

Appendix O

Loading Dock Memo

Appendix 0.1

Loading Dock Memo



MEMORANDUM

TO: Wes Pringle, P.E., Los Angeles Department of Transportation

FROM: Patrick A. Gibson, P.E., PTOE
Emily Wong, P.E.

DATE: October 14, 2020

RE: Loading Dock Access Review for the
Sunset & Western Project
Hollywood, California

Ref: J1475

This memorandum presents a review of the proposed loading dock for the Sunset & Western Project (Project) located at 5420 Sunset Boulevard in the Hollywood community of the City of Los Angeles (City). The Project's site access and circulation plan was evaluated in *CEQA Thresholds Analysis for the Sunset & Western Mixed-Use Development Project* (Gibson Transportation Consulting, Inc. [GTC], June 2020) and was reviewed and approved by the Los Angeles Department of Transportation (LADOT) in *Inter-Departmental Correspondence: Updated Transportation Impact Assessment for the Sunset/Western Mixed-Use Development Located at 5420 West Sunset Boulevard (ENV-2017-1084-EIR/ZA-2017-MCUP-SPP-SPR)* (August 27, 2020). GTC also previously analyzed the Project's potential operational constraints based on the level of service (LOS) methodology in *Transportation Impact Study for the Sunset/Western Mixed-Use Development* (March 2018) and *Transportation Assessment for the Revised Sunset & Western Project, Hollywood, California* (GTC, March 30, 2020).

PROJECT BACKGROUND

The Project would include 735 apartment units with 95,000 square feet (sf) of neighborhood-serving commercial uses. The neighborhood-serving commercial uses would consist of a 69,000 sf supermarket and 26,000 sf of shopping center (retail and restaurant) uses. An existing grocery store and fast-food restaurant on the property would be removed as part of the Project. Therefore, the Project would propose a net reduction of 5,800 sf of commercial space.

Parking for the Project would be distributed throughout the Project Site within two subterranean parking levels and an at-grade parking level. Access to the parking facilities would be provided via driveways located along Serrano Avenue, Sunset Boulevard, and Western Avenue. In addition, truck access to the retail/supermarket loading dock would be provided along Serrano Avenue.

The conceptual Project site plan is provided in Figure 1.

LOADING DOCK REVIEW

Truck access to the retail/supermarket loading dock would be provided via two driveways, one ingress-only and one egress-only, to be located along the west side of Serrano Avenue south of Sunset Boulevard. The loading dock would require the construction of two new curb cuts along Serrano Avenue. The driveways would be designed in accordance with Section 321 of LADOT's *Manual of Policies and Procedures* (December 2008). The ingress driveway would be located approximately 60 feet south of the signalized intersection of Serrano Avenue & Sunset Boulevard and the egress driveway would be located approximately 40 feet north of the Project's proposed commercial driveway. The loading dock driveways would be separated by approximately 75 feet.

The design and the location of the loading dock driveways on Serrano Avenue was the subject of a workshop with LADOT staff. Several alternatives were discussed and the design presented in Figure 1 was selected to minimize the potential impact on adjacent pedestrian and traffic flow. LADOT approved the driveway design.

Residential and nursing home uses are provided along Serrano Avenue south of the Project Site, and the roadway width narrows by approximately 10 feet. Therefore, the loading dock driveways would accommodate southbound right-turn only ingress maneuvers and left-turn only egress maneuvers back to Sunset Boulevard to limit truck-related traffic and congestion in the adjacent neighborhood.

Adequate pedestrian refuge area would be provided between the two loading dock driveways. The loading dock driveways would provide adequate sight distance for entering and exiting trucks to increase safety for to pedestrians/bicyclists along Serrano Avenue. To minimize potential vehicle-pedestrian/bicycle conflicts, the Project would employ a dock manager to facilitate safe truck access to/from the loading dock and public right-of-way. In addition, the truck deliveries would typically occur outside of the commuter peak hours to further limit potential constraints to operations of the adjacent roadways.

SUMMARY

The Project's loading dock driveways would be designed in consideration of the adjacent pedestrian and vehicular traffic along Serrano Avenue. In addition, the Project would provide a loading dock manager to further facilitate safe truck access to/from the loading dock and public right-of-way. Therefore, the Project's proposed loading dock would not result in significant vehicle-pedestrian conflicts.



PROJECT SITE PLAN

FIGURE
1

Appendix 0.2

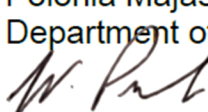
LADOT Approval of Loading Dock Memo

FORM GEN. 160A (Rev. 1/82) **CITY OF LOS ANGELES**
INTER-DEPARTMENTAL CORRESPONDENCE

5420 W. Sunset Bl
DOT Case No. CEN20-50056

Date: October 29, 2020

To: Polonia Majas, Planning Assistant
Department of City Planning



From: Wes Pringle, Transportation Engineer
Department of Transportation

**Subject: LOADING DOCK ACCESS ANALYSIS FOR THE PROPOSED THE
SUNSET/WESTERN MIXED-USE DEVELOPMENT LOCATED AT 5420
WEST SUNSET BOULEVARD**

The Department of Transportation (DOT) has reviewed the analysis prepared by Gibson Transportation Consulting (GTC), dated October 14, 2020, for the proposed loading dock facility included in the mixed-use project located at 5420 West Sunset Boulevard. The analysis focused on the proposed loading dock associated with the development that will consists of two driveways, an ingress only and an egress only driveway, on the south side of Serrano Avenue south of Sunset Boulevard. The project access, including the loading docks, was discussed in the transportation analysis, dated June 22, 2020, also prepared by GTC, and reviewed by DOT in the subsequent comment letter, dated August 27, 2020. DOT concurs with the analysis that the design does not create adverse conditions for pedestrian access or vehicles with the recommended addition of a dock manager to facilitate truck ingress/egress and limiting deliveries to outside of peak hours as discussed in the analysis.

Please note this DOT assessment 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, 5th Floor, Station 3, @ 213-482-7024).

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

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c: Craig Bullock, Council District 13
Bhuvan Bajaj, Hollywood-Wilshire District Office, DOT
Taimour Tanavoli, Case Management Office, DOT
Pat Gibson, Gibson Transportation Consulting, Inc.