

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

8150 W. Sunset Blvd.

Date: April 21, 2016

To : Deputy Advisory Agency
Department of City Planning

From: Taimour Tanavoli, Associate Transportation Engineer III
Department of Transportation

Subject: **VESTING TENTATIVE TRACT MAP NO. 72370-CN**

Reference is made to your request for review of this case regarding potential traffic access problems. Based upon this review, it is recommended that:

1. A minimum of 60-foot and 40-foot reservoir space(s) be provided between any ingress security gate(s) and the property line when driveway is serving more than 300 and 100 parking spaces respectively.
2. Parking stalls shall be designed so that a vehicle is not required to back into or out of any public street or sidewalk, LAMC 12.21 A-5(i)a.
3. The applicant complies with the mitigation measures as stated in the February 28, 2014 DOT letter to Karen Hoo, City Planner, Department of City Planning (attached). All subsequent revisions & modifications shall remain in effect.
4. Driveways and vehicular access to projects shall be consistent with LADOT's Case No. CEN 13-41328 in the February 28, 2014 DOT letter to Karen Hoo, City Planner, Department of City Planning.
5. A parking area and driveway plan be submitted to the Citywide Planning Coordination Section of the Department of Transportation for approval prior to submittal of building permit plans for plan check by the Department of Building and Safety. Transportation approvals are conducted at 201 N. Figueroa Street, Room 550.

Please contact this section at (213) 482-7024 for any questions regarding the above.

Attachment,

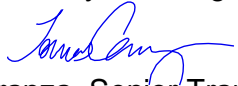
Council District No. 4
Hollywood-Wilshire District

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

8150 W Sunset Bl
DOT Case No. CEN 13-41328

Date: February 28, 2014

To: Karen Hoo, City Planner
Department of City Planning

From: 
Tomas Carranza, Senior Transportation Engineer
Department of Transportation

Subject: **TRAFFIC IMPACT ASSESSMENT FOR A MIXED-USE DEVELOPMENT
LOCATED AT 8150 WEST SUNSET BOULEVARD (CPC-2013-2551-CUB-
ZV-DB-SPR/ENV-2013-2552-EIR)**

The Department of Transportation (DOT) has reviewed the traffic analysis (dated November 2013) and subsequent revisions prepared by Hirsch/Green Transportation Consulting, Inc., for a mixed-use development located at 8150 West Sunset Boulevard. The project is located on the southwest corner of Sunset Boulevard and Crescent Heights Boulevard in the City of Los Angeles. The project's southern edge and a portion of the western edge of the project site abut the boundaries of the City of West Hollywood.

In order to evaluate the effects of the project's traffic on the available transportation infrastructure, the significance of the project's traffic impacts is measured in terms of change to the volume-to-capacity (V/C) ratio between the "future no project" and the "future with project" scenarios. This change in the V/C ratio is compared to DOT's established threshold standards to assess the project-related traffic impacts. Based on DOT's current traffic impact criteria¹, the traffic study included the detailed analysis of 13 intersections: four in the City of Los Angeles and 11 in the City of West Hollywood. The traffic study determined that the project would not result in any significant traffic impacts within the City of Los Angeles but may potentially impact an unsignalized intersection within the City of West Hollywood. The results of the traffic impact analysis are summarized in **Attachment 1**. The study adequately evaluated the project-related traffic impacts on the surrounding community.

DISCUSSION AND FINDINGS

A. Project Description

The proposed project will demolish the existing active shopping center and construct a new mixed-use development with 249 residential apartments (including 28 affordable units) and 111,339 square feet of commercial space at 8150 West Sunset Boulevard (see **Attachment 2**). The commercial space would include 51,150 square feet of retail uses, a 24,811 square foot supermarket, 22,189 square feet of quality restaurant space, a 5,094 square foot walk-in bank, and 8,095 square feet of health and fitness uses (dance studio, yoga studio, etc.). The existing 80,000 square foot shopping center

¹ Per the DOT Traffic Study Policies and Procedures, a significant impact is identified as an increase in the Critical Movement Analysis (CMA) value, due to project related traffic, of 0.01 or more when the final ("with project") Level of Service (LOS) is LOS E or F; an increase of 0.020 or more when the final LOS is LOS D; or an increase of 0.040 or more when the final LOS is LOS C.

includes 14,647 square feet of typical retail uses, a 20,172 square foot walk-in bank, 11,646 square feet of restaurant and fast food uses, a 2,360 square foot dental office, a 3,550 square foot martial arts studio, and a 27,625 square foot art storage facility. The project would provide 849 automobile parking spaces and 985 bicycle spaces in a multi-level (subterranean and above-grade) parking structure. The project proposes to provide access points at approximately the existing three driveways. The project is expected to be completed by 2018.

B. Trip Generation

The project is estimated to generate a net increase of 1,077 daily trips, a net decrease of 82 trips in the a.m. peak hour and a net increase of 216 trips during the p.m. peak hour (see **Attachment 3**). The trip generation estimates are based on rates and formulas published by the Institute of Transportation Engineers (ITE) Trip Generation, 9th Edition, 2012. These trip generation rates are typically derived from surveys of similar land use developments in suburban areas with little to no transit service. Therefore, DOT's traffic study guidelines allow projects to reduce their total trip generation to account for potential transit usage to and from the site, and for the internal-trip making opportunities that are afforded by mixed-use projects. Consistent with DOT's guidelines, the estimated trip generation includes trip credits to account for the existing uses, the mixed-use nature of the project, and for the expected transit mode share.

PROJECT REQUIREMENTS

A. New Traffic Signal (City of Los Angeles - Voluntary Measure)

In the preparation of traffic studies, DOT guidelines indicate that unsignalized intersections should be evaluated solely to determine the need for the installation of a traffic signal or other traffic control device. Additionally, when choosing which unsignalized intersections to evaluate in the study, intersections that are adjacent to the project or that are integral to the project's site access and circulation plan should be identified. Based on the results of a traffic signal warrant analysis included in the traffic study, the applicant proposes to install a new traffic signal at the intersection of **Sunset Boulevard and Havenhurst Drive**. The traffic study indicates that this new signal would facilitate access between Sunset Boulevard and the project's driveway on Havenhurst Drive. However, this requires further review by DOT as described below.

The satisfaction of a traffic signal warrant does not in itself require the installation of a signal. Other factors relative to safety, traffic flow, signal spacing, coordination, etc. should be considered. The design and construction of this proposed traffic signal, if deemed warranted by DOT, would be required of the applicant. To process the request for a new traffic signal, the applicant should work with DOT's Hollywood/Wilshire District Office. If the new signal is approved, this DOT office will issue a Traffic Control Report (TCR) authorizing the installation of the traffic signal. Then, it would be the responsibility of the applicant to design and construct the new signal through the Bureau of Engineering's B-permit process.

B. New Traffic Signal (City of West Hollywood)

The traffic study indicates that project-related traffic may result in a significant traffic impact at the unsignalized intersection of **Fountain Avenue and Havenhurst Drive**.

This intersection is located south of the project site and within the City of West Hollywood. The traffic study proposes to install a new traffic signal at this intersection to off-set the potential impact. This proposal is subject to review and approval by the City of West Hollywood.

C. Transportation Demand Management (TDM) Program

The project proposes to implement a TDM plan to reduce the number of vehicle trips generated by the site. The purpose of a TDM plan should be to reduce the use of single occupant vehicles (SOV) by increasing the number of trips by walking, bicycle, carpool, vanpool and transit. The design of the development should contribute to minimizing traffic impacts by emphasizing non-auto modes of transportation. Also, a pedestrian-friendly project with safe and walkable sidewalks should be included in the overall design of this mixed-use project.

A preliminary TDM program should be prepared and provided for DOT review prior to the issuance of the first building permit for this project and a final TDM program approved by DOT is required prior to the issuance of the first certificate of occupancy for the project. The TDM program should include, but not be limited to, the following strategies:

- On-site Transportation Coordinator;
- Carpool, Vanpool and Rideshare Matching;
- Preferential parking for rideshare parking;
- A one-time fixed-fee of **\$50,000** to be deposited into the City's Bicycle Plan Trust Fund to implement bicycle improvements within the area of the proposed project;
- Transit pass subsidies for eligible project tenants and employees;
- Parking management strategies like parking cash-out and unbundling of the residential parking;
- Loaner bicycles and/or flex-use vehicles on site;
- Guaranteed Ride Home Program;
- Bicycle racks, lockers and showers on site;
- Encourage implementation of bus shelters in area of project;
- Flexible work hours and telecommute opportunities;
- Enhanced wayfinding information and signage.

The study does not take into account the trip reduction credits that are expected from these proposed measures. Due to this conservative approach, the benefits related to these TDM strategies were not quantified; therefore, the reported traffic impacts are likely overstated.

D. Voluntary Intersection Improvement (Sunset Boulevard & Crescent Heights Boulevard)

To enhance and activate the pedestrian environment adjacent to the project, the project proposes to reconfigure the southwest quadrant of the intersection of **Sunset Boulevard and Crescent Heights Boulevard**. The improvement would remove the current sweeping eastbound right-turn lane on Sunset Boulevard that is stop-controlled before merging with southbound Crescent Heights Boulevard, and install a typical exclusive right-turn lane at the intersection. The unused "triangle" section would then be reconfigured to provide a new public "plaza" area adjacent to the northeast corner of the project site as illustrated in **Attachment 4**.

To accommodate the exclusive eastbound right-turn lane, the south side of Sunset Boulevard would be widened and the west side of Crescent Heights Boulevard between Sunset Boulevard and the project's driveway would be reconstructed. Conceptually, this improvement is acceptable to DOT; however, to ensure optimal efficiency and safety of the intersection's operations for all modes, the existing bus stop on the eastbound approach should be relocated from the near-side and the traffic signal may need to be upgraded to install northbound left-turn phasing and concurrent eastbound right-turn phasing (subject to review by DOT's Hollywood/Wilshire District Office). These design issues should be discussed with DOT prior to the commencement of the engineering plans for this improvement.

E. Construction Impacts

DOT recommends that a construction work site traffic control plan be submitted to DOT for review and approval prior to the start of any construction work. 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 traffic be restricted to off-peak hours, as feasible.

F. Highway Dedication and Street Widening Requirements

Highway dedication and widening may be required along the streets that front the proposed project. Along the project's frontage, **Sunset Boulevard** and **Crescent Heights Boulevard** are both designated Major Highways Class II which require a 40-foot half-width roadway within a 52-foot half-width right-of-way. **Havenhurst Drive** is designated as a Local Street which requires a 20-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 the specific highway dedication, street widening and/or sidewalk requirements, if any, for this project.

G. Implementation of Improvements

The applicant should be responsible for the cost and implementation of any necessary traffic signal equipment modifications and bus stop relocations associated with the proposed transportation improvements described above. All improvements and associated traffic signal work within the City of Los Angeles must be **guaranteed** through BOE's 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 contact DOT's B-Permit Coordinator, at (213) 928-9663, to arrange a pre-design meeting to finalize the proposed design needed for the project.

H. Parking Analysis

As referenced in the Project Description section above, the project will provide up to 849 automobile parking spaces and 985 bicycle spaces. The applicant should check with the Department of Building and Safety on the number of Code-required or Specific Plan-required parking spaces needed for this project.

I. Site Access and Circulation

The proposed project will provide vehicular access via three driveways: Sunset Boulevard (left-turn and right-turn entry only), Crescent Heights Boulevard (two-way full access), and Havenhurst Drive (full service entry for residential traffic only, plus right-turn only exit for both residential and commercial traffic) as illustrated in **Attachment 5**. The project also proposes separate driveways providing truck access to the on-site loading dock facilities: an ingress only driveway on Havenhurst Drive and an egress only driveway on Crescent Heights Boulevard. The project also proposes a passenger pick-up/drop-off loading area along the Crescent Heights Boulevard frontage. However, it is unclear from the attached illustration how pedestrians would be accommodated through this section of the street. It is recommended that the applicant work with DOT to explore different passenger loading schemes for the project to establish a design that can safely accommodate pedestrians, minimize conflict points with southbound traffic on this curved section of Crescent Heights Boulevard, and provide the site with its valet parking/passenger loading needs.

Review of the study does not constitute approval of the driveway dimensions and internal circulation schemes. Those require separate review and approval and should be coordinated with DOT's Citywide Planning Coordination Section (201 N. Figueroa Street, 4th Floor, Station 3, @ 213-482-7024) to avoid delays in the building permit approval process. Prior to the commencement of building or parking layout design efforts, the applicant should contact DOT for driveway width and internal circulation requirements so that such traffic flow considerations are designed and incorporated early into the building and parking layout plans. All driveways should be Case 2 driveways and 30 feet and 16 feet wide for two-way and one-way operations, respectively.

J. Development Review Fees

An ordinance adding Section 19.15 to the Los Angeles Municipal Code relative to application fees paid to DOT for permit issuance activities was adopted by the Los Angeles City Council in 2009. This ordinance 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 Eileen Hunt of my staff at (213) 972-8481.

Attachments

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- c: Renee Weitzer/Jonathan Brand, Council District 4
Luci Ibarra, City Planning
Jeannie Shen, Hollywood-Wilshire District Office, DOT
Rudy Guevara, Western District Office, DOT
Taimour Tanavoli, Citywide Planning Coordination Section, DOT
Gregg Vandergriff, Central District, BOE
Ron Hirsch, Hirsch/Green Transportation Consulting, Inc.

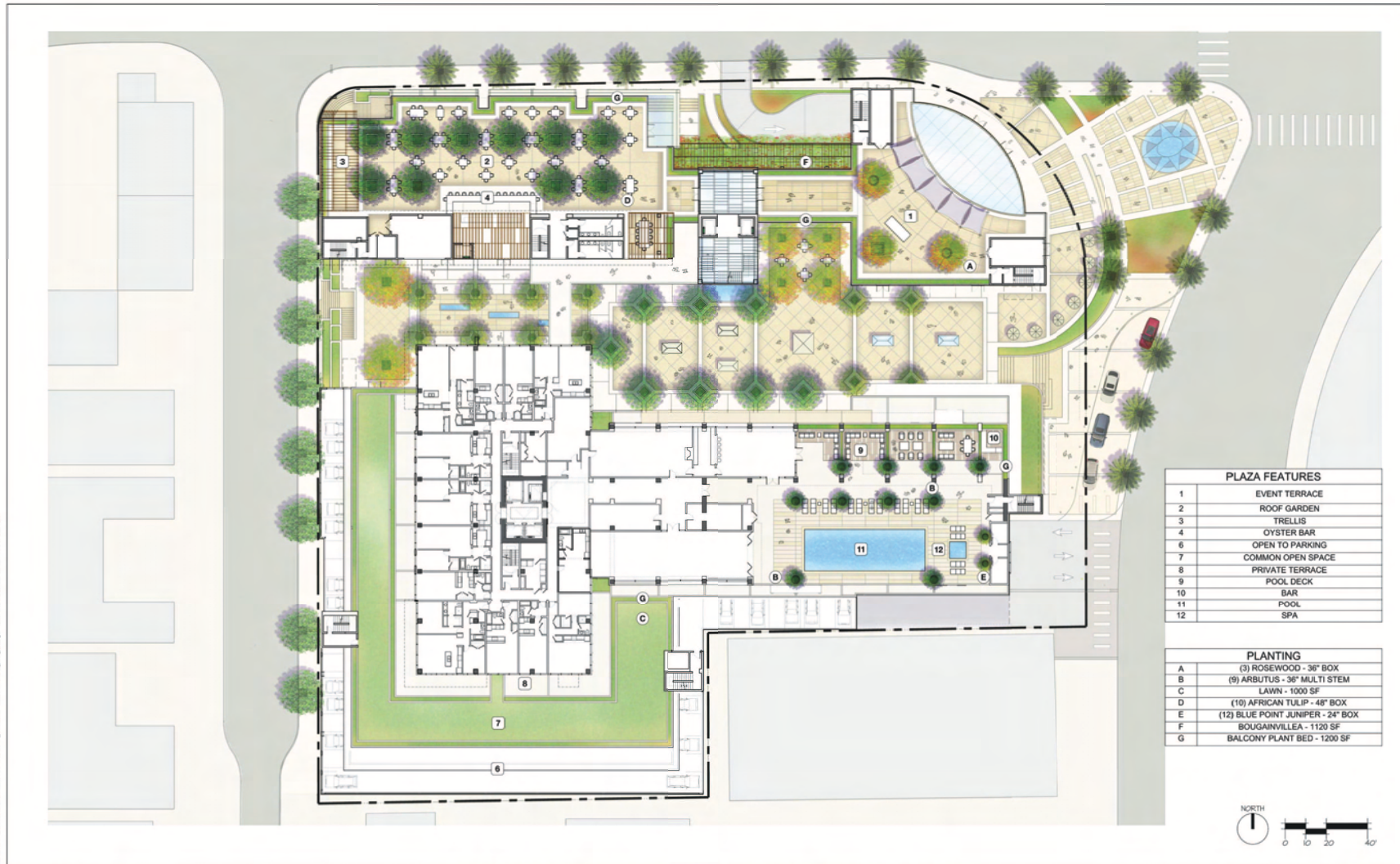
Table 9(a)
Critical Movement Analysis ("CMA") Summary
(City of Los Angeles Intersections Only)
Existing (2013) and Future (2018) Without and With Project Conditions

Int. No.	Intersection	Peak Hour	Year 2013 Conditions					Year 2018 Conditions				
			Without Project		With Project			Without Project		With Project		
			CMA	LOS	CMA	LOS	Impact	CMA	LOS	CMA	LOS	Impact
1	Hollywood Boulevard and Laurel Canyon Boulevard	AM	0.517	A	0.517	A	0.000	0.613	B	0.614	B	0.001
		PM	0.554	A	0.558	A	0.004	0.694	B	0.697	B	0.003
2	Hollywood Boulevard and Fairfax Avenue	AM	0.896	D	0.893	D	-0.003	0.969	E	0.966	E	-0.003
		PM	0.755	C	0.758	C	0.003	0.817	D	0.820	D	0.003
5	Sunset Boulevard and Crescent Heights Boulevard	AM	0.936	F ^[1]	0.918	F ^[1]	-0.018	1.147	F ^[1]	1.129	F ^[1]	-0.018
		PM	0.756	F ^[1]	0.761	F ^[1]	0.005	0.988	F ^[1]	0.994	F ^[1]	0.006
6	Sunset Boulevard and Fairfax Avenue	AM	0.746	F ^[1]	0.741	F ^[1]	-0.005	0.859	F ^[1]	0.854	F ^[1]	-0.005
		PM	0.953	F ^[1]	0.955	F ^[1]	0.002	1.047	F ^[1]	1.049	F ^[1]	0.002

Notes:

[2] Intersection "existing" and "future" level of service manually adjusted to LOS F based on observations of existing conditions.

"*" Significant impact per City of Los Angeles Department of Transportation (LADOT) *Traffic Study Policies and Procedures*, June 2013 (if applicable).



PLAZA FEATURES	
1	EVENT TERRACE
2	ROOF GARDEN
3	TRELLIS
4	OYSTER BAR
5	OPEN TO PARKING
6	COMMON OPEN SPACE
7	PRIVATE TERRACE
8	POOL DECK
9	BAR
10	POOL
11	SPA
12	

PLANTING	
A	(3) ROSEWOOD - 36" BOX
B	(9) ARBUTUS - 36" MULTI STEM
C	LAWN - 1000 SF
D	(10) AFRICAN TULIP - 48" BOX
E	(12) BLUE POINT JUNIPER - 24" BOX
F	BOUGAINVILLEA - 1120 SF
G	BALCONY PLANT BED - 1200 SF



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8150 SUNSET BOULEVARD
 Los Angeles, California

OVERALL PLAN | L102
 AUGUST 2, 2013

FIGURE 3(a)

PROJECT SITE LAYOUT



Table 2(a)
Proposed Project Trip Generation Estimates

Size/Use	Daily	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Proposed Project							
<i>Residential Component</i>							
249 -unit Apartments (including 28 affordable units)	1,656	25	102	127	100	54	154
Less 0.6% "Affordable" Unit Discount	(10)	0	(1)	(1)	(1)	0	(1)
Less 5% Transit Utilization	(82)	(1)	(5)	(6)	(5)	(3)	(8)
Total Apartment Trips	1,564	24	96	120	94	51	145
<i>Retail/Commercial Components</i>							
51,150 sq. ft. General Retail (total)	2,184	30	19	49	91	99	190
Less 10% Mixed-Use (Residential) Interaction	(218)	(3)	(2)	(5)	(9)	(10)	(19)
Less 40% Pass-by Trips	(786)	(11)	(7)	(18)	(33)	(35)	(68)
Subtotal Retail Trips	1,180	16	10	26	49	54	103
24,811 sq. ft. Supermarket	2,537	52	32	84	120	115	235
Less 15% Mixed-Use (Residential) Interaction	(381)	(8)	(5)	(13)	(18)	(17)	(35)
Less 5% Walk-in Patronage	(108)	(2)	(2)	(4)	(5)	(5)	(10)
Less 40% Pass-by Trips	(819)	(17)	(10)	(27)	(39)	(37)	(76)
Subtotal Supermarket Trips	1,229	25	15	40	58	56	114
5,094 sq. ft. Walk-in Bank	764	22	9	31	27	35	62
Less 5% Mixed-Use (Residential) Interaction	(38)	(1)	(1)	(2)	(1)	(2)	(3)
Less 20% Pass-by Trips	(145)	(4)	(2)	(6)	(5)	(7)	(12)
Subtotal Walk-in Bank Trips	581	17	6	23	21	26	47
22,189 sq. ft. Quality Restaurants (total)	1,996	11	7	18	111	55	166
Less 10% Mixed-Use (Residential) Interaction	(200)	(1)	(1)	(2)	(11)	(6)	(17)
Less 10% Pass-by Trips	(180)	(1)	(1)	(2)	(10)	(5)	(15)
Subtotal Quality Restaurant Trips	1,616	9	5	14	90	44	134
8,095 sq. ft. Dance/Yoga Studios (total)	267	5	6	11	17	12	29
Less 5% Mixed-Use (Residential) Interaction	(13)	0	(1)	(1)	(1)	0	(1)
Less 20% Pass-by Trips	(51)	(1)	(1)	(2)	(3)	(3)	(6)
Subtotal Dance/Yoga Studio Trips	203	4	4	8	13	9	22
Total Proposed Retail/Commercial Trips	4,809	71	40	111	231	189	420
<i>Total Proposed Retail/Commercial Trips at Adjacent I/S</i>	<i>6,790</i>	<i>105</i>	<i>61</i>	<i>166</i>	<i>321</i>	<i>276</i>	<i>597</i>
Total Proposed New Project Trips	6,373	95	136	231	325	240	565
<i>Total Proposed New Project Trips at Adjacent I/S</i>	<i>8,354</i>	<i>129</i>	<i>157</i>	<i>286</i>	<i>415</i>	<i>327</i>	<i>742</i>

Table 2(b)
Existing Site Uses Trip Generation Estimates

Size/Use	Daily	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Existing Uses (Removed)							
14,647 sq. ft. General Retail (total)	625	9	5	14	26	28	54
Less 50% Pass-by Trips	(313)	(4)	(3)	(7)	(13)	(14)	(27)
Subtotal Retail Trips	312	5	2	7	13	14	27
27,625 sq. ft. Art Storage Facility (Metro Art Storage)	69	2	2	4	4	3	7
11,786 sq. ft. Walk-in Bank - Banking Uses (1st floor)	1,768	50	21	71	63	80	143
8,386 sq. ft. Bank Offices/Ancillary Space (2nd floor)	92	11	2	13	2	10	12
Less 20% Pass-by Trips (Banking Uses Only)	(354)	(10)	(4)	(14)	(13)	(16)	(29)
Subtotal Walk-in Bank Trips	1,506	51	19	70	52	74	126
2,056 sq. ft. Restaurant (Kuru Sushi) ^[1]	196	-----	n/a	-----	12	8	20
Less 20% Pass-by Trips	(39)	-----	n/a	-----	(2)	(2)	(4)
Subtotal Restaurant Trips	157	-----	n/a	-----	10	6	16
800 sq. ft. Ice Cream Parlor ^[1]	76	-----	n/a	-----	5	3	8
Less 20% Pass-by Trips	(15)	-----	n/a	-----	(1)	(1)	(2)
Subtotal Ice Cream Parlor Trips	61	-----	n/a	-----	4	2	6
5,070 sq. ft. Fast Food (with drive-thru) - McDonalds	2,515	117	113	230	86	80	166
Less 50% Pass-by Trips	(1,258)	(59)	(56)	(115)	(43)	(40)	(83)
Subtotal Fast Food (with drive-thru) Trips	1,257	58	57	115	43	40	83
3,720 sq. ft. Fast Food (without drive-thru) (total)	2,664	98	65	163	49	48	97
Less 35% Pass-by Trips	(932)	(34)	(23)	(57)	(17)	(17)	(34)
Subtotal Fast Food (without drive-thru) Trips	1,732	64	42	106	32	31	63
2,360 sq. ft. Dental Office	85	5	1	6	2	6	8
3,550 sq. ft. Health Club (Martial Arts)	117	2	3	5	7	6	13
Total Existing Site Trips	5,296	187	126	313	167	182	349
<i>Total Existing Site Trips at Adjacent I/S</i>	<i>8,207</i>	<i>294</i>	<i>212</i>	<i>506</i>	<i>256</i>	<i>272</i>	<i>528</i>

Note:

[1] Use not open during AM peak hours (prior to 10:00 AM).

Table 2(c)
Summary of Proposed Project, Existing Site Uses, and Net Project Trip Generation Estimates

Size/Use	Daily	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Summary of Proposed Project Trips - from Table 2(a)							
<i>Total Net Residential Component</i>	1,564	24	96	120	94	51	145
<i>Total Net Retail/Commercial Components</i>	4,809	71	40	111	231	189	420
<i>Retail/Commercial Trips at Adjacent I/S</i>	6,790	105	61	166	321	276	597
<i>Total Proposed New Project Trips</i>	6,373	95	136	231	325	240	565
<i>Total Proposed New Project Trips at Adjacent I/S</i>	8,354	129	157	286	415	327	742
Summary of Existing Uses Trips - from Table 2(b)							
<i>Total Existing Site Trips</i>	5,296	187	126	313	167	182	349
<i>Total Existing Site Trips at Adjacent I/S</i>	8,207	294	212	506	256	272	528
Net New Project Retail/Commercial Trips	(487)	(116)	(86)	(202)	64	7	71
<i>Net Retail/Commercial Trips at Adjacent Intersections</i>	<i>(1,417)</i>	<i>(189)</i>	<i>(151)</i>	<i>(340)</i>	<i>65</i>	<i>4</i>	<i>69</i>
Net New Project Residential Trips (same at Adj. I/S)	1,564	24	96	120	94	51	145
Total Net New Project Trips	1,077	(92)	10	(82)	158	58	216
<i>Total Net New Project Trips at Adjacent Intersections</i>	<i>147</i>	<i>(165)</i>	<i>(55)</i>	<i>(220)</i>	<i>159</i>	<i>55</i>	<i>214</i>

As shown in Table 2(a), once completed and occupied, the proposed project itself is expected to result in a total of approximately 6,373 trips per day (a 24-hour period beginning at midnight), including approximately 231 trips (95 inbound, 136 outbound) during the AM peak hour, and approximately 565 trips (325 inbound, 240 outbound) during the PM peak hour. Of these total trips, most are the result of the retail/commercial components (except during the AM peak hour when many of the retail and restaurant uses are closed), which are expected to generate a total of approximately 4,809 daily trips, including approximately 111 trips (71 inbound, 40 outbound) during the AM peak hour and approximately 420 trips (231 inbound, 189 outbound) during the PM peak hour, while the proposed residential component of the project will account for the remaining approximately 1,564 daily trips, 120 (24 inbound, 96 outbound) AM peak hour trips, and 145 (94 inbound, 51 outbound) PM peak hour trips.

However, the demolition of the existing on-site development to construct the proposed project will also result in the removal of its associated trips from the “existing” area traffic volumes, offsetting some of the traffic generated by the new development. As shown in Table 2(b), the

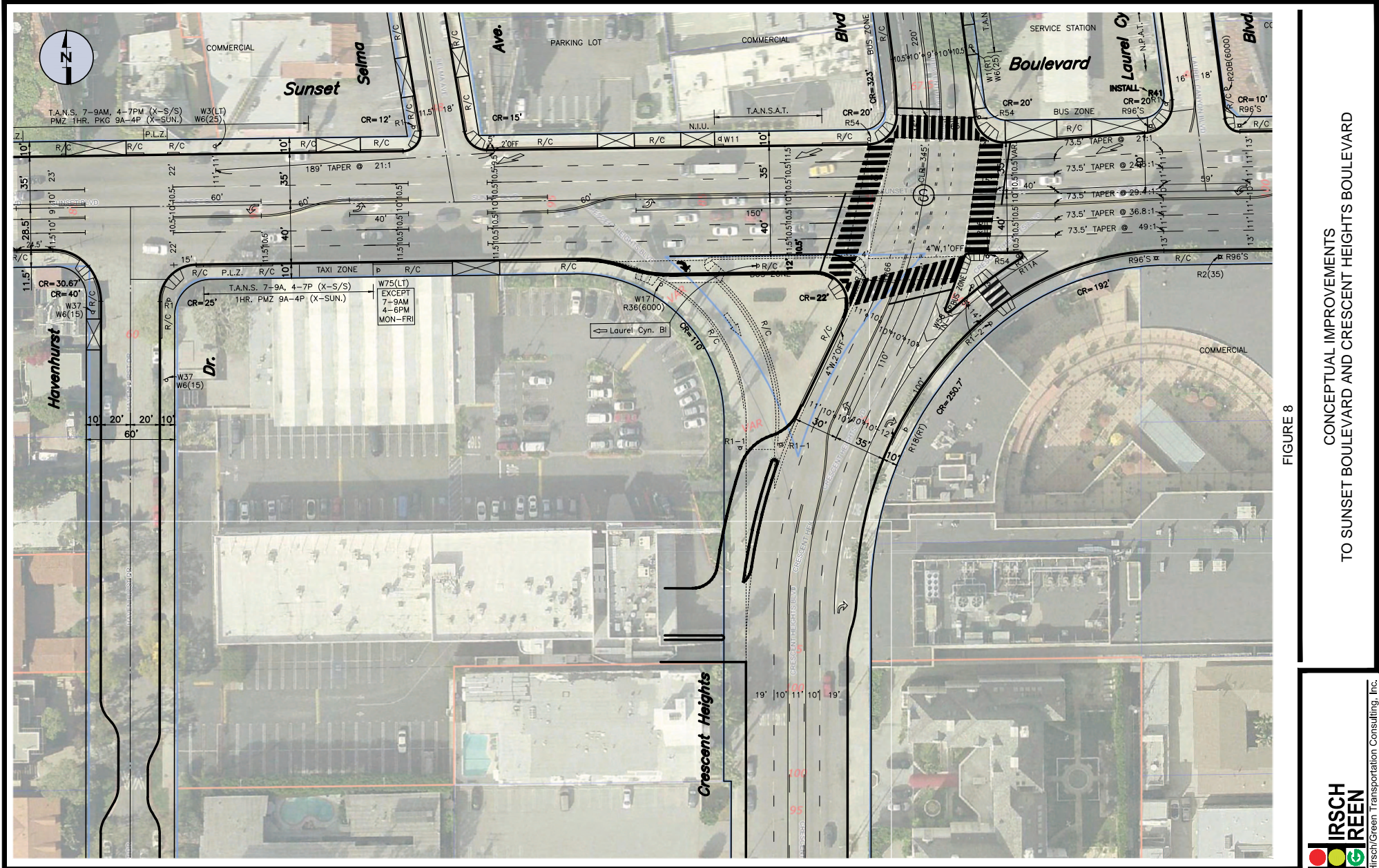


FIGURE 8
 CONCEPTUAL IMPROVEMENTS
 TO SUNSET BOULEVARD AND CRESCENT HEIGHTS BOULEVARD

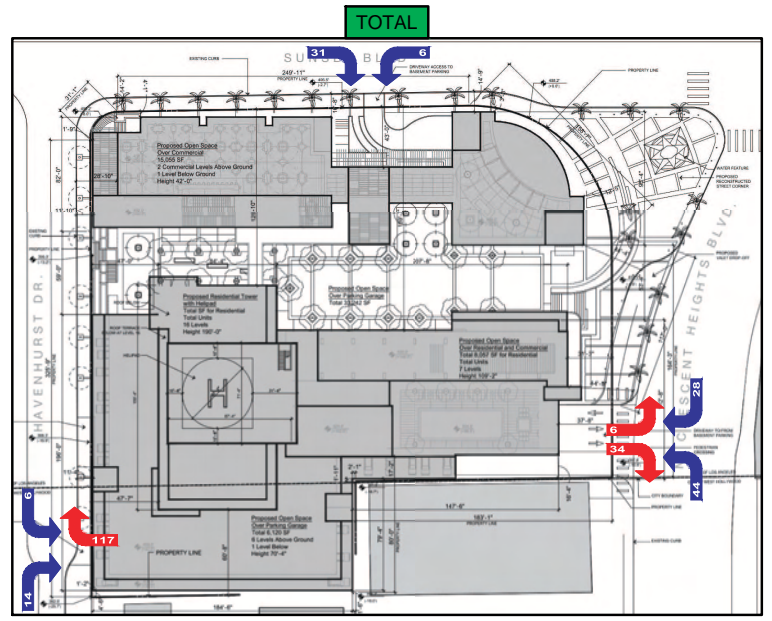
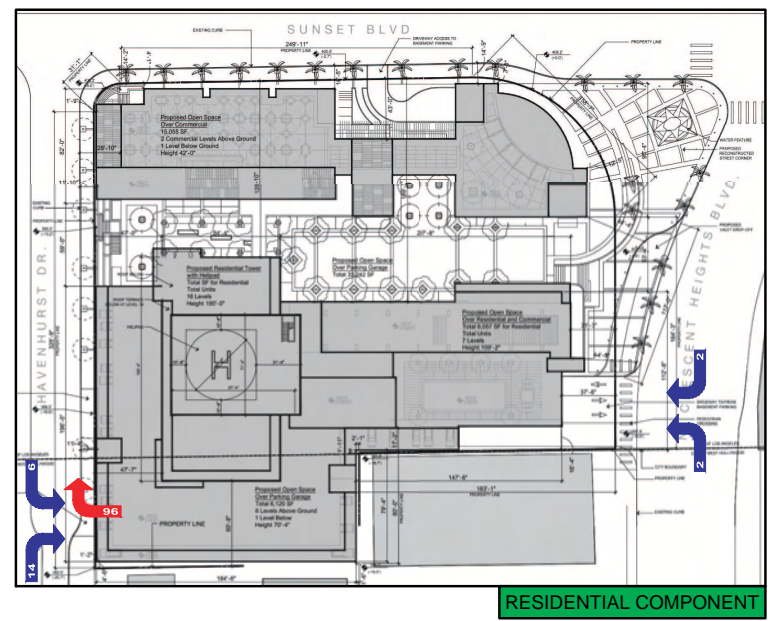
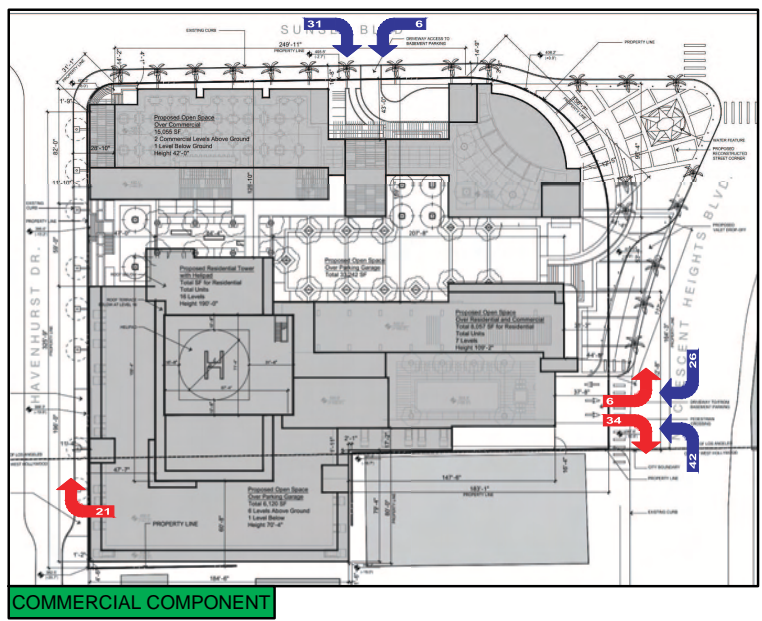
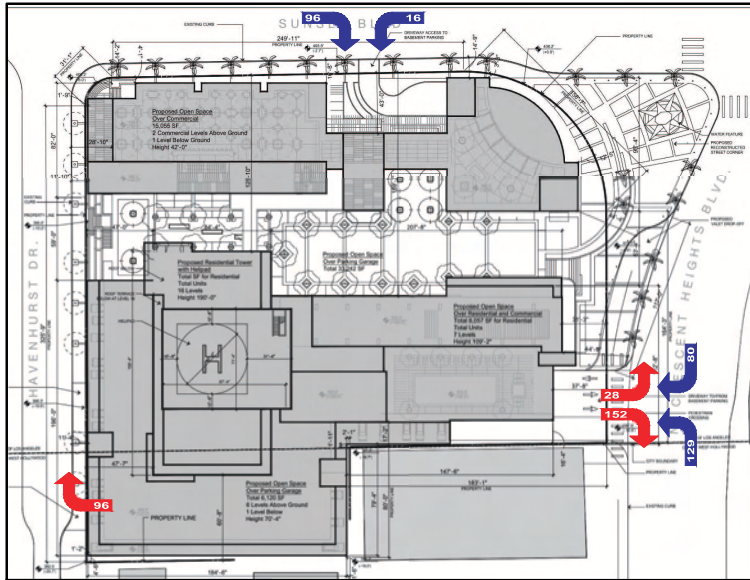


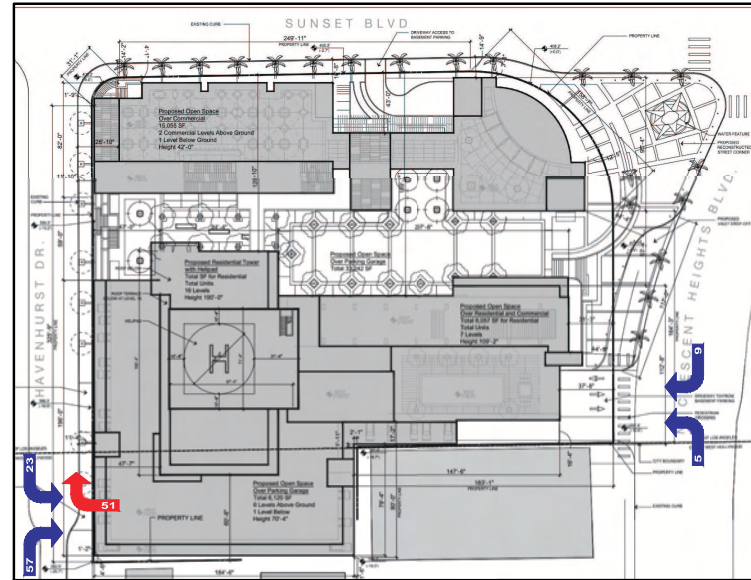
FIGURE 7(a)

PROJECT DRIVEWAY VOLUMES
 AM PEAK HOUR

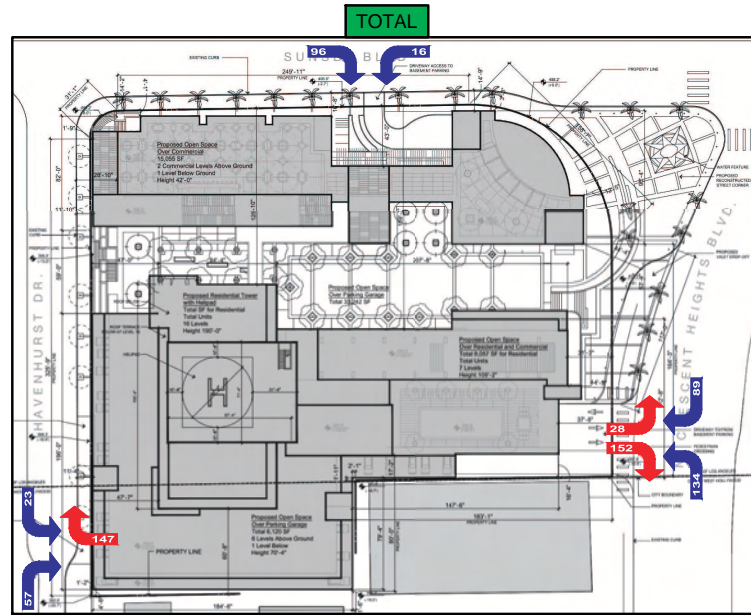




COMMERCIAL COMPONENT



RESIDENTIAL COMPONENT



TOTAL



FIGURE 7(b)

PROJECT DRIVEWAY VOLUMES
PM PEAK HOUR

