

From: Miguel Nunez <M.Nunez@fehrandpeers.com>
Sent time: 12/03/2018 11:21:17 AM
To: Wes Pringle <wes.pringle@lacity.org>
Cc: Tom Gaul <T.Gaul@fehrandpeers.com>
Subject: Hollywood Center MOU
Attachments: _2987_MOU_ToLADOT-10thEd.pdf

Hi Wes,

Attached is the MOU with ITE 10th Edition rates. Let us know if you have any comments or questions.

Thank you.

Regards,
Miguel

Miguel Núñez, AICP
Senior Associate

FEHR PEERS

Los Angeles

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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 9th 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

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.

See Table 2 and Figure 3.

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: _____



Consultant's Representative

Date

LADOT Representative

Date

ATTACHMENT A: HOLLYWOOD CENTER PROJECT

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.

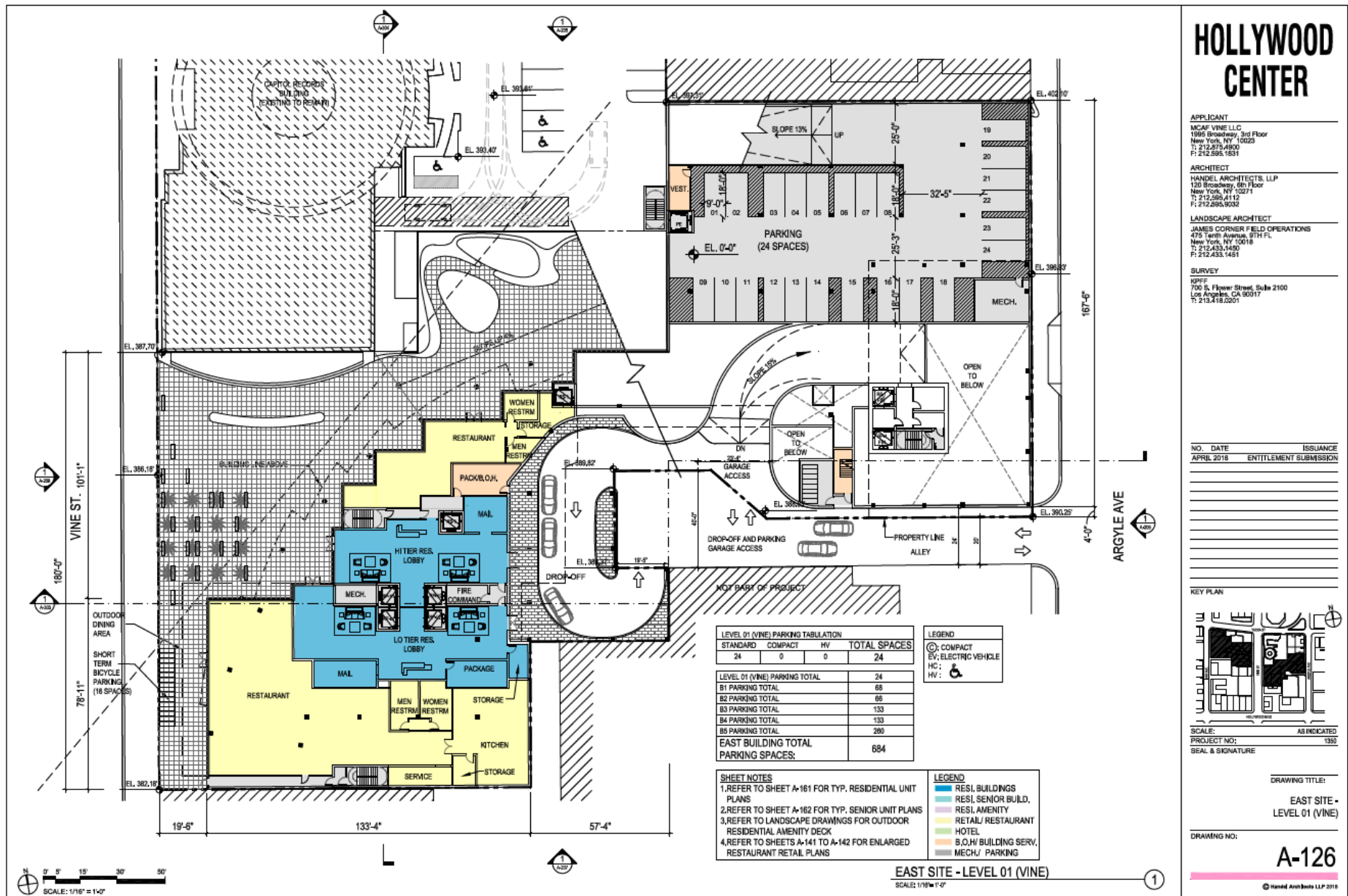
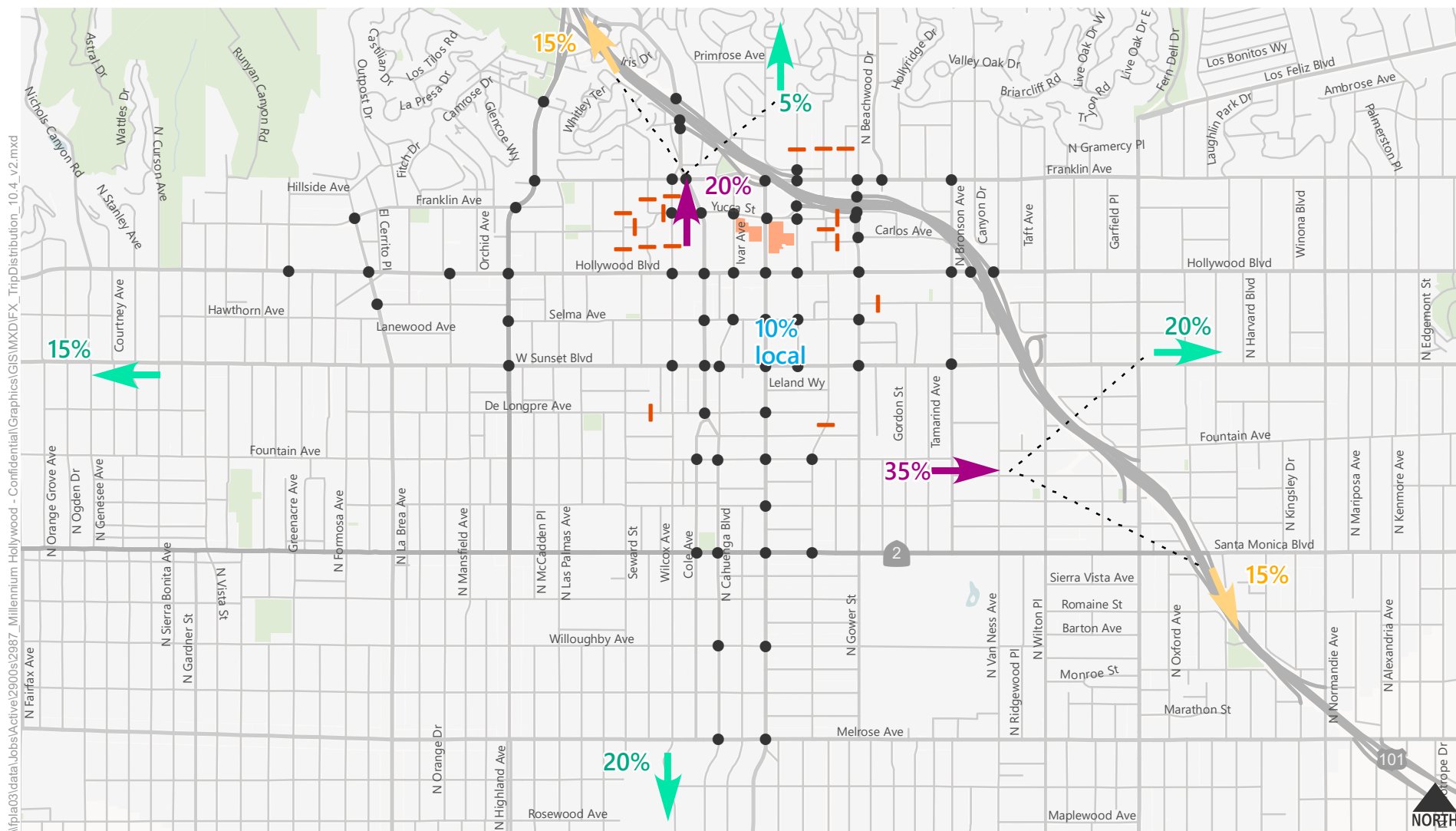


Figure 1D
 Site Plan



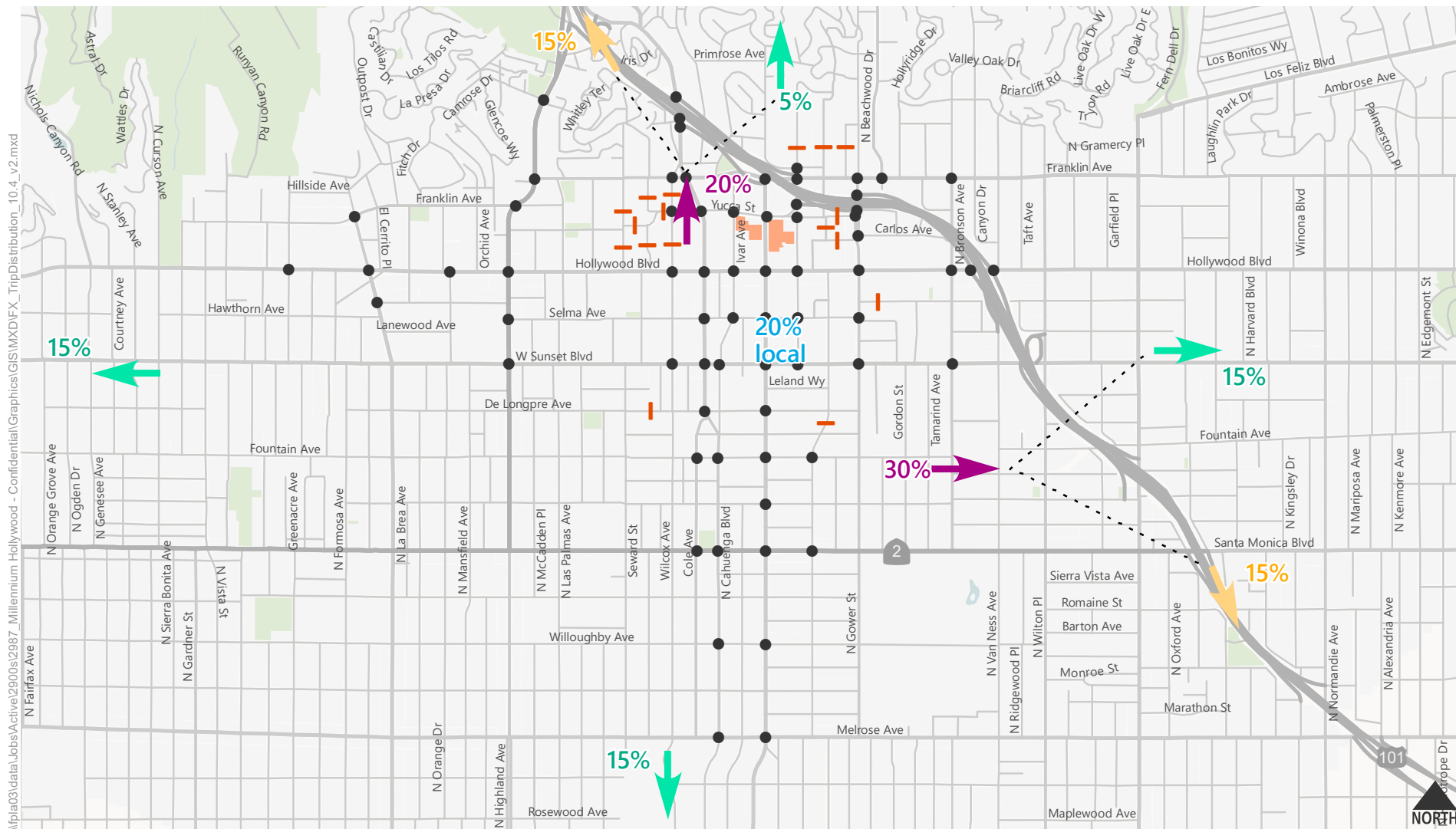


- Study Intersections
 - Street Study Segment
 - Project Site
 - ← Initial Outbound Traffic Distribution
 - Local Traffic Distribution
 - ← Final Street Traffic Distribution
 - ← Final Freeway Traffic Distribution
- Initial Trip Distribution represents non-local traffic prior to being distributed to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



Figure 2A

Residential Trip Distribution

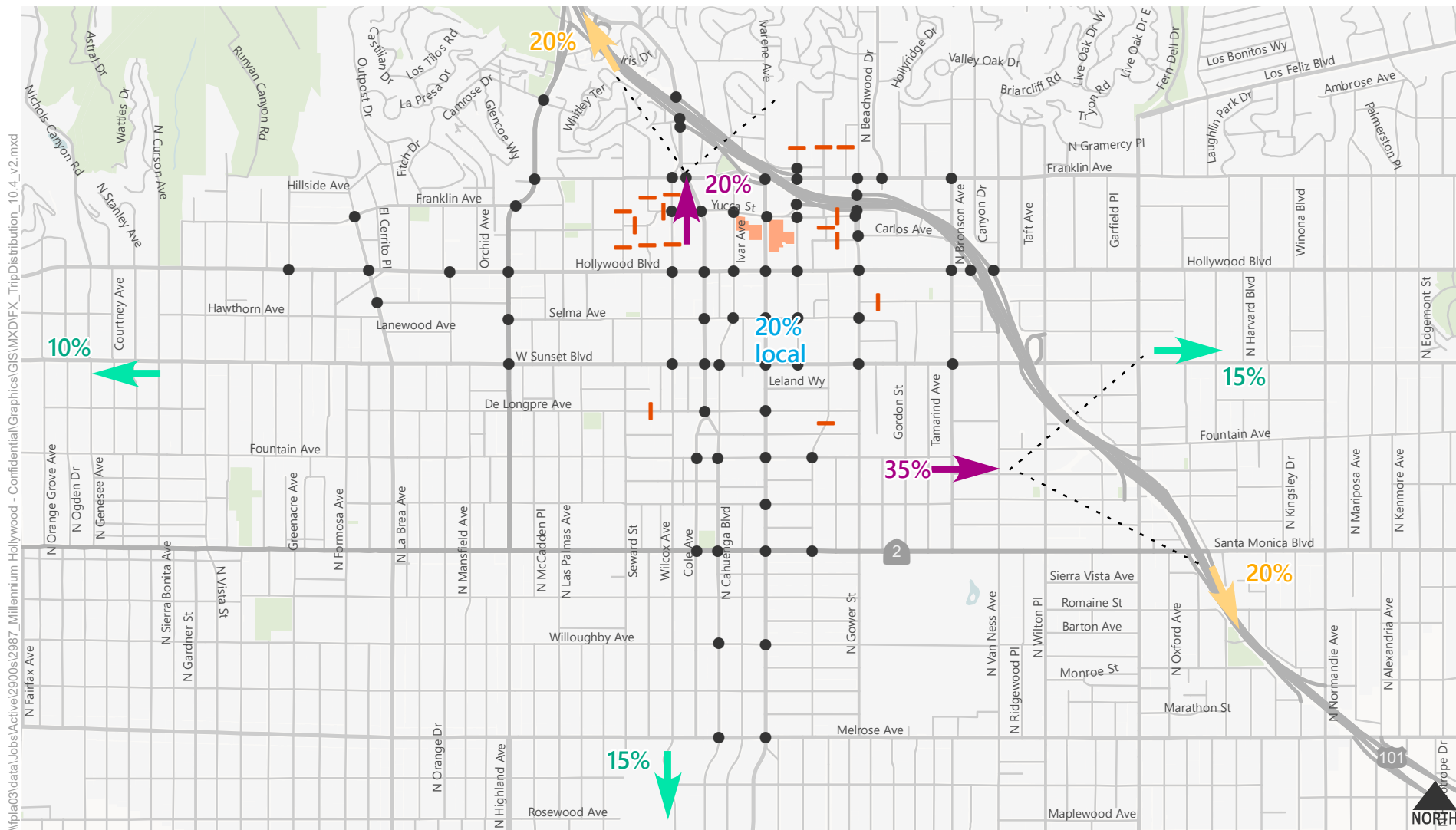


- Study Intersections
 - Street Study Segment
 - Project Site
 - ← Initial Outbound Traffic Distribution
 - Local Traffic Distribution
 - ← Final Street Traffic Distribution
 - ← Final Freeway Traffic Distribution
- Initial Trip Distribution represents non-local traffic prior to being distributed to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



Figure 2B

Commercial Trip Distribution



- 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
ITE 10TH EDITION 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		
PROPOSED PROJECT																		
High-Rise Residential	222	872 du	2.07	0.21	12%	88%	0.19	70%	30%	1,805	22	161	183	116	50	166		
Less: Internal capture [c]			9%		5%	20%		20%	21%	(162)	(1)	(32)	(33)	(23)	(10)	(33)		
Less: TDM Program [g]			16.7%	16.7%			16.7%			(274)	(3)	(22)	(25)	(15)	(7)	(22)		
Net External Residential										1,369	18	107	125	78	33	111		
Senior Affordable Housing	[h]	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%		20%	21%	(18)	0	(2)	(2)	(2)	(2)	(4)		
Less: TDM Program [g]			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	346.23	25.10	60%	40%	28.34	50%	50%	1,567	68	46	114	64	64	128		
Less: Internal capture [c]	[b]		7%		16%	2%		13%	24%	(110)	(11)	(1)	(12)	(9)	(15)	(24)		
Less: TDM Program [g]			1.2%	1.2%			1.2%			(17)	(1)	0	(1)	(1)	0	(1)		
Less: Transit/walk credit [d]			15%	15%			15%			(216)	(9)	(6)	(15)	(8)	(7)	(15)		
Total Driveway Trips										1,224	47	39	86	46	42	88		
Less: Pass-by from net trips [e]			50%	50%			50%			(612)	(26)	(17)	(43)	(22)	(22)	(44)		
Net External Fast Food										612	21	22	43	24	20	44		
High-Turnover Sit-Down Restaurant	932	25.65 ksf	112.18	9.94	55%	45%	9.77	63%	37%	2,877	140	115	255	158	93	251		
Less: Internal capture [c]			7%		16%	2%		13%	24%	(201)	(22)	(2)	(24)	(21)	(22)	(43)		
Less: TDM Program [g]			1.2%	1.2%			1.2%			(32)	(2)	(1)	(3)	(1)	(1)	(2)		
Less: Transit/walk credit [d]			15%	15%			15%			(397)	(19)	(15)	(34)	(20)	(11)	(31)		
Total Driveway Trips										2,247	97	97	194	116	59	175		
Less: Pass-by from net trips [e]			20%	20%			20%			(449)	(21)	(18)	(39)	(22)	(13)	(35)		
Net External High-Turnover Restaurant										1,798	76	79	155	94	46	140		
Outdoor Performance Space	N/A	350 seats	2.00	0.00	0%	0%	1.00	50%	50%	700	0	0	0	175	175	350		
Less: Internal capture [c]	[f]		6%		0%	0%		13%	13%	(42)	0	0	0	(22)	(22)	(44)		
Less: Transit credit [d]			15%	15%			15%			(99)	0	0	0	(23)	(23)	(46)		
Less: Walk credit [i]			15%	15%			15%			(84)	0	0	0	(20)	(19)	(39)		
Net External Outdoor Performance Space										475	0	0	0	110	111	221		
TOTAL DRIVEWAY TRIPS										5,495	167	250	417	357	252	609		
TOTAL EXTERNAL TRIPS										4,434	120	215	335	313	217	530		

Notes:

- a. Source: Institute of Transportation Engineers (ITE), *Trip Generation, 10th Edition*, 2017, unless otherwise noted.
- b. ITE does not provide a daily rate for land use code 933. The daily rate for land use code 934 was utilized instead.
- 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. 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.
- g. Credit for the TDM program has been calculated based on CAPCOA guidelines.
- h. Trip generation rate from empirical study "Infill and Complete Streets Study - Tasks 2.1B & 2.1C Local Trip Generation Study", LADOT 2017.
- i. 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
ITE 10TH EDITION 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
PROPOSED PROJECT																
High-Rise Residential	222	768 du	2.07	0.21	12%	88%	0.19	70%	30%	1,590	19	142	161	102	44	146
Less: Internal capture [c]			10%		5%	20%		20%	23%	(159)	(1)	(28)	(29)	(21)	(10)	(31)
Less: TDM Program [g]			16.7%	16.7%			16.7%			(239)	(3)	(19)	(22)	(13)	(6)	(19)
Net External Residential										1,192	15	95	110	68	28	96
Senior Affordable Housing	[h]	116 du	1.72	0.12	38%	62%	0.15	52%	48%	200	5	9	14	9	8	17
Less: Internal capture [c]			9%		5%	20%		20%	21%	(18)	0	(2)	(2)	(2)	(2)	(4)
Less: TDM Program [g]			14.6%	14.6%			14.6%			(27)	(1)	(1)	(2)	(1)	(1)	(2)
Net External Residential										155	4	6	10	6	5	11
Hotel	310	220.0 keys	5.49	0.35	47%	53%	0.40	48%	52%	1,208	36	41	77	42	46	88
Less: Internal capture [c]			10%		4%	8%		39%	28%	(121)	(2)	(3)	(5)	(16)	(13)	(29)
Less: TDM Program [g]			1.2%	1.2%			1.2%			(13)	0	(1)	(1)	0	(1)	(1)
Less: Transit/walk credit [d]			15%	15%			15%			(161)	(5)	(6)	(11)	(4)	(5)	(9)
Net External Hotel										913	29	31	60	22	27	49
Fast Food Restaurant without drive-thru window	933,934 [b]	4.53 ksf	346.23	25.10	60%	40%	28.34	50%	50%	1,567	68	46	114	64	64	128
Less: Internal capture [c]			8%		15%	2%		17%	29%	(125)	(10)	(1)	(11)	(11)	(19)	(30)
Less: TDM Program [g]			1.2%	1.2%			1.2%			(17)	(1)	0	(1)	(1)	0	(1)
Less: Transit/walk credit [d]			15%	15%			15%			(214)	(9)	(6)	(15)	(8)	(7)	(15)
Total Driveway Trips										1,211	48	39	87	44	38	82
Less: Pass-by from net trips [e]			50%	50%			50%			(606)	(26)	(18)	(44)	(21)	(20)	(41)
Net External Fast Food										605	22	21	43	23	18	41
High-Turnover Sit-Down Restaurant	932	25.65 ksf	112.18	9.94	55%	45%	9.77	63%	37%	2,877	140	115	255	158	93	251
Less: Internal capture [c]			8%		15%	2%		17%	29%	(230)	(21)	(3)	(24)	(27)	(27)	(54)
Less: TDM Program [g]			1.2%	1.2%			1.2%			(32)	(2)	(1)	(3)	(1)	(1)	(2)
Less: Transit/walk credit [d]			15%	15%			15%			(392)	(19)	(15)	(34)	(18)	(11)	(29)
Total Driveway Trips										2,223	98	96	194	112	54	166
Less: Pass-by from net trips [e]			20%	20%			20%			(445)	(21)	(18)	(39)	(21)	(12)	(33)
Net External High-Turnover Restaurant										1,778	77	78	155	91	42	133
Outdoor Performance Space	N/A [f]	350 seats	2.00	0.00	0%	0%	1.00	50%	50%	700	0	0	0	175	175	350
Less: Internal capture [c]			6%		0%	0%		13%	13%	(42)	0	0	0	(22)	(22)	(44)
Less: Transit credit [d]			15%	15%			15%			(99)	0	0	0	(23)	(23)	(46)
Less: Walk credit [i]			15%	15%			15%			(84)	0	0	0	(20)	(19)	(39)
Net External Outdoor Performance Space										475	0	0	0	110	111	221
TOTAL DRIVEWAY TRIPS										6,169	194	267	461	362	263	625
TOTAL EXTERNAL TRIPS										5,118	147	231	378	320	231	551

Notes:

- a. Source: Institute of Transportation Engineers (ITE), *Trip Generation, 10th Edition*, 2017, unless otherwise noted.
- b. ITE does not provide a daily rate for land use code 933. The daily rate for land use code 934 was utilized instead.
- 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. 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.
- g. Credit for the TDM program has been calculated based on CAPCOA guidelines.
- h. Trip generation rate from empirical study "*Infill and Complete Streets Study - Tasks 2.1B & 2.1C Local Trip Generation Study*", LADOT 2017.
- i. 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**

TDM Strategy
Parking
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
Transit
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
Commute Trip Reductions
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
Shared Mobility
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
Bicycle Infrastructure
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
Site Design
Integrated pedestrian network within and adjacent to site (transit, bike, ped friendly)
External and internal multimodal wayfinding signage
Education & Encouragement
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.)
Management
On-site TDM program coordinator and administrative support
Conduct user surveys
Join future Hollywood Transportation Management Organization (TMO)

**TABLE 2
HOLLYWOOD CENTER
RELATED PROJECTS**

Project[a]	Project Address	Land Use	Size	Unit	Daily Total	AM Total	AM In	AM Out	PM Total	PM In	PM Out
	City of Los Angeles										
1	6230 W Yucca St	Mixed Use Office Apartments Work Space Live-work space	- 13.4 108.0 6.2 8.0	- KSF DU KSF DU	473	32	5	27	38	26	12
2	1718 N Vine St	Hotel Restaurant	216.0 4.4	Rooms KSF	1,101	99	58	41	77	35	42
3	1800 N Argyle Av	Hotel	225.0	Rooms	1,360	59	22	37	78	60	18
4	6220 W Yucca St	Apartments Hotel Retail	191.0 260.0 7.0	DU Rooms KSF	3,693	242	104	138	300	169	131
5	6225 W Hollywood Bl	Office	214.0	KSF	1,918	276	243	33	254	43	211
6	6200 W Hollywood Bl	Mixed Use Apartments Retail	- 952.0 190.8	- DU KSF	23,976	477	136	342	806	443	363
7	6381 W Hollywood Bl	Hotel Restaurant	80.0 15.3	Other KSF	1,020	-8	-19	11	66	62	4
8	6140 Hollywood Bl [b]	Condominiums Hotel Retail	27.0 102.0 11.5	DU Rooms ksf	1,485	71	38	33	120	61	59
9	1601 N Vine St	Office	121.6	KSF	1,239	182	155	27	184	39	145
10	6100 W Hollywood Bl	Apartments Apartments Quality Restaurant	209.0 11.0 3.3	DU DU KSF	1,439	100	24	76	132	86	46
11	1723 N Wilcox Av	Apartments High-Turnover Restaurant	68.0 3.7	DU KSF	537	44	16	28	47	29	18
12	1717 N Wilcox Av	Hotel Retail	140.0 3.5	Rooms KSF	1,244	89	54	35	92	49	43
13	6436 W Hollywood Bl	Apartments Retail	220.0 8.8	DU KSF	1,486	100	22	78	137	85	52
14	1546 N Argyle Av	Apartments Retail High-Turnover Restaurant Supermarket	276.0 9.0 15.0 27.0	DU KSF KSF KSF	2,013	170	43	127	179	128	51
15	1540 N Vine St	Apartments Retail	306.0 68.0	DU KSF	3,049	136	57	78	294	158	136
16	1615 N Cahuenga Bl	Restaurant	10.3	KSF	294	3	2	1	24	17	7
17	1921 N Wilcox Av	Apartments Restaurant/Lounge	150.0 3.5	Rooms KSF	1,233	60	34	26	91	51	40
18	6506 Hollywood Blvd	Drinking Place Restaurant	12.3 745.0	KSF KSF	1,179	0	0	0	118	78	40
19	6523 W Hollywood Bl	Office Restaurant	4.1 10.4	KSF KSF	547	-27	-16	-11	36	32	4
20	6417 W Selma Av	Hotel	182.0	Rooms	2,069	0	0	0	165	94	72
21	6421 W Selma Av	Quality Restaurant Retail	20.6 6.0	KSF KSF	1,574	18	11	7	121	101	20
22	6421 W Selma Av	Hotel Rooftop Restaurant/bar Ground Floor Restaurant	114.0 5.0 1.8	Rooms KSF KSF	1,227	70	43	27	100	56	44
23	1525 N Cahuenga Bl	Hotel Office Rooftop Bar	64.0 1.5 0.7	Rooms KSF KSF	469	22	10	12	34	20	14
24	6250 Sunset Blvd	Apartments Retail	200.0 4.7	DU KSF	1,531	107	21	86	141	92	49
25	6201 W Sunset Bl	Apartments Sit-Down Restaurant Retail Coffee Shop Retail Coffee Shop	731.0 5.0 8.0 1.0 13.0 1.0	DU KSF KSF KSF KSF KSF	4,913	356	128	228	403	234	169
26	1719 Whitley Street[b]	Hotel	156.0	rooms	1,304	73	43	30	94	48	46
27	6516 W Selma Av	Hotel Café Courtyard Lounge/Bar Rooftop Bar/Lounge	212.0 2.3 5.3 5.8	Rooms KSF KSF KSF	2,241	121	71	50	189	105	84
28	6230 W Sunset Bl	Apartments Office Office Office Retail	200.0 13.5 13.5 5.1 4.7	DU KSF KSF KSF KSF	1,473	132	52	80	121	71	50
29	6409 W Sunset Bl	Hotel Retail	275.0 1.9	Rooms KSF	1,285	77	51	26	113	53	60
30	1541 N Wilcox Av	Hotel Restaurant Banquet/Meeting Rooms	190.0 4.5 1.4	Rooms KSF KSF	2,058	133	76	57	157	82	75
31	6200 W Sunset Bl	Apartments Quality Restaurant High-Turnover Restaurant Pharmacy with Drive-Thru	270.0 2.5 7.5 2.5	DU KSF KSF KSF	1,778	123	26	97	135	100	35
32	6121 W Sunset Bl	Apartments Office High-Turnover Restaurant Fast Food Restaurant Retail Health Club Mixed Use	200.0 422.5 23.5 2.0 16.5 15.0 -	DU KSF KSF KSF KSF KSF Other	6,327	688	477	211	682	254	428
33	1600 N Schrader Bl	Hotel Bar/Lounge Restaurant	198.0 2.4 3.6	Rooms KSF KSF	1,666	98	58	40	143	80	63
34	6611 W Hollywood Bl	Hotel Retail High-Turnover Restaurant Quality Restaurant Theater	167.0 10.5 5.4 4.0 1.6	Rooms KSF KSF KSF KSF	81	43	23	20	6	-8	14
35	6608 W Hollywood Bl	Quality Restaurant Spec Events Bar/Lounge Office	11.4 6.1 9.4 3	KSF KSF KSF KSF	1,292	15	13	2	195	129	66
36	6400 W Sunset Bl	Apartments High-Turnover Restaurant Restaurant	200.0 4.0 3.0	DU KSF KSF	-59	90	14	76	-2	24	-26
37	1717 N Bronson Av	Apartments	89.0	DU	436	33	6	27	40	26	14
38	6650 W Franklin Av	Apartments	68.0	DU	234	14	5	9	17	9	8

**TABLE 2
HOLLYWOOD CENTER
RELATED PROJECTS**

Project[a]	Project Address	Land Use	Size	Unit	Daily Total	AM Total	AM In	AM Out	PM Total	PM In	PM Out
39	6007 Sunset Boulevard	Residential Retail Restaurant	146.0 7.5 7.5	DU KSF KSF	1,717	86	34	52	76	50	26
40	1360 N Vine St	Apartments Grocery Store Retail High-Turnover Restaurant	429.0 55.0 5.0 9.0	DU KSF KSF KSF	4,486	230	66	164	295	123	172
41	6322 DeLongpre[b]	Office Apartments Retail Restaurant	223.7 250.0 33.0 9.1	KSF du KSF KSF	7,406	387	274	113	602	227	375
42	1400 N Cahuenga Bl	Hotel Restaurant Lounge/Bar	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	5939 W Sunset Bl	Apartments Office Retail Park	299.0 38.4 7.7 19.0	DU KSF KSF KSF	2,869	254	108	146	263	145	118
45	1603 N Cherokee Av	Apartments	66.0	DU	439	34	7	27	41	26	15
46	1749 N Las Palmas Av	Apartments	71.0	DU	426	26	5	21	40	25	15
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	Museum Storage	44.0 35.2	KSF KSF	-79	13	15	-2	-59	-62	2
49	5901 W Sunset Bl	Retail Office	26.0 274.0	KSF KSF	3,839	411	350	61	461	122	339
50	1601 N Las Palmas Av	Apartments	86.0	DU	157	32	4	28	28	20	8
51	1824 N Highland Av	Apartments	118.0	DU	667	51	10	41	62	40	22
52	1311 Cahuenga Boulevard[b]	Apartments Retail	375.0 2.5	du KSF	1,384	115	33	82	145	100	45
53	6758 W Yucca street	Apartments Retail	270.0 8.5	du KSF	-138	-85	-17	-68	14	9	5
54	6751 Hollywood Bl [b]	Hotel	262.0	rooms	2,190	123	73	50	157	80	77
55	1841 N Highland Av	Hotel	100.0	Rooms	694	48	29	19	50	26	24
56	1915 Highland Avenue[b]	Café and Market	18.0	KSF	680	54	29	25	76	38	38
57	1310 N Cole Av	Apartments High-Turnover Restaurant	375.0 2.5	DU KSF	224	30	24	6	30	7	23
58	6757 W Hollywood Blvd	Restaurant	17.7	KSF	1,220	10	5	5	52	35	17
59	6701 W Sunset Bl	Mixed Use	-	KSF	14,833	879	381	498	1,281	733	548
60	5750 W Hollywood Bl	Apartments Retail	161.0 6.0	DU KSF	1,180	88	22	66	106	68	38
61	5800 W Sunset Bl	Office	535.4	KSF	2,690	404	356	48	378	64	314
62	1610 N Highland Av	Apartments Retail	248.0 12.8	DU KSF	1,805	112	22	90	150	96	54
63	1133 N Vine St	Hotel	112.0	Rooms	457	32	19	13	33	18	15
64	1149 N Gower St	Apartments Townhomes Other	21.0 36.0 -	DU DU Other	141	29	6	23	35	23	12
65	Over 101 Freeway between Hollywood Boulevard and Santa Monica Boulevard[b]	Central Park Ampitheater 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	2,135	93	62	31	264	115	149
66	1717 Gramercy Place[b]	Students	350.0	stu	662	235	127	108	60	29	31
67	1411 N Highland Av	Apartments Retail	76.0 2.5	DU KSF	823	66	23	43	72	45	26
68	5600 W Hollywood Bl	Hotel	80.0	Rooms	604	38	22	16	44	22	22
69	5606 Harold Street[b]	Apartments	54.0	du	294	19	5	14	24	15	9
70	5632 W De Longpre Av	Apartments	185.0	DU	800	-6	-31	25	69	50	19
71	7046 Hollywood Blvd	Apartments	42.0	DU	279	21	4	17	26	17	9
72	5627 Fernwood Avenue[b]	Affordable housing	59.0	DU	321	21	5	16	26	16	10
73	1233 N Highland Av	Apartments Retail	72.0 17.8	DU KSF	714	38	11	27	66	38	28
74	1745 N Western Avenue[b]	Mixed Use Retail	53.9 5.7	KSF KSF	839	89	77	12	101	24	77
75	5500 W Hollywood Bl	Quality Restaurant High-Turnover Restaurant Banquet Hall	4.6 1.0 9.8	KSF KSF KSF	441	12	6	6	37	22	15
76	5500 W Hollywood Bl	Mixed Use	-	-	1,267	40	-3	43	64	47	17
77	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
78	1657 N Western Av	Apartments Retail Office Senior Housing	91.0 39.4 25.9 16.0	DU KSF KSF DU	702	39	10	29	62	37	25
79	5525 W Sunset Bl	Apartments High-Turnover Restaurant Fast Food Restaurant Grocery Store Retail Office	293.0 2.2 1.0 25.1 4.7 1.0	DU KSF KSF KSF KSF KSF	2,562	186	61	125	226	143	83
80	6300 W Romaine St	Office Other Studio	114.7 40.9 38.1	KSF KSF KSF	0	0	0	0	37	20	17
81	5520 W Sunset Bl	Target/Discount Store Shopping Center	163.9 30.9	KSF KSF	4,903	73	52	21	422	211	211
82	1868 N Western Av	Apartments Retail	87.0 6.0	DU KSF	39	1	-8	9	4	7	-3
83	6677 W Santa Monica Bl	Mixed Use Apartments Restaurant Coffee Shop/Juice Bar Retail	- 695.0 4.0 5.5 15.4	- DU KSF KSF KSF	1,420	289	123	166	261	153	108
84	NWC Sunset & Western[b]	Grocery Restaurant Retail Apartments	29.2 3.0 1.3 247.0	KSF KSF KSF DU	3,196	112	40	172	247	133	144

**TABLE 2
HOLLYWOOD CENTER
RELATED PROJECTS**

Project[a]	Project Address	Land Use	Size	Unit	Daily Total	AM Total	AM In	AM Out	PM Total	PM In	PM Out
85	1118 N McCadden	Senior Housing	100.0	DU	1,346	80	49	31	109	53	56
		Youth Housing	92.0	DU							
		Office	17.0	KSF							
		Youth and Senior Center	29.7	KSF							
86	6601 W Romaine St	Office Storage	104.2 2.0	KSF KSF	808	92	88	4	51	12	39
87	956 N Seward St	Office	130.0	KSF	1,240	186	165	21	180	29	151
88	959 N Seward St	Office	237.6	KSF	2,337	336	297	39	310	58	252
89	7107 W Hollywood Bl	Apartments	410.0	DU	2,367	206	49	157	253	167	86
		Retail	5.0	KSF							
		Restaurant	5.0	KSF							
90	7120 W Sunset Bl	Apartments	44.0	DU	397	14	0	14	29	25	4
		Restaurant	2.9	KSF							
91	5420 W Sunset Bl	Apartments	735.0	DU	2,369	212	9	203	228	164	64
		Retail	59.1	KSF							
		Retail	36.7	KSF							
92	901 N Vine St	Apartments	76.0	DU	-32	26	4	26	-4	-5	1
		Restaurant	3.0	KSF							
93	1350 N Western Av	Mixed Use	204.0	DU	1,869	98	23	75	167	107	60
		Retail	7.3	KSF							
		Restaurant	7.0	KSF							
94	5661 W Santa Monica Bl	Apartments	437.0	DU	6,734	251	91	160	633	336	297
		Retail	377.9	KSF							
95	6901 W Santa Monica Bl	Apartments	231.0	DU	1,010	78	0	78	84	86	19
		Restaurant	5.0	KSF							
		Retail	10.0	KSF							
96	5460 W Fountain Av	Apartments	75.0	DU	424	33	7	26	40	23	17
97	6914 W Santa Monica Blvd	Condominiums	374.0	DU	2,279	108	18	90	186	125	61
		Retail	15.0	KSF							
98	7219 W Sunset Bl	Hotel	93.0	Rooms	761	45	27	18	56	27	29
		Restaurant	2.8	KSF							
99	7300 W Hollywood Bl	Temple	-	Other	294	79	48	32	29	9	20
100	927 N Highland Av	School	100.0	Enrollment	155	3	4	-1	40	23	17
		Tutoring Center	18.0	Employees							
101	7007 W Romaine Av	Office	50.0	KSF	572	71	63	8	74	17	57
		Retail	3.6	KSF							
102	859 N Highland Av	Coffee/Donut With Drive-Thru	0.8	KSF	330	41	21	20	18	9	9
103	733 N. Hudson Avenue	Apartments	46.0	du	306	23	5	18	29	19	10
104	712 N Wilcox Av	Apartments	100.0	DU	530	40	9	31	49	31	18
105	707 N Cole Av	Apartments	84.0	DU	398	31	6	25	36	24	12
106	5555 W Melrose Av	Sound Stage	21.0	KSF	9,830	925	712	213	1,033	297	736
		Stage Support	1.9	KSF							
		Production Office	635.5	KSF							
		General Office	638.1	KSF							
		Retail	64.2	KSF							
		Studio	3,234.4	KSF							
107	5570 W Melrose Av	Apartments	52.0	DU	430	19	-1	20	31	21	10
		Retail	5.5	KSF							
108	926 Sycamore Av[b]	Retail	15.0	KSF	1,289	100	83	17	142	41	101
		Office	74.2	KSF							
109	936 N La Brea Av	Office	33.2	KSF	911	29	24	5	38	14	37
		Retail	19.9	KSF							
110	925 N La Brea Av	Retail	15.3	KSF	735	69	58	11	85	24	61
111	904 N La Brea Av	Apartments	169.0	DU	2,072	93	25	68	186	83	103
		Retail	40.0	KSF							
112	2864 N Cahuenga Bl	Apartments	300.0	DU	1,895	145	30	115	176	114	62
113	5245 Santa Monica Boulevard[b]	Apartments	32.0	du	234	15	3	12	18	11	7
114	7510 W Sunset Blvd	Apartments	236.0	DU	4,288	105	21	84	124	81	43
		Retail	30.0	KSF							
115	6915 Melrose Ave	Condominiums	13.0	DU	398	14	2	12	96	35	54
		Retail	7.5	KSF							
117	4900 W Hollywood Blvd	Apartments	200.0	du	1,585	99	24	75	145	89	56
		Retail	25.0	KSF							
118	7002 Clinton Street[b]	School	4.5	KSF	88	31	14	17	6	3	3
119	1300 N Vermont Ave[b]	Medical center	134.8	KSF	1,445	120	82	38	131	42	89
120	Universal Hilton[b]	Hotels	395.0	rooms	5,981	217	129	88	207	185	392
		Restaurant	8.5	KSF							
		Meeting Space	15.0	KSF							
		Spa	10.0	KSF							
121	333 Universal Drive[b]	Hotel	551.0	rooms	4,606	259	153	106	331	169	162
122	NBC Universal[c]	--	--	--	19,139	1,760	1,271	489	1698	307	1,391

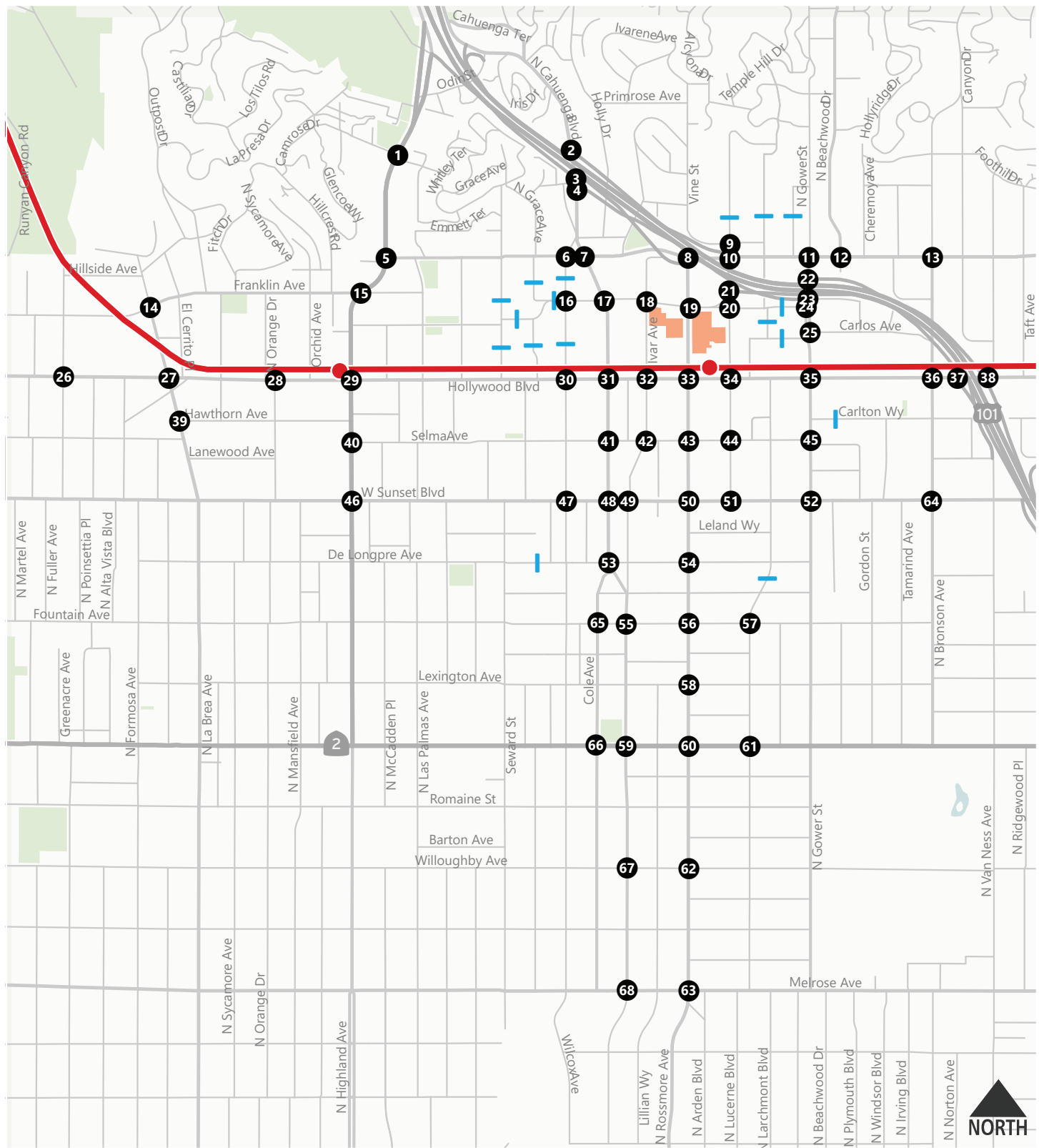
City of West Hollywood											
1	1222 N La Brea Ave[b]	Apartments	187.0	DU	1572	76	25	51	142	77	65
		Retail	19.6	KSF							
2	1201 La Brea Ave[b]	Restaurant	4.6	KSF	1450	36	3	10	65	36	29
3	1251 Detroit St.[b]	Apartments	5.0	DU	37	2	0	2	3	2	1
4	1221 Detroit St.[b]	Condominiums	10.0	DU	74	4	0	4	6	4	2
5	1201 Detroit St.[b]	Condominiums	10.0	DU	74	4	0	4	6	4	2
6	1141 Detroit St.[b]	Condominiums	5.0	DU	37	2	0	2	3	2	1
7	1227 Formosa Ave[b]	Apartments	5.0	DU	37	2	0	2	3	2	1
8	1139 Detroit St.[b]	Condominiums	5.0	DU	37	2	0	2	3	2	1
9	7113 W Santa Monica Blvd[b]	Apartments	184.0	KSF	1325	76	21	55	123	69	54
		Commercial	13.4	KSF							
10	1040 N. La Brea[b]	Restaurant	5.2	KSF	2459	58	33	25	132	71	61
		Residential	8.0	DU							
		Hotel	91.0	Rooms							
11	1125 Detroit[b]	Apartments	22.0	DU	31	4	1	3	3	0	3
12	1159 Formosa Ave.[b]	Apartments	5.0	DU	37	2	0	2	3	2	1
13	7143 Santa Monica Blvd[b]	Apartments	166.0	DU	739	51	39	12	60	37	23
14	1123 Formosa[b]	Condominiums	5.0	DU	37	2	0	2	3	2	1
15	1041 Formosa Ave (The Lot)[b]	Office/ Media Workshop	568.1	KSF	5533	659	567	92	653	104	549
16	1052 Martel Ave.[b]	Condominiums	5.0	DU	37	2	0	2	3	2	1
17	1016 Martel[b]	Apartments	11.0	DU	81	5	1	4	6	4	2
18	1035 Vista[b]	Townhome	4.0	DU	29	2	0	2	2	1	1
19	1027 Gardner St[b]	Condominiums	5.0	DU	37	2	0	2	3	2	1
20	1030 Sierra Bonita Ave.b[b]	Condominiums	5.0	DU	37	2	0	2	3	2	1
21	1236 Spaulding Ave[b]	Apartments	3.0	DU	22	3	0	3	4	2	2
22	1009 Gardner[b]	Condominiums	6.0	DU	44	3	1	2	3	2	1
23	1017 Sierra Bonita[b]	Condominiums	5.0	DU	37	2	0	2	3	2	1
24	1011 Sierra Bonita Ave.[b]	Condominiums	5.0	DU	37	2	0	2	3	2	1

**TABLE 2
HOLLYWOOD CENTER
RELATED PROJECTS**

Project[a]	Project Address	Land Use	Size	Unit	Daily Total	AM Total	AM In	AM Out	PM Total	PM In	PM Out
25	7617 Santa Monica Blvd.[b]	Residential	71.0	DU	2088	47	17	30	120	68	52
		Retail	4.8	KSF							
		Restaurant	4.4	KSF							
26	1041 Spaulding Ave.[b]	Condominiums	14.0	DU	102	6	1	5	8	5	3
27	1013 Spaulding Ave.[b]	Condominiums	5.0	DU	37	2	0	2	3	2	1

Notes

- 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,
- [a] Urbanized LA, and traffic impact studies for the Sunset and Gordon Mixed-Use Development (2016), Crossroads Hollywood Mixed-Use Development (2016), and 5750 West Hollywood Boulevard (2015)
- [b] Trip Generation estimates based on ITE 10th Edition, 2017 Trip Generation Manual.
- [c] Trip Generation estimates based on NBC Universal EIR dated November, 2010.



■ Project Site
 ● Study Intersections
 — Street Study Segments
 —●— Metro Red Line & Stations



Figure 4
Study Area, Study Intersections & Street Segments

**TABLE 3A : STUDY INTERSECTIONS
HOLLYWOOD CENTER MIXED USE PROJECT**

ID	N/S Street Name	E/W Street Name
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 3A : STUDY INTERSECTIONS
HOLLYWOOD CENTER MIXED USE PROJECT**

ID	N/S Street Name	E/W Street Name
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
64	Bronson Ave	Sunset Blvd
65	Cole Ave	Fountain Ave
66	Cole Ave	Santa Monica Blvd
67	Cahuenga Blvd	Willowghby Ave
68	Cahuenga Blvd	Melrose Ave

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

ID	Street Name	Cross Street
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).

Neither Project Scenario is expected to exceed the trigger for freeway mainline screening thresholds.

FREEWAY 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 also expected to exceed the trigger for the freeway ramp screening threshold in the PM peak hour. 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
PROPOSED PROJECT TRIPS		120	215	335	313	217	530
Freeway Ramps							
US-101 SB Cahuenga Bl Off	7.0%	8	15	23	22	15	37
US-101 SB Vine St Off	8.0%	10	17	27	25	17	42
US-101 SB Gower St Off	0.0%	0	0	0	0	0	0
US-101 NB Gower St Off	8.0%	10	17	27	25	17	42
US-101 NB Hollywood Bl Off	7.0%	8	15	23	22	15	37
Freeway Segments							
US-101 n/o Cahuenga Bl	15.0%	18	32	50	47	33	80
US-101 n/o Vine St	10.0%	12	22	34	31	22	53
US-101 n/o Gower St	0.0%	0	0	0	0	0	0
US-101 n/o Hollywood Bl	7.0%	8	15	23	22	15	37
US-101 s/o Hollywood Bl	15.0%	18	32	50	47	33	80

**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	120	215	313	217

MAINLINE SCREENING

Freeway Segment	AM Peak Hour		PM Peak Hour	
	In	Out	In	Out
US-101 n/o Cahuenga	NB	SB	NB	SB
# of Lanes [a]	4	4	4	4
Capacity	8,000	8,000	8,000	8,000
Worst-case LOS	E/F	E/F	E/F	E/F
Trigger % [b]	1%	1%	1%	1%
Trigger	80	80	80	80
Project Trips	18	32	47	33
Exceed Trigger?	no	no	no	no
US-101 n/of Vine	NB	SB	NB	SB
# of Lanes [a]	4	4	4	4
Capacity	8,000	8,000	8,000	8,000
Worst-case LOS	E/F	E/F	E/F	E/F
Trigger % [b]	1%	1%	1%	1%
Trigger	80	80	80	80
Project Trips	12	22	31	22
Exceed Trigger?	no	no	no	no
US-101 n/o Gower	SB	NB	SB	NB
# of Lanes [a]	4	4	4	4
Capacity	8,000	8,000	8,000	8,000
Worst-case LOS	E/F	E/F	E/F	E/F
Trigger % [b]	1%	1%	1%	1%
Trigger	80	80	80	80
Project Trips	0	0	0	0
Exceed Trigger?	no	no	no	no
US-101 n/o Hollywood	NB	SB	NB	SB
# of Lanes [a]	4	4	4	4
Capacity	8,000	8,000	8,000	8,000
Worst-case LOS	E/F	E/F	E/F	E/F
Trigger % [b]	1%	1%	1%	1%
Trigger	80	80	80	80
Project Trips	8	15	23	22
Exceed Trigger?	no	no	no	no
US-101 s/o Hollywood	NB	SB	NB	SB
# of Lanes [a]	4	4	4	4
Capacity	8,000	8,000	8,000	8,000
Worst-case LOS	E/F	E/F	E/F	E/F
Trigger % [b]	1%	1%	1%	1%
Trigger	80	80	80	80
Project Trips	18	32	50	47
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	120	215	313	217

RAMP SCREENING

Off-Ramp	Peak Hour	Worst-Case Off-Ramp LOS [a]	Ramp Terminus		Project Trips	Exceed Trigger?
			# of Lanes	Trigger		
<i>US-101 SB Cahuenga Bl Off</i>	AM	E/F	3	26	8	no
	PM	E/F		26	22	no
<i>US-101 SB Vine St Off</i>	AM	E/F	2	17	10	no
	PM	E/F		17	25	yes
<i>US-101 SB Gower St Off</i>	AM	E/F	2	17	0	no
	PM	E/F		17	0	no
<i>US-101 NB Gower St Off</i>	AM	E/F	2	17	10	no
	PM	E/F		17	25	yes
<i>US-101 NB Hollywood Bl Off</i>	AM	E/F	3	26	8	no
	PM	E/F		26	22	no

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
PROPOSED PROJECT TRIPS		147	231	378	320	231	551
Freeway Ramps							
US-101 SB Cahuenga Bl Off	7.0%	10	16	26	22	16	38
US-101 SB Vine St Off	8.0%	12	18	30	26	18	44
US-101 SB Gower St Off	0.0%	0	0	0	0	0	0
US-101 NB Gower St Off	8.0%	12	18	30	26	18	44
US-101 NB Hollywood Bl Off	7.0%	10	16	26	22	16	38
Freeway Segments							
US-101 n/o Cahuenga Bl	16.0%	24	37	61	51	37	88
US-101 n/o Vine St	11.0%	16	25	41	35	25	60
US-101 n/o Gower St	0.0%	0	0	0	0	0	0
US-101 n/o Hollywood Bl	7.0%	10	16	26	22	16	38
US-101 s/o Hollywood Bl	16.0%	24	37	61	51	37	88

**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	147	231	320	231

MAINLINE SCREENING

Freeway Segment	AM Peak Hour		PM Peak Hour	
	In	Out	In	Out
US-101 n/o Cahuenga	NB	SB	NB	SB
# of Lanes [a]	4	4	4	4
Capacity	8,000	8,000	8,000	8,000
Worst-case LOS	E/F	E/F	E/F	E/F
Trigger % [b]	1%	1%	1%	1%
Trigger	80	80	80	80
Project Trips	24	37	51	37
Exceed Trigger?	no	no	no	no
US-101 n/of Vine	NB	SB	NB	SB
# of Lanes [a]	4	4	4	4
Capacity	8,000	8,000	8,000	8,000
Worst-case LOS	E/F	E/F	E/F	E/F
Trigger % [b]	1%	1%	1%	1%
Trigger	80	80	80	80
Project Trips	16	25	35	25
Exceed Trigger?	no	no	no	no
US-101 n/o Gower	SB	NB	SB	NB
# of Lanes [a]	4	4	4	4
Capacity	8,000	8,000	8,000	8,000
Worst-case LOS	E/F	E/F	E/F	E/F
Trigger % [b]	1%	1%	1%	1%
Trigger	80	80	80	80
Project Trips	0	0	0	0
Exceed Trigger?	no	no	no	no
US-101 n/o Hollywood	NB	SB	NB	SB
# of Lanes [a]	4	4	4	4
Capacity	8,000	8,000	8,000	8,000
Worst-case LOS	E/F	E/F	E/F	E/F
Trigger % [b]	1%	1%	1%	1%
Trigger	80	80	80	80
Project Trips	10	16	26	22
Exceed Trigger?	no	no	no	no
US-101 s/o Hollywood	NB	SB	NB	SB
# of Lanes [a]	4	4	4	4
Capacity	8,000	8,000	8,000	8,000
Worst-case LOS	E/F	E/F	E/F	E/F
Trigger % [b]	1%	1%	1%	1%
Trigger	80	80	80	80
Project Trips	24	37	61	51
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-B
HOLLYWOOD CENTER PROJECT - HOTEL PROJECT SCENARIO**

PROJECT TRIP GENERATION

	AM Peak Hour		PM Peak Hour	
	In	Out	In	Out
Project Trip Generation	147	231	320	231

RAMP SCREENING

Off-Ramp	Peak Hour	Worst-Case Off-Ramp LOS [a]	Ramp Terminus		Project Trips	Exceed Trigger?
			# of Lanes	Trigger		
<i>US-101 SB Cahuenga Bl Off</i>	AM	E/F	3	26	10	no
	PM	E/F		26	22	no
<i>US-101 SB Vine St Off</i>	AM	E/F	2	17	12	no
	PM	E/F		17	26	yes
<i>US-101 SB Gower St Off</i>	AM	E/F	2	17	0	no
	PM	E/F		17	0	no
<i>US-101 NB Gower St Off</i>	AM	E/F	2	17	12	no
	PM	E/F		17	26	yes
<i>US-101 NB Hollywood Bl Off</i>	AM	E/F	3	26	10	no
	PM	E/F		26	22	no

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