

APPENDIX O

Traffic Study

Transportation Study

Sunset Blvd. Commercial Project

City of West Hollywood
September 2022



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1.0 Introduction

This Transportation Impact Analysis for 9160-9176 Sunset Boulevard Commercial Project (Traffic Study) investigates the proposed Project's presence within the City of West Hollywood (City) for informative purposes.

The Traffic Study evaluates the thresholds of vehicle miles traveled (VMT) per the implementation of California Senate Bill 743 (SB 743) for CEQA significant impacts as well as the City of West Hollywood Traffic Impact Analysis Guidelines issued in April 2021 (City Guidelines). The Traffic Study also performs a site plan review and analysis, and driveway and circulation analysis. Finally, the Traffic Study qualitatively investigates the proposed Project's potential effects on the surrounding transportation network.

The project site is in the Sunset Specific Plan (SSP), which extends along Sunset Boulevard, for the entire length of the city, and is typically one to two parcels wide on each side of the roadway (City of West Hollywood, 2019). The project site is within Area 8 - West End of the SSP area. The goals of the SSP in the West End area include accommodating additional office buildings and providing space for "creative" industries and anchor businesses. The SSP also encourages development of a building of landmark quality at the southeast corner of Sunset and Cory that dramatically marks the entrance to West Hollywood and acts as a "hinge" at the bend in the street. Ground-floor uses catering to the needs of area office workers are encouraged (City of West Hollywood, 2019).

1.1 Project Location and Setting

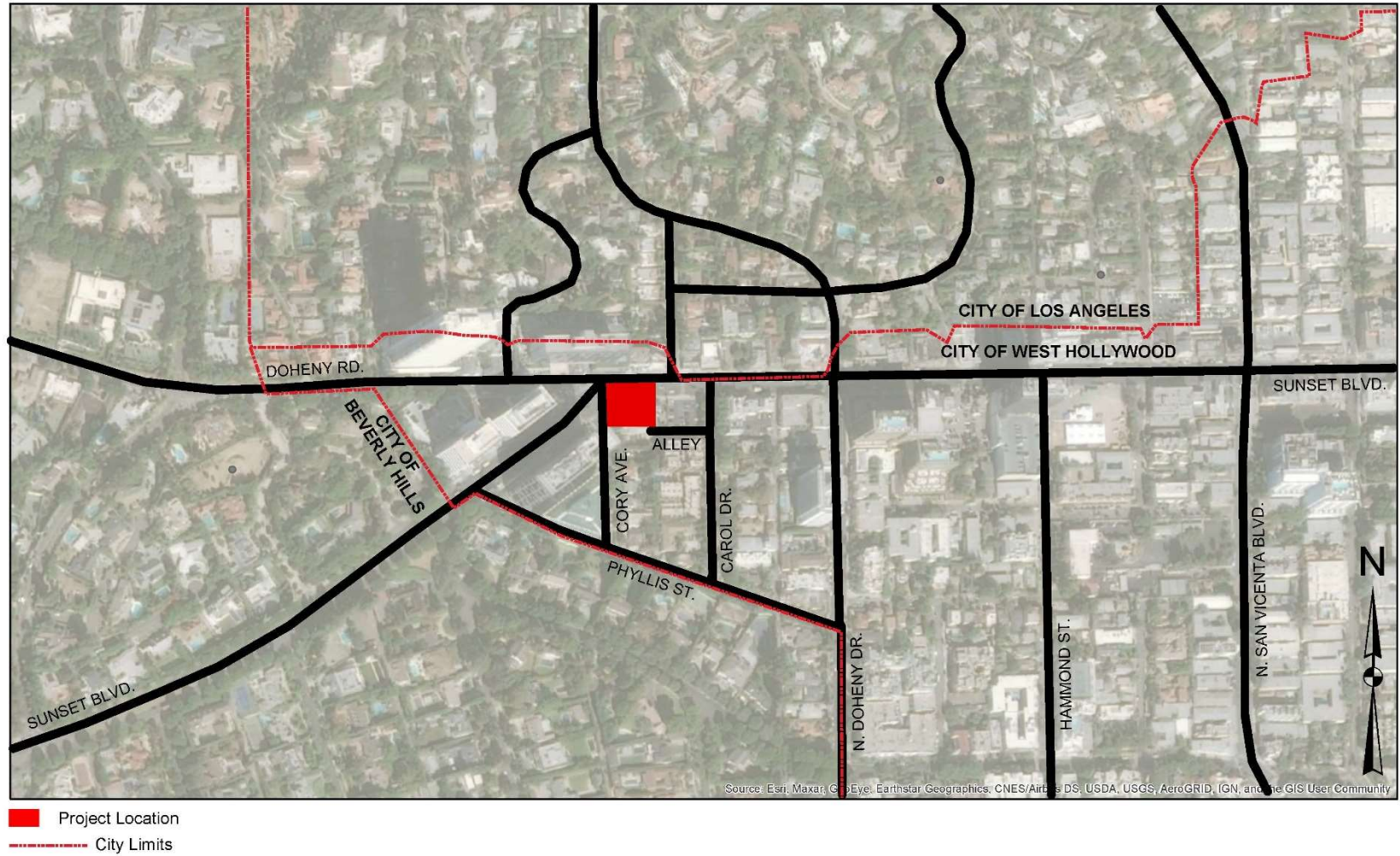
The proposed project, 9160-9176 Sunset Boulevard Commercial Project, is located at 9160 to 9176 Sunset Boulevard in the City of West Hollywood, California. The project site is located on the south side of Sunset Boulevard, between Carol Drive and Cory Avenue. The City of West Hollywood is in west-central Los Angeles County, at the north margin of the Los Angeles Basin and at the south foot of the Hollywood Hills. The City of West Hollywood is surrounded by the City of Los Angeles to the north, east, and south, and by the City of Beverly Hills to the west.

The project site, which is currently a closed auto dealership, is surrounded by medical office and commercial uses opposite Sunset Boulevard to the north; a surface parking lot for a nearby office building to the east; commercial uses to the west opposite Cory Avenue; and residential uses to the south.

A vicinity map of the proposed project is presented in **Figure 1.1-1**.

Figure 1.1-1 - Vicinity Map

PROJECT VICINITY MAP



2.0 Transportation Network

2.1 Study Roadways

The City of West Hollywood has the following three classification of streets.

- Local/Residential Street: A roadway that primarily serves the residential neighborhood. These include most of the City’s residential streets.
- Minor Arterial: A roadway that generally carries vehicular traffic to and from the residential neighborhood. In West Hollywood these also often carry regional and local traffic seeking alternative routes to avoid congestion.
- Major Arterial: A roadway that primarily serves regional as well as local vehicular traffic along commercial corridors.

The following roadways have been identified in this Traffic Study based on their proximity to the Proposed Project and project trip assignment and project trip distribution.

Table 2.1-1 - Roadway Classifications

Roadway	Classifications
Sunset Blvd.	Major Arterial
Doheny Rd.	Minor Arterial
Cory Ave.	Local/Residential Street
Phyllis St.	Local/Residential Street
Carol Dr.	Local/Residential Street

Sunset Blvd. is a designated major arterial roadway that runs in the east-west direction and abuts the Project Site to the north of it. It provides regional access to the Project Site, with four travel lanes, two in each direction, and left-turn lanes in each direction. Metered two-hour and 4-hour parking, prohibited on weekdays between 4:00 AM and 7:00 AM, is generally provided on both sides of the street within the project vicinity.

Doheny Rd. is a designated minor arterial roadway that has two segments within the project vicinity and provides local and sub-regional access to the Project Site. It begins in the east-west direction just west of the Cory Ave. / Sunset Blvd. / Doheny Rd. intersection just northwest of the Project Site. The roadway segment generally includes two travel lanes, one in each direction. Unmetered daytime parking (parking permits exempt) is generally available on both sides of the street further west of the intersection.

Cory Ave. is a designated local/residential roadway that runs in the north-south direction and abuts the Project Site to the west of it. It provides local access to the Project Site, with two travel lanes, one in each direction. Metered and unmetered daytime parking (parking permits exempt from two-hour parking limits) is generally available on the east side.

Phyllis St. is a designated local/residential roadway that runs in the northwest-southeast direction approximately 0.1 miles south of the Project Site. It provides local access to the Project Site, with two travel lanes, one in each direction. Unmetered daytime parking (parking permits exempt from two-hour parking limits) is generally available on both sides of the street.

Carol Dr. is a designated local/residential roadway that runs in the north-south direction and provides access to the alley way on the east side of the Project Site. It provides local access to the Project Site, with two travel lanes, one in each direction. Unmetered daytime parking (parking permits exempt from two-hour parking limits) is generally available on both sides of the street.

2.2 Study Intersections

The following intersections have also been identified in this analysis. All study intersections are located in the City of West Hollywood.

Table 2.2-1 - Intersections

Intersection	Description
Cory Ave. / Sunset Blvd. / Doheny Rd.	Signalized Intersection
Carol Dr. / Sunset Blvd.	Unsignalized Intersection
Carol Dr. / Alley	Unsignalized Intersection
Cory Ave. / Phyllis St.	Unsignalized Intersection
Carol Dr. / Phyllis St.	Unsignalized Intersection
Cory Ave. / Project Driveway 1	Unsignalized Intersection
Project Driveway 2 / Alley	Unsignalized Intersection

2.3 Bus Transit

The Proposed Project vicinity is well served by public transit and is located in an area defined as a “transit priority area” under SB 743. Bus transit service in the vicinity of the Proposed Project is available along Sunset Blvd. via Metro Local Line 302 – Line 2, which includes stops at the intersection of Cory Ave. / Sunset Blvd. / Doheny Rd.

2.4 Bicycle Routes

Bicycling is permitted along Sunset Blvd. and the surrounding local roadways but are not denoted with pavement markings or striping such as bicycle sharrows, lanes, or signed routes within the Proposed Project vicinity.

3.0 Project Site

The Proposed Project, 9160-9176 Sunset Boulevard Commercial Project, is located at 9160 to 9176 Sunset Boulevard in the City of West Hollywood, California. The project site is located on the south side of Sunset Boulevard, between Carol Drive and Cory Avenue.

3.1 Existing Site

The entire 18,608-square-foot (approximately 0.43 acre) project site is developed with an automotive dealership that closed permanently in May 2021. The car dealership consists of a two-story building and surface parking.

3.2 Proposed Project

The project site comprises three contiguous lots located on the south side of Sunset Boulevard. The proposed project consists of the development of a five-story, approximately 52,999-square-foot building with office and high turnover restaurant uses on the first floor and exclusively office uses on the second, third, fourth and fifth floors. The project would provide a total of 36,920 square feet of office space and 7,892 square feet of space for restaurant uses. The restaurant uses on the ground floor would also include provision of an additional 350 square feet of open space for outdoor dining use.

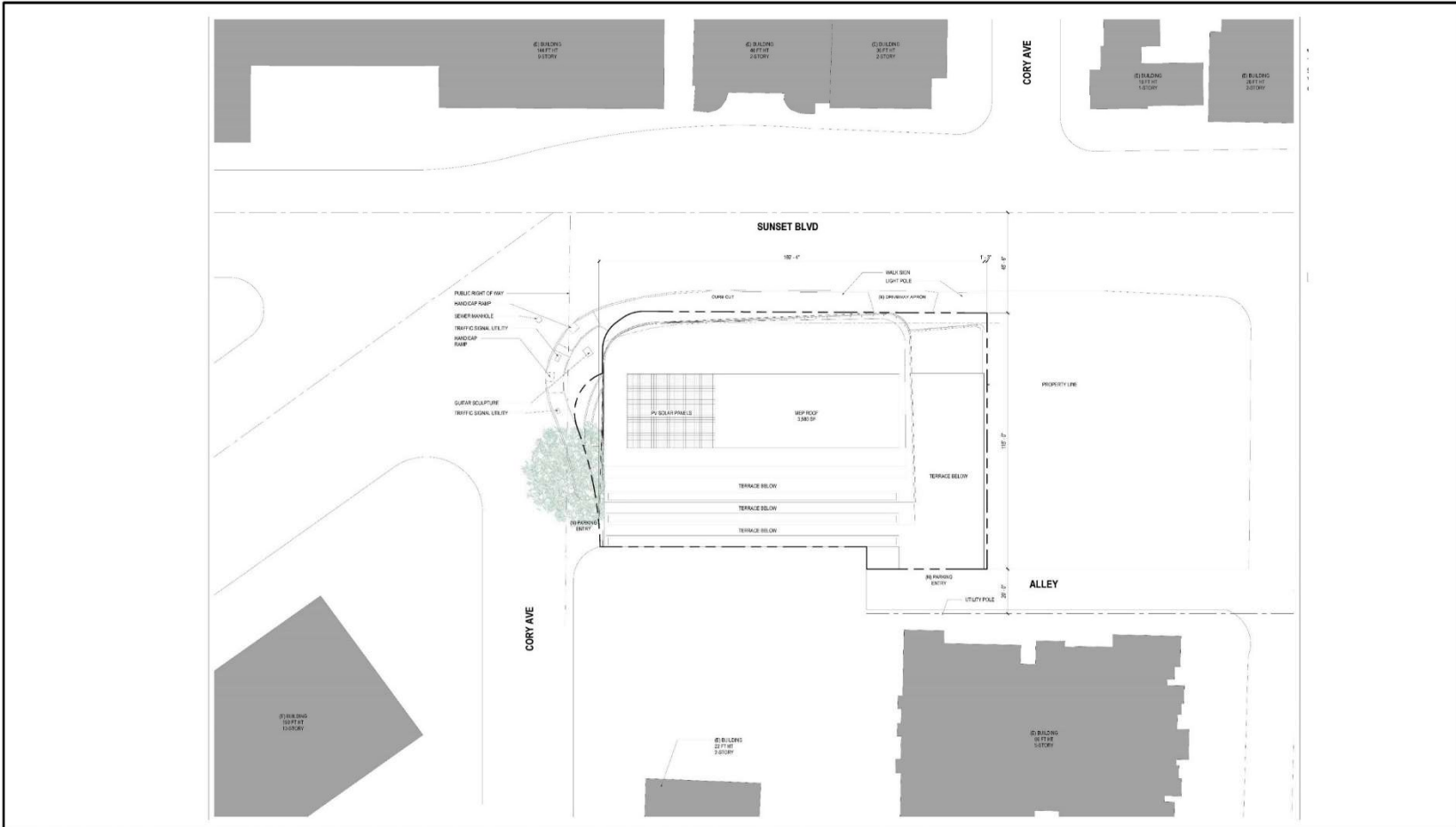
The project would provide approximately 86 vehicle parking spaces including 2 ride sharing spaces, plus 2 loading spaces, and 10 bicycle parking spaces in a three-level underground parking structure, in addition to 6 bicycle parking spaces on the ground level. The proposed project parking will also include 20 electrical vehicle compatible stalls.

The proposed new building would include approximately 52,999 square feet of floor area on a 18,608-square foot project site, resulting in a FAR of approximately 2.85 to 1.

Vehicular ingress and egress would be from Cory Avenue to the west; and via an existing alley from Carol Drive east of the site to the entrance to the proposed ramp in the southwest corner of the site down to the proposed underground parking structure. Pedestrian access would be from Sunset Boulevard on the north side of the site and Cory Avenue on the west side of the site.

The Proposed Project site plan is presented in **Figure 3.2-1**. The Proposed Level 1 floor plan is presented in **Figure 3.2-2**. The Proposed Building Section is presented in **Figure 3.2-3**.

Figure 3.2-1 – Proposed Site Plan



Disclaimer: Illustration provided by JBC/Gensler, who has indicated that the information is true and correct. No other warranties are expressed or implied.

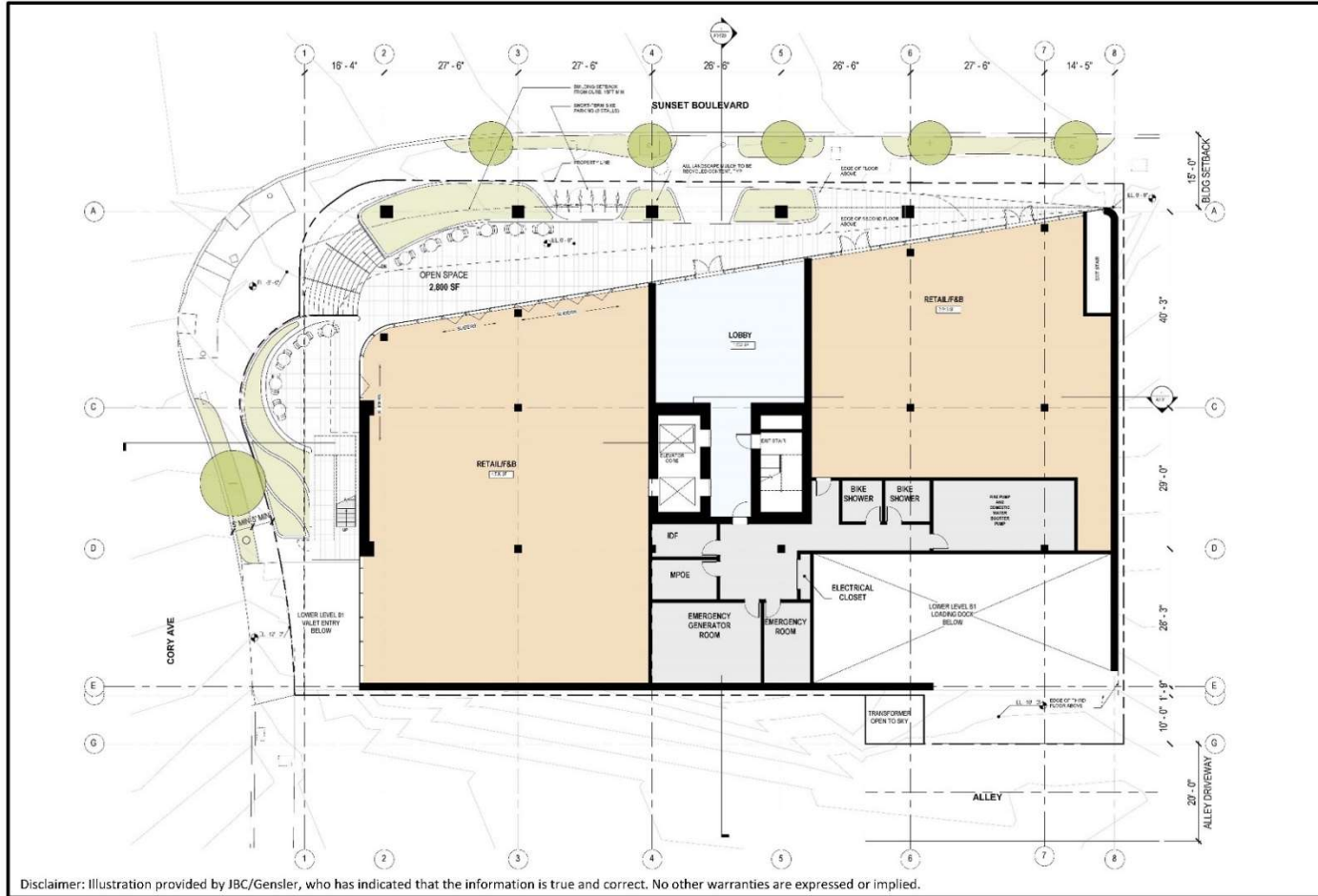
Sources: JBC/Gensler, 2020.

9160-9176 Sunset Boulevard Commercial Project

Proposed Site Plan



Figure 3.2-2 – Proposed Level 1 Floor Plan

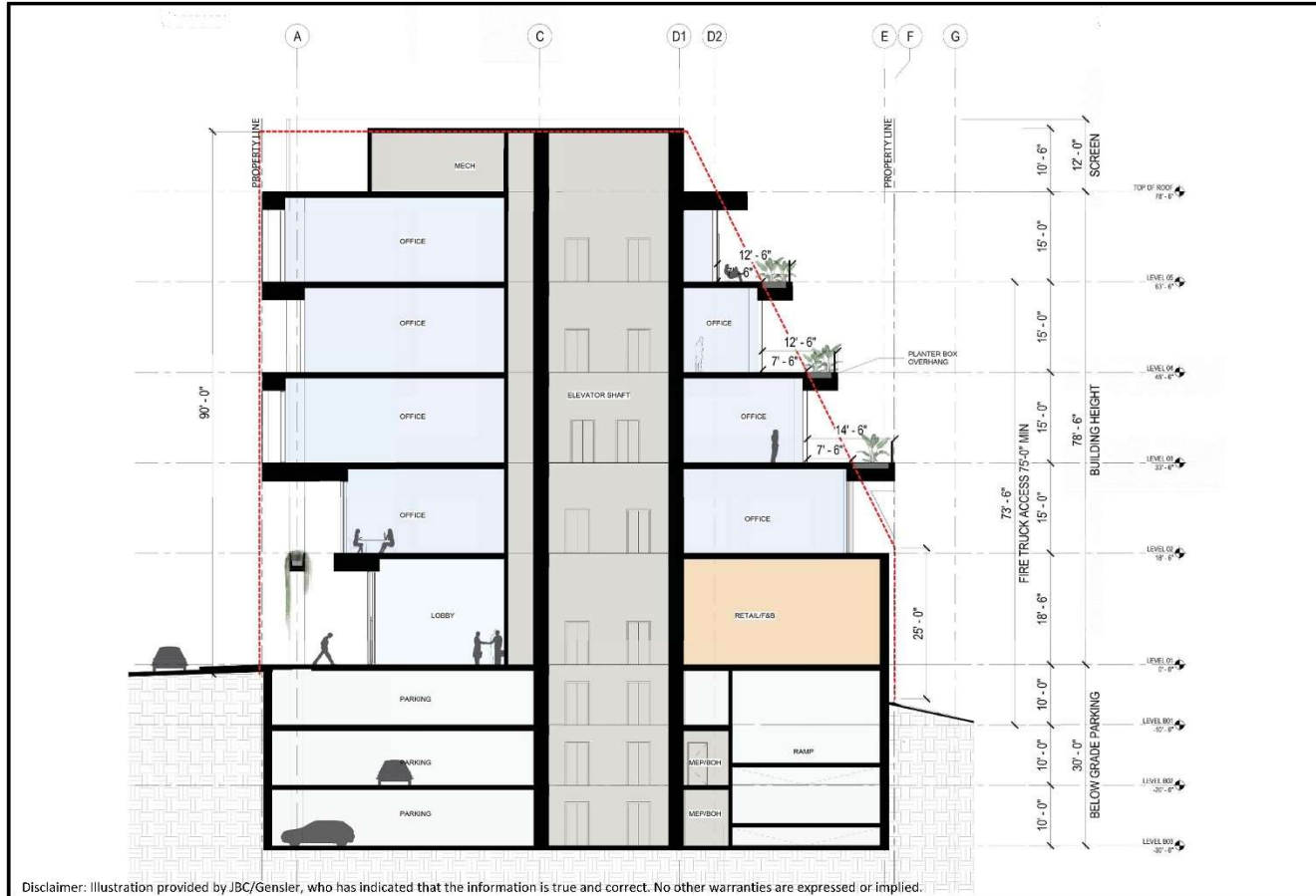


Sources: JBC/Gensler, 2020.

**9160-9176 Sunset Boulevard
Commercial Project**
Level 1 Floor Plan



Figure 3.2-3 – Proposed Building Section



**9160-9176 Sunset Boulevard
Commercial Project**
Building Section



3.0 Vehicle Miles Traveled (VMT)

The California Environmental Quality Act (CEQA) was adopted in 1970 and incorporated in the Public Resources Code §21000-21177. Its basic purposes are to inform governmental decision makers and the public about the potential significant environmental effects of proposed activities; identify ways that environmental damage can be avoided or significantly reduced, require changes in projects through the use of alternatives or mitigation measures when feasible; and disclose to the public the reasons why a project was approved if significant environmental effects are involved.

SB 743 fundamentally changes how traffic impacts are measured under the State's updated CEQA guidelines. A goal of the law was to help California combat climate change by reducing greenhouse gas emissions related to transportation, by developing traffic impact guidelines and metrics that encourage compact, infill, mixed-use development in urban areas served by public transit and other alternative modes of transportation.

To this end, SB 743 mandates that cities replace traffic impact analysis metric Level of Service (LOS) with VMT. On November 16, 2020, West Hollywood City Council adopted new metrics and thresholds to be compliant with SB 743 and the City of West Hollywood Traffic Impact Analysis Guidelines (City Guidelines) were finalized in April 2021.

3.1 VMT Analysis

Consistent with SB 743 and City Guidelines related to high quality transit corridors, this project is presumed to have a less than significant transportation impact due to the proximity of Sunset Blvd., which is designated as a high-quality transit corridor throughout the City, and the following City Guideline requirements:

1. The project has a Floor Area Ratio (FAR) of approximately 2.85.
2. Per the City's Municipal Code Section 19.28.040, the proposed development is required to provide 70 vehicle parking spaces plus 2 loading spaces for the office uses and 29 parking spaces for restaurant and outdoor dining uses. Therefore, the project is required to provide a total of 99 parking spaces, plus 2 loading spaces. The proposed project would provide 70 vehicular parking spaces plus 2 loading spaces for office use and 15 parking spaces for restaurant use through a voluntary 50 percent reduction in minimum parking requirement for secondary use spaces including restaurant/retail use, permitted under the City's Municipal Code Section 19.28.060. Therefore, the project would provide a total of 86 parking spaces (including 2 ride sharing and 20 EV charging spaces), plus 2 loading spaces. Therefore, the project would not develop more than the required minimum number of parking spaces.
3. The proposed project is consistent with *Connect SOCAL*, the Southern California Association of Governments' (SCAG) regional transportation plan and sustainable communities. The project:

- a. Promotes the redevelopment of existing underperforming nonresidential developments
 - b. Facilitates multimodal access to work with bicycle parking and bicycle lockers on-site
 - c. Increases amenities in the existing neighborhood
 - d. Promotes low emission infrastructure by accommodating electric vehicle charging stations on-site
4. The project does not replace affordable residential units with fewer affordable residential units, moderate-income residential units, or high-income residential units.
 5. The project should not have a significant regional draw based on the usages assigned to the site. The site hosts usages of a restaurant and office space. Given the setting of the project along a high-quality corridor, the project will attract a percentage of pass-by trips from motorists who already regularly use Sunset Blvd. The project also does not fit the City’s definition for regional draw such as a commercial site requiring specialized workforce for movie production studios.

4.0 Project Trip Generation

Trip generation of the proposed site is based on the Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition.

The proposed site plan designates the following usages. The following ITE Usage Codes were assigned to each usage:

- 36,920 SF Office Space (ITE Usage Code – 710 – General Office Building)
- 7,892 SF Retail/Restaurant (ITE Usage Code – 932 – High-Turnover (Sit-Down) Restaurant)

For a conservative analysis, ITE Usage Code – 932 – High-Turnover (Sit-Down) Restaurant was selected for trip generation. The trip generation does not include internal capture or pass-by trip credits to provide for a conservative analysis.

Table 4.0-1 – Project Trip Generation

			AM Peak Hour of Adjacent Street			PM Peak Hour of Adjacent Street			Average Daily Traffic (ADT)
ITE Usage Code – 710 – General Office Building			In	Out	Total	In	Out	Total	Total
Rates	36,920	GFA ¹	1.00	0.16	1.16	0.18	0.97	1.15	9.74
		Trips	37	6	43	7	36	43	360
ITE Usage Code – 932 – High-Turnover (Sit Down) Restaurant			In	Out	Total	In	Out	Total	Total

Rates	7,892	GFA ¹	5.47	4.47	9.94	6.06	3.71	9.77	112.18
		Trips	43	35	78	48	29	77	885
		<u>TOTAL TRIPS</u>	<u>80</u>	<u>41</u>	<u>121</u>	<u>55</u>	<u>65</u>	<u>120</u>	<u>1,245</u>

¹GFA = Gross Floor Area

Remaining areas such as back of house (BOH), mechanical, electrical, plumbing, core, and shafts are not included for the trip generation.

5.0 Project Trip Distribution and Assignment

The trip distribution is based on the local roadway network in the proximity of the project and access to the I-101 and I-405 Freeways as well as Los Angeles to the south. Project trips are mainly distributed to major arterial Sunset Blvd. and minor arterial Doheny Dr. to the south. The project trip distribution and trip assignment are presented in **Figure 5.0-1** and **Figure 5.0-2** respectively.

6.0 Residential Street Analysis

For informational purposes, the residential street analysis identifies the effects of the Proposed Project on residential street segments. Carol Dr., Cory Ave., and Phyllis St. are residential streets that accommodate project trips to and from Sunset Blvd. and Doheny Dr. to the south. 60% of project trips are distributed north of these residential streets onto Sunset Blvd., a high transit priority corridor. The remaining 40% of project trips are distributed south of the Project Site with 30% of trips along Cory Ave., 10% along Carol Dr., and 40% along Phyllis St. This distribution is conservative in assigning vehicles to the residential streets to the south.

6.1 Residential Trip Assignment

Table 6.0-1 - Residential Street Trip Assignment provides a summary of project trips along Carol Dr., Cory Ave., and Phyllis St. for the AM Peak Hour, PM Peak, and Average Daily Trips (ADT) scenarios.

Table 6.0-1 Residential Street Trip Assignment

	AM Peak Hour	PM Peak Hour	ADT
Carol Dr.	13	14	125
Cory Ave.	27	37	374
Phyllis St.	50	50	499

The AM Peak Hour is considered a 60-minute period during weekday mornings between 7:00 AM to 9:00 AM. The PM Peak Hour is considered a typical 60-minute period during weekday evenings between 4:00 PM to 6:00 PM. The peak hours represent the time periods of the day with the heaviest traffic volumes during a 24-hour cycle. Based on the trip assignment the maximum number of vehicles along residential streets occurs along Phyllis St. which then filters motorists to the Proposed Project driveways accessed from Carol Dr. and Cory Ave., respectively.

Figure 5.0-1 - Project Trip Distribution

PROJECT TRIP DISTRIBUTION

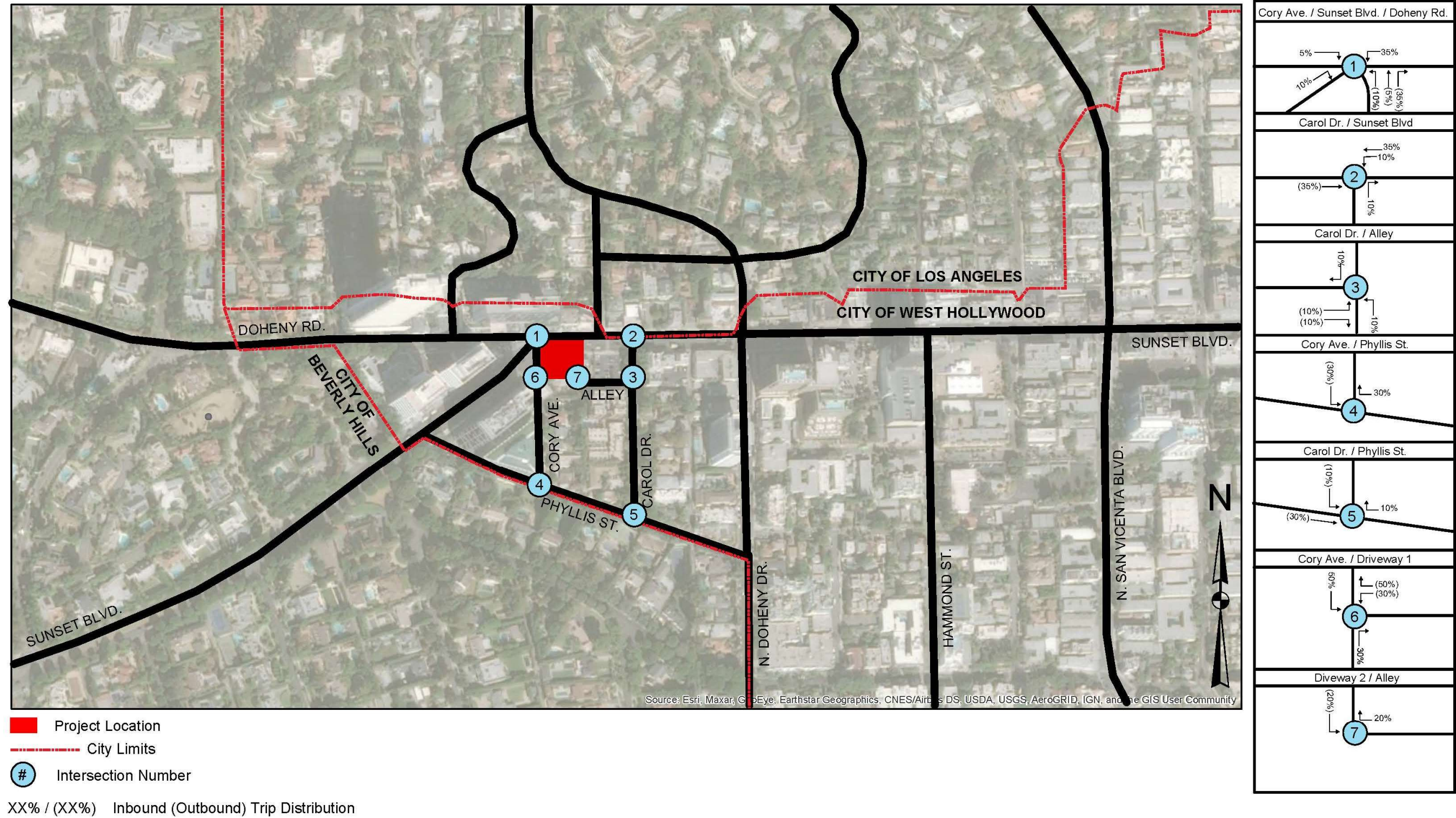


Figure 5.0-2 - Project Trip Assignment

PROJECT TRIP ASSIGNMENT



Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus, USDA, USGS, AeroGRID, IGN, and the GIS User Community

- Project Location
- - - - - City Limits
- # Intersection Number
- XX/XX AM/PM Trip Assignment
- Note: Trips are rounded up to the nearest whole number.
- XX
↔ Average Daily Traffic on Residential Streets

<p>Cory Ave. / Sunset Blvd. / Doheny Rd.</p>
<p>Carol Dr. / Sunset Blvd</p>
<p>Carol Dr. / Alley</p>
<p>Cory Ave. / Phyllis St.</p>
<p>Carol Dr. / Phyllis St.</p>
<p>Cory Ave. / Driveway 1</p>
<p>Diveway 2 / Alley</p>

Based on the trip assignment, the Proposed Project will generate less than one vehicle trip per minute along residential streets during the heaviest traffic hours of the day. Outside of the peak hours, the Proposed Project is estimated to generate a maximum total of 399 vehicle trips on residential roadways for the remainder of a typical weekday based on the trip assignment. Assuming typical hours of operation for the Project Site (ie. 8:00 AM – 8:00 PM), this amounts to an average of approximately 40 vehicle trips per hour for the remaining 10-hours of site operation. This number of trips is less than one-vehicle per minute along residential streets for the remainder of the day. Given the function of the residential streets and the lower existing and future traffic volumes they service, the project will not conflict with existing traffic demands along residential streets.

7.0 Site Plan Review and Analysis

Site plan review and analysis are required for informational purposes and to contribute to the CEQA determination related to consistency with Programs, Plans, Ordinances, and Policies, identification of any project-related geometric hazards, and identification of adequate emergency access. **Figure 7.0-1 – Pedestrian, Bicyclist, Motorist and Parking Diagram** represents the Project Site’s interaction with the vicinity surrounding the project.

7.1 Pedestrians and Bicyclists

The Proposed Project accommodates the City of West Hollywood’s goals as outlined in the Pedestrian and Bicycle Master Plan.

While there are no designated bicycle routes or lanes in the vicinity of the Project Site, the Proposed Project provides short- and long-term bicycle parking for employees and visitors. The proposed conceptual site plan parking structure also includes bicycle lane direct access travel paths to minimize conflicts with motorist within the Project Site.

With respect to pedestrian facilities, the Proposed Project will incorporate a landscaping to enhance the pedestrian experience and preserve existing sidewalks along the Proposed Project’s frontage.

Construction

Sidewalks adjacent to the Project Site along Sunset Blvd. and Cory Ave. may temporarily be impacted due to Project construction. Implementation of a Construction Management Plan will require safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers, as appropriate.

7.2 Parking

Pursuant to Public Resources Code Section 21099(d)(1), the Proposed Project is an employment center project within a transit priority area and parking impacts shall not be considered significant.

Per the City’s Municipal Code Section 19.28.040, the proposed development is required to provide 70 vehicle parking spaces plus 2 loading spaces for the office uses and 29 parking

spaces for restaurant and outdoor dining uses. Therefore, the project is required to provide a total of 99 parking spaces, plus 2 loading spaces.

The proposed project would provide 70 vehicular parking spaces plus 2 loading spaces for office use and 15 parking spaces for restaurant/retail use allowed through a 50 percent reduction in minimum parking requirement for secondary use spaces including restaurant/retail use, permitted under the City's Municipal Code Section 19.28.060. Therefore, the project would provide a total of 86 parking spaces (including 2 ride sharing and 20 EV charging spaces), plus 2 loading spaces. The project would also provide 16 bicycle parking spaces.

The Proposed Project would provide adequate parking per the City's requirements. On-street parking will not be impacted by the project.

7.3 Emergency Access

Access to the Project Site is provided primarily via a driveway entrance on Cory Ave. as well as a second driveway entrance at the alley on the southeast side of the Project Site. Emergency vehicles would be able to temporarily park along the curbs of Cory Ave. and within the alley away from traffic. The Proposed Project is not anticipated to include permanent lane or street closures that would impede emergency access to nearby properties.

7.4 Climate

The Proposed Project is consistent with *Connect SOCAL*, the Southern California Association of Governments' (SCAG) regional transportation plan and sustainable communities. The project:

1. Promotes the redevelopment of existing underperforming nonresidential developments
2. Facilitates multimodal access to work with bicycle parking and bicycle lockers on-site
3. Increases amenities in the existing neighborhood
4. Promotes low emission infrastructure by accommodating electric vehicle charging stations on-site

The Proposed Project also incorporates mixed-usages along Sunset Blvd., a high quality transit corridor. This reduces greenhouse gas emissions by centralizing various usages at one location.

8.0 Driveway Analysis

The Proposed Project includes two driveway accesses along Cory Ave. and the alley on the southeast side of the project.

8.1 Cory Ave. Driveway

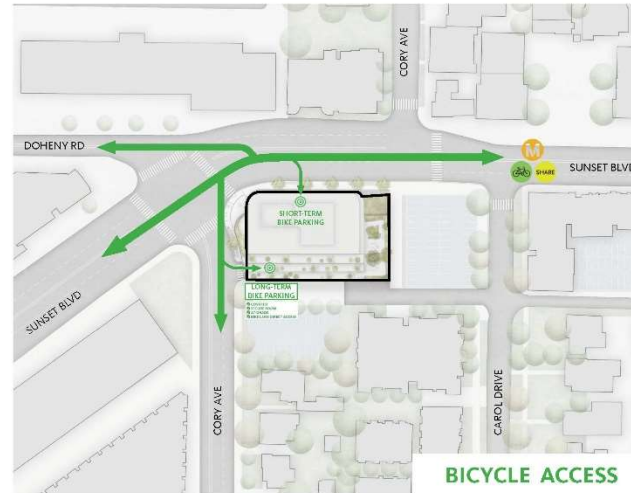
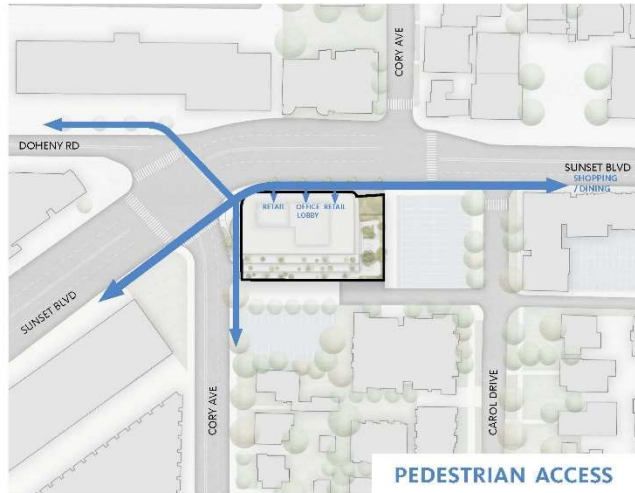
The Proposed Project's driveway along Cory Ave. is located in the same vicinity at the southwest corner of the lot as the existing access point. The driveway is located less than 75-

feet south of the Cory Ave. / Sunset Blvd. / Doheny Rd. intersection. The northbound approach of this intersection, along Cory Ave., include designated left-turn and right-turn pockets that extend further south beyond the proposed driveway. While Cory Ave. is designated as a residential street with low traffic volumes, a keep-clear zone at the driveway access point may be considered to minimize potential conflicts with queuing in the northbound Cory Ave. intersection approach as deemed appropriate. Based on the trip assignment, a maximum of 20-project trips per hour will make a left-turn out of the driveway during peak hour periods of traffic.

8.2 Alley Driveway

A second driveway is proposed to be located at the alley way off of Carol Dr. to on the southeast corner of the project site. The alleyway will have minimal conflicting traffic and will mainly service access to the Proposed Site.

Figure 7.0-1 – Pedestrian, Bicyclist, Motorist and Parking Diagram



JBC
The John Buck Company
9176 Sunset Blvd
West Hollywood
California 90069

Gensler
505 South Flower Street
Los Angeles, California 90071
West Tower

Date	Description
12/23/2015	ENVIRONMENTAL PRE-SUBMITTAL
03/10/2016	ENVIRONMENTAL PRE-SUBMITTAL
04/29/2016	ENVIRONMENTAL PRE-SUBMITTAL
08/02/2016	ENVIRONMENTAL PRE-SUBMITTAL

Best/Signature

NOT FOR CONSTRUCTION

Project Name
Sunset Jewel Box

Project Number
05.2543.000

Description
SITE ACCESS & CIRCULATION DIAGRAMS

Scale

A0.09

© 2015 Gensler

9.0 Conclusion

The Proposed Project, 9160-9176 Sunset Boulevard Commercial Project, is located at 9160 to 9176 Sunset Boulevard in the City of West Hollywood, California. The project site is located on the south side of Sunset Boulevard, between Carol Drive and Cory Avenue. The Proposed Project site will replace an automotive dealership that closed permanently in May 2021.

The proposed project consists of the development of a five-story, approximately 52,999-square-foot building with office and high turnover restaurant uses on the first floor and office uses on the second, third, fourth and fifth floors. The project would provide 86 vehicle parking spaces including 2 ride sharing spaces and 20 EV charging spaces, plus two loading spaces and 10 bicycle parking spaces in a three-level underground parking structure, in addition to 6 bicycle parking spaces on the ground level.

Based on the project trip generation, distribution, and assignment along residential streets, there will be minimal conflict with existing traffic along the residential streets due to the lower volumes of traffic along the local streets in comparison to the majority of project trips which will be distributed to Sunset Blvd. This analysis distributed a conservative number of trips along Phyllis Avenue to the south of the project.

Due to the proximity of the Proposed Project's driveway along Cory Ave. to the Cory Ave. / Sunset Blvd. / Doheny Rd. intersection, a keep-clear zone at the driveway access point may be considered to reduce conflicts with potential northbound queuing along Cory Ave. for motorists making a left-turn out of the driveway.

Consistent with SB 743 and the City's Traffic Impact Analysis Guidelines, this project is presumed to have a less than significant VMT impact due to the proximity of Sunset Blvd., which is designated as a high-quality transit corridor throughout the City.