| From: | Miguel Nunez <m.nunez@fehrandpeers.com></m.nunez@fehrandpeers.com> | | | | | |
|--------------|---|--|--|--|--|--|
| Sent time: | 08/13/2019 08:26:14 AM | | | | | |
| То: | Eduardo Hermoso <eduardo.hermoso@lacity.org></eduardo.hermoso@lacity.org> | | | | | |
| Subject: | Updated Driveway Information | | | | | |
| Attachments: | CMA_ArgyleDwy.pdf SignalWarrant_Dwy.pdf Dwy Signal Warrant Summary.pdf | | | | | |

Hi Eduardo,

I'm attaching a few items:

- Driveway CMA sheets
- Signal warrant analysis summary table
- Signal warrant analysis

Let me know if you need anything else. I'll call to confirm you have received the attachments. Thanks.

Regards, Miguel

Miguel Núñez, AICP Senior Associate

FEHRPPEERS

Los Angeles 600 Wilshire Blvd, Suite 1050 Los Angeles, CA 90017 (213) 261-3050





| I/S #: 1 | | | ntial | | Project Drivewa | ay/Carlos Ave | | |
|-------------|--|--------|-----------------|----------------|-----------------|-----------------|----------------|--|
| | Count Date: 6/28/2018 | | Analyst: | Fehr & Peers | Date: | | 1/15/2019 | |
| | AM PM | | | | | | | |
| | No. of Phases | | | 4 | | | 4 | |
| | Opposed Ø'ing: N/S-1, E/W-2 or Both-3? | NB 0 | SB | 0 0 | NB 0 | SB | 0 0 | |
| | Right Turns: FREE-1, NRTOR-2 or OLA-3? | EB 0 | WB | 0 | EB 0 | WB | 0 | |
| | ATSAC-1 or ATSAC+ATCS-2? | | | 2 | | | 2 | |
| | Override Capacity | | | 0 | | No. of | 0 | |
| | MOVEMENT | Volume | No. of Lanes | Lane Volume | Volume | No. of Lanes | Lane Volume | |
| | ົງ Left | 76 | 1 | 76 | 128 | 1 | 128 | |
| NORTHBOUND | Left-Through | | 0 | | | 0 | | |
| no. | Through | 269 | 0 | 274 | 731 | 0 | 780 | |
| I 8. | → Through-Right | _ | 1 | | | 1 | | |
| RT | Right | 5 | 0 | 0 | 49 | 0 | 0 | |
| NO | Left-Through-Right | | 0 0 | | | 0 | | |
| | | | U | | | | | |
| 0 | ≮√⊲ Left | 6 | 1 | 6 | 21 | 1 | 21 | |
| | → Left-Through | | 0 | | | 0 | | |
| SOUTHBOUND | ↓ Through | 372 | 1 | 223 | 203 | 1 | 151 | |
| Ë | ✓ Through-Right ✓ Right | 74 | 1 0 | 74 | 98 | 1 0 | 98 | |
| .no | ✓ Fight ✓ Left-Through-Right | 74 | 0 | 74 | 90 | 0 | 90 | |
| Š | ↓ Left-Right | | 0 | | | 0 | | |
| | - | | | | | | | |
| Δ | | 57 | 0 | 57 | 81 | 0 | 81 | |
| NN | \rightarrow Through | 0 | 0 0 | 0 | 0 | 0 0 | 0 | |
| BO | → Through-Right | v | 0 | v | Ŭ | 0 | Ŭ | |
| EASTBOUND | Right | 87 | 0 | 144 | 116 | 0 | 197 | |
| EA | Left-Through-Right | | 0 | | | 0 | | |
| | Left-Right | | 1 | | | 1 | | |
| | ✓ Left | 28 | 1 | 28 | 20 | 0 | 20 | |
| QN | € Left-Through | | 0 | | | 0 | | |
| no | ← Through | 0 | 0 | 0 | 0 | 0 | 0 | |
| WESTBOUN | ← Through-Right | 10 | 0 | 07 | 10 | 0 | 00 | |
| /ES | Right Left-Through-Right | 40 | 1 0 | 37 | 18 | 0 | 38 | |
| 3 | Left-Right | | 0 | | | 1 | | |
| | · · · · | Λ | orth-South: | 299 | ٨ | lorth-South: | 801 | |
| | CRITICAL VOLUMES | | East-West: | 172 | | East-West: | 217 | |
| | | | SUM: | 471 | | SUM: | 1018 | |
| | VOLUME/CAPACITY (V/C) RATIO: | | | 0.343 | | | 0.740 | |
| V / | C LESS ATSAC/ATCS ADJUSTMENT: | | | 0.243 | | | 0.640 | |
| | LEVEL OF SERVICE (LOS): | | | Α | | | B | |





| | - | | | | | | tore |
|------------|---|-----------------|-----------------|----------------|-----------------|-----------------|----------------|
| I/S #: | PROJECT TITLE: Hollywood Ce | | _ | | | | |
| 1 | North-South Street: Argyle Avenue | | East-We | st Street: | Project Drivewa | ay/Carlos Ave | |
| | Scenario: Existing plus F | Project - Hotel | A | | Deter | | |
| | Count Date: 6/28/2018 | | Analyst: | Fehr & Peers | Date: | | 1/15/2019 |
| | | ĺ | АМ | | | РМ | |
| | No. of Phases | | | 4 | | | 4 |
| | Opposed Ø'ing: N/S-1, E/W-2 or Both-3? | | | 0 | | | 0 |
| | Right Turns: FREE-1, NRTOR-2 or OLA-3? | NB 0 | SB | 0 | NB 0 | SB | 0 |
| | hight fullis. THEE-1, NATON-2 OF OLA-5? | EB 0 | WB | 0 | EB 0 | WB | 0 |
| | ATSAC-1 or ATSAC+ATCS-2? | | | 2 | | | 2 |
| | Override Capacity | | No. of | 0 | | No. of | 0 |
| | MOVEMENT | Volume | No. of Lanes | Lane Volume | Volume | No. of Lanes | Lane Volume |
| | 5 1.04 | 94 | | 94 | | | |
| Ð | ↓ Left ↓ Left-Through | 94 | 1 0 | 94 | 131 | 1 0 | 131 |
| NORTHBOUND | ↑ Through | 269 | 0 | 274 | 731 | 0 | 780 |
| BC | through through the through t | 203 | 1 | 214 | /31 | 1 | 100 |
| E | Right | 5 | 0 | 0 | 49 | 0 | 0 |
| OR | ⊷t→ Left-Through-Right | 5 | 0 | U | | 0 | 0 |
| ž | Left-Right | | 0 | | | 0 | |
| | Lon right | 1 | | | 1 | | |
| 0 | ∽√⊄ Left | 6 | 1 | 6 | 21 | 1 | 21 |
| N N | ↓ Left-Through | | 0 | | | 0 | |
| or or | ↓ Through | 372 | 1 | 229 | 203 | 1 | 151 |
| 뛰 | ✓ Through-Right | | 1 | | | 1 | |
| 5 | لہ Right | 85 | 0 | 85 | 99 | 0 | 99 |
| SOUTHBOUND | ↔ Left-Through-Right | | 0 | | | 0 | |
| | ↓ Left-Right | | 0 | | | 0 | |
| | J Left | 64 | 0 | 64 | 86 | 0 | 86 |
| Ω | → Left-Through | 04 | 0 | 04 | 00 | 0 | 00 |
| N | \rightarrow Through | 0 | 0 | 0 | 0 | 0 | 0 |
| õ | → Through-Right | Ŭ | 0 0 | U | Ŭ | 0 0 | U |
| STI | → Right | 99 | Õ | 163 | 125 | 0 | 211 |
| EASTBOUND | Left-Through-Right | | 0 | | | 0 | |
| | - ∠ Left-Right | | 1 | | | 1 | |
| | | | <u>.</u> | | | | |
| | √ Left | 28 | 1 | 28 | 20 | 0 | 20 |
| IN | ✓ Left-Through | - | 0 | | | 0 | |
| ្ត្ | ← Through | 0 | 0 | 0 | 0 | 0 | 0 |
| E E | ← Through-Right | 40 | 0 | 07 | 10 | 0 | 00 |
| WESTBOUND | Right Left-Through-Right | 40 | 0 | 37 | 18 | 0 | 38 |
| 3 | Left-Right | | 0 | | | U 1 | |
| | ¥ 3 - | ^ | lorth-South: | 323 | ٨ | lorth-South: | 801 |
| | CRITICAL VOLUMES | - | East-West: | 191 | | East-West: | 231 |
| | | | SUM: | 514 | | SUM: | |
| | VOLUME/CAPACITY (V/C) RATIO: | | | 0.374 | | | 0.751 |
| V/ | C LESS ATSAC/ATCS ADJUSTMENT: | | | 0.374 0.274 | | | 0.751 0.651 |
| | | | | | | | |
| | LEVEL OF SERVICE (LOS): | | | Α | | | В |

Version: 1i Beta; 8/4/2011





| I/S #: 1 | | | sidential | | Project Drivewa | ay/Carlos Ave | 1/15/0010 |
|-------------|---|--------------|-------------|--------------|-----------------|---------------|-----------|
| . <u> </u> | Count Date: 6/28/2018 | 1 | Analyst: | Fehr & Peers | Date: | | 1/15/2019 |
| | | | AM | | | PM | |
| | No. of Phases | | | 4 | | | 4 |
| | Opposed Ø'ing: N/S-1, E/W-2 or Both-3? | NB 0 | SB | 0 | NB 0 | SB | 0 |
| | Right Turns: FREE-1, NRTOR-2 or OLA-3? | NB 0 EB 0 | ЗВ WB | 0 0 | NB 0 EB 0 | ЗВ WB | 0 0 |
| | ATSAC-1 or ATSAC+ATCS-2? | | 110 | 2 | | 110 | 2 |
| | Override Capacity | | | 0 | | | 0 |
| | MOVEMENT | | No. of | Lane | | No. of | Lane |
| | | Volume | Lanes | Volume | Volume | Lanes | Volume |
| Ω | | 76 | 1 | 71 | 128 | 1 | 128 |
| NORTHBOUND | ← Left-Through | 504 | 0 | 570 | 1110 | 0 | 1110 |
| B | ↑ Through | 534 | 0 | 573 | 1118 | 0 | 1110 |
| 王 | Through-Right | 5 | 1 0 | 0 | 51 | 1 0 | 0 |
| .HO | └──Right -,,-→→ Left-Through-Right | 5 | 0 | 0 | 51 | 0 | 0 |
| ž | | | 0 | | | 0 | |
| | Len-night | I | | | 1 | V | |
| • | t√⊄ Left | 6 | 1 | 30 | 22 | 1 | 25 |
| N N | ┝→ Left-Through | | 0 | | | 0 | |
| O | ↓ Through | 539 | 1 | 295 | 351 | 1 | 222 |
| 뛰 | ✓ Through-Right | | 1 | | | 1 | |
| 5 | لے Right | 74 | 0 | 84 | 98 | 0 | 97 |
| SOUTHBOUND | ← Left-Through-Right | | 0 | | | 0 | |
| | ل Left-Right | I | 0 | | | 0 | |
| | Left | 57 | 0 | 59 | 81 | 0 | 88 |
| ₽ | ⊥ Left-Through | 57 | 0 | 55 | 01 | 0 | 00 |
| ۲ <u>۲</u> | \rightarrow Through | 0 | Õ | 0 | 0 | Ō | 0 |
| EASTBOUND | → Through-Right | | 0 | | | 0 | - |
| ST | Right | 87 | 0 | 147 | 116 | 0 | 204 |
| EA | Left-Through-Right | | 0 | | | 0 | |
| | Left-Right | | 1 | | | 1 | |
| | | 00 | 4 | 01 | 01 | 0 | 00 |
| Ω | ✓ Left ✓ Left | 29 | 1 | 21 | 21 | 0 0 | 26 |
| N. | ↓ Left-Through ← Through | 0 | 0 0 | 0 | 0 | 0 | 0 |
| BO | Through-Right | U U | 0 | 0 | | 0 | U |
| ST | thistight hight | 41 | 1 | 17 | 19 | 0 | 68 |
| WESTBOUN | Left-Through-Right | | 0 | | | 0 | |
| | ⊱ Left-Right | | 0 | | | 1 | |
| | | Ν | orth-South: | 603 | Λ | lorth-South: | 1135 |
| | CRITICAL VOLUMES | | East-West: | 168 | | East-West: | 230 |
| | | | SUM: | 771 | | SUM: | 1365 |
| | VOLUME/CAPACITY (V/C) RATIO: | | | 0.561 | | | 0.993 |
| V / | C LESS ATSAC/ATCS ADJUSTMENT: | | | 0.461 | | | 0.893 |
| | LEVEL OF SERVICE (LOS): | | | Α | | | D |





| I/S #: 1 | PROJECT TITLE: Hollywood Cer North-South Street: Argyle Avenue Scenario: Future plus Pr | | | est Street: | Project Drivewa | ay/Carlos Ave | |
|-------------|---|----------------|-------------|--------------|-----------------|---------------|-----------|
| | Count Date: 6/28/2018 | | Analyst: | Fehr & Peers | Date: | | 1/15/2019 |
| | | | AM | | | РМ | |
| | No. of Phases | | | 4 | | | 4 |
| | Opposed Ø'ing: N/S-1, E/W-2 or Both-3? | NB 0 | SB | 0 0 | NB 0 | SB | 0 0 |
| | Right Turns: FREE-1, NRTOR-2 or OLA-3? | NВ 0 ЕВ 0 | ЗВ WB | 0 | EB 0 | ЗВ WB | 0 |
| | ATSAC-1 or ATSAC+ATCS-2? | | 110 | 2 | | 110 | 2 |
| | Override Capacity | | | 0 | | | 0 |
| | MOVEMENT | | No. of | Lane | | No. of | Lane |
| | - | Volume | Lanes | Volume | Volume | Lanes | Volume |
| ₽ | | 94 | 1 | 94 | 131 | 1 | 131 |
| N | ← Left-Through | 534 | 0 | 539 | 1118 | 0 0 | 1169 |
| BO | ↑ Through ☆ Through-Right | 004 | 0 1 | 009 | 1110 | 1 | 1109 |
| NORTHBOUND | Right | 5 | 0 | 0 | 51 | 0 | 0 |
| 0R | ⊷t→ Left-Through-Right | • | 0 | Ŭ | | 0 | Ŭ |
| Ź | Left-Right | | 0 | | | 0 | |
| | , v | | | | I | | |
| Δ | ≺√< Left | 6 | 1 | 6 | 22 | 1 | 22 |
| N | ▷ Left-Through | | 0 | | | 0 | |
| SOUTHBOUND | Through | 539 | 1 | 312 | 351 | 1 | 225 |
| 본 | ← Through-Right | 05 | 1 | 05 | | 1 | 00 |
| 5 | ✓ Right ✓ Left-Through-Right | 85 | 0 0 | 85 | 99 | 0 0 | 99 |
| SC | Left-Right | | 0 | | | 0 | |
| | | | v | | I | | |
| | l _ J Left | 64 | 0 | 64 | 86 | 0 | 86 |
| g | → Left-Through | | 0 | | | 0 | |
| DO | → Through | 0 | 0 | 0 | 0 | 0 | 0 |
| EASTBOUND | Through-Right | | 0 | | | 0 | |
| AS. | Right | 9 9 | 0 | 163 | 125 | 0 | 211 |
| ш | ☆ Left-Through-Right ✓ Left-Right | | 0 1 | | | 0 | |
| | | | · · | | I | · · · | |
| - | √ Left | 29 | 1 | 29 | 21 | 0 | 21 |
| QN | ℃ Left-Through | | 0 | | | 0 | |
| WESTBOUN | ← Through | 0 | 0 | 0 | 0 | 0 | 0 |
| <u>T</u> B | Through-Right | | 0 | | | 0 | |
| ES. | Right | 41 | 1 | 38 | 19 | 0 | 40 |
| N | ✓ Left-Through-Right | | 0 0 | | | 0 | |
| | ↓ Len-mynt | N | orth-South: | 545 | Λ. | lorth-South: | 1191 |
| | CRITICAL VOLUMES | | East-West: | 192 | | East-West: | 232 |
| | | | SUM: | 737 | | SUM: | 1423 |
| | VOLUME/CAPACITY (V/C) RATIO: | | | 0.536 | | | 1.035 |
| V | C LESS ATSAC/ATCS ADJUSTMENT: | | | | | | |
| V/ | | | | 0.436 | | | 0.935 |
| L | LEVEL OF SERVICE (LOS): | | | Α | | | E |

Version: 1i Beta; 8/4/2011





| I/S #: 1 | PROJECT TITLE: Hollywood Cer North-South Street: Argyle Avenue Scenario: Future plus Pr Count Date: 6/28/2018 | | sidential | st Street: Fehr & Peers | Project Drivewa | ay/Carlos Ave | 1/15/2019 |
|-------------|--|--------|---------------------------|-----------------------------------|-----------------|----------------------------|-------------|
| [| | r | | | Buto. | DM | 1/10/2010 |
| | No. of Phases | | AM | 4 | | РМ | 4 |
| | Opposed Ø'ing: N/S-1, E/W-2 or Both-3? | | | 0 | | | 0 |
| | Right Turns: FREE-1, NRTOR-2 or OLA-3? | NB 0 | SB | 0 | NB 0 | SB | 0 |
| | - | EB 0 | WB | 0 | EB 0 | WB | 0 |
| | ATSAC-1 or ATSAC+ATCS-2? Override Capacity | | | 2 0 | | | 2 0 |
| | · · · | | No. of | Lane | | No. of | Lane |
| | MOVEMENT | Volume | Lanes | Volume | Volume | Lanes | Volume |
| ۵ | Left | 77 | 1 | 77 | 129 | 1 | 129 |
| NORTHBOUND | ← Left-Through | 5.40 | 0 | | 4450 | 0 | 1000 |
| BO | ↑ Through | 548 | 0 | 553 | 1156 | 0 | 1209 |
| L I | Through-Right Right | 5 | 1 0 | 0 | 53 | 0 | 0 |
| .HC | Left-Through-Right | 5 | 0 | 0 | 55 | 0 | U |
| ž | Left-Right | | 0 | | | 0 | |
| | Lon night | | , v | | 1 | ` | |
| 0 | ∽√≪ Left | 7 | 1 | 7 | 23 | 1 | 23 |
| IN | → Left-Through | | 0 | | | 0 | |
| SOUTHBOUND | Through | 559 | 1 | 317 | 362 | 1 | 230 |
| HB. | ✓ Through-Right | | 1 | | | 1 | |
| L L | \mathcal{A} Right | 75 | 0 | 75 | 98 | 0 | 98 |
| so | ← Left-Through-Right | | 0 0 | | | 0 | |
| | ,, Left-Right | | U | | | U | |
| | _/ Left | 57 | 0 | 57 | 82 | 0 | 82 |
| Q | → Left-Through | | 0 | | | 0 | |
| Inc | \rightarrow Through | 0 | 0 | 0 | 0 | 0 | 0 |
| EASTBOUND | → Through-Right | | 0 | | | 0 | |
| ISA | Right | 87 | 0 | 144 | 117 | 0 | 199 |
| E/ | Left-Through-Right | | 0 | | | 0 | |
| | Left-Right | | 1 | | | | |
| | ✓ Left | 30 | 1 | 30 | 22 | 0 | 22 |
| QN | <pre>✓ Left ✓ Left-Through</pre> | | 0 | 00 | | 0 | 22 |
| WESTBOUN | ← Through | 0 | 0 | 0 | 0 | 0 | 0 |
| BC | Through-Right | | 0 | | | 0 | |
| IS: | ∑_ Right | 44 | 1 | 41 | 20 | 0 | 42 |
| ME | Left-Through-Right | | 0 | | | 0 | |
| | ⊱ Left-Right | L | 0 Iarth Cauthr | 500 | . | | 1000 |
| | CRITICAL VOLUMES | ~ | orth-South: East-West: | 560 174 | | lorth-South: East-West: | 1232 221 |
| | CRITICAL VOLUMES | | East-west: SUM: | 734 | | East-west: SUM: | 1453 |
| | VOLUME/CAPACITY (V/C) RATIO: | | 001/1. | | | 00101. | |
| 14 | | | | 0.534 | | | 1.057 |
| V/0 | C LESS ATSAC/ATCS ADJUSTMENT: | | | 0.434 | | | 0.957 |
| | LEVEL OF SERVICE (LOS): | | | Α | | | E |

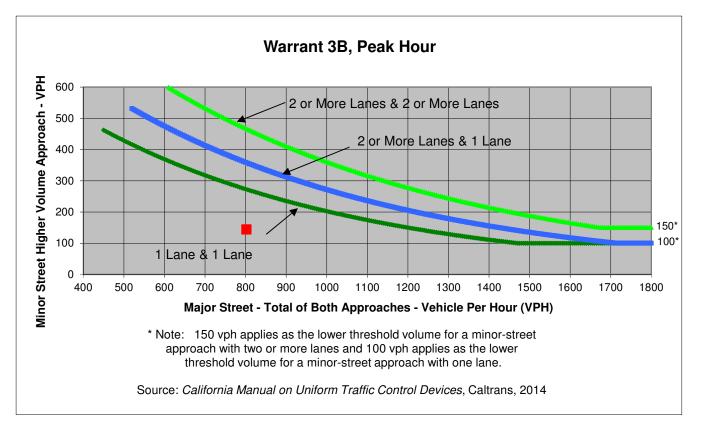




| I/S #: 1 | PROJECT TITLE: Hollywood Cer North-South Street: Argyle Avenue Scenario: Future plus Pr | | | est Street: | Project Drivewa | ay/Carlos Ave | |
|-------------|---|--------------|--------------------|--------------|-----------------|--------------------|-------------|
| | Count Date: 6/28/2018 | | Analyst: | Fehr & Peers | Date: | | 1/15/2019 |
| AM PM | | | | | | | |
| | No. of Phases | | | 4 | | | 4 |
| | Opposed Ø'ing: N/S-1, E/W-2 or Both-3? | NB 0 | SB | 0 0 | NB 0 | SB | 0 |
| | Right Turns: FREE-1, NRTOR-2 or OLA-3? | NB 0 EB 0 | ЗВ WB | 0 | <i>EB</i> 0 | ЗВ WB | 0 0 |
| | ATSAC-1 or ATSAC+ATCS-2? | | 110 | 2 | | 110 | 2 |
| | Override Capacity | | | 0 | | | 0 |
| | MOVEMENT | | No. of | Lane | | No. of | Lane |
| | | Volume | Lanes | Volume | Volume | Lanes | Volume |
| ₽ | | 95 | 1 | 95 | 132 | 1 | 132 |
| N N | Left-Through | F 40 | 0 | 550 | 1150 | 0 | 1000 |
| B | ↑ Through | 548 | 0 1 | 553 | 1156 | 0 1 | 1209 |
| NORTHBOUND | Through-Right Right | 5 | 0 | 0 | 53 | 0 | 0 |
| .HO | Left-Through-Right | 5 | 0 | 0 | | 0 | 0 |
| ž | Left-Right | | 0 | | | 0 | |
| | Lott Hight | | | | 1 | | |
| 0 | *√⊄ Left | 7 | 1 | 7 | 23 | 1 | 23 |
| N | ↓→ Left-Through | | 0 | | | 0 | |
| SOUTHBOUND | Through | 559 | 1 | 323 | 362 | 1 | 231 |
| Ξ | ✓ Through-Right | | 1 | | | 1 | |
| 5 | → Right | 86 | 0 | 86 | 99 | 0 | 99 |
| so | ← Left-Through-Right | | 0 0 | | | 0 0 | |
| | ↓, Left-Right | l III | U | | I | U | |
| | Left | 64 | 0 | 64 | 87 | 0 | 87 |
| Ð | → Left-Through | | 0 | | _ | 0 | |
| IN | → Through | 0 | 0 | 0 | 0 | 0 | 0 |
| EASTBOUND | → Through-Right | | 0 | | | 0 | |
| ISA | Right | 99 | 0 | 163 | 126 | 0 | 213 |
| Ш | Left-Through-Right | | 0 | | | 0 | |
| | _ | | 1 | | | 1 | |
| | ✓ Left | 30 | 1 | 30 | 22 | 0 | 22 |
| Ð | ✓ Left-Through | | 0 | 00 | | 0 | |
| n n | ← Through | 0 | 0 | 0 | 0 | 0 | 0 |
| E E | Through-Right | | 0 | | | 0 | |
| WESTBOUN | , Right | 44 | 1 | 41 | 20 | 0 | 42 |
| ME | Left-Through-Right | | 0 | | | 0 | |
| | ⊱ Left-Right | | 0 | 500 | | 1 | 1000 |
| | CRITICAL VOLUMES | N | orth-South: | 560 | ∧ | lorth-South: | 1232 |
| | CHINCAL VOLUMES | | East-West: SUM: | 193 753 | | East-West: SUM: | 235 1467 |
| | VOLUME/CAPACITY (V/C) RATIO: | | 30141. | | | 30W. | |
| | | | | 0.548 | | | 1.067 |
| V/ | C LESS ATSAC/ATCS ADJUSTMENT: | | | 0.448 | | | 0.967 |
| | LEVEL OF SERVICE (LOS): | | | Α | | | E |

Version: 1i Beta; 8/4/2011

| | | | | | Project | Hollywood | Center |
|---------------------|-------------------|-----------|-----|----|-----------|-------------|--------------------|
| Major Street | Argyle Ave | | | | Scenario | EP_AM Resi | dential |
| Minor Street | Driveway/Ca | arlos Ave | | | Peak Hour | AM | |
| | | | | | | | |
| <u>Turn Movemer</u> | <u>nt Volumes</u> | | | | | Major Stree | <u>t Direction</u> |
| | NB | SB | EB | WB | _ | | |
| Left | 76 | 6 | 57 | 28 | | х | North/South |
| Through | 269 | 372 | 0 | 0 | | | East/West |
| Right | 5 | 74 | 87 | 40 | | | - |
| Total | 350 | 452 | 144 | 68 | _ | | |
| | | | | | | | |



| | Major Street | Minor Street | Warrant Met | | | |
|--|--------------|---------------------|-------------|--|--|--|
| | Argyle Ave | Driveway/Carlos Ave | | | | |
| Number of Approach Lanes | Lanes 2 1 | | NO | | | |
| Traffic Volume (VPH) * | 802 | 144 | <u>NO</u> | | | |
| * Note: Traffic Volume for Major Street is Total Volume of Both Approches. Traffic Volume for Minor Street is the Volume of High Volume Approach. | | | | | | |

| Major Street | Argyle Ave |
|--------------|---------------------|
| Minor Street | Driveway/Carlos Ave |

Turn Movement Volumes

| | NB | SB | EB | WB |
|---------|-----|-----|-----|----|
| Left | 76 | 6 | 57 | 28 |
| Through | 269 | 372 | 0 | 0 |
| Right | 5 | 74 | 87 | 40 |
| Total | 350 | 452 | 144 | 68 |

| Project | Hollywood Center |
|-----------|-------------------|
| Scenario | EP_AM Residential |
| Peak Hour | AM |

Major Street Direction



Intersection Geometry

Number of Approach Lanes for Minor Street Total Approaches

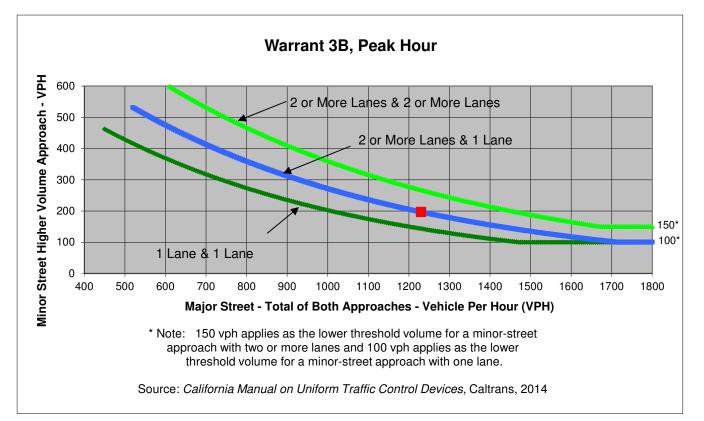
| 1 | |
|---|--|
| 4 | |

Worst Case Delay for Minor Street

| 23.2 |
|------|
| EB |
| 144 |

| Warrant 3A, Peak Hour | | | | | | |
|-----------------------|---|--|-------|--|--|--|
| | Peak Hour Delay on Minor Approach (vehicle-hours) | Peak Hour Entering Volume Serviced (vph) | | | | |
| EP_AM Residential | 0.9 | 144 | 1,014 | | | |
| Limiting Value | 4 | 100 | 800 | | | |
| Condition Satisfied? | Not Met | Met | Met | | | |
| Warrant Met | | NO | | | | |

| | | | | | Project | Hollywood | Center |
|---------------------|------------------------|-----|-----|-----------|----------------------------|-------------|--------------|
| Major Street | ajor Street Argyle Ave | | | | Scenario EP_PM Residential | | dential |
| Minor Street | Driveway/Carlos Ave | | | Peak Hour | PM | | |
| | | | | - | | | |
| <u>Turn Movemer</u> | <u>it Volumes</u> | | | | | Major Stree | et Direction |
| | NB | SB | EB | WB | _ | | |
| Left | 128 | 21 | 81 | 20 | | х | North/South |
| Through | 731 | 203 | 0 | 0 | | | East/West |
| Right | 49 | 98 | 116 | 18 | | | - |
| Total | 908 | 322 | 197 | 38 | _ | | |
| | | | | | | | |



| | Major Street | Minor Street | Warrant Met | | | |
|--|--------------|---------------------|-------------|--|--|--|
| | Argyle Ave | Driveway/Carlos Ave | | | | |
| Number of Approach Lanes | 2 | 2 1 | | | | |
| Traffic Volume (VPH) * | 1,230 197 | | <u>YES</u> | | | |
| * Note: Traffic Volume for Major Street is Total Volume of Both Approches. Traffic Volume for Minor Street is the Volume of High Volume Approach. | | | | | | |

| Major Street | Argyle Ave | | | | | | | |
|-----------------------|-------------|---------------------|-----|----|--|--|--|--|
| Minor Street | Driveway/Ca | Driveway/Carlos Ave | | | | | | |
| Turn Movement Volumes | | | | | | | | |
| | NB | SB | EB | WB | | | | |
| Left | 128 | 21 | 81 | 20 | | | | |
| Through | 731 | 203 | 0 | 0 | | | | |
| Right | 49 | 98 | 116 | 18 | | | | |
| Total | 908 | 322 | 197 | 38 | | | | |

| Project | Hollywood Center |
|-----------|-------------------|
| Scenario | EP_PM Residential |
| Peak Hour | PM |

Major Street Direction



Intersection Geometry

Number of Approach Lanes for Minor Street Total Approaches

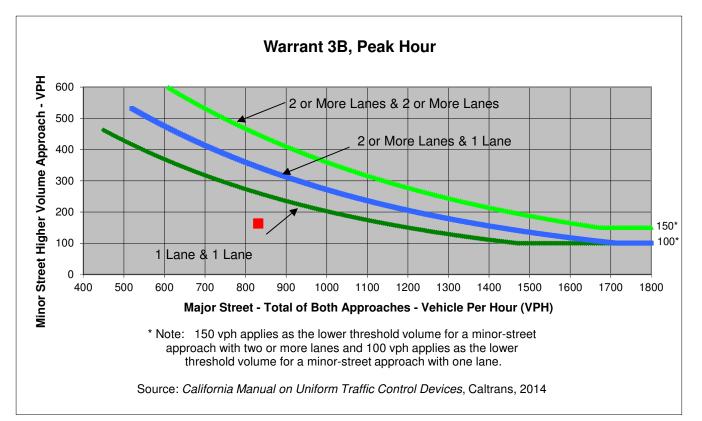
| 1 |
|---|
| 4 |

Worst Case Delay for Minor Street

| 210.3 |
|-------|
| EB |
| 197 |

| Warrant 3A, Peak Hour | | | | | | |
|-----------------------|---|--|-------|--|--|--|
| | Peak Hour Delay on Minor Approach (vehicle-hours) | Peak Hour Entering Volume Serviced (vph) | | | | |
| EP_PM Residential | 11.5 | 197 | 1,465 | | | |
| Limiting Value | 4 | 100 | 800 | | | |
| Condition Satisfied? | Met | Met | Met | | | |
| Warrant Met | | YES | | | | |

| | | | | | Project | Hollywood | Center |
|---------------------|---------------------|-----|-----|-----------|----------|-------------|--------------|
| Major Street | Argyle Ave | | | | Scenario | EP_AM Hot | el |
| Minor Street | Driveway/Carlos Ave | | | Peak Hour | AM | | |
| | | | | | | | |
| <u>Turn Movemer</u> | <u>it Volumes</u> | | | | | Major Stree | et Direction |
| | NB | SB | EB | WB | _ | | |
| Left | 94 | 6 | 64 | 28 | | х | North/South |
| Through | 269 | 372 | 0 | 0 | | | East/West |
| Right | 5 | 85 | 99 | 40 | | | _ |
| Total | 368 | 463 | 163 | 68 | _ | | |
| | | | | | | | |



| | Major Street | Minor Street | Warrant Met | | | |
|--|--------------------------|---------------------|-------------|--|--|--|
| | Argyle Ave | Driveway/Carlos Ave | | | | |
| Number of Approach Lanes | 2 | 1 | NO | | | |
| Traffic Volume (VPH) * | 831 163 | | <u>NO</u> | | | |
| * Note: Traffic Volume for Major Street is Total Volume of Both Approches. | | | | | | |
| Traffic Volume for Minor Street | is the Volume of High Vo | olume Approach. | | | | |

| Major Street | Argyle Ave |
|--------------|---------------------|
| Minor Street | Driveway/Carlos Ave |

Turn Movement Volumes

| | NB | SB | EB | WB |
|---------|-----|-----|-----|----|
| Left | 94 | 6 | 64 | 28 |
| Through | 269 | 372 | 0 | 0 |
| Right | 5 | 85 | 99 | 40 |
| Total | 368 | 463 | 163 | 68 |

| Project | Hollywood Center |
|-----------|------------------|
| Scenario | EP_AM Hotel |
| Peak Hour | AM |

Major Street Direction



Intersection Geometry

Number of Approach Lanes for Minor Street Total Approaches

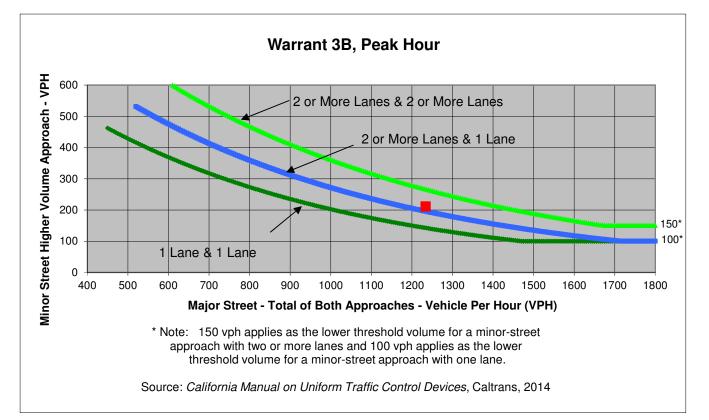
| [| 1 |
|---|---|
| | 4 |

Worst Case Delay for Minor Street

| 27.9 |
|------|
| EB |
| 163 |

| Warrant 3A, Peak Hour | | | | |
|-----------------------|---|--|--|--|
| | Peak Hour Delay on Minor Approach (vehicle-hours) | Peak Hour Volume on Minor Approach (vph) | Peak Hour Entering Volume Serviced (vph) | |
| EP_AM Hotel | 1.3 | 163 | 1,062 | |
| Limiting Value | 4 | 100 | 800 | |
| Condition Satisfied? | Not Met | Met | Met | |
| Warrant Met | | NO | | |

| | | | | | Project | Hollywood | Center |
|-----------------------|---------------------|-----|-----|-----------|-------------|--------------|-------------|
| Major Street | Argyle Ave | | | | Scenario | EP_PM Hot | el |
| Minor Street | Driveway/Carlos Ave | | | Peak Hour | PM | | |
| | | | | | | | |
| Turn Movement Volumes | | | | | Major Stree | et Direction | |
| | NB | SB | EB | WB | _ | | |
| Left | 131 | 21 | 86 | 20 | | х | North/South |
| Through | 731 | 203 | 0 | 0 | | | East/West |
| Right | 49 | 99 | 125 | 18 | | | - |
| Total | 911 | 323 | 211 | 38 | _ | | |
| | | | | | | | |



| | Major Street Minor Street Argyle Ave Driveway/Carlos Ave | | Warrant Met | | |
|--|--|---|-------------|--|--|
| | | | | | |
| Number of Approach Lanes | 2 | 1 | VEC | | |
| Traffic Volume (VPH) * | 1,234 211 | | <u>YES</u> | | |
| * Note: Traffic Volume for Major Street is Total Volume of Both Approches. | | | | | |
| Traffic Volume for Minor Street is the Volume of High Volume Approach. | | | | | |

| Major Street | Argyle Ave | | | |
|---------------------|-------------|----|----|----|
| Minor Street | Driveway/Ca | | | |
| <u>Turn Movemen</u> | t Volumes | | | |
| | NB | SB | EB | WB |
| Left | 131 | 21 | 86 | 20 |

203

99

323

0

125

211

| Project | Hollywood Center |
|-----------|------------------|
| Scenario | EP_PM Hotel |
| Peak Hour | PM |

Major Street Direction



Intersection Geometry

Through

Right

Total

Number of Approach Lanes for Minor Street Total Approaches

731

49

911

| 1 | |
|---|--|
| 4 | |

0

18

38

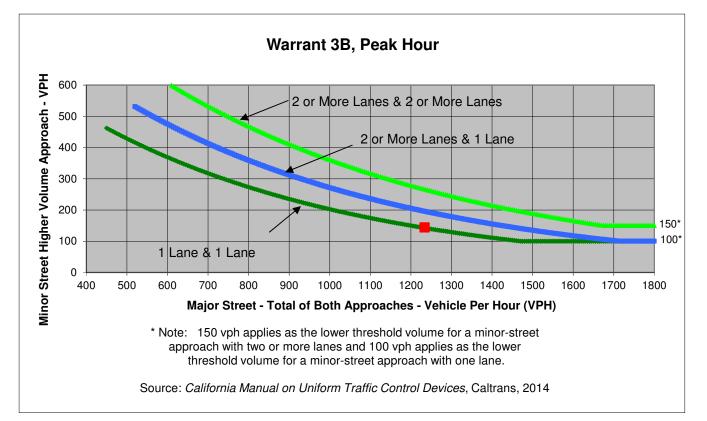
Worst Case Delay for Minor Street

| 243.6 | |
|-------|--|
| EB | |
| 211 | |

| Warrant 3A, Peak Hour | | | | |
|-----------------------|---|--|--|--|
| | Peak Hour Delay on Minor Approach (vehicle-hours) | Peak Hour Volume on Minor Approach (vph) | Peak Hour Entering Volume Serviced (vph) | |
| EP_PM Hotel | 14.3 | 211 | 1,483 | |
| Limiting Value | 4 | 100 | 800 | |
| Condition Satisfied? | Met | Met | Met | |
| Warrant Met | | YES | | |

FEHR / PEERS

| | | | | | Project | Hollywood | Center |
|---------------------|-------------------|-----------|-----|----|-----------|-------------|---------------|
| Major Street | Argyle Ave | | | | Scenario | CP2027_AN | 1 Residential |
| Minor Street | Driveway/Ca | arlos Ave | | | Peak Hour | AM | |
| | | | | | | | |
| <u>Turn Movemer</u> | <u>nt Volumes</u> | | | | | Major Stree | et Direction |
| | NB | SB | EB | WB | _ | | |
| Left | 76 | 6 | 57 | 29 | | х | North/South |
| Through | 534 | 539 | 0 | 0 | | | East/West |
| Right | 5 | 74 | 87 | 41 | | | _ |
| Total | 615 | 619 | 144 | 70 | _ | | |
| lotal | 615 | 619 | 144 | 70 | | | |



| | Major Street | Minor Street | Warrant Met | |
|--|------------------|---------------------|-------------|--|
| | Argyle Ave | Driveway/Carlos Ave | warrant wet | |
| Number of Approach Lanes | 2 | 1 NO | | |
| Traffic Volume (VPH) * | /PH) * 1,234 144 | | NO | |
| * Note: Traffic Volume for Major Street is Total Volume of Both Approches. Traffic Volume for Minor Street is the Volume of High Volume Approach. | | | | |

| Major Street | Argyle Ave |
|--------------|---------------------|
| Minor Street | Driveway/Carlos Ave |

Turn Movement Volumes

| | NB | SB | EB | WB |
|---------|-----|-----|-----|----|
| Left | 76 | 6 | 57 | 29 |
| Through | 534 | 539 | 0 | 0 |
| Right | 5 | 74 | 87 | 41 |
| Total | 615 | 619 | 144 | 70 |

| Project | Hollywood Center |
|-----------|-----------------------|
| Scenario | CP2027_AM Residential |
| Peak Hour | AM |

Major Street Direction



Intersection Geometry

Number of Approach Lanes for Minor Street Total Approaches

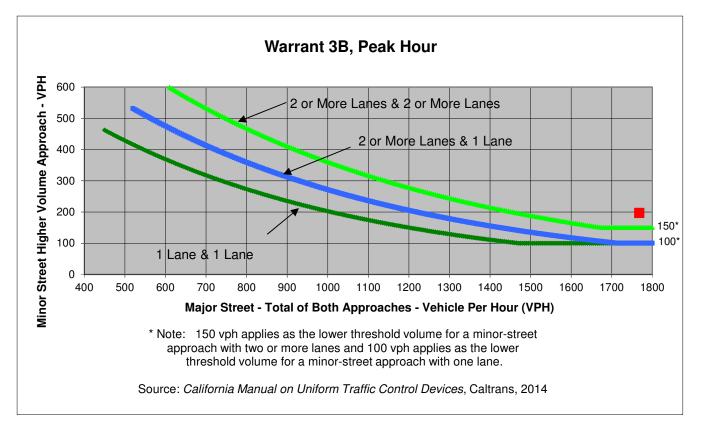
| [| 1 |
|---|---|
| ĺ | 4 |

Worst Case Delay for Minor Street

| 95.5 |
|------|
| EB |
| 144 |

| Warrant 3A, Peak Hour | | | | |
|-----------------------|---|--|--|--|
| | Peak Hour Delay on Minor Approach (vehicle-hours) | Peak Hour Volume on Minor Approach (vph) | Peak Hour Entering Volume Serviced (vph) | |
| CP2027_AM Residential | 3.8 | 144 | 1,448 | |
| Limiting Value | 4 | 100 | 800 | |
| Condition Satisfied? | Not Met | Met | Met | |
| Warrant Met | | NO | | |

| | | | | | Project | Hollywood | Center |
|---------------------|-------------------|----------|------|----|-----------|-------------|---------------|
| Major Street | Argyle Ave | | | | Scenario | CP2027_PN | 1 Residential |
| Minor Street | Driveway/Ca | rlos Ave | | | Peak Hour | PM | |
| | | | | | | | |
| <u>Turn Movemer</u> | <u>it Volumes</u> | | | | | Major Stree | et Direction |
| | NB | SB | EB | WB | _ | | |
| Left | 128 | 22 | 81 | 21 | | х | North/South |
| Through | 1,118 | 351 | 0 | 0 | | | East/West |
| Right | 51 | 98 | 116 | 19 | | | - |
| Total | 1,297 | 471 | 197 | 40 | _ | | |
| i o tui | 1,201 | ., . | 1.57 | 10 | | | |



| | Major Street | Minor Street | Warrant Met | |
|--|--------------|---------------------|-------------|--|
| | Argyle Ave | Driveway/Carlos Ave | | |
| Number of Approach Lanes | 2 | 1 YES | | |
| Traffic Volume (VPH) * | 1,768 | 197 | <u>165</u> | |
| * Note: Traffic Volume for Major Street is Total Volume of Both Approches. Traffic Volume for Minor Street is the Volume of High Volume Approach. | | | | |

| Major Street | Argyle Ave |
|--------------|---------------------|
| Minor Street | Driveway/Carlos Ave |

Turn Movement Volumes

| | NB | SB | EB | WB |
|---------|-------|-----|-----|----|
| Left | 128 | 22 | 81 | 21 |
| Through | 1,118 | 351 | 0 | 0 |
| Right | 51 | 98 | 116 | 19 |
| Total | 1,297 | 471 | 197 | 40 |

| Project | Hollywood Center | |
|-----------|-----------------------|--|
| Scenario | CP2027_PM Residential | |
| Peak Hour | PM | |

Major Street Direction



Intersection Geometry

Number of Approach Lanes for Minor Street Total Approaches

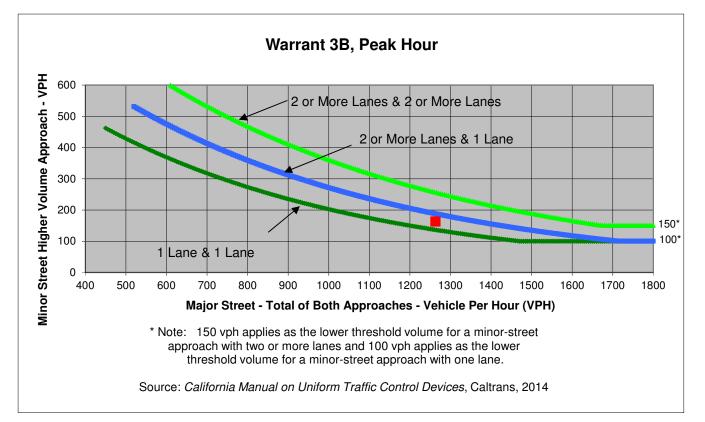
| • | |
|---|--|
| 4 | |

Worst Case Delay for Minor Street

| 1355.4 |
|--------|
| EB |
| 197 |

| | Warrant 3A, Peak | Hour | |
|-----------------------|---|--|--|
| | Peak Hour Delay on Minor Approach (vehicle-hours) | Peak Hour Volume on Minor Approach (vph) | Peak Hour Entering Volume Serviced (vph) |
| CP2027_PM Residential | 74.2 | 197 | 2,005 |
| Limiting Value | 4 | 100 | 800 |
| Condition Satisfied? | Met | Met | Met |
| Warrant Met | | YES | |

| | | | | | Project | Hollywood | Center |
|---------------------|--|-----|-----|----|-----------|--------------|-------------|
| Major Street | Argyle Ave | | | | Scenario | CP2027_AN | 1 Hotel |
| Minor Street | Driveway/Carlos Ave | | | | Peak Hour | AM | |
| | | | | - | | | |
| <u>Turn Movemer</u> | Furn Movement Volumes Major Street Direction | | | | | et Direction | |
| | NB | SB | EB | WB | _ | | |
| Left | 94 | 6 | 64 | 29 | | х | North/South |
| Through | 534 | 539 | 0 | 0 | | | East/West |
| Right | 5 | 85 | 99 | 41 | | | - |
| Total | 633 | 630 | 163 | 70 | _ | | |
| | | | | | | | |



| | Major Street | Minor Street | Warrant Met | |
|--|--------------------------------|--------------|-------------|--|
| | Argyle Ave Driveway/Carlos Ave | | | |
| Number of Approach Lanes | 2 | 1 | NO | |
| Traffic Volume (VPH) * | 1,263 | 163 | - <u>NO</u> | |
| * Note: Traffic Volume for Major Street is Total Volume of Both Approches. Traffic Volume for Minor Street is the Volume of High Volume Approach. | | | | |

| Major Street | Argyle Ave |
|--------------|---------------------|
| Minor Street | Driveway/Carlos Ave |

Turn Movement Volumes

| | NB | SB | EB | WB |
|---------|-----|-----|-----|----|
| Left | 94 | 6 | 64 | 29 |
| Through | 534 | 539 | 0 | 0 |
| Right | 5 | 85 | 99 | 41 |
| Total | 633 | 630 | 163 | 70 |

| Project | Hollywood Center |
|-----------|------------------|
| Scenario | CP2027_AM Hotel |
| Peak Hour | AM |

Major Street Direction



Intersection Geometry

Number of Approach Lanes for Minor Street Total Approaches

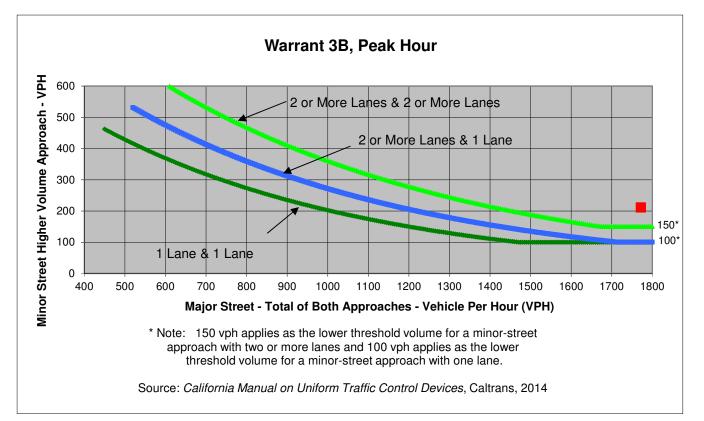
| 1 |
|---|
| 4 |

Worst Case Delay for Minor Street

| 153.6 |
|-------|
| EB |
| 163 |

| | Warrant 3A, Peak | Hour | |
|----------------------|---|--|--|
| | Peak Hour Delay on Minor Approach (vehicle-hours) | Peak Hour Volume on Minor Approach (vph) | Peak Hour Entering Volume Serviced (vph) |
| CP2027_AM Hotel | 7 | 163 | 1,496 |
| Limiting Value | 4 | 100 | 800 |
| Condition Satisfied? | Met | Met | Met |
| Warrant Met | | YES | |

| | | | | | Project | Hollywood | Center |
|---------------------|-------------------|----------|-----|----|-----------|-------------|--------------|
| Major Street | Argyle Ave | | | | Scenario | CP2027_PM | 1 Hotel |
| Minor Street | Driveway/Ca | rlos Ave | | | Peak Hour | PM | |
| | | | | - | | | |
| <u>Turn Movemer</u> | <u>nt Volumes</u> | | | | | Major Stree | et Direction |
| | NB | SB | EB | WB | _ | | |
| Left | 131 | 22 | 86 | 21 | | х | North/South |
| Through | 1,118 | 351 | 0 | 0 | | | East/West |
| Right | 51 | 99 | 125 | 19 | | | - |
| Total | 1,300 | 472 | 211 | 40 | _ | | |
| | | | | | | | |



| | Major Street | Minor Street | Warrant Met | |
|--|--------------|---------------------|-------------|--|
| | Argyle Ave | Driveway/Carlos Ave | warrant wet | |
| Number of Approach Lanes | 2 | 1 | VEC | |
| Traffic Volume (VPH) * | 1,772 | 211 | <u>YES</u> | |
| * Note: Traffic Volume for Major Street is Total Volume of Both Approches. Traffic Volume for Minor Street is the Volume of High Volume Approach. | | | | |

| Major Street | Argyle Ave |
|--------------|---------------------|
| Minor Street | Driveway/Carlos Ave |

Turn Movement Volumes

| | NB | SB | EB | WB |
|---------|-------|-----|-----|----|
| Left | 131 | 22 | 86 | 21 |
| Through | 1,118 | 351 | 0 | 0 |
| Right | 51 | 99 | 125 | 19 |
| Total | 1,300 | 472 | 211 | 40 |

| Project | Hollywood Center |
|-----------|------------------|
| Scenario | CP2027_PM Hotel |
| Peak Hour | PM |

Major Street Direction



Intersection Geometry

Number of Approach Lanes for Minor Street Total Approaches

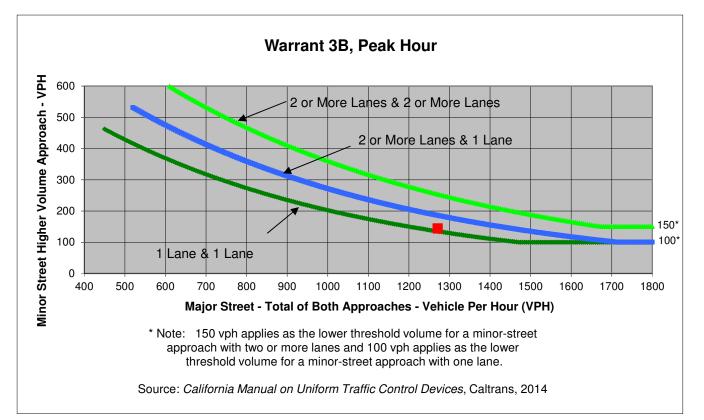
| • | |
|---|--|
| 4 | |

Worst Case Delay for Minor Street

| 1468.2 |
|--------|
| EB |
| 211 |

| | Warrant 3A, Peak Hour | | |
|----------------------|---|--|--|
| | Peak Hour Delay on Minor Approach (vehicle-hours) | Peak Hour Volume on Minor Approach (vph) | Peak Hour Entering Volume Serviced (vph) |
| CP2027_PM Hotel | 86.1 | 211 | 2,023 |
| Limiting Value | 4 | 100 | 800 |
| Condition Satisfied? | Met | Met | Met |
| Warrant Met | | YES | |

| | | | | | Project | Hollywood | Center |
|---------------------|-------------------|-----------|-----|----|-----------|-------------|---------------|
| Major Street | Argyle Ave | | | | Scenario | CP2040_AN | 1 Residential |
| Minor Street | Driveway/Ca | arlos Ave | | | Peak Hour | AM | |
| | | | | | | | |
| <u>Turn Movemer</u> | <u>nt Volumes</u> | | | | | Major Stree | et Direction |
| | NB | SB | EB | WB | | | |
| Left | 77 | 7 | 57 | 30 | | х | North/South |
| Through | 548 | 559 | 0 | 0 | | | East/West |
| Right | 5 | 75 | 87 | 44 | | | - |
| Total | 630 | 641 | 144 | 74 | | | |
| | | | | | | | |



| | Major Street | Minor Street | Warrant Met | |
|--|--------------|---------------------|-------------|--|
| | Argyle Ave | Driveway/Carlos Ave | | |
| Number of Approach Lanes | 2 | 1 | NO | |
| Traffic Volume (VPH) * | 1,271 | 144 | <u>NO</u> | |
| * Note: Traffic Volume for Major Street is Total Volume of Both Approches. Traffic Volume for Minor Street is the Volume of High Volume Approach. | | | | |

| Major Street | Argyle Ave |
|--------------|---------------------|
| Minor Street | Driveway/Carlos Ave |

Turn Movement Volumes

| | NB | SB | EB | WB |
|---------|-----|-----|-----|----|
| Left | 77 | 7 | 57 | 30 |
| Through | 548 | 559 | 0 | 0 |
| Right | 5 | 75 | 87 | 44 |
| Total | 630 | 641 | 144 | 74 |

| Project | Hollywood Center |
|-----------|-----------------------|
| Scenario | CP2040_AM Residential |
| Peak Hour | AM |

Major Street Direction



Intersection Geometry

Number of Approach Lanes for Minor Street Total Approaches

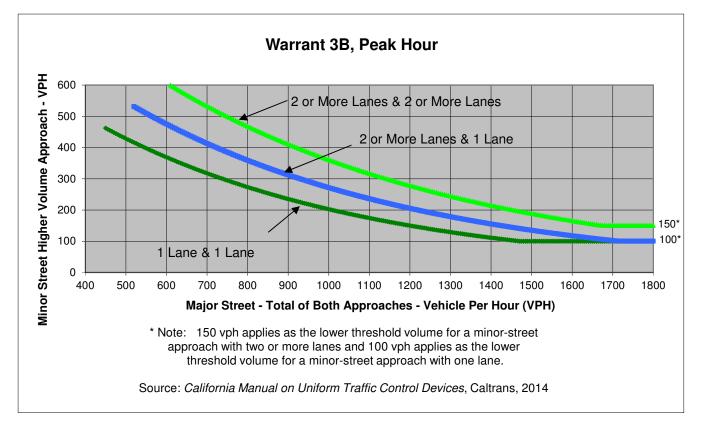
| [| 1 |
|---|---|
| ĺ | 4 |

Worst Case Delay for Minor Street

| 113.7 |
|-------|
| EB |
| 144 |

| Warrant 3A, Peak Hour | | | |
|-----------------------|---|--|--|
| | Peak Hour Delay on Minor Approach (vehicle-hours) | Peak Hour Volume on Minor Approach (vph) | Peak Hour Entering Volume Serviced (vph) |
| CP2040_AM Residential | 4.5 | 144 | 1,489 |
| Limiting Value | 4 | 100 | 800 |
| Condition Satisfied? | Met | Met | Met |
| Warrant Met | | YES | |

| | | | | | Project | Hollywood | Center |
|---------------------|---------------------|-----|-----|-----------|----------|-------------|---------------|
| Major Street | Argyle Ave | | | | Scenario | CP2040_PN | 1 Residential |
| Minor Street | Driveway/Carlos Ave | | | Peak Hour | PM | | |
| | | | | | | | |
| <u>Turn Movemer</u> | <u>nt Volumes</u> | | | | | Major Stree | et Direction |
| | NB | SB | EB | WB | _ | | |
| Left | 129 | 23 | 82 | 22 | | х | North/South |
| Through | 1,156 | 362 | 0 | 0 | | | East/West |
| Right | 53 | 98 | 117 | 20 | | | _ |
| Total | 1,338 | 483 | 199 | 42 | _ | | |
| | | | | | | | |



| | Major Street | Minor Street | Warrant Met | |
|--|--------------|---------------------|-------------|--|
| | Argyle Ave | Driveway/Carlos Ave | | |
| Number of Approach Lanes | s 2 1 | | YES | |
| Traffic Volume (VPH) * | 1,821 | 1,821 199 | | |
| * Note: Traffic Volume for Major Street is Total Volume of Both Approches. Traffic Volume for Minor Street is the Volume of High Volume Approach. | | | | |

| Major Street | Argyle Ave |
|--------------|---------------------|
| Minor Street | Driveway/Carlos Ave |
| | |
| Turn Movemer | nt Volumes |

| | NB | SB | EB | WB |
|---------|-------|-----|-----|----|
| Left | 129 | 23 | 82 | 22 |
| Through | 1,156 | 362 | 0 | 0 |
| Right | 53 | 98 | 117 | 20 |
| Total | 1,338 | 483 | 199 | 42 |

| Project | Hollywood Center |
|-----------|-----------------------|
| Scenario | CP2040_PM Residential |
| Peak Hour | PM |

Major Street Direction



Intersection Geometry

Number of Approach Lanes for Minor Street Total Approaches

| 1 | |
|---|--|
| 4 | |

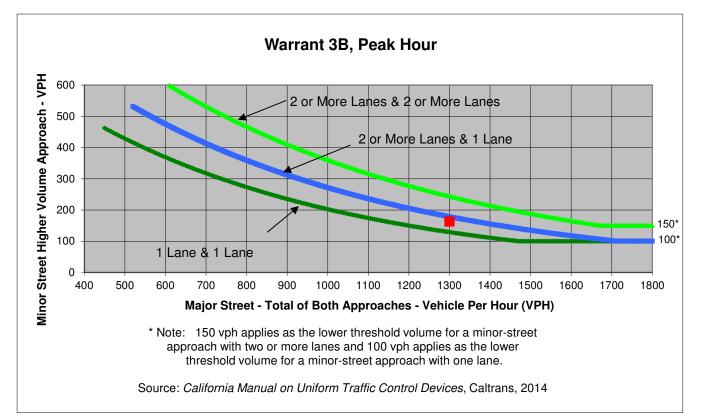
Worst Case Delay for Minor Street

| 1561.6 |
|--------|
| EB |
| 199 |

| Warrant 3A, Peak Hour | | | | | |
|-----------------------|---|-----|-------|--|--|
| | Peak Hour Delay on Minor Approach (vehicle-hours)Peak Hour Volume On Minor Approach (vph)Peak Hour Entering Volume Serviced (vph) | | | | |
| CP2040_PM Residential | 86.3 | 199 | 2,062 | | |
| Limiting Value | 4 | 100 | 800 | | |
| Condition Satisfied? | Met | Met | Met | | |
| Warrant Met | YES | | | | |

FEHR / PEERS

| | | | | | Project | Hollywood | Center |
|-----------------------|-------------|-----------|-----|----|-----------|-------------|--------------|
| Major Street | Argyle Ave | | | | Scenario | CP2040_AN | 1 Hotel |
| Minor Street | Driveway/Ca | arlos Ave | | | Peak Hour | AM | |
| | | | | | | | |
| Turn Movement Volumes | | | | | | Major Stree | et Direction |
| | NB | SB | EB | WB | _ | | |
| Left | 95 | 7 | 64 | 30 | | х | North/South |
| Through | 548 | 559 | 0 | 0 | | | East/West |
| Right | 5 | 86 | 99 | 44 | | | - |
| Total | 648 | 652 | 163 | 74 | _ | | |
| | | | | | | | |



| | Major Street | Minor Street | Warrant Met | | |
|--|--------------|---------------------|-------------|--|--|
| | Argyle Ave | Driveway/Carlos Ave | | | |
| Number of Approach Lanes | 2 | 1 | NO | | |
| Traffic Volume (VPH) * | 1,300 163 | | <u>NO</u> | | |
| * Note: Traffic Volume for Major Street is Total Volume of Both Approches. Traffic Volume for Minor Street is the Volume of High Volume Approach. | | | | | |

| Major Street | Argyle Ave |
|--------------|---------------------|
| Minor Street | Driveway/Carlos Ave |

Turn Movement Volumes

| | NB | SB | EB | WB |
|---------|-----|-----|-----|----|
| Left | 95 | 7 | 64 | 30 |
| Through | 548 | 559 | 0 | 0 |
| Right | 5 | 86 | 99 | 44 |
| Total | 648 | 652 | 163 | 74 |

| Project | Hollywood Center |
|-----------|------------------|
| Scenario | CP2040_AM Hotel |
| Peak Hour | AM |

Major Street Direction



Intersection Geometry

Number of Approach Lanes for Minor Street Total Approaches

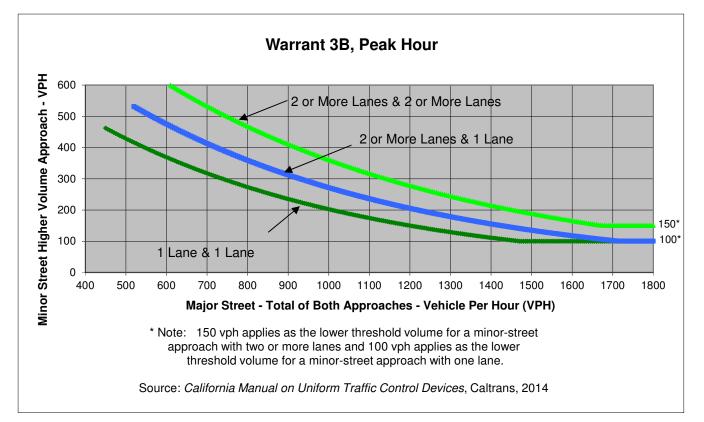
| [| 1 |
|---|---|
| ĺ | 4 |

Worst Case Delay for Minor Street

| 181.5 |
|-------|
| EB |
| 163 |

| Warrant 3A, Peak Hour | | | | |
|-----------------------|---|--|--|--|
| | Peak Hour Delay on Minor Approach (vehicle-hours) | Peak Hour Volume on Minor Approach (vph) | Peak Hour Entering Volume Serviced (vph) | |
| CP2040_AM Hotel | 8.2 | 163 | 1,537 | |
| Limiting Value | 4 | 100 | 800 | |
| Condition Satisfied? | Met | Met | Met | |
| Warrant Met | | YES | | |

| | | | | | Project | Hollywood | Center |
|-----------------------|-------------|----------|-----|----|-----------|--------------------|--------------|
| Major Street | Argyle Ave | | | | Scenario | CP2040_PN | 1 Hotel |
| Minor Street | Driveway/Ca | rlos Ave | | | Peak Hour | PM | |
| | | | | | | | |
| Turn Movement Volumes | | | | | | <u>Major Stree</u> | et Direction |
| | NB | SB | EB | WB | _ | | |
| Left | 132 | 23 | 87 | 22 | | х | North/South |
| Through | 1,156 | 362 | 0 | 0 | | | East/West |
| Right | 53 | 99 | 126 | 20 | | | - |
| Total | 1,341 | 484 | 213 | 42 | _ | | |
| | | | | | | | |



| | Major Street | Minor Street | Warrant Met | | |
|--|--------------|---------------------|-------------|--|--|
| | Argyle Ave | Driveway/Carlos Ave | | | |
| Number of Approach Lanes | 2 1 | | VEC | | |
| Traffic Volume (VPH) * | 1,825 | 213 | <u>YES</u> | | |
| * Note: Traffic Volume for Major Street is Total Volume of Both Approches. Traffic Volume for Minor Street is the Volume of High Volume Approach. | | | | | |

FEHR / PEERS

| Major Street | Argyle Ave | | | | | |
|-----------------------|-------------|-----------|-----|----|--|--|
| Minor Street | Driveway/Ca | arlos Ave | | | | |
| | | | | | | |
| Turn Movement Volumes | | | | | | |
| | NB | SB | EB | WB | | |
| Left | 132 | 23 | 87 | 22 | | |
| Through | 1,156 | 362 | 0 | 0 | | |
| Right | 53 | 99 | 126 | 20 | | |
| Total | 1,341 | 484 | 213 | 42 | | |

| Project | Hollywood Center |
|-----------|------------------|
| Scenario | CP2040_PM Hotel |
| Peak Hour | PM |

Major Street Direction



Intersection Geometry

Number of Approach Lanes for Minor Street Total Approaches

| I | 1 |
|---|---|
| | 4 |

Worst Case Delay for Minor Street

| 1768.4 |
|--------|
| EB |
| 213 |

| Warrant 3A, Peak Hour | | | | | | |
|-----------------------|---|--|--|--|--|--|
| | Peak Hour Delay on Minor Approach (vehicle-hours) | Peak Hour Volume on Minor Approach (vph) | Peak Hour Entering Volume Serviced (vph) | | | |
| CP2040_PM Hotel | 104.6 | 213 | 2,080 | | | |
| Limiting Value | 4 | 100 | 800 | | | |
| Condition Satisfied? | Met | Met | Met | | | |
| Warrant Met | | YES | | | | |

| | TABLE X.1 HOLLYWOOD CENTER SIGNAL WARRANT ANALYSIS - RESIDENTIAL SCENARIO | | | | | | | |
|-----|---|-----------|---------------------|-----------------------|---------------|----------------------------|---------------|----------------------------|
| | INTERSECTION | PEAK HOUR | SIGNAL WARRANT MET? | | | | | |
| NO. | | | EXISTING | EXISTING PLUS PROJECT | FUTURE (2027) | FUTURE (2027) PLUS PROJECT | FUTURE (2040) | FUTURE (2040) PLUS PROJECT |
| - | Argyle Avenue & Driveway/Carlos Ave | AM | - | NO | - | NO | - | YES |
| | | PM | - | YES | - | YES | - | YES |

| TABLE X.2 HOLLYWOOD CENTER SIGNAL WARRANT ANALYSIS - HOTEL SCENARIO | | | | | | | | |
|---|-------------------------------------|-------------|----------|-----------------------|---------------|----------------------------|---------------|----------------------------|
| NO | INTERSECTION | PEAK HOUR E | | SIGNAL WARRANT MET? | | | | |
| NO. | | | EXISTING | EXISTING PLUS PROJECT | FUTURE (2027) | FUTURE (2027) PLUS PROJECT | FUTURE (2040) | FUTURE (2040) PLUS PROJECT |
| - | Argyle Avenue & Driveway/Carlos Ave | AM | - | NO | - | YES | - | YES |
| | | PM | - | YES | - | YES | - | YES |