

**Date : 5/11/2021 5:32:01 PM**  
**From : "Pete Eyre"**  
**To : "Bhuvan Bajaj"**  
**Cc : "Wes Pringle"**  
**Subject : 6450 Sunset Blvd Mixed Use Project - Re-striping of Wilcox Ave Proposal**  
**Attachment : 6450 Sunset - DO Restriping Question.pdf;**

Hi Bhuvan,

I hope you're doing well. I wanted to reach out to you regarding a mixed use project we were reviewing, and a proposed corrective action that involves restriping a portion of Wilcox Avenue.

Details of project:

- Project Location: 6450 Sunset Blvd
- Site Plan: See attachment to email
- Project Description: Mixed Use, 431,032 sf office use, 12,386 sf restaurant
- I've included for your reference the LOS for project driveways as well as the surrounding intersections.

Question for you:

- Are you able to provide input on the proposed re-striping of Wilcox Ave that Fehr & Peers proposed (boxed in red on the first page of the attachment to this email)?

If you happen to recognize the project address, it's because there has been an assessment letter already issued for this project - but we'll be updating it after we are able to get feedback on the feasibility of this re-striping plan.

Please let me know if you have any questions or would like any additional information regarding this project - I'd be happy to provide it for you!

Thanks in advance for your help with this,

Pete

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**Pete Eyre, EIT**

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## Potential Corrective Actions

After identifying the Project related circulation constraints at the study intersections and Project driveways, the following corrective action was identified to minimize the circulation constraints:

- Restripe Wilcox Avenue to provide a center left-turn lane for both directions of travel along Wilcox Avenue. This would provide a space for vehicles turning left from southbound Wilcox Avenue into the Project Site to wait without blocking southbound through traffic on Wilcox Avenue. Given there are existing parking driveways on the west side of Wilcox Avenue, striping this as a center left-turn lane for both directions of travel along Wilcox Avenue rather than as a southbound left-turn pocket would allow vehicles accessing the other existing driveways to also utilize the lane. This could also serve as a storage area for vehicles exiting left from the valet driveway onto Wilcox Avenue.





Figure 2

Sunset + Wilcox Site Plan



<b>TABLE 14</b>				
<b>SUNSET+WILCOX PROJECT</b>				
<b>PROJECT ACCESS DRIVEWAYS LEVELS OF SERVICE</b>				
<b>MOVEMENT<sup>1</sup></b>	<b>UNSIGNALIZED DRIVEWAY</b>	<b>PEAK HOUR</b>	<b>FUTURE PLUS PROJECT (2026)</b>	
			<b>DELAY (sec/veh)</b>	<b>LOS</b>
Southbound Through/Left	Wilcox Avenue & Project Parking Entrance Driveway	AM	6.2	A
		PM	12.2	B
Westbound Left	Wilcox Avenue & Project Valet Parking Exit Driveway	AM	33.0	D
		PM	<b>234.7</b>	<b>F</b>
Northbound Through/Left	Cole Place & Project Valet Parking Entrance Driveway	AM	1.1	A
		PM	14.6 (SBT)	B
Eastbound Right	Cole Place & Project Parking Exit Driveway	AM	1.9	A
		PM	<b>152.6</b>	<b>F</b>

<sup>1</sup>Key movements defined by the TAG as (a) turning queues that extend out of the storage bay or (b) a through queue that blocks a side street or alley.

<b>TABLE 15</b>					
<b>SUNSET+WILCOX PROJECT</b>					
<b>PROJECT ACCESS DRIVEWAYS QUEUING ANALYSIS</b>					
<b>DRIVEWAY NO.</b>	<b>UNSIGNALIZED INTERSECTION</b>	<b>MOVEMENT<sup>1</sup></b>	<b>AVAILABLE STORAGE (FT)</b>	<b>ESTIMATED MAX QUEUE LENGTHS (FT)</b>	
				<b>AM</b>	<b>PM</b>
1	Wilcox Ave & Project Main Parking Entrance Driveway	SBTL	425 <sup>2</sup>	137	147
		NBTR	185	109	178
2	Wilcox Ave & Project Valet Parking Exit Driveway	SBT	325 <sup>2</sup>	110	144
		NBT	285	88	137
		WBR	n/a	31	71
		WBL	n/a	38	76
3	Cole PI & Project Valet Parking Entrance Driveway	SBTR	325 <sup>2</sup>	0	21
		NBTL	285	25	71
4	Cole PI & Project Main Parking Exit Driveway	SBT	425 <sup>2</sup>	0	50
		NBT	185	0	3
		EBR	n/a	39	85
		EBL	n/a	37	76

<sup>1</sup>Key movements defined by the TAG as (a) turning queues that extend out of the storage bay or (b) a through queue that blocks a side street or alley.

<sup>2</sup>This represents the estimated distance from the project entrance/exit driveway back to the crosswalk at the Sunset Boulevard intersection.



**TABLE 13**  
**SUNSET+WILCOX PROJECT**  
**OPENING YEAR NO PROJECT AND PLUS PROJECT CONDITIONS INTERSECTION LEVELS OF SERVICE AND QUEUING ANALYSIS**

#	Study Intersection	2026 Baseline LOS				2026 with Project LOS				Movement	Storage Length	Maximum Queue				Project Contributes to	
		Intersection LOS (AM/PM)	Movement	Directional LOS		Intersection LOS (AM/PM)	Directional LOS		2026 Baseline			2026 with Project		Unacceptable Queuing <sup>1</sup>			
				AM Peak Hour	PM Peak Hour		AM Peak Hour	PM Peak Hour	AM Peak Hour			PM Peak Hour	AM Peak Hour	PM Peak Hour			
				Hour	Hour		Hour	Hour	Hour			Hour	Hour	Hour			
1	Wilcox Ave/Selma Ave	B/E	NBL	B	F	C/E	C	E	NBL	65	89	90	109	110	-	-	
			NBT	A	F		A	F	NBT	550	182	564	242	392	-	-	
			NBR	A	F		A	F	NBR	550	182	564	242	392	-	-	
			SBL	B	F		D	F	SBL	1,100	110	124	124	124	-	-	
			SBT	B	D		E	E	SBT	295	295	295	314	299	-	-	
			SBR	A	D		D	E	SBR	295	295	295	314	299	-	-	
			EBL	D	F		D	F	EBL	50	74	74	74	74	-	-	
			EBT	C	F		C	F	EBT	370	276	364	324	381	-	-	
			EBR	C	E		C	F	EBR	370	276	364	324	381	-	-	
			WBL	C	E		D	F	WBL	50	74	74	74	74	-	-	
			WBT	C	C		C	D	WBT	380	228	327	215	337	-	-	
WBR	B	C	B	D	WBR	380	228	327	215	337	-	-					
2	Cahuenga Blvd/Selma Ave	C/C	NBL	B	N/A	C/C	C	N/A	NBL	50	44	0	53	0	-	-	
			NBT	A	B		A	B	NBT	550	339	352	213	222	-	-	
			NBR	A	F		A	F	NBR	550	339	352	213	222	-	-	
			SBL	C	N/A		C	N/A	SBL	50	72	0	74	0	-	-	
			SBT	C	C		C	C	SBT	465	379	443	495	357	-	-	
			SBR	C	C		D	D	SBR	465	379	443	486	357	-	-	
			EBL	D	F		D	F	EBL	50	74	74	74	74	-	-	
			EBT	C	F		C	F	EBT	380	196	373	230	350	-	-	
			EBR	D	F		C	F	EBR	380	196	373	230	350	-	-	
			WBL	E	D		E	D	WBL	50	74	74	74	74	-	-	
			WBT	C	C		C	D	WBT	280	212	287	232	282	-	-	
WBR	C	C	C	C	WBR	280	212	287	232	282	-	-					
3	Wilcox Ave/Sunset Blvd	C/C	NBL	D	E	C/D	D	F	NBL	90	114	114	114	114	-	-	
			NBT	C	E		C	E	NBT	190	205	285	266	273	-	-	
			NBR	E	E		E	E	NBR	50	75	75	75	75	-	-	
			SBL	D	F		F	F	SBL	50	74	74	74	74	-	-	
			SBT	D	E		F	F	SBT	550	562	566	597	567	-	-	
			SBR	C	D		E	E	SBR	50	75	75	75	75	-	-	
			EBL	D	F		D	E	EBL	50	75	75	75	75	-	-	
			EBT	D	C		D	C	EBT	100	204	207	167	213	-	-	
			EBR	C	B		C	B	EBR	100	183	205	156	211	-	-	
			WBL	C	D		E	D	WBL	90	114	87	114	99	-	-	
			WBT	A	B		B	B	WBT	140	228	220	230	210	-	-	
WBR	A	D	B	D	WBR	140	221	220	223	210	-	-					
4	Cole Pl/Sunset Blvd <sup>2</sup>	A/A	NBR	F	F	A/A	F	F	NBR	115	76	163	66	192	-	-	
			EBT	D	A		D	A	EBT	140	202	186	166	180	-	-	
			EBR	C	A		C	A	EBR	140	167	171	142	179	-	-	
			WBL	A	N/A		C	N/A	WBL	40	36	0	63	0	-	-	
			WBT	A	B		A	B	WBT	170	188	227	206	159	-	-	

Notes:

SBL = Southbound left, NBL = Northbound left, WBL = Westbound left, EBL= Eastbound left, SBT = Southbound through, NBT = Northbound through, EBT = Eastbound through, WBT = Westbound through

<sup>1</sup>Unacceptable queuing defined by the TAG as turning queues that extend out of the storage bay or a through queue that blocks a side street or alley along an Avenue or Boulevard at a signalized intersection.

<sup>2</sup>Study intersections #4 and #9 are unsignalized intersections.

**TABLE 13  
SUNSET+WILCOX PROJECT  
OPENING YEAR NO PROJECT AND PLUS PROJECT CONDITIONS INTERSECTION LEVELS OF SERVICE AND QUEUING ANALYSIS**

#	Study Intersection	2026 Baseline LOS				2026 with Project LOS				Movement	Storage Length	Maximum Queue				Project Contributes to Unacceptable Queuing <sup>1</sup>	
		Intersection LOS (AM/PM)	Movement	Directional LOS		Intersection LOS (AM/PM)	Directional LOS		2026 Baseline			2026 with Project		AM Peak Hour	PM Peak Hour		
				AM Peak Hour	PM Peak Hour		AM Peak Hour	PM Peak Hour	AM Peak Hour			PM Peak Hour					
5	Cahuenga Blvd/Sunset Blvd <sup>2</sup>	D/D	NBL	F	E	D/D	F	E	NBL	90	114	114	112	114	-	-	
			NBT	D	D		D	D	NBT	570	451	480	294	358	-	-	
			NBR	F	E		F	E	NBR	570	451	480	294	358	-	-	
			SBL	F	E		F	F	SBL	60	85	85	85	85	-	-	
			SBT	E	E		F	E	SBT	550	551	548	593	545	-	-	
			SBR	E	E		F	E	SBR	550	551	548	593	545	-	-	
			EBL <sup>2</sup>	D	F		D	E	EBL	75	100	170	100	170	-	-	
			EBT	D	B		D	B	EBT	170	211	233	218	238	-	-	
			EBR	C	B		C	B	EBR	170	203	205	218	228	-	-	
			WBL	E	F		E	F	WBL	65	90	90	90	89	-	-	
WBT	A	C	B	C	WBT	120	181	213	201	178	-	-					
WBR	A	B	C	B	WBR	120	175	197	186	178	-	-					
6	Ivar Ave/Sunset Blvd	C/D	NBL	D	D	C/D	D	D	NBL	110	135	132	134	134	-	-	
			NBT	C	D		C	D	NBT	570	386	418	329	393	-	-	
			NBR	C	C		C	D	NBR	570	386	418	329	393	-	-	
			SBL	D	F		D	F	SBL	60	79	85	80	82	-	-	
			SBT	C	F		C	F	SBT	550	278	586	287	323	-	-	
			SBR	B	F		C	F	SBR	75	100	100	100	100	-	-	
			EBL	D	D		D	D	EBL	25	49	53	49	49	-	-	
			EBT	C	A		C	B	EBT	120	167	170	150	143	-	-	
			EBR	C	B		C	B	EBR	120	153	158	147	143	-	-	
			WBL	D	F		D	F	WBL	110	134	135	134	135	-	-	
WBT	C	E	C	E	WBT	555	474	610	414	439	-	-					
WBR	C	F	C	F	WBR	555	445	594	414	436	-	-					
7	Vine St/Sunset Blvd	E/E	NBL	D	F	E/E	D	F	NBL	160	184	184	184	185	-	-	
			NBT	C	E		C	E	NBT	575	541	603	537	618	-	-	
			NBR	C	E		C	E	NBR	90	115	115	115	115	-	-	
			SBL	E	F		E	F	SBL	150	175	175	175	175	-	-	
			SBT	E	F		E	F	SBT	550	592	617	599	614	-	-	
			SBR	E	F		E	E	SBR	550	581	617	599	614	-	-	
			EBL	F	E		F	E	EBL	120	145	144	144	144	-	-	
			EBT	F	D		F	D	EBT	555	592	556	416	512	-	-	
			EBR	F	D		F	D	EBR	555	592	556	415	512	-	-	
			WBL	F	F		F	F	WBL	160	185	185	185	184	-	-	
WBT	D	D	E	D	WBT	365	439	443	424	438	-	-					
WBR	D	D	D	D	WBR	365	439	443	419	438	-	-					

Notes:

SBL = Southbound left, NBL = Northbound left, WBL = Westbound left, EBL= Eastbound left, SBT = Southbound through, NBT = Northbound through, EBT = Eastbound through, WBT = Westbound through

<sup>1</sup>Unacceptable queuing defined by the TAG as turning queues that extend out of the storage bay or a through queue that blocks a side street or alley along an Avenue or Boulevard at a signalized intersection.

<sup>2</sup>Eastbound left-turn pocket at Cahuenga Boulevard extended in the PM peak hour since the westbound left-turn movement at Cole Place is prohibited in the PM.

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#	Study Intersection	2026 Baseline LOS				2026 with Project LOS				Movement	Storage Length	Maximum Queue				Project Contributes to	
		Intersection LOS (AM/PM)	Movement	Directional LOS		Intersection LOS (AM/PM)	Directional LOS		2026 Baseline			2026 with Project		Unacceptable Queuing <sup>1</sup>			
				AM Peak Hour	PM Peak Hour		AM Peak Hour	PM Peak Hour	AM Peak Hour			PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	
8	Wilcox Ave/De Longpre Ave	B/D	NBL	C	D	B/D	C	E	NBL	50	74	73	74	74	-	-	
			NBT	B	D		B	E	NBT	575	360	566	441	556	-	-	
			NBR	B	D		B	E	NBR	575	360	566	441	556	-	-	
			SBL	B	E		B	E	SBL	50	74	74	72	74	-	-	
			SBT	A	C		A	C	SBT	250	253	313	192	163	-	-	
			SBR	A	C		A	C	SBR	250	253	313	192	163	-	-	
			EBL	B	F		D	F	EBL	50	64	74	74	74	-	-	
			EBT	C	E		C	E	EBT	1,015	137	728	165	742	-	-	
			EBR	B	E		B	E	EBR	1,015	137	728	165	742	-	-	
			WBL	C	F		C	F	WBL	50	74	74	74	74	-	-	
			WBT	C	D		C	D	WBT	155	171	186	242	211	-	-	
WBR	C	D	C	D	WBR	155	171	186	242	211	-	-					
9	Cole Pl/De Longpre Ave <sup>2</sup>	A/C	SBL	A	F	A/D	C	F	SBL	25	29	29	47	94	-	-	
			SBR	A	A		C	F	SBR	110	34	33	88	158	-	-	
			EBL	A	C		A	D	EBL	155	61	241	81	232	-	-	
			EBT	A	C		A	C	EBT	155	61	241	81	232	-	-	
			WBT	A	B		A	B	WBT	155	127	157	145	166	-	-	
			WBR	A	D		A	D	WBR	155	127	157	145	166	-	-	
10	Cahuenga Blvd/De Longpre Ave	B/E	NBL	D	F	B/E	D	F	NBL	65	89	85	89	89	-	-	
			NBT	B	E		B	E	NBT	185	199	246	202	234	-	-	
			NBR	B	D		B	D	NBR	185	199	246	191	234	-	-	
			SBL	B	F		B	F	SBL	50	59	74	55	70	-	-	
			SBT	A	E		A	E	SBT	570	317	585	278	269	-	-	
			SBR	A	E		A	E	SBR	570	316	585	278	269	-	-	
			EBL	C	D		D	D	EBL	50	71	75	73	75	-	-	
			EBT	C	D		C	D	EBT	155	146	240	183	264	-	-	
			EBR	B	D		B	D	EBR	155	146	240	183	53	-	-	
			WBL	C	F		D	F	WBL	50	74	74	74	71	-	-	
			WBT	C	C		C	C	WBT	100	110	110	110	110	-	-	
WBR	C	C	C	C	WBR	100	110	110	110	110	-	-					
11	Wilcox Ave/Fountain Ave	C/F	NBL	D	F	D/F	D	F	NBL	60	84	84	80	83	-	-	
			NBT	C	F		D	F	NBT	555	328	572	482	572	-	-	
			NBR	B	F		E	F	NBR	555	328	572	482	572	-	-	
			SBL	C	D		F	E	SBL	60	82	85	85	85	-	-	
			SBT	B	C		C	D	SBT	575	374	543	499	632	-	-	
			SBR	B	C		C	D	SBR	575	374	543	499	632	-	-	
			EBL	D	F		F	F	EBL	25	56	54	49	50	-	-	
			EBT	C	F		F	F	EBT	1,025	398	985	795	855	-	-	
			EBR	B	F		F	F	EBR	90	115	115	115	115	-	-	
			WBL	C	C		D	D	WBL	50	74	51	52	52	-	-	
			WBT	C	D		C	D	WBT	540	410	478	447	408	-	-	
WBR	C	C	C	D	WBR	540	410	478	447	408	-	-					

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