Appendix FEIR-6

Revised Transportation Memo

MEMORANDUM

TO: Wes Pringle, Los Angeles Department of Transportation

CC: Brad Napientek, Eyestone Environmental

FROM: Emily Wong, P.E.

DATE: December 21, 2021, Revised May 26, 2022

RE: Transportation Assessment for the
Revised Sunset & Western Mixed-Use Development Project
Hollywood, California **Ref:** J1475

This memorandum presents an assessment for the Sunset & Western Project Mixed-Use Development (Project) located at 5420 Sunset Boulevard (Project Site) in the *Hollywood Community Plan* (Los Angeles Department of City Planning [LADCP], 1988) and *Vermont/Western Transit Oriented District Specific Plan (Station Neighborhood Area Plan)* (LADCP, March 2001) (Vermont/Western SNAP) areas of the City of Los Angeles, California (City).

The Project's development program and site plan have been refined since the issuance of the Los Angeles Department of Transportation (LADOT) *Inter-Departmental Correspondence: Updated Transportation Impact Assessment for the Sunset/Western Mixed-Use Development Located at 5420 West Sunset Boulevard (ENV-2017-1084-EIR/ZA-2017-MCUP-SPP-SPR)* (August 27, 2020) (LADOT Assessment Letter) in response to *CEQA Thresholds Analysis for the Sunset & Western Mixed-Use Development Project, Hollywood, California* (Gibson Transportation Consulting, Inc. [GTC], June 2020) (Approved CEQA Memo), as well as the LADOT *Inter-Departmental Correspondence: Loading Dock Access* Analysis *for the Proposed the Sunset/Western Mixed-Use Development Located at 5420 West Sunset Boulevard* (October 2020) (LADOT Site Access Assessment Letter) in response to *Loading Dock Access Review for the Sunset & Western Project, Hollywood, California* (GTC, October 2020).

APPROVED CEQA MEMO

The Approved CEQA Memo included the analysis of the Project with 735 apartment units and 95,000 square feet (sf) of neighborhood-serving commercial uses, including 69,000 sf supermarket and 26,000 sf of shopping center (retail and restaurant) uses (Approved Project). The Approved 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 Approved 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 Approved Project also included the removal of 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.

Parking for the Approved Project would be distributed throughout the Project Site within two subterranean parking levels and an at-grade parking level. Under the Approved Project, access to the Project Site would be provided via driveways located along Serrano Avenue, Sunset Boulevard, and Western Avenue. It should be noted that the residential/commercial driveway along Western Avenue would be designed to align with the traffic signal at De Longpre Avenue. The traffic signal at the intersection of Western Avenue & De Longpre Avenue was recently installed by the adjacent Target project. Truck access to the retail/supermarket loading dock would be provided along Serrano Avenue via one ingress-only driveway and one egress-only driveway. As part of the Approved Project, a loading dock manager would facilitate truck access to/from the loading dock and public right-of-way. The conceptual design and operation of the truck loading dock was reviewed and approved by LADOT in the LADOT Site Access Assessment Letter.

The Project's potential California Environmental Quality Act (CEQA) transportation impacts were evaluated in the Approved CEQA Memo in accordance with the adopted methodology and guidelines in effect at the time of the initial approval, *Transportation Assessment Guidelines* (LADOT, July 2020) (TAG). As detailed in the Approved CEQA Memo and concurred in the LADOT Assessment Letter, the Approved Project would not result in any CEQA impacts under any of the following thresholds[1] identified in the TAG:

- 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

Therefore, no mitigation measures were required for the Approved Project. Nevertheless, the Approved Project would implement 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 to reduce congestion.

REVISED PROJECT

The Revised Project development program would continue to include 735 apartment units with 95,000 sf of neighborhood-serving commercial uses. However, the neighborhood-serving commercial uses have been refined to consist of a 68,000 sf supermarket and 27,000 sf of shopping center (retail and restaurant) uses. The Revised Project also includes refinements to the site access and circulation plan as detailed below and illustrated in Figure 1.

[1] 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.

Site Access and Circulation

As detailed in Figure 1, access to the Project Site would continue to be provided via driveways along Sunset Boulevard, Western Avenue, and Serrano Avenue. As part of the Revised Project, the fire lane has been relocated to the southern boundary of the Project Site and would extend between Western Avenue and Serrano Avenue. Additional emergency vehicle access is also provided midblock between Sunset Boulevard and De Longpre Avenue.

The Revised Project would consolidate vehicular access along Western Avenue to a singular residential/commercial driveway that would align with the recently installed traffic signal at the intersection at Western Avenue & De Longpre Avenue. Consistent with the Approved CEQA Memo, the Revised Project would continue to provide two driveways along Serrano Avenue and one driveway along Sunset Boulevard. The midblock driveway along Serrano Avenue would provide full access to the commercial parking area, and the fire lane driveway would provide access to the residential parking area. The driveway along Sunset Boulevard would continue to provide limited access (left- and right-turn ingress and right-turn only egress) to the commercial parking area.

The supermarket loading dock has been redesigned to contain all truck turning maneuvers on-site and would be accessed via the midblock commercial driveway along Serrano Avenue. Additional loading areas are provided throughout the Project Site and would be accessed via the midblock emergency vehicle access driveway along Western Avenue and the fire lane driveway along Serrano Avenue. All loading areas would be managed by a dock manager to facilitate truck ingress/egress to minimize potential vehicle-vehicle, vehicle-bicycle, and vehicle-pedestrian conflicts. Deliveries would be limited to outside of peak hours. Truck turning evaluations were conducted for all loading areas and are provided in Attachment A.

Pedestrian and bicycle access to the Project Site would continue to be provided via separate lobby and retail entrances. As part of the Revised Project, the pedestrian throughway would be relocated to be separate from the fire lane. The pedestrian throughway would be located central to the Project Site and would provide a connection between Western Avenue, Serrano Avenue, and Sunset Boulevard. The pedestrian throughway would be designed in accordance with City and the Vermont/Western SNAP guidelines.

CEQA ANALYSIS OF TRANSPORTATION IMPACTS

The Revised Project was evaluated for potential significant CEQA impacts consistent with the methodologies presented in the Approved CEQA Memo.

Threshold T-1: Conflicting with Plans, Programs, Ordinances, Or Policies Analysis

Threshold T-1 assesses whether a project would conflict with an adopted program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities.

Consistent with the Approved Project, the Revised Project would be designed to conform with the applicable programs, plans, ordinances, or policies identified in Table 2-1.1 of the TAG related to

the circulation system, including transit, roadways, bicycles, and pedestrian facilities. Furthermore, the Revised Project would not preclude the City from implementing future improvements to serve the long-term mobility needs of the City. Therefore, the Revised Project would not result in a significant impact under Threshold T-1.

Cumulative Analysis. Consistent with the Approved Project, the Revised Project, together with the Related Projects identified in the Approved CEQA Memo within 0.5 miles of the Project Site, would not result in a cumulative impact that would preclude the City from serving the transportation needs as defined by the City's adopted programs, plans, ordinances, or policies. The Revised Project and the Related Projects do not interfere with any of the general policy recommendations and/or pilot proposals, and, therefore, there would be no significant Revised Project impact or cumulative impact.

Threshold T-2.1: Causing Substantial VMT Analysis

Since the issuance of the LADOT Assessment Letter, LADOT has released *City of Los Angeles VMT Calculator Version 1.3* (LADOT, July 2020) (VMT Calculator). The VMT analysis presented below reflects estimates of project-specific daily household VMT per capita and daily work VMT per employee for developments within City limits based on the latest VMT Calculator.

Consistent with the Approved CEQA Memo, the latest TAG identifies significant impact criteria of 6.0 household VMT per capita and 7.6 work VMT per employee for the Central Area Planning Commission (APC).

Revised Project VMT. Based on guidance from the City, the VMT Calculator was modeled with the Revised Project's land use and density as the primary inputs.

As detailed in the Approved CEQA Memo, the Revised 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 Revised 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 Revised Project does not propose commercial uses that would result in 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 Revised Project would not result in a significant work VMT impact.

Consistent with the Approved CEQA Memo, the VMT evaluation for the Revised Project accounted for the following TDM strategies inherent to the Revised Project design that help reduce the number of single occupancy vehicle trips:

- 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 1, with application of the TDM strategies listed above, the VMT Calculator estimates that the Revised Project would generate 7,599 total household VMT. Thus, based on the population assumptions, the Revised Project would generate an average household VMT per capita of 4.6, falling below the significance threshold 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. The detailed output from the VMT Calculator is provided in Attachment B.

Cumulative Analysis. As detailed in the TAG, for projects that do not demonstrate a project impact by applying an efficiency-based impact threshold (i.e., household VMT per capita, work VMT per employee) in the project impact analysis, a less than significant impact conclusion is sufficient in demonstrating there is no cumulative VMT impact, as those projects are already shown to align with the long-term VMT and greenhouse gas goals of *Connect SoCal – The 2020-2045 Regional Transportation Plan / Sustainable Communities Strategy* (Southern California Association of Governments, Adopted September 2020) (RTP/SCS). The Revised Project would not result in a significant VMT impact, as detailed above. Therefore, consistent with the Approved Project, the Revised Project would result in a less than significant cumulative VMT impact under Threshold 2.1-1. Furthermore, the Revised Project would also be designed to further reduce single occupancy trips to the Project Site through design features that encourage a variety of transportation options. The Revised Project would also contribute to the productivity and use of the regional transportation system by providing employment near transit, consistent with the RTP/SCS goal of maximizing mobility and accessibility in the region.

Threshold T-3: Substantially Increasing Hazards Due to a Geometric Design Feature or Incompatible Use Analysis

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 a project would substantially increase hazards due to geometric design features, including safety, operational, or capacity impacts.

As previously detailed, pedestrian access to the Revised Project would be provided via separate pedestrian retail and residential lobby entrances, as well as a pedestrian throughway at the ground level that would be publicly accessible from Western Avenue, Serrano Avenue, and Sunset Boulevard.

Consistent with the Approved Project, vehicular access to the Project Site would be provided via driveways located along Serrano Avenue, Sunset Boulevard, and Western Avenue. The vehicular 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 continue to be designed to align with the recently installed 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 designed to meet City standards and would

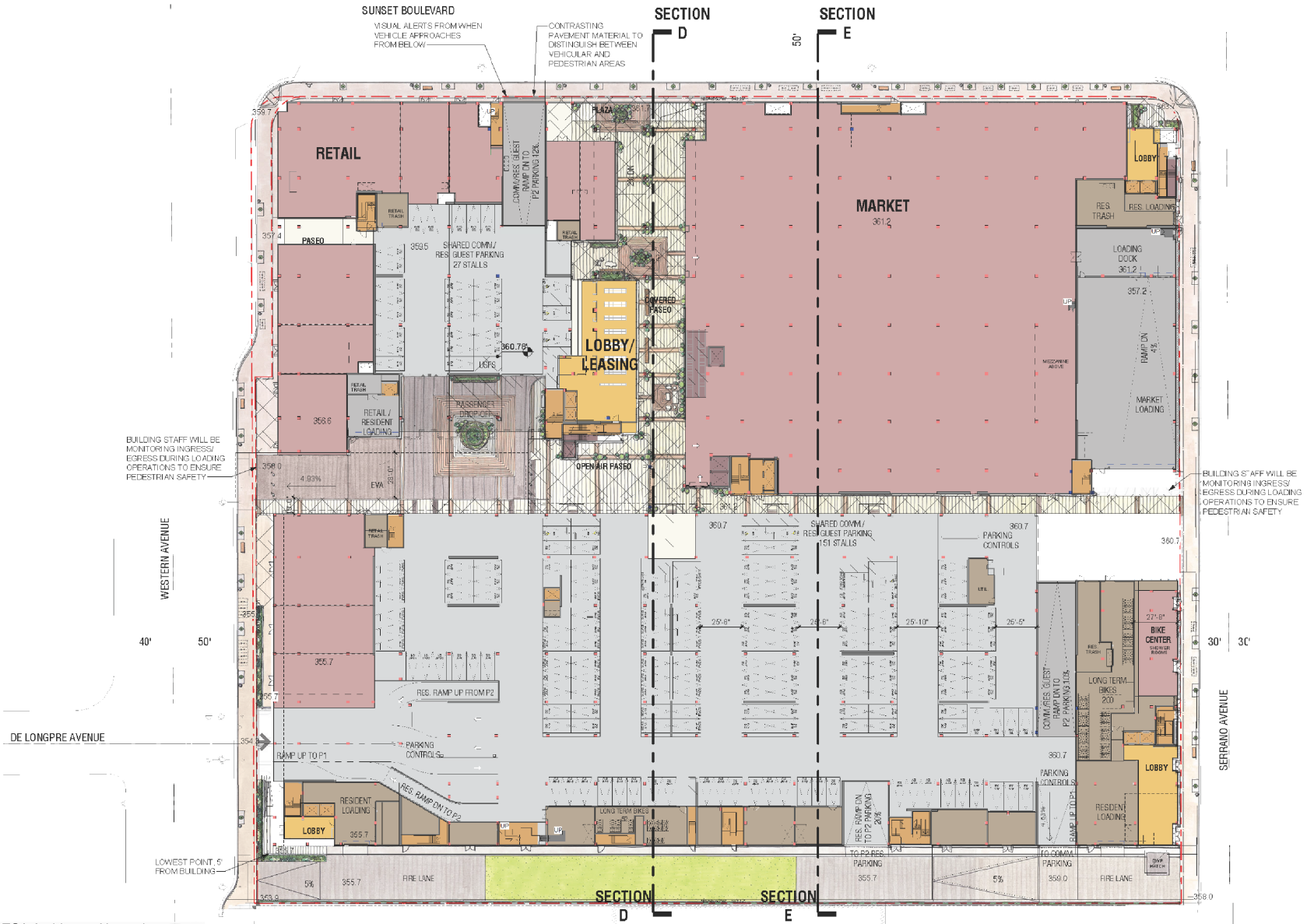
be appropriately located along each corridor to provide adequate pedestrian refuge areas and visibility between driveways. In addition, parking garages would be designed to provide adequate reservoir space between each driveway and the closest parking space to limit queue spillover into the public right-of-way.

As detailed in the Approved CEQA Memo, the Revised Project also includes a 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 physical improvement would be designed to provide safe transitions for vehicles, 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.

Cumulative Analysis. Consistent with the Approved CEQA Memo, there are no identified Related Projects proposed with access points along the same block as the Revised Project. Therefore, the Revised Project would not result in cumulative impacts that would substantially increase hazards due to geometric design features, including safety, operational, or capacity impacts.

CONCLUSION

Consistent with the Approved Project, the Revised Project would not conflict with the City's plans, programs, ordinances, and policies and would not generate significant VMT or geometric design hazard impacts. Therefore, the conclusions of the Approved CEQA Memo remain valid.



Source: TCA Architects. November, 2021.

REVISED PROJECT SITE PLAN

FIGURE 1

TABLE 1
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 68,000 sf supermarket 27,000 sf commercial shopping center (retail & restaurant)	1,656	326	Central	Urban	75%

VMT Evaluation													
				Household VMT [e]					**Work VMT** [f] [g]				
Scenario	**TDM Strategies**	**Daily Trips**	**Daily VMT**	**Total VMT**	**VMT per Capita**	**Percent Reduction**	**VMT Threshold**	**Significicant VMT Impact**	**Total VMT**	**VMT per Employee**	**Percent Reduction**	**VMT Threshold**	**Significicant VMT Impact**
with Project Design Features [h]	1) Bicycle parking per LAMC requirements 2) Pedestrian connections off-site and within Project Site	8,649	54,316	7,599	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, July 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 employement 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) Short-term and long-term bicycle parking spaces in accordance with LAMC requirements to support bicycle travel.

2) Implement pedestrian connections interal to the Project Site and to off-site pedestrian facilities.

Attachment A

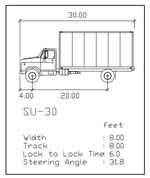
Truck Turning Evaluations

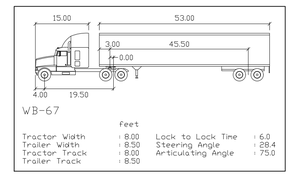
SUNSET BLVD

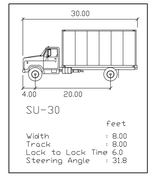
WESTERN AVE

SERRANO AVE

N
Not to Scale







Gibson transportation consulting, inc.

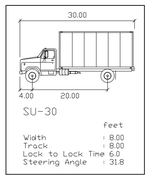
INBOUND

SUNSET BLVD

WESTERN AVE

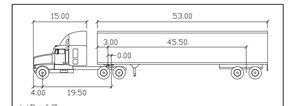
SERRANO AVE

N
Not to Scale



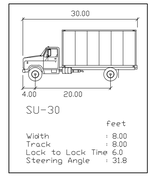
SU-30

	Feet
Width	8.00
Track	8.00
Lock to Lock Time	6.0
Steering Angle	31.8



WB-67

	Feet		
Tractor Width	8.00	Lock to Lock Time	6.0
Trailer Width	8.50	Steering Angle	28.4
Tractor Track	8.00	Articulating Angle	75.0
Trailer Track	8.50		



SU-30

	Feet
Width	8.00
Track	8.00
Lock to Lock Time	6.0
Steering Angle	31.8

Gibson transportation consulting, inc.

OUTBOUND

Attachment B

VMT Calculator Summary

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

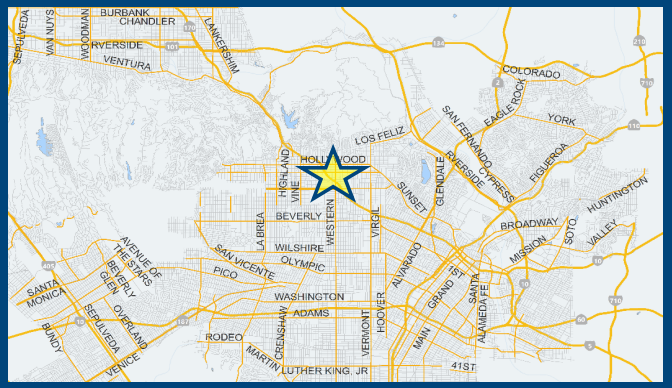
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project: Sunset & Western

Scenario: Revised Project

Address: 34.097175, -118.307677



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

○ 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
Housing | Multi-Family	735	DU
Housing | Multi-Family	735	DU
Retail | General Retail	27	ksf
Retail | Supermarket	68	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
6,551 Daily Vehicle Trips	8,881 Daily Vehicle Trips
41,444 Daily VMT	55,773 Daily VMT

Tier 1 Screening Criteria

Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. ☐

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	2,330 Net Daily Trips
The net increase in daily VMT ≤ 0	14,329 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	95.000 ksf

The proposed project is required to perform VMT analysis.

Measuring the Miles

5/25/2022

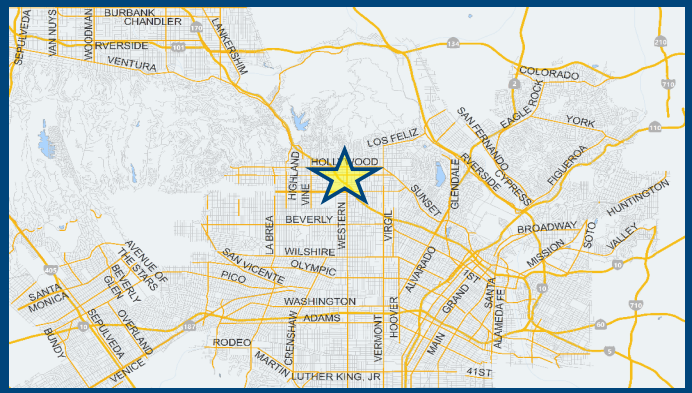
CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

Project Information

Project: Sunset & Western

Scenario: Revised Project

Address: 34.097175, -118.307677



Proposed Project Land Use Type	Value	Unit
Housing | Multi-Family	735	DU
Retail | General Retail	27	ksf
Retail | Supermarket	68	ksf

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

	Proposed Project	With Mitigation
Max Home Based TDM Achieved?	**No**	**No**
Max Work Based TDM Achieved?	**No**	**No**

A Parking

Reduce Parking Supply
☐ Proposed Prj ☐ Mitigation
1431 city code parking provision for the project site
1419 actual parking provision for the project site

Unbundle Parking
☐ Proposed Prj ☐ Mitigation
175 monthly parking cost (dollar) for the project site

Parking Cash-Out
☐ Proposed Prj ☐ Mitigation
50 percent of employees eligible

Price Workplace Parking
☐ Proposed Prj ☐ Mitigation
6.00 daily parking charge (dollar)
50 percent of employees subject to priced parking

Residential Area Parking Permits
☐ Proposed Prj ☐ Mitigation
200 cost (dollar) of annual permit

B Transit

C Education & Encouragement

D Commute Trip Reductions

E Shared Mobility

F Bicycle Infrastructure

G Neighborhood Enhancement

Analysis Results

Proposed Project	With
8,649 Daily Vehicle Trips	**8,649** Daily Vehicle Trips
54,316 Daily VMT	**54,316** Daily VMT
4.6 Household VMT per Capita	**4.6** Household VMT
N/A Work VMT per Employee	**N/A** Work VMT per Employee

Significant VMT Impact?

Proposed Project	With
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

Measuring the Miles

5/25/2022

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: May 25, 2022
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	27.000	ksf
	Furniture Store	*0.000*	*ksf*
	Pharmacy/Drugstore	*0.000*	*ksf*
	Supermarket	68.000	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*
Other		*0*	*Trips*

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: May 25, 2022
Project Name: Sunset & Western
Project Scenario: Revised Project
Project Address: 34.097175, -118.307677

Version 1.3

Analysis Results			
Total Employees: 326 Total Population: 1,656			
Proposed Project		***With Mitigation***	
8,649	**Daily Vehicle Trips**	**8,649**	**Daily Vehicle Trips**
54,316	**Daily VMT**	**54,316**	**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 Work > 7.6	No N/A	Household > 6.0 Work > 7.6	No N/A

TDM Strategy Inputs

Strategy Type		Description	Proposed Project	Mitigations
Parking	*Reduce parking supply*	*City code parking provision (spaces)*	*0*	*0*
		Actual parking provision (spaces)	*0*	*0*
	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)

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)

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*
	Employer sponsored vanpool or shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		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)

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: May 25, 2022
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%	

TDM Adjustments by Trip Purpose & Strategy, Cont.

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	
Bicycle Infrastructure	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%*	
Neighborhood Enhancement	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

	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*	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*
MAX. TDM EFFECT	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*

= Minimum (X%, 1-[(1-A)*(1-B)…])

where X%=

PLACE TYPE MAX:	urban	75%
	compact infill	*40%*
	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: May 25, 2022
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	-34.7%	430	8.1	5,338	3,483
Home Based Other Production	1,825	-47.4%	960	4.5	8,213	4,320
Non-Home Based Other Production	2,629	-5.9%	2,473	7.8	20,506	19,289
Home-Based Work Attraction	473	-40.0%	284	8.0	3,784	2,272
Home-Based Other Attraction	4,947	-41.9%	2,875	5.5	27,209	15,813
Non-Home Based Other Attraction	1,983	-6.3%	1,859	5.7	11,303	10,596

MXD Methodology with TDM Measures

	Proposed Project			*Project with Mitigation Measures*		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	-2.6%	419	3,392	-2.6%	419	3,392
Home Based Other Production	-2.6%	935	4,207	-2.6%	935	4,207
Non-Home Based Other Production	-2.6%	2,408	18,785	-2.6%	2,408	18,785
Home-Based Work Attraction	-2.6%	277	2,213	-2.6%	277	2,213
Home-Based Other Attraction	-2.6%	2,800	15,400	-2.6%	2,800	15,400
Non-Home Based Other Attraction	-2.6%	1,810	10,319	-2.6%	1,810	10,319

MXD VMT Methodology Per Capita & Per Employee

Total Population: 1,656
Total Employees: 326
APC: Central

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**7,599**	**7,599**
Total Home Based Work Attraction VMT	**2,213**	**2,213**
Total Home Based VMT Per Capita	**4.6**	**4.6**
Total Work Based VMT Per Employee	**N/A**	**N/A**

From: Wes Pringle <wes.pringle@lacity.org>
Sent: Tuesday, January 11, 2022 5:34 PM
To: Milena Zasadzien <milena.zasadzien@lacity.org>
Cc: William Lamborn <william.lamborn@lacity.org>; Emily Wong <ewong@gibsontrans.com>
Subject: Revised Sunset & Western Mixed-Use Development

Hi Milena,

DOT has reviewed the updated transportation assessment for the revised Sunset and Western Mixed-Use Development Project, dated December 21, 2021, prepared by Gibson Transportation Consulting. DOT has issued a previous assessment letter on August 27, 2020 for the last updated analysis of the project and a letter on October 29, 2020 regarding the loading dock access.

The original project included 735 apartment units and 95,000 square-feet of neighborhood-serving commercial uses. While the overall definition has not changed, the project has refined the analysis to reflect that the commercial portion will consist of a 68,000 square-foot supermarket and 27,000 square-feet of shopping center (retail and restaurant) uses.

Additionally, there have been further changes to the access and circulation (latest site plan attached). The project would continue to provide driveways along Sunset Boulevard, Western Avenue, and Serrano Avenue. The revised project has relocated the fire lane to the southern boundary of the site and would extend between Western Avenue and Serrano Avenue. Additional emergency access would be provided midblock between Sunset Boulevard and De Longpre Avenue. The revised project would consolidate vehicular access along Western Avenue to a single residential/commercial driveway aligned with the new traffic signal at the intersection of Western Avenue and De Longpre Avenue. The midblock driveway along Serrano Avenue would provide full access to the commercial area and the fire lane driveway would provide access to the residential area. The driveway along Sunset Boulevard would continue to provide limited access (left and right-turn ingress and right-turn only egress) to the commercial area.

The supermarket loading dock has been modified to contain all turning maneuvers on-site, accessed off the commercial driveway along Serrano Avenue. There are other loading areas throughout the site as well. All loading areas will be managed with a dock manager and deliveries will be limited to off-peak hours.

DOT concurs with the CEQA analysis of the revised project that there are no new impacts introduced as a result of the changes. Therefore, all of the conditions of DOT last assessment letter, dated August 27, 2020, shall remain in effect.

Wes

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Wes Pringle, P.E.
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Los Angeles Department of
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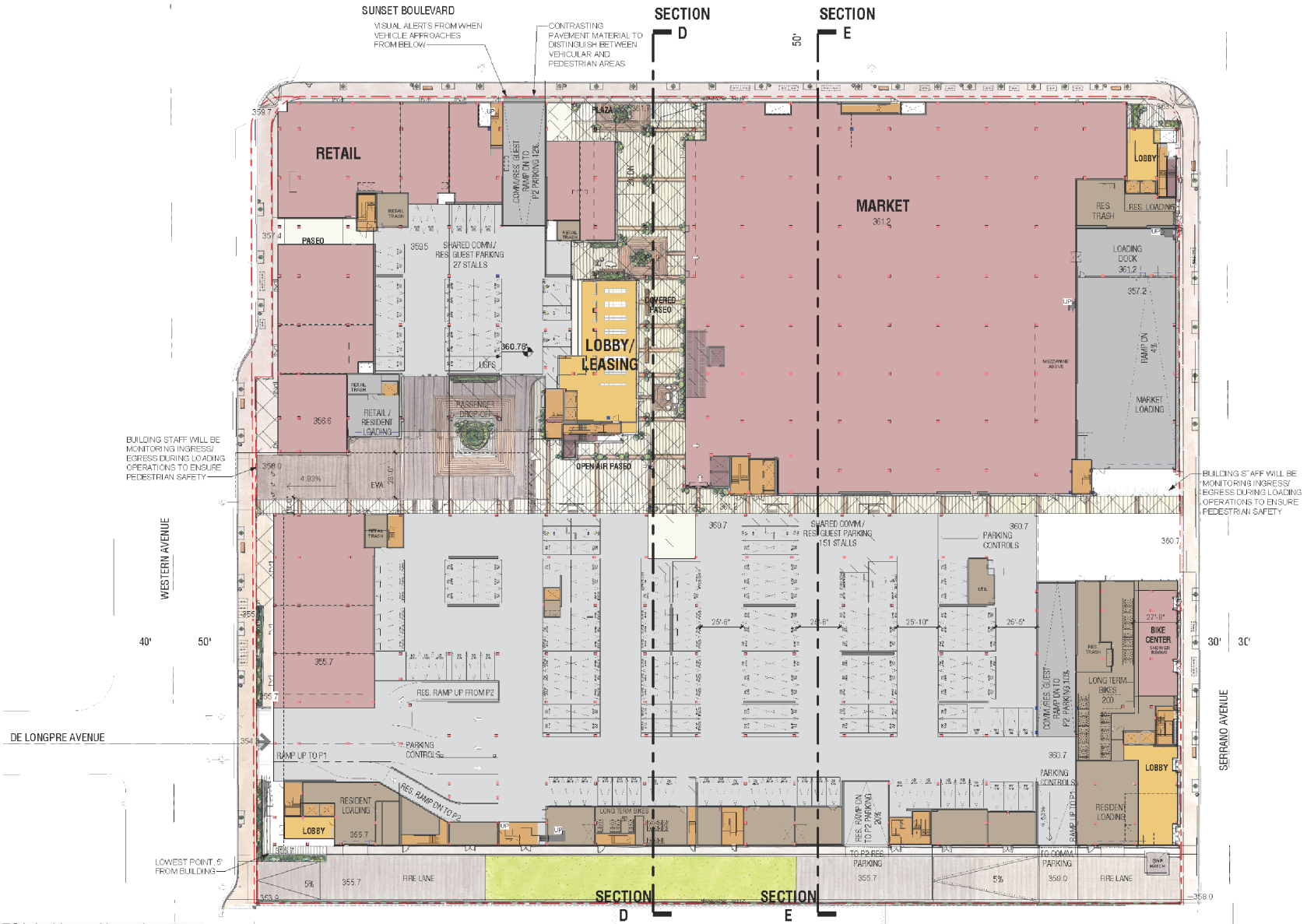
213.972.8482



Source: TCA Architects. November, 2021.

REVISED PROJECT SITE PLAN

FIGURE 1