

CITY OF LOS ANGELES
INTER-DEPARTMENTAL MEMORANDUM

17346 West Sunset Boulevard
DOT Case No. OtherWLA17-106442

DATE: May 10, 2018

TO: Luciralia Ibarra, Senior City Planner
Department of City Planning

FROM: Hamed Sandoghdar, Transportation Engineer
Department of Transportation

SUBJECT: **TRAFFIC IMPACT ASSESSMENT FOR THE MIXED-USE 44-UNIT RESIDENTIAL APARTMENT WITH GROUND FLOOR HIGH TURNOVER RESTAURANT AND RETAIL PROJECT TO BE LOCATED AT 17346 WEST SUNSET BOULEVARD**

The Department of Transportation (DOT) has reviewed the traffic study prepared by Overland Traffic Consultants, Inc. dated April 16, 2018, regarding the proposed mixed-use residential apartment with ground floor high turnover restaurant and retail project to be located at 17346 W. Sunset Boulevard. After a review of the pertinent data, DOT has determined that the analysis conducted adequately describes the project related impact of the proposed project.

PROJECT DESCRIPTION

The proposed mixed-use Project is to construct forty four (44) residential apartment units plus 1500 square feet of high turnover restaurant and 1500 square feet of retail use. The Project site was previously occupied by a fast-food use, which will be demolished to accommodate the proposed mixed-use development. Parking for the development will be provided on-site with vehicular access via two independent two-way operational driveways located on Sunset Boulevard.

DISCUSSION AND FINDINGS

Trip Generation

The Project is estimated to result in a net increase of 514 daily vehicle trips, a net increase of thirty-four (34) AM peak hour trips, and a net increase of forty-four (44) PM peak hour trips. The trip generation estimates are based on formulas published by the Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition, 2017. A copy of the report trip generation table (Table 2) can be found in **Attachment "A"**.

Traffic Impact

Traffic impact analysis was conducted at eight (8) intersections adjacent to the project. Based on DOT's traffic impact criteria¹, the proposed development would **not** impose a significant level of impact at any of the eight (8) study intersections that were identified for detailed analysis. A copy of the report summary traffic analysis table (Table 7 and Table 10) can be found in **Attachment "B"**.

¹ Per the DOT Traffic Study Policies and Procedures, a significant impact is identified as an increase in the Critical Movement Analysis (CMA) value, due to project related traffic, of 0.01 or more when the final ("with project") Level of Service (LOS) is LOS E or F; an increase of 0.020 or more when the final LOS is LOS D; or an increase of 0.040 or more when the final LOS is LOS C.

Congestion Management Program (CMP)

In accordance with the State-mandated Congestion Management Program (CMP) administered by the Los Angeles County Metropolitan Transportation Authority (MTA), an increase in the freeway volume by 150 vehicles per hour during the AM or PM peak hours in any direction requires further analysis. A substantial change in freeway segments is defined as an actual increase or decrease of 2% in the demand capacity ratio when at LOS F. For purposes of CMP intersections, an increase of 50 vehicles or more during the AM or PM peak hours requires further analysis. Based on the trip generation of the proposed Project and the distribution of the Project trips, the project-related trips are below the 50 trip threshold for potential CMP intersection impact, therefore, no further analysis is required. Similarly, the maximum number of project-related trips to occur along the nearest freeway segment is below the 150 trip threshold for potential CMP Freeway Segment impact; therefore, no further analysis is required.

Freeway Screening Analysis

To comply with the Freeway Analysis Agreement executed between Caltrans and LADOT in October 2013, and subsequently revised and renewed in December 2015, the study also included a screening analysis to determine if additional evaluation of freeway mainline and ramp segments was necessary beyond the CMP requirements. Exceeding one of four screening criteria would require the applicant to work directly with Caltrans to prepare a more detailed freeway analyses. However, the project did not meet or exceed any of the four thresholds defined in the agreement; therefore, no additional freeway analysis is required. A copy of the Caltrans Freeway Screening Analysis can be found in **Attachment "C"**.

PROJECT REQUIREMENTS

A. Highway Dedication and Street Widening Requirements

The applicant shall consult the Bureau of Engineering (BOE) for any highway dedication or street widening requirements. These requirements must be guaranteed before the issuance of any building permit through the B-permit process of the BOE. They must be constructed and completed prior to the issuance of any certificate of occupancy to the satisfaction of DOT and BOE.

B. Construction Impacts

DOT recommends that a construction work site traffic control plan be submitted to the DOT Western District Operations Office 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.

C. Driveway Access and Circulation

Review of the traffic impact analysis does not constitute approval of the Project's driveway dimensions and internal circulation schemes. Those require separate review and approval and should be coordinated with DOT's West LA/Coastal Development Review Section (7166 W Manchester Ave, @ 213-485-1062). 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. As noted previously, access for the proposed Project will be provided via

two independent two-way operational driveways located on the northern and southern most Project site boundaries adjacent to Sunset Boulevard.

D. Parking Requirements

The applicant should check with the Department of Building and Safety on the number of Code-required parking spaces needed for this project.

E. Pedestrian Connectivity

Applicant shall consult with the Department of City Planning for any additional requirements pertaining to pedestrian walkability and connectivity, as described in the Walkability Checklist.

F. 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 Eder Romero at (213) 485-1062.

HS:ER

Attachments

cc: Krista Kline, Eric Bruins, CD 11
Sean Haeri, Mohammad Blorfroshan, Rudy Guevara, DOT
Kevin Azarmahan, BOE
Liz Fleming, Overland Traffic Consultants, Inc.

Table 2
Estimated Project Traffic Generation

ITE Code	Description	Size	Daily Traffic	AM Peak Hour			PM Peak Hour		
				Total	In	Out	Total	In	Out
	Proposed Project								
220	Residenital Apartment	44 units	322	20	5	15	25	16	9
932	Restaurant	1,500 sf	168	15	8	7	15	9	6
	Internal Trips	5%	(8)	(1)	(1)	(0)	(1)	(1)	(0)
	Pass-by Trips	10%	(16)	(1)	(0)	(1)	(1)	(0)	(1)
	Subtotal Restaurant		144	13	7	6	13	8	5
820	Commercial Retail	1,500 sf	57	1	1	0	6	3	3
	Internal Trips	5%	(3)	(0)	(0)	(0)	(0)	(0)	(0)
	Pass-by Trips	10%	(6)	(0)	(0)	(0)	(0)	(0)	(0)
	Subtotal Retail		48	1	1	0	6	3	3
Net Proposed Trips			514	34	13	21	44	27	17

Table 7
Traffic Conditions for Existing + Project

No.	Intersection	Peak Hour	Existing		Existing +Project			Significant Impact
			CMA	LOS	CMA	LOS	Impact	
1	Pacific Coast Highway & Topanga Canyon Boulevard	AM	1.013	F	1.014	F	+ 0.001	NO
		PM	0.920	E	0.922	E	+ 0.002	NO
2	Pacific Coast Highway & Sunset Boulevard	AM	0.731	C	0.734	C	+ 0.003	NO
		PM	0.855	D	0.860	D	+ 0.005	NO
3	Castellammare Drive & Sunset Boulevard	AM	0.345	A	0.348	A	+ 0.003	NO
		PM	0.432	A	0.436	A	+ 0.004	NO
4	Palisades Drive & Sunset Boulevard	AM	0.430	A	0.432	A	+ 0.002	NO
		PM	0.417	A	0.421	A	+ 0.004	NO
5	Marquez Av./Marques Pl. & Sunset Boulevard	AM	0.347	A	0.350	A	+ 0.003	NO
		PM	0.488	A	0.492	A	+ 0.004	NO
6	Marquez Av./Baylor St. & Sunset Boulevard	AM	0.365	A	0.366	A	+ 0.001	NO
		PM	0.497	A	0.501	A	+ 0.004	NO
7	Sunset Boulevard & Temescal Canyon Road	AM	0.820	D	0.824	D	+ 0.004	NO
		PM	0.684	B	0.689	B	+ 0.005	NO
8	Pacific Coast Highway & Temescal Canyon Road	AM	1.067	F	1.068	F	+ 0.001	NO
		PM	0.969	E	0.973	E	+ 0.004	NO

Table 10
Future (2020) Traffic Conditions
With Project

No.	Intersection	Peak Hour	Future (2020) Without Project		Future (2020) With Project			Significant Impact
			CMA	LOS	CMA	LOS	IMPACT	
1	Pacific Coast Highway & Topanga Canyon Boulevard	AM	1.044	F	1.046	F	+ 0.002	NO
		PM	0.949	E	0.952	E	+ 0.003	NO
2	Pacific Coast Highway & Sunset Boulevard	AM	0.756	C	0.759	C	+ 0.003	NO
		PM	0.888	D	0.892	D	+ 0.004	NO
3	Castellammare Drive & Sunset Boulevard	AM	0.369	A	0.371	A	+ 0.002	NO
		PM	0.456	A	0.460	A	+ 0.004	NO
4	Palisades Drive & Sunset Boulevard	AM	0.449	A	0.451	A	+ 0.002	NO
		PM	0.446	A	0.449	A	+ 0.003	NO
5	Marquez Av./Marques Pl. & Sunset Boulevard	AM	0.361	A	0.363	A	+ 0.002	NO
		PM	0.511	A	0.515	A	+ 0.004	NO
6	Marquez Av./Baylor St. & Sunset Boulevard	AM	0.380	A	0.382	A	+ 0.002	NO
		PM	0.520	A	0.523	A	+ 0.003	NO
7	Sunset Boulevard & Temescal Canyon Road	AM	0.852	D	0.857	D	+ 0.005	NO
		PM	0.721	C	0.727	C	+ 0.006	NO
8	Pacific Coast Highway & Temescal Canyon Road	AM	1.100	F	1.101	F	+ 0.001	NO
		PM	1.006	F	1.009	F	+ 0.003	NO

Caltrans Freeway Analysis Screening Filter

PROJECT: 17346 Sunset Boulevard

IMPACT CRITERIA

	Yes	No
The project's peak hour trips would result in a 1% or more increase to the freeway mainline capacity of a freeway segment operating at level of service (LOS) E or F (based on an assumed capacity of 2,000 vehicles per hour per lane); or	<input type="checkbox"/>	<input checked="" type="checkbox"/>
The project's peak hour trips would result in a 2% or more increase to the freeway mainline capacity of a freeway segment operating at LOS D (based on an assumed capacity of 2,000 vehicles per hour per lane); or	<input type="checkbox"/>	<input checked="" type="checkbox"/>
The project's peak hour trips would result in a 1% or more increase to the capacity of a freeway off-ramp operating at level of service (LOS) E or F (based on an assumed capacity of 850 vehicles per hour per lane); or	<input type="checkbox"/>	<input checked="" type="checkbox"/>
The project's peak hour trips would result in a 2% or more increase to the capacity of a freeway off-ramp operating at LOS D (based on an assumed capacity of 850 vehicles per hour per lane); or	<input type="checkbox"/>	<input checked="" type="checkbox"/>

LOCATION	DIR	# of Lanes	Capacity	Project Trips*		% INCREASE	
				AM	PM	AM	PM
<u>FREEWAY SEGMENT (2,000 vehicles per hour per lane)</u>							
Santa Monica Freeway (I-10) west of Pacific Coast Highway	EB	2	4,000	2	2	0.1%	0.1%
Santa Monica Freeway (I-10) west of Pacific Coast Highway	WB	2	4,000	1	3	0.0%	0.1%
<u>OFFRAMP SEGMENT (850 vehicles per hour per lane)</u>							
WB Santa Monica Freeway at Pacific Coast Highway	WB	2	1,700	1	3	0.1%	0.2%

DIR = Direction

* Estimated 10% of vehicles to use I-10 Freeway in and out of area