


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

1187 W Sunset Blvd  
DOT Case No. CEN23-54959

Date: December 7, 2023

To: Brenda Kahinju, Administrative Clerk  
Department of City Planning

From:   
Robert Sanchez (Dec 7 2023 15:47 PST)  
Robert Sanchez, Senior Transportation Engineer  
Department of Transportation

Subject: **TRANSPORTATION ASSESSMENT FOR THE PROPOSED RESIDENTIAL PROJECT LOCATED AT 1187 WEST SUNSET BOULEVARD (PAR-2023-1159-AHRF/ENV-2023-5529-SCEA)**

The Los Angeles Department of Transportation (LADOT) has reviewed the transportation assessment prepared by Fehr & Peers, dated November 2023, for the proposed Sunset + Everett Project located at 1187 West Sunset Boulevard within the East Los Angeles Area Planning Commission (APC) and a Transit Oriented Community (TOC) Tier 2. In compliance with Senate Bill (SB) 743 and the California Environmental Quality Act (CEQA), a vehicle miles traveled (VMT) analysis is required to identify the project's ability to promote the reduction of green-house gas emissions, the access to diverse land uses, and the development of multi-modal networks. The significance of a project's impact in this regard is measured against the VMT thresholds established in LADOT's Transportation Assessment Guidelines (TAG), as described below.

#### **DISCUSSION AND FINDINGS**

A. Project Description

The project proposes to construct two seven-story residential buildings on a collection of vacant parcels along the east side of Sunset Boulevard north of Everett Street. The development will provide 286 multi-family residential dwelling units, 41 affordable units, 9,462 square-feet of high-turnover sit-down restaurant space, 162 long-term bicycle parking spaces on-site, 21 short-term bicycle parking spaces within the public right-of-way along the project frontage, and 263 vehicle parking spaces within one subterranean and at-grade parking garage. Access to the project site would be provided via three driveways along Sunset Boulevard. The south driveway would be located at the signalized intersection of Marion Avenue and Sunset Boulevard acting as the fourth leg of the intersection. The north and middle driveways will provide left/right-turn in and right-turn out access only, and the south driveway will provide full access as illustrated in **Attachment A**. The project is expected to be completed by 2027.

B. Freeway Safety Analysis

Per the Interim Guidance for Freeway Safety Analysis memorandum issued by LADOT on May 1, 2020 to address Caltrans safety concerns on freeways, the study addresses the project's effects on vehicle queuing on freeway off-ramps. Such an evaluation measures the project's potential to lengthen a forecasted off-ramp queue and create speed differentials between vehicles exiting the freeway off-ramps and vehicles operating on the freeway mainline. The evaluation identified the number of project trips expected to be added to nearby freeway off-ramps serving the project site. It was determined that project traffic at any freeway off-ramp will not exceed 25 peak hour trips. Therefore, a freeway ramp analysis is not required.

C. CEQA Screening Threshold

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

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

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

The assessment determined that the project would **not** have a significant transportation impact under Thresholds T-1 and T-3. A project's impacts per Threshold T-2.1 is determined by using the VMT calculator and is discussed further below. A copy of the VMT Calculator summary report is provided as **Attachment B** to this report.

D. Transportation Impacts

On July 30, 2019, pursuant to SB 743 and the recent changes to Section 15064.03 of the State's CEQA Guidelines, the City of Los Angeles adopted VMT as criteria in determining transportation impacts under CEQA. The new LADOT TAG provide instructions on preparing transportation assessments for land use proposals and defines the significant impact thresholds.

The LADOT VMT Calculator tool measures project impact in terms of Household VMT per Capita, and Work VMT per Employee. LADOT identified distinct thresholds for significant VMT impacts for each of the seven APC areas in the City. For the East Los Angeles APC area, in which the project is located, the following thresholds have been established:

- Household VMT per Capita: 7.2
- Work VMT per Employee: 12.7

As cited in the VMT Analysis report, prepared by Fehr & Peers, the project proposes to incorporate the TDM strategies of reducing the parking supply by providing 263 of the required 621 parking spaces, promotions and marketing, and bike parking per Los Angeles Municipal Code (LAMC) as project design features. With the application of these TDM measures, the proposed project is projected to have a Household VMT per capita of 5.3 and no Work VMT. Therefore, it is concluded that implementation of the Project would result in no significant VMT impact. A copy of the VMT Calculator summary report is provided as **Attachment B**.

E. Access and Circulation

During preparation of the new CEQA guidelines, the State's Office of Planning and Research stressed that lead agencies can continue to apply traditional operational analysis requirements

to inform land use decisions provided that such analyses were outside of the CEQA process. The authority for requiring non-CEQA transportation analysis and requiring improvements to address potential circulation deficiencies, lies in the City of Los Angeles' Site Plan Review authority as established in Section 16.05 of the LAMC. Therefore, LADOT continues to require and review a project's site access, circulation, and operational plan to determine if any access enhancements, transit amenities, intersection improvements, traffic signal upgrades, neighborhood traffic calming, or other improvements are needed. Vehicular access to the project site would be provided along Sunset Boulevard and pedestrian access would be provided along Sunset Boulevard and Everett Street. In accordance with this authority, the project has completed a circulation analysis using a "level of service" screening methodology that indicates that the trips generated by the proposed development will not likely result in adverse circulation conditions at several locations. However, the project would intensify use of existing pedestrian and transit facilities at Sunset Boulevard and Marion Avenue which would require improvement. LADOT has reviewed this analysis and determined that it adequately discloses operational concerns. A copy of the circulation analysis table that summarizes these potential deficiencies is provided as **Attachment C** to this report.

## PROJECT REQUIREMENTS

### Non-CEQA-Related Requirements and Considerations

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

1. Access Improvements

A. Traffic Signal Modification at Sunset Boulevard and Marion Way

The project's south driveway would form the fourth leg of the Sunset Boulevard and Marion Way. The project should coordinate with the LADOT Central District Office to modify traffic signal equipment, curbs, ramps, and striping at this intersection.

B. Pedestrian and Transit Improvements

The project proposed the following to improve the deficient pedestrian and transit facilities at Sunset Boulevard and Marion Avenue:

- Construct the curb ramps at the north leg of the intersection.
- Provide a transit shelter at the bus stop located along the Project frontage at the intersection of Sunset Boulevard and Marion Avenue.

All improvements, enhancements, and associated improvement work within the City of Los Angeles must be **guaranteed** through Bureau of Engineering's (BOE) B-Permit process, prior to the issuance of any building permits and **completed** prior to the issuance of any certificates of occupancy. Temporary certificates of occupancy may be granted in the event of any delay through no fault of the applicant, provided that, in each case, the applicant has demonstrated reasonable efforts and due diligence to the satisfaction of LADOT. Prior to setting the bond amount, BOE shall require that the developer's engineer or contractor email LADOT's B-Permit Coordinator at [ladot.planprocessing@lacity.org](mailto:ladot.planprocessing@lacity.org) to arrange a pre-design meeting to finalize the proposed design needed for the project.

2. Parking Requirements

The project would provide a total of 183 (162 long-term and 21 short-term) bicycle parking spaces and 263 vehicle parking spaces. The applicant should check with the Departments of Building and Safety and City Planning on the number of parking spaces required for this project within a TOC Tier 2.

3. Highway Dedication and Street Widening Requirements

Per the Mobility Element of the General Plan, **Sunset Boulevard**, an Avenue I, would require a 35-foot half-width roadway within a 50-foot half-width right-of-way and **Everett Street**, a local street, would require an 18-foot half-width roadway within a 30-foot half-width right-of-way. The applicant should check with the BOE's Land Development Group to determine if there are any other applicable highway dedication, street widening and/or sidewalk requirements for this project.

4. Project Access and Circulation

The conceptual site plan for the project (see **Attachment A**) is acceptable to LADOT. Residential access will be provided via three driveways along Sunset Boulevard north of Everett Street. The north and middle driveways will provide left/right-in and right-out access, and the south driveway will provide full access. Review of this study does not constitute approval of the dimensions for any new proposed driveway. Review and approval of the driveway should be coordinated with LADOT's Citywide Planning Coordination Section <ladot.onestop.@lacity.org>. In order to minimize and prevent last minute building design changes, the applicant should contact LADOT for driveway width and internal circulation requirements prior to the commencement of building or parking layout design. The applicant should check with City Planning regarding the project's driveway placement and design.

5. Worksite Traffic Control Requirements

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

6. TDM Ordinance Requirements

The TDM Ordinance (LAMC 12.26 J) is currently being updated. The updated ordinance, which is currently progressing through the City's approval process, will:

- Expand the reach and application of TDM strategies to more land uses and neighborhoods,
- Rely on a broader range of strategies that can be updated to keep pace with technology, and
- Provide flexibility for developments and communities to choose strategies that work best for their neighborhood context.

Although not yet adopted, LADOT recommends that the applicant be subject to the terms of the proposed TDM Ordinance update which is expected to be completed prior to the anticipated construction of this project, if approved. It should be noted that in addition to the three TDM strategies previously mentioned as project design features, the project will also unbundle the cost of parking from residential leases.

7. Development Review Fees

Section 19.15 of the LAMC identifies specific fees for traffic study review, condition clearance, and permit issuance. The applicant shall comply with any applicable fees per this ordinance.

If you have any questions, please contact Jose Cardenas of my staff at (213) 972-4995.

Attachments

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c: Hellen Campbell, Council District 1  
Hokchi Chiu, Central District, BOE  
Quan Tran, Central District, DOT  
Taimour Tanavoli, Case Management Office, DOT  
Andrew Jarnagin, Fehr & Peers

# ATTACHMENT A

## CEN23-54959\_1187 Sunset Bl

### PROJECT SUMMARY

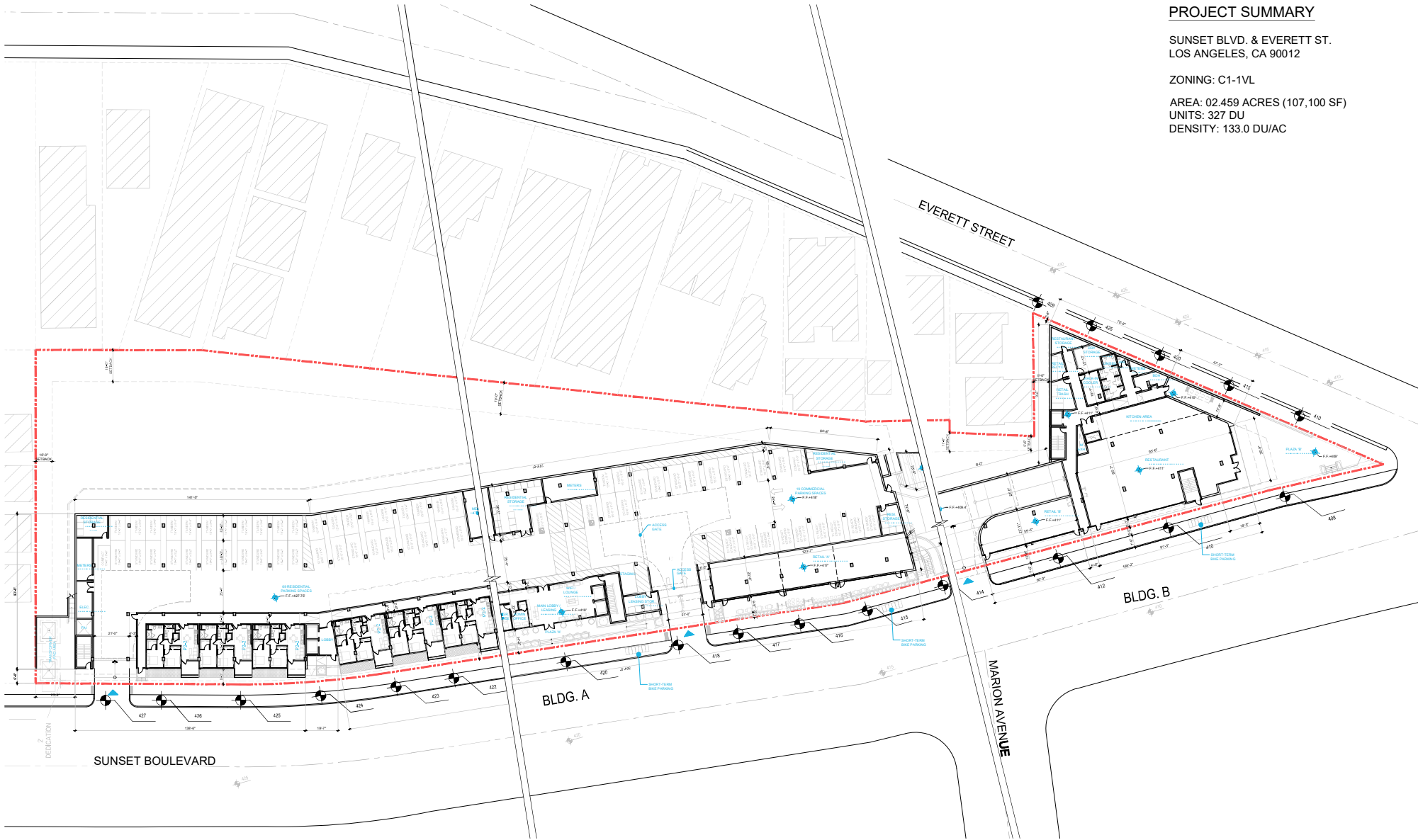
SUNSET BLVD. & EVERETT ST.  
LOS ANGELES, CA 90012

ZONING: C1-1VL

AREA: 02.459 ACRES (107,100 SF)

UNITS: 327 DU

DENSITY: 133.0 DU/AC

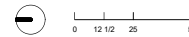


Architecture + Planning  
888.456.5849  
ktgy.com

Aragon Properties LTD.  
1628 W. 1st Ave.  
Vancouver, BC, Canada V6J 1G1

**SUNSET & EVERETT**  
LOS ANGELES, CALIFORNIA # 2012-0710

CONCEPT DESIGN // PIXEL  
MARCH 2, 2023



CONCEPTUAL SITE PLAN  
PROJECT SUMMARY

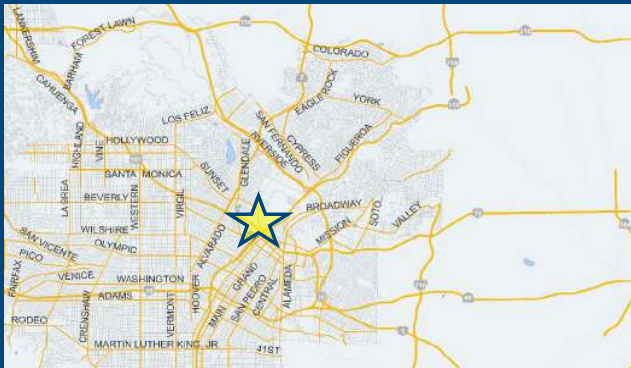
# CITY OF LOS ANGELES VMT CALCULATOR Version 1.3



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

## Project Information

**Project:** Sunset + Everett  
**Scenario:** Project  
**Address:** 1187 W SUNSET BLVD, 90012



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

Yes  No

## Existing Land Use

**Land Use Type** Value Unit  
Housing | Multi-Family 22 DU ✖



[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 | Affordable Housing - Family 41 DU +  
Housing | Multi-Family 286 DU  
Retail | High-Turnover Sit-Down Restaurant 9,462 ksf  
Housing | Affordable Housing - Family 41 DU

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

## Project Screening Summary

Existing Land Use	Proposed Project
0 Daily Vehicle Trips	2,217 Daily Vehicle Trips
0 Daily VMT	13,934 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. <input type="checkbox"/>	
Tier 2 Screening Criteria	
The net increase in daily trips < 250 trips	2,217 Net Daily Trips
The net increase in daily VMT ≤ 0	13,934 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	9,462 ksf
<b>The proposed project is required to perform VMT analysis.</b>	

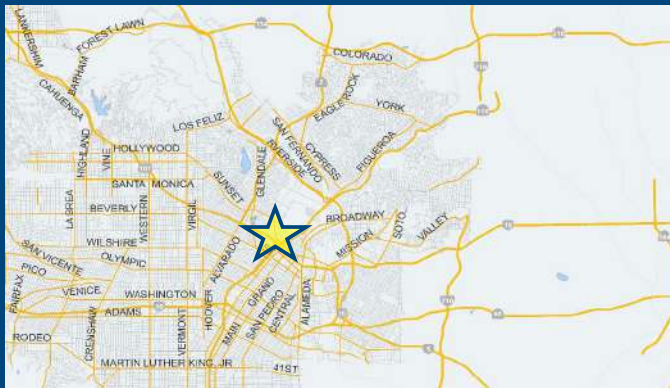


# CITY OF LOS ANGELES VMT CALCULATOR Version 1.3



## Project Information

**Project:** Sunset + Everett  
**Scenario:** Project  
**Address:** 1187 W SUNSET BLVD, 90012



Proposed Project Land Use Type	Value	Unit
Housing   Multi-Family	286	DU
Retail   High-Turnover Sit-Down Restaurant	9.462	ksf
Housing   Affordable Housing - Family	41	DU

## 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
<b>Max Home Based TDM Achieved?</b>	No	No
<b>Max Work Based TDM Achieved?</b>	No	No
<b>A</b> Parking	<input type="checkbox"/>	<input type="checkbox"/>
<b>B</b> Transit	<input type="checkbox"/>	<input type="checkbox"/>
<b>C</b> Education & Encouragement	<input type="checkbox"/>	<input type="checkbox"/>
<b>D</b> Commute Trip Reductions	<input type="checkbox"/>	<input type="checkbox"/>
<b>E</b> Shared Mobility	<input type="checkbox"/>	<input type="checkbox"/>
<b>F</b> Bicycle Infrastructure	<input type="checkbox"/>	<input type="checkbox"/>
<b>G</b> Neighborhood Enhancement	<input type="checkbox"/>	<input type="checkbox"/>
Traffic Calming Improvements	<input type="checkbox"/> Proposed Prj <input type="checkbox"/> Mitigation	<input type="checkbox"/> Proposed Prj <input type="checkbox"/> Mitigation
Pedestrian Network Improvements	<input type="checkbox"/> Proposed Prj <input type="checkbox"/> Mitigation	<input type="checkbox"/> Proposed Prj <input type="checkbox"/> Mitigation

## Analysis Results

Proposed Project	With Mitigation
<b>1,850</b> Daily Vehicle Trips	<b>1,850</b> Daily Vehicle Trips
<b>11,632</b> Daily VMT	<b>11,632</b> Daily VMT
<b>5.3</b> Household VMT per Capita	<b>5.3</b> Household VMT per Capita
<b>N/A</b> Work VMT per Employee	<b>N/A</b> Work VMT per Employee
<b>Significant VMT Impact?</b>	
<b>Household: No</b> Threshold = 7.2 15% Below APC	<b>Household: No</b> Threshold = 7.2 15% Below APC
<b>Work: N/A</b> Threshold = 12.7 15% Below APC	<b>Work: N/A</b> Threshold = 12.7 15% Below APC





# CITY OF LOS ANGELES VMT CALCULATOR

## Report 1: Project & Analysis Overview

Date: June 15, 2023

Project Name: Sunset + Everett

Project Scenario: Project

Project Address: 1187 W SUNSET BLVD, 90012



Version 1.3

Project Information			
Land Use Type		Value	Units
<b>Housing</b>	<i>Single Family</i>	0	DU
	<b>Multi Family</b>	286	DU
	<i>Townhouse</i>	0	DU
	<i>Hotel</i>	0	Rooms
	<i>Motel</i>	0	Rooms
<b>Affordable Housing</b>	<b>Family</b>	41	DU
	<i>Senior</i>	0	DU
	<i>Special Needs</i>	0	DU
	<i>Permanent Supportive</i>	0	DU
<b>Retail</b>	<i>General Retail</i>	0.000	ksf
	<i>Furniture Store</i>	0.000	ksf
	<i>Pharmacy/Drugstore</i>	0.000	ksf
	<i>Supermarket</i>	0.000	ksf
	<i>Bank</i>	0.000	ksf
	<i>Health Club</i>	0.000	ksf
	<b>High-Turnover Sit-Down Restaurant</b>	9.462	ksf
	<i>Fast-Food Restaurant</i>	0.000	ksf
	<i>Quality Restaurant</i>	0.000	ksf
	<i>Auto Repair</i>	0.000	ksf
	<i>Home Improvement</i>	0.000	ksf
	<i>Free-Standing Discount</i>	0.000	ksf
	<i>Movie Theater</i>	0	Seats
<i>Office</i>	<i>General Office</i>	0.000	ksf
	<i>Medical Office</i>	0.000	ksf
<i>Industrial</i>	<i>Light Industrial</i>	0.000	ksf
	<i>Manufacturing</i>	0.000	ksf
	<i>Warehousing/Self-Storage</i>	0.000	ksf
<i>School</i>	<i>University</i>	0	Students
	<i>High School</i>	0	Students
	<i>Middle School</i>	0	Students
	<i>Elementary</i>	0	Students
	<i>Private School (K-12)</i>	0	Students
<i>Other</i>		0	Trips

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 1: Project & Analysis Overview

Date: June 15, 2023

Project Name: Sunset + Everett

Project Scenario: Project

Project Address: 1187 W SUNSET BLVD, 90012



Version 1.3

<b>Analysis Results</b>			
Total Employees: 38 Total Population: 773			
<b>Proposed Project</b>		<b>With Mitigation</b>	
1,850	Daily Vehicle Trips	1,850	Daily Vehicle Trips
11,632	Daily VMT	11,632	Daily VMT
5.3	Household VMT per Capita	5.3	Household VMT per Capita
N/A	Work VMT per Employee	N/A	Work VMT per Employee
<b>Significant VMT Impact?</b>			
<b>APC: East Los Angeles</b>			
Impact Threshold: 15% Below APC Average Household = 7.2 Work = 12.7			
<b>Proposed Project</b>		<b>With Mitigation</b>	
VMT Threshold	Impact	VMT Threshold	Impact
Household > 7.2	No	Household > 7.2	No
Work > 12.7	N/A	Work > 12.7	N/A

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 2: TDM Inputs

Date: June 15, 2023

Project Name: Sunset + Everett

Project Scenario: Project

Project Address: 1187 W SUNSET BLVD, 90012



Version 1.3

TDM Strategy Inputs				
Strategy Type	Description	Proposed Project	Mitigations	
Parking	Reduce parking supply	City code parking provision (spaces)	621	621
		Actual parking provision (spaces)	263	263
	Unbundle parking	Monthly cost for parking (\$)	\$0	\$0
	Parking cash-out	Employees eligible (%)	0%	0%
	Price workplace parking	Daily parking charge (\$)	\$0.00	\$0.00
		Employees subject to priced parking (%)	0%	0%
	Residential area parking permits	Cost of annual permit (\$)	\$0	\$0
(cont. on following page)				

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 2: TDM Inputs

Date: June 15, 2023

Project Name: Sunset + Everett

Project Scenario: Project

Project Address: 1187 W SUNSET BLVD, 90012



Version 1.3

TDM Strategy Inputs, Cont.				
Strategy Type	Description	Proposed Project	Mitigations	
<b>Transit</b>	<i>Reduce transit headways</i>	<i>Reduction in headways (increase in frequency) (%)</i>	0%	
		<i>Existing transit mode share (as a percent of total daily trips) (%)</i>	0%	
		<i>Lines within project site improved (&lt;50%, &gt;=50%)</i>	0	
	<i>Implement neighborhood shuttle</i>	<i>Degree of implementation (low, medium, high)</i>	0	0
		<i>Employees and residents eligible (%)</i>	0%	0%
	<i>Transit subsidies</i>	<i>Employees and residents eligible (%)</i>	0%	0%
		<i>Amount of transit subsidy per passenger (daily equivalent) (\$)</i>	\$0.00	\$0.00
<b>Education &amp; Encouragement</b>	<i>Voluntary travel behavior change program</i>	<i>Employees and residents participating (%)</i>	0%	
	<i>Promotions and marketing</i>	<i>Employees and residents participating (%)</i>	100%	
(cont. on following page)				

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 2: TDM Inputs

Date: June 15, 2023

Project Name: Sunset + Everett

Project Scenario: Project

Project Address: 1187 W SUNSET BLVD, 90012



Version 1.3

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

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 2: TDM Inputs

Date: June 15, 2023

Project Name: Sunset + Everett

Project Scenario: Project

Project Address: 1187 W SUNSET BLVD, 90012



Version 1.3

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

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 3: TDM Outputs

Date: June 15, 2023  
 Project Name: Sunset + Everett  
 Project Scenario: Project  
 Project Address: 1187 W SUNSET BLVD, 90012



Version 1.3

TDM Adjustments by Trip Purpose & Strategy														
Place type: Compact Infill														
		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	
		<b>Parking</b>	Reduce parking supply	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	
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%	
<b>Transit</b>	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%	
<b>Education &amp; Encouragement</b>	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	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	0%	
<b>Commute Trip Reductions</b>	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%	
<b>Shared Mobility</b>	Car-share	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
	School carpool program	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 3: TDM Outputs

Date: June 15, 2023  
 Project Name: Sunset + Everett  
 Project Scenario: Project  
 Project Address: 1187 W SUNSET BLVD, 90012



Version 1.3

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

Place type: Compact Infill

		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	
		<b>Bicycle Infrastructure</b>	Implement/ Improve on-street bicycle facility	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
	Include Bike parking per LAMC	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
	Include secure bike parking and showers	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
<b>Neighborhood Enhancement</b>	Traffic calming improvements	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Neighborhood Enhancement sections 1 - 2
	Pedestrian network 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%	

### 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
	<b>COMBINED TOTAL</b>	17%	17%	17%	17%	17%	17%	17%	17%	17%	17%	17%
<b>MAX. TDM EFFECT</b>	17%	17%	17%	17%	17%	17%	17%	17%	17%	17%	17%	17%

$$= \text{Minimum}(X\%, 1 - [(1-A) * (1-B)...])$$

where X%=

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

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



# CITY OF LOS ANGELES VMT CALCULATOR

## Report 4: MXD Methodology

Date: June 15, 2023

Project Name: Sunset + Everett

Project Scenario: Project

Project Address: 1187 W SUNSET BLVD, 90012



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	291	-21.0%	230	7.5	2,183	1,725
Home Based Other Production	806	-29.4%	569	5.6	4,514	3,186
Non-Home Based Other Production	551	-2.2%	539	6.8	3,747	3,665
Home-Based Work Attraction	55	-34.5%	36	8.5	468	306
Home-Based Other Attraction	786	-25.6%	585	5.9	4,637	3,452
Non-Home Based Other Attraction	266	-3.0%	258	6.2	1,649	1,600

### MXD Methodology with TDM Measures

	<i>Proposed Project</i>			<i>Project with Mitigation Measures</i>		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	-16.5%	192	1,440	-16.5%	192	1,440
Home Based Other Production	-16.5%	475	2,660	-16.5%	475	2,660
Non-Home Based Other Production	-16.5%	450	3,059	-16.5%	450	3,059
Home-Based Work Attraction	-16.5%	30	255	-16.5%	30	255
Home-Based Other Attraction	-16.5%	488	2,882	-16.5%	488	2,882
Non-Home Based Other Attraction	-16.5%	215	1,336	-16.5%	215	1,336

### MXD VMT Methodology Per Capita & Per Employee

Total Population: 773

Total Employees: 38

APC: East Los Angeles

	<i>Proposed Project</i>	<i>Project with Mitigation Measures</i>
<i>Total Home Based Production VMT</i>	<b>4,100</b>	<b>4,100</b>
<i>Total Home Based Work Attraction VMT</i>	<b>255</b>	<b>255</b>
<i>Total Home Based VMT Per Capita</i>	<b>5.3</b>	<b>5.3</b>
<i>Total Work Based VMT Per Employee</i>	<b>N/A</b>	<b>N/A</b>

# ATTACHMENT C

## CEN23-54959\_1187 Sunset Bl

**Table 16: Opening Year (2027) Plus Project LOS and Queues**

#	Study Intersection	Control Type	Opening Year (2027) No Project						Opening Year (2027) Plus Project						Storage Length	Peak Hour 95th Percentile Queue <sup>3</sup> (ft.)						Project Contributes to Unacceptable Queuing <sup>2</sup>		
			Intersection LOS (AM/PM Peak Hour/Dodgers Scenario) <sup>4</sup>	Movement <sup>1</sup>	Peak Hour Directional LOS			Intersection LOS (AM/PM Peak Hour/Dodgers Scenario) <sup>4</sup>	Movement <sup>1</sup>	Peak Hour Directional LOS			Opening Year (2027) No Project			Opening Year (2027) Plus Project								
					AM	PM	PM (Dodgers)			AM	PM	PM (Dodgers)	AM	PM		PM (Dodgers)	AM	PM	PM (Dodgers)	AM	PM	PM (Dodgers)		
1	Sunset Blvd & Vin Scully Ave	Signalized	C/B/D	NBT	C	B	C	C/B/D	C	B	C	NBT	1,450	400	325	1250	425	325	1300	No	No	No		
				NBR	A	A	B		A	A	B	NBR	100	<25	150	200	<25	175	225	No	No	No		
				SBL	B	D	F		B	D	F	SBL	275	50	150	550	50	150	550	No	No	No		
				SBT	B	A	A		B	A	A	SBT	600	350	300	150	375	325	175	No	No	No		
				WBL	E	E	F		F	E	F	WBL	1,075	500	150	125	525	150	125	No	No	No		
				WBR	E	E	F		F	E	F	WBR	1,075	100	50	50	100	50	50	No	No	No		
2	Sunset Blvd & Marion Ave	Signalized	B/A/A	NBL	F	B	A	B/A/A	F	C	B	NBL	50	225	50	50	225	75	50	No	No	No		
				NBT	A	A	A		A	A	A	NBT	1,025	250	325	325	250	325	325	No	No	No		
				NBR	-	-	-		A	A	A	NBR	50	-	-	-	<25	<25	<25	No	No	No		
				SBL	-	-	-		A	A	A	SBL	50	-	-	-	<25	<25	<25	No	No	No		
				SBT	A	A	A		A	A	A	SBT	1,450	850	350	300	875	375	325	No	No	No		
				SBR	A	A	A		A	A	A	SBR	150	<25	<25	<25	<25	<25	<25	No	No	No		
				EBL	D	C	D		D	C	D	EBL	375	25	50	50	25	50	75	No	No	No		
				EBT/R	D	D	D		D	D	D	EBT/R	375	50	75	100	75	100	100	No	No	No		
				WBL/T/R	-	-	-		D	C	C	WBL/T/R	On-Site	-	-	-	25	<25	25	No	No	No		
				SBL	-	-	-		-	-	-	SBL	100	<25	25	<25	<25	25	<25	No	No	No		
3	Sunset Blvd & Everett St	SSSC	E/F/F	WBL/R	E	F	F	E/F/F	E	F	F	WBL/R	600	50	75	150	50	75	150	No	No	No		
				NBL	D	D	C		D	D	C	NBL	100	150	175	100	150	175	100	No	No	No		
4	Sunset Blvd & Beaudry Ave	Signalized	B/E/E	NBT	B	F	F	B/E/E	B	F	F	NBT	1,175	300	625	725	300	650	725	No	No	No		
				NBR	B	B	F		B	B	F	NBR	125	<25	25	-	<25	25	-	No	No	No		
				SBL	A	F	F		B	F	F	SBL	75	<25	75	100	<25	75	125	No	No	No		
				SBT	A	A	A		A	A	A	SBT	1,025	175	200	150	200	200	150	No	No	No		
				SBR	A	A	A		B	A	A	SBR	175	125	25	<25	125	25	<25	No	No	No		
				EBL	D	F	F		D	F	F	EBL	875	150	575	625	150	600	625	No	No	No		
				EBT/R	C	C	C		C	C	C	EBT/R	875	100	300	275	100	300	275	No	No	No		
				WBL/T	C	D	D		C	D	D	WBL/T	425	150	100	100	150	100	100	No	No	No		
				WBR	C	B	B		C	B	B	WBR	100	75	50	75	75	50	75	No	No	No		

1. EBL = Eastbound left, EBT = Eastbound through, EBR = Eastbound right, WBL = Westbound left, WBT = Westbound through, WBR = Westbound right, NBL = Northbound left, NBT = Northbound through, NBR = Northbound right, SBL = Southbound left, SBT = Southbound through, SBR = Southbound right.

2. Unacceptable queuing as defined in the report text, per the Los Angeles Department of Transportation Transportation Assessment Guidelines (August 2022).

3. Queue lengths are outputs derived from the Opening Year Conditions Synchro model developed for this Project. The 95th percentile queue length is a conservative assumption commonly employed for intersection design considerations and does not represent the typical queue length an average driver would experience.

4. Intersection LOS for unsignalized intersections reported using the worst-performing movement.