



Hirsch/Green Transportation Consulting, Inc.

October 18, 2016

Mr. Tomas Carranza  
Principal Transportation Engineer  
Metro Development Review  
Los Angeles Department of Transportation  
100 S. Main Street, 10th Floor  
Los Angeles, California 90012

RE: Potential Alternative Mitigation Measures to Address Identified Significant Impact of  
8150 Sunset Boulevard (Alternative 9) Project at the Intersection of Fountain Avenue  
and Havenhurst Drive, Located Within the City of West Hollywood

Dear Tomas,

As you are aware, the City of West Hollywood has filed several appeals related to the recent City of Los Angeles Advisory Agency's approval of the Environmental Impact Report ("EIR") for a proposed mixed-use project located at 8150 Sunset Boulevard, within the City of Los Angeles. The most recent of these appeals, dated "August 26, 2016", identifies concerns related to the proposed installation of a new traffic signal intended to mitigate the significant impacts of the Proposed Project at the intersection of Fountain Avenue and Havenhurst Drive, which is located within the City of West Hollywood. Specifically, the City of West Hollywood's appeal states that the proposed new traffic signal is not "acceptable" as mitigation since that City would not approve its installation, and as such, that alternate measures should be identified. The City of West Hollywood appeal also suggests that the City of Los Angeles had "considered other feasible [mitigation] measures" that were not included in the project's EIR. It is of note that the traffic mitigation comments contained in current City of West Hollywood appeal have already been addressed in responses to comments incorporated into the Project's Final EIR ("FEIR") and/or Recirculated Portions of the Draft EIR ("RP-DEIR") documents. Nonetheless, as this issue continues to be raised by the City of West Hollywood and others, we believe that it is important to provide a clear and concise summary of the facts of this matter.

A review of the current conditions at the intersection of Fountain Avenue and Havenhurst Drive indicates that limited rights-of-way on both sides of each of these streets generally restrict the ability to implement meaningful roadway widenings along either of these facilities. As a result, measures to mitigate the potential project-related significant impact at that location (including impacts associated with both the Proposed Project and the Alternative 9 Project) are essentially limited to three options: reductions in the number of project-related trips (via implementation of a Transportation Demand Management, or "TDM", Program), restriping of the roadway(s) within the existing rights-of-way to provide additional lanes, and/or installation of a new traffic signal.

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As described in the project traffic study and EIR documents, the Proposed Project (including the approved Alternative 9 Project) will be required by the City of Los Angeles to develop and implement a TDM Program. However, the trip reductions associated with such a program alone (assumed as an approximately 15 percent reduction in the project's residential component trips and approximately 10 percent reduction in the project's commercial component trips) will not be sufficient to reduce the project-related impact at the intersection of Fountain Avenue and Havenhurst Drive to less-than-significant levels. As a result, while a TDM Program is identified as a traffic mitigation measure for the Proposed (and Alternative 9) Project, since this program alone will not mitigate the impact, additional and/or supplemental measures were examined.

The installation of new left-turn lanes in both directions on Fountain Avenue at Havenhurst Drive was also initially considered as a potential mitigation measure, but it was determined that the new left-turn lanes (either alone or in conjunction with any TDM Program-related trip reductions) would not reduce the Project's potential impact at this location to less-than-significant levels. Additionally, this measure could create secondary impacts in the project vicinity due to the removal of some existing on-street parking on the south (eastbound) side of Fountain Avenue. As a result, such an improvement is not a feasible mitigation measure for the Project's impact at the intersection of Fountain Avenue and Havenhurst Drive.

Therefore, the only feasible mitigation measure to reduce the Project's impact at the intersection of Fountain Avenue and Havenhurst Drive to less-than-significant levels is the installation of a new traffic signal. As detailed in the project traffic study and EIR documents, a new traffic signal installed at the intersection of Fountain Avenue and Havenhurst Drive would reduce the impact of the Proposed (and Alternative 9) Project at that location to less-than-significant levels.

Please let me know if you have any further questions or need additional information.

Sincerely,



Ron Hirsch, P.E.  
Principal