Gibson transportation consulting, inc.

MEMORANDUM

TO: Robert Sanchez, Los Angeles Department of Transportation

FROM: Sarah M. Drobis, P.E. and Emily Wong, P.E.

DATE: October 21, 2021

RE: Construction Assessment for
11973 San Vicente Boulevard
Los Angeles, California **Ref:** J1844

This memorandum presents the assessment for the proposed demolition activities related to the commercial building (Project) at 11973 San Vicente Boulevard (Project Site) within the *Brentwood-Pacific Palisades Community Plan* (Los Angeles Department of City Planning [LADCP], 1998) area of the City of Los Angeles, California (City). The methodology and base assumptions used in the analysis were established in conjunction with the Los Angeles Department of Transportation (LADOT).

PROJECT DESCRIPTION

The Project Site is currently improved with an existing 13,956 square foot (sf) commercial building, commonly referred to as the Barry Building, and a portion of an associated surface parking lot. Vehicular access to the Project Site is provided via one driveway along San Vicente Boulevard. The Barry Building is a designated City Historic-Cultural Monument (HCM No. LA-887) that has been vacant since 2017. The Project consists of the demolition of the Barry Building and three palm trees currently on-site. The existing surface parking lot currently on-site would not be removed with the Project. The Project would result in the removal of approximately 4,174 cubic yards (CY) of debris from the Project Site.

The Project does not include or consider any future development on the Project Site.

PROJECT LOCATION

In addition to the *Brentwood-Pacific Palisades Community Plan,* the Project Site also falls within the *San Vicente Scenic Corridor Specific Plan* (LADCP, August 2000) area and the *West Los Angeles Transportation Improvement and Mitigation Specific Plan* (LADCP, July 2019) area. As shown in Figure 1, the Project Site is bounded by a surface parking lot, vacant parcel, and single-family residences to the north, commercial uses to the east, San Vicente Boulevard to the south, and an undeveloped parcel to the west. The Project Site is located approximately 1.15 miles west of the San Diego Freeway (I-405).

Striped bicycle lanes are currently provided along San Vicente Boulevard adjacent to the Project Site. *Mobility Plan 2035, An Element of the General Plan* (LADCP, September 2016) (Mobility Plan) identifies San Vicente Boulevard as a designated Avenue II. San Vicente Boulevard has also been identified as part of the Bicycle Enhanced Network and Pedestrian Enhanced District of the Mobility Plan, as well as part of the *Vision Zero: Eliminating Traffic Deaths in Los Angeles by 2025* (City of Los Angeles, August 2015) High Injury Network, a network of streets where strategic investments would have the biggest impact in reducing death and severe injury. San Vicente Boulevard adjacent to the Project Site is included in the Safe Route to School for the nearby Brentwood Science Magnet school.

CONSTRUCTION ANALYSIS

The construction analysis relates to the temporary constraints that may result from the construction activities associated with the Project and was performed in accordance with Section 3.4 of *Transportation Assessment Guidelines* (LADOT, July 2020) (TAG).

Section 3.4.3 of the TAG identifies the following three types of in-street construction constraints that require further analysis to assess the effects of Project construction on the existing pedestrian, bicycle, transit, or vehicle circulation:

1. Temporary transportation constraints – potential effects on the transportation system
2. Temporary loss of access – potential effects on visitors entering and leaving sites
3. Temporary loss of bus stops or rerouting of bus lines – potential effects on bus travelers

The factors to be considered include the magnitude and duration of the temporary loss of access and transportation facilities, the potential inconvenience caused to users of the transportation system, and consideration for public safety. Construction activities could potentially interfere with pedestrian, bicycle, transit, or vehicle circulation and accessibility to adjoining areas. As detailed in Section 3.4.4 of the TAG, the proposed construction plans should be reviewed to determine whether construction activities would require any of the following actions within the public right of way:

- Street, sidewalk, or lane closures
- Block existing vehicle, bicycle, or pedestrian access along a street or to parcels fronting the street
- Modification of access to transit stations, stops, or facilities during revenue hours
- Closure or movement of an existing bus stop or rerouting of an existing bus line
- Creation of transportation hazards

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Proposed Construction Schedule

Construction activities of the Project include asbestos abatement, building demolition, and utilities removal, and are anticipated to be complete over a seven-week period. Construction activities of these three phases would not overlap.

Construction Activities

Haul trucks would travel on approved truck routes designated within the City from San Vicente Boulevard to I-405. The haul route will be reviewed and approved by the City.

Based on projections compiled for the Project, approximately 4,174 CY of material would be removed from the Project Site, including 130 CY of asbestos material and 4,044 CY of demolition material. The asbestos material must be removed separately from the demolition material.

Assuming haul trucks with capacity of 15 CY are utilized, asbestos abatement would require approximately one haul truck per day over a 10-day period and building demolition would require approximately 17 haul trucks per day over a 16-day period. Thus, approximately two daily haul truck trips (one inbound, one outbound) are forecast to occur during asbestos abatement and approximately 34 daily haul truck trips (17 inbound, 17 outbound) are forecast to occur during building demolition.

Transportation Research Circular No. 212, Interim Materials on Highway Capacity (Transportation Research Board, 1980) defines passenger car equivalency (PCE) for a heavy vehicle as the number of through moving passenger cars to which it is equivalent based on the heavy vehicle's headway and delay-creating effects. Table 8 of *Transportation Research Circular No. 212* and Exhibit 12-25 of the *Highway Capacity Manual, 6th Edition (*Transportation Research Board, 2016) suggest a PCE of 2.0 for trucks on level terrain. Assuming a PCE factor of 2.0, the two daily truck trips during asbestos abatement would be equivalent to four daily PCE trips and the 34 daily truck trips during building demolition would be equivalent to 68 daily PCE trips.

A maximum of 10 construction workers would be on-site during construction activities of the Project. Assuming minimal carpooling amongst those workers, an average vehicle occupancy of 1.135 persons per vehicle was applied, as provided in *CEQA Air Quality Handbook* (South Coast Air Quality Management District, 1993). Therefore, 10 workers would result in nine vehicles on-site daily, which would be equivalent to 18 daily construction worker vehicle trips (nine inbound, nine outbound).

With implementation of the Demolition Management Plan, it is anticipated that almost all haul truck activity to and from the Project Site would occur outside of the morning and afternoon commuter peak hours. In addition, construction worker trips to and from the Project Site would also occur outside of the peak hours. Therefore, the Project would not result in significant peak hour construction traffic congestion.

Potential Constraints on Access, Transit, And Parking

Project construction is not expected to create hazards for roadway travelers, bus riders, or parkers, so long as commonly practiced safety procedures for construction are followed. Such procedures and other measures (e.g., to address temporary traffic control, lane closures, sidewalk closures, etc.) would be incorporated into the Demolition Management Plan. The construction-related constraints associated with access to other businesses and transit are anticipated to be less than significant, and the implementation of the Demolition Management Plan described below would further reduce those constraints.

Access. Construction activities would be primarily contained within the Project Site boundaries. All construction equipment will be staged entirely on-site or delivered on an as-needed basis. However, temporary closures of the sidewalks adjacent to the Project Site may be required during construction. Temporary traffic controls (e.g., use of directional signage, maintaining continuous and unobstructed pedestrian paths, and/or providing overhead covering) would be provided to direct pedestrians safely around any closures and maintain safe pedestrian access along San Vicente Boulevard, as required in the Demolition Management Plan. The temporary traffic controls would be provided to maintain a safe pedestrian route to the nearby Brentwood Science Magnet school. Construction activities are not anticipated to result in bicycle lane or vehicular travel lanes closures along San Vicente Boulevard. Thus, bicycle and vehicular operations along San Vicente Boulevard adjacent to the Project Site would be maintained.

Transit. The construction activities of the Project would not require temporary transit stop relocation for any routes along San Vicente Boulevard. The Project would coordinate with the Los Angeles County Metropolitan Transportation Authority (Metro) to ensure no construction related constraints to the transit system would occur. Metro would be notified should the Project construction affect any other Metro facilities.

Parking. Metered parking is available along San Vicente Boulevard adjacent to the Project Site. However, construction activities are not anticipated to result in the temporary removal of any on-street metered parking spaces.

Demolition Management Plan

A detailed Demolition Management Plan, including street closure information, a detour plan, and a staging plan, would be prepared and submitted to the City for review and approval, prior to commencing construction. The Demolition Management Plan would formalize how construction would be carried out and identify specific actions that would be required to reduce effects on the surrounding community. The Demolition Management Plan shall be based on the nature and timing of the specific construction activities and other projects in the vicinity of the Project Site, and shall include, but not be limited to, the following elements, as appropriate:

- Advance, bilingual notification of adjacent property owners and occupants of upcoming construction activities, including durations and daily hours of operation
- Prohibition of construction-related vehicles/equipment parking on adjacent streets
- Temporary pedestrian, bicycle, and vehicular traffic controls during all construction activities adjacent to San Vicente Boulevard to ensure traffic safety for all travel modes on public rights-of-way and maintain a safe pedestrian route to nearby schools. These controls shall include, but not be limited to, flag people trained in pedestrian and bicycle safety at the Project Site's driveways.
- Provision of covered walkways where pedestrians are exposed to potential injury from falling objects
- Safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers shall be implemented as appropriate

- The sidewalk shall be kept open during construction except when it is absolutely required to close or block sidewalk for construction staging. Sidewalk shall be reopened as soon as reasonably feasible, taking construction and construction staging into account

- Scheduling of construction activities to reduce the effect on traffic flow on surrounding Arterial Streets

- Containment of construction activity within the Project Site boundaries

- No staging or parking of construction vehicles on any of the streets immediately adjacent to schools

- Ongoing contact with the administrator of nearby schools during construction and guarantee that safe and convenient pedestrian and bus routes to the school be maintained

- All haul truck activity to and from the Project Site shall occur outside of the morning and afternoon commuter peak hours

- Haul route scheduling sequenced to minimize conflicts with pedestrians, school buses and cars at the arrival and dismissal times of the school day. Haul route trucks shall not be routed past schools during periods when school is in session, especially when students are arriving or departing from the campus

LEGEND

Project Site

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Not to Scale

PROJECT SITE LOCATION

FIGURE 1