

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

8150 W. Sunset Bl
DOT Case No. CEN 16-44691

Date: July 26, 2016

To: Karen Hoo, City Planner
Department of City Planning

From: Wes Pringle, Transportation Engineer
Department of Transportation

Subject: **UPDATED TRANSPORTATION ANALYSIS FOR THE PROPOSED MIXED-USE PROJECT LOCATED AT 8150 WEST SUNSET BOULEVARD**

On February 28, 2014, the Department of Transportation (DOT) issued a traffic assessment report to the Department of City Planning regarding a proposed mixed-use project located at 8150 West Sunset Boulevard. However, since the report was released, the project description has been modified and an updated traffic analysis was prepared that assesses the applicability of the results and findings of the original traffic impact analysis prepared in November 2013. Therefore, DOT has prepared this traffic impact assessment report and has updated the original project requirements to be consistent with current City and DOT policies. Please replace the previous DOT assessment with this report.

DOT has reviewed the updated traffic analysis included in the project's environmental documents for the project scenario referred to as Alternative 9. The analysis, dated December 10, 2015, was prepared by Hirsch/Green Transportation Consulting for the mixed-used project proposed on the southwest corner of Crescent Heights Boulevard and Sunset Boulevard. The project was the subject of a traffic analysis dated November 2013 and of a DOT report dated February 28, 2014. The original study analyzed 15 intersections: four in the City of Los Angeles and 11 in the City of West Hollywood. The traffic study determined that none of the study intersections would be significantly impacted by project related traffic in the City of Los Angeles. The project would result in one potential significant impact at an unsignalized intersection in the City of West Hollywood. The revised project proposes the same number of residential units, a decrease in the size of the retail use, and the removal of the driveway on Sunset Boulevard. The revised project is not expected to result in any changes to the original significant traffic impacts.

The purpose of the updated analysis is to assess the relevance of the original traffic study prepared in 2013 and to evaluate the effect that the changes in the proposed development would have on the findings of the original traffic study. The updated traffic analysis identifies the revised land use proposal, describes changes to the project's site access and circulation plan, and updates the project trip generation estimates. DOT concurs with the results of the updated analysis, which accounted for other known development projects in evaluating potential cumulative impacts, that the revised project would not result in any new significant traffic impacts. The results for the revised analysis are summarized in **Attachment 1**.

DISCUSSION AND FINDINGS

A. Project Description

The table below compares the land use descriptions between the original and revised project scopes. The revised project would increase the residential portion and decrease the retail space, as follows:

Land Use	Original Project	Revised Project
Residential	249 Apartment Units (including 28 affordable)	249 Apartment Units (including 28 affordable)
Condominiums	0 Units	30 Units
Retail	51,150 SF	3,842 SF
Supermarket	24,811 SF	24,811 SF
Walk-In Bank	5,094 SF	5,094 SF
Restaurant	28,189 SF	23,158 SF
Dance/Yoga Studio	8,095 SF	8,095 SF

The original project indicated that vehicular access to the site would be provided by driveways on Crescent Heights Boulevard, Havenhurst Drive and Sunset Boulevard. The revised project would eliminate the driveway on Sunset Boulevard, provide commercial access via a two-way driveway on Crescent Heights Boulevard, and residential access via two two-way driveways on Havenhurst Drive that are restricted to left-turn/right-turn ingress and right-turn egress only. The project is expected to be complete by 2018.

B. Trip Generation

The revised project is estimated to generate a net increase of approximately 18 daily trips. This represents a decrease of 1,059 trips from the original project's 1,077 daily trips. The revised project would generate a net decrease of 108 trips in the a.m. peak hour. This represents a decrease of 28 from the original project's decrease of 82 a.m. peak hour trips. The revised project would also generate a net increase of 123 trips in the p.m. peak hour. This represents a decrease of 93 trips from the original project's 216 p.m. peak hour trips. These estimates were derived using trip generation rates from the Institute of Transportation Engineers (ITE) "Trip Generation Handbook, 9th Edition." A copy of the trip generation table from the traffic study can be found in **Attachment 2**.

PROJECT REQUIREMENTS

A. New Traffic Signal (City of Los Angeles – Voluntary Measure)

In the preparation of traffic studies, DOT guidelines indicate that unsignalized intersections should be evaluated solely to determine the need for the installation of a traffic signal or other traffic control device. Additionally, when choosing which unsignalized intersections to evaluate in the study, intersections that are adjacent to the project or that are integral to the project's site access and circulation plan should be identified. Based on the results of a traffic signal warrant analysis included in the traffic study, the applicant proposes to install a new traffic signal at the intersection of Sunset Boulevard and Havenhurst Drive. The traffic study indicates that this new signal would facilitate access between Sunset Boulevard and the project's driveway

on Havenhurst Drive. However, this requires further review by DOT as described below.

The satisfaction of a traffic signal warrant does not in itself require the installation of a signal. Other factors relative to safety, traffic flow, signal spacing, coordination, etc. should be considered. The design and construction of this proposed traffic signal, if deemed warranted by DOT, would be required of the applicant. To process the request for a new traffic signal, the applicant should work with DOT's Hollywood/Wilshire District Office. If the new signal is approved, this DOT office will issue a Traffic Control Report (TCR) authorizing the installation of the traffic signal. Then, it would be the responsibility of the applicant to design and construct the new signal through the Bureau of Engineering's B-permit process.

B. New Traffic Signal (City of West Hollywood)

The traffic study indicates that project-related traffic may result in a significant traffic impact at the unsignalized intersection of Fountain Avenue and Havenhurst Drive. This intersection is located south of the project site and within the City of West Hollywood. The traffic study proposes to install a new traffic signal at this intersection to off-set the potential impact. This proposal is subject to review and approval by the City of West Hollywood. Should this proposed mitigation not be accepted by the City of West Hollywood, then the applicant should work with that agency to evaluate other transportation mitigation options. If no other feasible measures are identified, then this significant impact would be considered unmitigated.

C. Transportation Demand Management (TDM Program)

The project proposes to implement a TDM plan to reduce the number of vehicle trips generated by the site. The purpose of a TDM plan should be to reduce the use of single occupant vehicles (SOV) by increasing the number of trips by walking, bicycle, carpool, vanpool and transit. The design of the development should contribute to minimizing traffic impacts by emphasizing non-auto modes of transportation. Also, a pedestrian-friendly project with safe and walkable sidewalks should be included in the overall design of this mixed-use project.

A preliminary TDM program should be prepared and provided for DOT review prior to the issuance of the first building permit for this project and a final TDM program approved by DOT is required prior to the issuance of the first certificate of occupancy for the project. The TDM program should include, but not be limited to, the following strategies:

- On-site Transportation Coordinator;
- Carpool, Vanpool and Rideshare Matching;
- Preferential parking for rideshare parking;
- A one-time fixed-fee of **\$50,000** to be deposited into the City's Bicycle Plan Trust Fund to implement bicycle improvements within the area of the proposed project;
- Transit pass subsidies for eligible project tenants and employees;
- Parking management strategies like parking cash-out and unbundling of the residential parking;
- Loaner bicycles and/or flex-use vehicles on site;
- Guaranteed Ride Home Program;
- Bicycle racks, lockers and showers on site;

- Encourage implementation of bus shelters in area of project;
- Flexible work hours and telecommute opportunities;
- Enhanced wayfinding information and signage.

The study does not take into account the trip reduction credits that are expected from these proposed measures. Due to this conservative approach, the benefits related to these TDM strategies were not quantified; therefore, the reported traffic impacts are likely overstated.

D. Intersection Improvement - Sunset Boulevard and Crescent Heights Boulevard (Voluntary)

To enhance and activate the pedestrian environment adjacent to the project, the project proposes to reconfigure the southwest quadrant of the intersection of Sunset Boulevard and Crescent Heights Boulevard. The improvement would remove the current sweeping eastbound right-turn lane on Sunset Boulevard that is stop-controlled before merging with southbound Crescent Heights Boulevard, and install a typical exclusive right-turn lane at the intersection. The unused “triangle” section would then be reconfigured to provide a new public “plaza” area adjacent to the northeast corner of the project site as illustrated in **Attachment 3**.

To accommodate the exclusive eastbound right-turn lane, the south side of Sunset Boulevard would be widened and the west side of Crescent Heights Boulevard between Sunset Boulevard and the project’s driveway would be reconstructed. Conceptually, this improvement is acceptable to DOT; however, to ensure optimal efficiency and safety of the intersection’s operations for all modes, the existing bus stop on the eastbound approach should be relocated from the near-side and the traffic signal may need to be upgraded to install northbound left-turn phasing and concurrent eastbound right-turn phasing (subject to review by DOT’s Hollywood/Wilshire District Office). These design issues should be discussed with DOT and Council District 4 prior to the commencement of the engineering plans for this improvement.

This section of Sunset Boulevard has been identified as a roadway within the High Injury Network (HIN), which spotlights streets with a high concentration of traffic collisions that result in severe injuries and deaths, with an emphasis on those involving people walking and bicycling. The proposed improvement would result in enhanced safety by removing the sweeping eastbound right-turn lane, thus eliminating a pedestrian-vehicle conflict point.

E. Construction Impacts

DOT recommends that a construction work site traffic control plan be submitted to DOT for review and approval prior to the start of any construction work. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. DOT also recommends that all construction related traffic be restricted to off-peak hours.

F. Highway Dedication And Street Widening Requirements

The City Council recently adopted the Mobility Plan 2035 which represents the new Mobility Element of the General Plan. A key feature of the updated plan is to revise street standards in an effort to provide a more enhanced balance between traffic flow

and other important street functions including transit routes and stops, pedestrian environments, bicycle routes, building design and site access, etc. Per the new Mobility Element, **Sunset Boulevard** has been designated as an Avenue I (Secondary Highway) which would require a 35-foot half-width roadway within a 50-foot half-width right-of-way. **Crescent Heights Boulevard** has been designated an Avenue II (Secondary Highway) which would require a 28-foot half-width roadway within a 43-foot half-width right-of-way. **Havenhurst Drive** has been designated a Local Street which would require a 18-foot half-width roadway within a 30-foot half-width right-of-way. The applicant should check with BOE's Land Development Group to determine if there are any other applicable highway dedication, street widening and/or sidewalk requirements for this project.

G. Implementation of Improvements

The applicant should be responsible for the cost and implementation of any necessary traffic signal equipment modifications and bus stop relocations associated with the proposed transportation improvements described above. All improvements and associated traffic signal work within the City of Los Angeles must be guaranteed through BOE's B-Permit process, prior to the issuance of any building permits and completed prior to the issuance of any certificates of occupancy. Temporary certificates of occupancy may be granted in the event of any delay through no fault of the applicant, provided that, in each case, the applicant has demonstrated reasonable efforts and due diligence to the satisfaction of DOT. Prior to setting the bond amount, BOE shall require that the developer's engineer or contractor contact DOT's B-Permit Coordinator, at (213) 928-9663, to arrange a pre-design meeting to finalize the proposed design needed for the project.

H. Parking Requirements

The updated analysis indicated that the revised project will provide a total of 820 vehicle parking spaces and 622 bicycle parking spaces for the residential and commercial uses. The applicant should check with the Department of Building and Safety on the number of Code-required parking spaces needed for the project.

I. Driveway Access and Circulation

The proposed project will provide vehicular access via three driveways: a driveway on Crescent Heights Boulevard (two-way full access) and two on Havenhurst Drive (both full service entry only driveways and right-turn only exit) as illustrated in **Attachment 4**. If the voluntary intersection improvement is not completed at Crescent Heights Boulevard and Sunset Boulevard, then driveway on Crescent Heights Boulevard should be restricted to right-turn ingress/egress only. The analysis studied this scenario and it did not change the results. Truck access to the on-site loading dock facilities is provided on Havenhurst Drive. The project also proposes a passenger pick-up/drop-off loading area onsite via the project driveways.

Review of the study does not constitute approval of the driveway dimensions and internal circulation schemes. Those require separate review and approval and should be coordinated with DOT's Citywide Planning Coordination Section (201 N. Figueroa Street, 4th Floor, Station 3, @ 213-482-7024). In order to minimize potential building design changes, the applicant should contact DOT for driveway width and internal circulation requirements so that such traffic flow considerations

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

J. Development Review Fees

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

If you have any questions, please contact me at (213) 972-8482.

Attachments

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c: Julia Duncan, Council District 4
Luci Ibarra, City Planning
Taimour Tanavoli, Citywide Planning Coordination, DOT
Carl Mills, Central District, BOE
Jeannie Shen, Hollywood-Wilshire District, DOT
Ron Hirsch, Hirsch/Green Transportation Consulting, Inc.

Table A-1(a)
Critical Movement Analysis ("CMA") Summary
(City of Los Angeles Intersections Only)
Existing (2013) and Future (2018) Without and With Alternative 9 Project Conditions

Int. No.	Intersection	Peak Hour	Year 2013 Conditions						Year 2018 Conditions					
			Without Project		With Alt. 9 Project				Without Project		With Alt. 9 Project			
			CMA	LOS	CMA	LOS	Impact		CMA	LOS	CMA	LOS	Impact	
1	Hollywood Blvd. and Laurel Cyn. Blvd.	AM	0.517	A	0.517	A	0.000		0.613	B	0.613	B	0.000	
		PM	0.554	A	0.555	A	0.001		0.694	B	0.695	B	0.001	
2	Hollywood Blvd. and Fairfax Ave.	AM	0.896	D	0.892	D	-0.004		0.969	E	0.965	E	-0.004	
		PM	0.755	C	0.755	C	0.000		0.817	D	0.818	D	0.001	
5	Sunset Blvd. and Crescent Hgts. Blvd.	AM	0.936	F ^[1]	0.911	F ^[1]	-0.025		1.147	F ^[1]	1.122	F ^[1]	-0.025	
		PM	0.756	F ^[1]	0.744	F ^[1]	-0.012		0.988	F ^[1]	0.976	F ^[1]	-0.012	
6	Sunset Blvd. and Fairfax Ave.	AM	0.746	F ^[1]	0.740	F ^[1]	-0.006		0.859	F ^[1]	0.852	F ^[1]	-0.007	
		PM	0.953	F ^[1]	0.952	F ^[1]	-0.001		1.047	F ^[1]	1.046	F ^[1]	-0.001	

Notes:

[2] Intersection "existing" and "future" level of service manually adjusted to LOS F based on observations of existing conditions.

*** Significant impact per LADOT *Traffic Study Policies and Procedures*, August 2014 (if applicable).

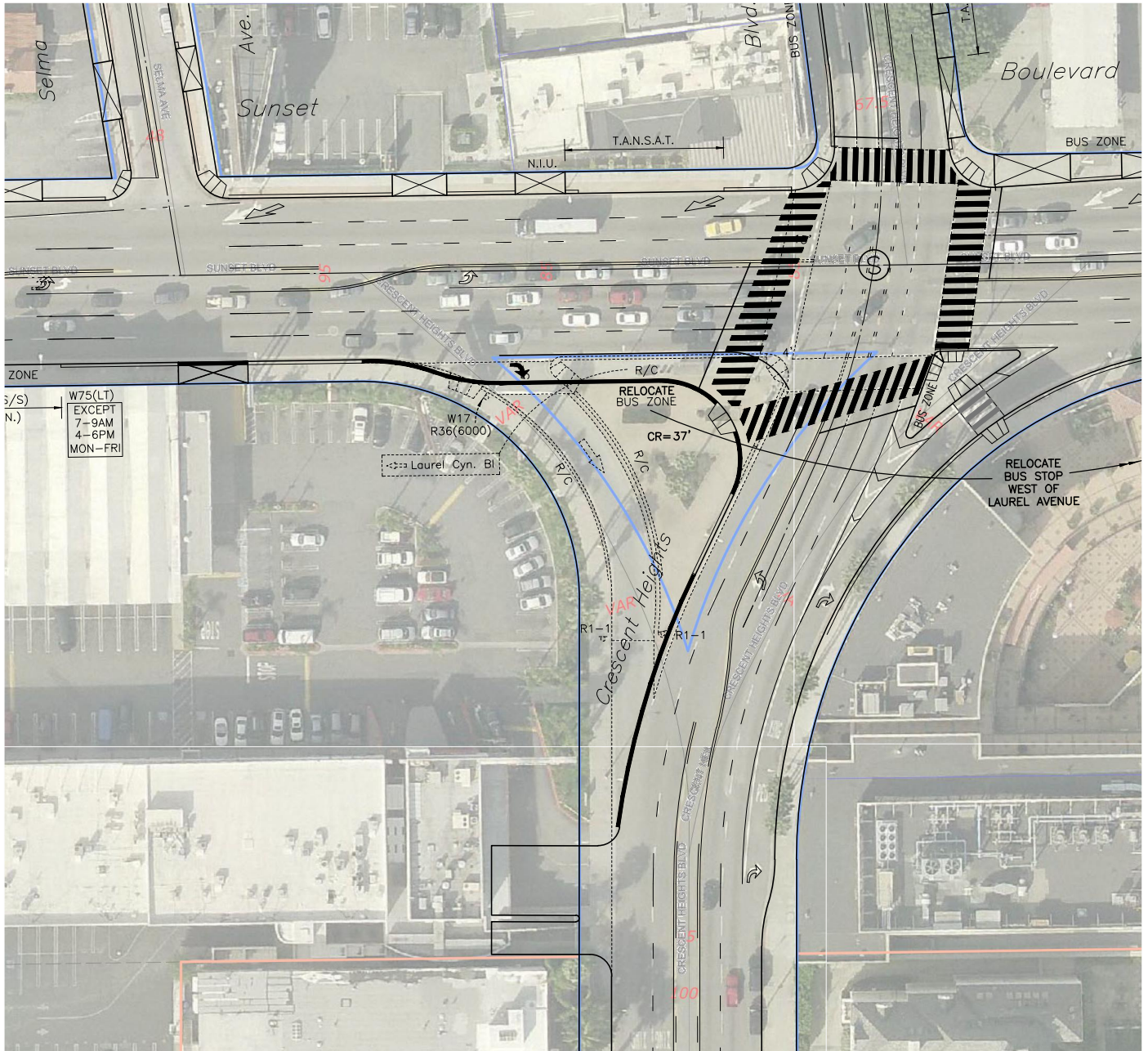
Attachment 2
8150 W. Sunset Bl

8150 Sunset Boulevard Mixed-Use Commercial and Residential Project
Alternative 9 Project
Trip Generation Calculations

Size/Use	Daily	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Proposed Alternative 9 Project							
<i>Residential Component</i>							
219 -unit Apartments (including 28 affordable units)	1,456	22	90	112	88	48	136
Less 0.6% "Affordable" Discount	(9)	0	(1)	(1)	(1)	0	(1)
Less 5% Transit Utilization	(72)	(1)	(5)	(6)	(5)	(2)	(7)
<i>Total Apartment Trips</i>	<i>1,375</i>	<i>21</i>	<i>84</i>	<i>105</i>	<i>82</i>	<i>46</i>	<i>128</i>
30 -unit Condominiums (0 affordable units)	174	2	11	13	11	5	16
Less 5% Transit Utilization	(9)	0	(1)	(1)	(1)	0	(1)
<i>Total Condominium Trips</i>	<i>165</i>	<i>2</i>	<i>10</i>	<i>12</i>	<i>10</i>	<i>5</i>	<i>15</i>
<i>Total Proposed Alternative 9 Project Residential Trips</i>	<i>1,540</i>	<i>23</i>	<i>94</i>	<i>117</i>	<i>92</i>	<i>51</i>	<i>143</i>
<i>Retail/Commercial Components</i>							
3,842 sq. ft. Retail (total)	164	2	2	4	7	7	14
Less 10% Mixed-Use Interaction (on-site residential)	(16)	0	0	0	0	(1)	(1)
Less 50% Pass-by Trips	(74)	(1)	(1)	(2)	(3)	(4)	(7)
Subtotal Retail Trips	74	1	1	2	4	2	6
24,811 sq. ft. Supermarket	2,537	52	32	84	120	115	235
Less 15% Mixed-Use Interaction (on-site residential)	(381)	(8)	(5)	(13)	(18)	(17)	(35)
Less 5% Walk-in Patronage	(108)	(2)	(2)	(4)	(5)	(5)	(10)
Less 40% Pass-by Trips	(819)	(17)	(10)	(27)	(39)	(37)	(76)
Subtotal Supermarket Trips	1,229	25	15	40	58	56	114
5,094 sq. ft. Walk-in Bank	764	22	9	31	27	35	62
Less 5% Mixed-Use Interaction (on-site residential)	(38)	(1)	(1)	(2)	(1)	(2)	(3)
Less 20% Pass-by Trips	(145)	(4)	(2)	(6)	(5)	(7)	(12)
Subtotal Walk-in Bank Trips	581	17	6	23	21	26	47
23,158 sq. ft. Quality Restaurants (total)	2,083	11	8	19	116	57	173
Less 10% Mixed-Use Interaction (on-site residential)	(208)	(1)	(1)	(2)	(11)	(6)	(17)
Less 10% Pass-by Trips	(188)	(1)	(1)	(2)	(11)	(5)	(16)
Subtotal Quality Restaurant Trips	1,687	9	6	15	94	46	140
8,095 sq. ft. Health/Fitness (Dance/Yoga Studios) (total)	267	5	6	11	17	12	29
Less 5% Mixed-Use Interaction (on-site residential)	(13)	0	(1)	(1)	(1)	0	(1)
Less 20% Pass-by Trips	(51)	(1)	(1)	(2)	(3)	(3)	(6)
Subtotal Dance/Yoga Studio Trips	203	4	4	8	13	9	22
<i>Total Proposed Alternative 9 Project Retail/Commercial Trips</i>	<i>3,774</i>	<i>56</i>	<i>32</i>	<i>88</i>	<i>190</i>	<i>139</i>	<i>329</i>
<i>Total Proposed Alternative 9 Project Retail/Commercial Trips at Adj. I/S</i>	<i>5,051</i>	<i>80</i>	<i>47</i>	<i>127</i>	<i>251</i>	<i>195</i>	<i>446</i>
Total Proposed New Alternative 9 Project Trips	5,314	79	126	205	282	190	472
<i>Total Proposed New Alternative 9 Project Trips at Adj. I/S</i>	<i>6,591</i>	<i>103</i>	<i>141</i>	<i>244</i>	<i>343</i>	<i>246</i>	<i>589</i>

8150 Sunset Boulevard Mixed-Use Commercial and Residential Project
Alternative 9 Project
Trip Generation Calculations (continued)

Size/Use	Daily	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Existing Use (Removed)							
14,647 sq. ft. Retail (total)	625	9	5	14	26	28	54
Less 50% Pass-by Trips	(313)	(4)	(3)	(7)	(13)	(14)	(27)
Subtotal Retail Trips	312	5	2	7	13	14	27
27,625 sq. ft. Art Storage Facility (Metro Art Storage)	69	2	2	4	4	3	7
11,786 sq. ft. Walk-in Bank - Banking-related Uses (first floor)	1,768	50	21	71	63	80	143
8,386 sq. ft. Bank Offices and Ancillary Space (second floor)	92	11	2	13	2	10	12
Less 20% Pass-by Trips (Banking Use Only)	(354)	(10)	(4)	(14)	(13)	(16)	(29)
Subtotal Walk-in Bank Trips	1,506	51	19	70	52	74	126
2,056 sq. ft. Restaurant (Kuru Sushi)	196	-----	n/a	-----	12	8	20
Less 20% Pass-by Trips	(39)	-----	n/a	-----	(2)	(2)	(4)
Subtotal Restaurant Trips	157	-----	n/a	-----	10	6	16
800 sq. ft. Ice Cream Parlor	76	-----	n/a	-----	5	3	8
Less 20% Pass-by Trips	(15)	-----	n/a	-----	(1)	(1)	(2)
Subtotal Ice Cream Parlor Trips	61	-----	n/a	-----	4	2	6
5,070 sq. ft. Fast Food (w/drive-thru) - McDonalds	2,515	117	113	230	86	80	166
Less 50% Pass-by Trips	(1,258)	(59)	(56)	(115)	(43)	(40)	(83)
Subtotal Fast Food (w/drive-thru) Trips	1,257	58	57	115	43	40	83
3,720 sq. ft. Fast Food (wo/drive-thru) (total)	2,664	98	65	163	49	48	97
Less 35% Pass-by Trips	(932)	(34)	(23)	(57)	(17)	(17)	(34)
Subtotal Fast Food (wo/drive-thru) Trips	1,732	64	42	106	32	31	63
2,360 sq. ft. Dental Office	85	5	1	6	2	6	8
3,550 sq. ft. Health Club (Martial Arts)	117	2	3	5	7	6	13
Total Existing Site Trips	5,296	187	126	313	167	182	349
<i>Total Existing Site Trips at Adj. I/S</i>	<i>8,207</i>	<i>294</i>	<i>212</i>	<i>506</i>	<i>256</i>	<i>272</i>	<i>528</i>
Net New Alternative 9 Project Retail/Commercial Trips	(1,522)	(131)	(94)	(225)	23	(43)	(20)
<i>Net New Alternative 9 Retail/Commercial Trips at Adj. I/S</i>	<i>(3,156)</i>	<i>(214)</i>	<i>(165)</i>	<i>(379)</i>	<i>(5)</i>	<i>(77)</i>	<i>(82)</i>
Net New Alternative 9 Project Residential Trips (same at Adj. I/S)	1,540	23	94	117	92	51	143
Total Net New Alternative 9 Project Trips	18	(108)	0	(108)	115	8	123
<i>Total Net New Alternative 9 Project Trips at Adj. I/S</i>	<i>(1,616)</i>	<i>(191)</i>	<i>(71)</i>	<i>(262)</i>	<i>87</i>	<i>(26)</i>	<i>61</i>
 Total Net EIR Project Trips	 1,077	 (92)	 10	 (82)	 158	 58	 216
<i>Total Net EIR Project Trips at Adj. I/S</i>	<i>147</i>	<i>(165)</i>	<i>(55)</i>	<i>(220)</i>	<i>159</i>	<i>55</i>	<i>214</i>
 Change in Net Project Trips (Alternative 9 vs. EIR Project)	 (1,059)	 (16)	 (10)	 (26)	 (43)	 (50)	 (93)
<i>Change in Net Project Trips at Adj. I/S (Alternative 9 vs. EIR Project)</i>	<i>(1,763)</i>	<i>(26)</i>	<i>(16)</i>	<i>(42)</i>	<i>(72)</i>	<i>(81)</i>	<i>(153)</i>



Attachment 4 8150 W. Sunset Bl

