

**From:** Wes Pringle <wes.pringle@lacity.org>  
**Sent time:** 08/30/2018 09:12:00 AM  
**To:** Miguel Nunez <M.Nunez@fehrandpeers.com>  
**Cc:** T.Gaul@fehrandpeers.com  
**Subject:** Re: Hollywood Center MOU  
**Attachments:** image001.png image001.png MOU - 1720 N Vine St.PDF

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Hi Miguel,

I have attached the approved MOU.

Wes

On Tue, Aug 21, 2018 at 3:08 PM Miguel Nunez <[M.Nunez@fehrandpeers.com](mailto:M.Nunez@fehrandpeers.com)> wrote:

Hi Wes,

I'm attaching the draft MOU for Hollywood Center, the updated project on the prior Millennium project site. Let me know if you have any questions or comments. Let us know when you have reviewed and we can set-up a call or meeting to discuss any input you have. Thank you.

Regards,

Miguel

Miguel Núñez, AICP  
Senior Associate



**Los Angeles**

600 Wilshire Blvd, Suite 1050

Los Angeles, CA 90017

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**Wes Pringle. P.E.**

Transportation Engineer  
Metro Development Review

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- Los Angeles, CA 90012
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- □
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## Transportation Impact Study Memorandum of Understanding (MOU)

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

### I. PROJECT INFORMATION

Project Name: \_\_\_\_\_

Project Address: \_\_\_\_\_

Project Description: \_\_\_\_\_

LADOT Project Case Number: \_\_\_\_\_ Project Site Plan attached? (Required)  Yes  No

See Figures 1A-1D for site plans.

### II. TRIP GENERATION

Geographic Distribution: N \_\_\_\_\_ % S \_\_\_\_\_ % E \_\_\_\_\_ % W \_\_\_\_\_ %

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

**Trip Generation Adjustments** (Exact amount of credit subject to approval by LADOT)

See Figures 2A, 2B, and 2C for distribution percentages developed with use of Los Angeles City Travel Demand Model.

	Yes	No
Transit Usage	<input type="checkbox"/>	<input type="checkbox"/>
Transportation Demand Management	<input type="checkbox"/>	<input type="checkbox"/>
Existing Active Land Use	<input type="checkbox"/>	<input type="checkbox"/>
Previous Land Use	<input type="checkbox"/>	<input type="checkbox"/>
Internal Trip	<input type="checkbox"/>	<input type="checkbox"/>
Pass-By Trip	<input type="checkbox"/>	<input type="checkbox"/>

Source of Trip Generation Rate(s)? ITE 9<sup>th</sup> Edition Other: \_\_\_\_\_

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

	<u>IN</u>	<u>OUT</u>	<u>TOTAL</u>
AM Trips	_____	_____	_____
PM Trips	_____	_____	_____

See Tables 1A, 1B and 1C.

### III. STUDY AREA AND ASSUMPTIONS

Project Buildout Year: \_\_\_\_\_ /2040 Ambient or CMP Growth Rate: \_\_\_\_\_ % Per Yr.

Related Projects List, researched by the consultant and approved by LADOT, attached? (Required)  Yes  No

See Table 2 and Figure 3.

Subject to Freeway Impact Analysis, in addition to CMP Analysis? (Freeway analysis screening filter must be included in this MOU; selecting "yes" implies that at least one criteria was satisfied)  Yes  No See Attachment B.

Map of Study Intersections attached? (May be subject to LADOT revision after initial impact analysis)  Yes  No

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

See Figure 4 & Tables 3A - 3B.

**IV. CONTACT INFORMATION**

CONSULTANT

DEVELOPER

Name: \_\_\_\_\_

\_\_\_\_\_

Address: \_\_\_\_\_

\_\_\_\_\_

Phone Number: \_\_\_\_\_

\_\_\_\_\_

E-Mail: \_\_\_\_\_

\_\_\_\_\_

Approved by:  \_\_\_\_\_



\_\_\_\_\_

\_\_\_\_\_

8/30/18

Consultant's Representative

Date

LADOT Representative

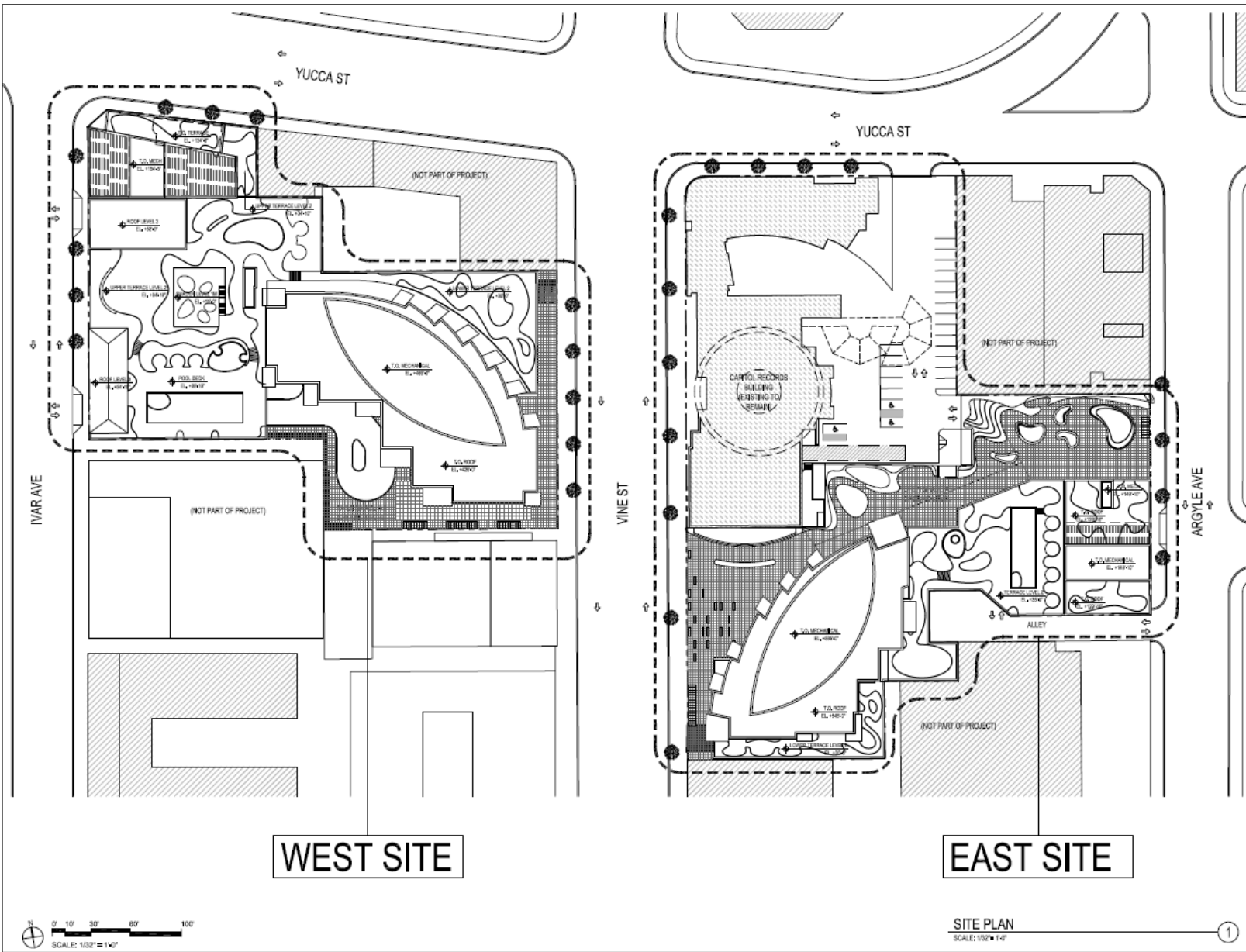
Date

## ATTACHMENT A: HOLLYWOOD CENTER PROJECT

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The development would be comprised of a new mixed-use development (Project) on an approximately 4.46-acre site (Project Site) in the Hollywood Community Plan (Community Plan) area of the City of Los Angeles (City). The existing Capitol Records Complex, composed of the Capitol Records Building and the Gogerty Building, would be preserved although portions of its supporting parking area would be altered. Other existing uses on the Project Site would be removed in order to develop a mix of land uses, including residential uses (market-rate and senior affordable housing units), commercial uses, parking, and associated landscape and open space amenities. Four new buildings are proposed, including a 35-story "West Building," a 46-story "East Building," and two 11-story senior buildings set aside for extremely-low and very-low income households (one building on each site). The Project would include 1,005 residential dwelling units (872 market-rate units and 133 senior affordable housing units) totaling approximately 1,256,974 square feet of residential floor area, approximately 30,176 square feet of commercial floor area (retail and restaurant uses), approximately 120,175 square feet of common and private residential and publically accessible open space, 1,521 vehicle parking spaces, and 551 bicycle parking spaces. The Project would have a floor-area ratio (FAR) of 6.975:1, which includes the existing 114,303 square foot Capitol Records Complex.

Under a proposed Hotel Option associated with the East Site, in lieu of the East Building Residential development described above, the Hotel Option would replace 104 of the market-rate units with a 220 room hotel such that the proposed Project would contain 220 hotel rooms and 319 market-rate residential housing units (there would be no change to the building height and massing for the East Building). Under the Hotel Option, the senior housing building on the East Site would be reduced from 11 stories to 9 stories and would contain 48 affordable housing units. There would be no change to the West Site described above under the Hotel Option. Thus, under the Hotel Option, the Project would include 884 residential dwelling units (768 market-rate units and 116 senior affordable housing units) totaling approximately 1,112,287 square feet of residential floor area, a 220-room hotel totaling approximately 130,278 square feet of floor area, 30,176 square feet of other commercial floor area, 120,175 square feet of common and private residential and publically accessible open space, 1,521 vehicle parking spaces, and 554 bicycle parking spaces.



# HOLLYWOOD CENTER

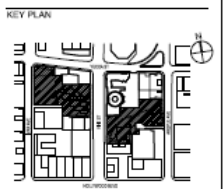
APPLICANT  
MCAF VINE LLC  
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JAMES CORNER FIELD OPERATIONS  
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SURVEY  
KPFF  
705 S. Flower Street, Suite 2100  
Los Angeles, CA 90017  
T: 213.418.2201

NO.	DATE	ISSUANCE
1	APRIL 2018	ENTITLEMENT SUBMISSION



SCALE: AS INDICATED  
PROJECT NO: 1392  
SEAL & SIGNATURE

DRAWING TITLE:  
SITE PLAN

DRAWING NO:  
**A-100**



Figure 1A  
Site Plan



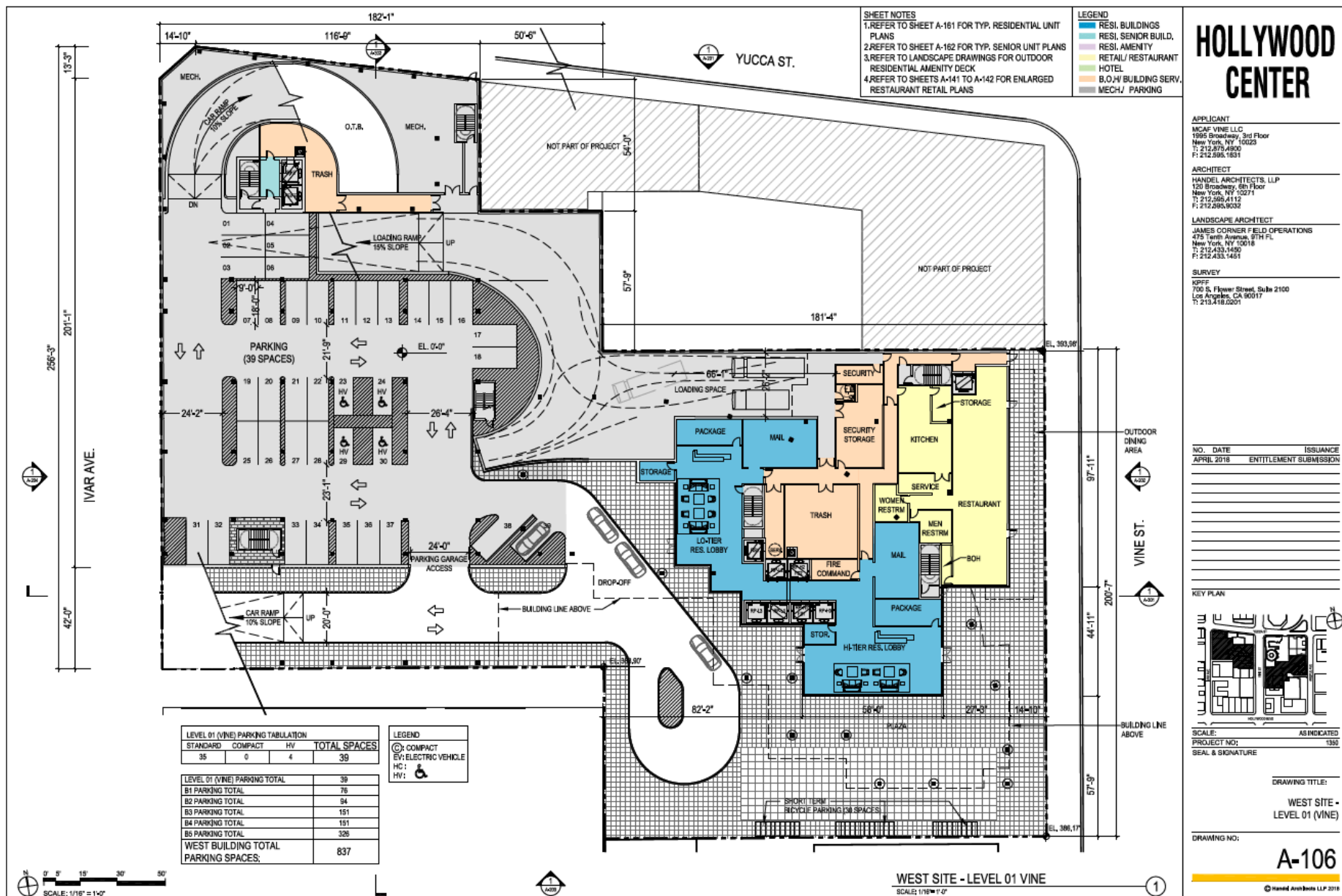
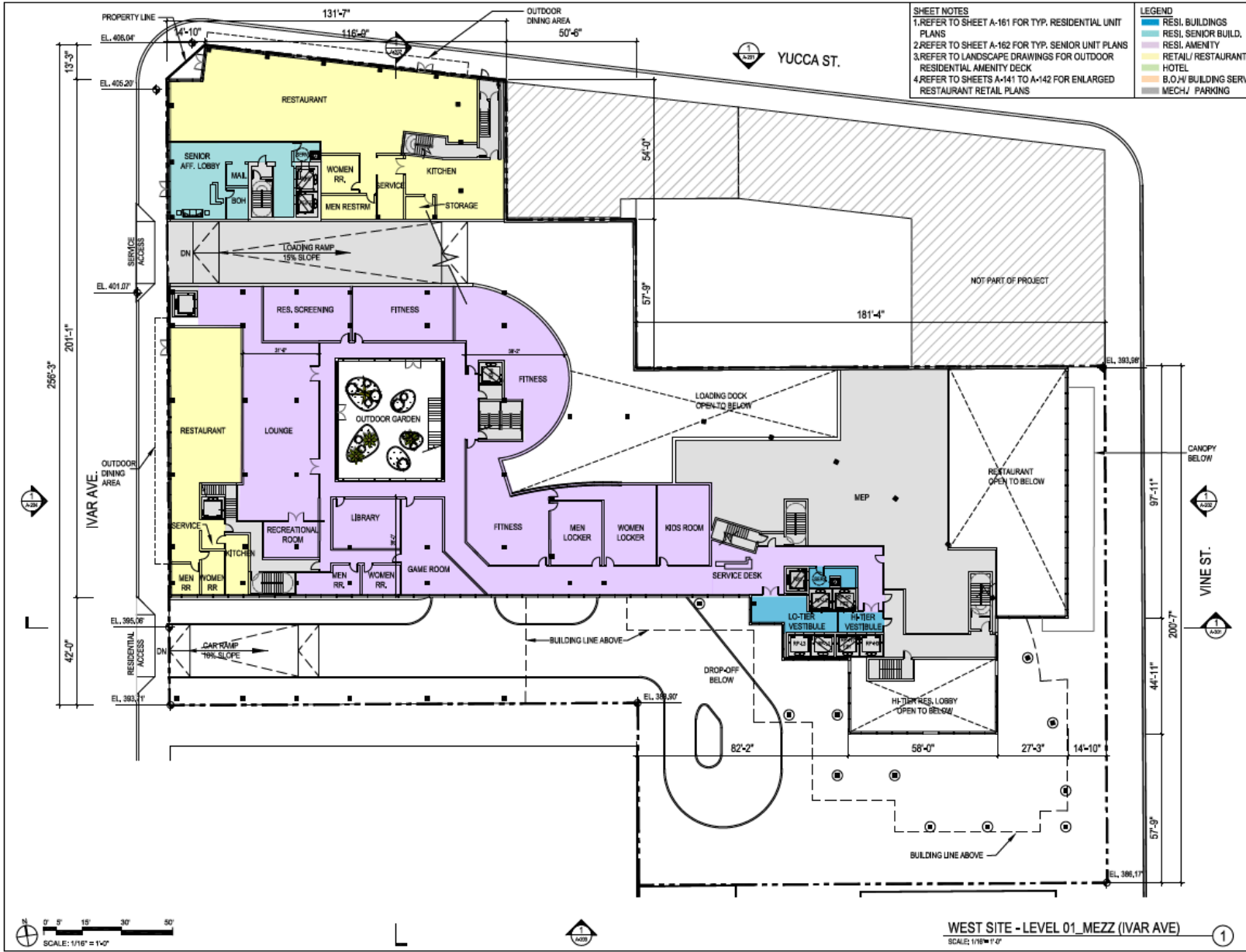


Figure 1B  
Site Plan





# HOLLYWOOD CENTER

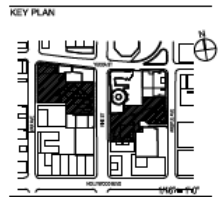
**APPLICANT**  
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NO.	DATE	ISSUANCE
1	APRIL 2018	ENTITLEMENT SUBMISSION



SCALE: AS INDICATED  
 PROJECT NO: 1365  
 SEAL & SIGNATURE

DRAWING TITLE:  
 WEST SITE -  
 LEVEL 01\_MEZZ  
 (IVAR)

DRAWING NO:  
**A-107**

© Handel Architects LLP 2018



Figure 1C  
 Site Plan

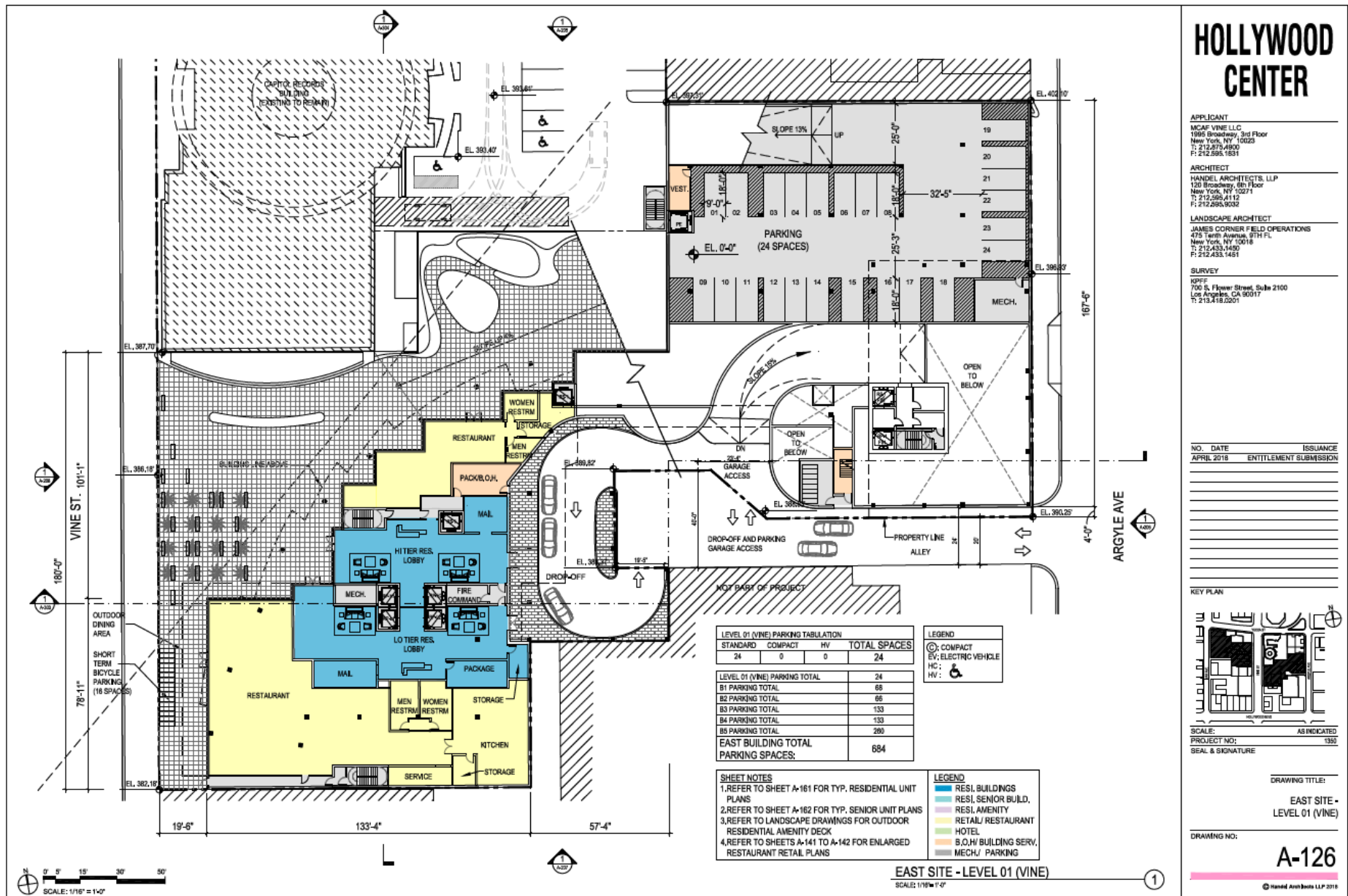
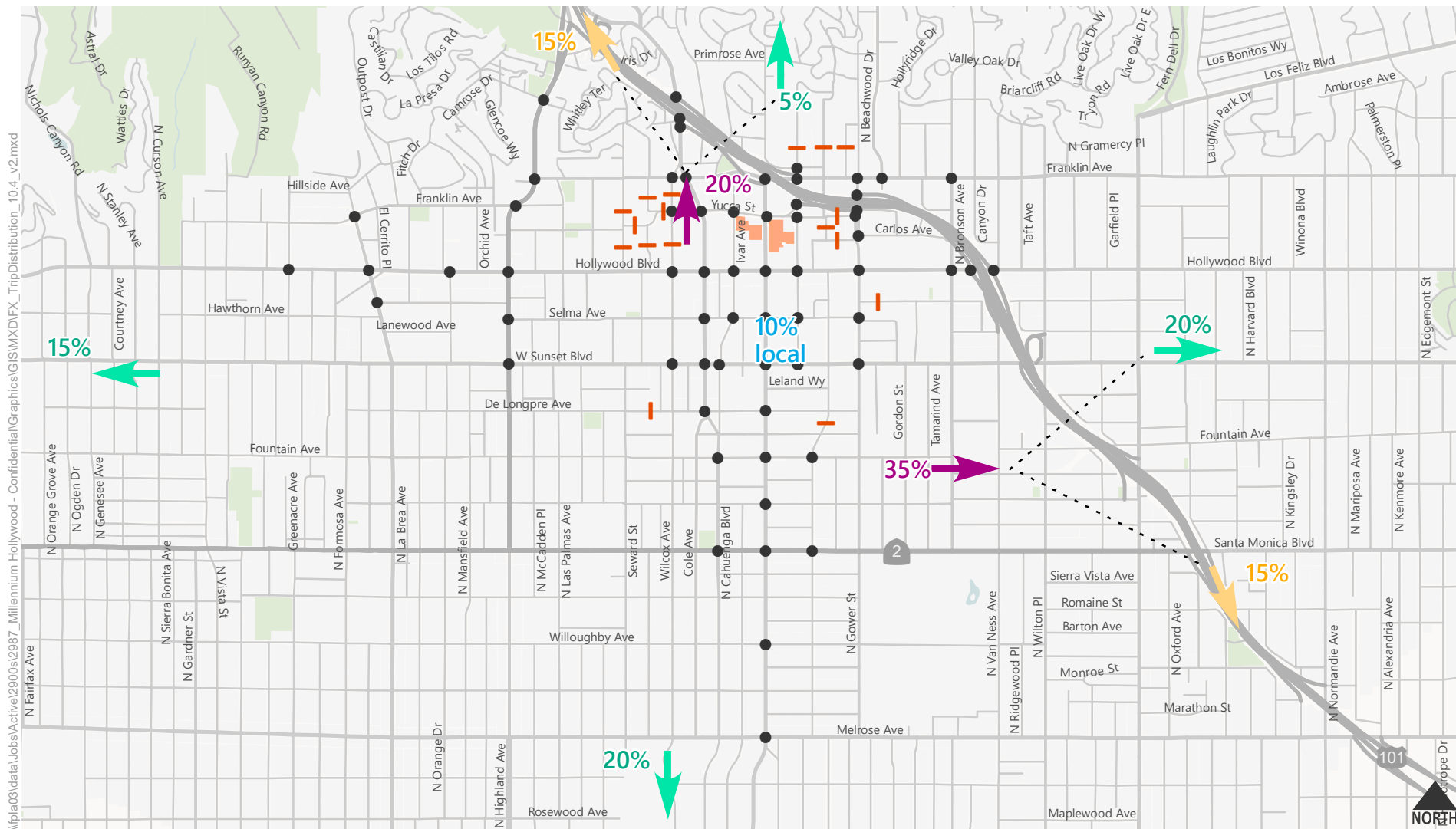


Figure 1D  
 Site Plan





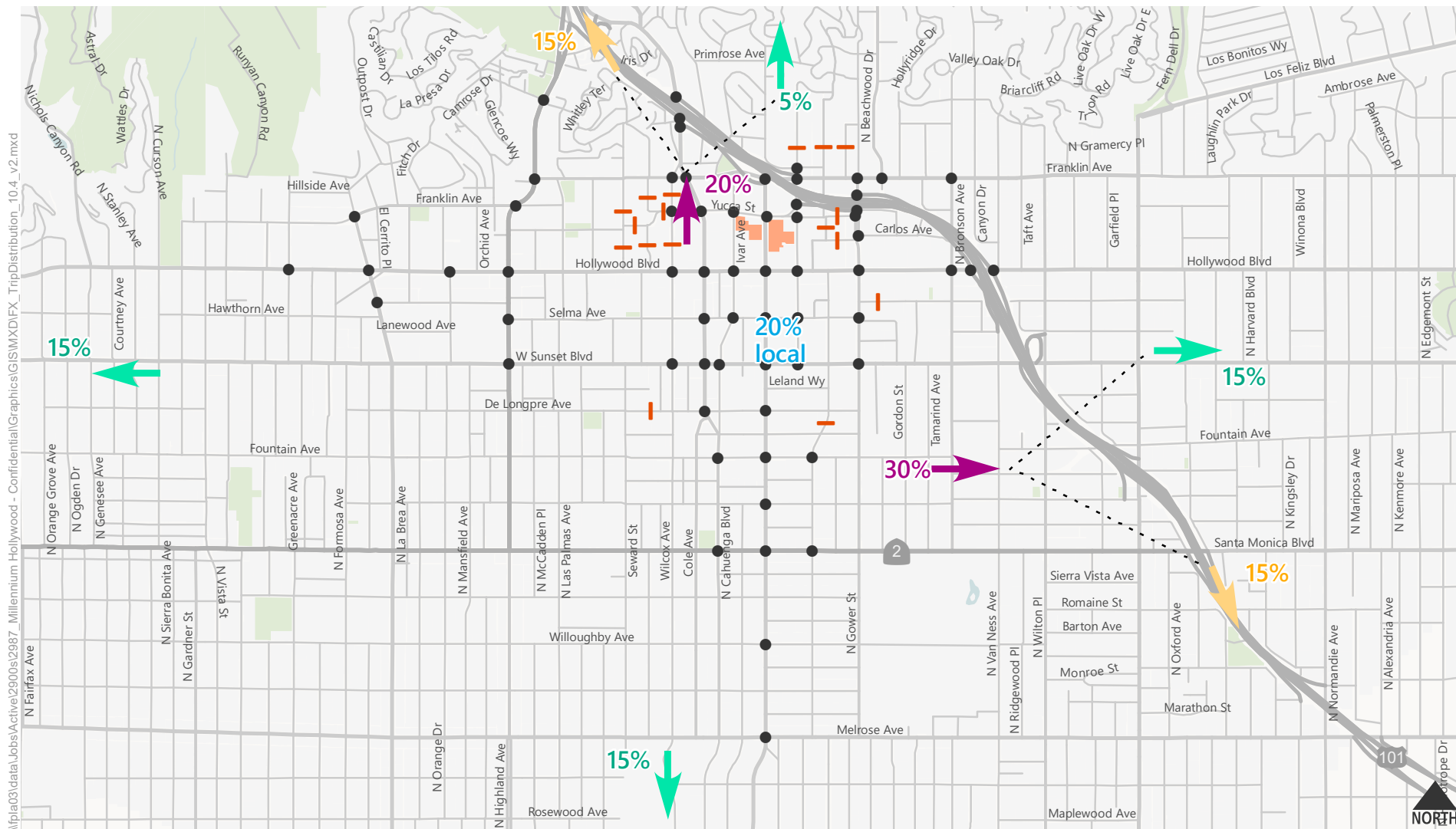
\\plao3\data\Jobs\Active\2900s\2987\_Millennium Hollywood - Confidential\Graphics\GIS\MXD\FX\_TripDistribution\_10.4\_v2.mxd

- Study Intersections
- Street Study Segment
- Project Site
- ← Initial Outbound Traffic Distribution  
Initial Trip Distribution represents non-local traffic prior to being distributed to freeways or local streets.
- Local Traffic Distribution
- Final Street Traffic Distribution
- Final Freeway Traffic Distribution  
Street, Freeway, and Local Traffic Distribution categories represent the total final trip distribution, summing to 100%.



Figure 2A

## Residential Trip Distribution



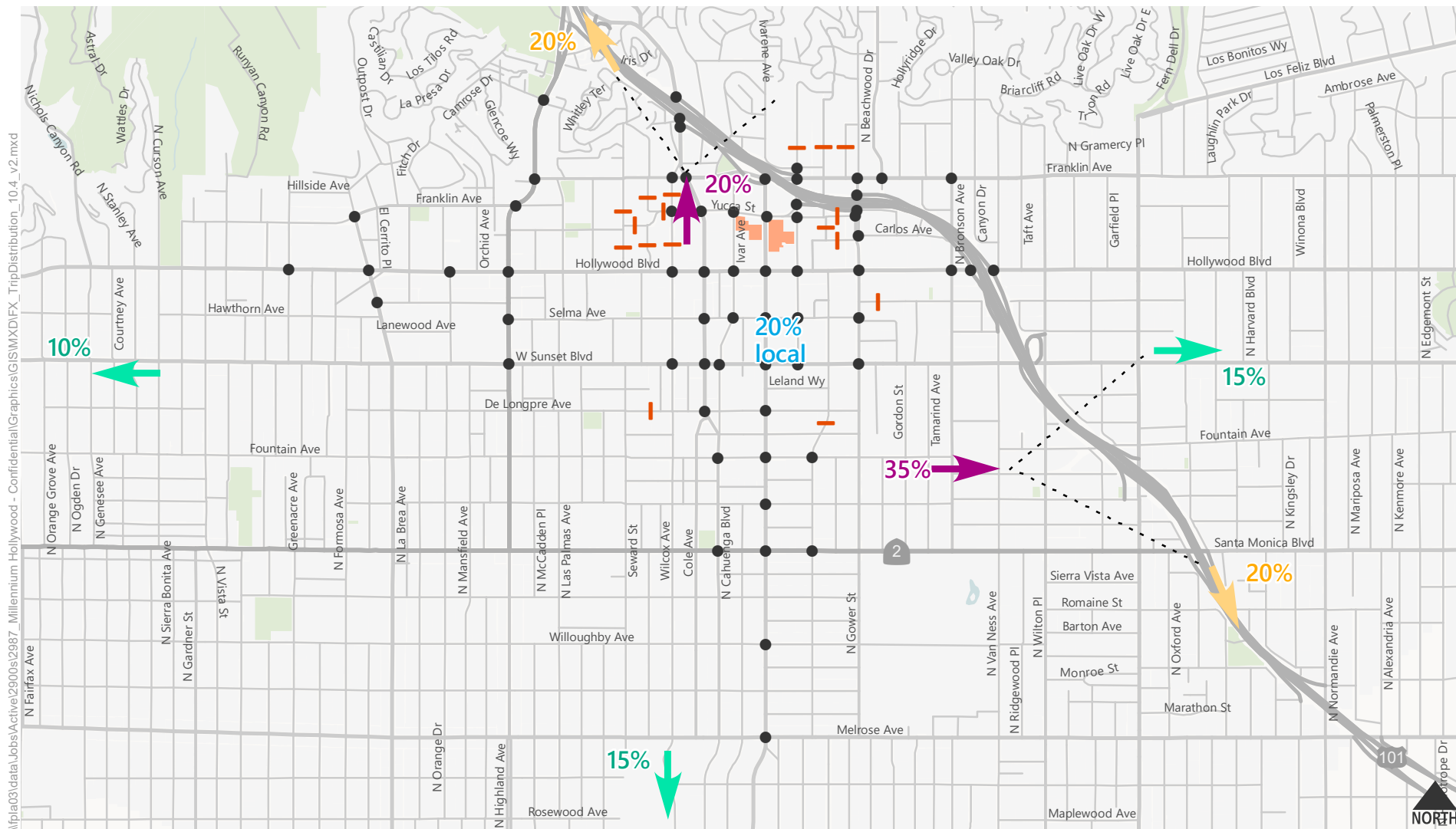
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- Study Intersections
- Street Study Segment
- Project Site
- ← Initial Outbound Traffic Distribution  
Initial Trip Distribution represents non-local traffic prior to being distributed to freeways or local streets.
- Local Traffic Distribution
- Final Street Traffic Distribution
- Final Freeway Traffic Distribution  
Street, Freeway, and Local Traffic Distribution categories represent the total final trip distribution, summing to 100%.



Figure 2B

## Commercial Trip Distribution



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- Study Intersections
- Street Study Segment
- Project Site
- ← Initial Outbound Traffic Distribution  
Initial Trip Distribution represents non-local traffic prior to being distributed to freeways or local streets.
- Local Traffic Distribution
- ← Final Street Traffic Distribution
- ← Final Freeway Traffic Distribution  
Street, Freeway, and Local Traffic Distribution categories represent the total final trip distribution, summing to 100%.



Figure 2C

## Hotel Trip Distribution

**TABLE 1A  
HOLLYWOOD CENTER PROJECT  
RESIDENTIAL PROJECT SCENARIO  
TRIP GENERATION ESTIMATES**

Land Use	ITE Land Use Code	Size	Trip Generation Rates [a]									Estimated Trip Generation						
			Daily Rate	AM Peak Hour			PM Peak Hour			Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips				
				Rate	% In	% Out	Rate	% In	% Out		In	Out	Total	In	Out	Total		
<b>PROPOSED PROJECT</b>																		
High-Rise Residential	222,232	872 du	4.20	0.34	19%	81%	0.38	62%	38%	3,662	56	240	296	205	126	331		
Less: Internal capture [c]	[f]		9%		5%	20%			21%	(330)	(3)	(48)	(51)	(41)	(26)	(67)		
Less: TDM Program [h]			16.7%	16.7%			16.7%			(556)	(8)	(33)	(41)	(27)	(17)	(44)		
Net External Residential										2,776	45	159	204	137	83	220		
Senior Affordable Housing	[i]	133 du	1.72	0.12	38%	62%	0.15	52%	48%	229	6	10	16	10	10	20		
Less: Internal capture [c]			8%		5%	20%			21%	(18)	0	(2)	(2)	(2)	(2)	(4)		
Less: TDM Program [h]			14.6%	14.6%			14.6%			(31)	(1)	(1)	(2)	(1)	(1)	(2)		
Net External Residential										180	5	7	12	7	7	14		
Fast Food Restaurant without drive-thru window	933,934	4.53 ksf	496.12	43.87	60%	40%	26.15	51%	49%	2,246	119	80	199	60	58	118		
Less: Internal capture [c]	[b]		7%		15%	1%			26%	(157)	(18)	(1)	(19)	(8)	(15)	(23)		
Less: TDM Program [h]			1.2%	1.2%			1.2%			(25)	(1)	(1)	(2)	(1)	0	(1)		
Less: Transit/walk credit [d]			15%	15%			15%			(310)	(16)	(11)	(27)	(7)	(7)	(14)		
Total Driveway Trips										1,754	84	67	151	44	36	80		
Less: Pass-by from net trips [e]			50%	50%			50%			(877)	(46)	(30)	(76)	(20)	(20)	(40)		
Net External Fast Food										877	38	37	75	24	16	40		
High-Turnover Sit-Down Restaurant	932	25.65 ksf	127.15	10.81	55%	45%	9.85	60%	40%	3,261	152	125	277	152	101	253		
Less: Internal capture [c]			7%		15%	1%			26%	(228)	(23)	(1)	(24)	(21)	(26)	(47)		
Less: TDM Program [h]			1.2%	1.2%			1.2%			(36)	(2)	(1)	(3)	(1)	(1)	(2)		
Less: Transit/walk credit [d]			15%	15%			15%			(450)	(21)	(17)	(38)	(19)	(12)	(31)		
Total Driveway Trips										2,547	106	106	212	111	62	173		
Less: Pass-by from net trips [e]			20%	20%			20%			(509)	(23)	(19)	(42)	(21)	(14)	(35)		
Net External High-Turnover Restaurant										2,038	83	87	170	90	48	138		
Outdoor Performance Space	N/A	350 persons	2.00	0.00	0%	0%	1.00	50%	50%	700	0	0	0	175	175	350		
Less: Internal capture [c]	[g]		6%		0%	0%			13%	(42)	0	0	0	(22)	(23)	(45)		
Less: Transit credit [d]			15%	15%			15%			(99)	0	0	0	(23)	(23)	(46)		
Less: Walk credit [j]			15%	15%			15%			(84)	0	0	0	(20)	(19)	(39)		
Net External Outdoor Performance Space										475	0	0	0	110	110	220		
<b>TOTAL DRIVEWAY TRIPS</b>										<b>7,732</b>	<b>240</b>	<b>339</b>	<b>579</b>	<b>409</b>	<b>298</b>	<b>707</b>		
<b>TOTAL EXTERNAL TRIPS</b>										<b>6,346</b>	<b>171</b>	<b>290</b>	<b>461</b>	<b>368</b>	<b>264</b>	<b>632</b>		

**Notes:**

- Source: Institute of Transportation Engineers (ITE), *Trip Generation, 9th Edition*, 2012, unless otherwise noted.
- ITE land use code 933 for Fast Food Restaurant without drive through does not have a daily rate. The daily rate for land use code 934 - Fast Food Restaurant with Drive through was utilized instead. This is also more conservative since this land use generates a greater number of trips.
- Internal capture represents the percentage of trips between land uses that occur within the site. This percentage is informed by MXD 2.0 Mixed Use Trip Generation Methodology, which incorporated the findings of NCHRP Project 8-51 as described in "Improved Estimation for Internal Trip Capture for Mixed-use Developments," *ITE Journal*, August 2010.
- 15% credit to account for transit access to the project site. Source: LADOT's *Traffic Study Policies and Procedures*, December 2016.
- Pass-by credit based on Attachment I of LADOT's *Traffic Study Policies and Procedures*, December 2016.
- For flexibility, the trip generation analysis uses the most conservative (highest) rates for high-rise apartments versus high-rise condominiums: ITE code 222 (high-rise apartment) for daily trips and ITE code 232 (high-rise condominium) for peak hour trips. Since the high-rise residences in the ITE database are generally in urban areas with transit service, no additional transit credit was taken to provide a conservative estimate.
- Performance space trip generation estimates based on performance schedules programmed for site, amount of space that will be allowed for performance watching (accounting for pedestrian circulation and walkways), and site patrons who may drive to utilize the ground floor open space amenities.
- Credit for the TDM program has been calculated based on *California Air Pollution Control Officers Association (CAPCOA)* guidelines.
- Trip generation rate from empirical study *"Infill and Complete Streets Study - Tasks 2.1B & 2.1C Local Trip Generation Study"*, LADOT 2017.
- Walk credit is applied to reflect pedestrians walking in area who stop in to observe performance they see or hear when walking by or around project site.

**TABLE 1B  
HOLLYWOOD CENTER PROJECT  
HOTEL PROJECT SCENARIO  
TRIP GENERATION ESTIMATES**

Land Use	ITE Land Use Code	Size	Trip Generation Rates [a]						Estimated Trip Generation																
			Daily Rate	AM Peak Hour			PM Peak Hour			Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips											
				Rate	% In	% Out	Rate	% In	% Out		In	Out	Total	In	Out	Total									
<b>PROPOSED PROJECT</b>																									
High-Rise Residential <i>Less: Internal capture [c]</i> <i>Less: TDM Program [h]</i> Net External Residential	222,232 [f]	768 du	4.20 10% 16.7%	0.34 19% 16.7%	81% 20%	0.38 62% 16.7%	38% 23%	3,226 (323) (485)	50 (3)	211 (42)	261 (45)	181 (37)	111 (26)	292 (63)	(24)	(14)	(38)	2,418	40	140	180	120	71	191	
Senior Affordable Housing <i>Less: Internal capture [c]</i> <i>Less: TDM Program [h]</i> Net External Residential	[i]	116 du	1.72 9% 14.6%	0.12 38% 14.6%	62% 20%	0.15 52% 14.6%	48% 21%	200 (18) (27)	5 (2)	9 (2)	14 (2)	9 (2)	8 (2)	17 (4)	(2)	(2)	(2)	155	4	6	10	6	5	11	
Hotel <i>Less: Internal capture [c]</i> <i>Less: TDM Program [h]</i> <i>Less: Transit/walk credit [d]</i> Net External Hotel	310	220.0 keys	8.17 10% 1.2% 15%	0.53 59% 1.2% 15%	41% 8%	0.60 51% 1.2% 15%	49% 28%	1,797 (180) (19) (240)	69 (3)	48 (4)	117 (7)	67 (25)	65 (18)	132 (43)	(1)	0	(1)	1,358	56	37	93	34	41	75	
Fast Food Restaurant without drive-thru window <i>Less: Internal capture [c]</i> <i>Less: TDM Program [h]</i> <i>Less: Transit/walk credit [d]</i> Total Driveway Trips <i>Less: Pass-by from net trips [e]</i> Net External Fast Food	933,934 [b]	4.53 ksf	496.12 9% 1.2% 15%	43.87 60% 1.2% 15%	40% 2%	26.15 51% 1.2% 15%	49% 31%	2,246 (202) (25) (303)	119 (17)	80 (2)	199 (19)	60 (11)	58 (18)	118 (29)	(1)	0	(1)	1,716 (858)	85 (46)	66 (30)	151 (76)	41 (19)	34 (19)	75 (38)	
High-Turnover Sit-Down Restaurant <i>Less: Internal capture [c]</i> <i>Less: TDM Program [h]</i> <i>Less: Transit/walk credit [d]</i> Total Driveway Trips <i>Less: Pass-by from net trips [e]</i> Net External High-Turnover Restaurant	932	25.65 ksf	127.15 8% 1.2% 15%	10.81 55% 1.2% 15%	45% 2%	9.85 60% 1.2% 15%	40% 31%	3,261 (261) (36) (445)	152 (22)	125 (3)	277 (25)	152 (27)	101 (31)	253 (58)	(1)	(1)	(2)	2,519 (504)	108 (23)	104 (19)	212 (42)	107 (20)	57 (13)	164 (33)	
Outdoor Performance Space <i>Less: Internal capture [c]</i> <i>Less: Transit credit [d]</i> <i>Less: Walk credit [j]</i> Net External Outdoor Performance Space	N/A [g]	350 persons	2.00 6% 15% 15%	0.00 0% 15% 15%	0% 0%	1.00 50% 15% 15%	50% 13%	700 (42) (99) (84)	0 0	0 0	0 0	175 (22)	175 (23)	350 (45)	(23)	(23)	(46)	475	0	0	0	110	110	220	
<b>TOTAL DRIVEWAY TRIPS</b>								<b>8,641</b>	<b>293</b>	<b>353</b>	<b>646</b>	<b>418</b>	<b>318</b>	<b>736</b>											
<b>TOTAL EXTERNAL TRIPS</b>								<b>7,279</b>	<b>224</b>	<b>304</b>	<b>528</b>	<b>379</b>	<b>286</b>	<b>665</b>											

**Notes:**

- a. Source: Institute of Transportation Engineers (ITE), *Trip Generation, 9th Edition*, 2012, unless otherwise noted.
- b. ITE land use code 933 for Fast Food Restaurant without drive through does not have a daily rate. The daily rate for land use code 934 - Fast Food Restaurant with Drive through was utilized instead. This is also more conservative since this land use generates a greater number of trips.
- c. Internal capture represents the percentage of trips between land uses that occur within the site. This percentage is informed by MXD 2.0 Mixed Use Trip Generation Methodology, which incorporated the findings of NCHRP Project 8-51 as described in "Improved Estimation for Internal Trip Capture for Mixed-use Developments," *ITE Journal*, August 2010.
- d. 15% credit to account for transit access to the project site. Source: LADOT's *Traffic Study Policies and Procedures*, December 2016.
- e. Pass-by credit based on Attachment I of LADOT's *Traffic Study Policies and Procedures*, December 2016.
- f. For flexibility, the trip generation analysis uses the most conservative (highest) rates for high-rise apartments versus high-rise condominiums: ITE code 222 (high-rise apartment) for daily trips and ITE code 232 (high-rise condominium) for peak hour trips. Since the high-rise residences in the ITE database are generally in urban areas with transit service, no additional transit credit was taken to provide a conservative estimate.
- g. Performance space trip generation estimates based on performance schedules programmed for site, amount of space that will be allowed for performance watching (accounting for pedestrian circulation and walkways), and site patrons who may drive to utilize the ground floor open space amenities.
- h. Credit for the TDM program has been calculated based on *California Air Pollution Control Officers Association (CAPCOA)* guidelines.
- i. Trip generation rate from empirical study "Infill and Complete Streets Study - Tasks 2.1B & 2.1C Local Trip Generation Study", LADOT 2017.
- j. Walk credit is applied to reflect pedestrians walking in area who stop in to observe performance they see or hear when walking by or around project site.



**TABLE 1C  
HOLLYWOOD CENTER PROJECT  
TDM STRATEGIES**

<b>TDM Strategy</b>
<b>Parking</b>
Unbundle residential parking and price according to market rate
Unbundle commercial parking coupled with pricing workplace parking and parking cash-out
Contribute to LADOT Express Park program to upgrade local parking meter technology
Daily parking discount for Metro Commuters
<b>Transit</b>
Provide a location on-site at which to purchase Metro passes and display bus info
Transit subsidies (available to residents and commercial employees) up to 50% of the cost of a monthly pass
Provide parking spaces for monthly lease to non-resident Metro park n ride users
Provide discounted daily parking to non-resident Metro transit pass holders
Immediately adjacent Metro bus stop upgrades
<b>Commute Trip Reductions</b>
Commute trip reduction program:
o rideshare (carpool/vanpool) matching and preferential parking
o guaranteed ride home (e.g., monthly Uber/Lyft/taxi reimbursement)
o encourage alternative work schedules and telecommuting for project residents
Business center/work center for residents working at home
<b>Shared Mobility</b>
On-site car share
Rideshare matching
On-site bike share station with subsidized or free membership (residents, employees); on-site guest bike share service (hotel) (if/when public bike share comes to Hollywood)
Coordination with LADOT Mobility Hub program
<b>Bicycle Infrastructure</b>
Develop a bicycle amenities plan
Bicycle parking (indoors & outdoors)
Bike lockers, showers, and repair station
Convenient access to on-site bicycle facilities (wayfinding, etc.)
Contribution towards City's Bicycle Plan Trust Fund
<b>Site Design</b>
Integrated pedestrian network within and adjacent to site (transit, bike, ped friendly)
External and internal multimodal wayfinding signage
<b>Education &amp; Encouragement</b>
Transportation information center, kiosks and/or other on-site measures such as providing a Tenant Welcome Package (all new residents receive information on available alternative modes and ways to access destinations)
Tech-enabled mobility: incorporating commute planning, on-demand rideshare matching, shared-ride reservations, real-time traffic/transit information, push notifications about transportation choices, interactive transit screens, etc.
Marketing and promotions (including digital gamification – participants can log trips for prizes, promotions, discounts for local merchants, incentives, etc.)
<b>Management</b>
On-site TDM program coordinator and administrative support
Conduct user surveys
Join future Hollywood Transportation Management Organization (TMO)

TABLE 4 : RELATED PROJECTS  
HOLLYWOOD CENTER PROJECT

Project(a)	Project Address	Land Use	Size	Unit	Daily Total	AM Total	AM In	AM Out	PM Total	PM In	PM Out
	<b>City of Los Angeles</b>										
1	6230 W Yucca St	Mixed Use	-	-	473	32	5	27	38	26	12
		Office	13.4	KSF							
		Apartments	108.0	DU							
		Other	6.2	KSF							
Other	8.0	DU									
2	1718 N Vine St	Other	216.0	Rooms	1,101	99	58	41	77	35	42
		Other	4.4	KSF							
3	1800 N Argyle Av	Other	225.0	Rooms	1,360	59	22	37	78	60	18
4	6220 W Yucca St	Apartments	191.0	DU	3,693	242	104	138	300	169	131
		Other	260.0	Rooms							
		Retail	7.0	KSF							
5	6225 W Hollywood Bl	Office	214.0	KSF	1,918	276	243	33	254	43	211
6	6200 W Hollywood Bl	Mixed Use	-	-	23,976	477	136	342	806	443	363
		Apartments	952.0	DU							
		Retail	190.8	KSF							
7	6381 W Hollywood Bl	Other	80.0	Other	1,020	-8	-19	11	66	62	4
		Other	15.3	KSF							
8	1601 N Vine St	Office	121.6	KSF	1,239	182	155	27	184	39	145
9	1723 N Wilcox Av	Apartments	68.0	DU	537	44	16	28	47	29	18
		Other	3.7	KSF							
10	1717 N Wilcox Av	Other	140.0	Rooms	1,244	89	54	35	92	49	43
		Retail	3.5	KSF							
11	6100 W Hollywood Bl	Apartments	209.0	DU	1,439	100	24	76	132	86	46
		Apartments	111.0	DU							
		Other	3.3	KSF							
12	6436 W Hollywood Bl	Apartments	220.0	DU	1,486	100	22	78	137	85	52
		Retail	8.8	KSF							
13	1615 N Cahuenga Bl	Other	10.3	KSF	294	3	2	1	24	17	7
14	1546 N Argyle Av	Apartments	276.0	DU	2,013	170	43	127	179	128	51
		Retail	9.0	KSF							
		Other	15.0	KSF							
		Other	27.0	KSF							
15	1540 N Vine St	Apartments	306.0	DU	3,049	136	57	78	294	158	136
		Retail	68.0	KSF							
16	6506 Hollywood Blvd	Drinking Place	12.3	KSF	1,179	0	0	0	118	78	40
		Restaurant	745.0	KSF							
17	6523 W Hollywood Bl	Office	4.1	KSF	547	-27	-16	-11	36	32	4
		Other	10.4	KSF							
18	1921 N Wilcox Av	Other	150.0	Rooms	1,233	60	34	26	91	51	40
		Other	3.5	KSF							
19	6417 W Selma Av	Other	182.0	Rooms	2,069	0	0	0	165	94	72
20	6124 W Selma Av	Other	20.6	KSF	1,574	18	11	7	121	101	20
		Retail	6.0	KSF							
21	6421 W Selma Av	Other	114.0	Rooms	1,227	70	43	27	100	56	44
		Other	5.0	KSF							
		Other	1.8	KSF							
22	1525 N Cahuenga Bl	Other	64.0	Rooms	469	22	10	12	34	20	14
		Office	1.5	KSF							
		Other	0.7	KSF							
23	6516 W Selma Av	Other	212.0	Rooms	2,241	121	71	50	189	105	84
		Other	2.3	KSF							
		Other	5.3	KSF							
		Other	5.8	KSF							
24	6250 Sunset Blvd	Apartments	200.0	DU	1,531	107	21	86	141	92	49
		Retail	4.7	KSF							
25	1719 Whitley Street(b)	Hotel	156.0	rooms	1,275	83	49	34	94	48	46
26	6201 W Sunset Bl	Apartments	731.0	DU	4,913	356	128	228	403	234	169
		Other	5.0	KSF							
		Retail	8.0	KSF							
		Other	1.0	KSF							
		Retail	13.0	KSF							
		Other	1.0	KSF							
27	1541 N Wilcox Av	Other	190.0	Rooms	2,058	133	76	57	157	82	75
		Other	-	KSF							
		Other	1.4	KSF							
28	6230 W Sunset Bl	Apartments	200.0	DU	1,473	132	52	80	121	71	50
		Office	13.5	KSF							
		Other	13.5	KSF							
		Other	-	KSF							
		Retail	4.7	KSF							
29	6409 W Sunset Bl	Other	275.0	Rooms	1,285	77	51	26	113	53	60
		Retail	1.9	KSF							
30	1600 N Schrader Bl	Other	198.0	Rooms	1,666	98	58	40	143	80	63
		Other	2.4	KSF							
		Other	3.6	KSF							
31	6121 W Sunset Bl	Apartments	200.0	DU	6,327	688	477	211	682	254	428
		Office	422.5	KSF							
		Other	23.5	KSF							
		Other	2.0	KSF							
		Retail	16.5	KSF							
		Other	15.0	KSF							
		Mixed Use	-	Other							
32	6608 W Hollywood Bl	Other	-	-	1,292	15	13	2	195	129	66
33	6200 W Sunset Bl	Apartments	270.0	DU	1,778	123	26	97	135	100	35
		Other	2.5	KSF							
		Other	-	KSF							
		Other	2.5	KSF							
34	6611 W Hollywood Bl	Other	167.0	Rooms	81	43	23	20	6	-8	14
		Other	10.5	KSF							
		Other	5.4	KSF							
		Other	4.0	KSF							
		Other	1.6	KSF							
35	6400 W Sunset Bl	Apartments	200.0	DU	-59	90	14	76	-2	24	-26
		Other	4.0	KSF							
		Other	3.0	KSF							
36	6650 W Franklin Av	Apartments	68.0	DU	234	14	5	9	17	9	8
37	1717 N Bronson Av	Apartments	89.0	DU	436	33	6	27	40	26	14

TABLE 4 : RELATED PROJECTS  
HOLLYWOOD CENTER PROJECT

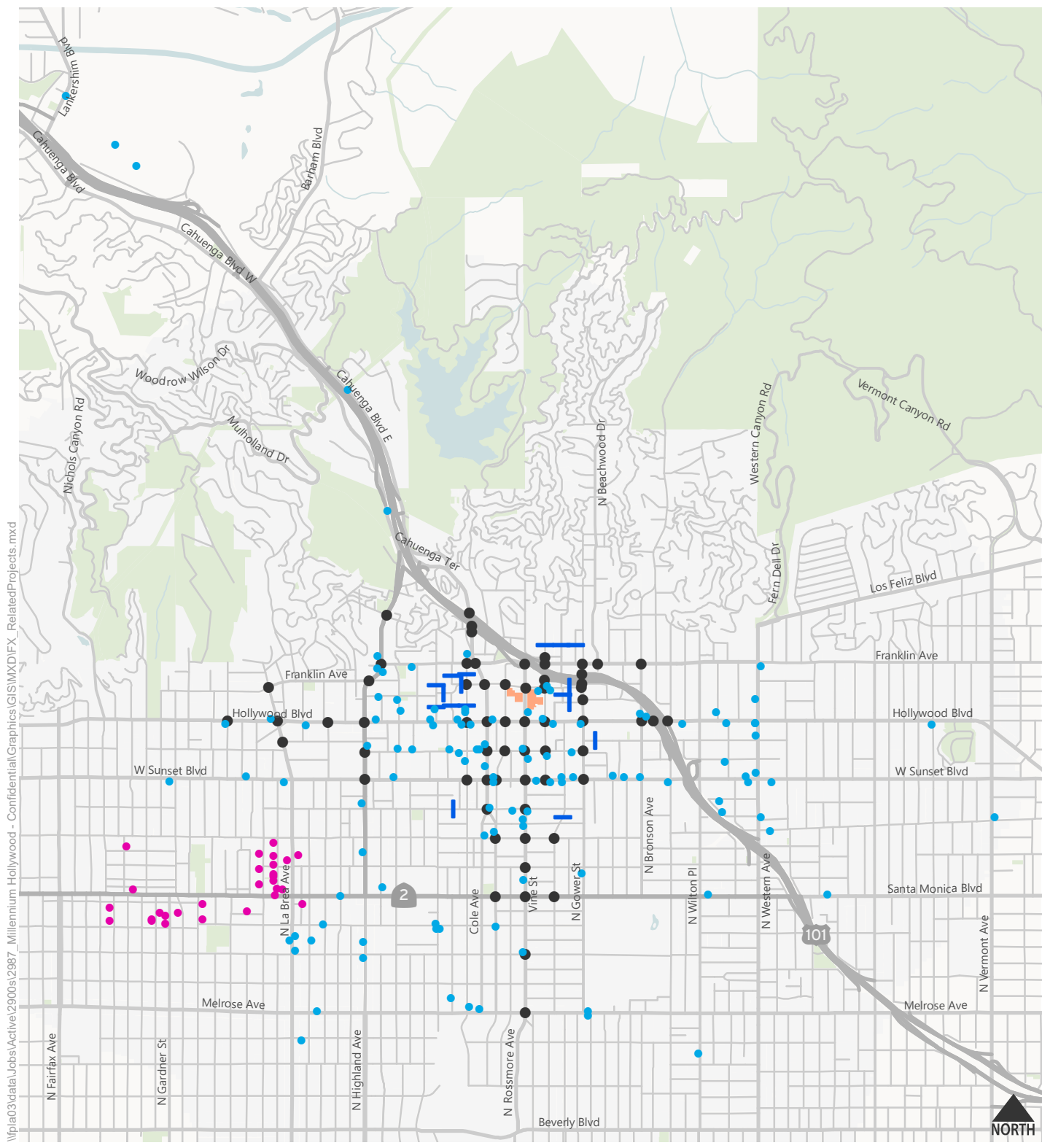
Project(a)	Project Address	Land Use	Size	Unit	Daily Total	AM Total	AM In	AM Out	PM Total	PM In	PM Out
38	Over 101 Freeway between Hollywood Boulevard and Santa Monica Boulevard(b)	Central Park Amphitheater Offices/Concessions Commercial Restaurant Café Bed & Breakfast Inn Community Center	38.0 500.0 7.5 7.5 21.5 0.8 5.0 30.0	ac seat KSF KSF KSF KSF rooms KSF	4,078	109	60	49	329	187	142
39	1360 N Vine St	Apartments Other Retail Other	429.0 55.0 5.0 9.0	DU KSF KSF KSF	4,486	230	66	164	295	123	172
40	6007 Sunset Boulevard	Residential Retail Restaurant	146.0 7.5 7.5	DU KSF KSF	1,717	86	34	52	76	50	26
41	6322 DeLongpre(b)	Office Apartments Retail Restaurant	223.7 250.0 33.0 9.1	KSF du KSF KSF	6,471	532	367	165	693	265	428
42	1400 N Cahuenga Bl	Other Other Other	220.0 27.2 1.4	Rooms KSF KSF	1,875	102	55	47	138	78	60
43	1718 N Las Palmas Av	Apartments Condominiums Retail	195.0 29.0 1.0	DU DU KSF	1,333	105	21	84	124	81	43
44	1603 N Cherokee Av	Apartments	66.0	DU	439	34	7	27	41	26	15
45	1749 N Las Palmas Av	Apartments	71.0	DU	426	26	5	21	40	25	15
46	5939 W Sunset Bl	Apartments Office Retail	299.0 36.7 13.3	DU KSF KSF	3,731	343	152	191	334	182	152
47	1341 Vine Street	Hotel Office Apartments	100.0 282.5 250.0	rooms KSF DU	5,596	622	445	177	636	204	432
48	1313 N Vine St	Other Other	44.0 35.2	KSF KSF	-79	13	15	-2	-59	-62	2
49	1601 N Las Palmas Av	Apartments	86.0	DU	157	32	4	28	28	20	8
50	5901 W Sunset Bl	Retail Office	26.0 274.0	KSF KSF	3,839	411	350	61	461	122	339
51	1824 N Highland Av	Apartments	118.0	DU	667	51	10	41	62	40	22
52	6758 W Yucca street	Apartments Retail	270.0 8.5	du KSF	-138	-85	-17	-68	14	9	5
53	1311 Cahuenga Boulevard(b)	Apartments Retail	375.0 2.5	du KSF	3,775	220	56	164	344	204	140
54	1841 N Highland Av	Other	100.0	Rooms	694	48	29	19	50	26	24
55	6757 W Hollywood Blvd	Restaurant	17.7	KSF	1,220	10	5	5	52	35	17
56	1915 Highland Avenue(b)	Café and Market	18.0	KSF	769	17	11	6	67	32	35
57	1310 N Cole Av	Apartments Other	375.0 2.5	DU KSF	224	30	24	6	30	7	23
58	6701 W Sunset Bl	Mixed Use	-	KSF	14,833	879	381	498	1,281	733	548
59	5750 W Hollywood Bl	Apartments Retail	161.0 6.0	DU KSF	1,180	88	22	66	106	68	38
60	1610 N Highland Av	Apartments Retail	248.0 12.8	DU KSF	1,805	112	22	90	150	96	54
61	5800 W Sunset Bl	Office	535.4	KSF	2,690	404	356	48	378	64	314
62	1149 N Gower St	Apartments Townhomes Other	21.0 36.0 -	DU DU Other	141	29	6	23	35	23	12
63	1133 N Vine St	Other	112.0	Rooms	457	32	19	13	33	18	15
64	1717 Gramercy Place(b)	Students	350.0	stu	567	189	104	85	0	0	0
65	1411 N Highland Av	Apartments Retail	76.0 2.5	DU KSF	823	66	23	43	72	45	26
66	5600 W Hollywood Bl	Other	80.0	Rooms	604	38	22	16	44	22	22
67	5606 Harold Street(b)	Apartments	54.0	du	359	28	6	22	33	22	11
68	7046 Hollywood Blvd	Apartments	42.0	DU	279	21	4	17	26	17	9
69	5632 W De Longpre Av	Apartments	185.0	DU	800	-6	-31	25	69	50	19
70	1233 N Highland Av	Apartments Retail	72.0 17.8	DU KSF	714	38	11	27	66	38	28
71	1745 N Western Avenue(b)	Mixed Use Retail Other	53.9 5.7 4.6	KSF KSF KSF	839	89	77	12	101	24	77
72	5500 W Hollywood Bl	Other Other Other	4.6 1.0 9.8	KSF KSF KSF	441	12	6	6	37	22	15
73	5500 W Hollywood Bl	Mixed Use	-	-	1,267	40	-3	43	64	47	17
74	2580 Cahuenga B	Theatre Restaurant Hiking Train Office	195.0 19.5 1.5 30.0	Rooms KSF KSF Employees	610	35	34	1	61	18	43
75	1657 N Western Av	Apartments Retail Office Other	91.0 39.4 25.9 16.0	DU KSF KSF DU	702	39	10	29	62	37	25
76	5525 W Sunset Bl	Apartments Other Other Other Office	293.0 2.2 1.0 25.1 4.7 1.0	DU KSF KSF KSF KSF	2,562	186	61	125	226	143	83
77	6677 W Santa Monica Bl	Mixed Use Apartments Other Other Retail	- 695.0 4.0 5.5 15.4	- DU KSF KSF KSF	1,420	289	123	166	261	153	108
78	1868 N Western Av	Apartments Retail	87.0 6.0	DU KSF	39	1	-8	9	4	7	-3
79	6300 W Romaine St	Office Other Studio	114.7 40.9 38.1	KSF KSF KSF	0	0	0	0	37	20	17
80	5520 W Sunset Bl	Other Other	163.9 30.9	KSF KSF	4,903	73	52	21	422	211	211
81	1118 N McCadden	Other Other Office Other	100.0 92.0 17.0 29.7	DU DU KSF KSF	1,346	80	49	31	109	53	56
82	NWC Sunset & Western(b)	Grocery Restaurant Retail Apartments	29.2 3.0 1.3 247.0	KSF KSF KSF DU	2,562	186	61	125	226	143	83
83	6601 W Romaine St	Office Other	104.2 2.0	KSF KSF	808	92	88	4	51	12	39
84	956 N Seward St	Office	130.0	KSF	1,240	186	165	21	180	29	151
85	7107 W Hollywood Bl	Apartments Retail Other	410.0 5.0 5.0	DU KSF KSF	2,367	206	49	157	253	167	86

TABLE 4 : RELATED PROJECTS  
HOLLYWOOD CENTER PROJECT

Project(a)	Project Address	Land Use	Size	Unit	Daily Total	AM Total	AM In	AM Out	PM Total	PM In	PM Out
86	959 N Seward St	Office	237.6	KSF	2,337	336	297	39	310	58	252
87	7120 W Sunset Bl	Apartments	44.0	DU	397	14	0	14	29	25	4
		Other	2.9	KSF							
88	5420 W Sunset Bl	Apartments	735.0	DU	2,369	212	9	203	228	164	64
		Retail	59.1	KSF							
		Retail	36.7	KSF							
89	901 N Vine St	Apartments	76.0	DU	-32	26	4	26	-4	-5	1
		Other	3.0	KSF							
90	1350 N Western Av	Mixed Use	204.0	DU	1,869	98	23	75	167	107	60
		Retail	7.3	KSF							
		Other	7.0	KSF							
91	5661 W Santa Monica Bl	Apartments	437.0	DU	6,734	251	91	160	633	336	297
		Retail	377.9	KSF							
92	6901 W Santa Monica Bl	Apartments	231.0	DU	1,010	78	0	78	84	86	19
		Other	5.0	KSF							
		Retail	10.0	KSF							
93	6914 W Santa Monica Blvd	Condominiums	374.0	DU	2,279	108	18	90	186	125	61
94	5460 W Fountain Av	Apartments	15.0	DU	424	33	7	26	40	23	17
95	7219 W Sunset Bl	Other	75.0	DU	761	45	27	18	56	27	29
		Other	2.8	Rooms							
96	927 N Highland Av	School	100.0	Enrollment	155	3	4	-1	40	23	17
		Other	18.0	Employees							
97	7300 W Hollywood Bl	Other	--	Other	294	79	48	32	29	9	20
98	7007 W Romaine Av	Office	50.0	KSF	572	71	63	8	74	17	57
		Retail	3.6	KSF							
99	859 N Highland Av	Other	0.8	KSF	330	41	21	20	18	9	9
100	733 N. Hudson Avenue	Apartments	46.0	du	306	23	5	18	29	19	10
101	712 N Wilcox Av	Apartments	100.0	DU	530	40	9	31	49	31	18
102	707 N Cole Av	Apartments	84.0	DU	398	31	6	25	36	24	12
103	5555 W Melrose Av	Other	21.0	KSF	9,830	925	712	213	1,033	297	736
		Other	1.9	KSF							
		Other	635.5	KSF							
		Other	638.1	KSF							
		Other	64.2	KSF							
104	926 Sycamore Av(b)	Retail	15.0	KSF	2,068	187	133	54	266	27	239
		Office	74.2	KSF							
105	5570 W Melrose Av	Apartments	52.0	DU	430	19	-1	20	31	21	10
		Retail	5.5	KSF							
106	936 N La Brea Av	Office	33.2	KSF	911	29	24	5	38	14	37
		Retail	19.9	KSF							
107	925 N La Brea Av	Retail	15.3	KSF	735	69	58	11	85	24	61
		Office	46.5	KSF							
108	904 N La Brea Av	Apartments	169.0	DU	2,072	93	25	68	186	83	103
		Retail	40.0	KSF							
109	2864 N Cahuenga Bl	Apartments	300.0	DU	1,895	145	30	115	176	114	62
110	5245 Santa Monica Boulevard(b)	Apartments	32.0	du	213	16	3	13	20	13	7
111	7510 W Sunset Blvd	Apartments	236.0	DU	4,288	105	21	84	124	81	43
		Retail	30.0	KSF							
112	6915 Melrose Ave	Condominiums	13.0	DU	398	14	2	12	96	35	54
		Retail	7.5	KSF							
113	525 Wilton Place(b)	Apartments	88.0	du	585	45	9	36	55	35	20
114	4900 W Hollywood Blvd	Apartments	200.0	du	1,585	99	24	75	145	89	56
		Retail	25.0	KSF							
115	7002 Clinton Street(b)	School	4.5	KSF	69	23	13	10	0	0	0
116	1300 N Vermont Ave(b)	Medical center	134.8	KSF	1,795	129	81	48	126	48	78
117	Universal Hilton(b)	Hotels	365.0	rooms	4,035	213	121	92	315	172	143
		Restaurant	8.0	KSF							
		Spa	10.1	KSF							
118	333 Universal Drive(b)	Hotel	551.0	rooms	4,502	172	120	292	169	163	331
119	NBC Universal(c)	--	--	--	19,139	1,760	1,271	489	1,698	307	1,391
<b>Los Angeles Total Trips</b>					<b>242,592</b>	<b>16,402</b>	<b>8,760</b>	<b>7,642</b>	<b>20,867</b>	<b>9,697</b>	<b>11,170</b>

<b>City of West Hollywood</b>											
1	5627 Fernwood Avenue(b)	Affordable housing	59.0	DU	392	30	6	24	37	24	13
2	1222 N La Brea Ave(b)	Apartments	187.0	DU	2901	216	43	173	275	179	96
		Retail	19.6	KSF							
3	1201 La Brea Ave(b)	Restaurant	4.6	KSF	412	4	0	4	34	23	11
4	1251 Detroit St (b)	Apartments	5.0	DU	33	3	1	2	3	2	1
5	1221 Detroit St (b)	Condominiums	10.0	DU	58	5	1	4	5	3	2
6	1201 Detroit St(b)	Condominiums	10.0	DU	58	5	1	4	5	3	2
7	1141 Detroit St (b)	Condominiums	5.0	DU	29	2	0	2	3	2	1
8	1227 Formosa Ave(b)	Apartments	5.0	DU	29	2	0	2	3	2	1
9	1139 Detroit St (b)	Condominiums	5.0	DU	29	2	0	2	3	2	1
		Apartments	184.0	KSF							
10	7113 W Santa Monica Blvd(b)	Apartments	184.0	KSF	2368	164	33	131	222	144	78
		Commercial	13.4	KSF							
11	1040 N. La Brea(b)	Restaurant	5.2	KSF	1267	56	29	27	89	47	42
		Residential	8.0	DU							
		Hotel	91.0	Rooms							
12	1125 Detroit(b)	Apartments	22.0	DU	146	11	2	9	14	9	5
13	1159 Formosa Ave.(b)	Apartments	5.0	DU	33	3	1	2	3	2	1
14	7143 Santa Monica Blvd(b)	Apartments	166.0	DU	1501	93	22	71	137	83	54
		Retail	9.3	KSF							
15	1123 Formosa(b)	Condominiums	5.0	DU	29	2	0	2	3	2	1
16	1041 Formosa Ave (The Lot)(b)	Office/ Media Works	568.1	KSF	4700	665	585	80	635	108	527
17	1052 Martel Ave.(b)	Condominiums	5.0	DU	29	2	0	2	3	2	1
18	1016 Martel(b)	Apartments	11.0	DU	73	6	2	4	7	4	2
19	1035 Vista(b)	Townhome	4.0	DU	23	1	0	1	2	1	1
20	1027 Gardner St(b)	Condominiums	5.0	DU	29	2	0	2	3	2	1
21	1030 Sierra Bonita Ave.b(b)	Condominiums	5.0	DU	29	2	0	2	3	2	1
22	1236 Spaulding Ave(b)	Apartments	3.0	DU	20	1	0	1	2	1	1
23	1009 Gardner(b)	Condominiums	6.0	DU	35	3	1	2	3	2	1
24	1017 Sierra Bonita(b)	Condominiums	5.0	DU	29	2	0	2	3	2	1
25	1011 Sierra Bonita Ave.(b)	Condominiums	5.0	DU	29	2	0	2	3	2	1
		Residential	71.0	DU							
		Retail	4.8	KSF							
26	7617 Santa Monica Blvd.(b)	Restaurant	4.4	KSF	1075	44	10	34	95	59	36
		Retail	4.8	KSF							
27	1041 Spaulding Ave.(b)	Condominiums	14.0	DU	81	6	1	5	7	5	2
28	1013 Spaulding Ave.(b)	Condominiums	5.0	DU	29	2	0	2	3	2	1
<b>West Hollywood Total Trips</b>					<b>15467</b>	<b>1,338</b>	<b>742</b>	<b>597</b>	<b>1,602</b>	<b>719</b>	<b>883</b>

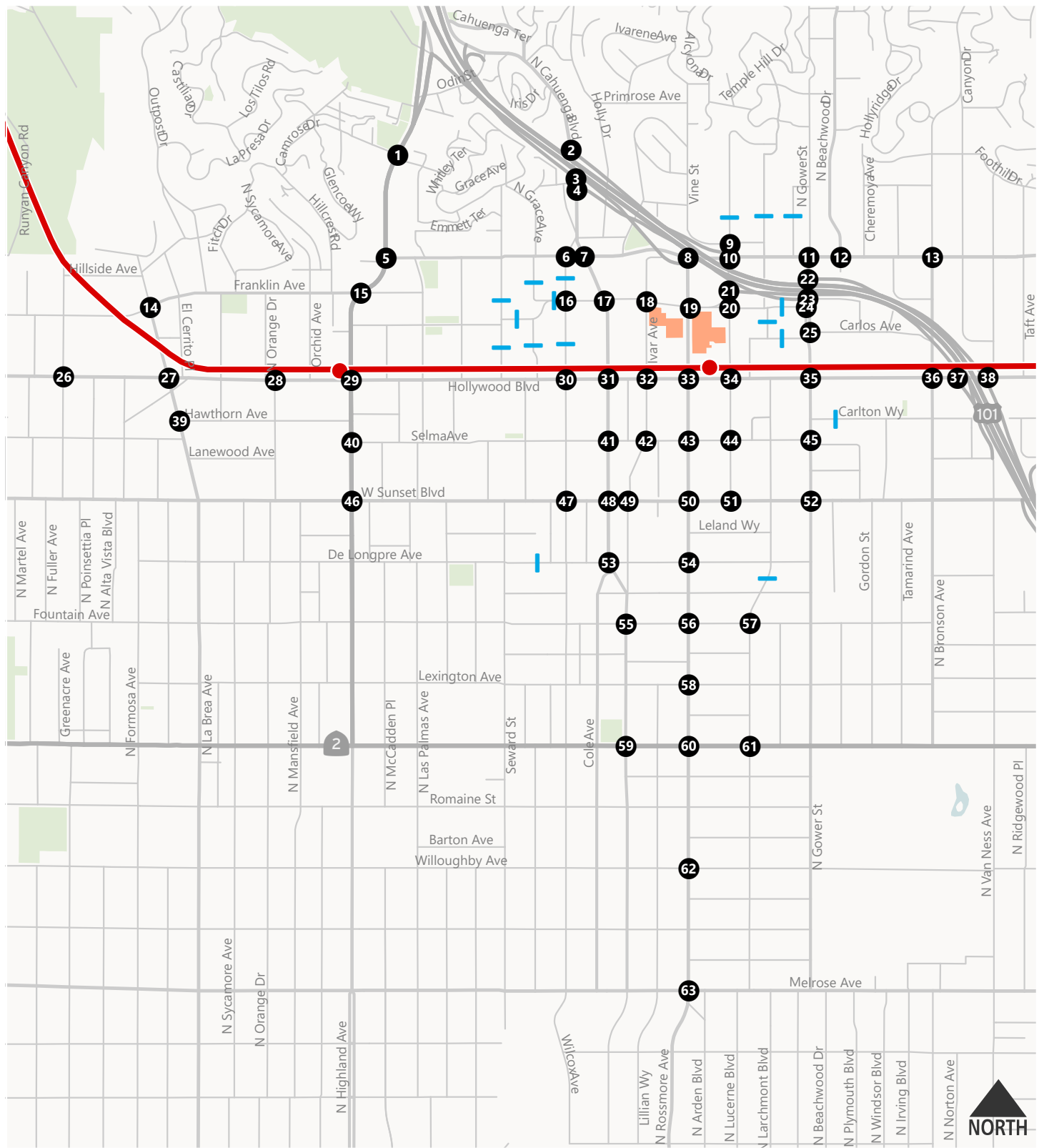
Notes  
(a) Sources for the related projects and associated trip generation include information provided by LADOT on April 25th, 2018, information provided by city of West Hollywood on March 1st, 2018, Urbanized LA, and traffic impact studies for the Sunset and Gordon Mixed-Use Development (2016), Crossroads Hollywood Mixed-Use Development (2016),  
(b) Trip Generation estimates based on ITE 9th Edition Trip Generation Manual.  
(c) Trip Generation estimates based on NBC Universal EIR dated November, 2010.



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Figure 3  
Related Projects



- Project Site
- Study Intersections
- Street Study Segments
- Metro Red Line & Stations



Figure 4  
Proposed Study Intersections & Street Segments

**TABLE 2A : STUDY INTERSECTIONS  
HOLLYWOOD CENTER MIXED USE PROJECT**

<b>ID</b>	<b>N/S Street Name</b>	<b>E/W Street Name</b>
1	N Highland Ave	Camrose Dr/Milner Rd
2	N Cahuenga Blvd	I-101 NB off-ramp
3	N Cahuenga Blvd	I-101 SB off-ramp
4	N Cahuenga Blvd	I-101 SB on-ramp
5	N Highland Ave	Franklin Ave
6	Wilcox Ave	Franklin Ave
7	N Cahuenga Blvd	Franklin Ave
8	Vine St/Franklin Ave	I-101 SB off-ramp
9	Argyle Ave	Vine St/Dix St
10	Argyle Ave	Franklin Ave
11	N Gower St	Franklin Ave
12	N Beachwood Dr	Franklin Ave
13	Bronson Ave	Franklin Ave
14	N La Brea Ave	Franklin Ave
15	Highland Ave	Franklin Ave
16	Wilcox Ave	Yucca St
17	N Cahuenga Blvd	Yucca St
18	Ivar Ave	Yucca St
19	Vine St	Yucca St
20	Argyle Ave	Yucca St
21	Argyle Ave	I-101 SB on-ramp
22	N Gower St	I-101 NB off-ramp
23	N Gower St	I-101 SB off-ramp/Yucca St
24	N Gower St	Yucca St
25	N Gower St	Carlos Ave
26	N Fuller Ave	Hollywood Blvd
27	N La Brea Ave	Hollywood Blvd
28	Orange Dr	Hollywood Blvd
29	Highland Ave	Hollywood Blvd
30	Wilcox Ave	Hollywood Blvd
31	Cahuenga Blvd	Hollywood Blvd
32	Ivar Ave	Hollywood Blvd
33	Vine St	Hollywood Blvd
34	Argyle Ave	Hollywood Blvd
35	Gower St	Hollywood Blvd
36	N Bronson Ave	Hollywood Blvd
37	I-101 SB ramps	Hollywood Blvd
38	I-101 NB ramps/VanNess Ave	Hollywood Blvd
39	N La Brea Ave	Hawthorn Ave
40	N Highland Ave	Selma Ave

**TABLE 2A : STUDY INTERSECTIONS  
HOLLYWOOD CENTER MIXED USE PROJECT**

<b>ID</b>	<b>N/S Street Name</b>	<b>E/W Street Name</b>
41	N Cahuenga Blvd	Selma Ave
42	Ivar Ave	Selma Ave
43	Vine St	Selma Ave
44	Argyle Ave	Selma Ave
45	N Gower St	Selma Ave
46	N Highland Ave	Sunset Blvd
47	Wilcox Ave	Sunset Blvd
48	Cahuenga Blvd	Sunset Blvd
49	Ivar Ave	Sunset Blvd
50	Vine St	Sunset Blvd
51	Argyle Ave	Sunset Blvd
52	Gower St	Sunset Blvd
53	Cahuenga Blvd	De Longpre Ave
54	Vine St	De Longpre Ave
55	Cahuenga Blvd	Fountain Ave
56	Vine St	Fountain Ave
57	El Centro Ave	Fountain Ave
58	Vine St	Lexington Ave
59	Cahuenga Blvd	Santa Monica Blvd
60	Vine St	Santa Monica Blvd
61	El Centro Ave	Santa Monica Blvd
62	Vine St	Willoughby Ave
63	Vine St	Melrose Ave



**TABLE 3B : STUDY SEGMENTS  
HOLLYWOOD CENTER MIXED USE PROJECT**

<b>ID</b>	<b>Street Name</b>	<b>Cross Street</b>
1	Argyle Ave	north of Dix St
2	Vista Del Mar Ave	north of Dix St
3	Carmin Ave	north of Franklin Ave
4	Grace Ave	south of Franklin Ave
5	Wilcox Ave	south of Franklin Ave
6	Whitley Ave	south of Franklin Ave
7	Yucca St	east of Whitley Ave
8	Yucca St	west of Wilcox Ave
9	Vista Del Mar Ave	south of Yucca St
10	Yucca St	east of Vista Del Mar
11	Carlos Ave	east of Vista Del Mar
12	Whitley Ave	north of Hollywood Blvd
13	Hudson Ave	north of Hollywood Blvd
14	Wilcox Ave	north of Hollywood Blvd
15	Carlton Way	east of Grower St
16	De Longpre Ave	west of Hudson Ave
17	El Centro Ave	Afton Pl

## MOU ATTACHMENT B

### **FREEWAY SCREENING FOR HOLLYWOOD CENTER PROJECT IN ACCORDANCE WITH SCREENING CRITERIA DESCRIBED IN SECTION 3 OF THE "AGREEMENT BETWEEN CITY OF LOS ANGELES AND CALTRANS DISTRICT 7 ON FREEWAY IMPACT ANALYSIS PROCEDURES" (DECEMBER 2015)**

#### **INTRODUCTION**

Section 3.1 of the "Agreement Between City of Los Angeles and Caltrans District 7 On Freeway Impact Analysis Procedures" originally dated October 2013 specifies the freeway mainline and ramp screening criteria for development projects in the City of Los Angeles. Section 3.1 was amended in December of 2015 with the following threshold criteria:

"City will require Project applicants to work with Caltrans and prepare a Freeway Impact Analysis, utilizing Caltrans' "Guide for the Preparation of Traffic Impact Studies" ("TIS Guide"), for land use proposals that meet any of the following criteria:

- The project's peak hour trips would result in a 1-percent or more increase to the freeway mainline capacity of a freeway segment operating at level-of-service (LOS) E or F (based on an assumed capacity of 2,000 vehicles per hour per lane); or
- The project's peak hour trips would result in a 2-percent or more increase to the freeway mainline capacity of a freeway segment operating at LOS D (based on an assumed capacity of 2,000 vehicles per hour per lane); or
- The project's peak hour trips would result in a 1-percent or more increase to the capacity of a freeway off-ramp operating at LOS E or F (based on an assumed ramp capacity of 850 vehicles per hour per lane); or
- The project's peak hour trips would result in a 2-percent or more increase to the capacity of a freeway off-ramp operating at LOS D (based on an assumed ramp capacity of 850 vehicles per hour per lane)."

The thresholds above are applied in the MOU process to determine whether a Freeway Impact Analysis would be required and which ramp and freeway mainline locations to analyze. The agreement between LADOT and Caltrans, that is mentioned above, has expired and is not considered to be in force by Caltrans District 7 staff. The application of this agreement and the analysis thresholds it contains is applied by LADOT to specifically determine freeway analysis locations and once those analysis locations are selected, the project team will meet with Caltrans to coordinate the analysis. The methodologies used to conduct the screening analysis for the project, and the results of the screening, are described below.

#### **FREEWAY MAINLINE SEGMENT SCREENING**

The Hollywood Center project is located at between Ivar Avenue and Argyle Avenue at Yucca Street, Los Angeles, CA 90028 with regional access provided by the US Route 101 (US-101). Four sections of freeways were selected for a freeway screening analysis:

- US-101 north of Cahuenga Boulevard – 4 lanes in each direction
- US-101 north of Vine Street – 4 lanes in each direction
- US-101 north of Gower Street – 4 lanes in each direction
- US-101 north of Hollywood Boulevard – 4 lanes in each direction
- US-101 south of Hollywood Boulevard – 4 lanes in each direction

Project trips on the freeway facilities are shown in Tables B1-A (Residential Project Scenario) and B1-B (Hotel Project Scenario) and the mainline screening analysis is shown in Tables B2-A and B2-B. As shown in Table B2, the freeway capacity is 8,000 vph for 4 lanes. The most rigorous trigger criteria for LOS E/F operations was used for the screening analysis. For LOS E or F operations, the threshold test is whether the project would use 1% of the available capacity (80 vph for 4 lanes).

In the Hotel Project Scenario, project trips are expected to exceed the trigger for freeway mainline screening thresholds in the PM peak hour, and thus a Freeway Impact Analysis is required.

### **FREWAY RAMP SCREENING**

Project trips on the freeway off-ramp facilities are shown in Tables B1-A and B1-B and the freeway off-ramp screening analysis is shown in Tables B3-A and B3-B. Five freeway off-ramps were selected for a freeway screening analysis. The most rigorous trigger criteria for LOS E/F operations was used for the screening analysis. For LOS E or F operations, the threshold test is whether the project would use 1% of the capacity (based on an assumed ramp capacity of 850 vehicles per hour per lane), or approximately 9 vph for 1-lane and 17 vph for 2-lanes.

In the Residential Project Scenario, the project is expected to exceed the trigger for the freeway ramp screening threshold in the PM peak hour. In the Hotel Project Scenario, the project is expected to exceed the trigger for the freeway ramp screening threshold in both the AM and PM peak hours. Thus a Freeway Ramp Analysis is required.

**TABLE B1-A  
HOLLYWOOD CENTER PROJECT - RESIDENTIAL PROJECT SCENARIO  
TRIP GENERATION AND FREEWAY SEGMENT AND RAMP TRIPS**

Freeway Trip Percentage		Freeway Trips					
		AM Peak Hour			PM Peak Hour		
Direction	%	In	Out	Total	In	Out	Total
<b>PROPOSED PROJECT TRIPS</b>		171	290	461	368	264	632
Freeway Ramps							
US-101 SB Cahuenga Bl Off	7.0%	12	20	32	26	18	44
US-101 SB Vine St Off	8.0%	14	23	37	29	21	50
US-101 SB Gower St Off	0.0%	0	0	0	0	0	0
US-101 NB Gower St Off	8.0%	14	23	37	29	21	50
US-101 NB Hollywood Bl Off	7.0%	12	20	32	26	18	44
Freeway Segments							
US-101 n/o Cahuenga Bl	15.0%	26	44	70	55	40	95
US-101 n/o Vine St	10.0%	17	29	46	37	26	63
US-101 n/o Gower St	0.0%	0	0	0	0	0	0
US-101 n/o Hollywood Bl	7.0%	12	20	32	26	18	44
US-101 s/o Hollywood Bl	15.0%	26	44	70	55	40	95

**TABLE B2-A  
HOLLYWOOD CENTER PROJECT - RESIDENTIAL PROJECT SCENARIO**

**PROJECT TRIP GENERATION**

	AM Peak Hour		PM Peak Hour	
	In	Out	In	Out
Project Trip Generation	171	290	368	264

**MAINLINE SCREENING**

Freeway Segment	AM Peak Hour		PM Peak Hour	
	In	Out	In	Out
<b>US-101 n/o Cahuenga</b>	<b>NB</b>	<b>SB</b>	<b>NB</b>	<b>SB</b>
# of Lanes [a]	4	4	4	4
Capacity	8,000	8,000	8,000	8,000
Worst-case LOS	<b>E/F</b>	<b>E/F</b>	<b>E/F</b>	<b>E/F</b>
Trigger % [b]	1%	1%	1%	1%
Trigger	80	80	80	80
Project Trips	26	44	55	40
Exceed Trigger?	no	no	no	no
<b>US-101 n/of Vine</b>	<b>NB</b>	<b>SB</b>	<b>NB</b>	<b>SB</b>
# of Lanes [a]	4	4	4	4
Capacity	8,000	8,000	8,000	8,000
Worst-case LOS	<b>E/F</b>	<b>E/F</b>	<b>E/F</b>	<b>E/F</b>
Trigger % [b]	1%	1%	1%	1%
Trigger	80	80	80	80
Project Trips	17	29	37	26
Exceed Trigger?	no	no	no	no
<b>US-101 n/o Gower</b>	<b>SB</b>	<b>NB</b>	<b>SB</b>	<b>NB</b>
# of Lanes [a]	4	4	4	4
Capacity	8,000	8,000	8,000	8,000
Worst-case LOS	<b>E/F</b>	<b>E/F</b>	<b>E/F</b>	<b>E/F</b>
Trigger % [b]	1%	1%	1%	1%
Trigger	80	80	80	80
Project Trips	0	0	0	0
Exceed Trigger?	no	no	no	no
<b>US-101 n/o Hollywood</b>	<b>NB</b>	<b>SB</b>	<b>NB</b>	<b>SB</b>
# of Lanes [a]	4	4	4	4
Capacity	8,000	8,000	8,000	8,000
Worst-case LOS	<b>E/F</b>	<b>E/F</b>	<b>E/F</b>	<b>E/F</b>
Trigger % [b]	1%	1%	1%	1%
Trigger	80	80	80	80
Project Trips	12	20	32	26
Exceed Trigger?	no	no	no	no
<b>US-101 s/o Hollywood</b>	<b>NB</b>	<b>SB</b>	<b>NB</b>	<b>SB</b>
# of Lanes [a]	4	4	4	4
Capacity	8,000	8,000	8,000	8,000
Worst-case LOS	<b>E/F</b>	<b>E/F</b>	<b>E/F</b>	<b>E/F</b>
Trigger % [b]	1%	1%	1%	1%
Trigger	80	80	80	80
Project Trips	26	44	70	55
Exceed Trigger?	no	no	no	no

Notes:

- a. # of lanes does not include auxiliary or HOV lanes.
- b. The worst-case assumption of LOS was used with the most stringent trigger thresholds: LOS E/F  
Threshold: 1% of capacity if LOS E or F, 2% of capacity if LOS D, using 2,000 vphpl capacity

**TABLE B3-A  
HOLLYWOOD CENTER PROJECT - RESIDENTIAL PROJECT SCENARIO**

**PROJECT TRIP GENERATION**

	AM Peak Hour		PM Peak Hour	
	In	Out	In	Out
Project Trip Generation	171	290	368	264

**RAMP SCREENING**

Off-Ramp	Peak Hour	Worst-Case Off-Ramp LOS [a]	Ramp Terminus		Project Trips	Exceed Trigger?
			# of Lanes	Trigger		
<b><i>US-101 SB Cahuenga Bl Off</i></b>	AM	E/F	3	26	12	no
	PM	E/F		26	26	<b>yes</b>
<b><i>US-101 SB Vine St Off</i></b>	AM	E/F	2	17	14	no
	PM	E/F		17	29	<b>yes</b>
<b><i>US-101 SB Gower St Off</i></b>	AM	E/F	2	17	0	no
	PM	E/F		17	0	no
<b><i>US-101 NB Gower St Off</i></b>	AM	E/F	2	17	14	no
	PM	E/F		17	29	<b>yes</b>
<b><i>US-101 NB Hollywood Bl Off</i></b>	AM	E/F	3	26	12	no
	PM	E/F		26	26	<b>yes</b>

Notes:

- a. The worst-case assumption of LOS was used with the most stringent trigger thresholds: LOS E/F  
Threshold: 1% of capacity if ramp at LOS E or F, 2% if ramp at LOS D, using HCM intersection methodology at ramp terminus

**TABLE B1-B  
HOLLYWOOD CENTER PROJECT - HOTEL PROJECT SCENARIO  
TRIP GENERATION AND FREEWAY SEGMENT AND RAMP TRIPS**

Freeway Trip Percentage		Freeway Trips					
		AM Peak Hour			PM Peak Hour		
Direction	%	In	Out	Total	In	Out	Total
<b>PROPOSED PROJECT TRIPS</b>		224	304	528	379	286	665
Freeway Ramps							
US-101 SB Cahuenga Bl Off	8.0%	18	24	42	30	23	53
US-101 SB Vine St Off	8.0%	18	24	42	30	23	53
US-101 SB Gower St Off	0.0%	0	0	0	0	0	0
US-101 NB Gower St Off	8.0%	18	24	42	30	23	53
US-101 NB Hollywood Bl Off	8.0%	18	24	42	30	23	53
Freeway Segments							
US-101 n/o Cahuenga Bl	16.0%	36	49	85	61	46	107
US-101 n/o Vine St	11.0%	25	33	58	42	31	73
US-101 n/o Gower St	0.0%	0	0	0	0	0	0
US-101 n/o Hollywood Bl	8.0%	18	24	42	30	23	53
US-101 s/o Hollywood Bl	16.0%	36	49	85	61	46	107

**TABLE B2-B  
HOLLYWOOD CENTER PROJECT - HOTEL PROJECT SCENARIO**

**PROJECT TRIP GENERATION**

	AM Peak Hour		PM Peak Hour	
	In	Out	In	Out
Project Trip Generation	224	304	379	286

**MAINLINE SCREENING**

Freeway Segment	AM Peak Hour		PM Peak Hour	
	In	Out	In	Out
<b>US-101 n/o Cahuenga</b>	<b>NB</b>	<b>SB</b>	<b>NB</b>	<b>SB</b>
# of Lanes [a]	4	4	4	4
Capacity	8,000	8,000	8,000	8,000
Worst-case LOS	<b>E/F</b>	<b>E/F</b>	<b>E/F</b>	<b>E/F</b>
Trigger % [b]	1%	1%	1%	1%
Trigger	80	80	80	80
Project Trips	36	49	61	46
Exceed Trigger?	no	no	no	no
<b>US-101 n/of Vine</b>	<b>NB</b>	<b>SB</b>	<b>NB</b>	<b>SB</b>
# of Lanes [a]	4	4	4	4
Capacity	8,000	8,000	8,000	8,000
Worst-case LOS	<b>E/F</b>	<b>E/F</b>	<b>E/F</b>	<b>E/F</b>
Trigger % [b]	1%	1%	1%	1%
Trigger	80	80	80	80
Project Trips	25	33	42	31
Exceed Trigger?	no	no	no	no
<b>US-101 n/o Gower</b>	<b>SB</b>	<b>NB</b>	<b>SB</b>	<b>NB</b>
# of Lanes [a]	4	4	4	4
Capacity	8,000	8,000	8,000	8,000
Worst-case LOS	<b>E/F</b>	<b>E/F</b>	<b>E/F</b>	<b>E/F</b>
Trigger % [b]	1%	1%	1%	1%
Trigger	80	80	80	80
Project Trips	0	0	0	0
Exceed Trigger?	no	no	no	no
<b>US-101 n/o Hollywood</b>	<b>NB</b>	<b>SB</b>	<b>NB</b>	<b>SB</b>
# of Lanes [a]	4	4	4	4
Capacity	8,000	8,000	8,000	8,000
Worst-case LOS	<b>E/F</b>	<b>E/F</b>	<b>E/F</b>	<b>E/F</b>
Trigger % [b]	1%	1%	1%	1%
Trigger	80	80	80	80
Project Trips	18	24	42	30
Exceed Trigger?	no	no	no	no
<b>US-101 s/o Hollywood</b>	<b>NB</b>	<b>SB</b>	<b>NB</b>	<b>SB</b>
# of Lanes [a]	4	4	4	4
Capacity	8,000	8,000	8,000	8,000
Worst-case LOS	<b>E/F</b>	<b>E/F</b>	<b>E/F</b>	<b>E/F</b>
Trigger % [b]	1%	1%	1%	1%
Trigger	80	80	80	80
Project Trips	36	49	85	61
Exceed Trigger?	no	no	<b>yes</b>	no

Notes:

- # of lanes does not include auxiliary or HOV lanes.
- The worst-case assumption of LOS was used with the most stringent trigger thresholds: LOS E/F  
Threshold: 1% of capacity if LOS E or F, 2% of capacity if LOS D, using 2,000 vphpl capacity



**TABLE B3-B  
HOLLYWOOD CENTER PROJECT - HOTEL PROJECT SCENARIO**

**PROJECT TRIP GENERATION**

	AM Peak Hour		PM Peak Hour	
	In	Out	In	Out
Project Trip Generation	224	304	379	286

**RAMP SCREENING**

Off-Ramp	Peak Hour	Worst-Case Off-Ramp LOS [a]	Ramp Terminus		Project Trips	Exceed Trigger?
			# of Lanes	Trigger		
<b><i>US-101 SB Cahuenga Bl Off</i></b>	AM	E/F	3	26	18	no
	PM	E/F		26	30	<b>yes</b>
<b><i>US-101 SB Vine St Off</i></b>	AM	E/F	2	17	18	<b>yes</b>
	PM	E/F		17	30	<b>yes</b>
<b><i>US-101 SB Gower St Off</i></b>	AM	E/F	2	17	0	no
	PM	E/F		17	0	no
<b><i>US-101 NB Gower St Off</i></b>	AM	E/F	2	17	18	<b>yes</b>
	PM	E/F		17	30	<b>yes</b>
<b><i>US-101 NB Hollywood Bl Off</i></b>	AM	E/F	3	26	18	no
	PM	E/F		26	30	<b>yes</b>

Notes:

- a. The worst-case assumption of LOS was used with the most stringent trigger thresholds: LOS E/F Threshold: 1% of capacity if ramp at LOS E or F, 2% if ramp at LOS D, using HCM intersection methodology at ramp terminus