

Date : 6/23/2021 4:10:00 PM
From : "Pete Eyre"
To : "Wes Pringle"
Subject : Fwd: Sunset+Wilcox Assessment Letter
Attachment : Updated_CEN20-49786_6450 Sunset Blvd_MU.pdf;image001.png;image002.png;image003.png;image004.png;

Hi Wes,

I've updated the letter to include the freeway analysis section with the mitigation measure included. I followed the 670 Mesquit project as a template for the wording - so hopefully it looks good. I think I got the wording all correct based on what their tables are showing - but you may want to double check that closely. Hopefully this is the last iteration of this assessment letter for us!

Let me know if there are any issues with it. Attached is the PDF saved in the projects folder, and the updated word doc is saved in the 2021 letters folder. The date on the letter is updated to 6/23/2021 FYI.

Thanks!

Pete

----- Forwarded message -----

From: Tom Gaul <T.Gaul@fehrandpeers.com>
Date: Tue, Jun 22, 2021 at 9:51 AM
Subject: RE: Sunset+Wilcox Assessment Letter
To: Seth Contreras <S.Contreras@fehrandpeers.com>, Pete Eyre <peter.eyre@lacity.org>, Wes Pringle <wes.pringle@lacity.org>

Hi Pete –

FYI, Planning noticed this as well, when they saw the mitigation measure in the ADEIR transportation section but did not see it mentioned in your letter. Thanks!

- Tom

From: Seth Contreras <S.Contreras@fehrandpeers.com>
Sent: Tuesday, June 22, 2021 9:35 AM
To: Pete Eyre <peter.eyre@lacity.org>; Wes Pringle <wes.pringle@lacity.org>
Cc: Tom Gaul <T.Gaul@fehrandpeers.com>
Subject: Sunset+Wilcox Assessment Letter

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

Planner

Fehr & Peers

100 Oceangate, Suite 1425 | Long Beach, CA

c: 562.412.5257 | S.Contreras@fehrandpeers.com



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Pete Eyre, EIT

Transportation Engineering Associate I
Metro Development Review
Planning & Land Use Development

Los Angeles Department of Transportation
213.972.4913

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CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

6450 West Sunset Boulevard
DOT Case No. CEN20-49786

Date: June 23, 2021

To: Susan Jimenez, Administrative Clerk
Department of City Planning

From: Wes Pringle, Transportation Engineer
Department of Transportation

Subject: **TRANSPORTATION ANALYSIS FOR THE PROPOSED MIXED-USE PROJECT LOCATED AT 6450 WEST SUNSET BOULEVARD (CPC-2020-1929-HD-VCU-MCUP-SPR-RDP-WDI/ENV-2020-1930-EIR)**

The Department of Transportation (DOT) has reviewed the transportation impact study, dated March 2021, prepared by Fehr & Peers for the proposed mixed-use development, located at 6450 West Sunset Boulevard (full project address: 1420-1454 North Wilcox Ave, 6450-6462 West Sunset Avenue, 1413-1447 North Cole Place, and 6503 De Longpre Avenue). In compliance with Senate Bill 743 and the California Environmental Quality Act (CEQA), a vehicle miles traveled (VMT) analysis is required to identify the project's ability to promote the reduction of green-house gas emissions, access to diverse land-uses, and the development of multi-modal networks. The significance of a project's impact in this regard is measured against the VMT thresholds established in DOT's Transportation Assessment Guidelines (TAG), as described below.

DISCUSSION AND FINDINGS

A. Project Description

The proposed project includes construction of a fifteen-story mixed-use development. The total square footage for the project is 445,218 square feet of commercial development, including 431,032 square feet of office space and 14,186 square feet of restaurant space. The restaurant space includes 12,386 square feet of indoor ground floor space and the remainder of the restaurant space as outdoor space. Additionally, a 3,550 square foot two-floor building will be used for LADWP equipment, which is not counted towards floor area (per LAMC). The project would replace an existing 26,261 square foot commercial building and an existing surface parking lot (108 parking spaces). The project site is generally bounded by Sunset Boulevard to the north, Cole Place to the east, an existing alley to the south, and Wilcox Avenue to the west. The project is expected to be completed by year 2026.

The proposed project includes valet parking, whose operations will be as follows: vehicles will enter via the Cole Place ingress driveway and queue inside the garage. The valet queue loading zone is 100 feet length, providing space for four vehicles to queue at the valet zone simultaneously. The loading zone is acceptable as a concept, but the loading zone is subject to review by the LADOT Hollywood-Wilshire District Operations Office for final approval.

B. CEQA Screening Threshold

Prior to accounting for trip reductions resulting from the application of Transportation Demand Management (TDM) Strategies, a trip generation analysis was conducted to determine if the project would exceed the net 250 daily vehicle trips screening threshold. Using the City of Los Angeles VMT Calculator tool, which draws upon trip rate estimates published in the Institute of Transportation Engineers' (ITE's) Trip Generation, 9th Edition manual as well as applying trip generation adjustments when applicable, based on sociodemographic data and the built environment factors of the project's surroundings, it was determined that the project **does** exceed the net 250 daily vehicle trips threshold. A copy of the VMT calculator screening page, with the corresponding net daily trips estimate, is provided as **Attachment A** to this report.

Additionally, the analysis included further discussion of the transportation impact thresholds:

- T-1 Conflicting with plans, programs, ordinances, or policies
- T-2.1 Causing substantial vehicle miles traveled
- T-3 Substantially increasing hazards due to a geometric design feature or incompatible use.

A Project's impacts per Thresholds T-2.1 is determined by using the VMT calculator and is discussed above. The assessment determined that the project would **not** have a significant transportation impact under any of the above thresholds. A copy of the VMT Calculator summary reports is provided as **Attachment B** to this report.

C. Transportation Impacts

On July 30, 2019, pursuant to SB 743 and the recent changes to Section 15064.3 of the State's CEQA Guidelines, the City of Los Angeles adopted VMT as a criteria in determining transportation impacts under CEQA. The new DOT TAG provide instructions on preparing transportation assessments for land use proposals and defines the significant impact thresholds.

The DOT VMT Calculator tool measures project impact in terms of Household VMT per Capita and Work VMT per Employee. DOT identified distinct thresholds for significant VMT impacts for each of the seven Area Planning Commission (APC) areas in the City. For the Central Los Angeles APC, in which the project is located, the following thresholds have been established:

- Household VMT per Capita: 6.0
- Work VMT per Employee: 7.6

Included in the VMT report as inputs are the following project design features: bicycle parking per LAMC and secure bicycle parking facilities and showers.

As cited in the transportation assessment report, the proposed project is projected to have no Household VMT and a Work VMT per capita of 6.1. The project restaurant space of 14,186 square feet is considered local serving since it is less than 50,000 square feet. Therefore, it is concluded that implementation of the Project would have a less than significant Household and Work VMT impact.

D. Safety, Access and Circulation

During the preparation of the new CEQA guidelines, the State's Office of Planning and Research stressed that lead agencies can continue to apply traditional operational analysis requirements to inform land use decisions provided that such analyses were outside of the CEQA process. The authority for requiring non-CEQA transportation analysis and requiring improvements to address potential circulation deficiencies, lies in the City of Los Angeles' Site Plan Review authority as established in Section 16.05 of the Los Angeles Municipal Code (LAMC), Section 16.05. Therefore, DOT continues to require and review a project's site access, circulation, and operational plan to determine if any safety and access enhancements, transit amenities, intersection improvements, traffic signal upgrades, neighborhood traffic calming, or other improvements are needed. In accordance with this authority, the project has completed a circulation analysis using a summary of Level of Service (LOS) and vehicle queuing, including the change in each, with and without the project. DOT has reviewed this analysis and determined that it adequately discloses operational concerns. A copy of the circulation analysis table that summarizes these potential deficiencies is provided as **Attachment C** to this report.

E. Corrective Measures (Non-CEQA Analysis)

In the traffic study report prepared by Fehr and Peers, the analysis included a review of current and potential future deficiencies that may result from the project. To address these deficiencies, the applicant is proposing the implementation of the following corrective measure.

1. Restriping Wilcox Avenue: to provide a center left-turn lane for both directions of travel along Wilcox Avenue. This provides a space for southbound vehicles turning left from Wilcox into the project site to queue without blocking through traffic on Wilcox. Due to existing driveways along Wilcox, a turning lane for both directions is proposed rather than an exclusive pocket turn lane for southbound traffic only. See **Attachment D** for a conceptual design of this proposal.

This proposed corrective measure is subject to review by the LADOT Hollywood-Wilshire District Operations Office, which will also require coordination with the Geometric Design Group.

F. Implementation of Improvements and Corrective Measures

The applicant shall be responsible for the cost and implementation of any traffic signal equipment or modifications and bus stop relocations associated with the proposed transportation improvements and enhancements described above. All improvements, enhancements, and associated traffic signal work within the City of Los Angeles must be guaranteed through Bureau of Engineering's (BOE) B-Permit process, prior to the issuance of any building permits and completed prior to the issuance of any certificates of occupancy. Temporary certificates of occupancy may be granted in the event of any delay through no fault of the applicant, provided that, in each case, the applicant has demonstrated reasonable efforts and due diligence to the satisfaction of DOT. Prior to setting the bond amount, BOE shall require that the developer's engineer or contractor email DOT's B-Permit Coordinator at

ladot.planprocessing@lacity.org to arrange a pre-design meeting to finalize the proposed design needed for the project. If a proposed corrective measure does not receive the required approval during plan review, a substitute corrective measure may be provided subject to the approval of DOT or other governing agency with jurisdiction over the location, upon demonstration that the substitute measure is environmentally equivalent or superior to the original measure in correcting the project's deficiency.

G. Freeway Safety Analysis

Per the Interim Guidance for Freeway Safety Analysis memorandum issued by LADOT on May 1, 2020 to address Caltrans safety concerns on freeways, the study addresses the project's effects on vehicle queuing on freeway off-ramps. Such an evaluation measures the project's potential to lengthen a forecasted off-ramp queue and create speed differentials between vehicles exiting the freeway off-ramps and vehicles operating on the freeway mainline. Based on the Project's trip generation estimates, and traffic distribution pattern detailed later in this report, the Project would add 25 or more peak hour trips to three off-ramps during the morning and afternoon peak hours to the following off-ramps:

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

As shown in **Attachment E**, the addition of traffic generated by the Project is projected to increase the overflow onto the mainline lanes by eight cars in the AM peak hour (assuming an average queue storage length of 25 feet per car) for the US-101 Northbound Off-ramp to Sunset Boulevard in both Future Base (2026) plus Project scenarios. The following mitigation measure was identified to address the impact:

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

DOT concurs with the above mitigation measure. For the final design and approval of this improvement the applicant should work with CALTRANS and DOT.

PROJECT REQUIREMENTS

A. Highway Dedication and Street Widening Requirements

Per the Mobility Element 2035 of the General Plan, **Sunset Boulevard** has been designated as an Avenue I which would require a 35-foot half-width roadway within a 50-foot half-width right-of-way. **Wilcox Avenue** has been designated as a Modified Avenue III which would require a 20-foot half-width roadway within a 35-foot half-width right-of-way. **Cole Place** has been designated a Local Street which would require an 18-foot half-width roadway within a 30-foot half-width right-of-way. The applicant should check with BOE's Land Development Group to determine if there are any other applicable highway dedication, street widening and/or sidewalk requirements for this project.

B. Parking Requirements

The project would provide 1,291 vehicular parking spaces as well as 143 bicycle parking spaces (50 long-term spaces and 93 short-term spaces). 1,286 of the vehicular parking spaces will be located on six levels: three subterranean levels and three above grade levels, and the remaining five spaces will be located in a small surface lot on site. The applicant should check with the Department of Building and Safety on the number of Code-required parking spaces needed for the project.

C. Project Access and Circulation

The conceptual site plan (see **Attachment F**) is acceptable to DOT. Vehicular access to the site will be provided via six total driveways: four on Cole Place and two on Wilcox Avenue. The four Cole Place driveways include: one ingress driveway, one egress driveway, one two-way driveway for loading operations, and one driveway exclusively for LADWP access to the site. The two Wilcox Avenue driveways include: one ingress and one egress driveway. Bicycle parking access to the site will be located on Cole Place. Pedestrian access to the site will be located on Sunset Boulevard and Wilcox Avenue. However, the review of this study does not constitute approval of the dimensions for any new proposed driveway. This requires separate review and approval and should be coordinated with DOT's Citywide Planning Coordination Section (201 N. Figueroa Street, 5th Floor, Room 550, at 213-482-7024). In order to minimize and prevent last minute building design changes, the applicant should contact DOT for driveway width and internal circulation requirements prior to the commencement of building or parking layout design.

D. TDM Ordinance Requirements

The TDM Ordinance (LAMC 12.26 J) is currently being updated. The updated ordinance, which is currently progressing through the City's approval process, will:

- Expand the reach and application of TDM strategies to more land uses and neighborhoods,
- Rely on a broader range of strategies that can be updated to keep pace with technology, and
- Provide flexibility for developments and communities to choose strategies that work best for their neighborhood context.

Although not yet adopted, DOT recommends that the applicant be subject to the terms of the proposed TDM Ordinance update. The updated ordinance is expected to be completed prior to the anticipated construction of this project, if approved.

E. Worksite Traffic Control Plan

DOT recommends that a construction worksite traffic control plan be submitted to DOT's Citywide Temporary Traffic Control Section or Permit Plan Review Section for review and approval prior to the start of any construction work. Refer to <http://ladot.lacity.org/what-we-do/plan-review> to determine which section to coordinate review of the work site traffic control plan. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. DOT also recommends that all construction related truck traffic be restricted to off-peak hours.

E. Development Review Fees

Section 19.15 of the Los Angeles Municipal Code identifies specific fees for traffic study review, condition clearance, and permit issuance. The applicant shall comply with any applicable fees per this ordinance.

If you have any questions, please contact Pete Eyre of my staff at (213) 972-4913.

Attachments

L:\letters\2021\CEN20-49786_6450 Sunset Blvd_MU

c: Craig Bullock, Council District 13
Bhuvan Bajaj, Hollywood-Wilshire District, DOT
Taimour Tanavoli, Case Management, DOT
Matthew Masuda, Central District, BOE
Seth Contreras, Fehr and Peers

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3



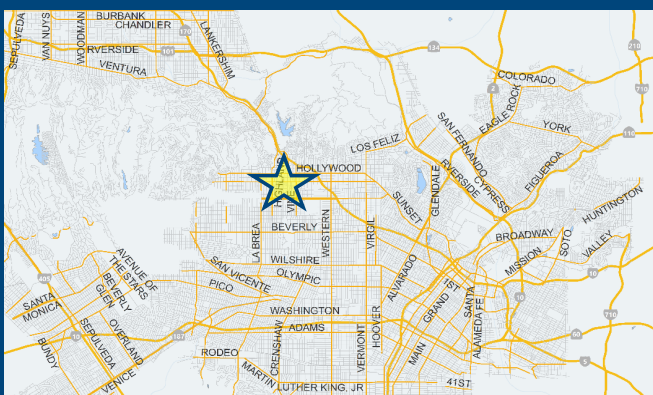
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

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

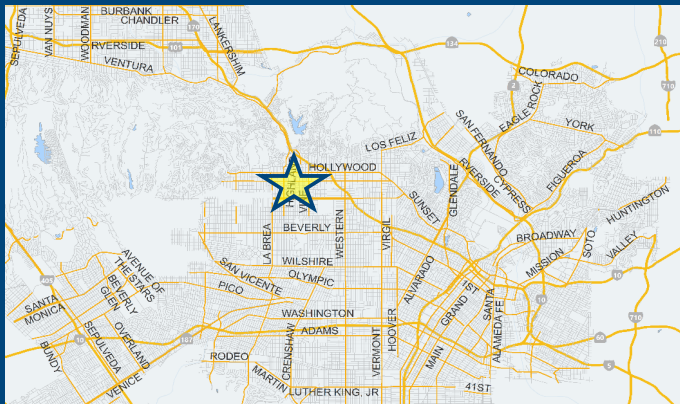


Project Information

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

Proposed Prj Mitigation

Include Bike Parking Per LAMC Select Proposed Prj or Mitigation to include this strategy

Proposed Prj Mitigation

Include Secure Bike Parking and Showers Select Proposed Prj or Mitigation to include this strategy

Proposed Prj 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
Commute 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 (%)</i>	0%	0%
	<i>Pedestrian network improvements</i>	<i>Included (within project and connecting off-site/within project only)</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%	
	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

**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		AM Peak Hour	PM Peak Hour		
				AM Peak Hour	PM Peak Hour		AM Peak Hour	PM Peak Hour	AM Peak Hour			PM Peak Hour					
				Hour	Hour		Hour	Hour	Hour			Hour					
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.

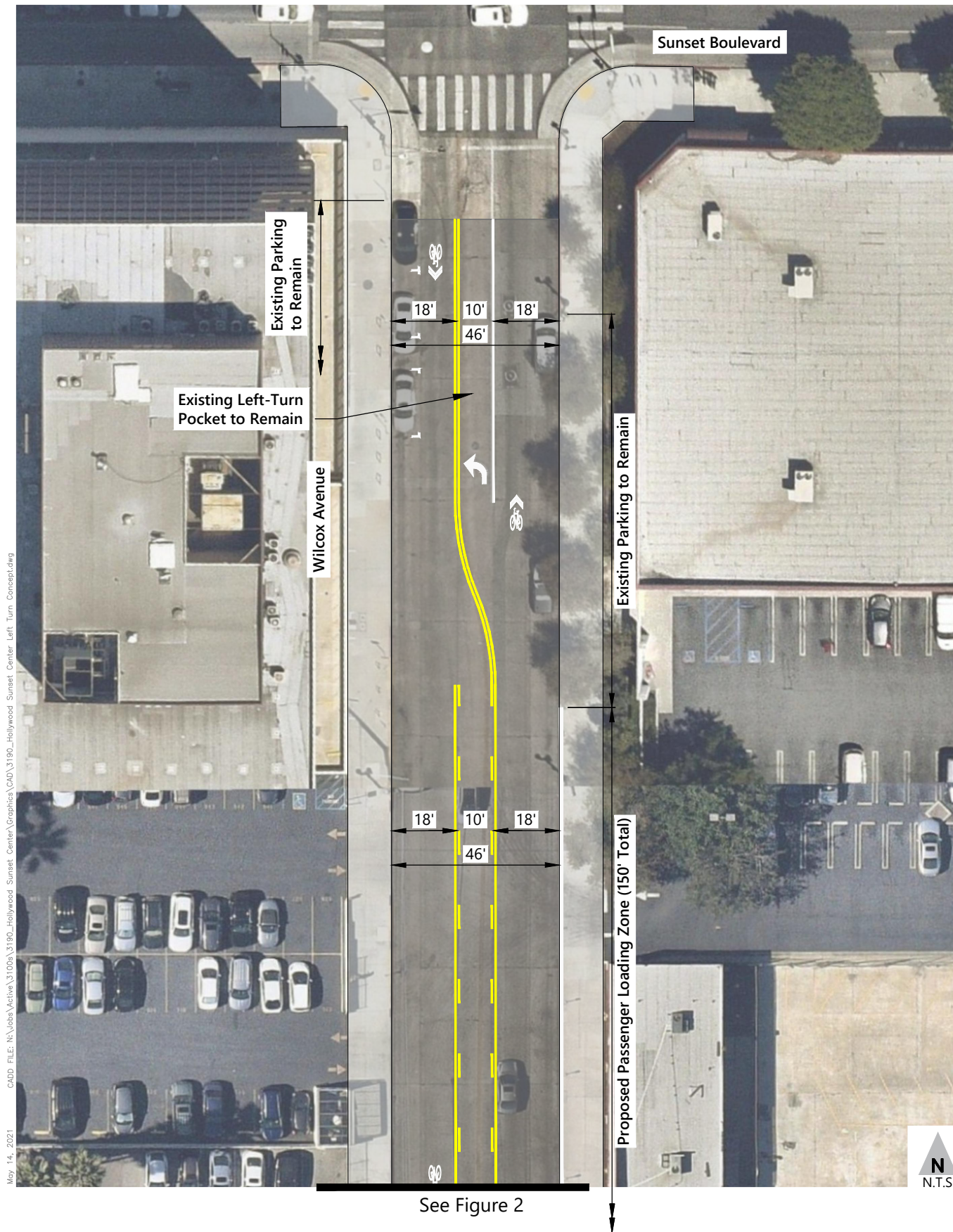
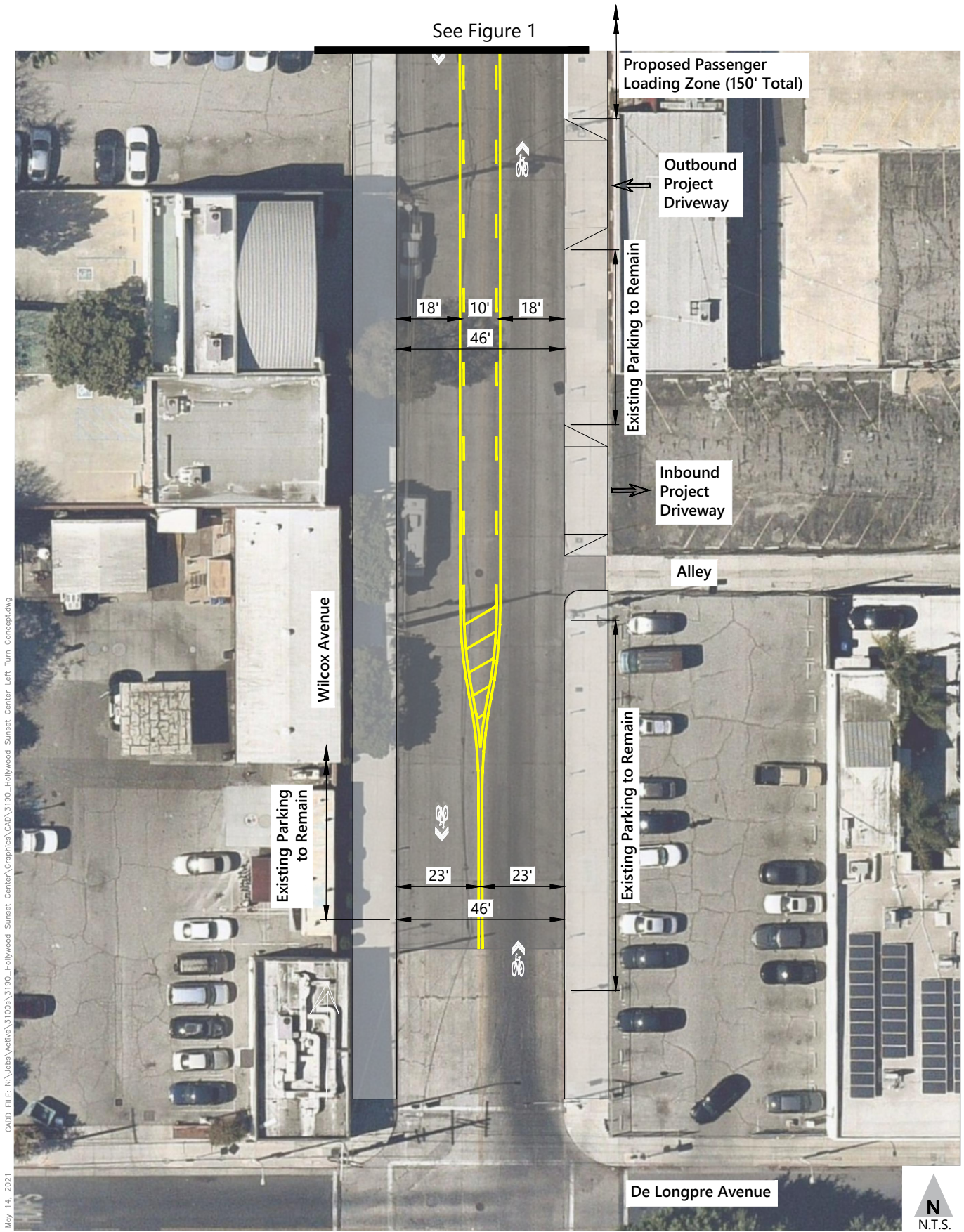


Figure 1
Wilcox Avenue Two-Way Left Turn Lane Concept - North
Sunset+Wilcox

CONCEPTUAL - NOT FOR CONSTRUCTION. ADDITIONAL
DETAILED ANALYSIS AND ENGINEERING DESIGN REQUIRED.





May 14, 2021
 CADD FILE: N:\Jobs\Active\3100A\3190_Hollywood_Sunset_Center\Graphics\CAD\3190_Hollywood_Sunset_Center_Left_Turn_Concept.dwg



Figure 2
 Wilcox Avenue Two-Way Left Turn Lane Concept - South
 Sunset+Wilcox

CONCEPTUAL - NOT FOR CONSTRUCTION. ADDITIONAL
 DETAILED ANALYSIS AND ENGINEERING DESIGN REQUIRED.

**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)			
US-101 NB Off-Ramp	Sunset Boulevard	950	3	Right Through	950 310	Uncontrolled & Stop [d]	2,820 [e] 2,820 [e]	2,820	Yes	3,010 [e] 3,010 [e]	3,010	190	8	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)	Max (ft)			
US-101 NB Off-Ramp	Sunset Boulevard	950	3	Right Through	950 310	Uncontrolled & Stop [c]	2,820 [d] 2,820 [d]	2,820	Yes	2,350 [d] 2,350 [d]	2,350	-470	-19	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.



Figure 2

Sunset + Wilcox Site Plan





