpston Street (Collector Street) | | | | | | | | | | |
| South side, adjacent to Parcel 1 | 33 | 10 | 43 | 20 | 13 | 33 | 10-foot Vacation Requested | 20 | 13 | 33 |
| Weddington Avenue (Local Street) | | | | | | | | | | |
| North side, adjacent to Block 8 (easterly) [h] | 17 | 8 | 25 | 18 | 12 | 30 | 5-foot Dedication Offered | 18 | 12 | 30 |
| North side, adjacent to Block 8 (westerly) [i] | 17 | 8 | 35 [i] | 18 | 12 | 30 | 5-foot Vacation Requested | 18 | 12 | 30 |
| Bakman Avenue (Local Street) | | | | | | | | | | |
| East side, adjacent to Block 8 [j] | 26 | 14 | 40 | 18 | 12 | 30 | 10-foot Vacation Requested | 18 | 12 | 30 |

Notes:

ROW = Right-of-way; roadway classifications from Mobility Plan 2035.

[f] The half-ROW exceeds the requirement, but the sidewalk within the public ROW is narrower than required. Additional sidewalk width would be provided on Metro property meeting the Avenue II standard.

[g] The half-ROW exceeds the requirement, but additional dedication is offered to increase the sidewalk width to the Avenue II standard.

[h] Only applies to the easterly portion of Block 8.

[i] Only applies to the westerly portion of Block 8.

[j] Ten feet of the existing ROW is located behind a fence.