

Date : 6/28/2021 4:08:23 PM
From : "Pete Eyre"
To : "Wes Pringle"
Subject : Updated Letter - 6450 Sunset MU
Attachment : CEN20-49786_6450 Sunset Blvd_MU_rev3.pdf;

Hi Wes,

Attached is revision 3 of this letter - it's saved in the project folder (CLATS #49786). I've made the update that Seth & Tom pointed out. I appreciate your patience with this letter.

Pete

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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 28, 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 two 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



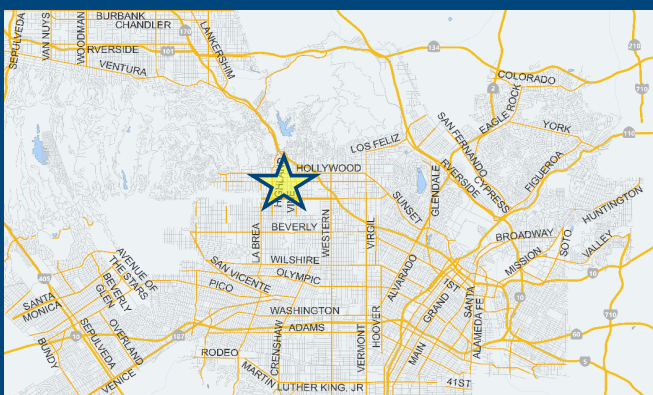
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

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

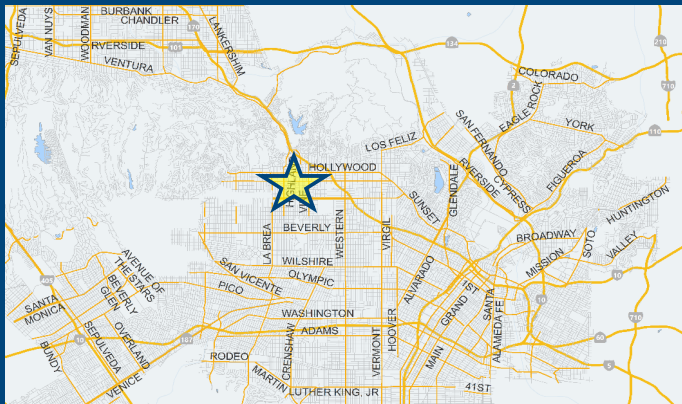


Project Information

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 | |
| <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 |
| 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 (%) 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 |

**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 | | | |
| | | | | Hour | Hour | | Hour | Hour | Hour | | | Hour | Hour | Hour | | | |
| 1 | Wilcox Ave/Selma Ave | B/E | NBL | B | F | C/E | C | E | NBL | 65 | 89 | 90 | 109 | 110 | - | - | |
| | | | NBT | A | F | | A | F | NBT | 550 | 182 | 564 | 242 | 392 | - | - | |
| | | | NBR | A | F | | A | F | NBR | 550 | 182 | 564 | 242 | 392 | - | - | |
| | | | SBL | B | F | | D | F | SBL | 1,100 | 110 | 124 | 124 | 124 | - | - | |
| | | | SBT | B | D | | E | E | SBT | 295 | 295 | 295 | 314 | 299 | - | - | |
| | | | SBR | A | D | | D | E | SBR | 295 | 295 | 295 | 314 | 299 | - | - | |
| | | | EBL | D | F | | D | F | EBL | 50 | 74 | 74 | 74 | 74 | - | - | |
| | | | EBT | C | F | | C | F | EBT | 370 | 276 | 364 | 324 | 381 | - | - | |
| | | | EBR | C | E | | C | F | EBR | 370 | 276 | 364 | 324 | 381 | - | - | |
| | | | WBL | C | E | | 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 | | | |
| 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.

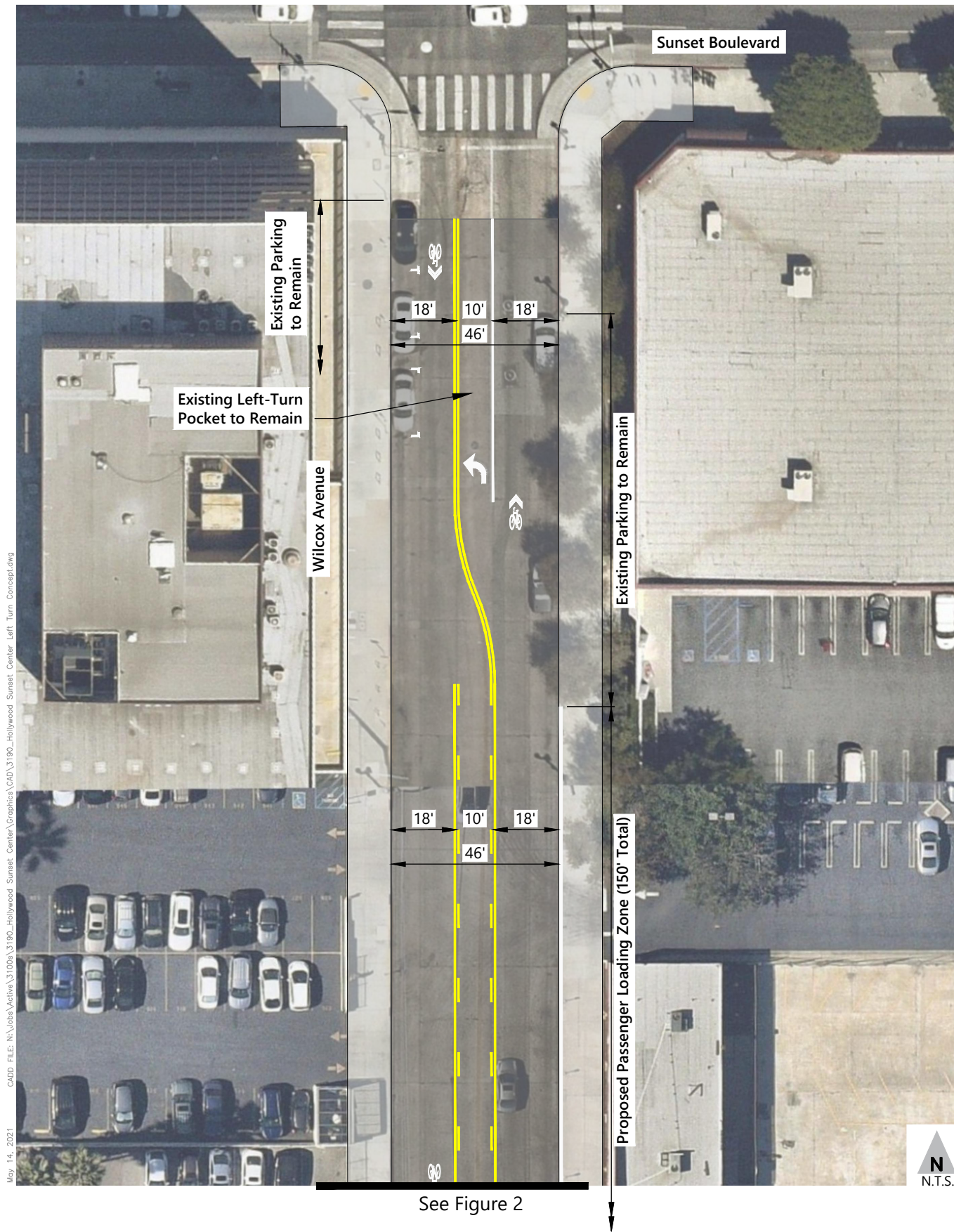
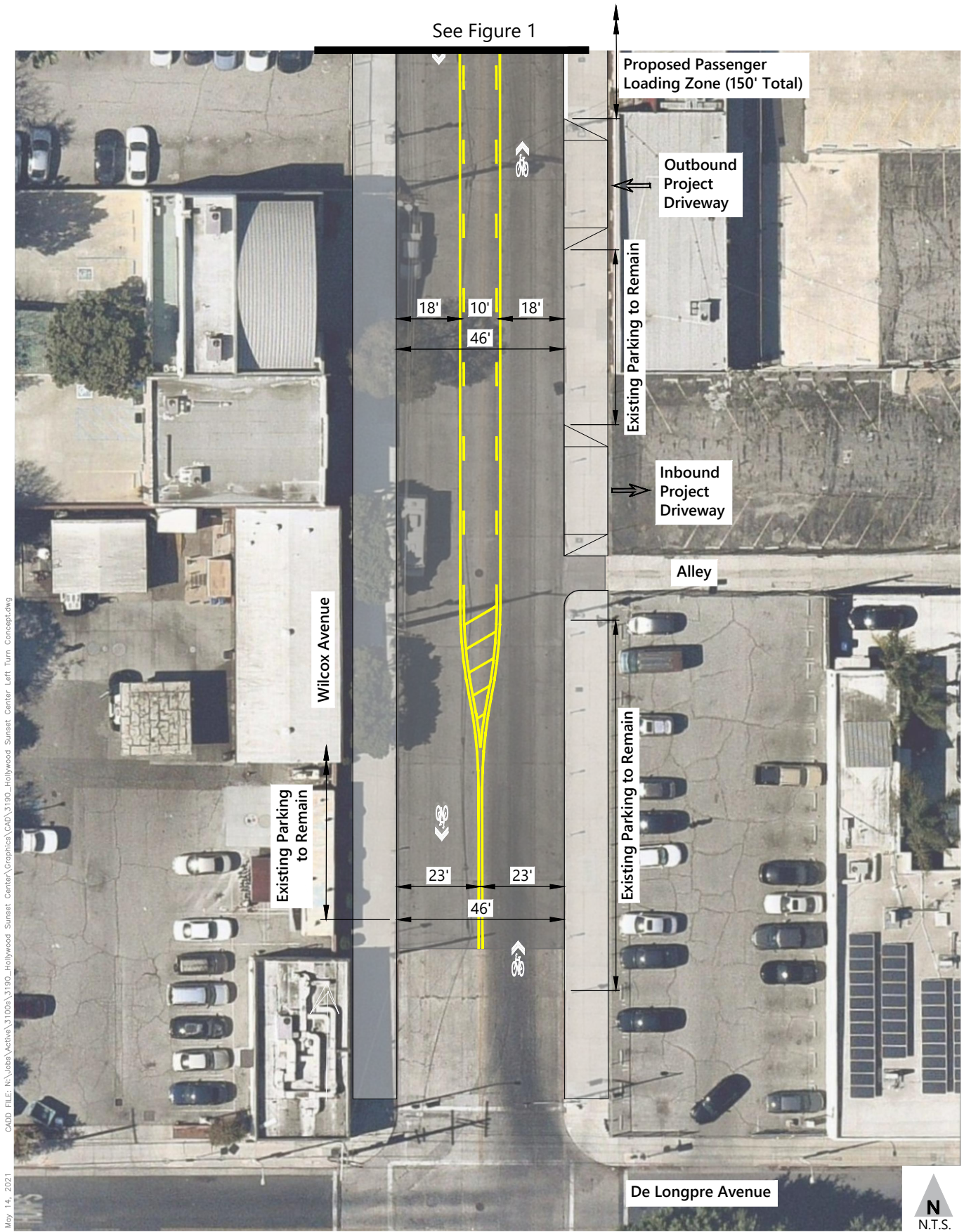


Figure 1
Wilcox Avenue Two-Way Left Turn Lane Concept - North
Sunset+Wilcox

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





May 14, 2021
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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

