From:	"Wes Pringle" <wes.pringle@lacity.org>
Date:	July 27, 2016 6:12:26 PM
To:	"Amanda Heinke" <a.heinke@fehrandpeers.com>
Cc:	"Tom Gaul" <T.Gaul@fehrandpeers.com>; "Tomas Carranza" <tomas.carranza@lacity.org>
Subject:	**Re: Meeting for new Project: 3700 Wilshire Blvd**
Attachments:	MOU - 3700 Wilshire bBl.pdf;

Amanda,

I have attached the approved MOU.

Wes

On Tue, Jul 26, 2016 at 12:51 PM, Amanda Heinke <a.heinke@fehrandpeers.com> wrote:

Hi Wes,

Following up on the 3700 Wilshire MOU, trip generation, and Main Street results. Do you and Tom Carranza have time available this week for a call to discuss the Main Street results?

-Amanda

D: 213-261-3083

From: Amanda Heinke
Sent: Thursday, July 21, 2016 7:47 PM
To: Wes Pringle <wes.pringle@lacity.org>
Cc: Tom Gaul <T.Gaul@fehrandpeers.com>; Tomas Carranza <tomas.carranza@lacity.org>
Subject: RE: Meeting for new Project: 3700 Wilshire Blvd

Hi Wes,

We've gone through an analysis of the 3700 Wilshire project in MXD (recently rename Main Street). Please see Table 1 attached. The analysis on Main Street was performed at a neighborhood analysis level. Main Street revealed a 9% daily, 13% AM, and 15% PM peak hour internal capture and 27% daily, 35% AM, and

29% walk/bike/transit reduction. The overall reductions were 36% daily, 48% AM, and 44% PM. I have updated the trip generation with internal, walk, bike, and transit credits that reflect the reduction outputs from Main Street. I also updated the high-rise condominium rate to the regular condominium/townhouse ITE rate. Please see updated trip generation in the MOU attached.

Would you and Tom Carranza have time for a phone call next week? We'd like to explain the results and assumptions in more detail.

Thank you,

-Amanda

D: 213-261-3083

From: Wes Pringle [mailto:wes.pringle@lacity.org]
Sent: Thursday, June 30, 2016 10:54 AM

To: Amanda Heinke <a.heinke@fehrandpeers.com>
Cc: Tom Gaul <T.Gaul@fehrandpeers.com>; Tomas Carranza <tomas.carranza@lacity.org>
Subject: Re: Meeting for new Project: 3700 Wilshire Blvd

Hi Amanda,

I have been talking over the internal trip capture credit you are showing on the most recent MOU submittal. The residential portion still seems to be a bit high. I checked on other mixed-use projects and we usually do not approve of an internal trip credit over 15%. For example, we are currently reviewing the Hollywood Crossroads project (which is huge and contains hotel and residential) and it is not taking any internal trip credit for the residential. We would prefer that you adjust the number to the same 13% you are using for the other uses.

Wes

On Wed, Jun 15, 2016 at 10:43 AM, Amanda Heinke <a.heinke@fehrandpeers.com> wrote:

Hi Wes,

Yes, the internal capture sheets are attached for your review. Actually, I realized that for the residential internal calculation, the internal capture percentage calculations were referencing the high-rise apartment rates since the project was considered to be apartments at one point. We corrected the reference to the high-rise condominium trips. This had the effect of changing the trip generation very slightly. Attached is the updated MOU to reflect this change.

I also tracked down the data on the ITE apartment rates vs high-rise rates that we put together a while back for your reference and files.

Can you send me the MOU review fee with the instructions for online payment?

We are going to update the shared parking memo per our conversations yesterday. When we have an updated shared parking memo, we will send to you for your files and review.

Thank you,

-Amanda

D: 213-261-3083

From: Wes Pringle [mailto:wes.pringle@lacity.org]
Sent: Wednesday, June 15, 2016 8:09 AM

To: Amanda Heinke <a.heinke@fehrandpeers.com>
Cc: Tom Gaul <T.Gaul@fehrandpeers.com>; Tomas Carranza <tomas.carranza@lacity.org>
Subject: Re: Meeting for new Project: 3700 Wilshire Blvd

Hi Amanda,

Can you send over those internal trip credit calculations after all? I went over the internal credits with Tomas and they seem to be quite high.

Thanks,

Wes

On Thu, Jun 9, 2016 at 11:25 AM, Amanda Heinke <a.heinke@fehrandpeers.com> wrote:

> Great, Tuesday at 2PM it is.
>
> Thanks!
>
> -Amanda
>
> D: 213-261-3083
>
> **From:** Wes Pringle [mailto:wes.pringle@lacity.org]
> **Sent:** Thursday, June 09, 2016 11:23 AM
> **To:** Amanda Heinke <a.heinke@fehrandpeers.com>
> **Cc:** Tom Gaul <T.Gaul@fehrandpeers.com>; Tomas Carranza <tomas.carranza@lacity.org>
>
> **Subject:** Re: Meeting for new Project: 3700 Wilshire Blvd
>
> I am available on Tuesday.
>
> On Thu, Jun 9, 2016 at 11:13 AM, Amanda Heinke <a.heinke@fehrandpeers.com> wrote:

Wes,

Are you available Monday or Tuesday next week at 2 PM to meet with us about the 3700 Wilshire project?

-Amanda

D: 213-261-3083

From: Amanda Heinke
Sent: Tuesday, June 07, 2016 3:28 PM
To: 'Tomas Carranza' <tomas.carranza@lacity.org>; Wes Pringle <wes.pringle@lacity.org>
Cc: Tom Gaul <T.Gaul@fehrandpeers.com>
Subject: RE: Meeting for new Project: 3700 Wilshire Blvd

Hi Tom,

Thank you for the dates. Wes, do these dates also work for your schedule? Once I get confirmation, I'll circulate the dates with our client so he can be in attendance.

Best,

-Amanda

D: 213-261-3083

From: Tomas Carranza [mailto:tomas.carranza@lacity.org]
Sent: Tuesday, June 07, 2016 1:20 PM
To: Amanda Heinke <a.heinke@fehrandpeers.com>; Wes Pringle <wes.pringle@lacity.org>
Cc: Tom Gaul <T.Gaul@fehrandpeers.com>
Subject: Re: Meeting for new Project: 3700 Wilshire Blvd

Hi Amanda,

Yes - I would be able to meet that week. Here are my available times: Mon 6/13 at 2 PM, Tues at 2 PM, and Thurs at 2:30 PM. I've copied Wes Pringle who should also attend.

On Mon, Jun 6, 2016 at 9:10 AM, Amanda Heinke <a.heinke@fehrandpeers.com> wrote:

> Mr. Carranza,
>
> Jamison properties is pursuing to develop a project located at 3700 Wilshire Blvd. The project is scheduled to include 506 residential apartments and ground floor retail. The project team would like to have LADOT's input on a shared parking approach as well as the draft MOU.
>
> Would you be able to meet with Tom Gaul and I any day during the week of June 13-17th, or the week after? If so, please let me know what day/times work for your schedule.
>
> Thank you in advance,

Amanda Heinke | Senior Transportation Planner

(please note my new email address: a.heinke@fehrandpeers.com)

Fehr & Peers | 600 Wilshire Boulevard, Suite 1050 | Los Angeles, CA 90017 | T 213.261.3083

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Tomas Carranza, PE
Senior Transportation Engineer
Transportation Planning & Land Use Review

Los Angeles Department of Transportation

213.972.8476

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Wes Pringle. P.E.
Transportation Engineer
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Los Angeles Department of Transportation

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LADOT

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LADOT

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LADOT

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Wes Pringle. P.E.

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Los Angeles Department of Transportation

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LADOT

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without reading or saving in any manner.

TRAFFIC STUDY - MEMORANDUM OF UNDERSTANDING (MOU)

This MOU acknowledges that the traffic study for the following project will be prepared in accordance with the latest version of LADOT's Traffic Study Policies and Procedures:

Project Name: **3700 Wilshire**
Project Address: **3700 Wilshire Boulevard, Los Angeles, CA 90010**
Project Description: ***See Figure 1A,B,C and D. Project includes 506 condominium units and 62,035 sf retail/restaurant.***

Geographic Distribution: N __ % S ___ % E ___ % W ___ % ***See Figure 2.***
Attach graphic illustrating project trip distribution percentages at the studied intersections

Trip Generation Rate(s): ITE 9th Edition / Other ***See Table 1.***
Attach trip generation table with a description of the proposed land uses, ITE rates, estimated morning and afternoon peak hour volumes (ins/outs/totals), proposed trip credits, etc.

	in	out	total
AM Trips	49	152	201
PM Trips	178	80	258

Project Buildout Year: **2020**
Ambient or CMP Growth Rate: **1** % Per Yr.
Related Projects: **See *Attached Table 2 and Figure 3.***

Subject to Freeway Impact Analysis in addition to CMP Analysis: ___YES_x_NO (See Attachment A)
(freeway analysis screening filter should be included in this MOU; selecting "yes" implies that at least one criteria was satisfied)

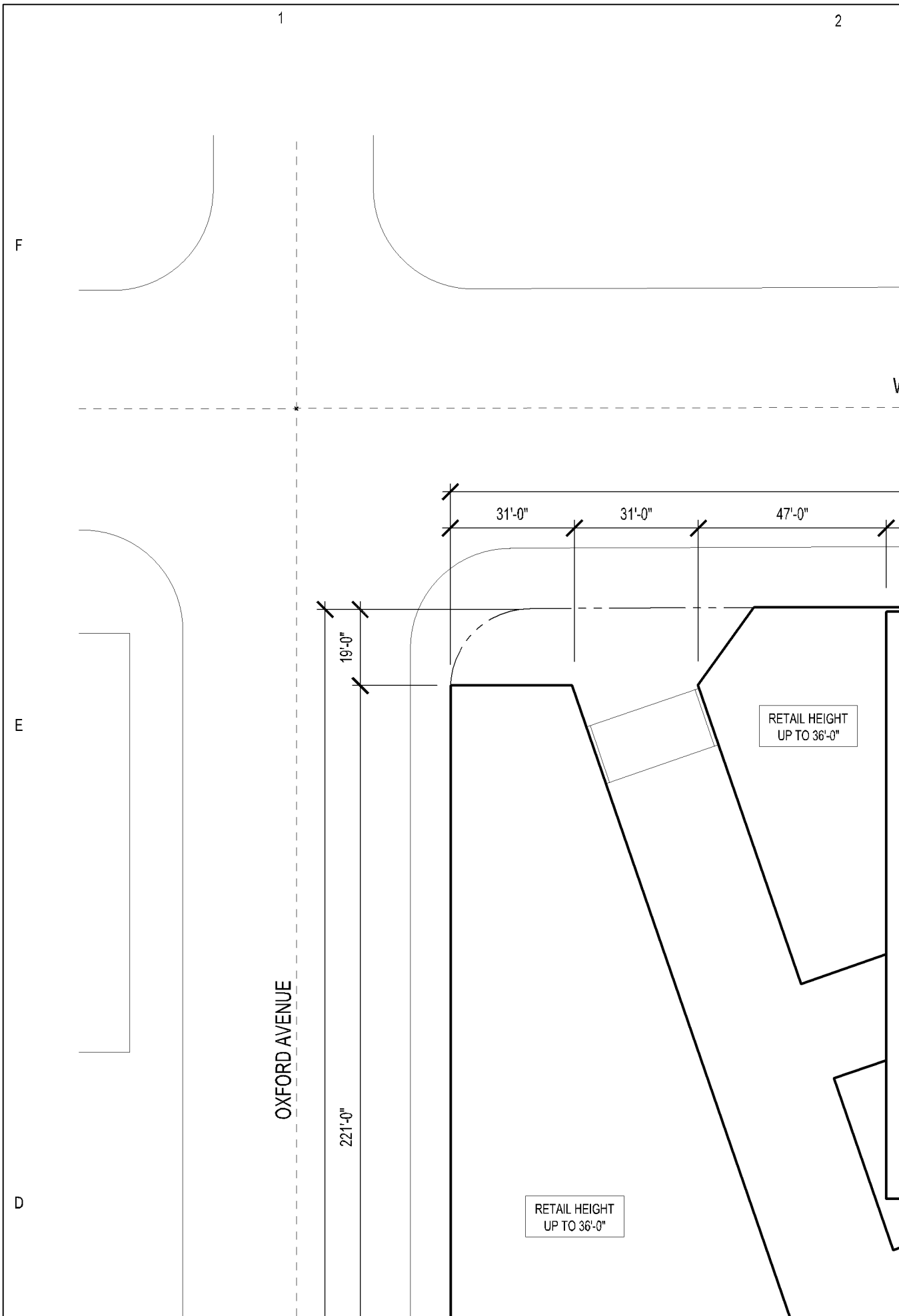
Study Intersections: ***See Figure 2.***

1. Wilton Pl & Wilshire Blvd	6. Western Ave & Wilshire Blvd	11. Oxford Ave & Wilshire Blvd
2. Wilton Pl & 8th St	7. Western Ave & 7th St	12. Oxford Ave & 8th St
3. St. Andrews Pl & Wilshire Blvd	8. Western Ave & 7th St	13. Serrano Ave & Wilshire Blvd
4. Western Ave & 3rd St	9. Western Ave & Olympic Blvd	14. Normandie Ave & Wilshire Blvd
5. Western Ave & 6th St	10. Oxford Ave & 6th St	15. Irolo St & 8th St

Trip Credits: (Exact amount of credit subject to approval by LADOT)

	Yes	No
Transit Usage	X	
Transportation Demand Management		X
Existing Active Land Use	X	
Previous Land Use		X
Internal Trip	X	
Pass-By Trip	X	

Consultant	Developer
Name: Tom Gaul, Fehr & Peers	Garrett Lee, Jamison Properties
Address: 600 Wilshire, Suite 1050, Los Angeles, CA 90017	3470 Wilshire Blvd, St 700, Los Angeles, CA 90010
Phone No.: 213-261-3050	213-201-1009
Approved by: _____	7/22/16
Consultant's Representative Date	LADOT Representative Date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OXFORD AVENUE
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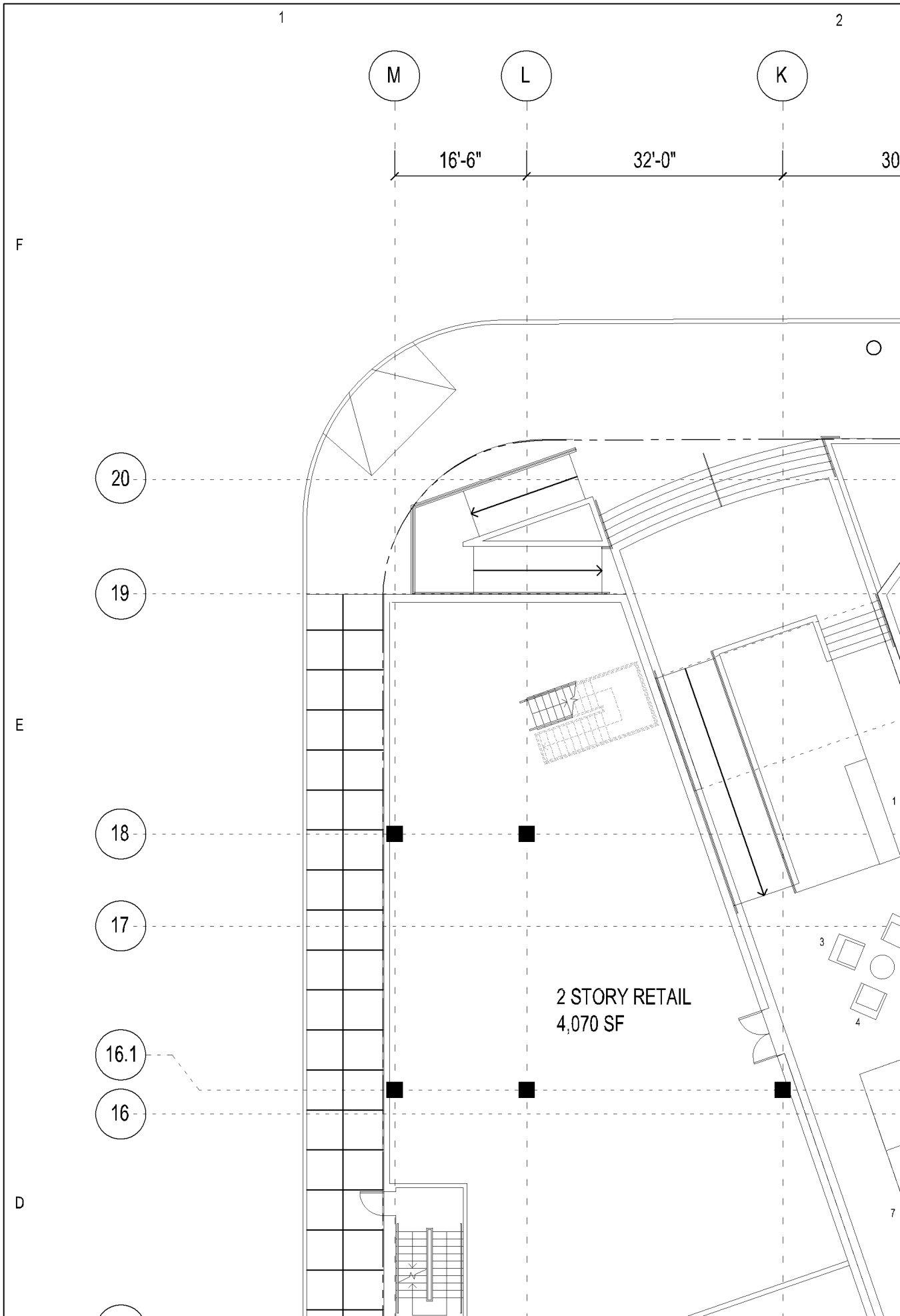
RETAIL HEIGHT
UP TO 36'-0"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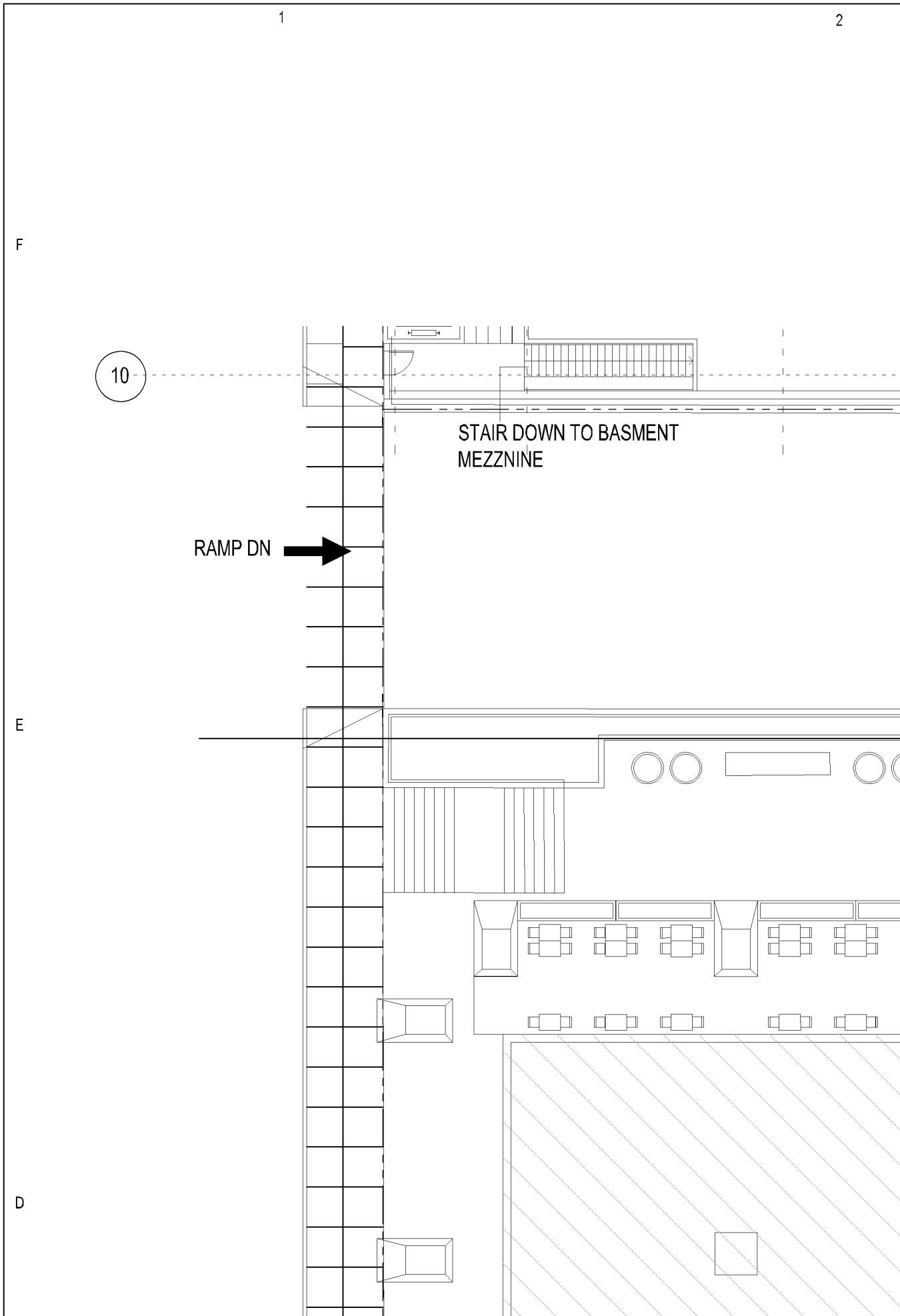
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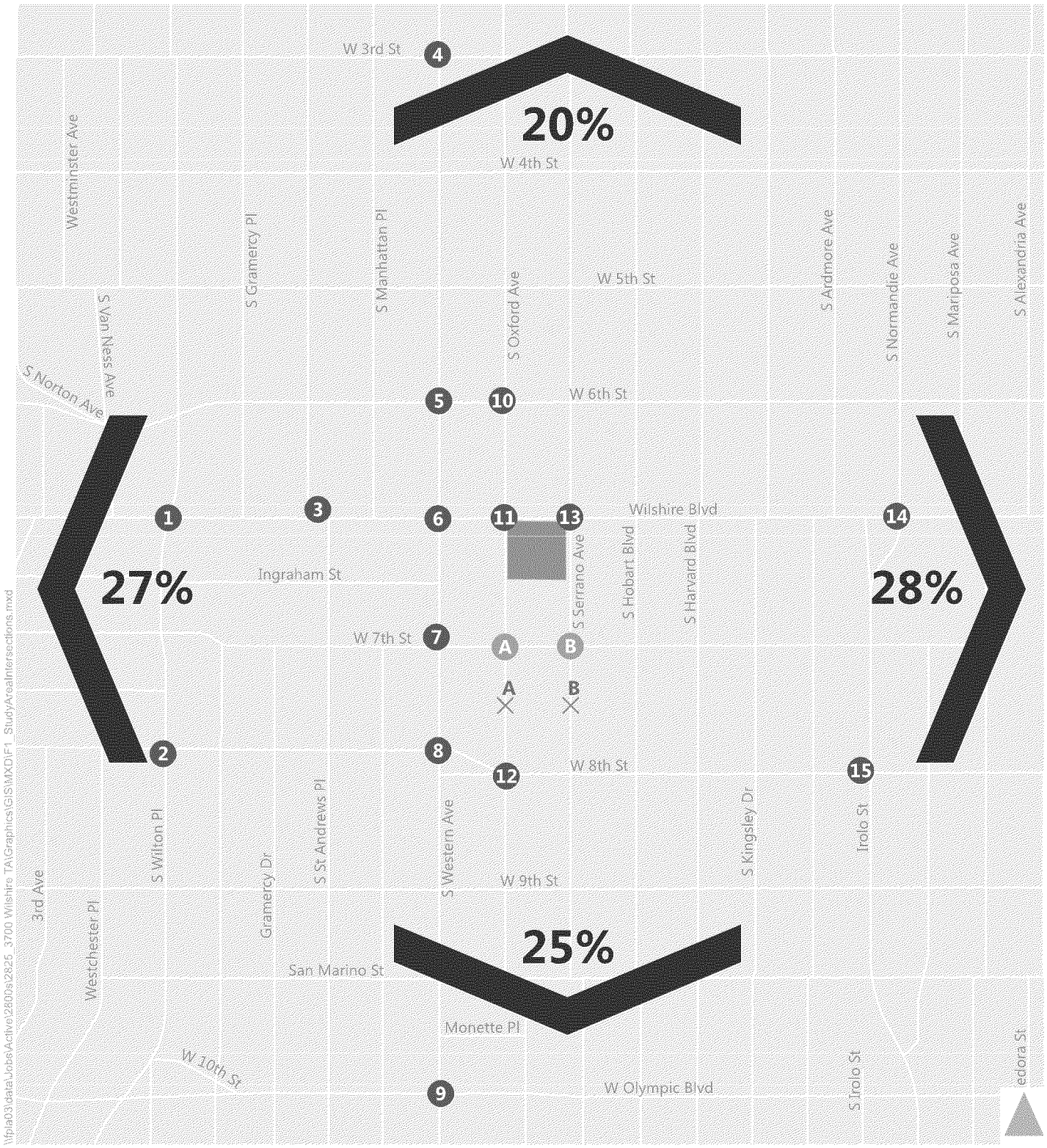

Figure 2

Trip Distribution

TABLE 1
3700 WILSHIRE PROJECT
TRIP GENERATION

Land Use	ITE Land Use Code	Size	Trip Generation Rates [a]							Estimated Trip Generation				
				AM Peak Hour			PM Peak Hour				AM Peak Hour Trips			P
			Daily	Rate	In%	Out%	Rate	In%	Out%	Daily	In	Out	Total	In
PROPOSED PROJECT														
Retail	820	40.323 ksf	42.70	0.96	62%	38%	3.71	48%	52%	1,722	24	15	39	72
Less: Internal Capture [b]			*15%*		*15%*	*15%*		*15%*	*15%*	*(258)*	*(4)*	*(2)*	*(6)*	*(11)*
Less: Transit Credit [c]			*25%*	*25%*			*25%*			*(366)*	*(5)*	*(3)*	*(8)*	*(15)*
Less: Walk/Bike Credit			*10%*	*10%*			*10%*			*(109)*	*(1)*	*(1)*	*(2)*	*(4)*
Total Driveway Trips										989	14	9	23	42
Less: Pass-by [d]			*50%*	*50%*			*50%*			*(494)*	*(7)*	*(4)*	*(11)*	*(21)*
Net External Vehicle Trips										495	7	5	12	21
Quality Restaurant	931	6.204 ksf	89.95	0.81	50%	50%	7.49	67%	33%	558	3	2	5	31
Less: Internal Capture [b]		.	*15%*		*15%*	*15%*		*15%*	*15%*	*(84)*	*0*	*0*	*0*	*(5)*
Less: Transit Credit [c]			*25%*	*25%*			*25%*			*(119)*	*(1)*	*(1)*	*(2)*	*(7)*
Less: Walk/Bike Credit			*10%*	*10%*			*10%*			*(35)*	*0*	*0*	*0*	*(1)*
Total Driveway Trips										320	2	1	3	18
Less: Pass-by [d]			*10%*	*10%*			*10%*			*(32)*	*0*	*0*	*0*	*(1)*
Net External Vehicle Trips										288	2	1	3	17
High-Turnover (Sit Down) Restaurant	932	12.407 ksf	127.15	10.81	55%	45%	9.85	60%	40%	1,578	74	60	134	73
Less: Internal Capture [b]			*15%*		*15%*	*15%*		*15%*	*15%*	*(237)*	*(11)*	*(9)*	*(20)*	*(11)*
Less: Transit Credit [c]			*25%*	*25%*			*25%*			*(335)*	*(16)*	*(13)*	*(29)*	*(16)*
Less: Walk/Bike Credit			*10%*	*10%*			*10%*			*(100)*	*(4)*	*(3)*	*(7)*	*(4)*
Total Driveway Trips										906	43	35	78	42
Less: Pass-by [d]			*20%*	*20%*			*20%*			*(181)*	*(8)*	*(7)*	*(15)*	*(8)*
Net External Vehicle Trips										725	35	28	63	34
Fast-Food Restaurant	933	3.102 ksf	716	43.87	60%	40%	26.15	51%	49%	2,221	82	54	136	41
Less: Internal Capture [b]			*15%*		*15%*	*15%*		*15%*	*15%*	*(333)*	*(12)*	*(8)*	*(20)*	*(6)*
Less: Transit Credit [c]			*25%*	*25%*			*25%*			*(472)*	*(18)*	*(12)*	*(30)*	*(9)*
Less: Walk/Bike Credit			*10%*	*10%*			*10%*			*(141)*	*(5)*	*(3)*	*(8)*	*(2)*
Total Driveway Trips										1,275	47	31	78	24
Less: Pass-by [d]			*50%*	*50%*			*50%*			*(637)*	*(23)*	*(15)*	*(38)*	*(12)*
Net External Vehicle Trips										638	24	16	40	12
Residential Condominiums	230	506 DU	5.81	0.44	17%	83%	0.52	67%	33%	2,940	38	185	223	176
Internal Capture [b]			*15%*		*15%*	*15%*		*15%*	*15%*	*(441)*	*(6)*	*(28)*	*(34)*	*(26)*
Less: Transit Credit [c]			*25%*	*25%*			*25%*			*(625)*	*(8)*	*(39)*	*(47)*	*(38)*
Less: Walk/Bike Credit			*10%*	*10%*			*10%*			*(187)*	*(2)*	*(11)*	*(13)*	*(11)*
Total Driveway Trips										1,687	22	107	129	101
TOTAL PROJECT EXTERNAL VEHICLE TRIPS										3,833	90	157	247	185
EXISTING USE CREDIT														
Office Space Internalization [e]										332	41	5	46	7
TOTAL DRIVEWAY TRIPS										7,049	362	215	577	271
NET INCREMENTAL EXTERNAL TRIPS										3,501	49	152	201	178

Notes:

[a] Source: Institute of Transportation Engineers (ITE), *Trip Generation, 9th Edition*, 2012

[b] Internal capture represents the percentage of trips between land uses that occur within the site. Main Street model calibration of base ITE rates reflecting project & site specific characteristics.

[c] The transit credit is based on LADOT's *Traffic Study Policies and Procedures*, August 2014. The guidelines state that up to 25% transit credit may be taken for projects adjacent to a transit station or Rapid Bus stop.

[d] The pass-by credit is based on Attachment I of LADOT's *Traffic Study Policies and Procedures*, August 2014.

[e] The addition of the project land uses on site creates internalization opportunities with the existing office space where these trips were otherwise necessary. The office space internalization credit accounts for these trips nc
the project.

TABLE 6
3700 WILSHIRE PROJECT
Related Projects

No.	Project Location [a]	Land Use	Size		Estimated Trip Generation [a]						
					Daily	AM Peak Hour Trips			PM Peak Hour Trips		
					Trips	In	Out	Total	In	Out	Total
1	3323 W Olympic Bl	Apartments Office	40 27.72	Units ksf	1267	57	30	87	44	82	126
2	3670 W Wilshire Blvd	Condominiums Other	378 8	Units ksf	2480	55	142	197	144	76	220
3	450 S Western	Retail	130.5	ksf	3019	47	29	76	138	138	276
4	3033 W Wilshire Blvd	Condominiums Retail	189 5.54	Units ksf	816	12	49	61	45	29	74
5	3060 W Olympic Bl	Retail	109.006	ksf	4134	60	26	86	169	191	360
6	805 S Catalina St	Condominiums Retail	300 5	Units ksf	1935	24	119	143	110	57	167
7	820 S Hoover St	Condominiums Retail	32 4.5	Units ksf	414	7	15	22	18	14	32
8	685 S New Hampshire Ave	Apartments	177	Units	1000	15	61	76	61	32	93
9	2924 W 8th St	Apartments Affordable Units	37 48	Units Units	416	6	17	23	18	10	28
10	621 S Catalina St	Apartments Other Retail	7 75 1.547	Units Units ksf	643	21	18	39	27	23	50
11	100 N Western Ave	Retail Apartments	30 98	ksf Units	940	17	40	57	54	38	92
12	3050 W Wilshire Blvd	Apartments School Lecture Hall	133 43.4 450	Units Schoo Seats	-1337	-35	-16	-51	-45	-52	-97
13	3663 W Wilshire Blvd	Office School School Other	55.38 216 420	ksf Seats Seats	825	94	44	138	20	3	23
14	3400 W 3rd Street	School	696	Enrollment	764	146	120	266	43	45	88
15	2755 W 15th Street	School	300	Enrollment	486	68	57	125	24	24	48
16	3470 W Wilshire	Health Club	20.178	ksf	231	-13	6	-7	22	-1	21
17	688 S Berendo St	Apartments	136	Units	678	10	42	52	41	22	63
18	3869 W Wilshire	Apartments	84	Units	538	8	31	39	36	19	55
19	680 S Berendo St	Apartments	177	Units	1000	15	61	76	61	32	93
20	1020 S Fedora St	Hotel	86	Rooms	616	28	14	42	23	21	44
21	3640 W Wilshire Blvd	Apartments	209	Units	1182	18	72	90	73	40	113
22	968 S Berenda St	Church	85.308	ksf	535	23	8	31	3	9	12
23	135 N Western Ave	Restaurant	11.904	ksf	457	2	2	4	25	13	38
24	940 S Western Avenue	Apartments Retail	79 8	Units ksf	380	6	31	37	26	11	37
25	864 S Vermont	Apartments Retail	411 43.8	Units ksf	3202	24	129	153	164	101	265
26	535 S Kingsley Dr	Apartments	85	Units	543	8	31	39	36	19	55
27	2723 W 8th St	School	450	Seats	949	190	155	345	28	37	65
28	2850 W 7th St	Condominiums Other Retail	160 40 3.6	Units Rooms ksf	1057	20	72	92	72	42	114
29	800 S Harvard Blvd	Apartments Retail	131 7	Units ksf	827	14	32	46	44	33	77
30	2929 W Leeward Ave	Condominiums	80	Units	476	7	33	40	44	21	65
31	2968 W 6th St	Apartments Commercial Space Commercial Space	399 12 8	Units ksf ksf	2943	73	154	227	168	93	261
32	241 N Vermont	Apartments Retail	100 5	Units ksf	510	7	38	45	33	16	49
33	4110 W 3rd Street	Hotel Retail	174 27.8	Rooms ksf	1186	45	35	80	46	40	86
34	1011 S Serrano Ave	Apartments	91	Units	545	8	33	41	32	18	50
35	525 N Wilton Pl	Apartments	88	Units	449	6	28	34	27	14	41
36	3076 W Olympic Blvd	Apartments Retail	226 16.907	Units ksf	1567	25	78	103	90	56	146
37	3875 W Wilshire Bl	Apartments	220	Units	1238	19	77	96	77	42	119
38	3350 W Wilshire	Apartments	121	Units	728	11	43	54	47	25	72
39	3545 W Wilshire Blvd	Apartments Retail	433 49.849	Units ksf	917	-42	83	41	84	10	94
40	605 S Vermont Ave	Apartments Museum	103 30.937	Units ksf	755	17	39	56	42	37	79
41	1011 S Park View St	Apartments	108	Units	594	9	38	47	38	19	57
42	2965 W 6th St	Hotel	99	Rooms	688	26	18	44	25	25	50
43	627 S Vermont Ave	Apartments Restaurant	179 12	Units ksf	1304	34	72	106	75	40	115
44	2789 W Olympic Bl	Office Retail	27.81 20.607	ksf ksf	612	16	8	24	25	29	54
45	1255 Elden Ave	Apartments	93	Units	376	0	32	32	28	10	38
46	2972 W 7th St	Apartments Retail	180 15	Units ksf	486	7	59	66	43	8	51

TABLE 6
3700 WILSHIRE PROJECT
Related Projects

No.	Project Location [a]	Land Use	Size		Estimated Trip Generation [a]						
					Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips		
						In	Out	Total	In	Out	Total
47	3100 W 8th St	Apartments	100	Units	100	10	41	51	10	41	51
48	326 S Reno St	Apartments	65	Units	326	5	20	25	20	11	31
49	1017 S Mariposa Ave	Apartments	79	Units	373	5	23	28	23	12	35
50	427 S Berendo St	Apartments	85	Units	288	5	17	22	17	10	27
51	2859 W Francis Ave	Apartments	81	Units	492	7	28	35	31	5	36
52	700 S Manhattan pl	Apartments Restaurant Retail	162 6.5 3.5	Units ksf ksf	1260	19	57	76	71	46	117
53	411 S Normandie Ave	Apartments	224	Units	1407	22	86	108	87	47	134
54	3525 W 8th Street	Apartments Supermarket	367 22.906	Units ksf	1214	8	121	129	83	25	108
55	2870 W Olympic Blvd	Hotel Retail	78 16.384	Rooms ksf	834	22	14	36	30	28	58
56	850 S Crenshaw	Apartments	44	Units	293	4	18	22	18	10	28
57	815 S Kingsley Dr	Apartments	90	Units	542	8	33	41	33	17	50
58	4074 W 5th St	Apartments Retail	119 13	Units ksf	944	14	44	58	52	34	86
59	3986 W Wilshire	Apartments Coffee Shop Restaurant Retail	228 5 5 12	Units ksf ksf ksf	1354	100	-23	77	124	-77	47
60	616 S Westmoreland Ave	Apartments Restaurant Retail	72 2.765 1.043	Units ksf ksf	461	2	29	31	30	5	35
61	2900 Wilshire	Apartments Retail Restaurant	644 10 5.5	DU ksf ksf	3482	81	135	216	137	81	218
62	3600 Wilshire	Apartments Retail	810 30	DU ksf	3979	67	185	252	145	112	257
63	3700 Wilshire [b]	Office	103.719	ksf	858	107	14	121	19	96	115

Notes:

DU = dwelling units

ksf = one thousand square feet

[a] Related projects list is based on information provided from LADOT in March 2016

[b] Project includes the unoccupied office space of 3700 Wilshire Blvd as a related project

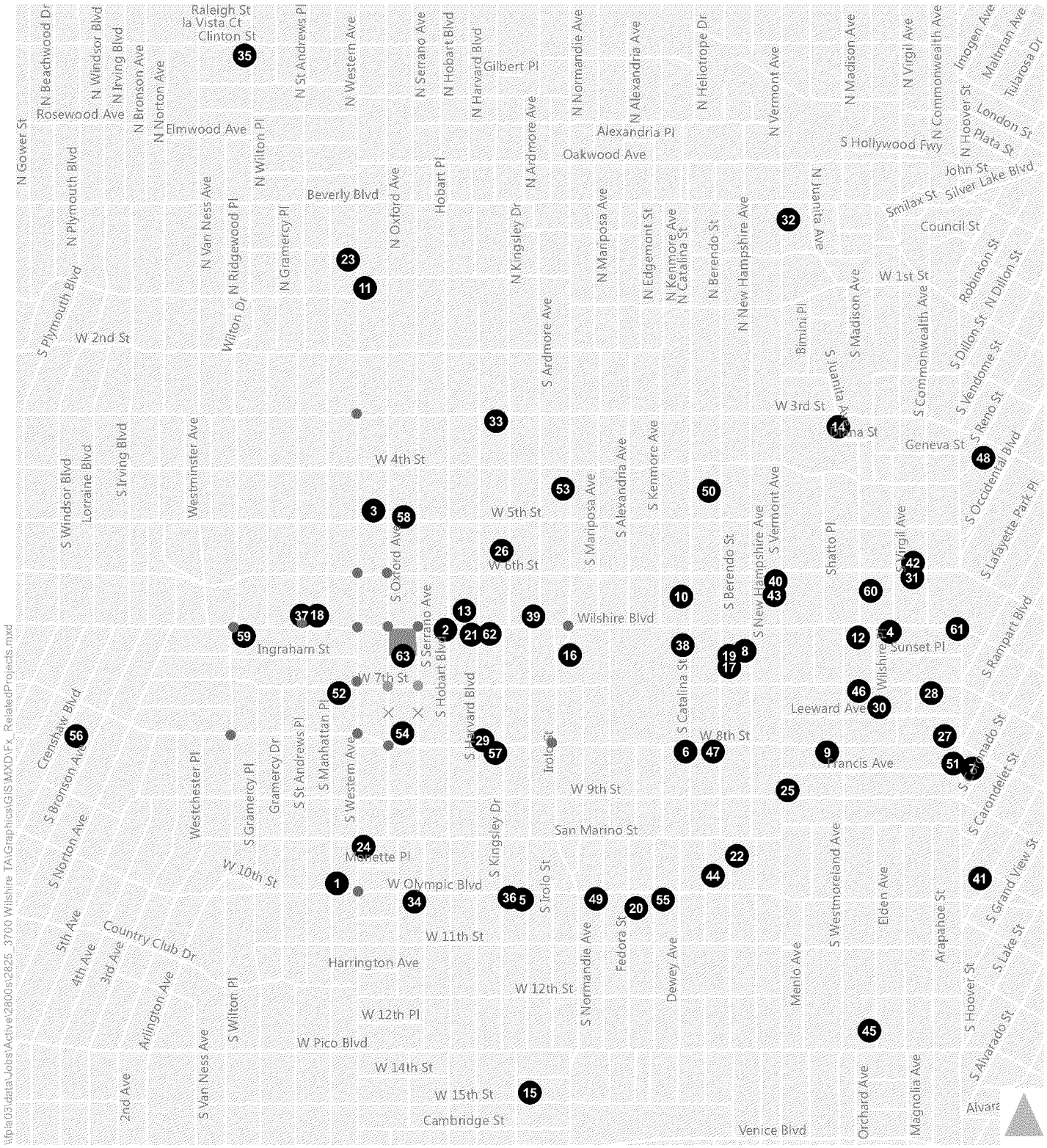

Figure 3

Related Projects

FEHR PEERS

MOU ATTACHMENT A
FREEWAY SCREENING FOR 3700 WILSHIRE 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 purpose of this analysis is to apply the screening criteria to determine whether a Freeway Impact Analysis would be required for the 3700 Wilshire project. 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 3700 Wilshire project is located at 3700 Wilshire Boulevard, Los Angeles, CA 90010 with regional access provided by the Interstate 10 (I-10) freeway and US Route 101 (US-101). Five sections of freeways were selected for a freeway screening analysis:

- I-10 Freeway west of Western Avenue – 5 lanes eastbound and 6 lanes westbound
- I-10 Freeway east of Western Avenue – 6 lanes in each directions
- US-101 north of Western Avenue – 4 lanes in each directions
- US-101 south of Silverlake Boulevard (north of Rampart Boulevard) – 4 lanes in each directions
- US-101 south of Rampart Boulevard – 4 lanes in each directions

Project trips on the freeway facilities are shown in Table A1 and the mainline screening analysis is shown in Table A2. As shown in Table A2, the freeway capacity is 8,000 vph for 4 lanes, 10,000 for 5 lanes, and 12,000 for 6 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, 100 vph for 5 lanes, 120 vph for 6 lanes). Because no more than 27 project trips are

expected to occur in any analyzed peak hour on any particular segment, the mainline screening threshold is not met and therefore a Freeway Impact Analysis is not required.

FREEWAY RAMP SCREENING

Project trips on the freeway off-ramp facilities are shown in Table A1 and the freeway off-ramp screening analysis is shown in Table A3. Six 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. Because no more than 5 project trips are expected to occur in any analyzed peak hour on 1-lane ramps and no more than 13 project trips are expected to occur in any analyzed peak hour on 2-lane ramps, the freeway off-ramp screening thresholds are not met and therefore a Freeway Impact Analysis is not required.

TABLE A1
3700 WILSHIRE PROJECT
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		49	152	201	178	80	258
Freeway Ramps							
I-10 EB Western Ave Off	7.5%	4	11	15	13	6	19
I-10 WB Western Ave Off	7.5%	4	11	15	13	6	19
US-101 SB Western Ave Off	7.5%	4	11	15	13	6	19
US-101 SB Melrose Ave Off	3.0%	1	5	6	5	2	7
US-101 NB Silverlake Blvd Off	7.5%	4	11	15	13	6	19
US-101 NB Rampart Blvd Off	3.0%	1	5	6	5	2	7
Freeway Segments							
I-10 w/o Western Ave	7.5%	4	11	15	13	6	19
I-10 e/o Western Ave	7.5%	4	11	15	13	6	19
US-101 n/o Western Ave	10.5%	5	16	21	19	8	27
US-101 s/o Silverlake Blvd and n/o Rampart Blvd	7.5%	4	11	15	13	6	19
US-101 s/o Rampart Blvd	10.5%	5	16	21	19	8	27

TABLE A2
3700 WILSHIRE PROJECT

PROJECT TRIP GENERATION

	AM Peak Hour		PM Peak Hour	
	In	Out	In	Out
Project Trip Generation	49	152	178	80

MAINLINE SCREENING

	AM Peak Hour		PM Peak Hour	
Freeway Segment	In	Out	In	Out
I-10 w/o Western Ave	**EB**	**WB**	**EB**	**WB**
# of Lanes [a]	5	6	5	6
Capacity	10,000	12,000	10,000	12,000
Worst-case LOS	**E/F**	**E/F**	**E/F**	**E/F**
Trigger % [b]	1%	1%	1%	1%
Trigger	100	120	100	120
Project Trips	4	11	13	6
Exceed Trigger?	no	no	no	no
I-10 e/o Western Ave	**WB**	**EB**	**WB**	**EB**
# of Lanes [a]	6	6	6	6
Capacity	12,000	12,000	12,000	12,000
Worst-case LOS	**E/F**	**E/F**	**E/F**	**E/F**
Trigger % [b]	1%	1%	1%	1%
Trigger	120	120	120	120
Project Trips	4	11	15	13
Exceed Trigger?	no	no	no	no
US-101 n/o Western Ave	**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	5	16	21	19
Exceed Trigger?	no	no	no	no
US-101 s/o Silverlake Blvd and n/o Rampart Blvd	**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	4	11	15	13
Exceed Trigger?	no	no	no	no
US-101 s/o Rampart Blvd	**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	5	16	19	8
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 A3
3700 WILSHIRE PROJECT

PROJECT TRIP GENERATION

	AM Peak Hour		PM Peak Hour	
	In	Out	In	Out
Project Trip Generation	49	152	178	80

RAMP SCREENING

Off-Ramp	Peak Hour	Worst-Case Off-Ramp LOS [a]	Ramp Terminus # of Lanes	Ramp Terminus Trigger	Project Trips	Exceed Trigger?
I-10 EB Western Ave Off	AM	E/F	2	17	4	no
	PM	E/F		17	13	no
I-10 WB Western Ave Off	AM	E/F	2	17	4	no
	PM	E/F		17	13	no
US-101 SB Western Ave Off	AM	E/F	2	17	4	no
	PM	E/F		17	13	no
US-101 SB Melrose Ave Off	AM	E/F	1	9	1	no
	PM	E/F		9	5	no
US-101 NB Silverlake Blvd Off	AM	E/F	2	17	4	no
	PM	E/F		17	13	no
US-101 NB Rampart Blvd Off	AM	E/F	1	9	1	no
	PM	E/F		9	5	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