

Date : 6/22/2021 9:35:31 AM
From : "Seth Contreras"
To : "Pete Eyre" , "Wes Pringle"
Cc : "Tom Gaul"
Subject : Sunset+Wilcox Assessment Letter
**Attachment : CEN20-49786_6450 Sunset Blvd_MU
rev_encrypted_.pdf;3190_Sunset
+Wilcox_Draft_TA_04.16.21.pdf;image009.png;image010.png;image011.png;i
mage012.png;**

Hi Pete –

After looking through the assessment letter again, we just realized there is no mention of the CEQA freeway safety impact analysis and mitigation findings (Section 3.4 of the attached transportation assessment).

Please revise the assessment letter to acknowledge the findings of less than significant impact for the US-101 NB off-ramp to Sunset Blvd after the mitigation measure -Addition of a protected/permitted left-turn phase with reoptimized signal timing for westbound Sunset Boulevard at Van Ness Avenue.

Thank you,

-Seth



Seth Contreras, PhD

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Sunset+Wilcox Project

Transportation Assessment *Draft*

Prepared for: 6450 Sunset Owner LLC

Prepared by

FEHR & PEERS

600 Wilshire Blvd., Suite 1050
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March 2021



LA20-3190

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1. Introduction

This report documents the assumptions, methodologies, and findings of a study conducted by Fehr & Peers to evaluate the potential transportation impacts of the proposed project (Project) located at 6450 West Sunset Boulevard, east of North Wilcox Avenue and west of North Cole Place in the City of Los Angeles (City). The Project is located within the Hollywood Community Plan area and the Hollywood Redevelopment Plan area of the City. This study was conducted as part of an environmental impact report being prepared for the Project.

1.1 Project Description

The Project is a new commercial development proposed on an approximately 74,193-square-foot (1.70-acre)¹ site located at 1420, 1424, 1426, 1428, 1432, 1432 ½, 1434, 1436, 1438, 1440, 1450, 1452, and 1454 North Wilcox Avenue; 6450, 6460, and 6462 West Sunset Boulevard; 1413, 1417, 1419, 1425, 1427, 1433, 1435, 1439, 1441, 1443, 1445, and 1447 North Cole Place; and, 6503 De Longpre Avenue (Project Site) in the Hollywood Community Plan Area of the City, and in Council District 13. The Project Site is currently occupied with approximately 26,261 square feet of office and retail uses and associated surface parking of 108 stalls. The Project includes the development of a 15-story commercial building (with an additional rooftop level for mechanical equipment) with a total floor area of 443,418 square feet consisting of 431,032 square feet of office space and 12,386 square feet of ground floor commercial space. However, for conservative environmental analysis purposes, this report assumes the outdoor dining areas adjacent to the ground floor commercial space would count towards the floor area,² resulting in 14,186 square feet of restaurant space and 431,032 square feet of office space, for a total floor area of 445,218 square feet. The Project also includes the construction of a two-story, 3,550-square-foot building to house Los Angeles Department of Water and Power (LADWP) equipment and an underground generator, which does not constitute as floor area as defined by the Los Angeles Municipal Code (LAMC). As part of the Project, the existing office and retail uses and associated surface parking would be removed. Upon completion, the Project would have a net floor area of 418,974 square feet, and a floor area ratio (FAR) of 6:1.

The Project would provide 1,291 vehicular parking spaces, including approximately 1,286 vehicular parking spaces within three subterranean levels and three fully-enclosed, mechanically ventilated above-grade levels. A small surface parking area for five additional vehicular parking spaces would also be provided. The Project Applicant is required to record a covenant against the Property to provide up to thirty-five (35) parking spaces at the Property for off-site uses. These spaces, which are included in the 1,291 total vehicular parking spaces, would be unreserved. Bike parking will also be provided in

¹ The Project includes a 2,275-square-foot merger of the public right-of-way along a portion of Wilcox Avenue. The Project Site includes the site area prior to the merger (71,918 square feet) plus the 2,275-square-foot merger.

² Pursuant to LAMC Sections 12.03 and 12.21.1-A.5, outdoor dining areas adjacent to ground floor restaurant spaces do not count towards the calculation of floor area.



accordance with the LAMC, including 50 short term and 93 long term spaces (total = 143). The long term bike parking will be enclosed in a protected storage facility and have its own access point. In addition, the Project would provide a variety of open space areas.

Figure 1 shows the location of the Project Site in the context of the surrounding street system. Regional access to the Project Site is provided by the US-101, located less than one-mile from the Project Site. Local access to the Project Site is provided by several local streets and avenues, including Sunset Boulevard and Wilcox Avenue. The Project Site is also well served by a variety of public transit options, including local and regional bus lines, subway stations, and regional and national rail service. In particular, the Project Site is located approximately 0.5-mile from the Los Angeles County Metropolitan Transit Authority (Metro) Red Line Hollywood/Vine Station and immediately adjacent to the Metro 2 Local Line on Sunset Boulevard. Finally, the Project is within the service area of Metro Bike Share, with a station located at Wilcox Avenue & Fountain Avenue, approximately 0.25-mile south from the Project Site.

Figure 2 is the Project site plan, which is bound by Sunset Boulevard to the north, Cole Place to the east, De Longpre Avenue to the south, and Wilcox Avenue to the west. The driveway locations are proposed along Wilcox Avenue and Cole Place. A one-way westbound valet driveway into the Project Site would be located along Cole Place with a corresponding exit driveway located on Wilcox Avenue. The on-site drop-off and pick-up area would include a waiting area for both patrons and tenants utilizing the valet services. A one-way eastbound driveway into the Project Site would be located on Wilcox Avenue for tenants and visitors to drive in and self-park, with a corresponding exit driveway along Cole Place. Valets would be able to move cars from the valet drop-off to the parking garage and back from the parking garage to the valet pick-up while remaining on-site. The Project also includes a loading zone for loading and trash operations with a tertiary driveway along Cole Place. A driveway is also proposed along Cole Place for the surface parking lot outside of the LADWP equipment building. An on-street passenger loading zone for rideshare services is proposed along the east curb of Wilcox Avenue adjacent to the Project site..



1.2 Study Scope

The scope of work for this study was determined in consultation with the Los Angeles Department of Transportation (LADOT) and is in accordance with the City’s CEQA transportation thresholds of significance and LADOT’s *Transportation Assessment Guidelines* (TAG) adopted in July 2019³, and updated in July 2020⁴. The base assumptions and technical methodologies were discussed with LADOT as part of the study approach and agreed to in a transportation assessment memorandum of understanding (MOU) dated May 2020. The MOU is included in **Appendix A** to this document.

The TAG establishes an updated set of guidelines, methods, and impact criteria for CEQA considerations that focus on vehicle miles traveled (VMT), geometric hazards, freeway safety analysis, and policy conflicts. The TAG also establishes a framework for various non-CEQA analyses including a pedestrian, bicycle, and transit access assessment, a project access, safety, and circulation assessment, project construction, and residential street cut-through analysis. Each area of analysis is described in the TAG with a discussion of screening criteria, the methodology for analysis, impact criteria, and potential mitigation options. Based on the screening criteria set forth in the TAG, the following issue areas in **Table 1** – as described in the TAG – are evaluated in this report (the screening analysis is available in **Appendix B**):

Table 1: TAG Screening Criteria Issue Areas

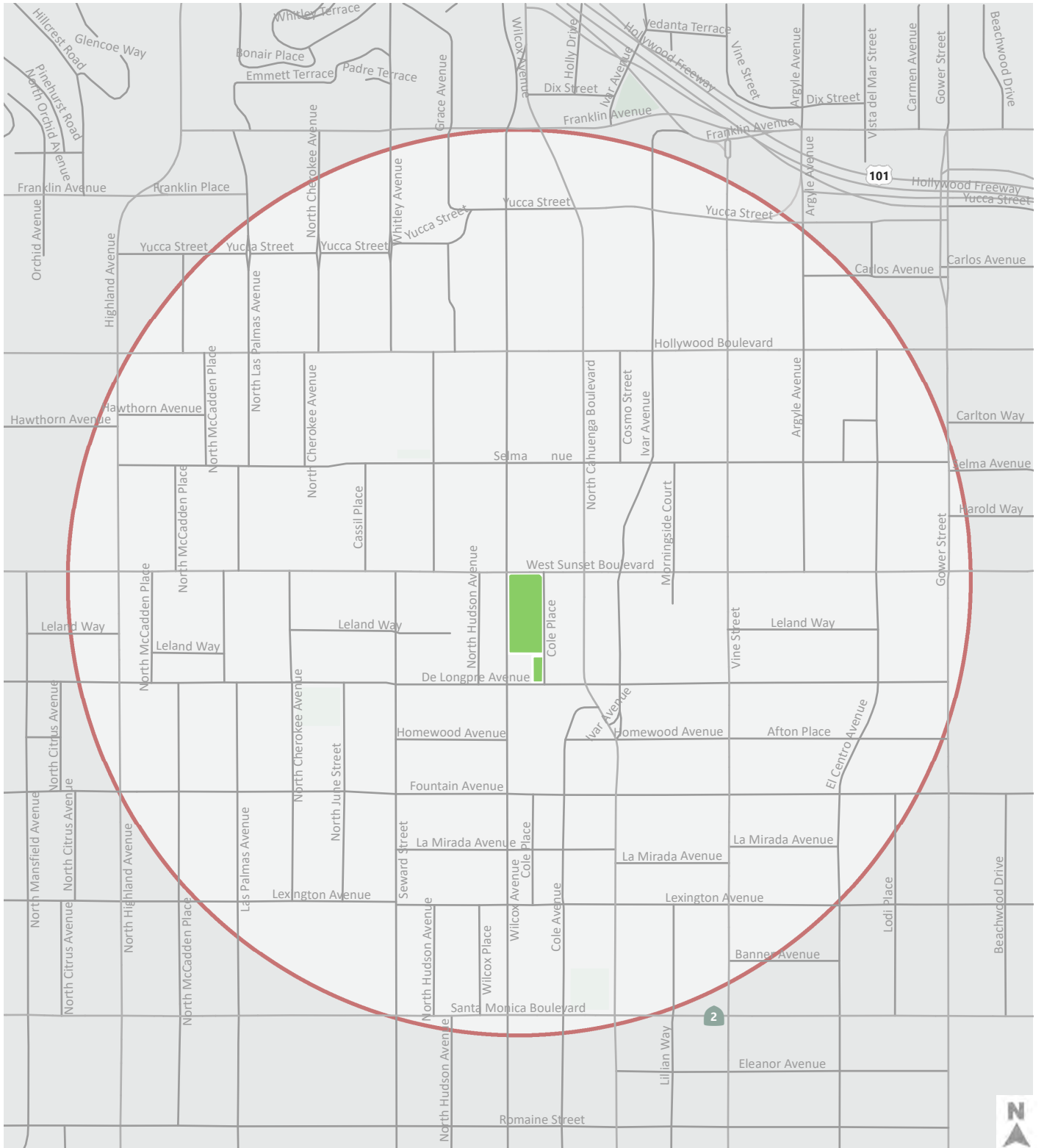
<i>TAG Issue Area</i>	<i>Analysis Required?</i>
<i>CEQA Analyses:</i>	
Conflicts with Plans, Programs, Ordinances, and Policies	Yes
Causing Substantial Additional Vehicle Miles Traveled	Yes
Substantially Inducing Additional Automobile Travel	No ¹
Geometric Design Features	Yes
Freeway Safety Analysis	Yes
<i>Non-CEQA Analyses:</i>	
Pedestrian, Bicycle, and Transit Access	Yes
Project Access, Safety, and Circulation	Yes
Project Construction	Yes
Residential Street Cut-Through	Yes

¹The project does not include the addition of through traffic lanes on existing or new highways, including general purpose lanes, high-occupancy vehicle (HOV) lanes, peak period lanes, auxiliary lanes, and lanes through grade-separated interchanges.

³ On July 30, 2019, the Los Angeles City Council adopted a resolution formally implementing the City’s update transportation thresholds of significance for CEQA analyses. The TAG is the document providing the guidance for conducting both CEQA and non-CEQA transportation analyses.

⁴ City of Los Angeles Department of Transportation, *Transportation Assessment Guidelines*, July 2020.





- Project Site
- 0.5 Mile Radius

Figure 1





Figure 2

Sunset + Wilcox Site Plan



1.3 Organization of Report

This report is divided into five chapters, including this introduction. Chapter 2 describes the existing transportation system in the study area, including an inventory of the streets, highways, bicycle & pedestrian networks, and transit service. The required CEQA analyses are summarized in Chapter 3, and includes a review of the City's plans, programs, ordinances, and policies, a VMT analysis, a geometric hazards evaluation, and a freeway safety analysis. Chapter 4 includes the required non-CEQA transportation analyses, and contains a pedestrian, bicycle, and transit access assessment, a Project access, safety and circulation evaluation, Project construction analysis, and residential street cut-through analysis. Chapter 5 contains the study summary and conclusions.

Appendices to this report include details of the technical analysis, as follows:

- A. Appendix A includes a copy of the Memorandum of Understanding approved by LADOT that describes study parameters and assumptions.
- B. Appendix B includes responses to the TAG Project screening criteria.
- C. Appendix C provides a detailed review of the Project's consistency with relevant plans, programs, ordinances, and policies.
- D. Appendix D contains the detailed information pertaining the VMT analysis, including transportation demand strategies, trip estimates, and trip length information.
- E. Appendix E provides back-up responses to the geometric hazards review.
- F. Appendix F includes a summary of the calibration of the SimTraffic microsimulation using Inrix data
- G. Appendix G provides the turning movement volumes and lane configurations.
- H. Appendix H includes the LOS worksheets for the intersections and Project driveways.
- I. Appendix I includes the LOS worksheets for the off-ramp freeway safety analysis.
- J. Appendix J includes a description of the *Curbspace+* tool, along with the analysis worksheets.



2. Environmental Setting

2.1 Existing Conditions

The existing land uses on the Project Site includes three commercial buildings and surface parking (as shown in **Figure 2**). The existing buildings on the Project Site comprise approximately 26,261 square feet of floor area consisting of a one-story, 16,932-square-foot building along Sunset Boulevard and Wilcox Street/Cole Place, a one-story, 4,446-square-foot building along Wilcox Street, and a two-story, 4,883-square-foot building along Cole Place and De Longpre Avenue. Vehicular access to the existing parking areas on the Project Site is provided via Wilcox Avenue and Cole Place. Pedestrian access to the Project Site is located along the perimeter of the Project Site. The Project Site is relatively flat, with a 10-foot slope from north to south.

Study Area

The study area selected for analysis extends to Gower Street to the east, Franklin Avenue to the north, Highland Avenue to the west, and Santa Monica Boulevard to the south. The study area bounds (1/2-mile radius from the Project Site) were selected for analysis based on guidance in the LADOT TAG. The streets in the study area are under the jurisdiction of the City. The study area is an urban setting located near transit with a variety of land uses and densities. The Project is considered infill development, as it proposes to build on previously developed parcels.

The Project Site is within a vibrant commercial area in the Hollywood Community Plan Area, the Hollywood Redevelopment Area and the Hollywood State Enterprise Zone. The area surrounding the Project Site is developed primarily with a mix of low- to high-intensity residential, commercial, and mid-rise office buildings, which vary widely in building style and period of construction. Land uses adjacent to the Project Site include the Rise Hollywood mixed-use development, the Los Angeles Police Department Hollywood Station, and Los Angeles Fire Department Station 27 south of the Project Site, an office building at 6464 Sunset Boulevard built in 1968, and the CNN building east of the Project Site.

Existing Street System

Regional access to the Project Site is provided by the US-101, located less than one-mile from the Project Site. Local access to the Project Site is provided by several local streets and avenues, including Sunset Boulevard and Wilcox Avenue. Per the City's Mobility Element, *Mobility Plan 2035*⁵, the following are the designation of the adjoining streets:

- Sunset Boulevard (between Wilcox and Cole) – Avenue I
- Wilcox Avenue (between Sunset and De Longpre) – Modified Avenue III

⁵ City of Los Angeles, *Mobility Plan 2035, An Element of the General Plan*, adopted September 7, 2016.



- Cole Place – Local Street Standard
- De Longpre Avenue – Local Street Standard

Major streets serving the study area include Sunset Boulevard in the east-west direction and Wilcox Avenue, Cole Avenue, Cahuenga Boulevard, Vine Street, and Gower Street in the north-south direction. Regional access to and from the study area is provided by US-101 (the Hollywood Freeway) less than a mile north and east of the site. The characteristics of analyzed streets serving the study area are listed below. The street descriptions include the designation of the roadway under the *Mobility Plan 2035* (Los Angeles Department of Planning, General Plan Mobility Element) approved by the Los Angeles City Council in August 2015 and amended in September 2016. The roadways in the study area are defined as follows in the *Mobility Plan 2035*:

- Freeways – High-volume, high-speed roadways with limited access provided by interchanges that carry regional traffic through and do not provide local access to adjacent land uses.
- Arterial Streets – Major streets that serve through traffic and provide access to major commercial activity centers. Arterials are divided into two categories:
 - Boulevards represent the widest streets that typically provide regional access to major destinations and include two categories:
 - Boulevard I provides up to four travel lanes in each direction with a target operating speed of 40 mph.
 - Boulevard II provides up to three travel lanes in each direction with a target operating speed of 35 mph.
 - Avenues pass through both residential and commercial areas and include three categories:
 - Avenue I provides up to two travel lanes in each direction with a target operating speed of 35 mph.
 - Avenue II provides up to two travel lanes in each direction with a target operating speed of 30 mph.
 - Avenue III provides up to two travel lanes in each direction with a target operating speed of 25 mph.
- Collector Streets – Generally located in residential neighborhoods and provide access to and from arterial streets for local traffic and are not intended for cut-through traffic. Collector Streets provide one travel lane in each direction with a target operating speed of 25 mph.
- Local Streets – Intended to accommodate lower volumes of vehicle traffic and provide parking on both sides of the street. Local Streets provide one travel lane in each direction with a target operating speed of 15 to 20 mph. Local Streets can be:
 - Continuous local streets that connect to other streets at both ends
 - Non-Continuous local streets that lead to a dead-end



In addition, the *Mobility Plan 2035* identifies corridors proposed to prioritize bicycle, pedestrian, transit, and vehicle infrastructure improvements. Each of the networks are defined as the following:

- The Neighborhood-Enhanced Network (NEN) is a selection of streets that provide comfortable and safe routes for localized travel of slower-moving modes such as walking, bicycling, or other slow speed motorized means of travel.
- The Transit-Enhanced Network (TEN) is the network of arterial streets prioritized to improve existing and future bus service for transit riders.
- The Bicycle-Enhanced Network (BEN) is a network of streets to receive treatments that prioritize bicyclists. Tier 1 Protected Bicycle Lanes are bicycle facilities that are separated from vehicular traffic. Tier 2 and Tier 3 Bicycle Lanes are facilities on roadways with striped separation. Tier 2 Bicycle Lanes are those more likely to be built by 2035.
- The Vehicle-Enhanced Network (VEN) identifies streets that prioritize vehicular movement and offer safe, consistent travel speeds and reliable travel times.
- The Pedestrian-Enhanced Districts (PEDs) identify where pedestrian improvements on arterial streets could be prioritized to provide better walking connections to and from the major destinations within communities.

Listed below are the primary freeway and roadways that provide regional and local access to the study area.

Freeways

- **US-101** runs in a northwest-southeast direction east and north of the Project Site. In the vicinity of the study area, US 101 provides four lanes in each direction. Interchanges are provided at Highland Avenue, Cahuenga Boulevard, Vine Street, Gower Street, Hollywood Boulevard, and Sunset Boulevard in the area.

East – West Streets

- **Fountain Avenue** is designated as a Collector Street and runs south of the Project Site. Fountain Avenue provides one lane in each direction with parking except during street cleaning periods. Fountain Avenue is part of the Neighborhood Enhanced Network in the *Mobility Plan 2035*.
- **Sunset Boulevard** is designated as an Avenue I and runs directly north of the Project Site. Sunset Boulevard provides two through lanes in each direction. Parking is permitted during off-peak periods, however, during peak periods, parking is restricted on Sunset Boulevard so that additional lanes may be provided, changing the number of lanes from two to three. Left-turn channelization is provided at most intersections. Sunset Boulevard is included in the Pedestrian Enhanced District (PED), the High-Injury Network (HIN), the Bicycle Lane Network (proposed Tier 3 Bicycle Lane), and the Vehicle Enhanced Network (VEN) in the *Mobility Plan 2035*.



- **De Longpre Avenue** is a local street in the study area and runs directly south of the Project Site. De Longpre Avenue provides one lane in each direction with parking permitted on the north side of the street.

North – South Streets

- **Wilcox Avenue** is designated as a Modified Avenue III and runs directly west of the study area. Wilcox Avenue provides one lane in each direction with parking permitted on both sides of the street. Two-way left-turn lanes are provided along portions of Wilcox Avenue, and left-turn channelization is provided at most intersections. Wilcox Avenue is part of the PED in the *Mobility Plan 2035*.
- **Cole Place** is a local street and runs directly east of the Project Site. Cole Place provides one lane in each direction with parking permitted on both sides of the street.
- **Cahuenga Boulevard** is designated as a Modified Avenue II and runs to the east of the Project Site. Cahuenga Boulevard provides two lanes in each direction with parking permitted on both sides of the street. The portion of Cahuenga Boulevard north of Hollywood Boulevard is included in the Bicycle Enhanced Network in the *Mobility Plan 2035*.
- **Vine Street** is designated as an Avenue II in the study area and runs to the east of the Project Site. Vine Street provides two lanes in each direction with parking permitted on both sides of the street. Left-turn channelization is provided at most intersections. Vine Street is included in the Bicycle and Pedestrian Enhanced Networks in the *Mobility Plan 2035*.
- **Gower Street** is designated as a Modified Avenue III in the study area. Gower Street provides between one and two lanes in the northbound direction and one lane of travel in the southbound direction. Parking is permitted on both sides of the street. Left-turn channelization is provided at most intersections. Gower Street is included in the Neighborhood Enhanced Network in the *Mobility Plan 2035*.
- **North El Centro Avenue** is a local street and runs east of the Project Site. El Centro Avenue provides one lane in each direction with parking permitted on both sides of the street.

Transit Lines⁶

The Project Site is located within a Transit Priority Area, and within a Tier 3 Transit Oriented Communities (TOC) area. The Project Site is well served by a variety of public transit options, including local and regional bus lines and heavy rail subway. In particular, the Project Site is located approximately 0.5-mile from the Los Angeles County Metropolitan Transit Authority (Metro) Red (B) Line Hollywood/Vine Station and immediately adjacent to the Metro 2 Local Line on Sunset Boulevard. The Metro 2 local bus route on Sunset Boulevard contains one stop directly across the street from the Project (westbound direction) and includes two bus benches and two trash bins. The eastbound direction local bus route includes an existing

⁶ This section describes transit services based on pre-COVID-19 conditions. Metro and LADOT have been making service changes as part of their ongoing and evolving response to COVID-19.



bus stop along Sunset Boulevard directly west of the Project site, across Wilcox Avenue, and includes one bus bench and one additional bus shelter. See **Figure 3** for a map of the surrounding public transit lines. **Table 2** below provides a description of the public transit routes operating on the streets within the study area.

Figure 3 shows the various metro bus routes, rapid bus routes, and Metro Rail lines providing service in the study area. The Project is located southwest of the Metro Red (B) Line Hollywood/Vine Station. Eight local Metro (Route 2/302, 4, 180, 210, 212/312, 217, 222 and 237), two Metro Rapid (Route 780 and 704), one Metro circulator (656), and three DASH lines (Hollywood, Hollywood/Wilshire, and Beachwood Canyon) serve the area.



**TABLE 2
SUNSET + WILCOX PROJECT
EXISTING TRANSIT SERVICE**

Transit Route	Operator	Service Type	Service From	Via	Weekday Headways	
					AM	PM
2/302	Metro	Local	Downtown to Westwood	Sunset Blvd	10-15 mins.	10-15 mins.
4	Metro	Local	Santa Monica to Downtown LA	Santa Monica Blvd	5-15 mins.	10-15 mins.
180	Metro	Local	Pasadena to Hollywood	Hollywood Blvd	10-15 mins.	10-15 mins.
210	Metro	Local	Redondo Beach to Hollywood	Vine St	10-15 mins.	15-20 mins.
212/312	Metro	Local	Hawthorne to Hollywood	Hollywood Blvd	5-10 mins.	5-10 mins.
217	Metro	Local	Los Feliz to Fox Hills	Hollywood Blvd	15 mins.	15 mins.
222	Metro	Local	Hollywood to Sunland	Hollywood Blvd	60 mins.	60 mins.
237	Metro	Local	Hollywood to Studio City	Highland Avenue	45-70 mins.	45-70 mins.
704	Metro	Rapid	Santa Monica to Downtown LA	Santa Monica Blvd	10-15 mins.	10-15 mins.
780	Metro	Rapid	Pasadena to Washington/Fairfax	Hollywood Blvd	10-15 mins.	10-15 mins.
656	Metro	Shuttle/Circulator	Hollywood to Panorama City	Highland Avenue	60 mins.	60 mins.
Red Line	Metro	Heavy Rail	North Hollywood to Union Station	Hollywood Blvd	10 mins.	10 mins.
DASH Beachwood Canyon	LADOT	Shuttle	Hollywood to Beachwood Canyon	Vine St	25 mins.	25 mins.
DASH Hollywood/Wilshire	LADOT	Shuttle	Hollywood to Wilshire	Gower St/Western Ave	25 mins.	25 mins.
DASH Hollywood Clockwise/Counterclockwise	LADOT	Shuttle	Hollywood (Vermont Ave to Highland Ave)	Hollywood Blvd	30 mins.	30 mins.

The transit lines in the vicinity of the Project Site include:

- Metro Red (B) Line – The Red (B) Line is a subway that provides service between North Hollywood and Downtown Los Angeles. This line runs north of the Project Site along Hollywood Boulevard. The Red (B) Line has average headways of 10 minutes during the weekday AM and PM peak periods. The Red (B) Line Hollywood/Vine station is less than ½ mile from the Project Site.
- Metro Line 2/302 – Line 2 provides local service between downtown Los Angeles and the Pacific Palisades neighborhood in Los Angeles. These lines run north of the Project Site along Hollywood Boulevard and Sunset Boulevard. Line 302 follows the same route along Sunset Boulevard as Line 2 but with limited stops. Each line has average headways of 10-15 minutes during the weekday AM and PM peak periods.
- Metro Line 217 – Line 217 provides local service between the Westchester neighborhood in Los Angeles and the Hollywood neighborhood in Los Angeles. This line runs north of the Project Site along Hollywood Boulevard. Line 217 has average headways of 15 minutes during the weekday AM and PM peak periods.
- Metro Line 210 – Line 210 provides local service between the Hollywood neighborhood in Los Angeles and Redondo Beach. This line runs east of the Project Site along Vine Street. Line 210 has average headways of 15 minutes during the weekday AM and PM peak periods.
- Metro Line 4 – Line 4 provides local service between Downtown Los Angeles and West Los Angeles, with early morning and late evening service to Santa Monica. The line runs south of the Project Site along Santa Monica Boulevard. Line 4 has average headways of 10-15 minutes.
- Metro Line 180/181 – Line 180/181 provides local service between Altadena and Hollywood. This line runs north of the Project Site along Hollywood Boulevard. Headways average 15 minutes during peak periods.
- Metro Line 212/312 – Lines 212/312 run from Hawthorne to Hollywood. These lines travel on La Brea Avenue, west of the Project and along Hollywood Boulevard, north of the site. Lines 212/312 have headways of approximately 10 minutes during peak periods.
- Metro Line 222 – Line 222 provides local service between Sunland and Hollywood. This line runs north of the Project Site along Hollywood Boulevard, and west of the Project along Orange Drive and Highland Avenue. Headways average 60 minutes during peak periods.
- Metro Line 237 – Line 237 provides local service between Santa Monica Boulevard and Ventura Boulevard. The line runs west of the Project Site along Highland Avenue. Headways average 45-70 minutes during peak periods.
- Metro Rapid Line 780 – Metro Rapid Line 780 provides express service between Pasadena and the Mid-City neighborhood in Los Angeles. This line runs north of the Project Site along Hollywood Boulevard. Line 780 has average headways of 10-15 minutes during the weekday AM and PM peak periods.



- Metro Rapid 704 – Metro Rapid 704 provides express service through Santa Monica and Downtown Los Angeles. The line runs south of the Project Site along Santa Monica Boulevard. Line 704 has headways of 15 minutes during weekday AM and PM peak periods.
- Metro Circulator 656 – Metro Circulator 656 provides weekday/weekend late night service between Hollywood and Panorama City. The line runs west of the Project Site along Highland Avenue. The Circulator has headways of 60 minutes during evening periods.
- LADOT DASH Hollywood/Wilshire – The Hollywood/Wilshire DASH provides circulator service in the Hollywood neighborhood in Los Angeles. There are several stops near the Project Site on Sunset Boulevard. The Hollywood/Wilshire DASH has average headways of 25-30 minutes during the weekday AM and PM peak periods.
- LADOT DASH Hollywood – The Hollywood DASH provides circulator service in the Hollywood neighborhood in Los Angeles. There are several stops near the Project Site on Hollywood Boulevard, Argyle Avenue (north of Hollywood Boulevard), Gower Street (south of Sunset Boulevard) and Fountain Avenue. The Hollywood DASH has average headways of 30 minutes during the weekday AM and PM peak periods.
- LADOT DASH Beachwood Canyon - The DASH Beachwood Canyon shuttle provides service from Hollywood to Beachwood Canyon via Vine Street. There is a stop near the Project Site at Sunset Boulevard & Vine Street. The DASH Beachwood Canyon shuttle has average headways of 25 minutes during the weekday AM and PM peak periods.



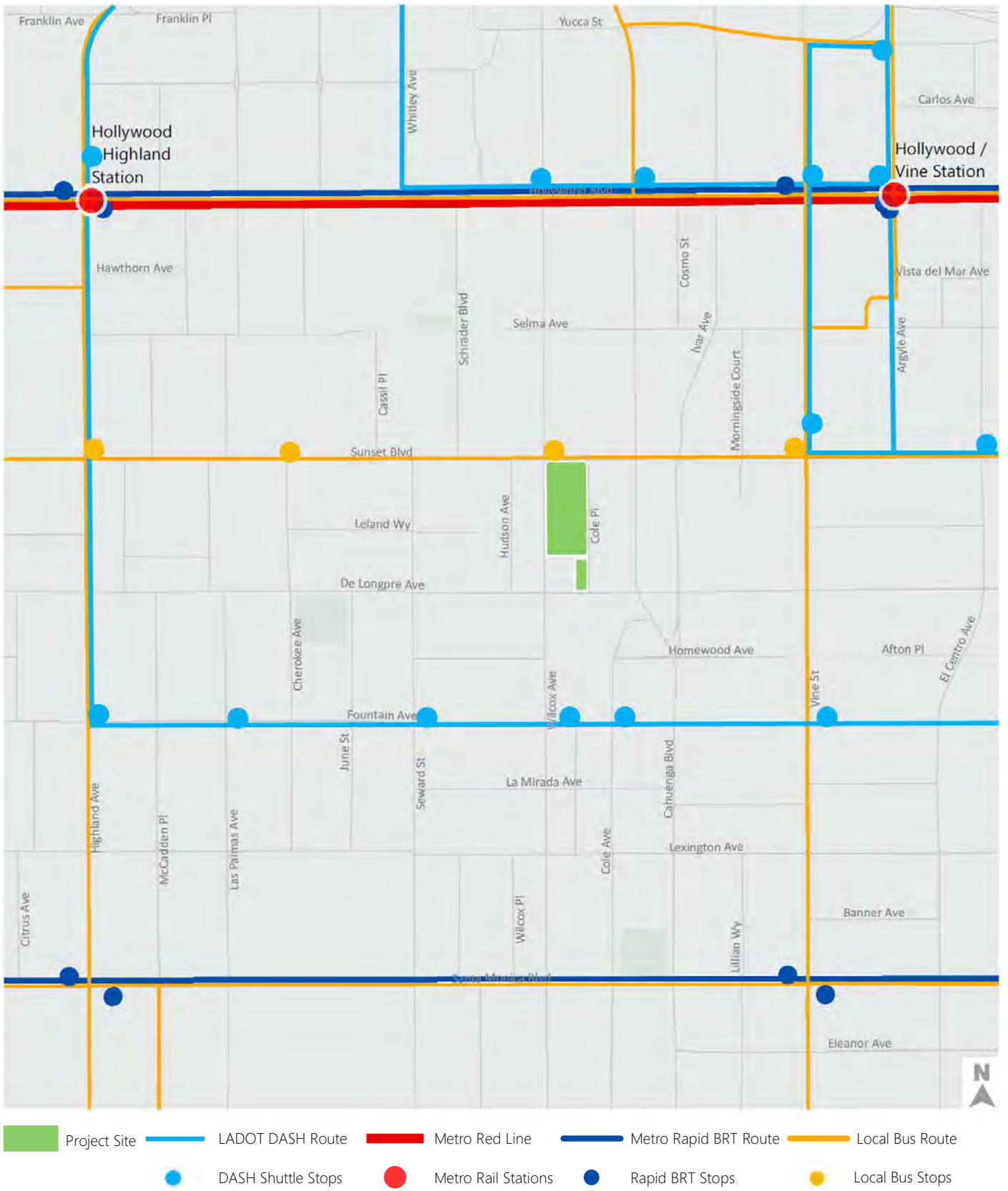


Figure 3



Existing Bicycle and Pedestrian Facilities

The north boundary of the Project Site is Sunset Boulevard, which is on the City's high injury network (HIN) and the Vision Zero network. Per the City's *Mobility Plan 2035*, Sunset Boulevard is part of the bicycle enhanced network (BEN) and the pedestrian enhanced district (PED). Tier 3 bicycle lanes along Sunset Boulevard to the north of the Property and along Santa Monica Boulevard to the south of the Property are identified in the City's Mobility Plan. There is also an existing sharrows bike route (Tier 1) along Wilcox Avenue, adjacent to the Project Site. Other nearby sharrows bike routes exist along Selma Avenue to the north of the Project Site and along Fountain Avenue to the south of the Project Site (based on LADOT's bikeway layer from NavigateLA). Please see **Figure 4** on page 16 for a map of the existing and proposed bikeways.

Bicycle Facilities

Figure 4 shows existing and planned citywide designated bicycle facilities in the Project area. Wilcox Avenue, Selma Avenue, Argyle Avenue, and Fountain Avenue are designated as roadways intended to share the road with bicyclists and provide shared lane markings, these roads are also known as bicycle routes.

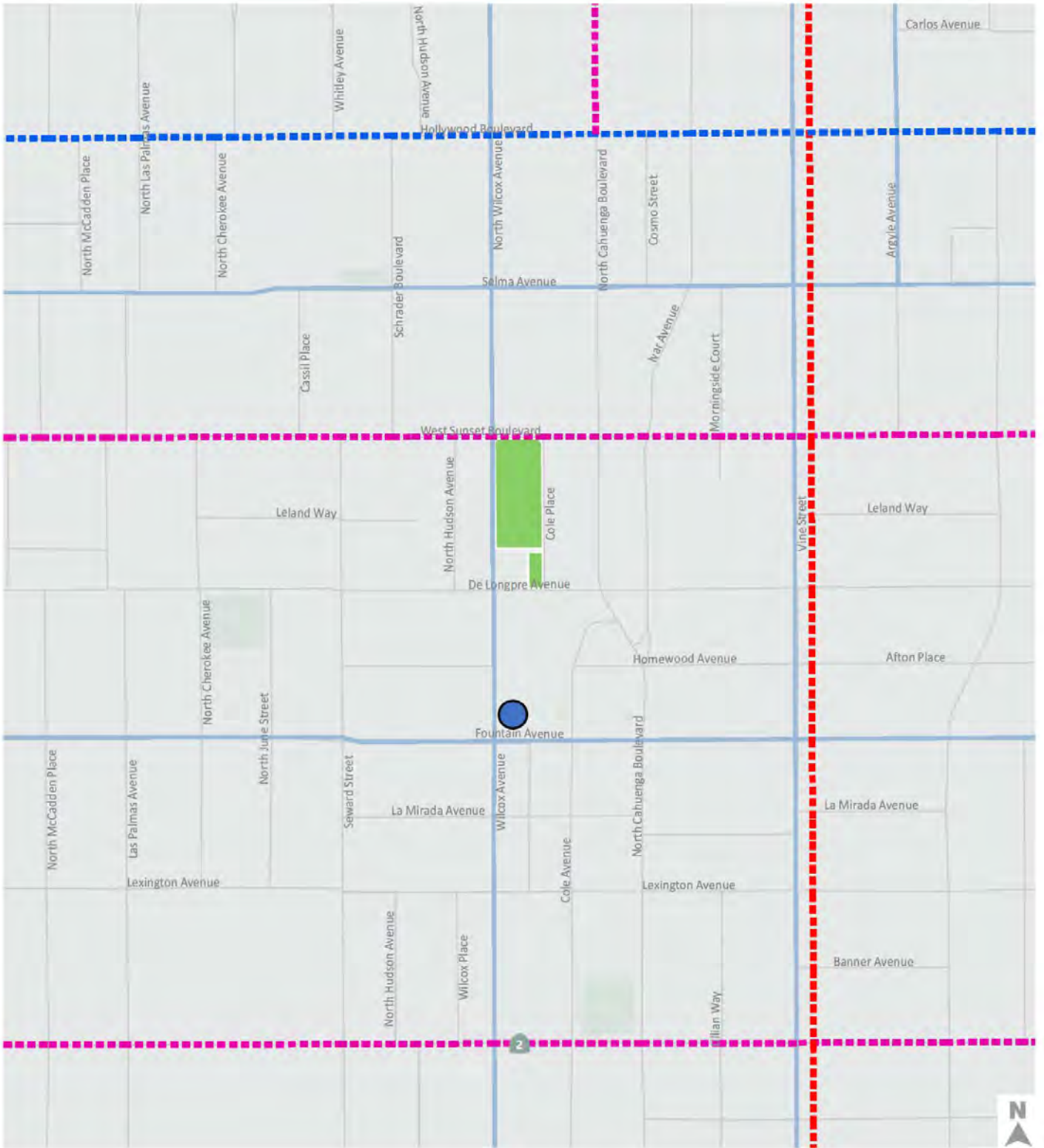
Pedestrian Facilities

Sunset Boulevard and Wilcox Avenue are part of the PED. The study area generally has a mature network of pedestrian facilities including sidewalks, crosswalks, and pedestrian safety features. Approximately 8- to 18-foot sidewalks are provided throughout the study area.

High-Injury Network

The City's High Injury Network (HIN) spotlights streets with a high concentration of traffic collisions that result in severe injuries and deaths, with an emphasis on those involving people walking and bicycling. The Project study area has two streets that have been identified by the City as part of the HIN. These include Sunset Boulevard and Vine Street.





- Project Site
- Existing Bicycle Facilities
- Planned Bike Facilities (Mobility Plan 2035)
- Sharrowed Route
- Tier 1 Protected Bike Lane
- Tier 2 Bicycle Lanes
- Tier 3 Bike Lane
- Metro Bike Share Station



Figure 4
Existing and Planned Bicycle Facilities

2.2 Cumulative Conditions

Recall the study area selected for analysis extends to Gower Street to the east, Franklin Avenue to the north, Highland Avenue to the west, and Santa Monica Boulevard to the south (1/2-mile radius from the Project Site). The study area is an urban setting located near transit with a variety of land uses and densities. The Project is considered infill development, as it proposes to build on previously developed parcels.

The Project Site is within a vibrant commercial area in the Hollywood Community Plan Area, the Hollywood Redevelopment Area and the Hollywood State Enterprise Zone. The area surrounding the Project Site is developed primarily with a mix of low- to high-intensity residential, commercial, and mid-rise office buildings, which vary widely in building style and period of construction. There are no major planned transportation improvements in the study area, except for the proposed bicycle lanes (see **Figure 4**) per the Bicycle Lane Network in the *Mobility Plan 2035*.

Planned Bicycle Facilities

The *Mobility Plan 2035* identifies corridors proposed to receive improved bicycle, pedestrian and vehicle infrastructure improvements. Tier 1 Protected Bicycle Lanes are bicycle facilities that are separated from vehicular traffic. Tier 2 and Tier 3 Bicycle Lanes are facilities on roadways with striped separation. Tier 2 Bicycle Lanes are those which are more likely to be built by 2035. **Figure 4** shows the following planned bicycle improvements (along with existing bike facilities) in the study area per the *Mobility Plan 2035*:

- Planned Tier 1 facilities in the study area include Hollywood Boulevard
- Planned Tier 2 facilities in the study area include Vine Street
- Planned Tier 3 facilities in the study area include Cahuenga Boulevard, Sunset Boulevard, and Santa Monica Boulevard

Related Projects

Figure 5 is an area map showing the location of the proposed Project and related land use development projects under the cumulative conditions. **Table 3** shows the list of related projects and their corresponding land uses.



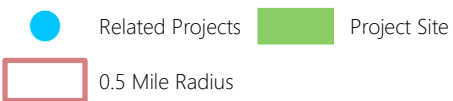
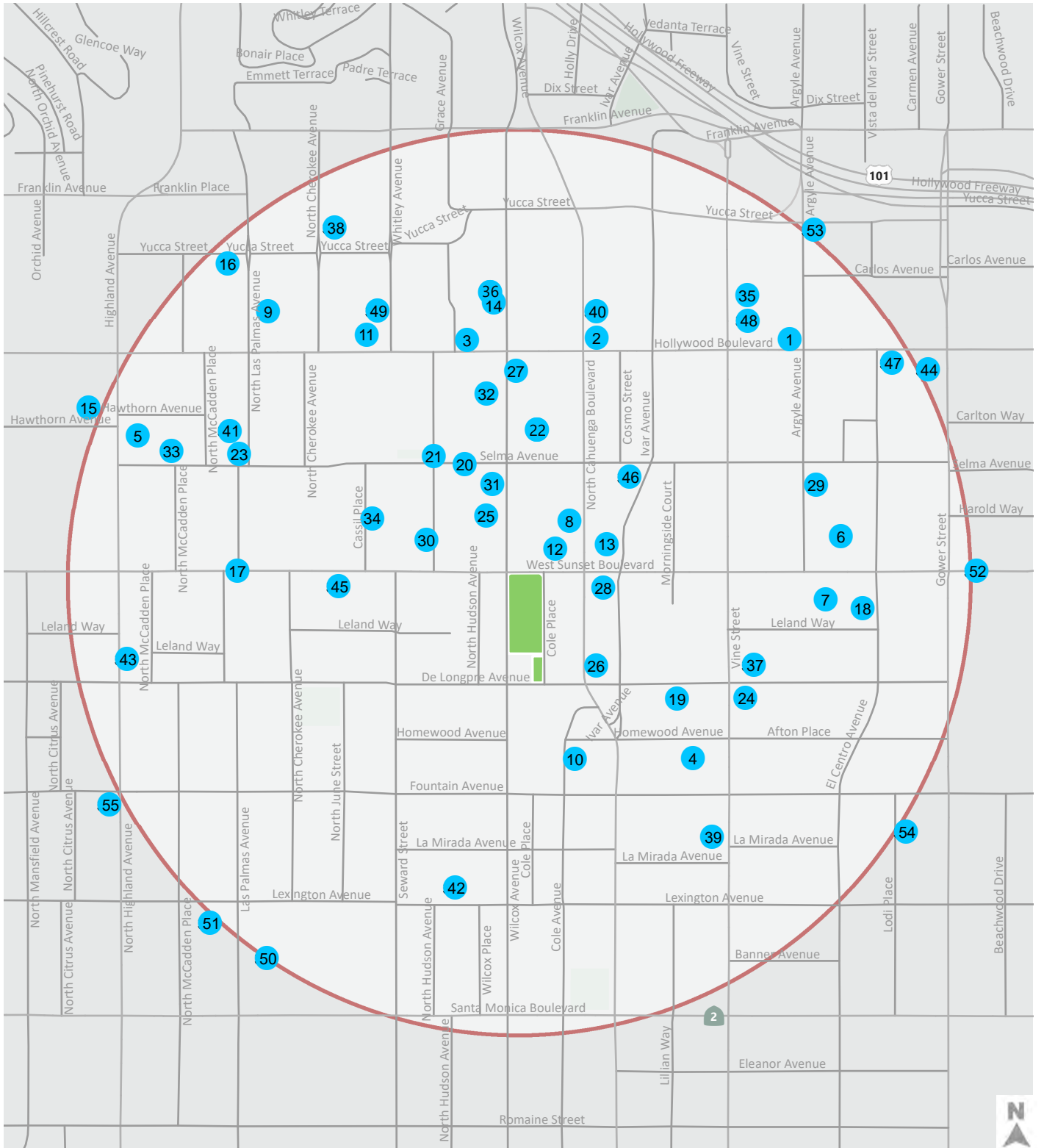


Figure 5



Related Projects

**TABLE 3
SUNSET + WILCOX
RELATED PROJECTS**

No.	Project Location	Land Use	Size	
1	6225 W. Hollywood Blvd.	Office	214.000	kSF
2	6360 W. Hollywood Blvd.	Other	90	Rooms
		Other	11.000	kSF
3	6523 W. Hollywood Blvd.	Office	4.074	kSF
		Other	10.402	kSF
4	1313 N. Vine St.	Other	44.000	kSF
		Other	35.231	ksf
5	1610 N. Highland Ave.	Apartments	248	Units
		Retail	12.785	kSF
6	6201 W. Sunset Blvd.	Apartments	731	Units
		Other	5.000	kSF
		Retail	8.000	kSF
		Other	1.000	kSF
		Retail	13.000	kSF
		Other	1.000	kSF
7	6230 W. Sunset Blvd.	Apartments	200	Units
		Office	13.510	kSF
		Other	13.471	ksf
		Other	n/a	ksf
		Retail	4.700	ksf
8	1525 N. Cahuenga Blvd.	Other	64	Rooms
		Office	1.500	ksf
		Other	0.700	ksf
9	1718 N. Las Palmas Ave.	Apartments	195	Units
		Condominiums	29	Units
		Retail	0.985	ksf
10	1310 N. Cole Ave.	Apartments	375	Units
		Other	2.500	ksf

**TABLE 3
SUNSET + WILCOX
RELATED PROJECTS**

No.	Project Location	Land Use	Size	
11	6611 W. Hollywood Blvd.	Other	167	Rooms
		Other	10.545	ksf
		Other	5.375	ksf
		Other	3.980	ksf
		Other	1.634	ksf
12	6445 W. Sunset Blvd.	Hotel	175	Rooms
		Restaurant	11.400	ksf
13	6409 W. Sunset Blvd.	Other	275	Rooms
		Retail	1.900	ksf
14	1717 N. Wilcox Ave.	Other	140	Rooms
		Retail	3.500	ksf
15	6831 W. Hawthorn Ave.	Apartments	140	Units
		Other	1.207	ksf
16	1749 N. Las Palmas Ave.	Apartments	71	Units
17	6701 W. Sunset Blvd.	Mixed Use	n/a	ksf
18	6200 W. Sunset Blvd.	Apartments	270	Units
		Other	2.500	ksf
		Other	n/a	ksf
		Other	2.500	ksf
19	6332 W. De Longpre Ave.	Apartments	200	Units
		Office	298.171	ksf
		Restaurant	11.935	ksf
		Restaurant	4.200	ksf
20	6516 W. Selma Ave.	Other	212	Units
		Other	2.308	ksf
		Other	5.305	ksf
		Other	5.843	ksf

**TABLE 3
SUNSET + WILCOX
RELATED PROJECTS**

No.	Project Location	Land Use	Size	
21	1600 N. Schrader Blvd.	Other	198	Rooms
		Other	2.379	ksf
		Other	3.600	ksf
22	6421 W. Selma Ave.	Other	114	Units
		Other	5.041	ksf
		Other	1.809	ksf
23	1601 N. Las Palmas Ave.	Apartments	202	Units
		Commercial	14.200	ksf
24	1360 N. Vine St.	Office	463.521	ksf
		Restaurant	20.902	ksf
25	1541 N. Wilcox Ave.	Other	190	Rooms
		Other	8.500	ksf
		Other	1.382	ksf
26	1400 N. Cahuenga Blvd.	Other	220	Rooms
		Other	2.723	ksf
		Other	1.440	ksf
27	6436 W. Hollywood Blvd.	Apartments	260	Units
		Retail	14.220	ksf
		Office	3.580	ksf
28	6400 W. Sunset Blvd.	Apartments	200	Units
		Other	4.037	ksf
		Other	3.000	ksf
29	1546 N. Argyle Ave.	Apartments	276	Units
		Retail	9.000	ksf
		Other	15.000	ksf
		Other	27.000	ksf
30	1533 N. Schrader Blvd.	Other	70	Units
31	1545 N. Wilcox Ave.	Retail	14.800	ksf
		Office	16.100	ksf
32	1637 N. Wilcox Ave.	Apartments	154	Units
		Other	6.586	ksf

**TABLE 3
SUNSET + WILCOX
RELATED PROJECTS**

No.	Project Location	Land Use	Size	
33	6753 W. Selma Ave.	Apartments	51	Units
		Retail	0.438	ksf
34	1524 N. Cassil Pl.	Apartments	138	Units
		Other	62	Rooms
		Other	1.400	ksf
35	1720 N. Vine St.	Apartments	872	Units
		Other	133	Units
		Other	4.530	ksf
		Other	25.650	ksf
		Other	350	Persons
36	1723 N. Wilcox Ave.	Other	81	Rooms
		Other	n/a	ksf
37	1400 N. Vine St.	Apartments	179	Units
		Apartments	19	Units
		Retail	16.000	ksf
38	1818 N. Cherokee Ave	Apartments	65	Units
		Apartments	21	Units
39	1235 Vine St.	Office	117.000	ksf
		Retail	7.800	ksf
40	1708-1732 N. Cahuenga Blvd.	Office	210.500	ksf
		Restaurant	6.500	ksf
41	1612 N. McCadden Pl	Retail	37.000	ksf
		Micro-Units	69	Units
42	6517 - 6533 Lexington Ave.	Single-Family Homes	18	Units
43	1400 N. Highland Ave.	Apartments	49	Units
		Retail	0.800	ksf
44	6100 W. Hollywood Blvd.	Apartments	209	Units
		Apartments	11	Units
		Other	3.270	ksf
45	6630 W. Sunset Blvd.	Apartments	40	Units
		Retail	3.474	ksf

**TABLE 3
SUNSET + WILCOX
RELATED PROJECTS**

No.	Project Location	Land Use	Size	
46	6350 Selma Ave.	Apartments	290	Units
		Commercial	6.576	ksf
47	6140 Hollywood Blvd.	Hotel	102	Rooms
		Condominiums	27	Units
		Restaurant	11.500	ksf
48	1718 Vine St.	Hotel	216	Rooms
49	1719 N. Whitley Ave.	Hotel	156	Rooms
50	6677 Santa Monica Blvd.	Apartments	695	Units
		Other	4.000	ksf
		Other	5.500	ksf
		Retail	15.400	ksf
51	1118 N. McCadden	Office	17.040	ksf
		Other	29.650	ksf
		Other	100	Units
		Other	92	Units
52	6050 W. Sunset Blvd.	Office	859.350	ksf
		Other	52.800	ksf
		Other	169.400	ksf
53	6220 W. Yucca St.	Apartments	210	Units
		Other	136	Rooms
		Retail	12.570	ksf
54	1149 N. Gower St.	Apartments	169	Units
55	1233 N. Highland Ave.	Apartments	72	Units
		Commercial	12.160	ksf

Notes:

ksf = one thousand square feet

ID 24 uses the office development alternative (Office Option A).

IDs 1-38, 44, & 51-54 are based on information provided by LADOT on December 1, 2020.

IDs 39-43, 45-50, & 55 are based on additional sources, including case filing information on the City Planning website and the Hollywood Chamber Summit 2020 map.

3. CEQA Transportation Assessment

3.1 Plans, Programs, Ordinances and Policies Review

The purpose of this section is to determine whether the Project conflicts with a transportation-related City plan, program, ordinance, or policy that was adopted to protect the environment. A project would not be shown to result in an impact merely based on whether a project would not implement an adopted plan, program, ordinance or policy. Rather, it is the intention of this threshold test to ensure that proposed development does not conflict with nor preclude the City from implementing adopted plans, programs, ordinances or policies⁷. Furthermore, under CEQA, a project is considered consistent with an applicable plan if it is consistent with the overall intent of the plan and would not preclude the attainment of its primary goals. A project does not need to be in perfect conformity with each and every policy. Finally, any inconsistency with an applicable policy, plan, or regulation is only a significant impact under CEQA if the policy, plan, or regulation was adopted for the purpose of avoiding or mitigating an environmental effect and if the inconsistency itself would result in a direct physical impact on the environment.

This evaluation was conducted by reviewing City documents such as the Los Angeles *Mobility Plan 2035*, Hollywood Community Plan, land use element, Vision Zero Los Angeles and municipal code sections.

- **City of Los Angeles Mobility Plan 2035⁸** is the City's document to guide the operations and design of streets and other public rights of way. It lays out a vision for designing safer, more vibrant streets, that are accessible to people – no matter how they travel. The Project's proposed land use and operations design features were reviewed and compared to existing and future conditions resulting from the Project, including site access, high injury network identification, pedestrian, bicycle and transit accessibility and loading. The Project is consistent with the reviewed policies of the *Mobility Plan 2035*. Please see **Appendix C**, adapted from Attachment D of the TAG, for a detailed review of consistency with relevant policies in *Mobility Plan 2035*.
- **Hollywood Community Plan⁹** is one of 35 Community Plans in the City that establishes the policies and programs that inform the framework for local land use, circulation, and service systems within the selected community plan area. The *Hollywood Community Plan* (HCP) highlights its objective toward further development of the community as a major center of population, employment, retail services, and entertainment, and to perpetuate its image as the international center of the motion picture industry. The Project's proposed intensity and character for office and restaurant uses coincide with the City's intent to promote jobs creation within an established urban employment center, in close proximity to housing and mass transit, maintain neighborhood compatibility, and create a pedestrian-oriented environment with ground-floor

⁷ City of Los Angeles Department of Transportation, *Transportation Assessment Guidelines*, page 2-2 (July 2020).

⁸ City of Los Angeles, *Mobility Plan 2035, An Element of the General Plan*, adopted September 7, 2016.

⁹ The Hollywood Community Plan was adopted in 1988. While an updated Community Plan is currently under development, the plan from 1988 is currently in effect and forms the basis for this review of conflicts relating to the transportation system.



commercial uses. The HCP identifies one transportation-related objective in the beginning of the plan (HO-I-6): to make provision for a circulation system coordinated with land uses and densities and adequate to accommodate traffic; and to encourage the expansion and improvement of public transportation service. The Project is consistent with the transportation components of the Hollywood Community Plan. See **Appendix C** for a detailed review of consistency with relevant policies in the Hollywood Community Plan.

- **Hollywood Redevelopment Plan**¹⁰ sets forth the re-planning, redesign and rehabilitation and/or development of areas which are stagnant or improperly utilized and which could not be accomplished by private enterprise acting alone, without public participation and assistance. Transportation-related guidelines for the City, including circulation, parking and loading facilities, are described in Section 518 of the *Hollywood Redevelopment Plan* (HRP). Consistent with the HRP, the Project recognizes that the transportation system in Hollywood services regional and local needs by locating the Project within 0.5-mile from high capacity transit, will implement demand management measures, and will provide sufficient vehicle and bicycle parking. The Project is consistent with the HRP and does not conflict with the overall intent of the HRP to promote a balanced community and a safe and positive environment. Please see **Appendix C** for further determination support.
- **Vision Zero Los Angeles**¹¹ is a plan that strives to eliminate traffic-related deaths in Los Angeles by 2025 through multiple strategies, such as modifying streets to better serve vulnerable road users. The Project meets the goals and objectives set forth in Vision Zero by providing vehicle access via driveways along Wilcox Avenue and Cole Place, not along Sunset Boulevard, which helps minimize the potential for vehicle, pedestrian and bicycle conflicts. The pedestrian points of entry will be provided along Sunset Boulevard, and bicycle parking will be provided on site. The Project is not located in a Safe Routes to School program area. Projects located on the HIN should make improvements or fund them. The north boundary of the Project is Sunset Boulevard, which is identified as part of the HIN. No specific Vision Zero projects are not planned for Sunset Boulevard next to the Project, and the Project will not conflict with the implementation of future Vision Zero projects in the public right-of-way. Please see **Appendix C** for further determination support.

The Project features, location, and design generally support multimodal transportation options and would be consistent with policies, plans, and programs that support alternative transportation, including the *Mobility Plan 2035*, the *Hollywood Community Plan*, and the *Hollywood Redevelopment Plan*. The Project features are intended to minimize impacts to the public right-of-way and enhance the user experience by integrating multimodal transportation options. The Project would encourage bicycle use to and from the Project Site by providing long-term and short-term bicycle parking in accordance with the LAMC requirements and in proximity to existing bicycle facilities along Wilcox Avenue, Vine Street, Selma Avenue, Argyle Avenue, and Fountain Avenue as well as future planned protected bicycle lanes within the

¹⁰ *Hollywood Redevelopment Plan*, Effective July 12, 2003.

¹¹ *Vision Zero Los Angeles 2015-2025 Action Plan*, Effective January 2017.



vicinity of the Project, including along Sunset Boulevard and Vine Street. The Project would encourage pedestrian activity because it concentrates mixed-use development near public transit, which provides visitors, and employees access to the site that can be conveniently accessed by walking, biking, or taking transit. The Project would also accommodate pedestrian activity with its access locations, which would be designed to City standards to provide adequate sight distance and pedestrian movement controls that would meet the City's requirements to protect pedestrian safety. The Project design and features would not substantially increase hazards, conflicts, or preclude City action to fulfill or implement projects associated with these networks and will contribute to overall walkability through enhancements to the Project Site and streetscape.

The nearest related project to the Project Site is a hotel proposed at 6445 W. Sunset Boulevard, across from the Project and to the east. Given that the Project and the 6445 W. Sunset Boulevard project do not have driveways on the same street on the same block, the 6445 W. Sunset Boulevard project in combination with the Project is not expected to have a cumulative impact. Other related projects located farther from the Project Site would not share adjacent street frontages with the Project Site. Accordingly, no significant cumulative impacts are anticipated to which both the Project and other nearby related projects would contribute in regard to City transportation policies or standards adopted to protect the environment and support multimodal transportation options.

Appendix C provides additional detail regarding the Project's plans, programs, ordinances, and policies conflict review conducted per the City's TAG.

3.2 Vehicle Miles Traveled Analysis

As part of new CEQA guidelines, proposed land use projects need to assess whether they cause a substantial vehicle miles traveled impact. The following section summarizes an assessment of VMT generated by the proposed Project.

LADOT developed a VMT Calculator tool to be used to assess the VMT impacts of proposed development projects within the City. The VMT Calculator also assesses the effectiveness of selected transportation demand management (TDM) measures proposed for a project based on available research. Analysis was conducted for the Project using the City's VMT analysis procedures and VMT Calculator. This analysis considered the Project's proposed land uses:

Impact Criteria

The City's VMT impact criteria for development projects is specified in the TAG. Per the criteria, a development project would have a potential significant impact if the project meets one or more of the following:

- For residential projects, a development project may have a potential significant impact if it generates household VMT per capita exceeding 15% below the existing average household VMT per capita for the Area Planning Commission (APC) area in which the project is located (see **Table 4** below). This Project does not have a residential component.



- For office projects, a development project may have a potential significant impact if it generates work VMT per employee exceeding 15% below the existing average work VMT per employee for the APC in which the project is located (see **Table 4** below). This criterion was used for the office component of the Project.
- Local-serving retail development tends to shorten trips and reduce VMT whereas regional-serving retail development can lead to substitution of longer trips for shorter ones and could increase VMT. Local-serving is defined as retail uses less than 50,000 square feet. The restaurant component of the Project is considered to be local serving and this portion of the Project is considered to not have a significant VMT impact.
- For mixed-use projects, evaluate each component separately and apply the impact criteria above for each individual land use.

Please see **Table 4** below for the City’s VMT impact criteria. The Project Site is located in the Central APC, which has a daily work VMT per employee threshold of 7.6.

Table 4: City of Los Angeles VMT Impact Criteria (15% Below APC Average)

Area Planning Commission	Daily Household VMT per Capita	Daily Work VMT per Employee
Central	6.0	7.6
East Los Angeles	7.2	12.7
Harbor	9.2	12.3
North Valley	9.2	15.0
South Los Angeles	6.0	11.6
South Valley	9.4	11.6
West Los Angeles	7.4	11.1

Source: LADOT TAG, 2020.

Per the TAG, a project could have a significant cumulative impact on VMT if the project has both a significant project-level impact as determined above and is not consistent with the Southern California Association of Governments’ Regional Transportation Plan/Sustainable Communities Strategy (SCAG RTP/SCS) in terms of development location, density, and intensity.

Impact Analysis

Per the City’s procedures, work VMT per employee was estimated using the City’s VMT Calculator tool for the proposed Project land use. The VMT Calculator starts with Institute of Transportation Engineers (ITE,



9th Edition) trip generation rates¹², implements the MXD (mixed-use) methodology from the U.S. EPA, and utilizes socioeconomic, transit, and trip length data from the Los Angeles citywide travel demand model (calibrated to Los Angeles conditions) to adjust the trips for internalization, transit, and walkability. The VMT Calculator was calibrated based on local count data collected in the City. The VMT Calculator allows for the selection of a wide variety of potential land uses including the multi-family housing, single-family housing, office, retail and restaurant uses proposed as part of the Residential and three Office options.

Daily vehicles trips, daily VMT, and daily work VMT per employee for the Project was estimated using the City's VMT Calculator tool. For mixed-use projects, according to the TAG, the Project VMT impact should be considered significant if any one (or all) of the Project land uses exceed the impact criteria for that particular land use, taking credit for internal capture. In such cases, mitigation options that reduce the VMT generated by any one or all of the land uses could be considered.

Work VMT

As provided in **Appendix D**, the City of Los Angeles VMT Calculator was used to apply the Project characteristics such as land uses and land use quantities that are included as a Project feature. The work VMT was estimated for the office land use. Since the proposed restaurant square footage is less than 50,000 square feet, it can be considered local serving (per the TAG). The proposed LADWP building that will house equipment and an underground generator does not constitute as floor area as defined by the LAMC and was not included in this analysis.

The Project VMT analysis results, using the VMT Calculator Tool, are summarized below in **Figure 6**. Based on the results, the proposed Project would result in:

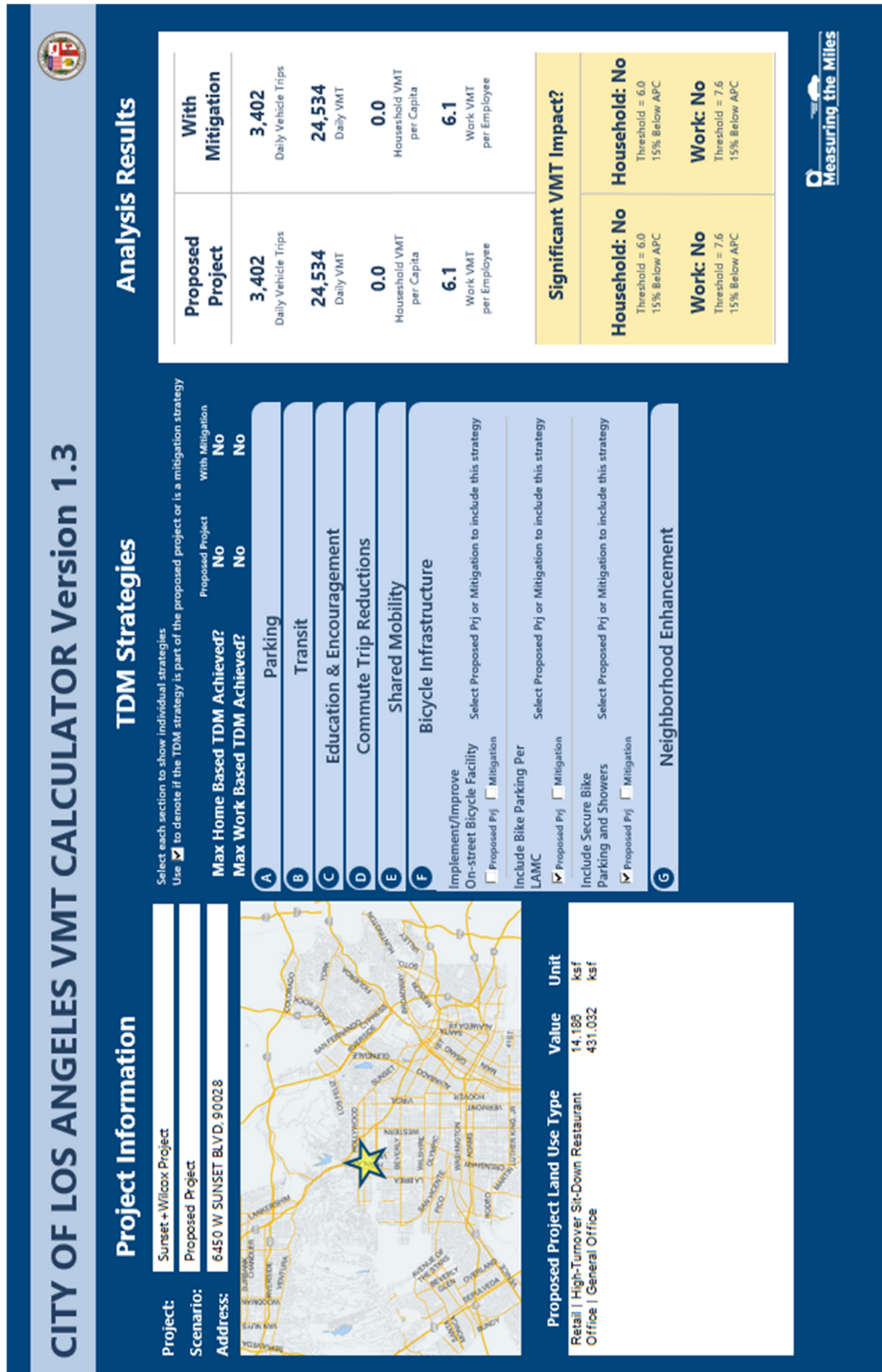
- 6.1 daily work VMT per employee

The work VMT per employee is below the threshold of significance proposed for the Central APC of 7.6 work VMT per employee. Thus, the Project is not projected to have a significant impact on work VMT per employee as estimated by the VMT Calculator. An image of the VMT Calculator output is provided below in **Figure 6**, and additional details regarding the analysis are available in **Appendix D**.

¹² The LA VMT Calculator was under development prior to release of the 10th Edition of ITE's trip generation manual in late 2017. The VMT Calculator was validated to LA conditions based on the empirical counts conducted at market rate residential, affordable housing, office, and mixed-use sites in the City, regardless of the source of the rates used as a starting point.



Figure 6: VMT Calculator Results



Cumulative VMT

As noted above, the Project is not projected to have a significant impact on office or restaurant VMT. Furthermore, given its location in the dense Hollywood area of the City served by public transit, the mixed-use nature of the Project, and its provision of features to encourage walking and bicycling, the Project would be consistent with the applicable goals and objectives of the SCAG 2016-2040 RTP/SCS (SCAG, April 2016) to locate jobs and housing in infill locations served by public transportation and facilitating active transportation and TDM. Therefore, the Project's cumulative impact on VMT would not be significant.

Transportation Demand Management Plan

A TDM program consists of strategies that are aimed at discouraging single-occupancy vehicle trips and encouraging alternative modes of transportation, such as carpooling, taking transit, walking, and biking. Strategies included in a typical TDM program address a wide range of transportation factors, including parking, transit, commute trips, shared mobility, bicycle infrastructure, site design, education and encouragement, and management. Given that the Project is not projected to have a significant impact on VMT, a TDM plan is not proposed as a mitigation measure. However, the Project's location and provision of short-term and long-term on-site bicycle parking contribute to encouraging alternative modes of transportation. Additionally, LAMC Section 12.26-J (the City's TDM ordinance) requires selected TDM strategies to help reduce Project VMT, including providing designated parking spaces and loading areas for employee carpools/vanpools, pedestrian enhancements design, and posting information regarding alternative modes of travel on the Project site for employees and visitors.

Summary

The analysis conducted demonstrates that under the current City VMT methodology, the Project would result in less than significant impacts on VMT. This conclusion is based on the ample research and substantial evidence that mixed use infill developments with this level of transit proximity and accessibility tend to generate fewer overall vehicle trips and those vehicle trips tend to be shorter than if the Project was built in a less dense area with less access to multi-modal travel options. See **Appendix D** for additional information about the inputs and supporting documentation for the VMT analysis.



3.3 Geometric Design Feature Review

This section discusses impacts regarding the potential increase of hazards due to a geometric design feature that generally relates to the design of access points to and from the Project Site and may include safety, operational, or capacity impacts.

Pedestrian access to the Project Site would be provided via sidewalks around the perimeter of the Project Site. Visitors, patrons, and employees arriving to the Project Site by bicycle would have the same access opportunities as pedestrians and would be able to utilize on-site bicycle parking facilities. The Project's access locations would be designed to the City standards and would provide adequate sight distance, sidewalks, crosswalks, and pedestrian movement controls that meet the City's requirements to protect pedestrian safety. All roadways and driveways will intersect at right angles. Street trees and other potential impediments to adequate driver and pedestrian visibility would be minimal. Pedestrian entrances separated from vehicular driveways would provide access from the adjacent streets, parking facilities, and transit stops.

While there are six driveways proposed as part of the Project, four of the six would be placed on a non-arterial road (Cole Place). Two of the driveways would be located on Wilcox Avenue.

The proposed access scheme would utilize one-way driveways on both Cole Place and Wilcox Avenue to permit efficient provision of an off-street passenger loading zone for valet services, which would minimize conflicts at any individual location. An on-street passenger loading zone is proposed for rideshare services along the east curb of Wilcox Avenue adjacent to the Project. This will entail the conversion of approximately six existing on-street parking meters along Wilcox Avenue to white curb. The Project driveways will be level for approximately 30 feet within the project site before they intersect the sidewalks. The loading areas for the Project will be located on the ground floor level, with trucks entering and exiting to/from a separate loading dock driveway off Cole Place.

The driveways would be designed to comply with LADOT standards. The driveways would not require the removal or relocation of existing passenger transit stops and would be designed and configured to avoid or minimize potential conflicts with transit services and pedestrian traffic. Sunset Boulevard adjacent to the Project is part of the designated HIN, but the Project driveways will be located along Wilcox Avenue and Cole Place. The Wilcox Avenue and Cole Place driveways would not be along the HIN. Wilcox Avenue is a sharrowed bike route, but the two Project driveways will be one-way, and placed approximately 330 feet south of the intersection of Sunset Boulevard & Wilcox Avenue. In addition, the loading driveway will be placed along Cole Place, which is a local street. As a result, the Project would not substantially increase hazards, conflicts, and would contribute to overall walkability and bike-ability through enhancements to the Project site. **Appendix E** contains more detailed responses to the TAG evaluation questions that support this conclusion.



3.4 Freeway Safety Analysis

In May 2020, LADOT provided interim guidance on freeway safety analysis for land use proposals that are required to prepare a Transportation Assessment¹³. The freeway safety analysis evaluates a proposed project's effects to cause or lengthen a forecasted off-ramp queue on the freeway mainline and create speed differentials between vehicles exiting the freeway off-ramps and vehicles operating on the freeway mainline that could constitute a potential safety impact under CEQA.

The interim guidance on freeway safety analysis requires analysis of freeway off-ramps where a proposed project adds 25 or more trips in either the morning or afternoon peak hour to be studied for potential queuing impacts. If the proposed project is not projected to add 25 or more peak hour trips at any freeway off-ramps, then a freeway ramp analysis is not required. The Project is projected to add 25 or more trips to the following freeway off-ramps:

- US-101 Southbound Off-ramp & Cahuenga Boulevard (AM peak hour)
- US-101 Northbound Off-ramp & Sunset Boulevard (AM peak hour)

Methodology

If a freeway ramp analysis is required, the interim guidance provides the following steps to determine if the proposed project may constitute a potential safety impact under CEQA.

- For the identified freeway off-ramps, prepare a queuing study for the "Future with Project" conditions for the proposed project build-out year. Evaluate the adequacy of the existing and future storage lengths with the 95th percentile queue and 100% of the storage length on each lane of the ramp from the stop line to the gore point. When an auxiliary lane is present, add 50% of the length of the auxiliary lane to the ramp storage area.
- If the proposed project traffic is expected to cause or add to a queue extending onto the freeway mainline by less than two car lengths, the proposed project would cause a less-than-significant safety impact. If the queue is already extending or projected to extend onto the freeway mainline, and the addition of traffic generated by the proposed project would increase the overflow onto the mainline lanes by less than two car lengths, the project would cause a less-than-significant safety impact.
- If a proposed project adds two or more car lengths to the ramp backup that extends on the freeway mainline, then the location must be tested for safety issues which includes a test for speed differential between the off-ramp queue and the mainline of the freeway during the particular peak hour. If the speed differential between the mainline lane speeds and the ramp traffic is below 30 mph, the project would be considered to cause a less-than-significant safety impact. If the speed differential is 30 mph or more, then there is a potential safety issue. The Caltrans Performance Measurement System (PeMS) data should be used to identify freeway

¹³ Los Angeles Department of Transportation, *LADOT Transportation Assessments – Interim Guidance for Freeway Safety Analysis* (May 2020).



operating speed(s) during the peak hour being analyzed. If reliable PeMS data are not available at the subject location, other sources of speed data including location-based services data from available sources could be used.

- If the speed differential is 30 mph or more, which may result in a potential safety issue, the guidance suggests a proposed project should consider the following preferred corrective measures to offset a potential safety issue:
 - Transportation demand management program(s) to reduce the project's trip generation,
 - Investments to active transportation infrastructure, or transit system amenities (or expansion) to reduce the project's trip generation, and/or
 - Potential operational change(s) to the ramp terminal operations including, but not limited to, lane reassignment, traffic signalization, signal phasing or timing modifications, etc. This option requires coordination with Caltrans and LADOT to assess feasibility and for approval of the proposed measure(s).

A physical change to the ramp itself (addition of auxiliary lane, ramp widening, etc.) may be considered. However, this change would have to demonstrate substantial safety benefits, not be a VMT-inducing improvement, and not result in other environmental issues. If the cost of the physical change to the ramp is substantial, then a fair-share contribution to the improvement may be required if necessary requirements are met, including, but not limited to, Caltrans defining the improvement cost, and opening a Project File/Project Account to accept a financial contribution for the improvement.

Analysis

As noted, the Project is projected to add 25 or more trips to the US-101 Southbound Off-ramp to Cahuenga Boulevard and US-101 Northbound Off-ramp to Sunset Boulevard during the AM peak hour. A queuing study for the "Future with Project" conditions was conducted for the Project buildout year (2026) using trip generation and future traffic volumes detailed in Chapter 3. Per the guidance, the adequacy of the existing and future storage lengths was evaluated with the 95th percentile queue where 100% of the storage length on each lane of the ramp from the stop line to the gore point was used. For the US-101 Southbound Off-ramp to Cahuenga Boulevard, where an auxiliary lane is present, 50% of the length of the auxiliary lane was added to the ramp storage area. **Table 5** shows the queue lengths and analysis results for both freeway off-ramps in the Future Base and Future plus Project scenarios.

Project traffic volumes and future background traffic volumes at the two analyzed off-ramps were estimated using the methodologies described in Chapter 3 of this report.

US-101 Southbound Off-ramp & Cahuenga Boulevard

Analysis of the US-101 Southbound Off-ramp to Cahuenga Boulevard was conducted using the Synchro software and HCM 2016.

The queue length on the US-101 Southbound Off-ramp to Cahuenga Boulevard is not projected to exceed ramp capacity in the Future Base and Future plus Project scenarios during the AM peak hour. Although the Project is projected to add six car lengths (assuming an average queue storage length of 25 feet per car) to the queue in the AM peak hour, the addition is not projected to exceed the ramp storage



in the AM peak hour. Therefore, the Project is not projected to have a significant safety impact for the US-101 Southbound off-ramp to Cahuenga Boulevard and no further analysis is required for this off-ramp

US-101 Northbound Off-ramp & Sunset Boulevard

Given congested conditions on Sunset Boulevard at the US-101 Northbound Off-ramp which affect the off-ramp, analysis of this ramp required microsimulation analysis of the Sunset Boulevard corridor in the vicinity of the off-ramp using the Synchro/SimTraffic simulation software package.

The queue length of the US-101 Northbound Off-ramp to Sunset Boulevard is projected to exceed ramp capacity in the AM peak hour in the Future Base scenario and the Future plus Project Scenario. The Project is projected to add fifteen car lengths to the queue in the AM peak hour. Since the Project is projected to increase the overflow onto the mainline lanes by more than two car lengths, this location required further analysis.

The US-101 Northbound off-ramp to Sunset Boulevard was tested for safety issues by assessing the speed differential between the off-ramp queue and the mainline of the freeway during the AM peak hour. Per the guidance, Caltrans PeMS data were used to identify freeway operating speeds during the AM peak hour. The PeMS data showed that the average mainline speed on the US-101 northbound near the Sunset Boulevard off-ramp during the AM peak hour is approximately 59 mph. Assuming that the traffic queued on the ramp is traveling at zero miles per hour since the vehicles extend past the ramp length, this constitutes a potential safety issue at the US-101 Northbound Off-ramp to Sunset Boulevard.

Per the guidance, operational changes have been explored to mitigate the potential safety issue at the US-101 Northbound Off-ramp to Sunset Boulevard. The following mitigation measure was identified:

- Addition of a protected/permitted left-turn phase with reoptimized signal timing for westbound Sunset Boulevard at Van Ness Avenue.

As shown in **Table 6**, this mitigation measure would address the identified safety issue by partially alleviating congestion on Sunset Boulevard that in turn affects the off-ramp, reducing the off-ramp queue onto the freeway mainline and fully mitigating the Project impact. Another related project in the vicinity of the off-ramp also proposes the same mitigation measure, which would reduce the off-ramp queue onto the freeway mainline and fully mitigate the related project impact. Subject to City approval, the two projects could therefore share the mitigation, with the caveat that if, for any reason, one project were to not go forward, the other project would be fully responsible for the mitigation. Detailed queue calculations are provided in **Appendix I**.



**TABLE 5
SUNSET+WILCOX PROJECT
FREEWAY OFF-RAMP QUEUING ANALYSIS
FUTURE BASE (2026) PLUS PROJECT SCENARIO**

Ramp	Cross Street	Max Ramp Length (ft) [a]	Ramp Capacity by Movement at Off-Ramp Terminus Intersection			Ramp Control	Future Base Conditions 2026			Future Base Plus Project Conditions 2026				
			Lanes	Movement	Length [a]		AM 95th Percentile Queue		Queue Exceeds Storage?	AM 95th Percentile Queue		Queue Length Increase (feet)	Equivalent Car Lengths [b]	Potential Safety Issue? [c]
							Queue (ft)	Max (ft)	AM	Queue (ft)	Max (ft)	AM		
US-101 NB Off-Ramp	Sunset Boulevard	950	3	Right Through	950 310	Uncontrolled & Stop [d]	1,557 [e] 1,557 [e]	1,557	Yes	1,908 [e] 1,908 [e]	1,908	351	15	Yes
US-101 SB Off-Ramp	Cahuenga Boulevard	1,515	3	Right Left	1,515 410	Stop Controlled	1,314 17	1,314	No	1,462 17	1,462	148	6	No

[a]: Ramp lengths determined based on scaled distances from on-line aerial photographs. Per LADOT guidance, max length is measured from the intersection to the gore point.

When an auxiliary lane is present, the maximum length includes one half of the length of the auxiliary lane to the gore point of the preceding on-ramp.

[b]: Assumes an average storage length per car of 25 feet.

[c]: If a proposed project adds two or more car lengths to a ramp queue that extends to the freeway mainline, then the location must be tested for safety issues.

[d]: The loop ramp to westbound Sunset Boulevard enters Sunset Boulevard as its own uncontrolled lane. The ramp to Wilton Place is stop-controlled.

[e]: Due to the configuration of this off-ramp, the queue lengths cannot be attributed to individual turning movements. Therefore, the queue lengths for the off-ramp are analyzed as one movement.

TABLE 6
SUNSET+WILCOX PROJECT
FREEWAY OFF-RAMP QUEUING ANALYSIS
FUTURE BASE (2026) PLUS PROJECT WITH MITIGATION SCENARIO

Ramp	Cross Street	Max Ramp Length (ft) [a]	Ramp Capacity by Movement at Off-Ramp Terminus Intersection			Ramp Control	Future Base Conditions 2026			Future Plus Project with Mitigation 2026				
			Lanes	Movement	Length [a]		AM 95th Percentile Queue		Queue Exceeds Storage?	AM 95th Percentile Queue		Queue Length Change (feet)	Queue Length Change (car lengths) [b]	Project Impact Mitigated?
							Queue (ft)	Max (ft)		AM	Queue (ft)			
US-101 NB Off-Ramp	Sunset Boulevard	950	3	Right Through	950 310	Uncontrolled & Stop [c]	1,557 [d] 1,557 [d]	1,557	Yes	909 [d] 909 [d]	909	-648	-26	Yes

[a]: Ramp lengths determined based on scaled distances from on-line aerial photographs. Per LADOT guidance, max length is measured from the intersection to the gore point.

When an auxiliary lane is present, the maximum length includes one half of the length of the auxiliary lane to the gore point of the preceding on-ramp.

[b]: Assumes an average storage length per car of 25 feet.

[c]: The loop ramp to westbound Sunset Boulevard enters Sunset Boulevard as its own uncontrolled lane. The ramp to Wilton Place is stop-controlled.

[d]: Due to the configuration of this off-ramp, the queue lengths cannot be attributed to individual turning movements. Therefore, the queue lengths for the off-ramp are analyzed as one movement.

4. Non-CEQA Transportation Assessment

The purpose of the non-CEQA transportation assessment required in LADOT's TAG is to promote orderly development, evaluate and address transportation-system deficiencies, and promote public safety and the general welfare by ensuring that development projects are properly related to their sites, surrounding properties, and traffic circulation.

4.1 Pedestrian, Bicycle, and Transit Access

The pedestrian, bicycle, and transit facilities assessment is intended to determine a project's potential effects on pedestrian, bicycle, and transit facilities in the vicinity of the proposed project based on an evaluation of physical or demand-based considerations that would affect the experience of people utilizing the multimodal transportation network.

The pedestrian, bicycle, and transit facilities surrounding the Project Site were assessed to determine potential Project effects on pedestrian, bicycle, and transit facilities in the vicinity of the Project. **Figure 7** provides a map of pedestrian destinations within 1,320 feet of the edge of the Project Site. For the purposes of this analysis, all adjacent streets providing access to non-residential uses were included in the figure, as is an inventory of the pedestrian facilities (i.e., crosswalks and curb ramps) and other active transportation-supportive infrastructure. As shown, the general assessment of the quality of these facilities is that they are in adequate condition and will not be negatively impacted by the Project. **Table 7** also provides a table identifying locations of missing sidewalks, pedestrian push buttons, and other pedestrian amenities such as street trees or bus benches, and typical sidewalk width ranges. Pedestrian facilities were generally found to be in adequate condition. Several intersections do not provide push buttons as the intersections are pretimed to provide walk phases for every signal cycle.

The pedestrian, bicycle, and transit facilities surrounding the Project Site were assessed to determine potential Project effects on pedestrian, bicycle, and transit facilities in the vicinity of the Project. The following checklist from the TAG was reviewed to evaluate whether direct or indirect Project effects would lead to removal, modification, or degradation of pedestrian, bicycle, or transit facilities, such as:

- Removal or degradation of existing sidewalks, crosswalks, pedestrian refuge islands, and/or curb extensions/bulbouts
 - No, the Project would not remove or degrade existing pedestrian facilities in the pedestrian environment because the Project would retain the existing sidewalk widths adjacent to the Project. The Project proposes widening of the frontage sidewalk within the right-of-way on Sunset Boulevard between Cole Place and Wilcox Avenue to provide additional step back space for the restaurant/retail uses.



- Removal or degradation of existing bikeways and/or supporting facilities (e.g., bikeshare stations, on-street bike racks/parking, bike corrals, etc.)
 - No, the Project would not remove or degrade the existing bikeways and/or supporting facilities, including the existing bike route (sharrow) along Wilcox Avenue adjacent to the Project Site. The Project proposes a left/right-in driveway on Wilcox Avenue, as well as a one-way exit driveway onto Wilcox Avenue. One-way driveway access is also provided for valet service on Cole Place, which is intended to reduce conflicts between vehicles entering and exiting the driveways on Wilcox Avenue and bicyclists traveling northbound on Wilcox Avenue. The proposed curbside rideshare loading area on Wilcox Avenue directly in front of the Project could potentially interfere with the existing sharrow bike route on Wilcox Avenue. However, given the current use of the curb space is on-street metered parking that is heavily utilized, the proposed curbside rideshare would not significantly alter the existing road conditions from the perspective of the bicyclists who already use the sharrow. The Project proposes to provide on-site bike parking. Long-term bike parking would be provided on the ground floor in a secured area with its own designated access on Cole Place.
- Removal or degradation of existing transit and/or local circulator facilities including stop, bench, shelter, concrete pad, bus lane, or other amenities
 - No, the Project would not remove or degrade existing transit and/or local circulator facilities.
- Removal of other existing transportation system elements supporting sustainable mobility
 - No, the Project does not propose to remove sustainable transportation elements.
- Increase street crossing distance for pedestrians; increase in number of travel/turning lanes; increase in turning radius or turning speeds
 - No, the Project does not propose to widen streets or add travel lanes or increase the turning radius or turning speeds of the turning lanes.
- Removal, degradation, or narrowing of an existing sidewalk, path, crossing, or pedestrian access way
 - No, the Project does not propose to remove, degrade, or narrow sidewalks or limit pedestrian access paths.
- Removal or narrowing of existing sidewalk-street buffering elements (e.g., curb extension, parkway, planting strip, street trees, etc.)
 - No, the Project does not propose a net reduction of street trees. There are currently 12 street trees adjacent to the Project Site. The Project proposes to remove the 12 existing street trees and replace them with 24 trees for a net increase of 12 street trees. The street



trees would be replaced on a minimum 2:1 basis with a minimum of 24-inch box trees or as determined by the Department of Public Works.

- Increase in pedestrian or vehicle volume, and thereby increase the need or attraction to cross a street at unmarked pedestrian crossings or unsignalized or uncontrolled intersections where a crossing is not available without significant rerouting.
 - No, although there will be an increase in pedestrian volumes around the Project Site, there are marked crosswalks and pedestrian push buttons at the signalized intersections of Wilcox Avenue & Sunset Boulevard, and Wilcox Avenue & De Longpre Avenue. The Cole Place & Sunset Boulevard intersection is a two-way stop-control T-intersection, along with Cole Place & De Longpre Avenue.
- Result in new pedestrian demand between project site entries/exits and major destinations or transit stops expected to serve the development where there are missing pedestrian facilities (e.g., gaps in the sidewalk network) or substandard pedestrian facilities (e.g., narrow or uneven sidewalks, no crosswalks at intersections or mid-block, no marked crossing, or push button crossing rather than actuated, etc.).
 - Yes, the Project will generate an increase in pedestrian volumes where there are missing pedestrian facilities between the Project and nearby major destinations or transit stops. Specifically, the intersections of Wilcox Avenue & Sunset Boulevard, and Wilcox Avenue & De Longpre Boulevard are lacking tactile warnings, as shown in Figure 7.
- Increase transit demand at bus stops that lack marked crossings, with insufficient sidewalks, or are in isolated, unshaded, or unlit areas.
 - All bus stops near the Project Site are accessible by crosswalks and sidewalks. The Metro bus stop for Route 2 on south Sunset Boulevard west of Wilcox Avenue has two bus benches and one shelter that provides shade. The bus stop for Route 2 on north Sunset Boulevard east of Wilcox Avenue (across from the Project Site) has two bus benches and a nearby tree that provides partial shade for one of the two benches.

The responses provided above reflect conditions upon Project completion. During construction there may be temporary closures that result in temporary impacts.

While the Project does have frontage along Sunset Boulevard that is part of the HIN, the Project does not propose any vehicular driveways along Sunset Boulevard but rather has proposed driveway exits/entrances along Cole Place and Wilcox Avenue, with several one-way driveways that will minimize conflicts. Employees and visitors walking or biking to the Project Site can access the building on Sunset Boulevard and Wilcox Avenue. The on-site bicycle parking facilities contribute to multimodal integration.





- Project Site
- Curb Ramp
- Lateral Crosswalk
- Curb Ramp with Tactile Warning
- - - Continental Crosswalk



Figure 7
Pedestrian Destinations and Infrastructure Inventory

TABLE 7: PEDESTRIAN AMENITIES SUMMARY						
SUNSET + WILCOX PROJECT						
Street	Widest Sidewalk (Fieldwork Observation)	Narrowest Sidewalk (Fieldwork Observation)	Intersection	Missing Ped Button¹	Missing Ped Signals	Identified Amenities: Bus benches, shelters, street trees, and bike share
Selma Ave	NE Selma/ Wilcox: 15' Constraint Section (E Scooter parking): 10'	Selma/ Schrader: 4' Constraint Section (parking meters): 3'	Schrader Blvd	n/a (not signalized)		Street trees and bus benches/shelters
			Wilcox Ave	NE to SE, NW to SW	No	
			Cahuenga Blvd	NE to SE, NW to SW	No	
			Ivar Ave	No	No	
			Vine St	NE to SE, NW to SW	No	
Sunset Blvd	NW Sunset/Sunset: 20' Constraint Section (bus shelter): 14'	SW Sunset/Seward: 7' Constraint Section (restaurant patio): 4'	Cherokee Ave	SW to SE	No	Street trees, and bus benches/shelters
			Cassil Pl	n/a (not signalized)		
			Seward St	SW to SE	No	
			Schrader Blvd	n/a (not signalized)		
			Hudson Ave	n/a (not signalized)		
			Wilcox Ave	All	No	
			Cole Pl	n/a (not signalized)		
			Cahuenga Blvd	No	No	
			Ivar Ave	NW to NE, SW to SE	No	
			Morningside Ct	n/a (not signalized)		
Vine St	No	No				

¹Several intersections do not provide push buttons as the intersections are pretimed to provide walk phases for every signal cycle.



TABLE 7: PEDESTRIAN AMENITIES SUMMARY (Continued)						
SUNSET + WILCOX PROJECT						
Street	Widest Sidewalk (Fieldwork Observation)	Narrowest Sidewalk (Fieldwork Observation)	Intersection	Missing Ped Button¹	Missing Ped Signals	Identified Amenities: Bus benches, shelters, street trees, and bike share
De Longpre Ave	NW De Longpre/ Vine: 9' Constraint Section (fire hydrant/ trees): 5'	De Longpre/ Cahuenga: 7' NE Constraint Section (currently closed due construction): 5'	Wilcox Ave	No	No	Street trees and bus benches/shelters
			Cole Pl	n/a (not signalized)		
			Cahuenga Blvd	NW to SW, NE to SW	No	
			Ivar Ave	n/a (not signalized)		
			Vine St	NW to SW, NE to SE	No	
Homewood Ave	N Wilcox: 11'	E/W Homewood Constraint Sections (sidewalk design): 5'	Wilcox Ave	n/a (not signalized)		Street trees
Afton Pl	S Vine: 9'	E/W Afton Constraint Section (sidewalk design): 5'	Vine St	n/a (not signalized)		Street trees
Leland Way	10'		Vine St	n/a (not signalized)		Street trees
Fountain Ave	SE/ NE Fountain/ Cahuenga: 11' SW Constraint Section (grass): 5'	Fountain/ Cole: 9' Constraint section (grass): 6' NE closed due to construction	Wilcox Ave	No	No	Street trees, bus benches/shelters, and Metro bike share
			Cole Ave	All	No	
			Cahuenga Blvd	All	No	

¹Several intersections do not provide push buttons as the intersections are pretimed to provide walk phases for every signal cycle.



4.2 Project Access, Safety, and Circulation Evaluation

This section documents the peak hour intersection analysis conducted based on the screening criteria and trip threshold for intersection analyses provided in the TAG.

Study Analysis Locations

The scope and selection of study intersections was developed in conjunction with LADOT staff. Eleven study intersections have been analyzed. The study locations were selected for analysis based on guidance from LADOT's TAG, which indicates that intersections immediately adjacent to the site and in proximity to the site through which 100 or more project-generated trips would travel should be analyzed. The study intersections and street segments are illustrated in **Figure 8** and listed in **Tables 8A and 8B**.

Level of Service Methodology

Intersection Level of Service – Highway Capacity Manual

Per the direction of LADOT, this analysis uses the *Highway Capacity Manual, 6th Edition* (HCM) (Transportation Research Board, 2016) methodology to evaluate the operation of Project driveways and nearby intersections. This was performed using the Synchro 10.0 software program. Synchro calculates vehicle delay and level of service (LOS) based on procedures outlined in the HCM. This methodology was used to determine the intersection delay in seconds and corresponding level of service (LOS) at the signalized and unsignalized intersections. The calculation of delay represents the amount of delay experienced by vehicles passing through the intersection. The unsignalized intersections were analyzed using the 2-way stop method from the HCM 6th Edition. Delay was calculated based on the worst-case approach (for the 2-way stop-controlled intersection), and used to assign the corresponding LOS, as presented in **Table 9**. Access is considered constrained if the addition of Project related trips contributes to unacceptable queueing at a Project driveway or nearby signalized intersections.

Given congested conditions within Hollywood and in accordance with TAG requirements, the operational analysis was conducted by using Synchro/SimTraffic microsimulation software to more accurately reflect the effect of downstream congestion on intersection operations. The network was built to match the existing roadway lane configurations, including storage bay and taper lengths. At certain locations, modifications were coded in to reflect driver behavior. For example, a 25-foot long de facto southbound left-turn pocket (or one car length) was coded in at Wilcox Avenue & De Longpre Avenue. This reflects southbound through driver behavior where vehicles drive around stopped vehicles waiting to make a permissive left turn onto eastbound De Longpre Avenue. Another example is at Cole Place & Sunset Boulevard, where the westbound left-turn movement is currently prohibited in the PM peak hour. The center left turn lane at this location is coded in the PM scenario to reflect this condition, including driver behavior for eastbound left-turning vehicles who use this unoccupied space as additional storage capacity.



The City's Automated Traffic Surveillance and Control (ATSAC) system is a computer-based traffic signal control system that monitors traffic conditions and system performance to allow ATSAC operations to manage signal timing to improve traffic flow conditions. The Adaptive Traffic Control System (ATCS) is an enhancement to ATSAC and provides fully traffic-adaptive signal control based on real-time traffic conditions. All the study intersections located in the City are currently operating under the City's ATSAC system and ATCS control. ATSAC and ATCS provide improved operating conditions. Therefore, in accordance with City procedures, a credit of 0.07 V/C reduction was applied at each intersection where ATSAC is implemented and an additional 0.03 V/C reduction was applied at each intersection where ATCS is implemented.



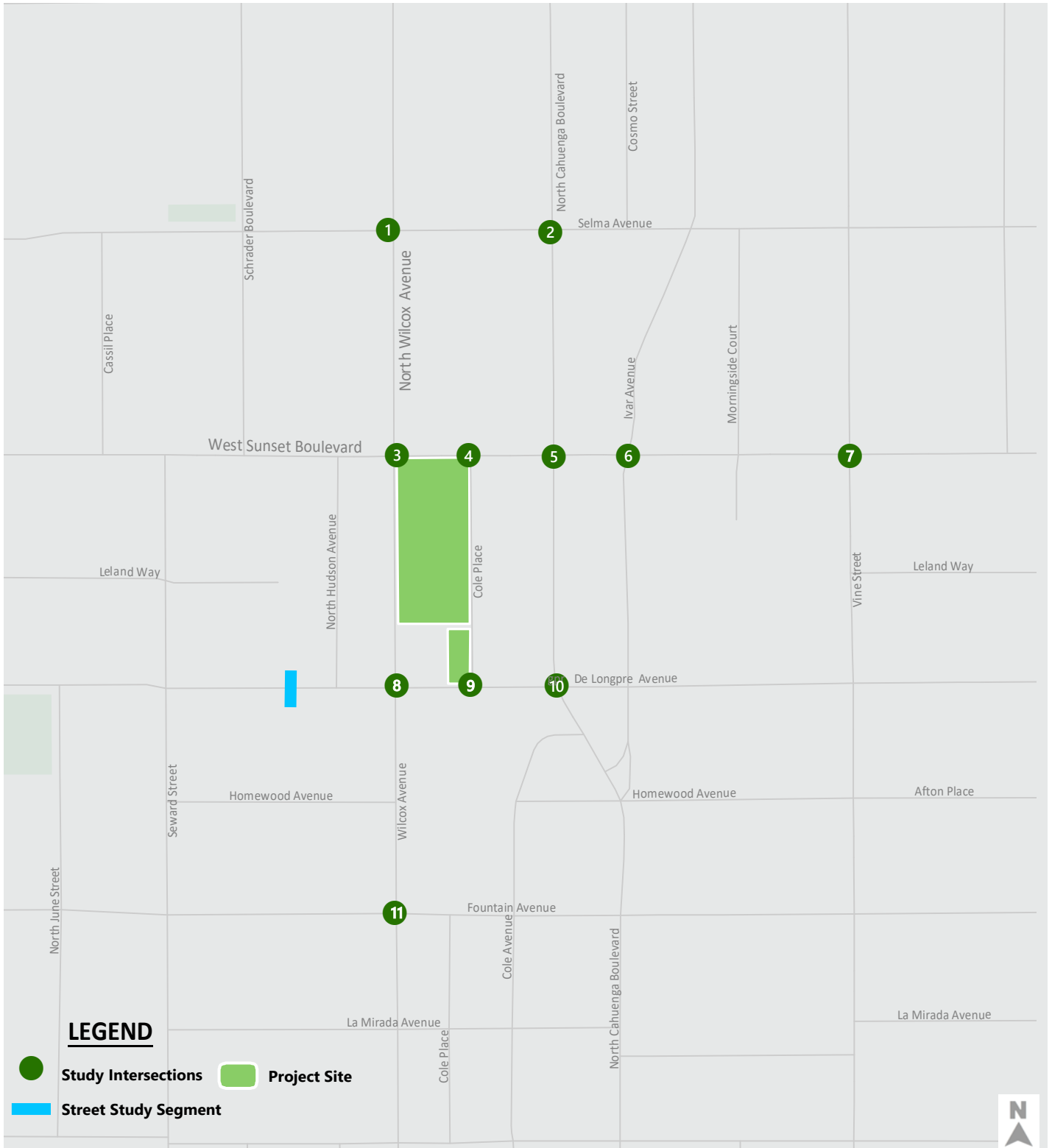


Figure 8



TABLE 8A SUNSET+WILCOX PROJECT STUDY INTERSECTIONS			
ID	N/S Street Name	E/W Street Name	Year of Count [a]
1	Wilcox Avenue	Selma Avenue	2016
2	Cahuenga Boulevard	Selma Avenue	2018
3	Wilcox Avenue	Sunset Boulevard	2018
4	Cole Place [b]	Sunset Boulevard	Not available
5	Cahuenga Boulevard	Sunset Boulevard	2018
6	Ivar Avenue	Sunset Boulevard	2018
7	Vine Street	Sunset Boulevard	2018
8	Wilcox Avenue	De Longpre Avenue	2015
9	Cole Place [b]	De Longpre Avenue	Not available
10	Cahuenga Boulevard	De Longpre Avenue	2018
11	Wilcox Avenue	Fountain Avenue	2016

Notes:

[a] Due to the COVID-19 pandemic, historical counts were retrieved.

[b] Unsignalized, two-way Stop control intersection

TABLE 8B SUNSET+WILCOX PROJECT STUDY SEGMENTS		
ID	Street Name	Location
A	De Longpre Avenue [a]	west of Hudson Avenue
B	Homewood Avenue [b]	west of Wilcox Avenue
C	Seward Street [b]	south of Homewood Avenue

Notes:

[a] Due to the COVID-19 pandemic, counts at this location are based on 2018 data.

[b] Historical counts at these segments were not available.



TABLE 9: LOS THRESHOLDS FOR SIGNALIZED AND UNSIGNALIZED INTERSECTIONS

Level of Service (LOS)	Signalized Intersection Average Control Delay (sec/veh)	Unsignalized Intersection Average Control Delay (sec/veh)
A	≤ 10.0	≤ 10.0
B	> 10.1 to 20.0	> 10.1 to 15.0
C	> 20.1 to 35.0	> 15.1 to 25.0
D	> 35.1 to 55.0	> 25.1 to 35.0
E	> 55.1 to 80.0	> 35.1 to 50.0
F	> 80.0	> 50.0

Source: *Highway Capacity Manual, 6th Edition* Transportation Research Board, 2016.

Analysis Scenarios

The following three scenarios were analyzed:

- Baseline Conditions – Intersection turning movement counts were obtained for the study area and LOS was calculated to determine baseline conditions. Due to the COVID-19 pandemic and the shelter-in-place orders from the Governor and County, along with a memo released by LADOT in April 2020, turning movements counts were not collected as part of this study since they would not reflect typical conditions. Instead, previous turning movement counts from recent traffic studies in the vicinity of the Project were obtained, and an ambient growth factor of 0.4% per year was applied to adjust the traffic volumes to reflect baseline year 2020.
- Opening Year (2026) No Project – Based on the City travel demand model and at the direction of LADOT, it was established that an ambient growth factor of 0.4% per year should be applied to adjust the existing base year traffic volumes to reflect the effects of regional growth and development. This adjustment was applied to the existing year (2020) traffic volume data to reflect the effect of ambient growth by the year 2026. Additionally, Opening Year traffic forecasts include the effects of known specific projects, called related projects, expected to be implemented in the vicinity of the Project Site prior to the buildout date of the Project.
- Opening Year (2026) Plus Project – the Project trip estimates were added to the Opening Year No Project forecasts.

Baseline Traffic Volumes

Weekday AM and PM peak hour turning movement counts for the study intersections were obtained from recent traffic studies in the vicinity of the Project, due to the COVID-19 shelter-in-place orders issued by the state starting in March 2020. LADOT released a pandemic-related memo on April 17, 2020 that stated all current traffic studies shall not undertake traffic counts since they do not reflect typical conditions. Turning movement counts from 2015, 2016 and 2018 for separate traffic studies in the vicinity of the



Project Site were obtained and utilized as part of this study to assess existing traffic volumes. The volumes were grown by 0.4% per year to reflect 2020 conditions, which is the existing baseline year of the Project consistent with the notice of preparation date of the environmental impact report.

Prior counts for the proposed study intersections were available, except for the unsignalized, T-intersections of Cole Place & Sunset Boulevard (study intersection #4) and Cole Place & De Longpre Avenue (study intersection #9), which were not counted in either of the previous traffic studies. Turning movement counts at these locations were estimated in Synchro using the volume-balance feature between adjacent intersections where counts were available.

Synchro/SimTraffic Microsimulation Calibration and Validation

Under typical conditions, a microsimulation network would be calibrated and validated using field measurements of travel times and speeds, as well as observations of queue lengths during weekday AM and PM peak hours. Given the ongoing COVID-19 pandemic at the time of this study, field measurements of travel times and observations of queue lengths were not feasible given that current traffic levels do not reflect typical conditions. Instead, mobile source data was utilized to calibrate and validate the microsimulation network using historical speed data obtained from Inrix as the best available, alternative data. The Inrix historical speed data comprises of location-based services (LBS) data that includes both cell phones and navigation devices. The LBS data represents a sample of the vehicle stream, and estimates speed along a segment by measuring the change in the devices' location over time. The frequency of data collection, or "pings," ranges from every 1-5-minutes, depending on the LBS saturation. Due to the relatively low frequency of pinged data points in a downtown, congested environment like Hollywood, it is recommended to use segment lengths between 0.25-0.5 miles.

Appendix F summarizes the arterial speed output from the Synchro/SimTraffic microsimulation ten best-fit runs and compares their directional speeds to Inrix data. The Inrix data is historical data for the time period September 10, 2019 – October 24, 2019. It includes Tuesdays, Wednesdays and Thursdays only, and for the peak periods that coincide with this study. The Inrix data is reported as a range that has a 95% confidence interval. As shown in Appendix F, after several iterations of the microsimulation network in Synchro/SimTraffic, the network shows a reasonable fit and consistency with the Inrix data -where the majority of the simulated average corridor speeds fall within the 95% confidence interval range of the observed Inrix speed data. The corridors shown in Appendix F comprise of the road segments that include all eleven study intersections. Each segment falls within the 95% confidence interval, except for northbound Wilcox Avenue in the AM peak hour, and eastbound Sunset Boulevard in the PM peak hour. The northbound section of Wilcox Avenue, north of Sunset Boulevard, had ongoing construction in 2019 that narrowed the lanes, which could explain for the overestimated average speeds in the Synchro network. Also, for eastbound Sunset Boulevard in the PM peak hour, there are a number of high-rise buildings and land uses along the section, such as the ArcLight Cinema, where vehicles are turning in/out, which could explain for the lower speeds from Inrix.



Baseline Level of Service

The Year 2020 baseline traffic volumes were analyzed to determine the delay and LOS for each study intersection.

Table 10 summarizes the baseline weekday peak hour LOS for the study intersections. The following signalized study intersection is estimated to operate at LOS E under baseline conditions in the PM peak hour:

11. Wilcox Avenue & Fountain Avenue

TABLE 10 SUNSET+WILCOX PROJECT YEAR 2020 BASELINE INTERSECTION LEVELS OF SERVICE				
NO.	INTERSECTION	PEAK HOUR	BASELINE (2020)	
			DELAY (seconds/vehicle)	LOS
1	Wilcox Avenue & Selma Avenue	AM	18.8	B
		PM	28.3	C
2	Cahuenga Boulevard & Selma Avenue	AM	19.3	B
		PM	19.5	B
3	Wilcox Avenue & Sunset Boulevard	AM	15.1	B
		PM	19.1	B
4	Cole Place & Sunset Boulevard ¹	AM	3.5	A
		PM	3.6	A
5	Cahuenga Boulevard & Sunset Boulevard	AM	33.1	C
		PM	29.8	C
6	Ivar Avenue & Sunset Boulevard	AM	22.3	C
		PM	42.1	D
7	Vine Street & Sunset Boulevard	AM	48.0	D
		PM	46.3	D
8	Wilcox Avenue & De Longpre Avenue	AM	14.5	B
		PM	26.2	C
9	Cole Place & De Longpre Avenue ¹	AM	4.8	A
		PM	21.8	C
10	Cahuenga Boulevard & De Longpre Avenue	AM	13.0	B
		PM	16.9	B
11	Wilcox Avenue & Fountain Avenue	AM	25.0	C
		PM	73.4	E

¹Unsignalized intersection.



Project Traffic

The development of peak hour vehicular traffic estimates for the Project involves the use of a three-step process: trip generation, trip distribution, and traffic assignment.

Project Trip Generation

The Project includes the development of a 15-story commercial building (with an additional rooftop level for mechanical equipment) with the following land uses:

- 431,032 square feet of office space and 14,186 square feet of ground floor restaurant use, with a total floor area of 445,218 square feet.
- 1,286 vehicular parking spaces within three subterranean levels and four fully-enclosed, mechanically ventilated above-grade levels. A small surface parking area for five additional vehicular parking spaces would also be provided for the LADWP equipment building¹⁴. The Project Applicant is required to record a covenant against the Property to provide up to thirty-five (35) parking spaces at the Property for off-site uses. These spaces would be in addition to any parking provided for the Project's office and retail/restaurant uses, as well as parking spaces for the LADWP building. Bike parking will also be provided, including 50 short term and 93 long term spaces (total = 143) enclosed in a protected storage facility within the parking garage.

Trip generation rates from Trip Generation, 10th Edition (Institute of Transportation Engineers [ITE], 2017) were used to estimate the number of peak hour trips associated with the Project and are presented in **Table 11**. The ITE 10th edition introduces and defines the geographic setting for four different settings/locations: Rural, General Urban/Suburban, Dense Multi-Use Urban, and City Core. In many instances, trip generation rates are provided for each land use by geographic setting. The Project is in an area that meets the Dense Multi-Use Urban ITE definitions; therefore, the trip generation rates for Dense Multi-Use Urban were used when available with a sufficient number of survey sites in the ITE database per ITE guidance. The total number of trips generated by the new development were adjusted to account for internalization, transit, rideshare, pass-by, and trips generated by the existing land uses. Discussion of these adjustments is summarized below.

Internal Capture Adjustment

Internal trip capture is the portion of vehicular trips generated by a mixed-use development that both begin and end within the development. An example of this would be office employees eating dinner at one of the Project's restaurants. Internal trip estimates were made for each of the Project's land uses based on the specific mix of uses and sizes within the Project utilizing Transportation Research Board (TRB) National Cooperative Highway Research Program (NCHRP) Report 684: Enhancing Internal Trip Capture Estimation for Mixed-Use Developments. This methodology is consistent with internal capture

¹⁴The Project also includes the construction of a two-story, 3,550-square-foot building to house Los Angeles Department of Water and Power (LADWP) equipment and an underground generator, which does not constitute as floor area as defined by the Los Angeles Municipal Code (LAMC).



trip reductions previously applied and approved by LADOT and is a best practice for determining internal capture reductions. The NCHRP methodology considers the specific mix and size of uses to determine internal trip capture rates by land use and analysis period.

Transit/Walk Adjustment

The Project Site is located within walking distance to the Metro Red (B) Line station at Hollywood/Vine, near other regional transit lines and local bus routes, and a wide diversity of land uses. LADOT transportation assessment guidelines allow a 15% vehicle trip reduction to be applied to developments located within a quarter-mile walking distance of a rail transit station or Rapid Bus stop, assuming that a percentage of employees and visitors may take transit and walk to the Project. The transit adjustment accounts for trips made to and from the Project Site using modes other than automobiles. These include trips on rail and bus transit, bicycle, and walking.

Rideshare Adjustment

The Project Site includes an on-street passenger drop-off/pick-up area along Wilcox Avenue, directly in front of the Project. The proposed on-street white curb space would be used by transportation network companies (TNCs) such as Uber and Lyft, rather than the Project valet/main parking driveways. Given the relatively recent introduction of these services in the urban transportation network, minimal industry research has been conducted to measure the mode split of TNC vehicles, but anecdotal evidence suggests that usage has been steadily growing in recent years (prior to the current pandemic). To account for TNCs, it was assumed that TNCs would make up 5% of the vehicle trips generated by each land use.¹⁵ Available empirical knowledge indicates that TNC trips replace both transit/bike/walk trips and private vehicle trips.¹⁶ Therefore, 2.5% of the TNC trips were considered to replace transit trips, which results in an additional vehicle trip in and out of the Project site that would not have been considered in the basic trip

¹⁵ Mode share in the urban zones of San Francisco showed that TNC/Taxi/Carshare trip types made up 5% of total trips in the five year average between 2013-2017. Source: Corey, Canapary & Galanis Research, 2017; Fehr & Peers, 2017. Although there is limited data, the use of TNCs is an increasing trend. To provide a conservative analysis, this analysis has incorporated an adjustment to the trip generation estimates to account for TNC activity. This study represents the most recent information available and is utilized for this analysis.

- Schaller, Bruce. "The New Automobility: Lyft, Uber and the Future of American Cities." *Schaller Consulting*. (2018).

¹⁶ A review of surveys conducted within the following studies indicate that the secondary mode choice of TNC users (what they would have taken if TNCs were not an option) is a fairly even 50/50 split between private vehicles and transit/bike/walk trips. This supports the assumption that TNCs replace 2.5% of transit/bike/walk trips and 2.5% of vehicle trips at the Project Site:

- Clewlow, Regina R., and Gouri Shankar Mishra. "Disruptive transportation: The adoption, utilization, and impacts of ride-hailing in the United States." *University of California, Davis, Institute of Transportation Studies, Davis, CA, Research Report UCD-ITS-RR-17-07* (2017).
- Alemi, Farzad, Giovanni Circella, Susan Handy, and Patricia Mokhtarian. *What Influences Travelers to Use Uber? Exploring the Factors Affecting the Adoption of On-Demand Ride Services*. No. 17-05630. 2017.
- Henao, Alejandro. "Impacts of Ridesourcing-Lyft and Uber-on Transportation Including VMT, Mode Replacement, Parking, and Travel Behavior." PhD diss., University of Colorado at Denver, 2017.
- Rayle, Lisa, Danielle Dai, Nelson Chan, Robert Cervero, and Susan Shaheen. "Just a better taxi? A survey-based comparison of taxis, transit, and ridesourcing services in San Francisco." *Transport Policy* 45: 168-178. 2016.
- Circella, Giovanni, Farzad Alemi, Kate Tiedeman, Susan Handy, and Patricia Mokhtarian. *The Adoption of Shared Mobility in California and Its Relationship with Other Components of Travel Behavior*. No. NCST-RR-201802. 2018.
- Schaller, Bruce. "Unsustainable? The Growth of App-Based Ride Services and Traffic, Travel and the Future of New York City." (2017).



generation estimates. The 2.5% of TNC trips attributed to the replacement of private vehicles result in an additional vehicle trip added only to the opposite movement of the vehicle trip already considered in the basic trip generation estimates.

Existing Use Adjustment

Generally, when existing land uses are replaced by higher density uses, the net new trip generation of the new project is credited because a portion of the new Project's trips are replacing existing trips on the roadway network to the same site for the prior use. The existing uses include approximately 26,261 square feet of office and retail uses and associated surface parking of 108 stalls. The existing office and retail uses will be demolished to make way for the new development. Approximately eight trips (seven inbound/one outbound) during the AM peak hour and 42 trips (19 inbound/23 outbound) during the PM peak hour were estimated to be generated by the existing uses on the Project Site. As such, these trips were subtracted from the Project's overall trip generation as an existing use credit.

The specific trip generation rates and adjustments used for each land use type are summarized as follows:

Office

- Peak Hour – The ITE 10th edition peak hour trip generation rates for Dense Multi-Use Urban were used.
- Transit Adjustment – A transit adjustment was not applied to the peak hour trip generation for the office portion of the Project as the Dense Multi-Use Urban setting option in the ITE 10th Edition factors the presence of transit into the trip generation rate, and therefore already reflect reduced rates due to the presence of transit.
- Rideshare Adjustment – Adjustment factors were applied to the Project trips to account for TNCs, which will utilize the proposed white curb space in front of the Project Site on Wilcox Avenue.
- Internal Capture – An internal capture adjustment was applied to account for the portion of vehicular trips generated by a mixed-used development that both begin and end within the development. An example of this would be office employees eating lunch at an on-site Project restaurant.

Restaurant

- Peak Hour – The ITE 10th edition peak hour trip generation rates for General Urban/Suburban areas were used. The Dense Multi-Use Urban peak hour rates for these land uses were either not available or did not have a sufficient number of survey sites in the ITE database; therefore, the General Urban/Suburban rates were used.
- Transit Adjustment – A transit adjustment was applied to the peak hour trip generation as the LADOT transportation assessment guidelines allow a 15% vehicle trip reduction to be applied to developments located within a quarter-mile walking distance of a rail transit station or Rapid Bus stop, assuming that percentage of visitors may take transit and walk to the Project.



- Pass-by Adjustment – Per LADOT’s Transportation Assessment Guidelines, Attachment H Pass-By Trip Rates, pass-by adjustments were applied to portions of the development. A 20% pass-by adjustment was applied to the high-turnover, sit-down restaurant. Pass-by adjustments account for the patrons making an intermediate stop on the way from an origin to a primary trip destination without a route diversion. These trips would be attracted from traffic passing the Project Site on Sunset Boulevard and other nearby streets.
- Rideshare Adjustment - Adjustment factors were applied to the Project trips to account for TNCs, which will utilize the proposed white curb space in front of the Project Site on Wilcox Avenue.
- Internal capture – An internal capture adjustment was applied to account for the portion of vehicular trips generated by a mixed-used development that both begin and end within the development. An example of this would be employees eating dinner at the Project’s restaurant.

As shown in **Table 11**, the Project is projected to generate an estimated net increase of 393 trips (324 inbound/69 outbound) during the AM peak hour and 460 trips (121 inbound/339 outbound) during the PM peak hour.

Project Traffic Distribution

The geographic distribution of trips generated by the Project is dependent on characteristics of the street system serving the Project Site; the level of accessibility of routes to and from the proposed Project Site; and locations of residential areas from which patrons of the restaurant use would be drawn. A select zone analysis was conducted for the proposed uses using the City’s travel demand model to inform the general distribution pattern for this study. The estimated distribution of Project trips is illustrated in **Figure 9**.

Project Traffic Assignment

The traffic to be generated by the Project was assigned to the street network using the distribution patterns described in **Figure 9. Appendix G** provides the assignment of the proposed Project-generated peak hour traffic volumes at the analyzed intersections during the AM and PM peak hours. The assignment of traffic volumes took into consideration the locations of the Project driveways on Wilcox Avenue and Cole Place.



**TABLE 9
SUNSET + WILCOX PROJECT
TRIP GENERATION**

Land Use	ITE Land Use Code	Size	Trip Generation Rates [a]						Estimated Trip Generation									
			AM Peak Hour			PM Peak Hour			AM Peak Hour Trips			PM Peak Hour Trips						
			Rate	In%	Out%	Rate	In%	Out%	In	Out	Total	In	Out	Total				
PROPOSED PROJECT																		
General Office [b]	710	431.032 ksf	0.83	86%	14%	0.87	17%	83%	308	50	358	64	311	375				
Less: Internal capture [c]				10%	56%		4%	0%	(30)	(28)	(58)	(3)	0	(3)				
Less: Transit Credit [b]									-	-	-	-	-	-				
Total Driveway Trips (before TNC adjustment)									278	22	300	61	311	372				
Added TNC - from transit			2.5%			2.5%			8	8	16	9	9	18				
Added TNC - from vehicles			2.5%			2.5%			1	7	8	8	2	10				
TNCs already in vehicle trip generation									7	1	8	2	8	10				
Total TNC									16	16	32	19	19	38				
Non-TNC									271	21	292	59	303	362				
Total Driveway Trips General Office									<u>271</u>	<u>21</u>	<u>292</u>	<u>59</u>	<u>303</u>	<u>362</u>				
High-Turnover (Sit-Down) Restaurant	932	14.186 ksf	9.94	55%	45%	9.77	62%	38%	78	63	141	86	53	139				
Less: Internal capture [c]				23%	31%		2%	3%	(18)	(19)	(37)	(2)	(2)	(4)				
Less: Transit Credit [d]			15%			15%			(9)	(7)	(16)	(13)	(8)	(21)				
Total Driveway Trips (before TNC adjustment)									51	37	88	71	43	114				
Added TNC - from transit			2.5%			2.5%			2	2	4	3	3	6				
Added TNC - from vehicles			2.5%			2.5%			1	1	2	1	2	3				
TNCs already in vehicle trip generation									1	1	2	2	1	3				
Total TNC									4	4	8	6	6	12				
Non-TNC (before pass-by adjustment)									50	36	86	69	42	111				
Total Driveway Trips									54	40	94	75	48	123				
Less: Pass-by [e]			20%			20%			(10)	(7)	(17)	(13)	(8)	(21)				
Non-TNC									40	29	69	56	34	90				
Net External High-Turnover Sit-Down Restaurant									<u>44</u>	<u>33</u>	<u>77</u>	<u>62</u>	<u>40</u>	<u>102</u>				
TOTAL PROJECT DRIVEWAY TRIPS									325	61	386	134	351	485				
TOTAL PROJECT EXTERNAL VEHICLE TRIPS									331	70	401	140	362	502				
EXISTING LAND USES																		
Office Supply Superstore [f]	867	16.932 ksf				2.77	51%	49%	0	0	0	24	23	47				
Less: Internal capture [c]				0%	0%		2%	0%	0	0	0	0	0	0				
Less: Transit Credit [d]			15%			15%			0	0	0	(4)	(3)	(7)				
Total Driveway Trips									<u>0</u>	<u>0</u>	<u>0</u>	<u>20</u>	<u>20</u>	<u>40</u>				
Less: Pass-by [e]			10%			10%			0	0	0	(2)	(2)	(4)				
Net External Vehicle Trips									<u>0</u>	<u>0</u>	<u>0</u>	<u>18</u>	<u>18</u>	<u>36</u>				
General Office [b]	710	9.329 ksf	0.83	86%	14%	0.87	17%	83%	7	1	8	1	7	8				
Less: Internal capture [c]				0%	0%		0%	33%	0	0	0	0	(2)	(2)				
Less: Transit Credit [b]									0	0	0	0	0	0				
Total Driveway Trips									<u>7</u>	<u>1</u>	<u>8</u>	<u>1</u>	<u>5</u>	<u>6</u>				
Total Existing Driveway Trips									<u>7</u>	<u>1</u>	<u>8</u>	<u>21</u>	<u>25</u>	<u>46</u>				
Total Existing External Vehicle Trips									<u>7</u>	<u>1</u>	<u>8</u>	<u>19</u>	<u>23</u>	<u>42</u>				
NET PROJECT EXTERNAL VEHICLE TRIPS									324	69	393	121	339	460				

Notes:

[a] Source: Institute of Transportation Engineers (ITE), *Trip Generation, 10th Edition*, 2017

[b] Dense, multi-use urban setting option in ITE 10th Edition, which factors in a transit credit into the trip generation rate

[c] Internal capture represents the percentage of trips between land uses that occur within the site. Transportation Research Board (TRB) National Cooperative Highway Research Program (NCHRP) Report 684: Enhancing Internal Trip Capture Estimation for Mixed-Use Developments, 2011.

[d] The transit credit is based on LADOT's *Transportation Assessment Guidelines (TAG)*, July 2020. The guidelines state that developments within a 1/4-mile walking distance of a transit station, or of a Rapid Bus stop, may qualify for up to a 15% trip generation adjustment.

[e] The pass-by credit is based on Attachment H of LADOT's *Transportation Assessment Guidelines (TAG)*, July, 2020.

[f] ITE 10th Edition does not provide an AM peak rate for Office Supply Superstore land use type. These land use types typically open for business after 9AM.



- Study Intersections
- Project Site
- Street Study Segment

Figure 9



Sunset + Wilcox Study Locations and Trip Distribution

Opening Year Traffic Volumes

To evaluate the potential impacts of the Project on opening year (2026) conditions, it was necessary to develop estimates of future traffic conditions in the area both without and with Project traffic. First, estimates of traffic growth were developed for the study area to forecast future conditions without the Project. These forecasts included traffic increases as a result of both regional ambient traffic growth and traffic generated by specific developments in the vicinity of the Project (related projects).

These projected traffic volumes, identified herein as the Opening Year No Project conditions, represent the future conditions without the proposed Project. The traffic generated by the Project was then estimated and assigned to the surrounding street system. Project traffic was added to the Opening Year No Project conditions to form Opening Year Plus Project traffic conditions, which were analyzed to determine the incremental traffic impacts attributable to the Project itself.

The assumptions and analysis methodology used to develop each of the future year scenarios discussed above are described in more detail in the following sections.

Background or Ambient Growth

Based on the City travel demand model and at the direction of LADOT, it was established that an ambient growth factor of 0.4% per year should be applied to adjust the baseline year traffic volumes to reflect the effects of regional growth and development. This adjustment was applied to the baseline year (2020) traffic volume data to reflect the effect of ambient growth by the year 2026.

Related Project Traffic Generation and Assignment

Opening Year traffic forecasts include the effects of known specific projects, called related projects, expected to be implemented in the vicinity of the proposed Project Site prior to the buildout date of the proposed project. The list of related projects was prepared based on data from LADOT and verified by City Planning. A total of 55 related projects were identified in the study area; these projects were listed in **Table 3** and their locations were illustrated in **Figure 5** in Chapter 2.



Trip Generation

For related projects provided by LADOT, the trip generation was used as provided. For related projects provided by City Planning or other sources, trip generation was used from a combination of previous study findings and publicly available environmental documentation. **Table 12** presents the resulting trip generation estimates for these related projects. These projections are conservative in that they do not in every case account for either the existing uses to be removed or the possible use of non-motorized travel modes (transit, walking, etc.).

Trip Distribution

The geographic distribution of the traffic generated by the related projects is dependent on several factors. These factors include the type and density of the proposed land uses, the geographic distribution of population from which employees and potential patrons of proposed commercial developments may be drawn, the locations of employment and commercial centers to which residents of residential projects may be drawn, and the location of the projects in relation to the surrounding street system. Additionally, if the traffic study or environmental document for a related project was available, the trip distribution from that study was used.

Traffic Assignment

Using the estimated trip generation and trip distribution patterns described above, traffic generated by the related projects was assigned to the street network.

Transportation Infrastructure Projects

There are no transportation system infrastructure changes in the study area planned for implementation by year 2026 per confirmation by City staff. Therefore, network changes were not included in the analysis.

Opening Year No Project Traffic Volumes

Opening year 2026 base weekday AM and PM peak hour traffic volumes and lane geometries for the analyzed intersections are provided in **Appendix G**. The Opening Year No Project traffic conditions represent an estimate of future conditions without the Project inclusive of the ambient background growth and related projects traffic.

Opening Year Plus Project Traffic Projections

The Project traffic volumes were added to the year 2026 Opening Year No Project traffic projections, resulting in Opening Year (2026) Plus Project AM and PM peak hour traffic volumes. As provided in **Appendix G**, the Opening Year (2026) Plus Project scenario presents future traffic conditions with the completion of the Project.



Opening Year Operational Analysis

The 2026 Opening Year Base and Plus Project peak hour traffic volumes were analyzed to determine the projected LOS and maximum queue lengths for the turn pockets and through movements for each of the analyzed intersections. Project access is considered constrained if the project's traffic would contribute to unacceptable queuing on an Avenue or Boulevard (as designated in the Mobility Plan 2035) at project driveway(s) or would cause or substantially extend queuing at nearby signalized intersections.

The project would be considered to contribute to unacceptable or extended queuing if the turn pocket capacity is exceeded after the addition of the project's traffic and:

- 1) the projected peak hour intersection LOS is D and the turn lane queue increases by greater than 75 feet on any approach with the directional approach LOS at E or F, or
- 2) the projected peak hour intersection LOS is E or F and the turn lane queue increases by greater than 50 feet on any approach with the directional approach LOS at E or F.

Source: Eddie Guerrero, Los Angeles Department of Transportation, 1/13/2021.

Table 13 summarizes the Opening Year (2026) No Project and Plus Project LOS for the study intersections, along with the maximum queue lengths and approach LOS for the vehicular movements at the study intersections.

Seven of the eleven study intersections are projected to operate at LOS D or better during the morning and afternoon peak hours under Opening Year No Project. The following signalized intersections are projected to operate at LOS E or F under Opening Year No Project conditions:

1. Wilcox Avenue & Selma Avenue
 - LOS E in the PM peak hour
7. Vine Street & Sunset Boulevard
 - LOS E in the AM and PM peak hours
10. Cahuenga Boulevard & De Longpre Ave
 - LOS E in the PM peak hour
11. Wilcox Avenue & Fountain Avenue
 - LOS F in the PM peak hour



Seven of the eleven study intersections are projected to operate at LOS D or better during the morning and afternoon peak hours under Opening Year Plus Project conditions. The following signalized intersections are projected to operate at LOS E or F under Opening Year Plus Project conditions:

1. Wilcox Avenue & Selma Avenue
 - LOS E in the AM and PM peak hours
7. Vine Street & Sunset Boulevard
 - LOS E in the PM peak hour
10. Cahuenga Boulevard & De Longpre Avenue
 - LOS E in the PM peak hour
11. Wilcox Avenue & Fountain Avenue
 - LOS F in the PM peak hour

As shown in Table 13, per the City's criteria, no instances were found of the Project causing or substantially contributing to unacceptable queuing at nearby signalized intersections.

Detailed intersection LOS worksheets for the study intersections is presented in **Appendix H**.



**TABLE 12
SUNSET + WILCOX PROJECT
RELATED PROJECTS**

No.	Project Location	Land Use	Size		Trip Generation						
					Daily	AM			PM		
						IN	OUT	TOTAL	IN	OUT	TOTAL
1	6225 W. Hollywood Blvd.	Office	214.000	kSF	1,918	243	33	276	43	211	254
2	6360 W. Hollywood Blvd.	Other	90	Rooms	1,310	54	40	94	60	44	104
		Other	11.000	kSF							
3	6523 W. Hollywood Blvd.	Office	4.074	kSF	547	-16	-11	-27	32	4	36
		Other	10.402	kSF							
4	1313 N. Vine St.	Other	44.000	kSF	-79	15	-2	13	-62	2	-59
		Other	35.231	ksf							
5	1610 N. Highland Ave.	Apartments	248	Units	1,805	22	90	112	96	54	150
		Retail	12.785	kSF							
6	6201 W. Sunset Blvd.	Apartments	731	Units	4,913	128	228	356	234	169	403
		Other	5.000	kSF							
		Retail	8.000	kSF							
		Other	1.000	kSF							
		Retail	13.000	kSF							
		Other	1.000	kSF							
7	6230 W. Sunset Blvd.	Apartments	200	Units	1,473	52	80	132	71	50	121
		Office	13.510	kSF							
		Other	13.471	ksf							
		Other	n/a	ksf							
		Retail	4.700	ksf							
8	1525 N. Cahuenga Blvd.	Other	64	Rooms	469	10	12	22	20	14	34
		Office	1.500	ksf							
		Other	0.700	ksf							
9	1718 N. Las Palmas Ave.	Apartments	195	Units	1,333	21	84	105	81	43	124
		Condominiums	29	Units							
		Retail	0.985	ksf							
10	1310 N. Cole Ave.	Apartments	375	Units	224	24	6	30	7	23	30
		Other	2.500	ksf							
11	6611 W. Hollywood Blvd.	Other	167	Rooms	81	23	20	43	-8	14	6
		Other	10.545	ksf							
		Other	5.375	ksf							
		Other	3.980	ksf							
		Other	1.634	ksf							
12	6445 W. Sunset Blvd.	Hotel	175	Rooms	1,409	77	58	135	80	61	141
		Restaurant	11.400	ksf							
13	6409 W. Sunset Blvd.	Other	275	Rooms	1,285	51	26	77	53	60	113
		Retail	1.900	ksf							
14	1717 N. Wilcox Ave.	Other	140	Rooms	1,244	54	35	89	49	43	92
		Retail	3.500	ksf							
15	6831 W. Hawthorn Ave.	Apartments	140	Units	545	16	35	51	31	19	50
		Other	1.207	ksf							
16	1749 N. Las Palmas Ave.	Apartments	71	Units	426	5	21	26	24	25	40
17	6701 W. Sunset Blvd.	Mixed Use	n/a	ksf	14,833	381	498	879	733	548	1,281
18	6200 W. Sunset Blvd.	Apartments	270	Units	1,778	26	97	123	100	35	135
		Other	2.500	ksf							
		Other	n/a	ksf							
		Other	2.500	ksf							
19	6332 W. De Longpre Ave.	Apartments	200	Units	3,981	282	91	373	118	208	326
		Office	298.171	ksf							
		Restaurant	11.935	ksf							
		Restaurant	4.200	ksf							
20	6516 W. Selma Ave.	Other	212	Units	2,241	71	50	121	105	84	189
		Other	2.308	ksf							
		Other	5.305	ksf							
		Other	5.843	ksf							

**TABLE 12
SUNSET + WILCOX PROJECT
RELATED PROJECTS**

No.	Project Location	Land Use	Size		Trip Generation						
					Daily	AM			PM		
						IN	OUT	TOTAL	IN	OUT	TOTAL
21	1600 N. Schrader Blvd.	Other	198	Rooms	1,666	58	40	98	80	63	143
		Other	2,379	ksf							
		Other	3,600	ksf							
22	6421 W. Selma Ave.	Other	114	Units	1,227	43	27	70	56	44	100
		Other	5,041	ksf							
		Other	1,809	ksf							
23	1601 N. Las Palmas Ave.	Apartments	202	Units	1,283	21	49	71	63	48	111
		Commercial	14,200	ksf							
24	1360 N. Vine St.	Office	463.521	ksf	3,533	278	40	318	135	337	472
		Restaurant	20,902	ksf							
25	1541 N. Wilcox Ave.	Other	190	Rooms	2,058	76	57	133	82	75	157
		Other	8,500	ksf							
		Other	1,382	ksf							
26	1400 N. Cahuenga Blvd.	Other	220	Rooms	1,875	55	47	102	78	60	138
		Other	2,723	ksf							
		Other	1,440	ksf							
27	6436 W. Hollywood Blvd.	Apartments	260	Units	1,148	16	82	98	82	34	116
		Retail	14,220	ksf							
		Office	3,580	ksf							
28	6400 W. Sunset Blvd.	Apartments	200	Units	-59	14	76	90	24	-26	-2
		Other	4,037	ksf							
		Other	3,000	ksf							
29	1546 N. Argyle Ave.	Apartments	276	Units	2,013	43	127	170	128	51	179
		Retail	9,000	ksf							
		Other	15,000	ksf							
		Other	27,000	ksf							
30	1533 N. Schrader Blvd.	Other	70	Units	89	3	5	8	5	3	8
31	1545 N. Wilcox Ave.	Retail	14.800	ksf	2,341	36	50	86	128	47	175
		Office	16.100	ksf							
32	1637 N. Wilcox Ave.	Apartments	154	Units	831	20	44	64	40	27	67
		Other	6,586	ksf							
33	6753 W. Selma Ave.	Apartments	51	Units	286	5	13	18	14	10	24
		Retail	0.438	ksf							
34	1524 N. Cassil Pl.	Apartments	138	Units	1,240	32	46	78	56	41	97
		Other	62	Rooms							
		Other	1,400	ksf							
35	1720 N. Vine St.	Apartments	872	Units	6,346	171	290	461	368	264	632
		Other	133	Units							
		Other	4,530	ksf							
		Other	25,650	ksf							
		Other	350	Persons							
36	1723 N. Wilcox Ave.	Other	81	Rooms	634	25	15	40	25	24	49
		Other	n/a	ksf							
37	1400 N. Vine St.	Apartments	179	Units	1,446	70	93	163	97	56	153
		Apartments	19	Units							
		Retail	16,000	ksf							
38	1818 N. Cherokee Ave	Apartments	65	Units	397	9	21	30	20	12	32
		Apartments	21	Units							
39	1235 Vine St.	Office	117,000	ksf	1,160	102	18	120	28	106	134
		Retail	7,800	ksf							
40	1708-1732 N. Cahuenga Blvd.	Office	210,500	ksf	1,646	202	48	250	59	189	247
		Restaurant	6,500	ksf							
41	1612 N. McCadden Pl	Retail	37,000	ksf	1,227	19	25	44	60	70	130
		Micro-Units	69	Units							
42	6517 - 6533 Lexington Ave.	Single-Family Homes	18	Units	145	3	9	12	9	6	15
43	1400 N. Highland Ave.	Apartments	49	Units	246	5	12	17	12	9	21
		Retail	0.800	ksf							
44	6100 W. Hollywood Blvd.	Apartments	209	Units	1,439	24	76	100	86	46	132
		Apartments	11	Units							
		Other	3,270	ksf							
45	6630 W. Sunset Blvd.	Apartments	40	Units	270	5	10	15	15	14	29
		Retail	3,474	ksf							

**TABLE 12
SUNSET + WILCOX PROJECT
RELATED PROJECTS**

No.	Project Location	Land Use	Size		Trip Generation						
					Daily	AM			PM		
						IN	OUT	TOTAL	IN	OUT	TOTAL
46	6350 Selma Ave.	Apartments	290	Units	1,503	26	67	92	74	51	125
		Commercial	6,576	ksf							
47	6140 Hollywood Blvd.	Hotel	102	Rooms	1,917	98	79	177	111	86	197
		Condominiums	27	Units							
		Restaurant	11,500	ksf							
48	1718 Vine St.	Hotel	216	Rooms	1,535	51	36	87	56	54	110
49	1719 N. Whitley Ave.	Hotel	156	Rooms	1,108	37	26	63	41	39	80
50	6677 Santa Monica Blvd.	Apartments	695	Units	1,420	123	166	289	153	108	261
		Other	4,000	ksf							
		Other	5,500	ksf							
		Retail	15,400	ksf							
51	1118 N. McCadden	Office	17,040	ksf	1,346	49	31	80	53	56	109
		Other	29,650	ksf							
		Other	100	Units							
		Other	92	Units							
		Office	859,350	ksf							
52	6050 W. Sunset Blvd.	Other	52,800	ksf	4,108	424	68	492	77	409	486
		Other	169,400	ksf							
		Other	169,400	ksf							
53	6220 W. Yucca St.	Apartments	210	Units	2,652	88	111	199	130	85	215
		Other	136	Rooms							
		Retail	12,570	ksf							
54	1149 N. Gower St.	Apartments	169	Units	774	16	39	55	38	25	63
55	1233 N. Highland Ave.	Apartments	72	Units	632	11	19	29	30	27	57
		Commercial	12,160	ksf							
					93,218	3,796	3,452	7,248	4,380	4,261	8,641

Notes:
ksf = one thousand square feet
ID 24 uses the office development alternative (Office Option A).
IDs 1-38, 44, & 51-54 are based on information provided by LADOT on December 1, 2020.
IDs 39-43, 45-50, & 55 are based on additional sources, including case filing information on the City Planning website and the Hollywood Chamber Summit 2020 map.

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 ¹			
				AM Peak Hour	PM Peak Hour		AM Peak Hour	PM Peak Hour	AM Peak Hour			PM Peak Hour	AM Peak Hour	PM Peak 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		C	D	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 ²	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

¹Unacceptable 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.

²Study 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 ¹	
		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 ²	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 ²	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

¹Unacceptable 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.

²Eastbound 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.

**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 ¹			
				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 ²	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	-	-					

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

¹Unacceptable 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.

²Study intersections #4 and #9 are unsignalized intersections.

4.3 Site Access Evaluation

This section evaluates the site access of the Project driveways, including projected levels of service (LOS) and queuing.

Project Driveways

Employee, visitor and commercial vehicular access to the Project Site is analyzed for the six proposed driveways:

- Four driveways along Cole Place would provide vehicle access with a (1) right-out/left-out two-lane exit driveway from the parking garage adjacent to the existing alleyway, (2) a right-in/left-in two-lane entrance driveway for vehicles using the valet service, (3) a two-way driveway access for commercial loading/unloading, and (4) a two-way driveway access for the surface parking lot outside of the LADWP equipment building.
- Two driveways along Wilcox Avenue would provide vehicle access with a (1) right-in/left-in two-lane entrance driveway accessing ramps to the parking garage adjacent to the existing alleyway, with the left entry lane leading to an up-ramp designated exclusively for employees/internal valet service circulation and the right entry lane leading to a down-ramp designated for visitors/employees and (2) a right-out/left-out two-lane exit driveway for vehicles using the valet service.

All driveways would provide access to the subterranean parking garage, except for the commercial loading/unloading driveway and the driveway serving the LADWP equipment building. Of the total supply of on-site parking, approximately 60% is allocated to the above-grade parking levels, and the remaining 40% is allocated to the subterranean levels. The valet entrance driveway on Cole Place would include two-lanes, with the on-site drop-off/waiting area located approximately 120 feet from the driveway entrance. This layout would improve internal access and minimize potential queues that could otherwise back up onto Cole Place. Pedestrian access to the Project ground floor restaurant would be from Sunset Boulevard, while employees and visitors would access the Project office building and lobbies from entrances located on both Wilcox Avenue and Sunset Boulevard. Visitors, patrons, and employees arriving to the Project Site by bicycle would have the same access opportunities as pedestrians and would be able to utilize on-site ground-level bicycle parking facilities. The loading areas for the commercial Project uses will be located on the ground floor level, with trucks entering and exiting to/from a designated access driveway on Cole Place.

A level of service analysis was conducted to evaluate the ability of the parking and valet driveways to accommodate the anticipated traffic levels. The driveways will be unsignalized and stop-controlled and were analyzed as part of the Synchro/SimTraffic microsimulation using the 2-way Stop methodology from *HCM 6th Edition*. The HCM methodology determines the average vehicle delay for the stop-controlled approach to find the corresponding LOS based on the definitions presented earlier in **Table 3**. Driveway



analysis LOS worksheets are included in **Appendix H. Table 14** shows the results of the LOS analysis for four of the six driveways described above as part of the Project Site access.

Project Driveway LOS Analysis

As shown in Table 14, all of the Project driveways are projected to operate at LOS D or better under Opening Year Plus Project (2026) conditions, except for the valet exit driveway onto Wilcox Avenue and the parking exit driveway onto Cole Place. During the PM peak hour, both exit driveways are projected to experience high delays for vehicles departing the Project Site, with LOS F. The valet exit driveway delay is primarily a result of the high volumes along Wilcox Avenue in the Future (2026) base PM peak hour. The parking exit driveway delay at Cole Place is primarily a result of the heavily traveled De Longpre Avenue in the Opening Year Plus Project conditions. Vehicles exiting onto Cole Place heading southbound are projected to queue back from De Longpre Avenue as they wait for acceptable gaps in the eastbound/westbound traffic movement on De Longpre Avenue.

Project Driveway Queuing Analysis

As shown in Table 15, the key movements at the Project driveways are not projected to experience unacceptable/extended queuing along Wilcox Avenue or Cole Place under the Opening Year Plus Project conditions. None of the queues for vehicles accessing the Project driveways are projected to contribute to gridlock congestion along Wilcox Avenue or Cole Place. Assuming southbound left-turning vehicles turn from the southbound through lane, the maximum queue length for the southbound through and left-turning vehicles on Wilcox Avenue at the Project parking driveway entrance is estimated to be approximately 150 feet in both the AM and PM peak hours. This estimated queue length would cause some delay for southbound through traffic. Additionally, there is a projected internal queue on the Project driveway for vehicles exiting onto Cole Place in the PM peak hour, with an estimated maximum queue length of approximately 85 feet for the eastbound right-turning movement vehicles.

Curbside Rideshare Passenger Loading Zone

Fehr & Peers utilized its research on curb space management to help define expectations of on- and off-site loading demand (associated with the valet and private drop-offs/pick-ups or ride-hailing services such as Uber or Lyft) at the Project's frontage zones. The purpose of this section is to determine whether passenger loading demand can be accommodated within the proposed on-site valet zone and the proposed passenger zone on Wilcox Avenue, and whether it may create unintended pedestrian, bicycle, or vehicle conflicts.

Employee and visitor access to the Project Site using private rideshare services such as Uber and Lyft was analyzed for the proposed loading area along Wilcox Avenue. The proposed designated passenger loading area in front of the Project Site on Wilcox Avenue would replace the existing on-street parking meters (approximately six total) with approximately 150 feet of white curb space for rideshare services use only. The white curb space would be along east Wilcox Avenue in the northbound direction, north of the valet exit driveway. One potential interference issue would be with the sharrow bike route along Wilcox



Avenue. However, given the current use of the curb space is on-street metered parking that is heavily utilized, the proposed curbside rideshare would not significantly alter the existing road conditions from the perspective of the bicyclists who already use the sharrow.

Curbspace+ Analysis

Developed by Fehr and Peers, the *Curbspace+* tool translates land use size and setting into estimated peak hour delivery and passenger loading events and then visualizes that demand based on the defined scenario. The tool is powered by real-world observations and analysis including empirically-derived predictive equations of passenger and delivery vehicle loading demand and space needs. Based on the Project land use and location, it is estimated in *Curbspace+* that the projected spaces required for passenger and delivery loading demand is five spaces during periods of peak loading demand. The proposed designated passenger loading area in front of the Project Site on Wilcox Avenue would be approximately 150 feet of white curb space, which is the equivalent of six vehicle spaces assuming an average vehicle storage length of 25 feet. Please see **Appendix J** for a description of the *Curbspace+* tool, along with the analysis worksheets.

Parking Meter Revenue Loss

Per Section 4.4.2B of the TAG, whenever the design, condition or mitigation of a land use development project requires the permanent removal of any metered parking spaces, payment to LADOT for lost parking meter revenue is required. LADOT's Parking Meters Division is responsible for calculating the lost revenue fee, referred to as the Meter Revenue Recovery Fee (MRRF), for each parking meter requested for removal during the site plan or B-permit plan review process. LADOT will determine the amount of MRRF to be collected based on the overall revenue for each meter collected over the last twelve continuous months. The permanent removal of each on-street metered parking space will require MRRF payment to LADOT's Parking Meter Division for the calculated annual revenue amount projected over a ten-year period.

Off-Street Valet Loading Zone

Based on the Project land use and location, it is estimated in *Curbspace+* that the projected valet on-site loading demand is four spaces -during periods of peak loading demand. The proposed designated off-street valet loading zone inside the garage, at the ground level of the Project Site, off of the Cole Place driveway would be approximately 100 feet in length, which is the equivalent of four vehicle spaces assuming an average vehicle storage length of 25 feet. Please see **Appendix J** for a description of the *Curbspace+* tool, along with the analysis worksheets.



TABLE 14				
SUNSET+WILCOX PROJECT				
PROJECT ACCESS DRIVEWAYS LEVELS OF SERVICE				
MOVEMENT¹	UNSIGNALIZED DRIVEWAY	PEAK HOUR	FUTURE PLUS PROJECT (2026)	
			DELAY (sec/veh)	LOS
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	234.7	F
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	152.6	F

¹Key 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.

TABLE 15					
SUNSET+WILCOX PROJECT					
PROJECT ACCESS DRIVEWAYS QUEUING ANALYSIS					
DRIVEWAY NO.	UNSIGNALIZED INTERSECTION	MOVEMENT¹	AVAILABLE STORAGE (FT)	ESTIMATED MAX QUEUE LENGTHS (FT)	
				AM	PM
1	Wilcox Ave & Project Main Parking Entrance Driveway	SBTL	425 ²	137	147
		NBTR	185	109	178
2	Wilcox Ave & Project Valet Parking Exit Driveway	SBT	325 ²	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 ²	0	21
		NBTL	285	25	71
4	Cole PI & Project Main Parking Exit Driveway	SBT	425 ²	0	50
		NBT	185	0	3
		EBR	n/a	39	85
		EBL	n/a	37	76

¹Key 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.

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



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.



4.4 Project Construction

This section assesses whether the construction of the Project would interfere with pedestrian, bicycle, transit, or vehicle circulation and accessibility, considering three categories of construction impacts per the LADOT TAG: (1) temporary transportation constraints, (2) temporary loss of access, and (3) temporary loss of bus stops or rerouting of bus lines.

Construction of the Project would commence with demolition of the existing buildings and surface parking areas. This phase would be followed by grading and excavation for the subterranean parking. Building foundations would then be laid, followed by building construction, paving/concrete installation, and landscape installation. Project construction is anticipated to be completed in 2026. It is estimated that approximately 93,000 cubic yards of export would be hauled from the Project Site.

Anticipated Construction Activity

Project construction is expected to take a total of approximately 27 months to complete. The construction is anticipated to involve four key phases:

- Phase 1: Demolition – 1 months
- Phase 2: Site Preparation – 4 days
- Phase 3: Excavation/Shoring – 2 months
- Phase 4: Building Construction – 23 months

Construction Trucks

Haul Trucks

Hauling activity is expected to occur during Phases 1, 3, and 4. During Phase 1, up to 20 haul truck round trips per day are anticipated on peak haul days. During Phase 3, up to 150 haul truck round trips are anticipated on peak haul days. During Phase 4, up to five haul truck round trips are anticipated on peak haul days.

Hauling hours are anticipated to begin at 7:00 AM and continue to 5:00 PM¹⁷. The haul route will begin from the Project Site heading eastbound on Sunset Boulevard to northbound Cahuenga Boulevard to Highway 101. Export is expected to go to the Vulcan Irwindale Landfill, although Sunshine Canyon Landfill will serve as an alternate landfill. The staging area is expected to be located along Wilcox Avenue and/or Cole Place between Sunset Boulevard and De Longpre Avenue, with the exception of the southern-most 150 linear feet of east Wilcox Avenue, which is not street-frontage for the Project. A request will be made to the City to utilize the sidewalk and parking lanes in these areas, with the exception of the southernmost

¹⁷If hauling operations were restricted to 9:00 AM to 3:00 PM, there would be up to 100 haul truck round trips on peak haul days, over a longer duration period (3 months).



150 linear feet of Wilcox Avenue on the block between Sunset Boulevard and De Longpre Avenue, which is not Project frontage.

Equipment and Delivery Trucks

In addition to haul trucks, the Project is expected to generate equipment and delivery trucks during the construction phase. One example would be concrete delivery, which would be required for the parking garage and the buildings on-site. Other materials could include plumbing supplies, electrical fixtures, and items used in furnishing the buildings. These materials would be delivered to the site and stored on-site. These deliveries are expected to occur in variously sized vehicles including small delivery trucks to cement mixer trucks and 18-wheel trucks. Additionally, construction equipment would have to be delivered to the site. This equipment could include cranes, bulldozers, excavators, and other large items of machinery. Most of the heavy equipment is expected to be transported to the Project Site on large trucks such as 18-wheelers or other similar vehicles.

The following phases of construction are expected to involve the following number of equipment/delivery trucks per day on peak activity days:

- Phase 1: Demolition – 4 truck round trips
- Phase 2: Site Preparation – 1 truck round trip
- Phase 3: Excavation/Shoring – 5 truck round trips
- Phase 4: Building Construction – 10 truck round trips

Construction Employees

The number of construction workers would vary throughout the construction period with Phase 4 generating the highest number of employees. The following phases of construction are expected to involve up to the following number of workers on site per day on peak activity days:

- Phase 1: Demolition – 6 workers
- Phase 2: Site Preparation – 10 workers
- Phase 3 Excavation/Shoring – 30 workers
- Phase 4 Building Construction– 150 workers

Construction Worker Parking

During all phases of construction, employees are expected to park off site at the parking garage located at 1400 Ivar Avenue.



Construction Period Evaluation Criteria

The LADOT TAG provides three categories to be considered in regard to in-street construction effects: temporary traffic constraints, temporary loss of access, and temporary loss of bus stops or rerouting of bus lines. The evaluation criteria to be considered in each of these categories are as follows:

- Temporary Traffic Constraints:
 - The length of time of temporary street closures or closures of two more traffic lanes;
 - The classification of the street (major arterial, state highway, substandard hillside local or collector, etc.) affected;
 - The existing congestion levels on the affected street segments and intersections;
 - The operational constraints of substandard hillside streets needing to access construction sites;
 - Whether the affected street directly leads to a freeway on- or off-ramp or other state highway;
 - Potential safety issues involved with street or lane closures;
 - The presence of emergency services (fire, hospital, etc.) located nearby that regularly use the affected street.
- Temporary Loss of Access:
 - The length of time of any loss of pedestrian or bicycle circulation past a construction area;
 - The length of time of any loss of vehicular, bicycle, or pedestrian access to a parcel fronting the construction area;
 - The length of time any loss or impedance of access by emergency vehicles or area residents to hillside properties;
 - The length of time of any loss of ADA pedestrian access to a transit station, stop, or facility;
 - The availability of nearby vehicular or pedestrian access within ¼ mile of the lost access;
 - The type of land uses affected, and related safety, convenience, and/or economic issues.
- Temporary Loss of Bus Stops or Rerouting of Bus Lines:
 - The length of time that an existing bus stop would be unavailable or that existing service would be interrupted;
 - The availability of a nearby location (within ¼ mile) to which the bus stop or route can be temporarily relocated;
 - The existence of other bus stops or routes with similar routes/destinations within a ¼ mile radius of the affected stops or routes;
 - Whether the interruption would occur on a weekday, weekend or holiday, and whether the existing bus route typically provides service that/those day(s).



LAMC Section 41.40 provides that construction activities are limited to the hours from 7:00 AM to 9:00 PM on weekdays and from 8:00 AM to 6:00 PM on Saturdays and holidays. No construction is permitted on Sundays.

Construction Analysis

The assessment of the Project against the evaluation factors described above is presented in **Table 16** and discussed below.

Temporary Traffic Constraints

Long-term closures to travel lanes are not anticipated to occur during construction of the Project. Portions of Wilcox Avenue and/or Cole Place will be temporarily closed up to 10 times during construction on weekends only for large concrete pours and crane erection/dismantle.

Although there is a Los Angeles fire station (Station 27) located south of the Project Site on Cole Avenue, access would not be restricted to this facility. Full closures of the sidewalks are anticipated to accommodate Project construction along the south side of Sunset Boulevard, the east side of Wilcox Avenue and the west side of Cole Place. The sidewalks on De Longpre Avenue, the north side of Sunset Boulevard, the west side of Wilcox Avenue, and the east side of Cole Place would be open, and pedestrians are anticipated to use these sidewalks as a detour throughout the construction period. A request will be made to the City to utilize a portion of the sidewalk along Sunset Boulevard, which may require the Project to maintain a covered pedestrian walkway which will occupy some of that space. The five-foot wide pedestrian walkway cover would stay within the sidewalk, and not extend into the gutter or parking lane on Sunset Boulevard.

Sunset Boulevard is classified as an Avenue I, Wilcox Avenue is classified as a Modified Avenue III, and De Longpre Avenue and Cole Place are classified as local streets. The intersection of Sunset Boulevard & Wilcox Avenue operates at LOS B during both peak hours under existing conditions and is projected to operate at LOS C and D during the AM and PM peak hours, respectively, under future plus Project conditions. Worksite traffic control plans would be prepared for any temporary vehicle lane, bicycle lane, or sidewalk closures in accordance with applicable City and Manual of Uniform Traffic Control Devices (MUTCD) guidelines.

Temporary Loss of Access

The existing land uses near the vicinity of the construction site will remain open throughout construction. Pedestrian, vehicular, and emergency access to properties located nearby to the Project Site will be open and unobstructed for the duration of construction. No loss of ADA pedestrian access to a transit stop, station, or facilities is anticipated. On-street parking on the Project frontages along, Wilcox Avenue and Cole Place will be temporarily restricted during the construction period.



Temporary Loss of Bus Stops or Rerouting of Bus Lines

Bus stops are not located along the Project frontages on Wilcox Avenue, De Longpre Avenue, or Cole Place. A bus stop is located on the north side of Sunset Boulevard across from the Project Site and a bus stop is present on the south side of Sunset Boulevard immediately west of Wilcox Avenue, but construction will not affect bus operations as there are no bus stops on Sunset Boulevard along the Project frontage and travel lane closures along Sunset Boulevard are not anticipated. Therefore, the Project construction would not require relocation of bus stops or rerouting of bus lines.



**TABLE 16
 SUNSET+WILCOX PROJECT
 CONSTRUCTION EVALUATION**

Evaluation Criteria	Assessment
Temporary Traffic Constraints:	
<ul style="list-style-type: none"> • The length of time of temporary street closures or closures of two or more traffic lanes; • The classification of the street (major arterial, state highway, substandard hillside local or collector, etc.) affected; • The existing congestion levels on the affected street segments and intersections; • The operational constraints of substandard hillside streets needing to access construction sites; • Whether the affected street directly leads to a freeway on- or off-ramp or other state highway; • Potential safety issues involved with street or lane closures; • The presence of emergency services (fire, hospital, etc.) located nearby that regularly use the affected street. 	<ul style="list-style-type: none"> • Long-term closures to travel lanes are not anticipated to occur during construction. Portions of Wilcox Avenue and/or Cole Place will be temporarily closed up to ten times for short-term durations on weekends only for large concrete pours and crane erection/dismantling. • Sunset Boulevard is classified as an Avenue I, Wilcox Avenue is classified as a Modified Avenue III, and De Longpre Avenue and Cole Place are classified as local streets. • The intersection of Sunset Boulevard & Wilcox Avenue operates at LOS B during both peak hours under existing conditions and is projected to operate at LOS C and D in the AM and PM peak hours, respectively, under future plus Project conditions. • The construction site is not located in a hillside area. • None of the affected streets directly lead to a freeway on- or off-ramp or other state highways. • Worksite traffic control plans would be prepared for any temporary lane closures in accordance with applicable City and MUTCD guidelines. • There is one emergency service (LA Fire Station 27) located within the immediate vicinity of the affected streets and access would not be restricted to this facility.
Temporary Loss of Access:	
<ul style="list-style-type: none"> • The length of time of any loss of pedestrian or bicycle circulation past a construction area; • The length of time of any loss of vehicular, bicycle, or pedestrian access to a parcel fronting the construction area; • The length of time of any loss of ADA pedestrian access to a transit station, stop, or facility; 	<ul style="list-style-type: none"> • Cole Place and Wilcox Avenue sidewalks may be closed for the duration of the project. A portion of the Sunset Boulevard sidewalk may also be utilized but will remain open to pedestrians with a five-foot wide pedestrian walkway covering. Sidewalks along De Longpre Avenue will remain open.



<ul style="list-style-type: none"> • The availability of nearby vehicular or pedestrian access within ¼ mile of the lost access; • The length of time any loss or impedance of access by emergency vehicles or area residents to hillside properties; • The type of land uses affected, and related safety, convenience, and/or economic issues. 	<ul style="list-style-type: none"> • There is no anticipated loss of ADA pedestrian access to a transit station, stop or facility. There is available vehicular and pedestrian access within a ¼ mile of any temporary loss of access along Wilcox Avenue or Cole Place, including Cahuenga Boulevard. • There is no anticipated loss of access for emergency vehicles.
Evaluation Criteria	Assessment
<i>Temporary Loss of Bus Stops or Rerouting of Bus Lines:</i>	
<ul style="list-style-type: none"> • The length of time that an existing bus stop would be unavailable or that existing service would be interrupted; • The availability of a nearby location (within ¼ mile) to which the bus stop or route can be temporarily relocated; • The existence of other bus stops or routes with similar routes/ destinations within a ¼mile radius of the affected stops or routes; • Whether the interruption would occur on a weekday, weekend or holiday, and whether the existing bus route typically provides service that/those day(s). 	<ul style="list-style-type: none"> • There are no bus stops along Cole Place, Wilcox Avenue, or De Longpre Avenue along the project frontage. In addition, there is one bus stop on the north side of Sunset Boulevard, but there are no bus stops on Sunset Boulevard along the Project frontage. As lane closures are not anticipated along Sunset Boulevard, project construction would not require blockage of the bus lane.

Construction Traffic Management Plan

A Construction Traffic Management Plan will be developed by the contractor and approved by the City to alleviate construction period impacts, which may include but is not limited to the following measures:

- Provide off-site truck staging in a legal area furnished by the construction truck contractor. Anticipated truck access to the Project Site will be off Wilcox Avenue and/or Cole Place.
- Schedule deliveries and pick-ups of construction materials during non-peak travel periods to the extent possible and coordinate to reduce the potential of trucks waiting to load or unload for protracted periods.
- As parking lane and/or sidewalk closures are anticipated, worksite traffic control plan(s), approved by the City, should be implemented to route vehicular traffic, bicyclists, and pedestrians around any such closures.



- Establish requirements for loading/unloading and storage of materials on the Project Site, where parking spaces would be encumbered, length of time traffic travel lanes can be encumbered, sidewalk closings or pedestrian diversions to ensure the safety of the pedestrian and access to local businesses and residences.
- Ensure that access will remain unobstructed for land uses in proximity to the Project Site during Project construction.
- Coordinate with the City and emergency service providers to ensure adequate access is maintained to the Project Site and neighboring businesses and residences.

A Construction Worker Parking Plan will also be developed by the contractor and approved by the City to ensure that the parking location requirements for construction workers will be strictly enforced. These could include but are not limited to the following measures:

- During construction activities when construction worker parking cannot be accommodated on the Project Site, the plan shall identify alternate parking location(s) for construction workers and the method of transportation to and from the Project Site (if beyond walking distance) for approval by the City 30 days prior to commencement of construction.
- Provide all construction contractors with written information on where their workers and their subcontractors are permitted to park and provide clear consequences to violators for failure to follow these regulations. This information will clearly state that no parking is permitted on residential streets.



4.5 Residential Street Cut-Through Analysis

This section presents the results of an analysis conducted regarding the potential for Project impacts on local residential streets in neighborhoods near the Project. Residential streets were assessed for “excessive burdens” using criteria established by the City. The analysis was conducted on one local residential street segment near the Project Site, De Longpre Avenue west of Hudson Avenue, which was selected in conjunction with the City as it was determined to have a greater likelihood of experiencing neighborhood cut-through traffic from the Project. Two additional residential street segments were originally identified for residential street cut-through analysis (Homewood Avenue west of Wilcox Avenue and Seward Street south of Homewood Avenue) but, due to the COVID-19 pandemic and the shelter-in-place orders by the Governor and the County, the manual collection of street segment counts were not feasible at the time of this study. This is also in line with the guidance issued by LADOT in April 2020 regarding the foregoing of manual traffic count collection during the pandemic. Instead, at the direction of LADOT, a previously available street segment count was utilized from an earlier traffic study that was prepared in the vicinity of the Project Site for the analyzed segment of De Longpre Avenue west of Hudson Avenue.

24-hour machine counts were conducted on the analyzed street segment of De Longpre Avenue, west of Hudson Avenue, in May 2018. The 2018 volumes were grown by 0.4% per year to reflect and analyze 2020 baseline conditions, which is the existing baseline year of the Project consistent with the date of the notice of preparation of the environmental impact report. Future daily traffic volumes were projected in a manner similar to the peak hour analysis of the study intersections, including both ambient growth at 0.4% per year as well as anticipated traffic from related projects that could be constructed by 2026. The net new Project trips were assigned to the street network based on the Project trip distribution patterns in **Figure 3** and were added to the Opening Year No Project projection to obtain Opening Year Plus Project projections.

Neighborhood Street Evaluation Criteria

Under the City guidelines, a local residential street would be considered excessively burdened if the new trips generated by the Project result in increases in average daily traffic (ADT) volumes as follows:

Projected ADT with Project (Final ADT)	Project-Related Increase in ADT
1 to 999	120 or more
1,000 to 1,999	12% or more of final ADT
2,000 to 2,999	10% or more of final ADT
3,000 or more	8% or more of final ADT

Daily traffic volumes for the baseline conditions and projected opening year 2026 conditions are summarized in **Table 17**.



TABLE 17 SUNSET+WILCOX PROJECT NEIGHBORHOOD STREET IMPACT ANALYSIS – OPENING YEAR PLUS PROJECT ANALYSIS							
Street Segment	Weekday Two-Way Daily Volume		With Project Impact Analysis				
	Baseline	Future Baseline	Project Trips	Future Base plus Project	Project % Increase	Impact Criteria [a]	Significant Impact?
De Longpre Ave west of Hudson Ave	4,640	5,384	122	5,506	2.3%	≥8.0%	NO

Notes:

[a] Uses City of Los Angeles impact criteria for residential street segments.

Opening Year Plus Project Analysis

According to the results in Table 17, the Project is not projected to have an excessive burden on De Longpre Avenue west of Hudson Avenue. The projected increase in weekday two-way daily volume as a result of the Project is 2.3%, which is below the impact threshold of 8.0% according to the City’s criteria for residential street segments.



5. SUMMARY AND CONCLUSIONS

This study was undertaken to analyze the potential traffic impacts of the Project in the Hollywood area of the City. The following summarizes the results of this analysis:

- The Project as analyzed in this study involves the following land uses:
 - Office and restaurant
- This Project proposes six vehicle access driveways, as summarized below:
 - Four driveways along Cole Place would provide vehicle access with a (1) right-out/left-out two-lane exit driveway from parking adjacent to the existing alleyway, (2) a right-in/left-in two-lane entrance driveway for vehicles using the valet service, (3) a two-way driveway access for commercial loading/unloading, and (4) a two-way driveway access for the surface parking lot outside of the LADWP equipment building.
 - Two driveways along Wilcox Avenue would provide vehicle access with a (1) right-in/left-in two-lane entrance driveway to parking adjacent to the existing alleyway, and (2) a right-out/left-out two-lane exit driveway for vehicles using the valet service.
- The Project features, location, and design would be consistent with all of the reviewed City plans, programs, ordinances, and policies that support alternative transportation and have been adopted to protect the environment.
- Based on the Project mix of land uses and location, the Project is projected to have a less than significant VMT impact.
- The Project is not projected to substantially increase hazards, conflicts, or preclude City action to fulfill or implement projects associated with surrounding transportation networks and will contribute to overall walkability through enhancements to the Project Site and streetscape. Therefore, the Project is expected to have a less than significant impact.
- Per LADOT's Interim Guidance, a freeway safety analysis was conducted for two US 101 off-ramps: The US 101 southbound off-ramp at Cahuenga Boulevard, and the US 101 northbound off-ramp at Sunset Boulevard. A potential impact was found at the US 101 northbound off-ramp at Sunset Boulevard. The following mitigation measure was identified that would mitigate the impact to less than significance: addition of a new protected/permissive left-turn phase with reoptimized signal timing for westbound Sunset Boulevard at Van Ness Avenue.
- The Project is not expected to have a direct or indirect effect that would lead to removal, modification, or degradation of pedestrian, bicycle, or transit facilities.



- The Project is expected to generate an increase in pedestrian volumes in the vicinity, which currently lacks tactile warnings at intersection curb ramps. It is recommended that tactile warnings be installed along at the intersections of Wilcox Avenue & Sunset Boulevard, and Wilcox Avenue & De Longpre Avenue as part of the Project improvements.
- The site circulation and access assessment includes analysis of eleven intersections, of which nine intersections operate under signal control and the remaining intersections are stop-controlled. The HCM methodology was used for signalized and unsignalized intersections.
- The Project is projected to generate an estimated net increase of 393 vehicle trips (324 inbound/69 outbound) during the AM peak hour and 460 vehicle trips (121 inbound/339 outbound) during the PM peak hour.
- Per the City's criteria, no instances were found of the Project causing or substantially contributing to unacceptable queuing at nearby signalized intersections.
- No unacceptable/extended queuing is projected to occur for key movements accessing the Project driveways along Wilcox Avenue or Cole Place.
- A potential corrective action is proposed to 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.
- A curbside rideshare loading zone is proposed along east Wilcox Avenue, in front of the Project. This would require the removal of the existing on-street parking meter spaces (approximately six total). Parking meter revenue loss will be accounted for based on the guidance set forth in the TAG.
- A construction traffic management plan will be prepared, and a discussion of construction considerations did not identify substantial interference of Project construction activity on the surrounding circulation system.
- One local residential street in the neighborhood near the Project was studied for potential Project-related effects. Using criteria established by the City, the analyzed neighborhood segment was determined not to have a Project-related burden in the Opening Year plus Project scenario.



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2016-2040 Regional Transportation Plan/Sustainable Communities Strategy, Southern California Association of Governments, April 2016.

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Draft Environmental Impact Report, Academy Square Project, City of Los Angeles, March 2016.

Enhancing Internal Trip Capture Estimation for Mixed-Use Developments, Transportation Research Board (TRB) National Cooperative Highway Research Program (NCHRP) Report 684, 2011.

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Trip Generation Handbook, 2nd Edition, Institute of Transportation Engineers, 2004.



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Appendix A: Memorandum of Understanding

Transportation Assessment Memorandum of Understanding (MOU)

This MOU acknowledges that the Transportation Assessment for the following Project will be prepared in accordance with the latest version of LADOT’s Transportation Assessment Guidelines:

I. PROJECT INFORMATION

Project Name: Sunset + Wilcox

Project Address: 1424-1454 Wilcox Ave; 6450-6462 W. Sunset Blvd; 1413-1447 Cole Pl; 6503 De Longpre Ave

Project Description: 445,218 square foot commercial building comprised of 431,032 square feet of office use, and 14,186 square feet of restaurant use.

LADOT Project Case Number: _____ Project Site Plan attached? (Required) Yes No
Figure 1

II. TRIP GENERATION

Geographic Distribution: N Figure 2 % S Figure 2 % E Figure 2 % W Figure 2 %

Illustration of Project trip distribution percentages at Study intersections attached? (Required) Yes No

Trip Generation Rate(s): ITE 10th Edition / Other ITE 10th Edition

Trip Generation Adjustment <i>(Exact amount of credit subject to approval by LADOT)</i>	Yes	No
Transit Usage	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Transportation Demand Management	<input type="checkbox"/>	<input type="checkbox"/>
Existing Active Land Use	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Previous Land Use	<input type="checkbox"/>	<input type="checkbox"/>
Internal Trip	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Pass-By Trip	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Trip generation table including a description of the proposed land uses, ITE rates, estimated morning and afternoon peak hour volumes (ins/outs/totals), proposed trip credits, etc. attached? (Required) Yes No
Table 1

	<u>IN</u>	<u>OUT</u>	<u>TOTAL</u>	Daily Trips <u>2,874 net</u> (From VMT Calculator)
AM Trips	<u>324</u>	<u>69</u>	<u>393 net</u>	
PM Trips	<u>121</u>	<u>339</u>	<u>460 net</u>	

Attachment A

III. STUDY AREA AND ASSUMPTIONS

Project Buildout Year: 2026 Ambient Growth Rate: 0.4 % Per Yr.

Related Projects List, researched by the consultant and approved by LADOT, attached? (Required) Yes No
Map of Study Intersections/Segments attached? Yes No Figure 2
Table 2 & Figure 3

STUDY INTERSECTIONS (May be subject to LADOT revision after access, safety and circulation analysis)

- | | |
|---------------------------------|---------------------------------|
| 1 <u>Figure 2 & Table 3</u> | 3 <u>Figure 2 & Table 3</u> |
| 2 <u>Figure 2 & Table 3</u> | 4 <u>Figure 2 & Table 3</u> |

Is this Project located on a street within the High Injury Network? Yes No

IV. ACCESS ASSESSMENT

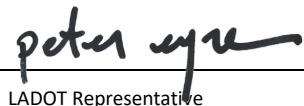
Is the project on a lot that is 0.5-acre or more in total gross area? Yes No

Is the project's frontage 250 linear feet or more along an Avenue or Boulevard as classified by the City's General Plan? Yes No

Is the project's building frontage encompassing an entire block along an Avenue or Boulevard as classified by the City's General Plan? Yes No

V. CONTACT INFORMATION

	<u>CONSULTANT</u>	<u>DEVELOPER</u>
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Approved by: x <u>Thomas Gaul</u> <small>Digitally signed by Thomas Gaul Date: 2021.02.24 10:43:01 -08'00'</small> Consultant's Representative	<u>02/24/21</u> Date	x <u></u> LADOT Representative	<u>3/2/2021</u> *Date
--	-------------------------	---	--------------------------

*MOUs are generally valid for two years after signing. If after two years a transportation assessment has not been submitted to LADOT, the developer's representative shall check with the appropriate LADOT office to determine if the terms of this MOU are still valid or if a new MOU is needed.

**TABLE 1
SUNSET + WILCOX PROJECT
TRIP GENERATION**

Land Use	ITE Land Use Code	Size	Trip Generation Rates (a)				Estimated Trip Generation			
			AM Peak Hour		PM Peak Hour		AM Peak Hour Trips		PM Peak Hour Trips	
			Rate	In%	Rate	Out%	In	Out	In	Out
PROPOSED PROJECT										
General Office (b) Less: Internal capture (c) Less: Transit Credit (b)	710	431,032 ksf	0.83	86%	0.87	17%	308	50	311	375
Total Driveway Trips (before TNC adjustment)			10%	56%	4%	0%	(30)	(28)	(3)	(3)
Added TNC - from transit			2.5%		2.5%		278	22	300	372
Added TNC - from vehicles			2.5%		2.5%		8	8	9	18
TNCs already in vehicle trip generation							1	7	8	2
Total TNC							16	16	32	10
Non-TNC							271	21	292	362
Total Driveway Trips General Office							271	21	292	362
High-Turnover (Sit-Down) Restaurant Less: Internal capture (c) Less: Transit Credit (d)	932	14,186 ksf	9.94	55%	9.77	62%	78	63	86	139
Total Driveway Trips (before TNC adjustment)			23%	31%	2%	3%	(18)	(19)	(2)	(4)
Added TNC - from transit			15%		15%		(9)	(7)	(13)	(8)
Added TNC - from vehicles			2.5%		2.5%		51	37	88	114
TNCs already in vehicle trip generation			2.5%		2.5%		2	2	4	6
Total TNC							1	1	2	3
Non-TNC (before pass-by adjustment)							1	1	2	3
Total Driveway Trips							4	4	6	12
Less: Pass-by (e)							50	36	86	69
Net External High-Turnover Sit-Down Restaurant			20%		20%		54	40	94	75
							(10)	(7)	(13)	(8)
							40	29	56	34
							44	33	77	40
TOTAL PROJECT DRIVEWAY TRIPS							325	61	386	485
TOTAL PROJECT EXTERNAL VEHICLE TRIPS							331	70	401	502
EXISTING LAND USES										
Office Supply Superstore (f) Less: Internal capture (c) Less: Transit Credit (d)	867	16,932 ksf		0%	2.77	51%	0	0	24	23
Total Driveway Trips			15%		2%	0%	0	0	0	0
Less: Pass-by (e)			10%		10%		0	0	(4)	(7)
Net External Vehicle Trips							0	0	20	40
General Office (b) Less: Internal capture (c) Less: Transit Credit (b)	710	9,329 ksf	0.83	86%	0.87	17%	7	1	8	8
Total Driveway Trips			0%	0%	0%	33%	0	0	0	(2)
Total Existing Driveway Trips							7	1	8	5
Total Existing External Vehicle Trips							7	1	8	46
NET PROJECT EXTERNAL VEHICLE TRIPS							324	69	393	460

NOTES:

- (a) Source: Institute of Transportation Engineers (ITE), *Trip Generation, 10th Edition*, 2017
- (b) Dense, multi-use urban setting option in ITE 10th Edition, which factors in a transit credit into the trip generation rate
- (c) Internal capture represents the percentage of trips between land uses that occur within the site. Transportation Research Board (TRB) National Cooperative Highway Research Program (NCHRP) Report 684: Enhancing Internal Trip Capture Estimation for Mixed-Use Developments, 2011.
- (d) The transit credit is based on LADOT's *Transportation Assessment Guidelines (TAG)*, July 2020. The guidelines state that developments within a 1/4-mile walking distance of a transit station, or of a Rapid Bus stop, may qualify for up to a 15% trip generation adjustment.
- (e) The pass-by credit is based on Attachment H of LADOT's *Transportation Assessment Guidelines (TAG)*, July 2020.
- (f) ITE 10th Edition does not provide an AM peak rate for Office Supply Superstore land use type. These land use types typically open for business after 9AM.

**TABLE 2
SUNSET + WILCOX PROJECT
RELATED PROJECTS**

No.	Project Location	Land Use	Size		Trip Generation						
					Daily	AM			PM		
						IN	OUT	TOTAL	IN	OUT	TOTAL
1	6225 W. Hollywood Blvd.	Office	214.000	kSF	1,918	243	33	276	43	211	254
2	6360 W. Hollywood Blvd.	Other	90	Rooms	1,310	54	40	94	60	44	104
		Other	11.000	kSF							
3	6523 W. Hollywood Blvd.	Office	4.074	kSF	547	-16	-11	-27	32	4	36
		Other	10.402	kSF							
4	1313 N. Vine St.	Other	44.000	kSF	-79	15	-2	13	-62	2	-59
		Other	35.231	ksf							
5	1610 N. Highland Ave.	Apartments	248	Units	1,805	22	90	112	96	54	150
		Retail	12.785	kSF							
6	6201 W. Sunset Blvd.	Apartments	731	Units	4,913	128	228	356	234	169	403
		Other	5.000	kSF							
		Retail	8.000	kSF							
		Other	1.000	kSF							
		Retail	13.000	kSF							
		Other	1.000	kSF							
7	6230 W. Sunset Blvd.	Apartments	200	Units	1,473	52	80	132	71	50	121
		Office	13.510	kSF							
		Other	13.471	ksf							
		Other	n/a	ksf							
		Retail	4.700	ksf							
8	1525 N. Cahuenga Blvd.	Other	64	Rooms	469	10	12	22	20	14	34
		Office	1.500	ksf							
		Other	0.700	ksf							
9	1718 N. Las Palmas Ave.	Apartments	195	Units	1,333	21	84	105	81	43	124
		Condominiums	29	Units							
		Retail	0.985	ksf							
10	1310 N. Cole Ave.	Apartments	375	Units	224	24	6	30	7	23	30
		Other	2.500	ksf							
11	6611 W. Hollywood Blvd.	Other	167	Rooms	81	23	20	43	-8	14	6
		Other	10.545	ksf							
		Other	5.375	ksf							
		Other	3.980	ksf							
		Other	1.634	ksf							
12	6445 W. Sunset Blvd.	Hotel	175	Rooms	1,409	77	58	135	80	61	141
		Restaurant	11.400	ksf							
13	6409 W. Sunset Blvd.	Other	275	Rooms	1,285	51	26	77	53	60	113
		Retail	1.900	ksf							
14	1717 N. Wilcox Ave.	Other	140	Rooms	1,244	54	35	89	49	43	92
		Retail	3.500	ksf							
15	6831 W. Hawthorn Ave.	Apartments	140	Units	545	16	35	51	31	19	50
		Other	1.207	ksf							
16	1749 N. Las Palmas Ave.	Apartments	71	Units	426	5	21	26	24	25	40
17	6701 W. Sunset Blvd.	Mixed Use	n/a	ksf	14,833	381	498	879	733	548	1,281
18	6200 W. Sunset Blvd.	Apartments	270	Units	1,778	26	97	123	100	35	135
		Other	2.500	ksf							
		Other	n/a	ksf							
		Other	2.500	ksf							
19	6332 W. De Longpre Ave.	Apartments	200	Units	3,981	282	91	373	118	208	326
		Office	298.171	ksf							
		Restaurant	11.935	ksf							
		Restaurant	4.200	ksf							
20	6516 W. Selma Ave.	Other	212	Units	2,241	71	50	121	105	84	189
		Other	2.308	ksf							
		Other	5.305	ksf							
		Other	5.843	ksf							

**TABLE 2
SUNSET + WILCOX PROJECT
RELATED PROJECTS**

No.	Project Location	Land Use	Size		Trip Generation						
					Daily	AM			PM		
						IN	OUT	TOTAL	IN	OUT	TOTAL
21	1600 N. Schrader Blvd.	Other	198	Rooms	1,666	58	40	98	80	63	143
		Other	2,379	ksf							
		Other	3,600	ksf							
22	6421 W. Selma Ave.	Other	114	Units	1,227	43	27	70	56	44	100
		Other	5,041	ksf							
		Other	1,809	ksf							
23	1601 N. Las Palmas Ave.	Apartments	202	Units	1,283	21	49	71	63	48	111
		Commercial	14,200	ksf							
24	1360 N. Vine St.	Office	463.521	ksf	3,533	278	40	318	135	337	472
		Restaurant	20.902	ksf							
25	1541 N. Wilcox Ave.	Other	190	Rooms	2,058	76	57	133	82	75	157
		Other	8,500	ksf							
		Other	1,382	ksf							
26	1400 N. Cahuenga Blvd.	Other	220	Rooms	1,875	55	47	102	78	60	138
		Other	2,723	ksf							
		Other	1,440	ksf							
27	6436 W. Hollywood Blvd.	Apartments	260	Units	1,148	16	82	98	82	34	116
		Retail	14,220	ksf							
		Office	3,580	ksf							
28	6400 W. Sunset Blvd.	Apartments	200	Units	-59	14	76	90	24	-26	-2
		Other	4,037	ksf							
		Other	3,000	ksf							
29	1546 N. Argyle Ave.	Apartments	276	Units	2,013	43	127	170	128	51	179
		Retail	9,000	ksf							
		Other	15,000	ksf							
		Other	27,000	ksf							
30	1533 N. Schrader Blvd.	Other	70	Units	89	3	5	8	5	3	8
31	1545 N. Wilcox Ave.	Retail	14.800	ksf	2,341	36	50	86	128	47	175
		Office	16.100	ksf							
32	1637 N. Wilcox Ave.	Apartments	154	Units	831	20	44	64	40	27	67
		Other	6,586	ksf							
33	6753 W. Selma Ave.	Apartments	51	Units	286	5	13	18	14	10	24
		Retail	0.438	ksf							
34	1524 N. Cassil Pl.	Apartments	138	Units	1,240	32	46	78	56	41	97
		Other	62	Rooms							
		Other	1,400	ksf							
35	1720 N. Vine St.	Apartments	872	Units	6,346	171	290	461	368	264	632
		Other	133	Units							
		Other	4,530	ksf							
		Other	25,650	ksf							
		Other	350	Persons							
36	1723 N. Wilcox Ave.	Other	81	Rooms	634	25	15	40	25	24	49
		Other	n/a	ksf							
37	1400 N. Vine St.	Apartments	179	Units	1,446	70	93	163	97	56	153
		Apartments	19	Units							
		Retail	16,000	ksf							
38	1818 N. Cherokee Ave	Apartments	65	Units	397	9	21	30	20	12	32
		Apartments	21	Units							
39	1235 Vine St.	Office	117,000	ksf	1,160	102	18	120	28	106	134
		Retail	7,800	ksf							
40	1708-1732 N. Cahuenga Blvd.	Office	210,500	ksf	1,646	202	48	250	59	189	247
		Restaurant	6,500	ksf							
41	1612 N. McCadden Pl	Retail	37,000	ksf	1,227	19	25	44	60	70	130
		Micro-Units	69	Units							
42	6517 - 6533 Lexington Ave.	Single-Family Homes	18	Units	145	3	9	12	9	6	15
43	1400 N. Highland Ave.	Apartments	49	Units	246	5	12	17	12	9	21
		Retail	0.800	ksf							
44	6100 W. Hollywood Blvd.	Apartments	209	Units	1,439	24	76	100	86	46	132
		Apartments	11	Units							
		Other	3,270	ksf							
45	6630 W. Sunset Blvd.	Apartments	40	Units	270	5	10	15	15	14	29
		Retail	3,474	ksf							

**TABLE 2
SUNSET + WILCOX PROJECT
RELATED PROJECTS**

No.	Project Location	Land Use	Size		Trip Generation						
					Daily	AM			PM		
						IN	OUT	TOTAL	IN	OUT	TOTAL
46	6350 Selma Ave.	Apartments	290	Units	1,503	26	67	92	74	51	125
		Commercial	6,576	ksf							
47	6140 Hollywood Blvd.	Hotel	102	Rooms	1,917	98	79	177	111	86	197
		Condominiums	27	Units							
		Restaurant	11,500	ksf							
48	1718 Vine St.	Hotel	216	Rooms	1,535	51	36	87	56	54	110
49	1719 N. Whitley Ave.	Hotel	156	Rooms	1,108	37	26	63	41	39	80
50	6677 Santa Monica Blvd.	Apartments	695	Units	1,420	123	166	289	153	108	261
		Other	4,000	ksf							
		Other	5,500	ksf							
		Retail	15,400	ksf							
51	1118 N. McCadden	Office	17,040	ksf	1,346	49	31	80	53	56	109
		Other	29,650	ksf							
		Other	100	Units							
		Other	92	Units							
52	6050 W. Sunset Blvd.	Office	859,350	ksf	4,108	424	68	492	77	409	486
		Other	52,800	ksf							
		Other	169,400	ksf							
53	6220 W. Yucca St.	Apartments	210	Units	2,652	88	111	199	130	85	215
		Other	136	Rooms							
		Retail	12,570	ksf							
54	1149 N. Gower St.	Apartments	169	Units	774	16	39	55	38	25	63
55	1233 N. Highland Ave.	Apartments	72	Units	632	11	19	29	30	27	57
		Commercial	12,160	ksf							
					93,218	3,796	3,452	7,248	4,380	4,261	8,641

Notes:

ksf = one thousand square feet

ID 24 uses the office development alternative (Office Option A).

IDs 1-38, 44, & 51-54 are based on information provided by LADOT on December 1, 2020.

IDs 39-43, 45-50, & 55 are based on additional sources, including case filing information on the City Planning website and the Hollywood Chamber Summit 2020 map.

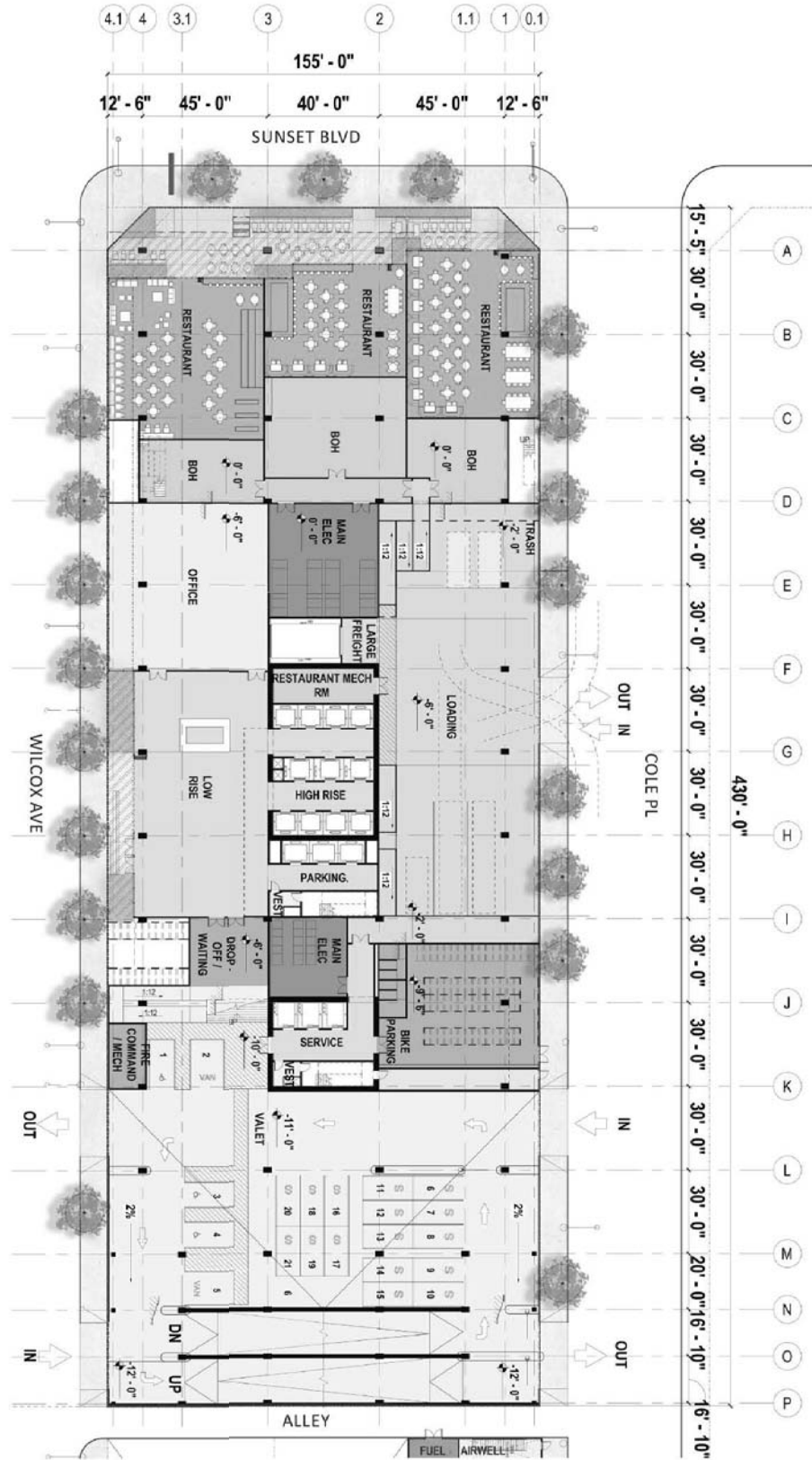
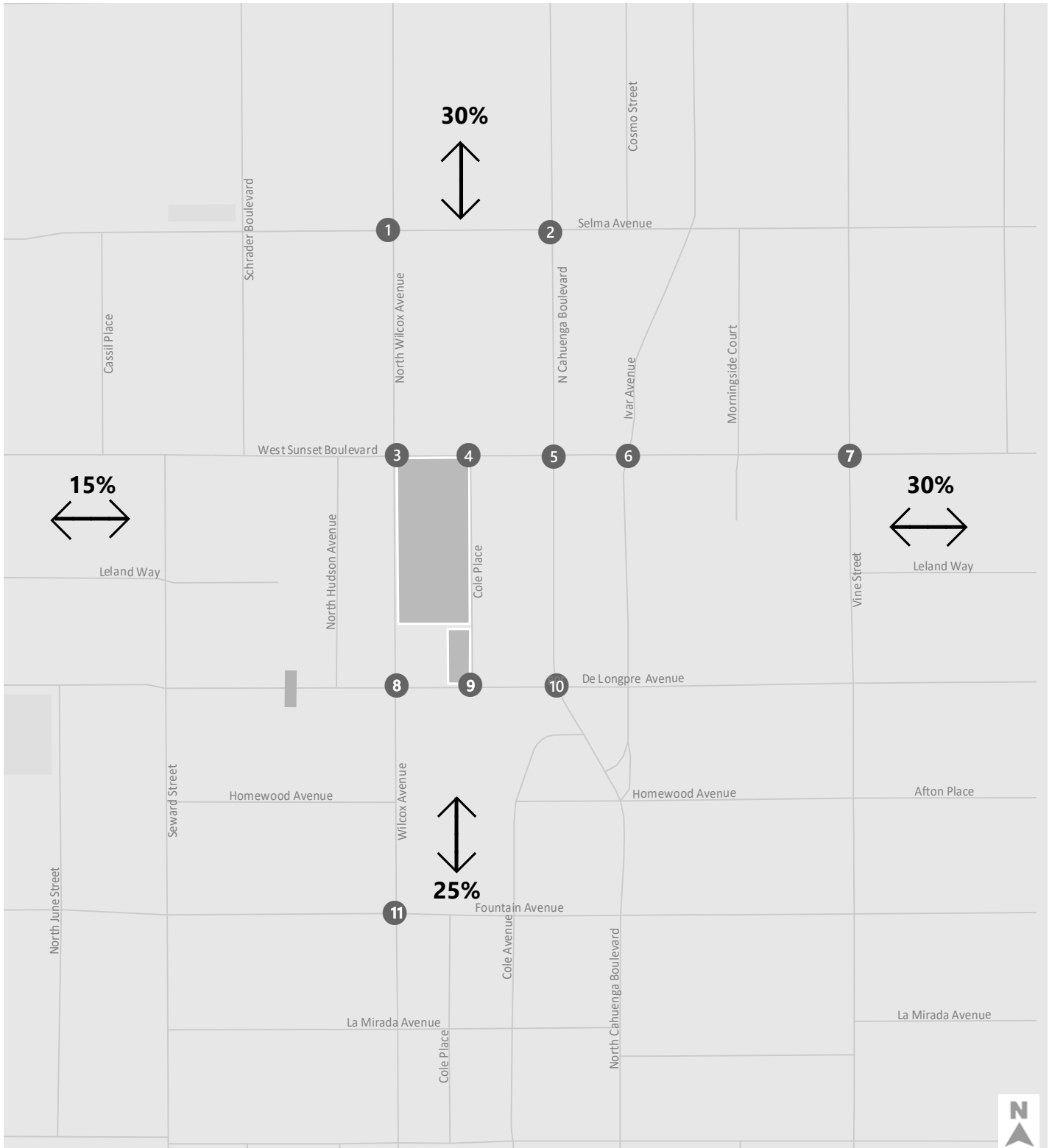


Figure 1





- Study Intersections
- Project Site
- ▬ Street Study Segment

Figure 2



Sunset + Wilcox Study Locations and Trip Distribution

TABLE 3A SUNSET+WILCOX PROJECT STUDY INTERSECTIONS			
ID	N/S Street Name	E/W Street Name	Year of Count [a]
1	Wilcox Avenue	Selma Avenue	2016
2	Cahuenga Boulevard	Selma Avenue	2018
3	Wilcox Avenue	Sunset Boulevard	2018
4	Cole Place [b]	Sunset Boulevard	Not available
5	Cahuenga Boulevard	Sunset Boulevard	2018
6	Ivar Avenue	Sunset Boulevard	2018
7	Vine Street	Sunset Boulevard	2018
8	Wilcox Avenue	De Longpre Avenue	2015
9	Cole Place [b]	De Longpre Avenue	Not available
10	Cahuenga Boulevard	De Longpre Avenue	2018
11	Wilcox Avenue	Fountain Avenue	2016

Notes:

[a] Due to the COVID-19 pandemic, historical counts were retrieved.

[b] Unsignalized, two-way Stop control intersection

TABLE 3B SUNSET+WILCOX PROJECT STUDY SEGMENTS		
ID	Street Name	Location
A	De Longpre Avenue [a]	west of Hudson Avenue
B	Homewood Avenue [b]	west of Wilcox Avenue
C	Seward Street [b]	south of Homewood Avenue

Notes:

[a] Due to the COVID-19 pandemic, counts at this location are based on 2018 data.

[b] Historical counts at these segments were not available.

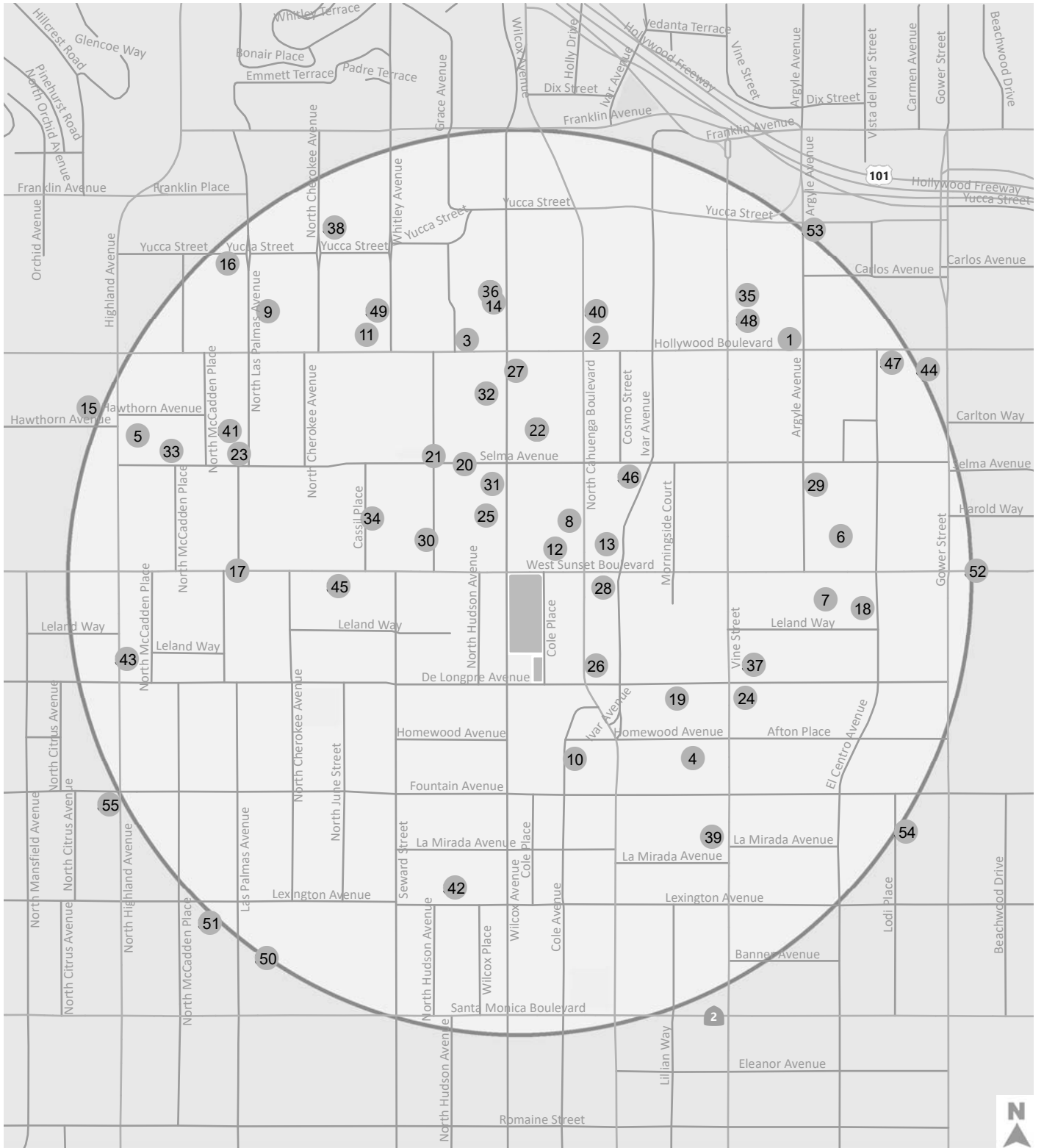


Figure 3

Related Projects



ATTACHMENT A

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3



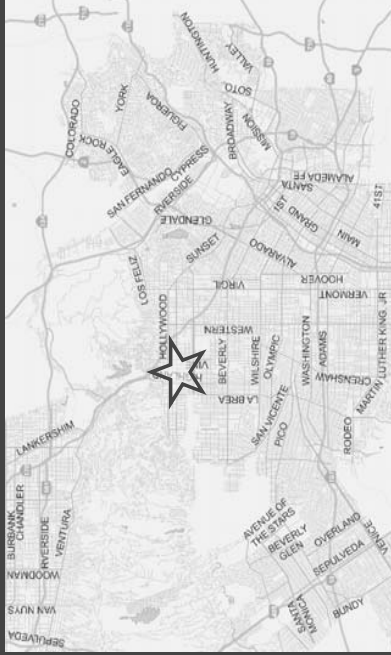
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project:

Scenario:

Address:



Is the project replacing an existing number of residential units with a smaller number of residential units AND is located within one-half mile of a fixed-rail or fixed-gateway transit station?

Yes No

Existing Land Use

Land Use Type	Value	Unit
Retail General Retail	16.932	ksf
Retail General Retail	16.932	ksf
Office General Office	9.329	ksf

Click here to add a single custom land use type (will be included in the above list)

Proposed Project Land Use

Land Use Type	Value	Unit
Office General Office	431.032	ksf
Retail High-Turnover Sit-Down Restaurant	14.186	ksf
Office General Office	431.032	ksf

Click here to add a single custom land use type (will be included in the above list)

Project Screening Summary

Existing Land Use	Proposed Project
571 Daily Vehicle Trips	3,445 Daily Vehicle Trips
3,806 Daily VMT	24,844 Daily VMT

Tier 1 Screening Criteria

Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station.

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	2,874 Net Daily Trips
The net increase in daily VMT ≤ 0	21,038 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	14.186 ksf

The proposed project is required to perform VMT analysis.





Appendix B: Transportation Analysis Guidelines Screening Responses and Supporting Analysis

Transportation Analysis Guidelines Screening Responses and Supporting Analysis

Adapted from Transportation Analysis Guidelines, LADOT, July 2020

Screening Criteria	Screening Evaluation	Analysis Required?
2.1 CONFLICTING WITH PLANS, PROGRAMS, ORDINANCES, OR POLICIES		
<p>If the project requires a discretionary action, and the answer is yes to any of the following questions, further analysis will be required to assess whether the proposed project would conflict with plans, programs, ordinances or policies:</p> <ol style="list-style-type: none"> 1. Does the project require a discretionary action that requires the decision maker to find that the decision substantially conforms to the purpose, intent and provisions of the General Plan? 2. Is the project known to directly conflict with a transportation plan, policy, or program adopted to support multimodal transportation options or public safety? 3. Is the project required to or proposing to make any voluntary modifications to the public right-of-way (i.e., dedications and/or improvements in the right-of-way, reconfigurations of curb line, etc.)? 	<ol style="list-style-type: none"> 1. Yes 2. No 3. Yes 	<p>Yes, see Chapter 3.1</p>
2.2 CAUSING SUBSTANTIAL VEHICLE MILES TRAVELED		
<p>If the project requires a discretionary action, and the answer is no to either T-2.1-1 or T-2.1-2, further analysis will not be required for Threshold T-2.1, and a "no impact" determination can be made for that threshold:</p> <ol style="list-style-type: none"> 1. T-2.1-1: Would the land use project generate a net increase of 250 or more daily vehicle trips? 2. T-2.1-2: Would the project generate a net increase in daily VMT? <p>In addition to the above screening criteria, the portion of, or the entirety of a project that contains small-scale or local serving retail uses are assumed to have less than significant VMT impacts. If the answer to the following question is no, then that portion of the project meets the screening criteria and a no impact determination can be made for the portion of the project that contains retail uses. However, if the retail project is part of a larger mixed-use project, then the remaining portion of the project may be subject to further analysis in accordance with the above screening criteria. Projects that include retail uses in excess of the screening criteria would need to evaluate the entirety of the project's vehicle miles traveled, as specified in Section 2.2.4.</p>	<ol style="list-style-type: none"> 1. Yes 2. Yes 3. N/A 4. No 	<p>Yes, see Chapter 3.2</p>



<p>3. If the project includes retail uses, does the portion of the project that contain retail uses exceed a net 50,000 square feet?</p> <p>Independent of the above screening criteria, and the project requires a discretionary action, further analysis will be required if the following statement is true:</p> <p>4. Would the Project or Plan located within a one-half mile of a fixed-rail or fixed-guideway transit station replace an existing number of residential units with a smaller number of residential units?</p>		
<p>2.3 SUBSTANTIALLY INDUCING ADDITIONAL AUTOMOBILE TRAVEL</p>		
<p>If the answer is no to the following question, further analysis will not be required for Threshold T-2.2, and a no impact determination can be made for that threshold:</p> <p>1. T-2.2: Would the project include the addition of through traffic lanes on existing or new highways, including general purpose lanes, high-occupancy vehicle (HOV) lanes, peak period lanes, auxiliary lanes, and lanes through grade-separated interchanges (except managed lanes, transit lanes, and auxiliary lanes of less than one mile in length designed to improve roadway safety)?</p>	<p>1. No</p>	<p>No</p>
<p>2.4 SUBSTANTIALLY INCREASING HAZARDS DUE TO A GEOMETRIC DESIGN FEATURE OR INCOMPATIBLE USE</p>		
<p>If the project requires a discretionary action, and the answer is "yes" to either of the following questions, further analysis will be required to assess whether the project would result in impacts due to geometric design hazards or incompatible uses:</p> <p>1. Is the project proposing new driveways, or introducing new vehicle access to the property from the public right-of-way?</p> <p>2. Is the project proposing to, or required to make any voluntary or required, modifications to the public right-of-way (i.e., street dedications, reconfigurations of curb line, etc.)?</p>	<p>1. Yes 2. Yes</p>	<p>Yes, see Chapter 3.3</p>
<p>3.2 PEDESTRIAN, BICYCLE, AND TRANSIT ACCESS ASSESSMENT</p>		
<p>If the answer is yes to all of the following questions, further analysis will be required to assess whether the project would negatively affect existing pedestrian, bicycle, or transit facilities:</p> <p>1. Does the land use project involve a discretionary action that would be under review by the Department of City Planning?</p> <p>2. Does the land use project include the construction, or addition of:</p> <p>a. 50 (or more) dwelling units or guest rooms or combination thereof, or</p>	<p>1. Yes 2. Yes 3. Yes</p>	<p>Yes, see Chapter 4.1 (non-CEQA)</p>



<p>b. 50,000 square feet (or more) of non-residential space?</p> <p>3. Would the project generate a net increase of 1,000 or more daily vehicle trips, or is the project's frontage along an Avenue or Boulevard (as designated in the City's General Plan), 250 linear feet or more, or is the project's building frontage encompassing an entire block along an Avenue or Boulevard (as designated in the City's General Plan)?</p>		
<p>3.3 PROJECT ACCESS, SAFETY, AND CIRCULATION EVALUATION</p>		
<p>Land Use Development Projects:</p> <p>For land use projects, if the answer is yes to all of the following questions, further analysis will be required to assess whether the project would negatively affect project access and circulation:</p> <ol style="list-style-type: none"> 1. Does the land use project involve a discretionary action that would be under review by the Department of City Planning? 2. Would the land use project generate a net increase of 250 or more daily vehicle trips? 	<ol style="list-style-type: none"> 1. Yes 2. Yes 	<p>Yes, see Chapter 4.2 (non-CEQA)</p>
<p>3.4 PROJECT CONSTRUCTION</p>		
<p>If the answer is yes to any of the following questions, further analysis will be required to assess if the project could negatively affect existing pedestrian, bicycle, transit, or vehicle circulation:</p> <ol style="list-style-type: none"> 1. Would the project require construction activities to take place within the right-of-way of a Boulevard or Avenue (as designated in the Mobility Plan 2035) which would necessitate temporary lane, alley, or street closures for more than one day (including day and evening hours, and overnight closures if on a residential street?) 2. Would the project require construction activities to take place within the right-of-way of a Collector or Local Street (as designated in the Mobility Plan 2035) which would necessitate temporary lane, alley, or street closures for more than seven days (including day and evening hours, and including overnight closures if on a residential street)? 3. Would in-street construction activities result in the loss of regular vehicle, bicycle, or pedestrian access, including loss of existing bicycle parking to an existing land use for more than one day, including day and evening hours and overnight closures if access is lost to residential units? 4. Would in-street construction activities result in the loss of regular ADA pedestrian access to an existing transit station, stop, or facility (e.g., layover zone) during revenue hours? 5. Would in-street construction activities result in the temporary loss for more than one day of an existing bus stop or rerouting of a bus route that serves the project site? 	<ol style="list-style-type: none"> 1. No 2. No 3. Yes 4. No 5. No 6. Yes 7. No 	<p>Yes, see Chapter 4.3</p>



<p>6. Would construction activities result in the temporary removal and/or loss of on-street metered parking for more than 30 days?</p> <p>7. Would the project involve a discretionary action to construct new buildings or additions of more than 1,000 square feet that require access for hauling construction materials and equipment from streets of less than 24- feet wide in a hillside area?</p>		
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3.5 RESIDENTIAL STREET CUT-THROUGH ANALYSIS

<p>Land Use Development Projects:</p> <p>If the answer is yes to all of the following questions, further analysis may be required to assess whether the project would negatively affect residential streets:</p> <ol style="list-style-type: none"> 1. Would the project generate a net increase of 250 or more daily vehicle trips? 2. Does the land use project include a discretionary action that would be under review by the Department of City Planning? <p>In addition, for development projects, when selecting residential street segments for analyses during the transportation assessment scoping process, all of the following conditions must be present:</p> <ol style="list-style-type: none"> 3. The project is located along a currently congested Boulevard or Avenue and adds trips that may lead to trip diversion to parallel routes along residential Local Streets. The congestion level of the Boulevard or Avenue can be determined based on the estimated peak hour LOS under project conditions of the study intersection(s) (as determined in Section 3.3). LOS E and F are considered to represent congested conditions; 4. The project is projected to add a substantial amount of automobile traffic to the congested Boulevard(s), Avenue(s), or Collector(s) that could potentially cause a shift to alternative route(s); and 5. Nearby local residential street(s) (defined as Local streets as designated in the City’s General Plan passing through a residential neighborhood) provide motorists with a viable alternative route. A viable alternative route is defined as one which is parallel and reasonably adjacent to the primary route as to make it attractive as an alternative to the primary route. LADOT has discretion to define which routes are viable alternative routes, based on, but not limited to, features such as geography and presence of existing traffic control devices, etc. 	<ol style="list-style-type: none"> 1. Yes 2. Yes 3. Yes 4. No 5. Yes 	<p>Yes, see Chapter 4.4</p>
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Appendix C: Plans, Programs, Ordinances and Policies Review



Detailed Responses in Support of Determining Plans, Programs, Ordinances, or Policies Applicability

Adapted from Attachment D: Plan Consistency Worksheet in the Transportation Analysis Guidelines, LADOT, July 2020

Screening Criteria

If the project requires a discretionary action, and the answer is yes to any of the following questions, further analysis will be required to assess whether the proposed project would negatively affect existing pedestrian, bicycle, or transit facilities:

Screening Criteria	Answer
Does the project require a discretionary action that requires the decision maker to find that the decision substantially conforms to the purpose, intent and provisions of the General Plan?	Yes, the Project does require discretionary action by the decision maker.
Is the project known to directly conflict with a transportation plan, policy, or program adopted to support multimodal transportation options or public safety?	No, the Project is consistent with City and regional transportation plans, policies and programs adopted to support multimodal transportation options or public safety. The Project includes features to encourage walking and bicycling, such as being located near public transportation and providing the number of bicycle parking spaces required by LAMC. The Project would be designed to comply with LADOT standards. The driveways would not require the removal or relocation of existing passenger transit stops and would be designed and configured to avoid or minimize potential



	<p>conflicts with transit services and pedestrian traffic. Sunset Boulevard adjacent to the Project is part of the designated HIN, but the Project driveways will be located along Wilcox Avenue and Cole Place. The Wilcox Avenue and Cole Place driveways are not along the HIN. Wilcox Avenue is a sharrowed bike route, but the two Project driveways will be one-way, and placed approximately 330 feet south of the intersection of Sunset Boulevard & Wilcox Avenue. In addition, the loading driveway will be placed along Cole Place, which is a local street. As a result, the Project would not substantially increase hazards.</p>
<p>Is the project required to or proposing to make any voluntary modifications to the public right-of-way (i.e., dedications and/or improvements in the right-of-way, reconfigurations of curb line, etc.)?</p>	<p>Yes, the Project is proposing the relocation of driveway curb cuts along a portion of Wilcox Avenue, as well as the widening of the frontage sidewalk on Sunset Boulevard. The Project is also requesting a waiver of dedications and improvements of a five-foot dedication along the entire alley abutting the lot with APN 5546-014-014 and a five-foot dedication along the alley abutting the lot with APN 5546-014-017.</p>



Project Consistency with Plans, Programs, Ordinances and Policies

Question	Guiding Questions	Relevant Plans, Policies, and Programs	Evaluation
A. MOBILITY Plan 2035 PROW Classification Standards for Dedications and Improvements			
A.1	Does the project include additions or new construction along a street designated as a Boulevard I, and II, and/or Avenue I, II, or III on property zoned for R3 or less restrictive zone?	MP 2.1, 2.3, 3.2, and Mobility Plan 2035 Street Designations and Standard Roadway Dimensions	Yes, the Project does include additions or new construction along Sunset Boulevard, which is designated as an Avenue I and Wilcox Avenue, which is designated as a Modified Avenue III, on property zoned for C4 and C2, which is less restrictive than R3.
A.2	If A.1 is yes, is the project required to make additional dedications or improvements to the Public Right of Way as demonstrated by the street designation?		No, the Project is not required to make additional dedications or improvements to the Public Right of Way.
A.3	If A.2 is yes, is the project making the dedications and improvements as necessary to meet the designated dimensions of the fronting street (Boulevard I, and II, or Avenue I, II, or III)?		Not applicable.
A.4	If the answer to A.3. is NO, is the project applicant asking to waive from the dedication standards?		
B. Mobility Plan 2035 PROW Policy Alignment with Project-Initiated Changes			



<p>B.1</p>	<p>Does the project physically modify the curb placement or turning radius and/or physically alter the sidewalk and parkways space that changes how people access a property?</p>	<p>MP 2.1, 2.3, 3.2, 2.10, and Street Designations and Standard Roadway Dimensions</p>	<p>Yes, the Project physically modifies the curb placement and alters the sidewalks. Sunset Boulevard along the north boundary of the Project is designated as an Avenue I in the City’s Mobility Plan. The Project would widen the Sunset Boulevard sidewalk between Cole Place and Wilcox Avenue to provide additional space and step back for the restaurant frontage. This would include a merger of the public right-of-way (ROW) of Sunset Boulevard along the north frontage of the Project site. The Project would maintain Sunset Boulevard’s current roadway width of 70 feet, which complies with the Mobility Plan requirements for an Avenue I designation.</p> <p>Wilcox Avenue along the west boundary of the Project is designated as a Modified Avenue III. The roadway width is 40 feet, and the ROW width is 70 feet, which complies with the designated widths in the Mobility Plan for a Modified Avenue III. The project proposes a merger area along the right-of-way portion of Wilcox Avenue, which is currently covered by landscaping. This merger would maintain the existing portion of the sidewalk that has a width of 10 feet, which is consistent with the Mobility Plan minimum width requirements for a Pedestrian Walkway. An on-street passenger loading zone for rideshare services is proposed along the east curb of Wilcox Avenue adjacent to the Project Site. Wilcox Avenue will maintain its existing roadway width of 40 feet.</p> <p>De Longpre Avenue along the south boundary of the Project is designated as a Local Street Standard, which has a roadway width of 36 feet and a ROW width of 60 feet. These widths are consistent with the designated dimensions in Mobility Plan and will be maintained as part of the Project.</p> <p>Cole Place along the east boundary is designated as a Local Street Standard, which has a roadway width of 36 feet and a ROW width of 60 feet. These widths are consistent with the designated dimensions in Mobility Plan and will be maintained as part of the Project.</p> <p>Parkways: The Project does not propose a net reduction of street trees. The Project provides 12 net new street trees around the Project’s perimeter for shading. The Project would widen the Sunset Boulevard sidewalk. The restaurant frontage would be set back from the sidewalk from the corner of Cole Place west towards Wilcox Avenue, providing an expansive pedestrian experience at the base of the building.</p> <p>This supports <i>Mobility Plan 2035</i>, 5.5 <i>Green Streets</i> goal to implement stormwater Best Management Practices, which includes adding new street trees, and the <i>Sustainability pLAN</i> goals in the Urban Ecosystems & Resilience chapter to expand the tree canopy.</p> <p><i>Mobility Plan 2035</i> considers ways to balance the needs of various users and trip purposes through a multimodal transportation network that includes features such as loading areas, electric vehicle charging areas, and bike sharing. The Project relates to the following policies regarding adjacent curb space in <i>Mobility Plan 2035</i>:</p>
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			<p><u>2.1 Adaptive Reuse of Streets:</u> Urban streets serve multiple purposes that not only include travel but also play a role in providing other roles such as landscaping and drainage. The Project will not alter adjacent streets or the right-of-way in a manner that would preclude or conflict future changes by various City Departments. The Project will replace 12 existing street trees on the sidewalks along Sunset Boulevard, Wilcox Avenue and Cole Place with 24 new trees.</p> <p><u>2.3 Pedestrian Infrastructure:</u> Mobility Plan 2035 identifies Pedestrian Enhanced Districts where initial analysis suggests arterials can be improved and further analysis and prioritization will occur as funding and projects become available. The Project will not narrow or permanently remove pedestrian facilities. The Project Site would be accessible for pedestrians through pedestrian points of entry along Sunset Boulevard and Wilcox Avenue, with bike parking access provided from Cole Place and Wilcox Avenue.</p> <p><u>2.4 Neighborhood Enhanced Network:</u> The Neighborhood Enhanced Network (NEN) is a selection of local streets to provide comfortable and safe routes for localized travel of slower-moving modes, such as walking or biking. None of the Project frontages are along streets that are on the NEN.</p> <p><u>2.10 Loading Areas:</u> When designing developments, it is important to consider a loading area that minimally impacts other travelers such as people driving or walking. The Project includes a loading zone for loading and trash operations with a tertiary driveway along Cole Place.</p> <p><u>3.2 People with Disabilities:</u> When designing developments, it is important to accommodate the needs of all people with varying levels of mobility. The Project will ensure the Project site is consistent with this policy, such as ensuring that pathways are free of obstacles.</p> <p><u>3.5 Multi-Modal Features:</u> Depending on the local context, various multimodal features may be considered to encourage walking and/or assist in making first/last mile connections with transit. The Project would support multi-modal travel by maintaining the existing sidewalks, provide on-site bike parking, being in close proximity to the Metro local bus route 2 along Sunset Boulevard, the Metro Rapid bus routes along Hollywood Boulevard and Santa Monica Boulevard, and being 0.5-mile distance from rail transit.</p> <p><u>4.1 New Technologies:</u> This policy supports new technology systems and infrastructure to expand access to transportation choices. The Project does not propose elements that would limit or preclude the City's ability to offer or introduce new technology systems or infrastructure.</p> <p><u>5.1 Sustainable Transportation:</u> As mentioned for policies 3.5 and 3.8, the Project would encourage the development of a sustainable transportation system with its provision of bicycle parking, maintenance of sidewalks, and proposed office and commercial development near transit.</p>
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			<p><u>5.4 Clean Fuels and Vehicles:</u> This policy encourages the adoption of low and zero emission fuel sources, new mobility technologies, and supporting infrastructure. The Project will provide electric vehicle (EV) charging stations per LAMC requirements.</p> <p><u>5.5 Green Streets:</u> This policy maximizes opportunities to capture and infiltrate stormwater within the City’s public right-of-way. In accordance with the City’s LID requirements, infiltration is infeasible given the very stiff clayey materials below the planned depth of excavation on the North Site and the low measured shallow percolation rates on the South Site. Therefore, capture and use systems will be implemented for the Project and stormwater will be reused for irrigation. Stormwater exceeding the required mitigation volume will be discharged to the curb face on the surrounding street frontages and ultimately sheet flow into the City’s infrastructure system.</p> <p>The physical changes to the curb placement, sidewalks and parkways would change how people access the property without degrading their experience.</p>
B.2	Does the project add new driveways along a street designated as an Avenue or a Boulevard that conflict with LADOT’s Driveway Design Guidelines?	MP 2.10, PL.1, CDG 2, MPP 321	<p>Yes, the Project adds new driveways along Wilcox Avenue, a Modified Avenue III. Vehicular access to the Project Site would be provided via driveways along Wilcox Avenue and Cole Place. A one-way westbound valet driveway into the Project Site would be located along Cole Place with a corresponding exit driveway located on Wilcox Avenue. This drop-off and pick-up area would include a waiting area for both patrons and tenants utilizing the valet services. A second one-way eastbound driveway into the Project Site would be located on Wilcox Avenue for tenants and visitors to drive in and park, with a corresponding exit driveway along Cole Place. Valets would be able to move cars from the valet drop-off to the parking garage and back from the parking garage to the valet pick-up while remaining on-site. The Project also includes a loading zone for loading and trash operations with a tertiary driveway along Cole Place. A fourth driveway is also proposed along Cole Place for the surface parking lot outside of the LADWP equipment building. An on-street passenger loading zone is proposed along the midblock of Wilcox Avenue, immediately in front of the Project (northbound direction). The intended use of this passenger loading zone will be for passenger pick-up and drop-off for rideshare services. This will entail the conversion of the existing six on-street parking meters along Wilcox Avenue to white curb. Sunset Boulevard, which is classified as Avenue I, is on the Vision Zero HIN.</p> <p>Mobility Plan 2035 policies PL. 1 and PK. 10 encourage vehicular access from non-arterial streets (or alleys) and incentivizes redesigning access points to be more pedestrian friendly. The Project accommodates the Mobility Plan 2035 policies by providing access to the Project site via non-arterial driveways and loading access along Cole Place (a non-arterial). All driveways would be consistent with LADOT’s Driveway Design Guidelines.</p>



			<p>HIN The north boundary of the Project is Sunset Boulevard, which is identified as part of the City's High-Injury Network (HIN). The Project will not conflict with the implementation of future Vision Zero projects in the public right-of-way.</p> <p>TOC The Project is located in a Tier 3 Transit Oriented Community.</p> <p>The Transit-Oriented Community (TOC) guidelines define parameters of housing incentives based on considerations such as proximity to high-quality transit, type of housing, and the land uses being replaced. The location of the Project site qualifies as Tier 3 based on its proximity to the Metro Hollywood Vine Red Line Station (approximately 0.5 miles distance).</p> <p><u>MP-TEN</u>: None of the Project frontages are along streets that are on the TEN</p> <p><u>MP-PED</u>: The north boundary of the Project is Sunset Boulevard, which is part of the PED. Wilcox Avenue along the west boundary of the Project is also part of the PED.</p> <p><u>MP-BEN</u>: The north boundary of the Project is along Sunset Boulevard, which is part of the BEN.</p> <p>The Project does not propose any modifications on Sunset Boulevard to the public right-of-way that would preclude or limit the City's ability to implement improvements associated with the PED or BEN. The Project will ensure the streets and the sidewalks surrounding the Project meet the Mobility's Plan width requirements.</p>
<p>B.2.1</p>	<p>Would the physical changes in the public right of way or new driveways that conflict with LADOT's Driveway Design Guidelines degrade the experience of vulnerable roadway users such as modify, remove, or otherwise negatively impact existing bicycle, transit, and/or pedestrian infrastructure?</p>	<p>Mobility Plan 2035: Transit Enhanced Network, Bicycle Enhanced Network, Bicycle Lane Network, Pedestrian Enhanced District, Neighborhood Enhanced Network, High Injury Network, TOC Guidelines</p>	<p>No, the physical changes in the public right of way would not degrade the experience of vulnerable roadway users.</p> <p>The Project does not propose to shift or narrow sidewalks. The Project will maintain existing sidewalks, provide pedestrian points of entry on Sunset Boulevard and Wilcox Avenue, and include on-site bike parking such that the Project would be supportive of and not preclude or conflict with Mobility Plan 2035 Policies such as:</p> <p><u>2.3 Pedestrian Infrastructure</u>: The Project will not narrow or remove pedestrian facilities adjacent to the project.</p> <p><u>3.1 Access for All</u>: Mobility Plan 2035 emphasizes the importance of multimodal networks as integral components of the City's transportation system. The Project location and design are intended to leverage proximity to the Metro Red (B) Line and other transit routes and the walkable environment and numerous destinations proximate to the Project site that can be accessed through a variety of modes. The Project's design is providing vehicle parking, bicycle parking, continuous pedestrian access, and on-site loading areas for passenger loading and deliveries.</p>



		<p><u>MP-PED</u>: Pedestrian Enhanced Districts (PED) identify areas where pedestrian improvements on streets could be prioritized to provide better walking conditions to major destinations within communities. Sunset Boulevard is part of a PED. The Project will not preclude enhancements to the street or public right-of-way that the City may pursue.</p> <p><u>MP-ENG.19</u>: Mobility Plan 2035 discusses first/last mile improvements near transit stops that could include measures such as landscaping, lighting, signage, and midblock crosswalks, among other options. The Project will contribute to first/last mile enhancements with bike parking and with driveways on Cole Place and Wilcox Avenue to reduce vehicle/pedestrian conflicts on Sunset Boulevard.</p> <p><u>MP 2.17 Street Widening</u>s: No street widenings are necessary nor proposed by the Project.</p> <p><u>Healthy LA</u>: This plan states a balanced, affordable, and sustainable transportation system is a cornerstone of a healthy city. Policy 2.11, Foundation for Health, highlights the role of sidewalks as an important asset that promotes active transportation, safe community corridors, and healthy neighborhoods. The Project supports this policy by ensuring the streets and the sidewalks surrounding the Property meet the Mobility’s Plan width requirements. The Project would not conflict with, limit, or preclude the City’s ability to implement programs and policies in furtherance of Healthy LA.</p> <p><u>Vision Zero</u>: The City of Los Angeles Vision Zero initiative strives to enable all people to move freely and safely on the street. The Project supports this initiative by meeting the Mobility’s Plan sidewalk width requirements.</p> <p><u>Sustainability pLAN</u>: The Sustainability pLAN focuses on public transit, bicycling, walking, and locating Angeleno’s residences near transit and places they would want to travel. The Project supports this plan by meeting the Mobility’s Plan sidewalk width requirements, its proximity to the Red Line and other transit routes, and its proximity to a mix of land uses.</p> <p><u>MP-BEN/Vision Zero</u>: The north boundary of the Project is Sunset Boulevard, which is part of the BEN and Vision Zero network. Bicycle parking will be provided through a dedicated entrance on Cole Place.</p> <p><u>MP 4.15 Public Hearing Process</u>: The Project will not be removing any existing bicycle infrastructure and therefore is not required to hold a public hearing. The Project will provide 50 short-term bicycle parking spaces and 93 long-term bicycle parking spaces. The long-term bike parking will be enclosed in a protected storage facility and have its own access point, which enhances the safety and overall quality of the travel experience of the cyclist.</p>
B.2.2	Would the physical modifications or new driveways that conflict with	No, the physical modifications would not preclude the City from advancing the safety of vulnerable roadway users. The Project will not narrow or permanently remove pedestrian facilities.



	LADOT's Driveway Design Guidelines preclude the City from advancing the safety of vulnerable roadway users?		The Project Site would be accessible for pedestrians through pedestrian points of entry along Sunset Boulevard and Wilcox Avenue, with bike parking access provided from Cole Place and Wilcox Avenue. The Project will ensure the site is consistent with the overall intent of the MP accessibility goals, such as ensuring that pathways are free of obstacles. The Project would support multi-modal travel by maintaining the existing sidewalks, provide on-site bike parking, being in close proximity to the Metro local bus route 2 along Sunset Boulevard, the Metro Rapid bus routes along Hollywood Boulevard and Santa Monica Boulevard, and being 0.5-mile distance from rail transit.
C. Network Access			
C1.1	Does the project propose to vacate or otherwise restrict public access to a street, alley, or public stairway?	MP 3.9	No, the Project does not propose to vacate or otherwise restrict public access to a street, alley, or public stairway. The Project would maintain the 10-foot wide alley between Wilcox Avenue and Cole Place in-lieu of the required 20 feet suggested width for alleys by the City's Mobility Plan. The Project would not use this alley for direct Project access, but drive-through access will be maintained.
C.1.2	If the answer to C.1.1 is Yes, will the project provide or maintain public access to people walking and biking on the street, alley or stairway?		Not applicable.
C.2.1	Does the project create a cul-de-sac or is the project located adjacent to an existing cul-de-sac?	MP 3.10	<u>MP 3.10 Cul-de-sacs</u> : This policy discourages the use of cul-de-sacs that do not provide access for active transportation options. The Project does not create a cul-de-sac, nor is it adjacent to an existing cul-de-sac.
C.2.2	If yes, will the cul-de-sac maintain convenient and direct public access to people walking and biking to the adjoining street network?		Not applicable.
D. Parking Supply and Transportation Demand Management			
D.1	Would the project propose a supply of onsite parking that	MP 3.8, 4.8, 4.13	<u>4.13 Parking and Land Use Management</u> : The objective of this policy is to balance parking supply with other transportation and land use objectives. The policy states that an oversupply of parking



	<p>exceeds the baseline amount as required in the Los Angeles Municipal Code or a Specific plan, whichever requirement prevails?</p>		<p>can undermine broader regional goals of creating vibrant public spaces and a robust multi-modal transportation system; that an abundance of free parking incentivizes automobile trips and makes alternative modes of transportation less attractive; and that large parking lots consume land that could be used for other valuable uses and discourage walking by increasing the distance between services and facilities. Per the LAMC, the Project is required to provide 852 vehicle parking stalls. The Project proposes to provide approximately 1,286 parking stalls within three subterranean levels and three fully-enclosed, mechanically ventilated above-grade levels. Five additional surface parking spaces will be provided adjacent to the LADWP building.</p>
<p>D.2</p>	<p>If the answer to D.1. is YES, would the project propose to actively manage the demand of parking by independently pricing the supply to all users (e.g. parking cash-out), or for residential properties, unbundle the supply from the lease or sale of residential units?</p>		<p>The Project does not conflict with the portion of MP 4.13 that discourages utilizing land for parking that could have been used for other valuable uses since all parking will be located in a subterranean/fully-enclosed above-grade garage. Moreover, employees and visitors will have to pay for parking; therefore, the Project does not conflict with the policy regarding the abundance of free parking.</p> <p>While the Project would include parking in excess of the LAMC minimum requirements, it would include features to encourage walking and bicycling, would provide the number of bicycle parking spaces required by LAMC, and would implement a transportation demand management (TDM) plan to promote multi-modal transportation. Furthermore, the Project would be consistent with the applicable goals and objectives of the SCAG 2016-2040 RTP/SCS (SCAG, April 2016) to locate jobs and housing in infill locations served by public transportation and facilitating active transportation and TDM. Therefore, the Project would not undermine broader regional goals of creating vibrant public spaces and a robust multi-modal transportation system.</p> <p>Under CEQA, a project is considered consistent with an applicable plan if it is consistent with the overall intent of the plan and would not preclude the attainment of its primary goals. A project does not need to be in perfect conformity with each and every policy. Therefore, even though the Project's parking may exceed the LAMC's minimum requirements, the Project is consistent with the overall intent of Policy 4.13 and the Mobility Plan.</p> <p>Moreover, any inconsistency with an applicable policy, plan, or regulation is only a significant impact under CEQA if the policy, plan, or regulation was adopted for the purpose of avoiding or mitigating an environmental effect and if the inconsistency itself would result in a direct physical impact on the environment. The above policy is intended to implement broader regional goals, not to mitigate an environmental effect. Therefore, even if the Project's amount of parking was conservatively considered to be inconsistent with Policy 4.13, such inconsistency would not be considered to be a significant impact under CEQA.</p>
<p>D.3</p>	<p>Would the project provide the minimum on and off-site bicycle</p>		<p><u>3.8 Bicycle Parking:</u> The Project is providing on-site bicycle parking consistent with the City's Bicycle Parking Ordinance. The Project will provide short and long-term parking that meets code</p>



	parking spaces as required by Section 12.21 A.16 of the LAMC?		requirements. The Project will provide the required 50 short-term bike parking spaces and 93 long-term bike parking spaces. The long-term bike parking will be enclosed in a protected storage facility and have its own access point, which enhances the safety and overall quality of the travel experience of the cyclist.
D.4	Does the Project include more than 25,000 square feet of gross floor area construction of new non-residential gross floor?		Yes, the Project includes more than 25,000 square feet of gross floor area construction of new non-residential gross floor.
D.5	If the answer to D.4. is YES, does the project comply with the City's TDM Ordinance in Section 12.26 J of the LAMC?		<u>Section 12.26-J of LAMC</u> : TDM Ordinance. Yes, the Project will comply with the City's TDM ordinance in Section 12.26J of the LAMC. The Project would include features to encourage walking and bicycling, would provide the number of bicycle parking spaces required by LAMC, and would implement a transportation demand management (TDM) plan to promote multi-modal transportation, including displaying information regarding alternative transportation modes, and providing carpool/vanpool parking spaces and loading areas.
E. Consistency with Regional Plans			
E.1	Does the Project or Plan apply one of the City's efficiency-based impact thresholds (i.e. VMT per capita, VMT per employee, or VMT per service population) as discussed in Section 2.2.3 of the TAG?		Yes, the Project applies one of the City's efficiency-based impact thresholds: VMT per employee.
E.2	E.2 If the Answer to E.1 is YES, does the Project or Plan result in a significant VMT impact?		No, the Project does not result in a significant VMT impact.
E.3	If the Answer to E.1 is NO, does the Project result in a net increase in VMT?		Not applicable.
E.4	4 If the Answer to E.2 or E.3 is YES, then further evaluation would be necessary to determine whether		Not applicable.



	such a project or land use plan would be shown to be consistent with VMT and GHG reduction goals of the SCAG RTP/SCS		
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Review of Consistency with Hollywood Community Plan

The Hollywood Community Plan was adopted in 1988. While an updated Community Plan is currently under development, the plan from 1988 is currently in effect and forms the basis for this review of conflicts relating to the transportation system.

The Hollywood Community Plan (HCP) is one of 35 in the City of Los Angeles that establishes the policies and programs that inform the framework for local land use, circulation, and service systems within the selected community plan area. Per the City’s new TAG, a review of the HCP was conducted to evaluate whether the project conflicts with or precludes the implementation of the community plan framework.

The HCP identifies one transportation-related objective in the beginning of the plan (HO-I):

- 6. To make provision for a circulation system coordinated with land uses and densities and adequate to accommodate traffic; and to encourage the expansion and improvement of public transportation service.

The 1988 Hollywood Community Plan also includes a circulation policy section and a circulation public improvement program. The policy section provides a discussion regarding public provision of an improved public transportation system and/or additional highways and freeways. The HCP identifies transportation-related policies and programs to achieve Objective 6. The following policies and programs are relevant to the Project:

Standards and Criteria: Arterials and local streets shall be developed with standards and criteria contained in the Mobility Plan 2035 (HO-4).

- The frontage roadway widths and ROW are consistent with the Mobility Plan, including the proposed merger area along Wilcox Avenue and the sidewalk widening along Sunset Boulevard.



Public Improvements – Circulation: Continued development of the freeway, arterial, and street system in conformance with the existing and future adopted programs. This should include participation of the City in a regional study focusing on Route 2 capacity increases (HO-6)

- The Project does not conflict with or prevent the City from pursuing this program.

The HCP also describes several programs on page HO-6:

- Continued planning of and improvements to the public transportation system of the community, including people-mover systems in high intensity areas as well as the proposed Metro Rail System.
 - The Project does not conflict with or prevent the City from pursuing this program.
- Preparation of a Hollywood Transportation Plan in ordinance form which creates an integrated program of transportation mitigation measures.
 - The Project does not conflict with or prevent the City from pursuing this program.
- Improvement of the Highland/Franklin intersections, including jog elimination either through realignment of Franklin Avenue or through grade separation.
 - The Project does not conflict with or prevent the City from pursuing this program.
- Improvement of Fountain Avenue as an east-west arterial, including jog elimination in the vicinity of Le Conte Junior High School.
 - The Project does not conflict with or prevent the City from pursuing this program.
- Improvement of the Hollywood Boulevard/La Brea intersection, including jog elimination.
 - The Project does not conflict with or prevent the City from pursuing this program.
- Improvement of the Los Feliz Boulevard/Western Avenue intersection, including realignment of the curve.
 - The Project does not conflict with or prevent the City from pursuing this program.
- Improvement of Martel Avenue/Vista Street as a north-south arterial, including jog elimination north of Waring Avenue.
 - The Project does not conflict with or prevent the City from pursuing this program.

Review of Consistency with Hollywood Redevelopment Plan

The most recent version of the Hollywood Redevelopment Plan (HRP) was adopted in 2003. The HRP was intended to direct the City on matters pertaining to the redevelopment, rehabilitation, and revitalization of the Plan area. The HRP establishes the following goal regarding transportation:



Support and encourage a circulation system which will improve the quality of life in Hollywood, including pedestrian, automobile, parking, and mass transit systems with an emphasis on serving existing facilities and meeting future needs.

Section 518 of the HRP provides guidance regarding circulation, parking, and loading facilities. Key policies in this section include:

- The Redevelopment Agency and the City should prepare an ordinance establishing a transportation program for Hollywood.
 - The Project does not conflict with or prevent the City from pursuing this policy.
- Improve traffic flow on five circulation corridors including La Brea Avenue/Highland Avenue, Franklin Avenue, Sunset Boulevard/Fountain Avenue/Santa Monica Boulevard, Cahuenga Boulevard/Gower Street, and Western Avenue.
 - The Project does not conflict with or prevent the City from pursuing this policy.
- Traffic-related impacts of new developments expected to have circulation impacts should be analyzed in a traffic study and appropriate requirements imposed as a condition of approval based on the traffic mitigation measures identified in the traffic study.
 - The Project does not conflict with or prevent the City from pursuing this policy.
- Encourage creative solutions to parking including the shared use of parking areas, flexible parking programs, and public parking structures and standards.
 - The Project does not conflict with or prevent the City from pursuing this policy.
- Parking spaces, parking facilities, and loading areas shall be designed to promote public safety and to prevent an unsightly or barren appearance (518.2).
 - The Project's proposed parking garage is consistent with this policy. The parking spaces will be contained on site within three subterranean levels and three fully-enclosed, mechanically ventilated above-grade levels.



Appendix D: LADOT VMT Calculator Tool Reports

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3



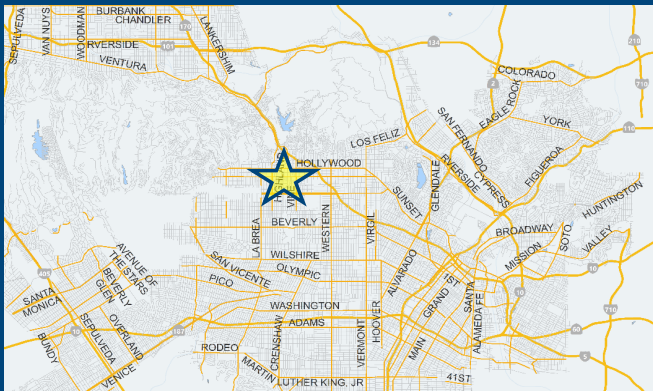
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project:

Scenario: [WWW](#)

Address:



Is the project replacing an existing number of residential units with a smaller number of residential units AND is located within one-half mile of a fixed-rail or fixed-guideway transit station?

Yes No

Existing Land Use

Land Use Type	Value	Unit
Retail General Retail	16.932	ksf
Retail General Retail	16.932	ksf
Office General Office	9.329	ksf

Click here to add a single custom land use type (will be included in the above list)

Proposed Project Land Use

Land Use Type	Value	Unit
Office General Office	431.032	ksf
Retail High-Turnover Sit-Down Restaurant	14.186	ksf
Office General Office	431.032	ksf

Click here to add a single custom land use type (will be included in the above list)

Project Screening Summary

Existing Land Use	Proposed Project
571 Daily Vehicle Trips	3,445 Daily Vehicle Trips
3,806 Daily VMT	24,844 Daily VMT
Tier 1 Screening Criteria	
Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. <input type="checkbox"/>	
Tier 2 Screening Criteria	
The net increase in daily trips < 250 trips	2,874 Net Daily Trips
The net increase in daily VMT ≤ 0	21,038 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	14.186 ksf
The proposed project is required to perform VMT analysis.	



CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

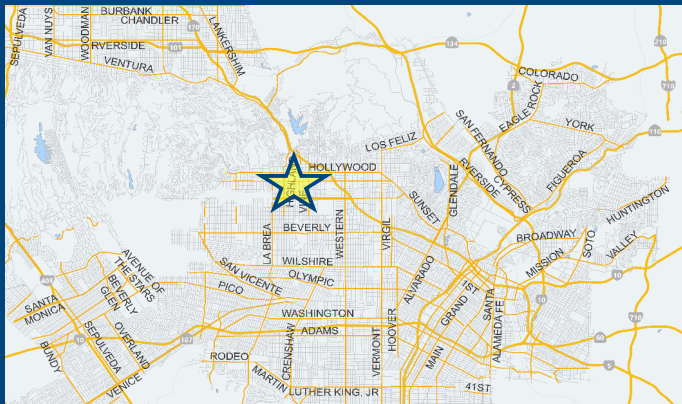


Project Information

Project:

Scenario:

Address:



Proposed Project Land Use Type	Value	Unit
Retail High-Turnover Sit-Down Restaurant	14.186	ksf
Office General Office	431.032	ksf

TDM Strategies

Select each section to show individual strategies
Use to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

	Proposed Project	With Mitigation
Max Home Based TDM Achieved?	No	No
Max Work Based TDM Achieved?	No	No
A	Parking	
B	Transit	
C	Education & Encouragement	
D	Commute Trip Reductions	
E	Shared Mobility	
F	Bicycle Infrastructure	
Implement/Improve		
On-street Bicycle Facility	Select Proposed Prj or Mitigation to include this strategy	
<input type="checkbox"/> Proposed Prj <input type="checkbox"/> Mitigation		
Include Bike Parking Per LAMC	Select Proposed Prj or Mitigation to include this strategy	
<input checked="" type="checkbox"/> Proposed Prj <input type="checkbox"/> Mitigation		
Include Secure Bike Parking and Showers	Select Proposed Prj or Mitigation to include this strategy	
<input checked="" type="checkbox"/> Proposed Prj <input type="checkbox"/> Mitigation		
G	Neighborhood Enhancement	

Analysis Results

Proposed Project	With Mitigation
3,402 Daily Vehicle Trips	3,402 Daily Vehicle Trips
24,534 Daily VMT	24,534 Daily VMT
0.0 Household VMT per Capita	0.0 Household VMT per Capita
6.1 Work VMT per Employee	6.1 Work VMT per Employee
Significant VMT Impact?	
Household: No Threshold = 6.0 15% Below APC	Household: No Threshold = 6.0 15% Below APC
Work: No Threshold = 7.6 15% Below APC	Work: No Threshold = 7.6 15% Below APC



CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: September 24, 2020

Project Name: Sunset+Wilcox Project

Project Scenario: Proposed Project

Project Address: 6450 W SUNSET BLVD, 90028



Version 1.3

Project Information			
Land Use Type		Value	Units
Housing	Single Family	0	DU
	Multi Family	0	DU
	Townhouse	0	DU
	Hotel	0	Rooms
	Motel	0	Rooms
Affordable Housing	Family	0	DU
	Senior	0	DU
	Special Needs	0	DU
	Permanent Supportive	0	DU
Retail	General Retail	0.000	ksf
	Furniture Store	0.000	ksf
	Pharmacy/Drugstore	0.000	ksf
	Supermarket	0.000	ksf
	Bank	0.000	ksf
	Health Club	0.000	ksf
	High-Turnover Sit-Down Restaurant	14.186	ksf
	Fast-Food Restaurant	0.000	ksf
	Quality Restaurant	0.000	ksf
	Auto Repair	0.000	ksf
	Home Improvement	0.000	ksf
	Free-Standing Discount	0.000	ksf
	Movie Theater	0	Seats
Office	General Office	431.032	ksf
	Medical Office	0.000	ksf
Industrial	Light Industrial	0.000	ksf
	Manufacturing	0.000	ksf
	Warehousing/Self-Storage	0.000	ksf
School	University	0	Students
	High School	0	Students
	Middle School	0	Students
	Elementary	0	Students
	Private School (K-12)	0	Students
Other		0	Trips

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: September 24, 2020

Project Name: Sunset+Wilcox Project

Project Scenario: Proposed Project

Project Address: 6450 W SUNSET BLVD, 90028



Version 1.3

Analysis Results			
Total Employees: 1,781			
Total Population: 0			
Proposed Project		With Mitigation	
3,402	Daily Vehicle Trips	3,402	Daily Vehicle Trips
24,534	Daily VMT	24,534	Daily VMT
0	Household VMT per Capita	0	Household VMT per Capita
6.1	Work VMT per Employee	6.1	Work VMT per Employee
Significant VMT Impact?			
APC: Central			
Impact Threshold: 15% Below APC Average			
Household = 6.0			
Work = 7.6			
Proposed Project		With Mitigation	
VMT Threshold	Impact	VMT Threshold	Impact
Household > 6.0	No	Household > 6.0	No
Work > 7.6	No	Work > 7.6	No

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: September 24, 2020

Project Name: Sunset+Wilcox Project

Project Scenario: Proposed Project

Project Address: 6450 W SUNSET BLVD, 90028



Version 1.3

TDM Strategy Inputs				
Strategy Type	Description	Proposed Project	Mitigations	
Parking	<i>Reduce parking supply</i>	<i>City code parking provision (spaces)</i>	0	0
		<i>Actual parking provision (spaces)</i>	0	0
	<i>Unbundle parking</i>	<i>Monthly cost for parking (\$)</i>	\$0	\$0
	<i>Parking cash-out</i>	<i>Employees eligible (%)</i>	0%	0%
	<i>Price workplace parking</i>	<i>Daily parking charge (\$)</i>	\$0.00	\$0.00
		<i>Employees subject to priced parking (%)</i>	0%	0%
	<i>Residential area parking permits</i>	<i>Cost of annual permit (\$)</i>	\$0	\$0
(cont. on following page)				

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: September 24, 2020

Project Name: Sunset+Wilcox Project

Project Scenario: Proposed Project

Project Address: 6450 W SUNSET BLVD, 90028



Version 1.3

TDM Strategy Inputs, Cont.				
Strategy Type	Description	Proposed Project	Mitigations	
Transit	<i>Reduce transit headways</i>	<i>Reduction in headways (increase in frequency) (%)</i>	0%	
		<i>Existing transit mode share (as a percent of total daily trips) (%)</i>	0%	
		<i>Lines within project site improved (<50%, >=50%)</i>	0	
	<i>Implement neighborhood shuttle</i>	<i>Degree of implementation (low, medium, high)</i>	0	0
		<i>Employees and residents eligible (%)</i>	0%	0%
	<i>Transit subsidies</i>	<i>Employees and residents eligible (%)</i>	0%	0%
<i>Amount of transit subsidy per passenger (daily equivalent) (\$)</i>		\$0.00	\$0.00	
Education & Encouragement	<i>Voluntary travel behavior change program</i>	<i>Employees and residents participating (%)</i>	0%	
	<i>Promotions and marketing</i>	<i>Employees and residents participating (%)</i>	0%	
(cont. on following page)				

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: September 24, 2020

Project Name: Sunset+Wilcox Project

Project Scenario: Proposed Project

Project Address: 6450 W SUNSET BLVD, 90028



Version 1.3

TDM Strategy Inputs, Cont.				
Strategy Type		Description	Proposed Project	Mitigations
Commuter Trip Reductions	<i>Required commute trip reduction program</i>	<i>Employees participating (%)</i>	0%	0%
	<i>Alternative Work Schedules and Telecommute</i>	<i>Employees participating (%)</i>	0%	0%
		<i>Type of program</i>	0	0
		<i>Degree of implementation (low, medium, high)</i>	0	0
	<i>Employer sponsored vanpool or shuttle</i>	<i>Employees eligible (%)</i>	0%	0%
		<i>Employer size (small, medium, large)</i>	0	0
	<i>Ride-share program</i>	<i>Employees eligible (%)</i>	0%	0%
Shared Mobility	<i>Car share</i>	<i>Car share project setting (Urban, Suburban, All Other)</i>	0	0
	<i>Bike share</i>	<i>Within 600 feet of existing bike share station - OR- implementing new bike share station (Yes/No)</i>	0	0
	<i>School carpool program</i>	<i>Level of implementation (Low, Medium, High)</i>	0	0
(cont. on following page)				

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: September 24, 2020

Project Name: Sunset+Wilcox Project

Project Scenario: Proposed Project

Project Address: 6450 W SUNSET BLVD, 90028



Version 1.3

TDM Strategy Inputs, Cont.				
Strategy Type	Description	Proposed Project	Mitigations	
Bicycle Infrastructure	<i>Implement/Improve on-street bicycle facility</i>	<i>Provide bicycle facility along site (Yes/No)</i>	0	0
	Include Bike parking per LAMC	Meets City Bike Parking Code (Yes/No)	Yes	Yes
	Include secure bike parking and showers	Includes indoor bike parking/lockers, showers, & repair station (Yes/No)	Yes	Yes
Neighborhood Enhancement	<i>Traffic calming improvements</i>	<i>Streets with traffic calming improvements (%)</i>	0%	0%
		<i>Intersections with traffic calming improvements (%) Included (within project and connecting off-site/within project only)</i>	0%	0%
	<i>Pedestrian network improvements</i>		0	0

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: September 24, 2020
 Project Name: Sunset+Wilcox Project
 Project Scenario: Proposed Project
 Project Address: 6450 W SUNSET BLVD, 90028



Version 1.3

TDM Adjustments by Trip Purpose & Strategy

Place type: Urban

		Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction		Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Parking cash-out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Price workplace parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Residential area parking permits	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
Transit	Reduce transit headways	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Transit subsidies	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Education & Encouragement	Voluntary travel behavior change program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Commute Trip Reductions	Required commute trip reduction program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Employer sponsored vanpool or shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Ride-share program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Shared Mobility	Car-share	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
	School carpool program	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: September 24, 2020
 Project Name: Sunset+Wilcox Project
 Project Scenario: Proposed Project
 Project Address: 6450 W SUNSET BLVD, 90028



Version 1.3

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Urban

		Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction		Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
		Bicycle Infrastructure	Implement/ Improve on-street bicycle facility	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
	Include Bike parking per LAMC	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
	Include secure bike parking and showers	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
Neighborhood Enhancement	Traffic calming improvements	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Neighborhood Enhancement sections 1 - 2
	Pedestrian network improvements	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Final Combined & Maximum TDM Effect

	Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
	COMBINED TOTAL	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
MAX. TDM EFFECT	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%

$$= \text{Minimum}(X\%, 1 - [(1-A) * (1-B) \dots])$$

where X%=

PLACE	urban	75%
TYPE	compact infill	40%
MAX:	suburban center	20%
	suburban	15%

Note: $(1 - [(1-A) * (1-B) \dots])$ reflects the dampened combined effectiveness of TDM Strategies (e.g., A, B, ...). See the TDM Strategy Appendix (*Transportation Assessment Guidelines Attachment G*) for further discussion of dampening.

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: September 24, 2020

Project Name: Sunset+Wilcox Project

Project Scenario: Proposed Project

Project Address: 6450 W SUNSET BLVD, 90028



Version 1.3

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	0	0.0%	0	7.2	0	0
Home Based Other Production	0	0.0%	0	4.2	0	0
Non-Home Based Other Production	735	-6.3%	689	7.3	5,366	5,030
Home-Based Work Attraction	2,178	-39.6%	1,316	8.4	18,295	11,054
Home-Based Other Attraction	1,548	-51.5%	751	5.7	8,824	4,281
Non-Home Based Other Attraction	735	-6.3%	689	6.5	4,778	4,479

MXD Methodology with TDM Measures

	<i>Proposed Project</i>			<i>Project with Mitigation Measures</i>		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	-1.2%	0	0	-1.2%	0	0
Home Based Other Production	-1.2%	0	0	-1.2%	0	0
Non-Home Based Other Production	-1.2%	680	4,967	-1.2%	680	4,967
Home-Based Work Attraction	-1.2%	1,300	10,916	-1.2%	1,300	10,916
Home-Based Other Attraction	-1.2%	742	4,228	-1.2%	742	4,228
Non-Home Based Other Attraction	-1.2%	680	4,423	-1.2%	680	4,423

MXD VMT Methodology Per Capita & Per Employee

Total Population: 0

Total Employees: 1,781

APC: Central

	<i>Proposed Project</i>	<i>Project with Mitigation Measures</i>
<i>Total Home Based Production VMT</i>	0	0
<i>Total Home Based Work Attraction VMT</i>	10,916	10,916
<i>Total Home Based VMT Per Capita</i>	0.0	0.0
<i>Total Work Based VMT Per Employee</i>	6.1	6.1



Appendix E: Substantially Increasing Hazards due to a Geometric Design Feature Review



Detailed Responses for 3.3 Substantially Increasing Hazards Due to A Geometric Design Feature or Incompatible Use

Adapted from Section 2.4 in Transportation Analysis Guidelines, LADOT, July 2020

Impacts regarding the potential increase of hazards due to a geometric design feature generally relate to the design of access points to and from the project site, and may include safety, operational, or capacity impacts. Impacts can be related to vehicle/vehicle, vehicle/bicycle, or vehicle/pedestrian conflicts as well as to operational delays caused by vehicles slowing and/or queuing to access a project site. These conflicts may be created by the driveway configuration or through the placement of project driveway(s) in areas of inadequate visibility, adjacent to bicycle or pedestrian facilities, or too close to busy or congested intersections. These impacts are typically evaluated for permanent conditions after project completion but can also be evaluated for temporary conditions during project construction. If the project requires a discretionary action, and the answer is “yes” to either of the following questions, further analysis will be required to assess whether the project would result in impacts due to geometric design hazards or incompatible uses:

Screening Criteria

- Is the project proposing new driveways, or introducing new vehicle access to the property from the public right-of-way?
 - Yes, the Project is proposing new driveways and to introduce new vehicle access to the property from the public right-of-way. The Project would maintain the total number of driveways that exist today.
- Is the project proposing to make any voluntary or required modifications to the public right-of-way (i.e., street dedications, reconfigurations of curb line, etc.)?
 - Yes, the Project proposes a merger area along Wilcox Avenue, as well as widening of the frontage sidewalk on Sunset Blvd. The Project is also requesting a waiver of dedications and improvements of a five-foot dedication along the entire alley abutting the lot with APN 5546-014-014 and a five-foot dedication along the alley abutting the lot with APN 5546-014-017.

Assessing Project Impacts

Project access points, internal circulation, and parking access were reviewed to assess vehicle, bicycle, and pedestrian safety impacts from an operational and safety perspective (e.g. turning radii, driveway queuing, and line of sight for turns into and out of project driveway[s]) through the lens of Threshold T-3:

Threshold T-3: Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Operational and safety issues related to the potential for vehicle/pedestrian and vehicle/bicycle conflicts and the severity of consequences that could result were considered for locations where project driveways would cross pedestrian facilities or bicycle facilities (bike lanes or bike paths). Preliminary project access



plans were reviewed in light of commonly accepted traffic engineering design standards (Section 321 of LADOT's Manual of Policies and Procedures, which provides guidance on driveway design) to ascertain whether any deficiencies are apparent in the site access plans which would be considered significant. The determination of significance considered the following factors:

- The relative amount of pedestrian activity at project access points.
 - The Project site is located in a mixed-use area with residential and commercial development. Pedestrian counts conducted at the intersection of Sunset Boulevard & Wilcox Avenue, the closest intersection to proposed Project driveways with available count data, indicate a moderate level of pedestrian activity in the AM and PM peak periods. The Project will maintain the existing sidewalk widths along Cole Place and De Longpre Avenue and contribute to improving walkability with enhancements to the Project site, such as adding street trees and a merger area along a portion of Wilcox Avenue. The Project will also widen the frontage sidewalk on Sunset Boulevard, but maintain the existing roadway width and right-of-way designations according to the definitions in the Mobility Plan.
- Design features/physical configurations that affect the visibility of pedestrians and bicyclists to drivers entering and exiting the site, and the visibility of cars to pedestrians and bicyclists.
 - Pedestrian access to the Project site would be provided via existing sidewalks around the perimeter of the Project Site and through pedestrian entry points on Sunset Boulevard and Wilcox Avenue. Employees and visitors arriving to the Project site by bicycle would have the same access opportunities as pedestrians and would be able to utilize on-site bicycle parking facilities. The Project's access locations would be designed to the City standards and would provide adequate sight distance, sidewalks, crosswalks, and pedestrian movement controls that meet the City's requirements to protect pedestrian safety. All roadways and driveways will intersect at right angles. Street trees and other potential impediments to adequate driver and pedestrian visibility would be minimal. Pedestrian entrances separated from vehicular driveways would provide access from the adjacent streets, parking facilities, and transit stops.
- The type of bicycle facilities the project driveway(s) crosses and the relative level of utilization.
 - Wilcox Avenue is currently a sharrowed bike route per the Mobility Plan 2035. The counts collected at Sunset Boulevard & Wilcox Avenue show 16 bicyclists in the AM peak and 26 bicyclists in the PM peak period. The Project has proposed that the ingress and egress on Wilcox Avenue be separated with two different, one-way driveways. As a result, the number of potential conflicts at any one location are reduced.
- The physical conditions of the site and surrounding area, such as curves, slopes, walks, landscaping or other barriers, that could result in vehicle/pedestrian, vehicle/bicycle, or vehicle/vehicle impacts.
 - The streets adjacent to the Project site (Sunset Boulevard, Wilcox Avenue, Cole Place and De Longpre Avenue) are flat and do not curve. The Project driveways will be flat for approximately 30 feet within the project site before they intersect the sidewalks. The Project would locate driveways at right angles to avoid visibility challenges once vehicles have exited the subterranean parking garage.



- The project location, or project-related changes to the public right-of-way, relative to proximity to the High Injury Network or a Safe Routes to School program area.
 - Sunset Boulevard is on the City's High Injury Network; however, the Project proposes driveway access along Wilcox Avenue and Cole Place, not along Sunset Boulevard. This helps minimize potential conflicts between vehicles, pedestrians, and bicyclists traveling on Sunset Boulevard and would not preclude the City from implementing changes associated with Vision Zero. The Project is not located in a Safe Routes to School program area.
- Any other conditions, including the approximate location of incompatible uses that would substantially increase a transportation hazard.
 - The Project is located in a mixed-use area and proposes mixed-use development that is consistent with the surrounding area. The Project's multimodal amenities and location of driveways would not substantially increase transportation hazards.

Cumulative Impacts

There are no nearby related projects with access points proposed along the same block(s) as the proposed Project. Accordingly, no significant cumulative impacts are anticipated to which both the Project and other nearby related projects would substantially increase hazards due to a geometric design feature or incompatible use.



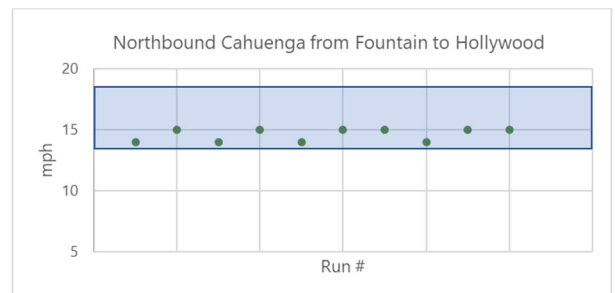
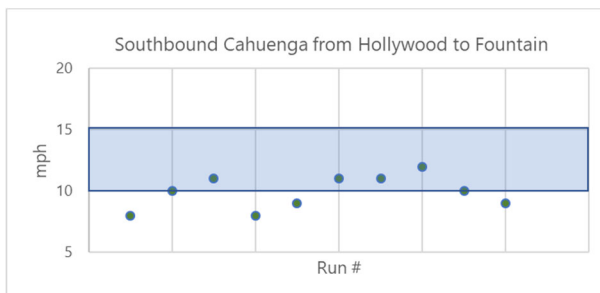
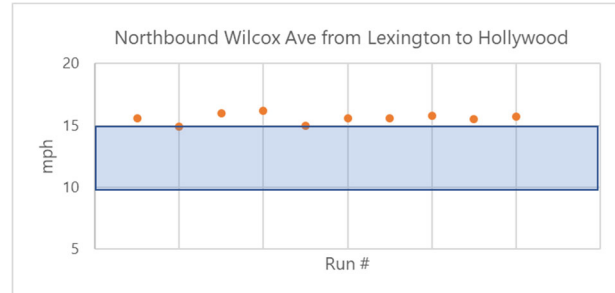
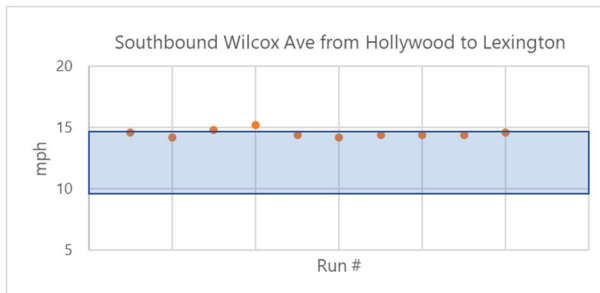
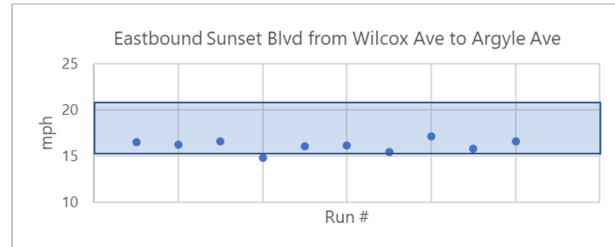
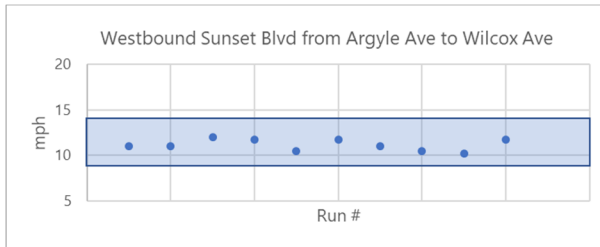
Appendix F: Calibration of Synchro Microsimulation Using Inrix Data



Synchro Microsimulation Network Speed Calibration – AM Peak Hour

Dots – Average of Synchro microsimulation runs 1-10

Blue Rectangle – Inrix speed shown with a 95% confidence interval

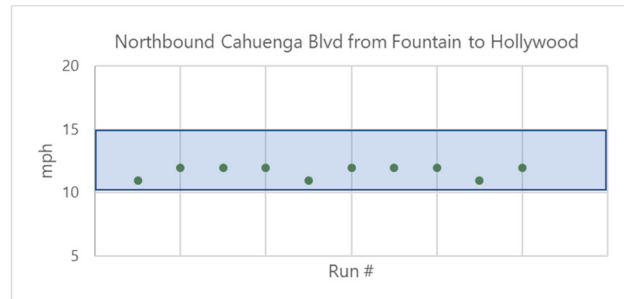
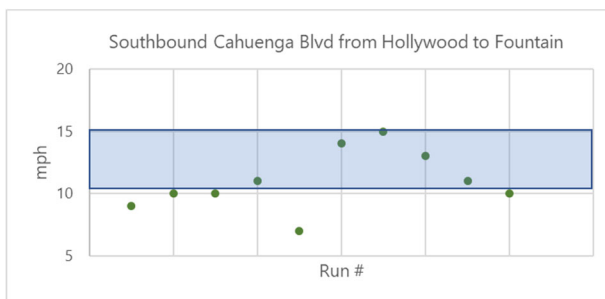
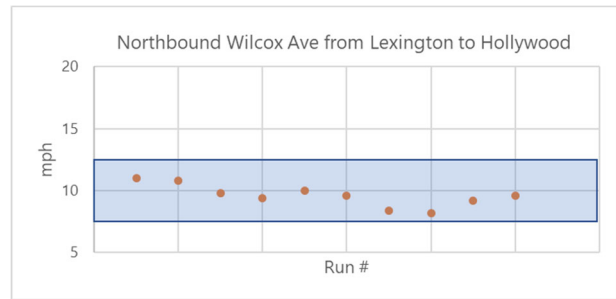
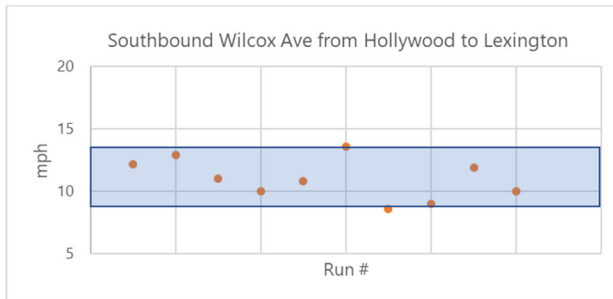
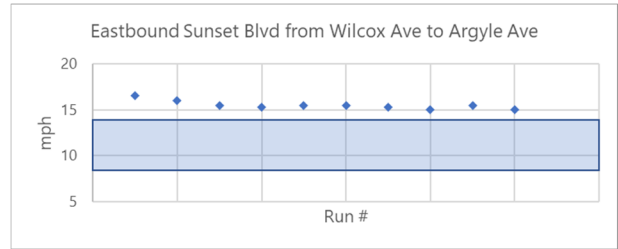
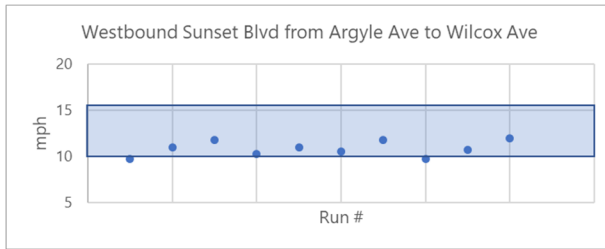




Synchro Microsimulation Network Speed Calibration – PM Peak Hour

Dots – Average of Synchro microsimulation runs 1-10

Blue Rectangle – Inrix speed shown with a 95% confidence interval





Appendix G: Turning Movement Volumes and Lane Configurations

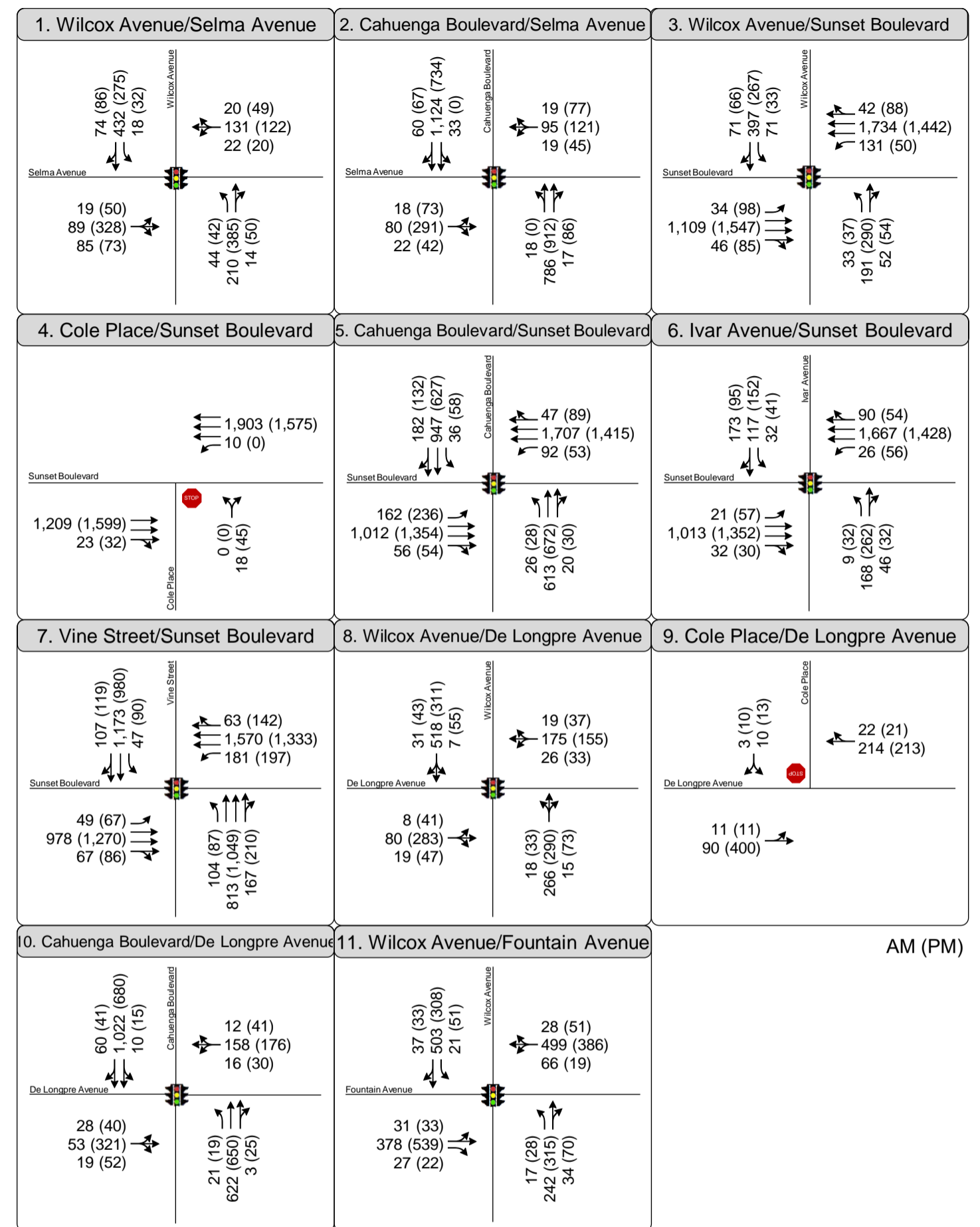
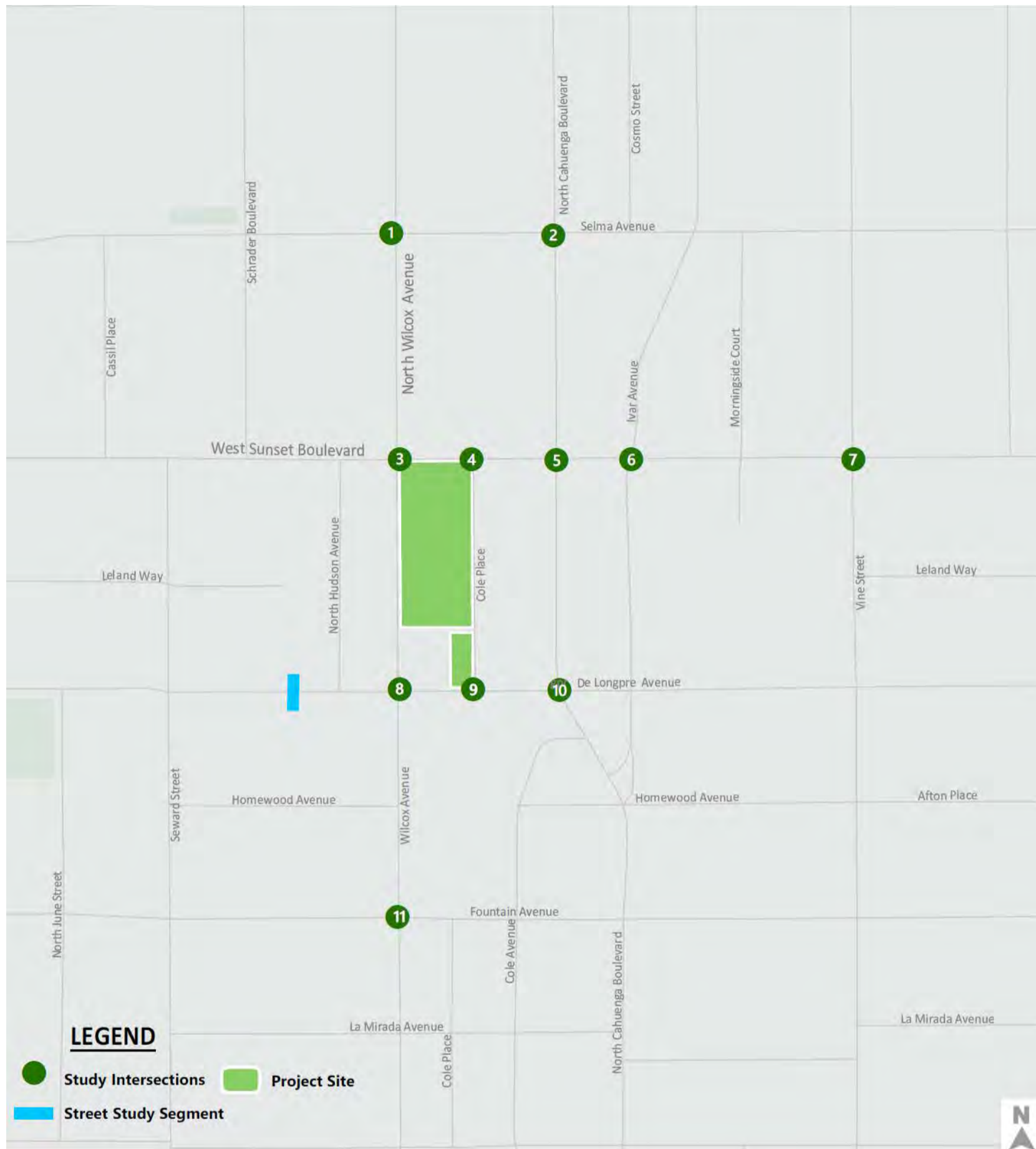


Figure G1
Peak Hour Traffic Volumes and Lane Configurations
Baseline (2020)



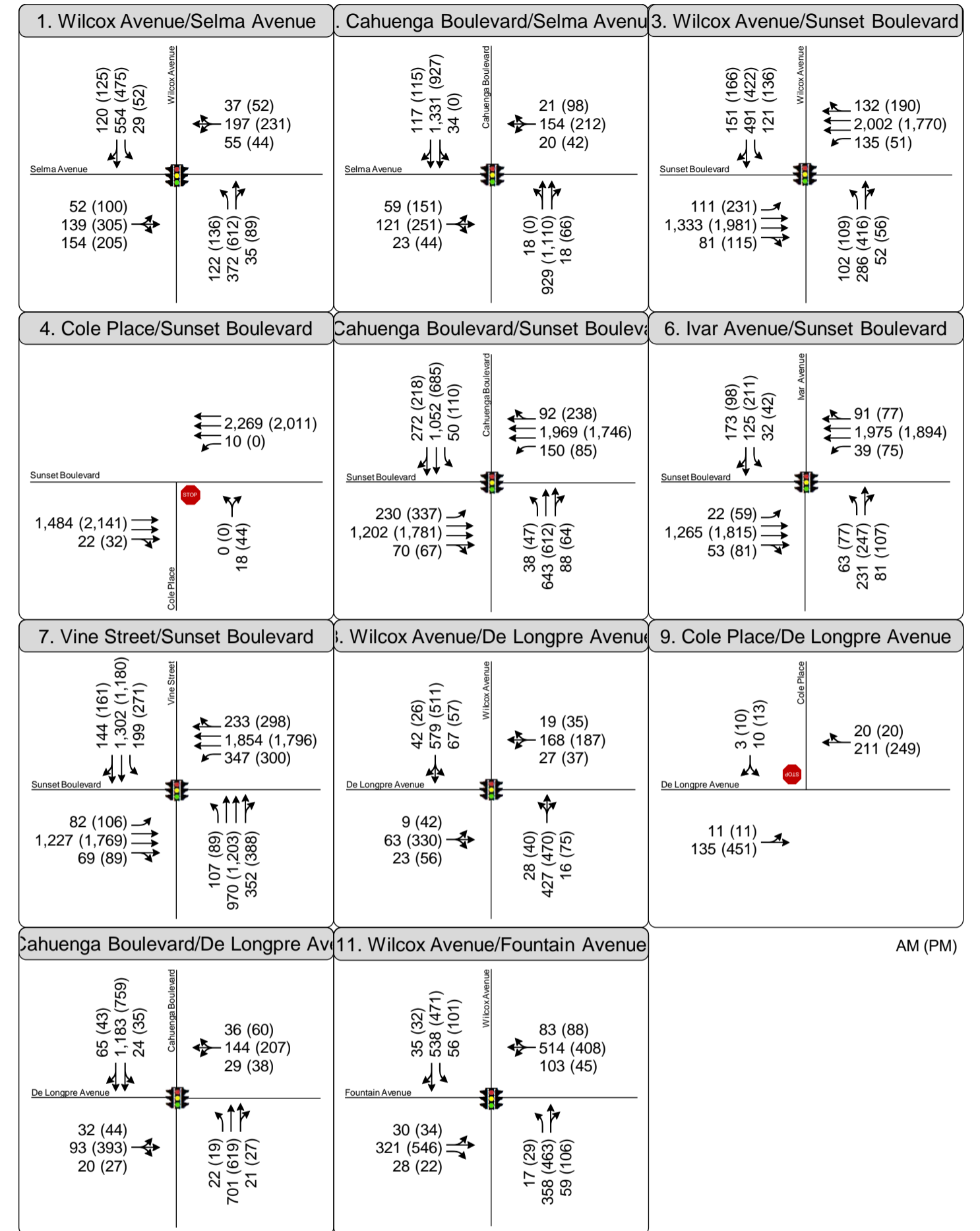
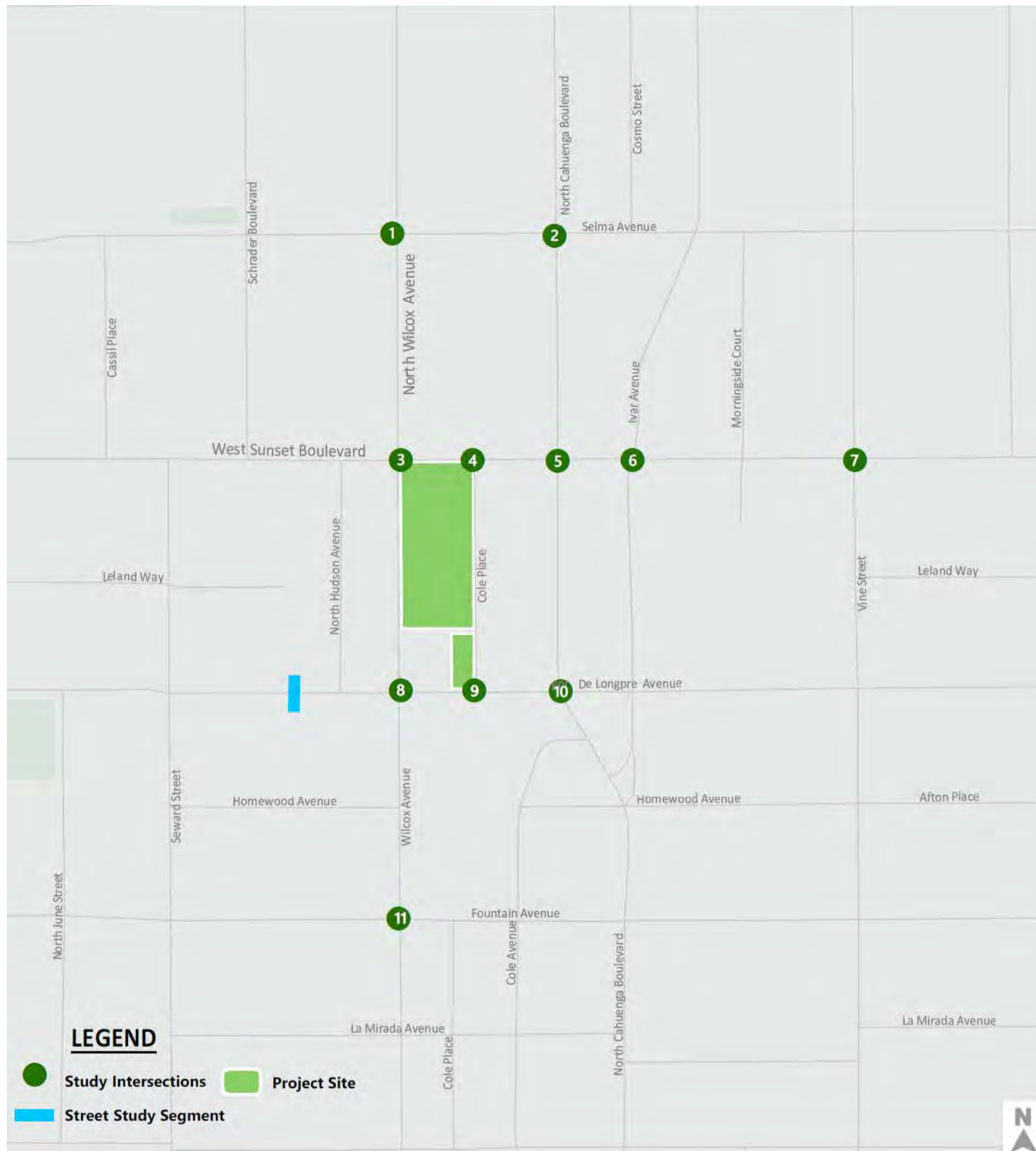


Figure G2
Peak Hour Traffic Volumes and Lane Configurations
Future Base (2026)



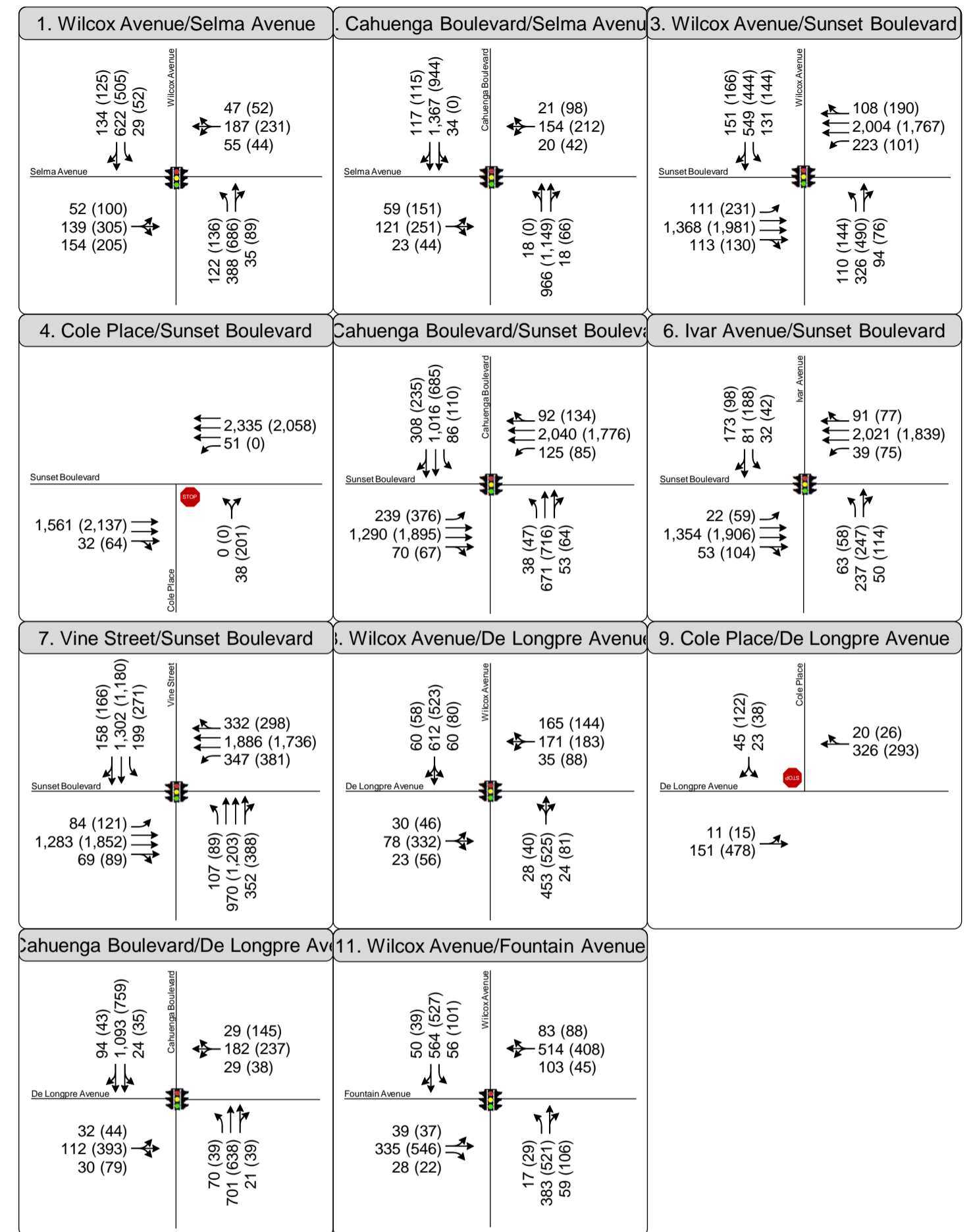
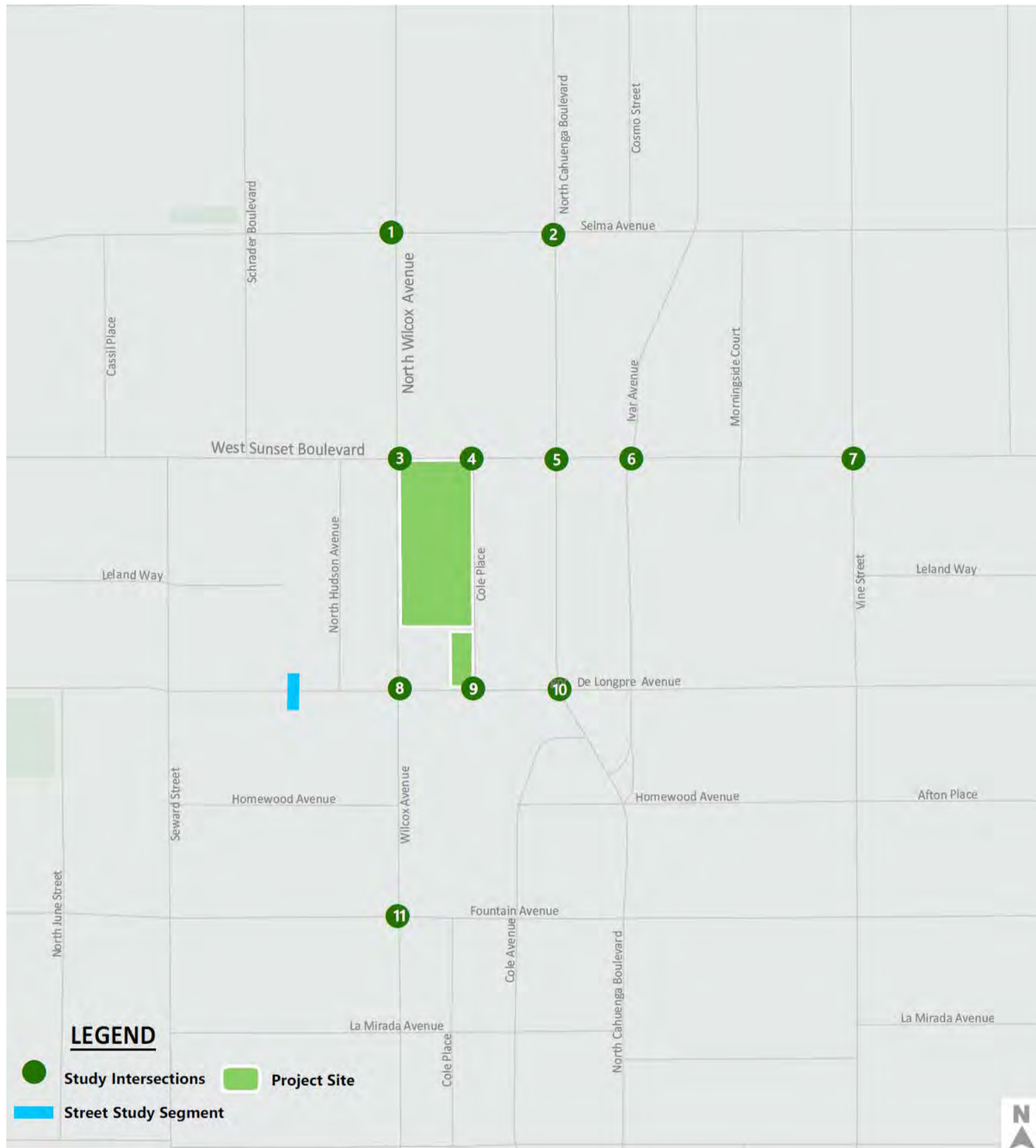


Figure G3
Peak Hour Traffic Volumes and Lane Configurations
Future Base Plus Project (2026)





Appendix H: Intersection and Project Driveway LOS Analysis Sheets

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Sunset+Wilcox
Baseline
AM Peak Hour

Intersection 1 Wilcox Ave/Selma Ave Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	44	43	98.0%	12.4	7.0	B
	Through	202	199	98.4%	3.1	0.7	A
	Right Turn	14	14	100.0%	1.6	1.4	A
	Subtotal	260	256	98.4%	4.5	1.8	A
SB	Left Turn	18	17	96.1%	15.1	13.5	B
	Through	421	419	99.5%	18.9	19.0	B
	Right Turn	72	71	97.9%	16.0	16.5	B
	Subtotal	511	507	99.2%	18.4	18.5	B
EB	Left Turn	21	21	100.5%	36.7	6.1	D
	Through	93	93	99.9%	32.4	8.2	C
	Right Turn	84	84	100.1%	25.0	10.8	C
	Subtotal	198	198	100.1%	29.9	8.0	C
WB	Left Turn	23	23	100.9%	34.3	12.7	C
	Through	130	128	98.1%	26.5	4.2	C
	Right Turn	22	22	100.0%	11.6	6.7	B
	Subtotal	175	173	98.7%	25.3	3.6	C
Total		1,144	1,133	99.1%	18.8	9.8	B

Intersection 2 Cahuenga Blvd/Selma Ave Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	17	16	91.2%	16.5	18.5	B
	Through	798	798	100.0%	2.7	0.6	A
	Right Turn	17	16	92.4%	1.7	0.9	A
	Subtotal	832	829	99.7%	2.8	0.6	A
SB	Left Turn	33	29	88.8%	21.2	12.8	C
	Through	1,124	1,105	98.3%	9.5	10.1	A
	Right Turn	59	57	95.8%	8.2	8.3	A
	Subtotal	1,216	1,191	98.0%	9.7	10.0	A
EB	Left Turn	18	18	101.1%	42.7	14.1	D
	Through	82	82	100.0%	35.7	5.8	D
	Right Turn	23	23	101.7%	31.5	10.9	C
	Subtotal	123	124	100.5%	35.8	4.7	D
WB	Left Turn	19	16	86.3%	39.2	11.1	D
	Through	101	101	99.5%	34.5	4.9	C
	Right Turn	18	18	98.3%	19.7	7.0	B
	Subtotal	138	135	97.5%	33.4	4.1	C
Total		2,309	2,279	98.7%	19.3	5.4	B

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Sunset+Wilcox
Baseline
AM Peak Hour

Intersection 3 Wilcox Ave/Sunset Blvd Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	35	35	99.7%	71.9	38.7	E
	Through	193	193	100.1%	19.3	4.2	B
	Right Turn	52	52	100.0%	13.2	8.9	B
	Subtotal	280	280	100.0%	24.9	5.9	C
SB	Left Turn	67	66	98.1%	72.8	35.7	E
	Through	387	385	99.4%	61.4	34.8	E
	Right Turn	71	71	100.4%	59.1	37.0	E
	Subtotal	525	522	99.4%	62.7	35.1	E
EB	Left Turn	32	28	88.1%	39.6	10.2	D
	Through	1,111	1,111	100.0%	8.7	0.9	A
	Right Turn	45	42	93.6%	8.3	2.3	A
	Subtotal	1,188	1,182	99.5%	9.4	0.9	A
WB	Left Turn	131	125	95.6%	21.6	5.9	C
	Through	1,734	1,722	99.3%	2.1	0.3	A
	Right Turn	38	35	92.9%	1.8	1.5	A
	Subtotal	1,903	1,883	98.9%	3.5	0.7	A
Total		3,896	3,866	99.2%	15.1	4.8	B

Intersection 4 Cole Pl/Sunset Blvd Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn	22	22	100.5%	8.8	10.9	A
	Subtotal	22	22	100.5%	8.8	10.9	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	1,208	1,208	100.0%	2.2	1.0	A
	Right Turn	22	21	94.5%	1.1	0.6	A
	Subtotal	1,230	1,229	99.9%	2.2	1.0	A
WB	Left Turn	11	11	95.5%	7.0	4.4	A
	Through	1,903	1,884	99.0%	1.8	0.2	A
	Right Turn						
	Subtotal	1,914	1,895	99.0%	1.8	0.2	A
Total		3,166	3,146	99.4%	3.5	0.4	A

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Sunset+Wilcox
Baseline
AM Peak Hour

Intersection 5 Cahuenga Blvd/Sunset Blvd Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	24	22	93.3%	115.3	51.4	F
	Through	624	624	100.0%	10.9	1.9	B
	Right Turn	20	19	95.5%	8.5	6.0	A
	Subtotal	668	666	99.7%	14.5	2.7	B
SB	Left Turn	36	33	90.8%	72.3	20.0	E
	Through	947	936	98.9%	47.8	17.3	D
	Right Turn	182	171	94.0%	49.8	16.7	D
	Subtotal	1,165	1,140	97.9%	48.9	17.1	D
EB	Left Turn	162	159	97.8%	43.4	13.4	D
	Through	1,019	1,019	100.0%	9.1	1.3	A
	Right Turn	53	51	97.0%	5.1	3.2	A
	Subtotal	1,234	1,228	99.5%	13.5	3.2	B
WB	Left Turn	93	93	99.7%	58.4	31.2	E
	Through	1,707	1,701	99.7%	9.5	1.7	A
	Right Turn	48	48	100.4%	8.8	2.4	A
	Subtotal	1,848	1,842	99.7%	11.8	3.1	B
Total		4,915	4,876	99.2%	33.1	4.5	C

Intersection 6 Ivar Ave/Sunset Blvd Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	11	11	95.5%	25.6	16.3	C
	Through	161	158	98.0%	25.3	6.9	C
	Right Turn	47	47	99.1%	13.5	7.3	B
	Subtotal	219	215	98.1%	23.1	6.2	C
SB	Left Turn	32	32	100.3%	40.3	11.9	D
	Through	119	119	99.6%	34.2	7.5	C
	Right Turn	168	167	99.4%	19.2	9.4	B
	Subtotal	319	318	99.6%	26.9	7.9	C
EB	Left Turn	21	20	97.1%	19.6	5.1	B
	Through	1,021	1,021	100.0%	4.3	1.1	A
	Right Turn	32	30	94.1%	1.2	1.0	A
	Subtotal	1,074	1,072	99.8%	4.5	1.0	A
WB	Left Turn	28	28	98.6%	25.7	8.2	C
	Through	1,668	1,668	100.0%	24.2	6.2	C
	Right Turn	89	89	99.4%	24.4	4.1	C
	Subtotal	1,785	1,784	99.9%	24.3	6.1	C
Total		3,397	3,388	99.7%	22.3	3.1	C

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Sunset+Wilcox
Baseline
AM Peak Hour

Intersection 7 Vine St/Sunset Blvd Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	104	103	99.2%	29.1	6.3	C
	Through	801	799	99.8%	13.9	1.7	B
	Right Turn	162	162	99.7%	9.2	1.5	A
	Subtotal	1,067	1,064	99.7%	14.7	1.8	B
SB	Left Turn	47	45	94.7%	38.1	9.3	D
	Through	1,181	1,181	100.0%	32.1	9.4	C
	Right Turn	107	106	99.1%	32.8	9.8	C
	Subtotal	1,335	1,332	99.8%	32.4	9.3	C
EB	Left Turn	49	47	96.1%	52.5	11.2	D
	Through	982	982	100.0%	23.7	2.6	C
	Right Turn	67	65	97.3%	21.3	3.9	C
	Subtotal	1,098	1,095	99.7%	24.8	2.9	C
WB	Left Turn	184	184	100.2%	61.5	9.4	E
	Through	1,573	1,573	100.0%	44.8	9.7	D
	Right Turn	63	57	90.5%	38.6	12.6	D
	Subtotal	1,820	1,814	99.7%	46.2	9.4	D
Total		5,320	5,304	99.7%	48.0	4.9	D

Intersection 8 Wilcox Ave/De Longpre Ave Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	19	19	98.9%	19.8	7.5	B
	Through	269	269	100.0%	10.9	2.8	B
	Right Turn	15	15	101.3%	7.4	3.9	A
	Subtotal	303	303	100.0%	11.3	2.6	B
SB	Left Turn	6	5	88.3%	6.4	6.7	A
	Through	507	492	97.0%	4.0	0.8	A
	Right Turn	31	30	96.8%	2.4	2.5	A
	Subtotal	544	527	96.9%	3.9	0.8	A
EB	Left Turn	8	7	91.3%	26.5	28.0	C
	Through	80	77	96.6%	27.3	3.5	C
	Right Turn	18	18	100.0%	18.0	10.3	B
	Subtotal	106	103	96.8%	25.2	4.5	C
WB	Left Turn	26	22	85.8%	26.0	14.5	C
	Through	173	173	99.9%	25.3	5.5	C
	Right Turn	19	19	97.9%	16.1	13.2	B
	Subtotal	218	214	98.0%	24.7	5.3	C
Total		1,171	1,147	97.9%	14.5	1.4	B

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Sunset+Wilcox
Baseline
AM Peak Hour

Intersection 9

Cole Pl/De Longpre Ave

Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	10	10	97.0%	4.8	2.3	A
	Through						
	Right Turn	3	3	103.3%	0.9	1.5	A
	Subtotal	13	13	98.5%	4.7	2.3	A
EB	Left Turn	11	10	88.2%	3.4	2.2	A
	Through	90	88	97.8%	1.7	0.5	A
	Right Turn						
	Subtotal	101	98	96.7%	1.9	0.7	A
WB	Left Turn						
	Through	212	209	98.6%	3.4	1.8	A
	Right Turn	22	22	101.8%	2.3	3.8	A
	Subtotal	234	232	98.9%	3.3	1.8	A
Total		348	342	98.3%	4.8	1.1	A

Intersection 10

Cahuenga Blvd/De Longpre Ave

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	21	21	101.0%	52.2	13.4	D
	Through	627	627	99.9%	7.3	1.2	A
	Right Turn	2	2	110.0%	1.7	3.8	A
	Subtotal	650	650	100.0%	9.2	1.4	A
SB	Left Turn	10	8	82.0%	9.3	8.6	A
	Through	1,022	1,014	99.2%	6.7	2.5	A
	Right Turn	60	57	95.3%	5.5	2.1	A
	Subtotal	1,092	1,079	98.8%	6.7	2.4	A
EB	Left Turn	29	29	98.3%	44.2	13.9	D
	Through	53	50	93.8%	32.5	12.0	C
	Right Turn	19	19	101.1%	16.6	9.9	B
	Subtotal	101	97	96.4%	33.3	8.9	C
WB	Left Turn	17	17	98.2%	37.1	18.8	D
	Through	154	154	99.9%	30.9	3.5	C
	Right Turn	13	13	97.7%	15.9	15.6	B
	Subtotal	184	183	99.6%	30.7	3.6	C
Total		2,027	2,010	99.1%	13.0	1.1	B

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Sunset+Wilcox
Baseline
AM Peak Hour

Intersection 11 Wilcox Ave/Fountain Ave Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	16	12	77.5%	35.7	20.4	D
	Through	245	245	99.8%	17.5	1.4	B
	Right Turn	36	36	98.9%	11.3	3.7	B
	Subtotal	297	293	98.5%	17.7	0.8	B
SB	Left Turn	20	18	88.0%	19.4	11.0	B
	Through	495	485	97.9%	16.3	2.8	B
	Right Turn	34	31	90.0%	12.0	5.8	B
	Subtotal	549	533	97.0%	16.1	3.1	B
EB	Left Turn	30	30	101.3%	38.9	12.1	D
	Through	379	379	100.0%	20.7	8.2	C
	Right Turn	28	28	98.9%	10.0	10.2	A
	Subtotal	437	437	100.0%	21.3	7.8	C
WB	Left Turn	66	66	100.6%	31.0	13.3	C
	Through	496	496	99.9%	22.5	10.4	C
	Right Turn	30	30	99.7%	19.2	8.2	B
	Subtotal	592	592	100.0%	23.2	10.4	C
Total		1,875	1,854	98.9%	25.0	4.8	C

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Sunset+Wilcox
Baseline
PM Peak Hour

Intersection 1 Wilcox Ave/Selma Ave Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	43	43	98.8%	33.2	15.8	C
	Through	385	379	98.4%	18.4	10.3	B
	Right Turn	50	43	85.6%	19.2	11.1	B
	Subtotal	478	464	97.1%	19.6	10.6	B
SB	Left Turn	32	28	87.2%	51.2	64.0	D
	Through	275	260	94.6%	67.9	76.8	E
	Right Turn	86	84	98.1%	43.2	51.0	D
	Subtotal	393	372	94.8%	61.4	69.5	E
EB	Left Turn	50	50	100.2%	57.9	36.9	E
	Through	328	327	99.7%	56.6	36.4	E
	Right Turn	76	76	100.1%	52.6	42.3	D
	Subtotal	454	453	99.8%	56.2	37.4	E
WB	Left Turn	20	19	94.0%	60.2	33.7	E
	Through	125	125	99.8%	26.7	3.5	C
	Right Turn	49	48	97.6%	15.5	4.8	B
	Subtotal	194	191	98.7%	26.1	4.1	C
Total		1,519	1,481	97.5%	28.3	24.4	C

Intersection 2 Cahuenga Blvd/Selma Ave Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through	912	893	97.9%	7.2	0.9	A
	Right Turn	86	84	97.2%	6.7	2.3	A
	Subtotal	998	976	97.8%	7.2	0.8	A
SB	Left Turn						
	Through	741	741	100.0%	30.3	41.8	C
	Right Turn	67	66	98.1%	28.4	42.8	C
	Subtotal	808	807	99.8%	30.3	41.9	C
EB	Left Turn	73	69	94.2%	29.4	11.3	C
	Through	291	283	97.2%	25.7	11.2	C
	Right Turn	44	44	100.0%	21.2	12.3	C
	Subtotal	408	396	97.0%	26.0	10.9	C
WB	Left Turn	45	37	82.9%	37.3	17.6	D
	Through	125	125	99.9%	23.5	6.2	C
	Right Turn	80	80	99.8%	15.9	4.4	B
	Subtotal	250	242	96.8%	23.5	7.0	C
Total		2,464	2,421	98.2%	19.5	14.3	B

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Sunset+Wilcox
Baseline
PM Peak Hour

Intersection 3 Wilcox Ave/Sunset Blvd Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	37	35	94.9%	54.7	15.7	D
	Through	290	285	98.2%	36.3	5.1	D
	Right Turn	54	51	95.0%	19.7	5.6	B
	Subtotal	381	371	97.4%	35.6	4.8	D
SB	Left Turn	36	36	99.2%	162.2	110.3	F
	Through	267	247	92.7%	129.1	116.3	F
	Right Turn	66	63	95.9%	104.5	119.3	F
	Subtotal	369	346	93.9%	127.8	115.5	F
EB	Left Turn	98	95	96.9%	37.5	4.4	D
	Through	1,549	1,549	100.0%	9.0	1.5	A
	Right Turn	85	77	91.1%	27.0	28.4	C
	Subtotal	1,732	1,721	99.4%	11.5	2.5	B
WB	Left Turn	50	44	88.4%	130.4	142.9	F
	Through	1,452	1,452	100.0%	3.1	2.5	A
	Right Turn	88	87	98.4%	2.3	1.8	A
	Subtotal	1,590	1,583	99.5%	6.1	5.2	A
Total		4,072	4,021	98.8%	19.1	7.7	B

Intersection 4 Cole Pl/Sunset Blvd Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn	45	42	92.9%	8.7	3.8	A
	Subtotal	45	42	92.9%	8.7	3.8	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	1,601	1,601	100.0%	2.6	1.2	A
	Right Turn	32	32	101.3%	1.4	0.7	A
	Subtotal	1,633	1,633	100.0%	2.6	1.1	A
WB	Left Turn						
	Through	1,583	1,583	100.0%	2.5	2.9	A
	Right Turn						
	Subtotal	1,583	1,583	100.0%	2.5	2.9	A
Total		3,261	3,258	99.9%	3.6	1.8	A

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Sunset+Wilcox
Baseline
PM Peak Hour

Intersection 5 Cahuenga Blvd/Sunset Blvd Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	30	30	101.0%	78.1	48.7	E
	Through	672	660	98.2%	23.1	6.2	C
	Right Turn	30	28	93.3%	22.9	10.7	C
	Subtotal	732	718	98.1%	25.6	7.8	C
SB	Left Turn	60	60	100.3%	140.3	113.3	F
	Through	627	616	98.3%	51.3	39.6	D
	Right Turn	138	138	100.0%	48.5	33.8	D
	Subtotal	825	815	98.7%	58.8	46.0	E
EB	Left Turn	236	229	96.9%	30.5	6.4	C
	Through	1,358	1,358	100.0%	8.1	1.8	A
	Right Turn	56	56	99.1%	5.2	2.6	A
	Subtotal	1,650	1,642	99.5%	11.3	2.2	B
WB	Left Turn	53	50	94.0%	169.1	47.9	F
	Through	1,416	1,416	100.0%	18.7	7.0	B
	Right Turn	89	89	99.4%	15.3	7.3	B
	Subtotal	1,558	1,554	99.7%	24.2	9.4	C
Total		4,765	4,729	99.2%	29.8	9.1	C

Intersection 6 Ivar Ave/Sunset Blvd Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	32	29	91.9%	54.5	36.4	D
	Through	263	263	99.9%	27.2	5.7	C
	Right Turn	33	33	99.7%	23.7	8.5	C
	Subtotal	328	325	99.1%	29.7	7.8	C
SB	Left Turn	41	40	98.3%	110.6	124.6	F
	Through	154	154	99.7%	96.4	100.4	F
	Right Turn	95	91	95.4%	94.9	103.1	F
	Subtotal	290	285	98.1%	99.5	101.7	F
EB	Left Turn	60	60	99.5%	42.1	14.9	D
	Through	1,356	1,356	100.0%	6.2	2.3	A
	Right Turn	30	29	96.3%	2.8	2.7	A
	Subtotal	1,446	1,445	99.9%	7.8	2.7	A
WB	Left Turn	56	53	93.8%	70.6	27.7	E
	Through	1,436	1,436	100.0%	54.5	28.8	D
	Right Turn	57	57	100.0%	50.6	28.9	D
	Subtotal	1,549	1,546	99.8%	54.8	28.5	D
Total		3,613	3,600	99.6%	42.1	18.4	D

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Sunset+Wilcox
Baseline
PM Peak Hour

Intersection 7 Vine St/Sunset Blvd Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	87	83	95.9%	45.2	7.5	D
	Through	1,052	1,052	100.0%	29.4	4.2	C
	Right Turn	210	205	97.8%	20.3	4.2	C
	Subtotal	1,349	1,340	99.4%	29.1	4.3	C
SB	Left Turn	90	84	92.8%	67.1	19.9	E
	Through	980	978	99.8%	65.7	27.0	E
	Right Turn	121	121	100.0%	69.1	32.3	E
	Subtotal	1,191	1,183	99.3%	66.3	26.8	E
EB	Left Turn	71	71	100.1%	47.6	5.8	D
	Through	1,274	1,274	100.0%	21.0	5.9	C
	Right Turn	86	81	94.5%	22.7	9.2	C
	Subtotal	1,431	1,426	99.6%	22.4	5.5	C
WB	Left Turn	197	189	95.7%	62.8	34.4	E
	Through	1,348	1,348	100.0%	29.4	8.9	C
	Right Turn	142	142	99.9%	27.2	6.9	C
	Subtotal	1,687	1,678	99.5%	33.5	10.8	C
Total		5,658	5,627	99.5%	46.3	7.8	D

Intersection 8 Wilcox Ave/De Longpre Ave Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	33	30	90.0%	62.3	59.1	E
	Through	290	282	97.1%	67.6	76.6	E
	Right Turn	73	71	96.7%	69.1	77.4	E
	Subtotal	396	382	96.4%	67.9	75.2	E
SB	Left Turn	55	53	95.8%	133.7	117.4	F
	Through	311	282	90.8%	19.7	14.0	B
	Right Turn	43	40	92.6%	14.0	19.1	B
	Subtotal	409	375	91.6%	30.6	23.2	C
EB	Left Turn	42	42	99.8%	40.3	14.0	D
	Through	284	284	100.0%	43.0	18.6	D
	Right Turn	47	47	100.4%	36.1	20.2	D
	Subtotal	373	373	100.1%	42.0	18.0	D
WB	Left Turn	33	33	101.2%	25.8	15.6	C
	Through	155	153	99.0%	15.3	4.6	B
	Right Turn	37	37	100.0%	6.4	3.8	A
	Subtotal	225	224	99.5%	15.7	5.6	B
Total		1,403	1,354	96.5%	26.2	25.7	C

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Sunset+Wilcox
Baseline
PM Peak Hour

Intersection 9

Cole Pl/De Longpre Ave

Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	13	12	88.5%	177.3	202.2	F
	Through						
	Right Turn	10	10	102.0%	3.6	3.1	A
	Subtotal	23	22	94.3%	143.8	208.5	F
EB	Left Turn	11	9	79.1%	18.3	14.1	C
	Through	400	400	100.1%	28.6	7.4	D
	Right Turn						
	Subtotal	411	409	99.5%	28.6	6.9	D
WB	Left Turn						
	Through	213	213	99.8%	1.5	0.2	A
	Right Turn	21	21	99.5%	0.9	0.4	A
	Subtotal	234	233	99.7%	1.5	0.1	A
Total		668	664	99.4%	21.8	5.6	C

Intersection 10

Cahuenga Blvd/De Longpre Ave

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	19	18	95.3%	52.0	7.6	D
	Through	650	643	98.9%	6.9	1.3	A
	Right Turn	25	25	99.6%	5.0	3.7	A
	Subtotal	694	686	98.8%	8.2	1.5	A
SB	Left Turn	17	17	97.1%	16.4	10.5	B
	Through	680	662	97.4%	10.9	3.2	B
	Right Turn	41	41	99.3%	10.7	6.8	B
	Subtotal	738	719	97.5%	11.0	3.1	B
EB	Left Turn	41	41	100.0%	33.0	9.6	C
	Through	321	319	99.4%	45.2	3.6	D
	Right Turn	53	53	100.4%	33.4	9.0	C
	Subtotal	415	413	99.6%	42.6	3.6	D
WB	Left Turn	32	32	99.7%	24.6	7.4	C
	Through	176	176	100.1%	12.7	3.2	B
	Right Turn	41	37	89.8%	6.9	3.2	A
	Subtotal	249	245	98.3%	13.7	2.1	B
Total		2,096	2,063	98.4%	16.9	1.6	B

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Sunset+Wilcox
Baseline
PM Peak Hour

Intersection 11 Wilcox Ave/Fountain Ave Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	28	27	96.1%	104.4	63.6	F
	Through	315	305	96.7%	75.6	55.4	E
	Right Turn	70	67	95.4%	73.4	59.8	E
	Subtotal	413	398	96.5%	77.0	55.8	E
SB	Left Turn	51	41	79.8%	41.4	10.3	D
	Through	308	292	94.9%	32.2	7.4	C
	Right Turn	33	29	87.9%	25.8	10.3	C
	Subtotal	392	362	92.4%	32.6	7.4	C
EB	Left Turn	33	30	90.0%	147.7	92.0	F
	Through	539	511	94.8%	141.6	70.5	F
	Right Turn	22	22	101.8%	134.0	76.7	F
	Subtotal	594	563	94.8%	141.4	71.0	F
WB	Left Turn	19	15	80.5%	21.0	15.2	C
	Through	392	392	100.1%	15.2	7.0	B
	Right Turn	51	49	96.9%	12.6	7.8	B
	Subtotal	462	457	98.9%	15.1	7.1	B
Total		1,861	1,781	95.7%	73.4	28.9	E

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Sunset+Wilcox
Future Baseline
AM Peak Hour

Intersection 1 Wilcox Ave/Selma Ave Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	122	106	86.9%	16.7	5.6	B
	Through	372	335	90.0%	5.6	0.6	A
	Right Turn	35	34	98.3%	4.1	1.9	A
	Subtotal	529	475	89.8%	8.2	1.4	A
SB	Left Turn	29	26	91.0%	14.9	13.6	B
	Through	554	539	97.4%	11.8	9.1	B
	Right Turn	120	120	100.1%	9.2	8.7	A
	Subtotal	703	686	97.6%	11.5	9.2	B
EB	Left Turn	52	47	90.0%	35.3	6.7	D
	Through	139	124	89.5%	31.3	4.0	C
	Right Turn	154	141	91.6%	23.5	4.6	C
	Subtotal	345	312	90.5%	28.6	3.8	C
WB	Left Turn	55	48	86.7%	33.1	7.9	C
	Through	197	178	90.3%	25.4	7.9	C
	Right Turn	37	33	90.0%	16.2	12.0	B
	Subtotal	289	259	89.6%	26.0	6.9	C
Total		1,866	1,735	93.0%	15.8	4.2	B

Intersection 2 Cahuenga Blvd/Selma Ave Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	18	17	96.1%	11.4	7.8	B
	Through	929	895	96.3%	2.7	0.3	A
	Right Turn	18	18	100.0%	3.5	1.6	A
	Subtotal	965	930	96.4%	2.8	0.4	A
SB	Left Turn	34	27	80.0%	27.9	22.4	C
	Through	1,331	1,092	82.1%	31.7	31.8	C
	Right Turn	117	95	81.5%	32.8	32.8	C
	Subtotal	1,482	1,215	82.0%	31.8	31.7	C
EB	Left Turn	59	51	87.1%	50.3	17.9	D
	Through	121	112	92.5%	32.8	8.0	C
	Right Turn	24	24	100.0%	37.7	25.2	D
	Subtotal	203	187	92.3%	38.4	9.3	D
WB	Left Turn	21	21	100.0%	62.3	43.9	E
	Through	154	146	94.9%	29.7	4.4	C
	Right Turn	23	23	100.0%	20.3	8.7	C
	Subtotal	195	190	97.2%	32.6	3.5	C
Total		2,845	2,527	88.8%	21.6	15.2	C

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Sunset+Wilcox
Future Baseline
AM Peak Hour

Intersection 3 Wilcox Ave/Sunset Blvd Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	102	98	96.2%	39.9	10.0	D
	Through	286	270	94.4%	33.0	17.7	C
	Right Turn	52	48	91.3%	61.1	46.7	E
	Subtotal	440	416	94.5%	37.3	17.0	D
SB	Left Turn	121	115	94.7%	47.6	17.0	D
	Through	491	464	94.4%	39.5	13.5	D
	Right Turn	151	148	97.9%	33.4	13.4	C
	Subtotal	763	726	95.2%	39.8	14.1	D
EB	Left Turn	111	109	97.7%	52.4	21.2	D
	Through	1,333	1,313	98.5%	39.7	24.1	D
	Right Turn	81	76	93.6%	31.4	24.7	C
	Subtotal	1,525	1,497	98.2%	40.2	23.7	D
WB	Left Turn	135	103	76.1%	25.2	11.8	C
	Through	2,002	1,554	77.6%	8.4	1.7	A
	Right Turn	132	96	73.0%	6.9	2.9	A
	Subtotal	2,269	1,753	77.3%	9.2	2.0	A
Total		4,997	4,402	88.1%	26.2	7.0	C

Intersection 4 Cole Pl/Sunset Blvd Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn	19	19	10.0%	147.3	162.1	F
	Subtotal	19	19	100.0%	147.3	162.1	F
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	1,484	1,446	97.4%	25.5	18.5	D
	Right Turn	23	23	100.0%	17.3	17.4	C
	Subtotal	1,506	1,468	97.5%	25.4	18.5	D
WB	Left Turn	10	9	90.0%	9.4	8.3	A
	Through	2,269	1,753	77.3%	2.7	0.6	A
	Right Turn						
	Subtotal	2,279	1,762	77.3%	2.8	0.6	A
Total		3,803	3,259	85.7%	12.5	6.4	B

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Sunset+Wilcox
Future Baseline
AM Peak Hour

Intersection 5 Cahuenga Blvd/Sunset Blvd Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	38	36	94.5%	125.5	65.2	F
	Through	643	630	98.0%	45.0	26.8	D
	Right Turn	88	80	90.7%	176.8	145.6	F
	Subtotal	769	746	97.0%	62.2	36.2	E
SB	Left Turn	50	38	75.6%	209.3	152.5	F
	Through	1,052	858	81.6%	72.0	48.8	E
	Right Turn	272	230	84.4%	62.0	35.8	E
	Subtotal	1,374	1,126	81.9%	74.0	47.9	E
EB	Left Turn	230	223	97.0%	48.3	9.6	D
	Through	1,202	1,162	96.6%	38.5	20.7	D
	Right Turn	70	69	98.1%	34.2	21.4	C
	Subtotal	1,502	1,454	96.8%	39.9	17.5	D
WB	Left Turn	150	109	72.6%	58.7	36.6	E
	Through	1,969	1,497	76.0%	8.9	2.4	A
	Right Turn	92	76	82.5%	6.6	3.8	A
	Subtotal	2,211	1,682	76.1%	11.8	4.4	B
Total		5,856	5,028	85.9%	40.7	15.5	D

Intersection 6 Ivar Ave/Sunset Blvd Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	65	65	100.0%	54.2	39.4	D
	Through	231	219	94.7%	34.3	24.3	C
	Right Turn	81	77	94.8%	34.0	25.8	C
	Subtotal	375	361	96.1%	38.9	26.8	D
SB	Left Turn	32	31	95.9%	45.0	23.2	D
	Through	125	124	98.8%	26.8	9.1	C
	Right Turn	173	173	100.1%	19.4	14.2	B
	Subtotal	330	327	99.2%	24.4	11.8	C
EB	Left Turn	25	25	100.0%	38.3	10.7	D
	Through	1,265	1,203	95.1%	32.1	17.6	C
	Right Turn	53	50	93.6%	28.2	11.2	C
	Subtotal	1,340	1,277	95.3%	32.1	17.0	C
WB	Left Turn	39	29	73.3%	41.9	22.4	D
	Through	1,975	1,447	73.3%	25.3	10.6	C
	Right Turn	91	68	74.4%	23.8	4.0	C
	Subtotal	2,105	1,544	73.3%	25.6	10.7	C
Total		4,150	3,523	84.9%	28.6	8.1	C

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Sunset+Wilcox
Future Baseline
AM Peak Hour

Intersection 7 Vine St/Sunset Blvd Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	107	105	97.9%	53.2	17.3	D
	Through	970	964	99.4%	25.6	3.9	C
	Right Turn	365	365	100.0%	29.2	8.9	C
	Subtotal	1,434	1,434	100.0%	28.6	5.5	C
SB	Left Turn	206	206	100.0%	69.0	16.1	E
	Through	1,312	1,312	100.0%	55.7	14.8	E
	Right Turn	147	147	100.0%	56.4	18.2	E
	Subtotal	1,664	1,664	100.0%	57.5	15.1	E
EB	Left Turn	82	76	92.8%	154.5	35.6	F
	Through	1,227	1,138	92.8%	116.1	24.3	F
	Right Turn	69	62	89.6%	92.0	23.0	F
	Subtotal	1,378	1,276	92.6%	117.2	24.4	F
WB	Left Turn	347	225	64.9%	182.9	36.3	F
	Through	1,854	1,291	69.6%	44.6	7.1	D
	Right Turn	233	166	71.1%	44.4	6.4	D
	Subtotal	2,434	1,681	69.1%	62.5	3.8	E
Total		6,886	6,079	88.3%	64.2	5.9	E

Intersection 8 Wilcox Ave/De Longpre Ave Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	28	26	92.5%	21.5	27.6	C
	Through	427	407	95.3%	17.4	31.3	B
	Right Turn	16	15	95.0%	13.8	27.9	B
	Subtotal	471	448	95.1%	17.7	31.0	B
SB	Left Turn	67	61	90.9%	11.3	2.5	B
	Through	579	522	90.2%	4.5	1.2	A
	Right Turn	42	42	99.0%	3.7	1.4	A
	Subtotal	688	625	90.8%	5.2	1.1	A
EB	Left Turn	9	8	84.4%	19.6	25.6	B
	Through	63	60	95.7%	29.9	7.0	C
	Right Turn	24	24	100.0%	15.8	8.4	B
	Subtotal	95	92	96.7%	26.4	6.7	C
WB	Left Turn	27	22	82.2%	31.2	10.8	C
	Through	168	156	92.7%	32.6	7.3	C
	Right Turn	19	17	90.5%	23.1	18.6	C
	Subtotal	214	195	91.2%	31.7	6.7	C
Total		1,468	1,362	92.8%	14.2	9.2	B

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Sunset+Wilcox
Future Baseline
AM Peak Hour

Intersection 9

Cole Pl/De Longpre Ave

Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	10	7	71.0%	8.4	13.7	A
	Through						
	Right Turn	3	3	83.3%	1.8	2.4	A
	Subtotal	13	10	73.8%	6.3	9.7	A
EB	Left Turn	11	11	100.0%	4.8	2.7	A
	Through	135	127	94.0%	2.1	1.1	A
	Right Turn						
	Subtotal	146	138	94.5%	2.4	1.0	A
WB	Left Turn						
	Through	211	191	90.7%	3.0	1.8	A
	Right Turn	20	18	89.5%	1.8	1.0	A
	Subtotal	231	209	90.6%	2.9	1.6	A
Total		390	357	91.5%	2.8	1.4	A

Intersection 10

Cahuenga Blvd/De Longpre Ave

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	22	21	97.3%	54.0	21.2	D
	Through	701	698	99.6%	10.1	3.2	B
	Right Turn	21	21	97.6%	14.5	19.6	B
	Subtotal	744	740	99.4%	11.5	3.8	B
SB	Left Turn	24	20	81.3%	18.1	23.0	B
	Through	1,183	966	81.6%	7.1	1.6	A
	Right Turn	65	51	78.2%	7.8	1.9	A
	Subtotal	1,272	1,036	81.4%	7.2	1.6	A
EB	Left Turn	32	28	85.9%	34.0	4.4	C
	Through	93	86	92.5%	32.9	8.6	C
	Right Turn	20	19	95.5%	12.8	16.2	B
	Subtotal	145	133	91.4%	31.5	8.0	C
WB	Left Turn	29	25	85.9%	33.8	12.9	C
	Through	144	139	96.2%	27.7	5.5	C
	Right Turn	36	36	99.4%	20.2	10.4	C
	Subtotal	209	199	95.3%	26.4	5.3	C
Total		2,370	2,114	89.2%	12.2	2.6	B

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Sunset+Wilcox
Future Baseline
AM Peak Hour

Intersection 11

Wilcox Ave/Fountain Ave

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	17	16	95.9%	44.4	14.5	D
	Through	358	346	96.8%	20.6	2.9	C
	Right Turn	63	63	100.0%	18.5	4.7	B
	Subtotal	434	426	98.2%	21.2	3.2	C
SB	Left Turn	56	47	83.6%	30.2	10.4	C
	Through	538	491	91.2%	18.1	3.6	B
	Right Turn	35	32	92.3%	13.3	5.1	B
	Subtotal	629	570	90.6%	18.7	3.4	B
EB	Left Turn	30	29	97.0%	50.9	24.9	D
	Through	322	322	100.0%	29.6	21.2	C
	Right Turn	28	28	100.0%	19.4	21.1	B
	Subtotal	379	379	99.9%	30.5	20.8	C
WB	Left Turn	103	98	95.4%	35.0	6.6	C
	Through	518	518	100.0%	27.5	7.1	C
	Right Turn	83	78	94.5%	24.0	9.4	C
	Subtotal	700	694	99.2%	28.1	7.0	C
Total		2,142	2,070	96.7%	24.6	5.9	C

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Sunset+Wilcox
Future Baseline
PM Peak Hour

Intersection 1 Wilcox Ave/Selma Ave Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	136	107	78.5%	103.6	108.5	F
	Through	612	483	78.9%	92.8	106.8	F
	Right Turn	89	66	74.0%	106.8	135.9	F
	Subtotal	837	656	78.3%	95.6	109.6	F
SB	Left Turn	52	48	91.3%	119.3	161.1	F
	Through	475	438	92.1%	40.9	18.9	D
	Right Turn	125	117	93.2%	35.9	16.8	D
	Subtotal	652	602	92.3%	42.4	17.6	D
EB	Left Turn	100	75	74.7%	102.2	151.3	F
	Through	305	240	78.6%	84.7	122.5	F
	Right Turn	205	161	78.3%	74.7	101.9	E
	Subtotal	610	475	77.9%	82.1	113.5	F
WB	Left Turn	44	38	86.4%	66.3	56.2	E
	Through	231	205	88.8%	32.6	18.7	C
	Right Turn	52	46	89.2%	30.2	20.7	C
	Subtotal	327	290	88.5%	37.2	26.4	D
Total		2,426	2,013	83.0%	55.6	30.9	E

Intersection 2 Cahuenga Blvd/Selma Ave Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	1,110	842	75.9%	13.6	15.6	B
	Right Turn	77	59	76.9%	96.6	206.0	F
	Subtotal	1,187	902	76.0%	14.7	15.7	B
SB	Left Turn						
	Through	927	880	95.0%	33.6	33.8	C
	Right Turn	115	116	101.0%	30.5	32.7	C
	Subtotal	1,042	996	95.6%	33.2	33.6	C
EB	Left Turn	151	118	77.8%	125.8	252.3	F
	Through	251	198	78.8%	133.2	267.1	F
	Right Turn	44	34	77.3%	124.7	259.6	F
	Subtotal	446	349	78.3%	43.8	53.3	D
WB	Left Turn	42	32	76.4%	48.5	41.5	D
	Through	212	174	81.8%	30.2	19.7	C
	Right Turn	98	84	85.9%	27.2	29.0	C
	Subtotal	352	290	82.3%	32.0	22.9	C
Total		3,027	2,537	83.8%	26.7	20.0	C

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Sunset+Wilcox
Future Baseline
PM Peak Hour

Intersection 3 Wilcox Ave/Sunset Blvd Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	109	95	87.5%	61.8	19.8	E
	Through	416	353	84.9%	62.9	45.1	E
	Right Turn	56	47	84.6%	66.1	73.2	E
	Subtotal	581	496	85.4%	62.5	41.1	E
SB	Left Turn	136	121	88.7%	80.9	33.7	F
	Through	422	376	89.0%	64.6	27.7	E
	Right Turn	166	146	87.7%	54.3	24.0	D
	Subtotal	724	642	88.6%	65.7	28.1	E
EB	Left Turn	231	160	69.0%	107.5	73.8	F
	Through	1,981	1,458	73.6%	23.1	4.8	C
	Right Turn	115	81	70.4%	14.6	4.2	B
	Subtotal	2,327	1,699	73.0%	29.9	6.9	C
WB	Left Turn	51	38	75.1%	45.5	35.8	D
	Through	1,770	1,342	75.8%	16.6	17.8	B
	Right Turn	190	145	76.3%	44.5	89.4	D
	Subtotal	2,011	1,526	75.9%	18.4	19.0	B
Total		5,643	4,358	77.2%	34.1	10.4	C

Intersection 4 Cole Pl/Sunset Blvd Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn	44	36	82.5%	105.7	97.3	F
	Subtotal	44	36	82.5%	105.7	97.3	F
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	2,141	1,604	74.9%	8.3	5.2	A
	Right Turn	32	22	70.0%	3.2	3.8	A
	Subtotal	2,173	1,627	74.9%	8.2	5.2	A
WB	Left Turn						
	Through	2,011	1,525	75.8%	15.0	31.0	B
	Right Turn						
	Subtotal	2,011	1,525	75.8%	15.0	31.0	B
Total		4,228	3,183	75.3%	12.9	13.3	B

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Sunset+Wilcox
Future Baseline
PM Peak Hour

Intersection 5 Cahuenga Blvd/Sunset Blvd Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	47	32	68.5%	56.0	33.0	E
	Through	612	474	77.4%	54.7	42.5	D
	Right Turn	64	44	69.1%	64.0	52.8	E
	Subtotal	723	550	76.1%	55.3	41.5	E
SB	Left Turn	110	105	95.8%	73.9	51.9	E
	Through	685	631	92.1%	69.3	53.3	E
	Right Turn	218	195	89.5%	67.2	54.3	E
	Subtotal	1,013	932	92.0%	69.4	53.2	E
EB	Left Turn	337	256	76.1%	83.4	30.5	F
	Through	1,781	1,336	75.0%	16.0	5.3	B
	Right Turn	67	47	70.6%	15.3	6.9	B
	Subtotal	2,185	1,639	75.0%	26.7	5.7	C
WB	Left Turn	85	66	77.3%	154.0	88.5	F
	Through	1,746	1,304	74.7%	21.3	15.8	C
	Right Turn	238	178	75.0%	19.6	19.5	B
	Subtotal	2,069	1,548	74.8%	26.3	16.5	C
Total		5,990	4,670	78.0%	39.3	19.1	D

Intersection 6 Ivar Ave/Sunset Blvd Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	77	54	69.7%	42.8	22.2	D
	Through	247	190	76.9%	38.2	35.9	D
	Right Turn	107	76	70.9%	27.1	23.1	C
	Subtotal	431	320	74.2%	36.5	29.3	D
SB	Left Turn	42	30	71.0%	278.4	278.6	F
	Through	211	163	77.3%	289.6	298.1	F
	Right Turn	98	74	75.7%	231.8	258.6	F
	Subtotal	351	267	76.1%	178.0	175.3	F
EB	Left Turn	59	41	70.0%	50.4	23.4	D
	Through	1,815	1,382	76.2%	8.4	3.7	A
	Right Turn	81	64	78.5%	12.1	13.3	B
	Subtotal	1,955	1,487	76.1%	9.6	4.0	A
WB	Left Turn	75	56	75.1%	151.0	102.0	F
	Through	1,894	1,417	74.8%	78.5	61.0	E
	Right Turn	77	56	72.3%	80.8	62.5	F
	Subtotal	2,046	1,529	74.7%	81.5	62.0	F
Total		4,783	3,592	75.1%	48.3	22.3	D

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Sunset+Wilcox
Future Baseline
PM Peak Hour

Intersection 7 **Vine St/Sunset Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	89	80	90.2%	86.6	11.8	F
	Through	1,203	1,039	86.4%	64.6	3.8	E
	Right Turn	388	340	87.7%	61.2	3.0	E
	Subtotal	1,680	1,460	86.9%	64.9	3.8	E
SB	Left Turn	271	181	66.8%	168.5	26.8	F
	Through	1,180	813	68.9%	93.7	15.0	F
	Right Turn	161	113	70.4%	90.3	22.6	F
	Subtotal	1,612	1,107	68.7%	105.3	13.0	F
EB	Left Turn	106	81	76.3%	79.3	15.8	E
	Through	1,769	1,356	76.7%	36.3	13.8	D
	Right Turn	89	68	76.1%	36.9	17.1	D
	Subtotal	1,964	1,505	76.6%	38.7	13.6	D
WB	Left Turn	300	239	79.8%	128.3	35.8	F
	Through	1,796	1,349	75.1%	54.9	17.8	D
	Right Turn	298	224	75.2%	54.4	17.1	D
	Subtotal	2,394	1,812	75.7%	64.2	12.3	E
Total		7,650	5,873	76.8%	64.6	5.4	E

Intersection 8 **Wilcox Ave/De Longpre Ave** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	40	34	84.5%	37.6	27.7	D
	Through	470	399	84.9%	55.0	51.0	D
	Right Turn	75	61	81.7%	49.2	46.6	D
	Subtotal	585	494	84.4%	53.0	47.1	D
SB	Left Turn	57	46	80.2%	58.1	60.1	E
	Through	511	435	85.1%	21.5	13.2	C
	Right Turn	26	23	87.7%	24.9	17.1	C
	Subtotal	594	504	84.8%	24.0	12.9	C
EB	Left Turn	42	41	98.1%	104.0	117.0	F
	Through	330	320	96.8%	75.4	92.0	E
	Right Turn	56	51	91.6%	63.8	90.1	E
	Subtotal	428	412	96.3%	77.1	94.6	E
WB	Left Turn	37	26	70.3%	87.3	112.6	F
	Through	187	144	77.1%	39.7	36.6	D
	Right Turn	35	30	85.4%	44.9	68.5	D
	Subtotal	259	200	77.2%	47.2	49.3	D
Total		1,866	1,607	86.1%	46.1	35.8	D

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Sunset+Wilcox
Future Baseline
PM Peak Hour

Intersection 9

Cole Pl/De Longpre Ave

Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	13	7	55.4%	89.9	117.2	F
	Through						
	Right Turn	10	8	80.0%	3.0	1.3	A
	Subtotal	23	15	66.1%	65.7	96.3	F
EB	Left Turn	11	10	89.1%	15.9	17.9	C
	Through	451	414	91.8%	15.8	13.5	C
	Right Turn						
	Subtotal	462	424	91.7%	15.8	13.5	C
WB	Left Turn						
	Through	249	191	76.7%	11.8	14.5	B
	Right Turn	20	12	61.5%	31.6	76.4	D
	Subtotal	269	203	75.6%	13.5	18.8	B
Total		754	641	85.0%	17.5	11.9	C

Intersection 10

Cahuenga Blvd/De Longpre Ave

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	19	12	62.1%	293.8	281.1	F
	Through	619	472	76.2%	69.1	34.1	E
	Right Turn	27	20	75.2%	51.8	47.9	D
	Subtotal	665	504	75.8%	71.7	35.4	E
SB	Left Turn	35	30	84.9%	218.0	148.7	F
	Through	759	658	86.7%	70.5	60.7	E
	Right Turn	43	38	88.1%	75.9	66.6	E
	Subtotal	837	726	86.7%	77.7	64.7	E
EB	Left Turn	44	40	89.8%	36.0	12.3	D
	Through	393	353	89.9%	39.9	10.3	D
	Right Turn	27	26	95.9%	38.1	17.6	D
	Subtotal	464	419	90.2%	39.3	10.6	D
WB	Left Turn	38	26	67.6%	314.1	209.2	F
	Through	207	154	74.3%	34.6	18.9	C
	Right Turn	60	42	69.3%	23.2	22.6	C
	Subtotal	305	221	72.5%	82.7	47.4	F
Total		2,271	1,878	82.7%	65.3	34.4	E

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Sunset+Wilcox
Future Baseline
PM Peak Hour

Intersection 11

Wilcox Ave/Fountain Ave

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	29	20	68.6%	147.5	66.0	F
	Through	463	386	83.3%	132.7	37.8	F
	Right Turn	106	88	82.9%	144.5	67.1	F
	Subtotal	598	493	82.5%	134.8	41.2	F
SB	Left Turn	101	85	84.0%	53.8	10.5	D
	Through	471	404	85.8%	33.9	10.7	C
	Right Turn	32	27	84.7%	31.0	10.0	C
	Subtotal	604	516	85.5%	37.1	10.0	D
EB	Left Turn	34	30	87.6%	196.9	116.4	F
	Through	546	477	87.4%	178.6	87.5	F
	Right Turn	22	17	77.3%	137.3	96.0	F
	Subtotal	602	524	87.0%	178.9	87.6	F
WB	Left Turn	45	42	92.4%	26.9	12.9	C
	Through	408	354	86.7%	36.3	37.1	D
	Right Turn	88	74	84.4%	29.5	26.6	C
	Subtotal	541	470	86.8%	33.9	31.7	C
Total		2,345	2,012	85.8%	93.5	31.7	F

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Sunset+Wilcox
Future plus Project
AM Peak Hour

Intersection 1 Wilcox Ave/Selma Ave Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	122	113	92.7%	23.6	8.4	C
	Through	388	360	92.8%	8.9	2.0	A
	Right Turn	35	34	97.1%	6.5	3.3	A
	Subtotal	545	507	93.0%	12.1	3.3	B
SB	Left Turn	29	19	64.5%	40.6	17.4	D
	Through	622	426	68.4%	58.8	16.1	E
	Right Turn	134	93	69.1%	52.5	13.3	D
	Subtotal	785	537	68.4%	57.6	15.6	E
EB	Left Turn	52	47	90.8%	43.8	18.2	D
	Through	139	142	101.9%	31.9	7.6	C
	Right Turn	154	158	102.9%	29.7	7.2	C
	Subtotal	345	347	100.7%	32.6	8.3	C
WB	Left Turn	55	51	92.5%	38.9	9.7	D
	Through	187	170	90.9%	20.6	3.2	C
	Right Turn	47	43	90.9%	11.9	5.8	B
	Subtotal	289	264	91.2%	22.9	3.8	C
Total		1,964	1,485	75.6%	32.2	5.4	C

Intersection 2 Cahuenga Blvd/Selma Ave Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	18	18	98.3%	21.5	18.4	C
	Through	966	916	94.8%	3.2	0.5	A
	Right Turn	18	17	95.6%	3.2	2.1	A
	Subtotal	1,002	951	94.9%	3.5	0.6	A
SB	Left Turn	34	26	76.5%	34.7	15.2	C
	Through	1,367	1,058	77.4%	33.9	19.4	C
	Right Turn	117	93	79.5%	39.9	27.0	D
	Subtotal	1,518	1,177	77.5%	34.3	19.7	C
FR	Left Turn	59	55	93.9%	52.0	14.8	D
	Through	121	119	98.3%	34.7	6.6	C

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Sunset+Wilcox
Future plus Project
AM Peak Hour

LD	Right Turn	23	21	92.2%	27.2	15.8	C
	Subtotal	203	196	96.3%	39.2	7.0	D
WB	Left Turn	20	20	99.5%	37.9	13.7	D
	Through	154	152	98.9%	29.4	3.9	C
	Right Turn	21	22	102.4%	21.9	6.5	C
	Subtotal	195	194	99.3%	29.5	4.1	C
Total		2,918	2,259	77.4%	22.6	8.7	C

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Sunset+Wilcox
Future plus Project
AM Peak Hour

Intersection 3 **Wilcox Ave/Sunset Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	110	102	92.5%	40.0	14.0	D
	Through	326	313	95.9%	23.3	5.1	C
	Right Turn	94	99	105.0%	13.8	3.6	B
	Subtotal	530	513	96.8%	25.0	6.8	C
SB	Left Turn	131	106	80.8%	92.7	14.0	F
	Through	549	414	75.4%	82.9	8.3	F
	Right Turn	151	118	78.1%	75.6	10.4	E
	Subtotal	831	638	76.8%	83.2	8.3	F
EB	Left Turn	111	113	101.5%	44.6	14.9	D
	Through	1,368	1,367	99.9%	19.1	4.7	B
	Right Turn	113	114	101.0%	14.1	4.1	B
	Subtotal	1,592	1,594	100.1%	20.6	4.6	C
WB	Left Turn	223	157	70.3%	73.3	23.4	E
	Through	2,004	1,402	70.0%	11.3	3.0	B
	Right Turn	108	78	71.8%	10.9	4.6	B
	Subtotal	2,335	1,636	70.1%	17.6	5.0	B
Total		5,288	3,942	74.5%	29.0	3.5	C

Intersection 4 **Cole Pl/Sunset Blvd** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn	38	34	89.5%	11.8	4.3	B
	Subtotal	38	34	89.5%	11.8	4.3	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
FR	Left Turn						
	Through	1,561	1,537	98.5%	5.7	4.2	A

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Sunset+Wilcox
Future plus Project
AM Peak Hour

LD	Right Turn	32	33	101.6%	2.5	2.7	A
	Subtotal	1,593	1,570	98.5%	5.7	4.1	A
WB	Left Turn	51	35	67.8%	15.4	5.4	C
	Through	2,335	1,628	69.7%	4.9	2.3	A
	Right Turn						
	Subtotal	2,386	1,663	69.7%	5.1	2.3	A
Total		4,017	2,942	73.2%	5.4	3.0	A

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Sunset+Wilcox
Future plus Project
AM Peak Hour

Intersection 5 **Cahuenga Blvd/Sunset Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	38	37	96.8%	79.7	40.0	E
	Through	671	657	97.9%	16.4	7.8	B
	Right Turn	53	53	100.2%	14.7	5.1	B
	Subtotal	762	747	98.0%	19.7	8.2	B
SB	Left Turn	86	68	78.7%	130.2	43.0	F
	Through	1,016	791	77.8%	84.4	23.3	F
	Right Turn	308	238	77.4%	85.1	21.2	F
	Subtotal	1,410	1,097	77.8%	87.7	22.9	F
EB	Left Turn	239	232	97.1%	47.0	12.0	D
	Through	1,290	1,265	98.0%	18.3	1.9	B
	Right Turn	70	73	103.6%	15.5	6.0	B
	Subtotal	1,599	1,569	98.1%	22.4	2.6	C
WB	Left Turn	125	82	65.6%	55.1	25.0	E
	Through	2,040	1,390	68.1%	11.9	2.3	B
	Right Turn	92	62	67.4%	6.5	2.6	A
	Subtotal	2,257	1,534	68.0%	14.3	3.6	B
Total		6,028	4,449	73.8%	34.1	5.9	C

Intersection 6 **Ivar Ave/Sunset Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	63	58	92.7%	32.4	7.0	C
	Through	237	227	95.6%	29.0	5.7	C
	Right Turn	50	49	98.0%	18.6	5.5	B
	Subtotal	350	334	95.4%	28.1	5.4	C
SB	Left Turn	32	31	97.5%	47.7	33.8	D
	Through	81	84	103.7%	31.6	11.0	C
	Right Turn	173	169	97.7%	23.1	22.1	C
	Subtotal	286	284	99.4%	27.3	16.1	C
FR	Left Turn	22	20	91.4%	28.9	19.8	C
	Through	1,354	1,316	97.2%	9.0	1.2	A

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Sunset+Wilcox
Future plus Project
AM Peak Hour

LD	Right Turn	53	52	97.9%	7.0	1.9	A
	Subtotal	1,429	1,388	97.2%	9.2	1.2	A
WB	Left Turn	39	25	64.1%	25.7	6.0	C
	Through	2,021	1,314	65.0%	21.6	8.1	C
	Right Turn	91	62	67.8%	23.2	9.0	C
	Subtotal	2,151	1,401	65.1%	21.8	8.0	C
Total		4,216	3,072	72.9%	17.7	4.3	B

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Sunset+Wilcox
Future plus Project
AM Peak Hour

Intersection 7 **Vine St/Sunset Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	107	108	101.3%	50.2	11.1	D
	Through	970	969	99.9%	26.8	6.1	C
	Right Turn	352	358	101.7%	24.6	6.9	C
	Subtotal	1,429	1,435	100.4%	28.0	6.0	C
SB	Left Turn	199	194	97.3%	74.9	8.6	E
	Through	1,302	1,217	93.5%	66.6	2.6	E
	Right Turn	158	154	97.7%	66.0	5.3	E
	Subtotal	1,659	1,565	94.4%	67.6	3.0	E
EB	Left Turn	84	81	96.8%	53.2	13.6	D
	Through	1,283	1,242	96.8%	35.6	5.7	D
	Right Turn	69	69	99.4%	38.0	12.4	D
	Subtotal	1,436	1,392	96.9%	36.9	5.0	D
WB	Left Turn	347	207	59.8%	159.1	41.8	F
	Through	1,886	1,129	59.9%	58.3	5.5	E
	Right Turn	332	205	61.8%	53.4	11.7	D
	Subtotal	2,565	1,542	60.1%	71.2	2.9	E
Total		7,089	5,342	75.4%	51.6	1.3	D

Intersection 8 **Wilcox Ave/De Longpre Ave** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	28	25	88.2%	32.1	33.9	C
	Through	453	450	99.4%	16.6	9.5	B
	Right Turn	24	24	98.3%	17.3	12.6	B
	Subtotal	505	499	98.8%	17.4	10.7	B
SB	Left Turn	60	43	71.2%	16.7	6.7	B
	Through	612	483	78.9%	9.9	3.1	A
	Right Turn	60	47	78.5%	8.5	3.5	A
	Subtotal	732	573	78.3%	10.3	2.8	B
FR	Left Turn	30	28	93.3%	38.9	9.3	D
	Through	78	79	100.9%	25.7	7.3	C

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Sunset+Wilcox
Future plus Project
AM Peak Hour

LD	Right Turn	23	26	113.0%	16.7	7.4	B
	Subtotal	131	133	101.3%	27.1	5.3	C
WB	Left Turn	35	30	84.6%	26.2	16.3	C
	Through	171	160	93.5%	31.4	8.1	C
	Right Turn	165	151	91.3%	23.6	5.1	C
	Subtotal	371	340	91.7%	27.9	5.8	C
Total		1,739	1,389	79.8%	17.9	4.8	B

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Sunset+Wilcox
Future plus Project
AM Peak Hour

Intersection 9 Cole Pl/De Longpre Ave Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	23	21	90.4%	24.9	32.5	C
	Through						
	Right Turn	45	39	87.3%	16.9	12.1	C
	Subtotal	68	60	88.4%	20.1	20.6	C
EB	Left Turn	11	10	92.7%	6.9	12.5	A
	Through	151	137	90.6%	2.0	1.8	A
	Right Turn						
	Subtotal	162	147	90.7%	2.3	2.3	A
WB	Left Turn						
	Through	326	305	93.7%	3.5	4.4	A
	Right Turn	20	17	85.5%	1.4	0.8	A
	Subtotal	346	322	93.2%	3.3	4.1	A
Total		576	475	82.4%	5.0	5.3	A

Intersection 10 Cahuenga Blvd/De Longpre Ave Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	70	69	98.1%	47.2	10.0	D
	Through	701	698	99.6%	7.6	1.1	A
	Right Turn	21	23	110.5%	6.2	2.4	A
	Subtotal	792	790	99.7%	11.2	1.8	B
SB	Left Turn	24	18	76.7%	16.0	13.1	B
	Through	1,093	850	77.8%	9.6	3.1	A
	Right Turn	94	75	79.7%	8.2	4.4	A
	Subtotal	1,211	943	77.9%	9.6	3.1	A
FR	Left Turn	32	26	80.6%	35.8	11.8	D
	Through	112	105	93.8%	33.6	7.3	C

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Sunset+Wilcox
Future plus Project
AM Peak Hour

LD	Right Turn	30	26	86.3%	18.0	9.4	B
	Subtotal	174	157	90.1%	31.9	6.2	C
WB	Left Turn	29	26	89.3%	36.0	9.2	D
	Through	182	176	96.7%	27.2	4.3	C
	Right Turn	29	29	101.0%	18.9	11.2	B
	Subtotal	240	231	96.3%	27.2	4.8	C
Total		2,417	1,900	78.6%	13.9	1.6	B

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Sunset+Wilcox
Future plus Project
AM Peak Hour

Intersection 11 **Wilcox Ave/Fountain Ave** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	17	15	90.6%	44.2	35.2	D
	Through	383	377	98.5%	50.0	61.0	D
	Right Turn	59	58	98.6%	55.5	80.0	E
	Subtotal	459	451	98.2%	51.5	64.1	D
SB	Left Turn	56	42	75.5%	89.6	85.6	F
	Through	564	459	81.4%	34.3	26.0	C
	Right Turn	50	40	80.8%	32.9	21.7	C
	Subtotal	670	542	80.8%	37.9	29.1	D
EB	Left Turn	39	39	99.5%	138.0	117.4	F
	Through	335	322	96.1%	121.5	122.8	F
	Right Turn	28	30	108.2%	88.0	98.1	F
	Subtotal	402	391	97.3%	121.1	120.7	F
WB	Left Turn	103	94	91.4%	37.2	10.3	D
	Through	514	490	95.3%	31.0	10.4	C
	Right Turn	83	78	94.5%	29.1	12.4	C
	Subtotal	700	662	94.6%	31.7	10.4	C
Total		2,231	1,862	83.4%	49.9	29.6	D

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Sunset+Wilcox
Future plus Project
PM Peak Hour

Intersection 1 Wilcox Ave/Selma Ave Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	136	115	84.2%	63.2	107.1	E
	Through	612	555	90.7%	16.7	5.7	B
	Right Turn	89	72	81.1%	13.3	7.1	B
	Subtotal	837	742	88.6%	19.6	6.0	B
SB	Left Turn	52	29	56.5%	104.0	65.0	F
	Through	475	317	66.6%	112.2	107.7	F
	Right Turn	125	75	59.9%	133.9	165.0	F
	Subtotal	652	421	64.5%	116.7	112.2	F
EB	Left Turn	100	72	71.9%	85.7	93.0	F
	Through	305	237	77.7%	84.8	79.8	F
	Right Turn	205	159	77.5%	85.4	76.0	F
	Subtotal	610	468	76.7%	84.7	79.5	F
WB	Left Turn	44	40	90.5%	93.5	60.4	F
	Through	231	218	94.5%	49.1	85.8	D
	Right Turn	52	44	84.2%	58.2	119.1	E
	Subtotal	327	302	92.4%	52.1	78.1	D
Total		2,426	1,751	72.2%	58.2	45.7	E

Intersection 2 Cahuenga Blvd/Selma Ave Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	1,110	987	88.9%	6.8	1.3	A
	Right Turn	77	59	77.1%	7.2	2.8	A
	Subtotal	1,187	1,046	88.2%	6.8	1.3	A
SB	Left Turn						
	Through	927	914	98.6%	16.7	10.4	B
	Right Turn	115	106	92.4%	35.9	71.9	D
	Subtotal	1,042	1,021	98.0%	18.4	14.0	B
EB	Left Turn	151	115	75.8%	29.0	7.5	C
	Through	251	190	75.6%	21.2	8.0	C
	Right Turn	44	36	81.6%	16.2	11.0	B
	Subtotal	446	340	76.3%	23.9	6.2	C
WB	Left Turn	42	35	83.3%	43.3	22.0	D
	Through	212	187	88.3%	43.0	71.5	D
	Right Turn	98	93	94.9%	31.7	53.7	C
	Subtotal	352	315	89.5%	39.5	57.0	D
Total		3,027	2,446	80.8%	16.9	10.2	B

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Sunset+Wilcox
Future plus Project
PM Peak Hour

Intersection 3 **Wilcox Ave/Sunset Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	109	109	100.0%	108.6	109.8	F
	Through	416	416	99.9%	51.8	45.4	D
	Right Turn	63	63	100.0%	35.2	42.8	D
	Subtotal	596	596	100.0%	58.9	52.7	E
SB	Left Turn	136	93	68.5%	145.9	82.6	F
	Through	422	304	72.0%	147.0	91.0	F
	Right Turn	166	117	70.3%	119.9	51.1	F
	Subtotal	724	514	71.0%	140.0	78.2	F
EB	Left Turn	231	180	77.9%	65.1	54.4	E
	Through	1,981	1,508	76.1%	20.2	9.1	C
	Right Turn	115	101	88.0%	11.0	7.5	B
	Subtotal	2,327	1,789	76.9%	23.8	9.4	C
WB	Left Turn	80	80	100.0%	51.0	49.3	D
	Through	1,770	1,403	79.3%	12.9	10.8	B
	Right Turn	190	149	78.3%	18.7	27.9	B
	Subtotal	2,011	1,633	81.2%	16.1	15.1	B
Total		5,643	4,058	71.9%	35.6	15.4	D

Intersection 4 **Cole Pl/Sunset Blvd** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn	185	185	100.0%	28.0	16.6	D
	Subtotal	185	185	100.0%	28.0	16.6	D
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	2,141	1,615	75.4%	3.3	1.2	A
	Right Turn	49	49	100.0%	2.0	0.8	A
	Subtotal	2,173	1,664	76.6%	3.3	1.2	A
WB	Left Turn						
	Through	2,011	1,622	80.6%	9.0	13.4	A
	Right Turn						
	Subtotal	2,011	1,622	80.6%	9.0	13.4	A
Total		4,228	3,104	73.4%	8.1	7.6	A

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Sunset+Wilcox
Future plus Project
PM Peak Hour

Intersection 5 Cahuenga Blvd/Sunset Blvd Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	47	41	88.1%	53.8	28.4	D
	Through	659	659	100.0%	49.3	31.0	D
	Right Turn	64	57	88.4%	45.0	31.1	D
	Subtotal	757	757	100.0%	49.3	30.2	D
SB	Left Turn	110	99	90.3%	85.4	57.1	F
	Through	685	653	95.3%	62.0	37.0	E
	Right Turn	218	218	99.8%	58.8	28.7	E
	Subtotal	1,013	969	95.7%	63.6	36.0	E
EB	Left Turn	337	285	84.5%	69.6	49.0	E
	Through	1,781	1,465	82.2%	13.2	2.2	B
	Right Turn	67	53	79.4%	12.8	9.1	B
	Subtotal	2,185	1,803	82.5%	20.0	3.9	C
WB	Left Turn	85	66	77.4%	46.6	18.4	D
	Through	1,746	1,369	78.4%	10.6	6.7	B
	Right Turn	238	109	45.6%	10.1	8.6	B
	Subtotal	2,069	1,543	74.6%	12.3	6.2	B
Total		5,990	4,553	76.0%	30.5	13.1	C

Intersection 6 Ivar Ave/Sunset Blvd Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	77	55	70.9%	33.1	13.7	C
	Through	247	231	93.4%	27.2	3.7	C
	Right Turn	107	104	97.5%	20.9	4.3	C
	Subtotal	431	390	90.4%	26.4	3.3	C
SB	Left Turn	42	41	98.3%	28.3	9.0	C
	Through	211	168	79.6%	26.7	5.5	C
	Right Turn	98	97	98.7%	12.1	4.9	B
	Subtotal	351	306	87.2%	22.7	3.9	C
EB	Left Turn	59	45	76.4%	21.5	11.0	C
	Through	1,815	1,496	82.4%	5.3	2.8	A
	Right Turn	81	78	95.8%	4.4	3.5	A
	Subtotal	1,955	1,619	82.8%	5.7	2.7	A
WB	Left Turn	75	60	79.6%	44.7	19.7	D
	Through	1,894	1,393	73.6%	28.7	18.4	C
	Right Turn	77	63	81.4%	35.2	29.0	D
	Subtotal	2,046	1,516	74.1%	29.6	18.5	C
Total		4,783	3,436	71.8%	19.6	10.1	B

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Sunset+Wilcox
Future plus Project
PM Peak Hour

Intersection 7 Vine St/Sunset Blvd Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	91	91	100.0%	78.8	17.8	E
	Through	1,203	1,163	96.7%	53.9	8.4	D
	Right Turn	388	369	95.1%	50.5	9.3	D
	Subtotal	1,680	1,624	96.7%	54.5	8.7	D
SB	Left Turn	271	194	71.7%	182.1	44.7	F
	Through	1,180	870	73.8%	80.5	15.0	F
	Right Turn	161	121	75.2%	72.3	25.7	E
	Subtotal	1,612	1,186	73.6%	98.1	7.5	F
EB	Left Turn	106	94	88.8%	60.1	20.9	E
	Through	1,769	1,484	83.9%	30.0	12.7	C
	Right Turn	89	73	81.6%	30.3	17.3	C
	Subtotal	1,964	1,651	84.1%	31.7	13.0	C
WB	Left Turn	300	298	99.4%	129.4	48.7	F
	Through	1,796	1,321	73.5%	40.4	9.9	D
	Right Turn	298	221	74.2%	41.2	12.4	D
	Subtotal	2,394	1,840	76.9%	55.1	8.8	E
Total		7,650	5,679	74.2%	56.7	5.0	E

Intersection 8 Wilcox Ave/De Longpre Ave Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	40	29	71.8%	75.0	85.0	E
	Through	470	433	92.0%	71.4	97.2	E
	Right Turn	75	65	86.5%	64.4	94.6	E
	Subtotal	585	526	89.9%	70.5	95.8	E
SB	Left Turn	57	54	95.3%	66.3	64.3	E
	Through	511	384	75.1%	18.0	12.6	B
	Right Turn	40	40	100.0%	11.1	6.6	B
	Subtotal	594	478	80.4%	23.3	17.4	C
EB	Left Turn	44	44	100.0%	84.4	96.5	F
	Through	330	326	98.8%	75.8	81.5	E
	Right Turn	56	56	100.7%	73.4	82.7	E
	Subtotal	428	427	99.7%	75.4	80.8	E
WB	Left Turn	37	77	207.0%	33.0	8.5	C
	Through	187	160	85.6%	36.1	40.1	D
	Right Turn	121	121	100.0%	22.1	10.3	C
	Subtotal	357	357	100.0%	30.5	23.0	C
Total		1,866	1,616	86.6%	48.7	48.6	D

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Sunset+Wilcox
Future plus Project
PM Peak Hour

Intersection 9

Cole Pl/De Longpre Ave

Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	35	35	100.0%	252.9	245.4	F
	Through						
	Right Turn	103	103	100.0%	74.9	117.9	F
	Subtotal	138	138	100.0%	141.8	214.8	F
EB	Left Turn	14	14	100.0%	31.7	48.8	D
	Through	451	437	97.0%	19.5	20.9	C
	Right Turn						
	Subtotal	462	451	97.7%	19.8	21.7	C
WB	Left Turn						
	Through	254	254	100.0%	10.5	18.5	B
	Right Turn	24	24	100.0%	15.5	24.3	C
	Subtotal	278	278	100.0%	11.5	18.7	B
Total		754	799	98.0%	27.3	23.1	D

Intersection 10

Cahuenga Blvd/De Longpre Ave

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	38	38	100.0%	85.9	46.7	F
	Through	619	601	97.1%	17.3	10.6	B
	Right Turn	36	36	100.0%	19.2	9.3	B
	Subtotal	658	675	97.0%	20.9	11.3	C
SB	Left Turn	35	32	90.6%	36.1	15.3	D
	Through	759	703	92.6%	15.2	9.3	B
	Right Turn	43	36	84.7%	37.2	83.4	D
	Subtotal	837	771	92.1%	16.2	10.4	B
EB	Left Turn	44	36	82.0%	36.2	12.6	D
	Through	393	360	91.7%	53.8	24.6	D
	Right Turn	74	74	100.0%	41.4	22.5	D
	Subtotal	471	471	100.0%	51.0	23.7	D
WB	Left Turn	38	32	85.0%	26.4	11.7	C
	Through	207	205	98.9%	21.9	11.8	C
	Right Turn	125	125	100.0%	18.6	15.7	B
	Subtotal	362	362	100.0%	21.2	12.4	C
Total		2,328	2,056	95.0%	25.1	8.8	C

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Sunset+Wilcox
Future plus Project
PM Peak Hour

Intersection 11

Wilcox Ave/Fountain Ave

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	29	23	78.3%	175.9	71.3	F
	Through	463	406	87.8%	146.6	84.1	F
	Right Turn	106	79	74.1%	134.9	73.1	F
	Subtotal	598	508	84.9%	145.4	80.6	F
SB	Left Turn	101	84	82.9%	67.5	18.4	E
	Through	471	410	87.1%	48.2	16.8	D
	Right Turn	32	32	99.1%	39.4	20.4	D
	Subtotal	604	526	87.1%	50.8	17.3	D
EB	Left Turn	34	31	90.9%	128.0	78.8	F
	Through	546	514	94.2%	115.4	75.8	F
	Right Turn	22	21	94.1%	117.5	93.7	F
	Subtotal	602	566	94.0%	116.2	76.0	F
WB	Left Turn	45	42	92.2%	39.8	56.1	D
	Through	408	369	90.4%	40.3	74.7	D
	Right Turn	88	78	88.4%	44.7	88.1	D
	Subtotal	541	488	90.2%	41.2	75.8	D
Total		2,345	1,889	80.6%	83.4	27.6	F



Appendix I: Off-Ramp HCM Queuing Worksheets

HCM Unsignalized Intersection Capacity Analysis

2: Cahuenga Blvd & 101 SB-Off

02/25/2021



Movement	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations								
Traffic Volume (veh/h)	24	1535	0	1023	768	0		
Future Volume (Veh/h)	24	1535	0	1023	768	0		
Sign Control	Stop			Free		Free		
Grade	0%			0%	0%			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Hourly flow rate (vph)	26	1668	0	1112	835	0		
Pedestrians								
Lane Width (ft)								
Walking Speed (ft/s)								
Percent Blockage								
Right turn flare (veh)								
Median type				None	None			
Median storage (veh)								
Upstream signal (ft)								
pX, platoon unblocked								
vC, conflicting volume	1391	278	835					
vC1, stage 1 conf vol								
vC2, stage 2 conf vol								
vCu, unblocked vol	1391	278	835					
tC, single (s)	6.8	6.9	4.1					
tC, 2 stage (s)								
tF (s)	3.5	3.3	2.2					
p0 queue free %	80	0	100					
cM capacity (veh/h)	133	719	794					
Direction, Lane #	EB 1	EB 2	EB 3	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	26	834	834	556	556	278	278	278
Volume Left	26	0	0	0	0	0	0	0
Volume Right	0	834	834	0	0	0	0	0
cSH	133	719	719	1700	1700	1700	1700	1700
Volume to Capacity	0.20	1.16	1.16	0.33	0.33	0.16	0.16	0.16
Queue Length 95th (ft)	17	657	657	0	0	0	0	0
Control Delay (s)	38.5	108.6	108.6	0.0	0.0	0.0	0.0	0.0
Lane LOS	E	F	F					
Approach Delay (s)	107.5			0.0		0.0		
Approach LOS	F							
Intersection Summary								
Average Delay	50.0							
Intersection Capacity Utilization	75.2%			ICU Level of Service			D	
Analysis Period (min)	15							

HCM Unsignalized Intersection Capacity Analysis

2: Cahuenga Blvd & 101 SB-Off

02/25/2021



Movement	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations								
Traffic Volume (veh/h)	24	1590	0	1023	768	0		
Future Volume (Veh/h)	24	1590	0	1023	768	0		
Sign Control	Stop			Free		Free		
Grade	0%			0%	0%			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Hourly flow rate (vph)	26	1728	0	1112	835	0		
Pedestrians								
Lane Width (ft)								
Walking Speed (ft/s)								
Percent Blockage								
Right turn flare (veh)								
Median type				None	None			
Median storage (veh)								
Upstream signal (ft)								
pX, platoon unblocked								
vC, conflicting volume	1391	278	835					
vC1, stage 1 conf vol								
vC2, stage 2 conf vol								
vCu, unblocked vol	1391	278	835					
tC, single (s)	6.8	6.9	4.1					
tC, 2 stage (s)								
tF (s)	3.5	3.3	2.2					
p0 queue free %	80	0	100					
cM capacity (veh/h)	133	719	794					
Direction, Lane #	EB 1	EB 2	EB 3	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	26	864	864	556	556	278	278	278
Volume Left	26	0	0	0	0	0	0	0
Volume Right	0	864	864	0	0	0	0	0
cSH	133	719	719	1700	1700	1700	1700	1700
Volume to Capacity	0.20	1.20	1.20	0.33	0.33	0.16	0.16	0.16
Queue Length 95th (ft)	17	731	731	0	0	0	0	0
Control Delay (s)	38.5	124.5	124.5	0.0	0.0	0.0	0.0	0.0
Lane LOS	E	F	F					
Approach Delay (s)	123.2			0.0		0.0		
Approach LOS	F							
Intersection Summary								
Average Delay	58.4							
Intersection Capacity Utilization	77.1%			ICU Level of Service			D	
Analysis Period (min)	15							

SimTraffic Post-Processor
Average Results from 10 Runs
Queue Length
Intersection 2

Ramp Split/US 101 NB Off Ramp

Sunset+Wilcox Project
Future Year 2026 Baseline
AM Peak Hour
Side-street Stop

Direction	Lane Group	Storage (ft)	Average Queue (ft)		95th Queue (ft)		Maximum Queue (ft)		Block Time	
			Average	Std. Dev.	Average	Std. Dev.	Average	Std. Dev.	Pocket	Upstream
EB	Through	2,353	272	279	1,107	982	1,439	1,141	3%	6%
	Right Turn	250	54	40	193	106	225	84	5%	0%

SimTraffic Post-Processor
 Average Results from 10 Runs
 Queue Length

Sunset+Wilcox Project
 Future Year 2026 Plus Project
 AM Peak Hour

Intersection 2

Ramp Split/US 101 NB Off Ramp

Side-street Stop

Direction	Lane Group	Storage (ft)	Average Queue (ft)		95th Queue (ft)		Maximum Queue (ft)		Block Time	
			Average	Std. Dev.	Average	Std. Dev.	Average	Std. Dev.	Pocket	Upstream
EB	Through	2,353	415	369	1,458	1,021	1,832	959	3%	7%
	Right Turn	250	79	53	229	134	210	108	7%	0%

SimTraffic Post-Processor
 Average Results from 10 Runs
 Queue Length

Sunset+Wilcox Project
 Future Year 2026 Plus Project With Mitigation
 AM Peak Hour

Intersection 2

Ramp Split/US 101 NB Off Ramp

Side-street Stop

Direction	Lane Group	Storage (ft)	Average Queue (ft)		95th Queue (ft)		Maximum Queue (ft)		Block Time	
			Average	Std. Dev.	Average	Std. Dev.	Average	Std. Dev.	Pocket	Upstream
EB	Through	2,353	97	161	459	663	870	938	1%	1%
	Right Turn	250	39	42	147	110	207	94	1%	0%



Appendix J: *Curbspace+* Worksheets



Curbspace+ Overview

Developed by Fehr and Peers, *Curbspace+* is powered by real-world observations and analysis including empirically-derived predictive equations of passenger and delivery vehicle loading demand and space needs, VISSIM micro-simulation modeling of the curb and adjacent travel lane(s), and accounting for how changes in vehicle fleet mix affect vehicle trips, curb activity, and parking demand. Its purpose is to translate land use size and setting into peak hour delivery and passenger loading events and then visualize that demand based on the defined scenario. The following *Curbspace+* worksheets includes the (1) Wilcox Avenue proposed passenger/delivery loading zone scenario, and (2) the off-street valet service loading zone scenario.

Note, the passenger loading event estimation feature is a statistical (regression) model that estimates the number of simultaneous passenger loading events expected under the input scenario (vehicle passenger loading demand per hour.) This model was derived from over 600 individual TNC, taxi, and private vehicle drop-offs and pick-ups at five different locations in San Francisco in 2018. Additionally, the delivery loading estimation feature is new to this version of the tool. It is also a statistical (regression) model, derived from the passenger loading event model described above and then re-trained on over 1,400 individual delivery and courier network services (CNS) vehicle drop-offs and pick-ups at locations in San Francisco in 2018. It estimates the number of simultaneous delivery loading events expected under the input scenario (vehicle delivery loading demand per hour).

Curbspace+ Loading Spaces Calculator ?

Scenario Description

Scenario: LA19-3190_Sunset+Wilcox
 Analyst: Seth Contreras
 Date: 3/2/2021

User Inputs

Land Use Setting ?

Dense Urban

Types of Land Use ?

Trip Generation

Person trip rate ?

Person trips per hour

Mode Share

Delivery loading rates ?

Passenger loading rates

Hourly Demand Calculation

Delivery loading demand (vph)

Passenger loading demand (vph)

Override delivery loading demand ?

Override passenger loading demand

	Office (KSF)	Retail (KSF)	Residential (DU)	Hotel (Rooms)
	431	14	0	0
	0.9	8.0	0.0	0.0
	371	113	0	0
	3%	1%	0%	0%
	5%	10%	0%	0%
	6	1	0	0
	19	12	0	0

Output

Loading Spaces Configuration

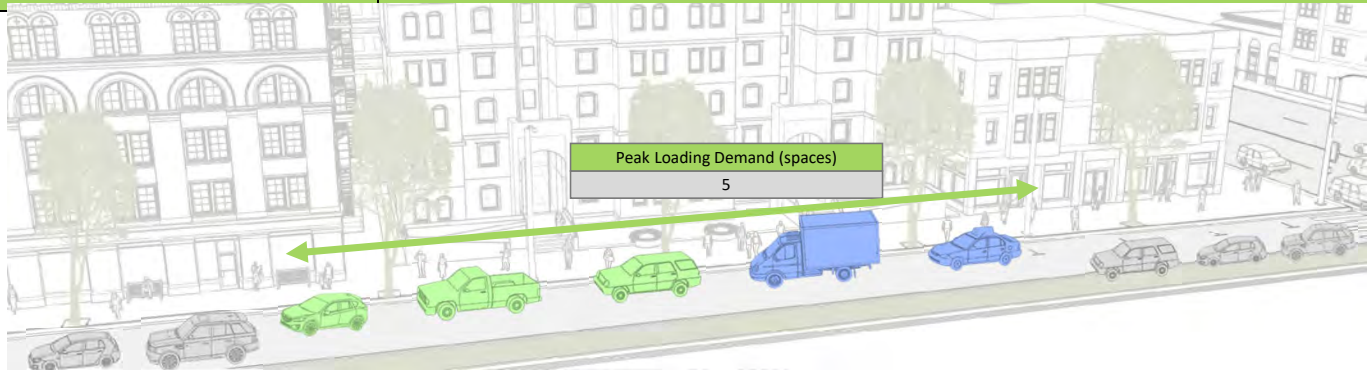
Separate spaces

Peak delivery spaces required

2

Peak passenger spaces required

3



Developed by:

FEHR & PEERS

Curbspace+ Loading Spaces Calculator ?

Scenario Description

Scenario: LA19-3190_Sunset+Wilcox
 Analyst: Seth Contreras
 Date: 3/2/2021

User Inputs

Land Use Setting ?

Dense Urban

Types of Land Use ?

Trip Generation

Person trip rate ?

Person trips per hour

Mode Share

Delivery loading rates ?

Passenger loading rates

Hourly Demand Calculation

Delivery loading demand (vph)

Passenger loading demand (vph)

Override delivery loading demand ?

Override passenger loading demand

	Office (KSF)	Retail (KSF)	Residential (DU)	Hotel (Rooms)
	431	14	0	0
	0.9	6.5	0.0	0.0
	371	92	0	0
	0%	0%	0%	0%
	0%	100%	0%	0%
	0	0	0	0
	0	93	0	0

Output

Loading Spaces Configuration

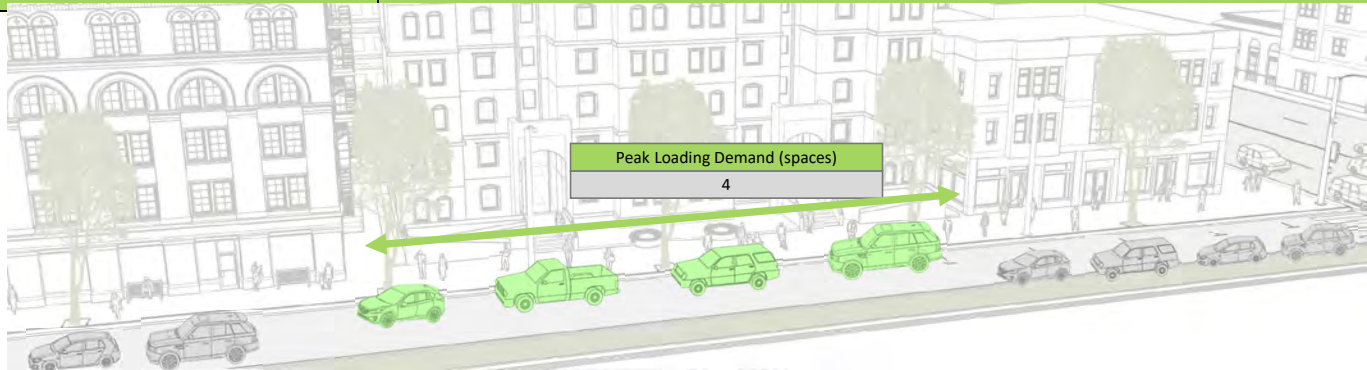
Separate spaces

Peak delivery spaces required

0

Peak passenger spaces required

4



Developed by:

FEHR & PEERS



