From:	"Chris Robertson" <chris.robertson@lacity.org>
Date:	October 17, 2016 11:37:03 PM
To:	"Amy Ablakat" <amy.ablakat@lacity.org>; "Daniel Halden" <Daniel.Halden@lacity.org>
Subject:	**Fwd: 6701 W. Sunset Boulevard Crossroads Hollywood Mixed-Use Project - DOT Letter**
Attachments:	CEN15-43805_6701 W Sunset Blvd_ts_ltr.pdf;

Chris Robertson, AICP, LEED AP
Planning Director
Office of Councilmember Mitch O'Farrell, 13th District
200 N. Spring Street, Room 480, Los Angeles, CA 90012
(213) 473-7013 w| (213) 265-6353 c| www.cd13.org

---------- Forwarded message ----------
From: **Wes Pringle** <wes.pringle@lacity.org>
Date: Mon, Oct 17, 2016 at 4:35 PM
Subject: 6701 W. Sunset Boulevard Crossroads Hollywood Mixed-Use Project - DOT Letter
To: Nicholas Hendricks <nick.hendricks@lacity.org>
Cc: Chris Robertson <chris.robertson@lacity.org>, Jeannie Shen <Jeannie.Shen@lacity.org>, Taimour Tanavoli <Taimour.Tanavoli@lacity.org>, Sarah Drobis <SDrobis@gibsontrans.com>, Emily Wong <ewong@gibsontrans.com>, Carl Mills <carl.mills@lacity.org>, Quyen Phan <quyen.phan@lacity.org>, Pamela Teneza <Pamela.Teneza@lacity.org>

Nick,

DOT has completed the review of the traffic study for the subject project. A copy of our letter is attached.

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Wes Pringle. P.E.

Transportation Engineer
Metro Development Review

100 S. Main Street, 9th Floor

Los Angeles, CA 90012

Los Angeles Department of Transportation

213.972.8482

LADOT

FORM GEN. 160A (Rev. 1/82)

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

6701 W. Sunset Bl
DOT Case No. CEN 15-43805

Date: October 11, 2016

To: Nicholas Hendricks, Senior City Planner
Department of City Planning

From: Wes Pringle, Transportation Engineer
Department of Transportation

Subject: **TRAFFIC IMPACT STUDY FOR THE PROPOSED CROSSROADS HOLLYWOOD MIXED-USE DEVELOPMENT LOCATED AT**

The Department of Transportation (DOT) has reviewed the traffic analysis dated June 2016 prepared by Gibson Transportation Consultant Inc., for the proposed mixed-use development (Crossroads Hollywood) located at 1540-1552 Highland Avenue, 6700-6760 Selma Avenue, 1543-1553 McCadden Place, 1542-1546 McCadden Place, 1501-1573 Las Palmas Avenue, 1500-1570 Las Palmas Avenue, 1600-1608 Las Palmas Avenue and 6665-6713 ½ Sunset Boulevard. In order to evaluate the effects of the project's traffic on the available transportation infrastructure, the significance of the project's traffic impacts is measured in terms of change to the volume-to-capacity (V/C) ratio between the "future no project" and the "future with project" scenarios. This change in the V/C ratio is compared to DOT's established threshold standards to assess the project-related traffic impacts. The traffic study included the detailed analysis of 123 intersections, including 111 signalized and 12 unsignalized. Based on DOT's traffic impact criteria[1], twenty two (22) of the study signalized intersections in the traffic analysis are expected to be significantly impacted by the project-related traffic, are summarized in **Attachments 1**. The results of the traffic analysis which accounted for other known development projects in evaluating potential cumulative impacts, adequately evaluated the project's traffic impacts on the surrounding community.

DISCUSSION AND FINDINGS

A. Project Description

The project proposes to redevelop a project site that consists of 29 individual parcels across four city blocks. The project will retain, preserve and rehabilitate Crossroads of the World a designated city cultural-historic monument and demolish all existing uses on the project site that includes approximately 172,573 square feet of floor area, a total of 84 residential dwelling units, 79,107 square feet of office space, 26,690 square feet of retail space, 475 square feet of restaurant space and surface parking lots.

The project would consist of mixed use buildings that include 760 apartment units, 190 condominiums, 308 hotel rooms, approximately 95,000 square feet of office space, approximately 61,750 square feet of commercial/retail space, approximately 40,000 square feet of supermarket space, approximately 41,600 square feet of quality

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

restaurant space and approximately 41,600 square feet of high-turnover restaurant space as illustrated in the conceptual site plan in **Attachment 2**.

The project site has been grouped into four project areas referred to as developmental parcels A, B, C and D.

- Development Parcel A consist of an approximately 348,500 square foot 32 stories high-rise structure that includes 308 hotel rooms, ancillary meeting rooms, a lobby lounge and bar, rooftop bar and lounge, and ground floor commercial/retail/restaurant space.

- Development Parcel B would construct four mixed-used residential buildings with ground-floor commercial/retail/restaurant space. Building B1 is a 30 stories high-rise structure that would consist of 190 condominiums units and ground-floor commercial/retail/restaurant space. Building B2 is 6 stories that would consist of 70 apartment units and ground-floor commercial/ retail/restaurant space. Building B3 is a 32-stories high-rise structure that would consist of 489 apartment units and ground floor commercial/ retail/restaurant space. Building B4 is 6 stories that would consist of a mezzanine floor, 123 apartment units and ground-floor commercial/ retail/restaurant space.

- Development Parcel C would construct two mixed-used buildings with office/retail space. Building C1 is 3 stories that would consist of approximately 50,000 square feet of office space, approximately 40,000 square feet of supermarket space and ground-floor commercial/retail/restaurant space. Building C2 is two stories that would consist of approximately 45,000 square feet of office space and commercial/retail/restaurant space. The Crossroads of the World complex consisting of approximately 68,000 feet of office and retail would be retained, preserved and rehabilitated as part of the project.

- Development Parcel D would construct one mixed-used residential building with ground-floor commercial/retail/restaurant space. The building is a 6 stories that would consist of 78 apartment units and ground-floor commercial/ retail/restaurant space.

The Project will provide vehicular and pedestrian circulation improvements. The project proposes to establish a new pedestrian passageway that would extend diagonally from Sunset Boulevard fronting Crossroads of the World to the intersection of Selma Avenue & McCadden Place. Vehicular access to the subterranean parking garages would be provided via one driveway on Selma Avenue, one driveway on Highland Avenue, two driveways on McCadden Place and four driveways on Las Palmas Avenue. Loading areas and a valet drop-off area will be along Las Palmas Avenue for commercial uses and along McCadden Place and Selma Avenue for hotel uses. The project is expected to be completed by 2022.

B. Trip Generation

The project is estimated to generate 15,005 daily trips, a net increase of 879 trips in the a.m. peak hour, and a net increase of 1,283 trips in the p.m. peak. The trip generation estimates are based on formulas published by the Institute of Transportation Engineers (ITE) Trip Generation, 9th Edition, 2012. These trip

generation rates are typically derived from surveys of similar land use developments but in areas with little to no transit service. Therefore, DOT's traffic study guidelines allow projects to reduce their total trip generation with trip credits to account for potential transit usage to and from the site. A copy of the trip generation table can be found in **Attachment 3**.

C. Freeway Analysis

The traffic study included a freeway impact analysis that was prepared in accordance with the State-mandated Congestion Management Program (CMP) administered by the Los Angeles County Metropolitan Transportation Authority (MTA). According to this analysis, the project would result in significant traffic impacts on the evaluated freeway mainline segments. To comply with the Freeway Analysis Agreement executed between Caltrans and DOT in October 2013, the project included a screening analysis to determine if additional evaluation of freeway mainline and ramp segments was necessary beyond the CMP requirements. Exceeding one of the four screening criteria would require the applicant to work directly with Caltrans to prepare more detailed freeway analyses.

D. Traffic Impacts

The study estimates that the project would result in significant traffic impacts (pre-mitigation) at the following intersections:

1. Cahuenga Boulevard and Franklin Avenue (a.m. and p.m. peak hours)
2. Cahuenga Boulevard and Hollywood Boulevard (a.m. and p.m. peak hours)
3. Cahuenga Boulevard and Santa Monica Boulevard (a.m. and p.m. peak hours)
4. Cahuenga Boulevard and Sunset Boulevard (a.m. and p.m. peak hours)
5. Gower Street and Santa Monica Boulevard (a.m. and p.m. peak hours)
6. Gower Street and Sunset Boulevard (p.m. peak hour)
7. Highland Avenue and Franklin Avenue (North) (p.m. peak hour)
8. Highland Avenue and Hollywood Boulevard (a.m. and p.m. peak hours)
9. Highland Avenue and Santa Monica Boulevard (a.m. and p.m. peak hours)
10. Highland Avenue and Sunset Boulevard (a.m. and p.m. peak hours)
11. La Brea Avenue and Fountain Avenue (a.m. peak hour)
12. La Brea Avenue and Hollywood Boulevard (a.m. and p.m. peak hours)
13. La Brea Avenue and Santa Monica Boulevard (a.m. and p.m. peak hours)
14. La Brea Avenue and Sunset Boulevard (a.m. and p.m. peak hours)
15. Las Palmas Avenue and Sunset Boulevard (p.m. peak hour)
16. Van Ness Avenue and Santa Monica Boulevard (p.m. peak hour)
17. Van Ness Avenue and Sunset Boulevard (p.m. peak hour)
18. Vine Street and Fountain Avenue (p.m. peak hours)
19. Vine Street and Hollywood Boulevard (a.m. and p.m. peak hours)
20. Vine Street and Santa Monica Boulevard (a.m. and p.m. peak hours)
21. Vine Street and Sunset Boulevard (a.m. and p.m. peak hours)
22. Western Avenue and Santa Monica Boulevard (p.m. peak hours)

The transportation mitigation program (described below) partially or fully reduces these impacts (see **Attachment 4**). However, the remaining impact intersections would be considered significant and unmitigated after the implementation of the proposed mitigation program. The intersections expected to experience unmitigated impacts are:

1. Highland Avenue and Hollywood Boulevard
2. La Brea Avenue and Sunset Boulevard
3. Highland Avenue and Sunset Boulevard
4. Cahuenga Boulevard and Sunset Boulevard
5. Vine Street and Sunset Boulevard
6. Las Palmas Avenue and Sunset Boulevard

Physical traffic mitigation improvement options at these impacted intersections were evaluated in an attempt to fully mitigate the impacts; however, no feasible mitigations were identified due to the constraints of the existing physical conditions. Although a physical improvement was identified at the intersection of Las Palmas Avenue and Sunset Boulevard in the Traffic Study, the improvement is neither recommended nor desirable as it conflicts with adopted plans and policies. With the recent adoption of Vision Zero, Mobility Plan 2035 and Complete Streets Design Guide the roadway width has been set along the majority of arterials in Hollywood. Street widening was not an option either due to these new standards, or since it was not considered practical nor desirable to widen the street at the expense of reduced sidewalk widths or the loss of on-street parking spaces.

PROJECT REQUIREMENTS

A. Traffic Mitigation Program

Consistent with City policies on sustainability and smart growth and with DOT's trip reduction and multi-modal transportation goals, the project's mitigation first focuses on developing a trip reduction program and on solutions that promote other modes of travel. The traffic mitigation program includes the following improvements:

1. **Transportation Demand Management (TDM)**

The purpose of a TDM plan is to reduce the use of single occupant vehicles (SOV) by increasing the number of trips by walking, bicycle, carpool, vanpool and transit. A TDM plan should include design features, transportation services, education, and incentives intended to reduce the amount of SOV during commute hours. Through strategic building design and orientation, this project can facilitate access to transit, can provide a pedestrian-friendly environment, can promote non-automobile travel and can support the goals of a trip-reduction program.

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

- Transportation Information Center, educational programs, kiosks and/or other measures;
- Provide a Transportation Management Office (TMO) with a TDM coordinator;
- Promote and support of carpools and rideshare;

- Bicycle amenities such as racks and showers;
- Guaranteed ride home program for employees;
- Flexible or alternative work schedules;
- Incentives for using alternative travel modes;
- Parking incentives and administrative support for formation of carpools/vanpools;
- Mobility hub support;
- Contribution to the City's Bicycle Plan Trust Fund for implementation of bicycle improvements in the project area;
- Participation as a member in the future Hollywood Community TMO, when operational;
- Contribute a one-time fixed fee contribution of **$200,000** to be deposited into the City's Bicycle Plan Trust Fund to implement bicycle improvements in the vicinity of the project;

DOT recommends that the TDM program also include the following:

- Space on-site for a future bicycle hub (requires coordination with DOT to assess location for potential integration in a City bike-share program and to determine actual space requirements);
- Execute a Covenant and Agreement to ensure that the TDM program will be maintained;

2. **Transportation Systems Management (TSM) Improvements**
The project would contribute up to **$200,000** toward TSM improvements within the Hollywood-Wilshire District that may be considered to better accommodate intersection operations and increase intersection capacity throughout the study area.

LADOT's ATSAC Section has identified the need to replace existing Multi-Mode video fiber/fiber optic cables with approximately 30,000 feet of high-capacity Single-mode data cables in existing conduits and upgrade eight closed-circuit television (CCTV) cameras/equipment in the Hollywood area. The new cables would be installed from an ATSAC hub located at Wilcox Avenue & De Longpre Avenue to Franklin Avenue/Highland Avenue, to Hollywood Boulevard/Highland Avenue, to the Hollywood Bowl/Highland Avenue and to Hollywood Boulevard/Vine Street. These cables would provide the network capacity for additional (CCTV) cameras to real-time video monitoring of intersection, corridor, transit, and pedestrian operations in Hollywood. Collectively, these TSM improvements provide a system wide benefit by reducing delays experienced by motorists at study intersections.

Should the project be approved, then a final determination on how to implement these video fiber/fiber optic upgrades will be made by DOT prior to the issuance of the first building permit. These video fiber/fiber optic upgrades will be implemented **either** by the applicant through the B-Permit process of the Bureau of Engineering (BOE), **or** through payment of a one-time fixed fee of **$200,000** to DOT to fund the cost of the upgrades. If DOT selects the payment option, then the applicant would be required to pay **$200,000** to DOT, and DOT shall design and construct the upgrades.

If the upgrades are implemented by the applicant through the B-Permit process, then these video fiber/fiber optic improvements must be guaranteed prior to the issuance of any building permit and completed prior to the issuance of any certificate of occupancy. Temporary certificates of occupancy may be granted in the events of any delay through no fault of the applicant, provided that, in each case, the applicant has demonstrated reasonable efforts and due diligence to the satisfaction of DOT.

3. **Transit System Improvements**
Transit system improvements are aimed at enhancing and improving service between the existing transit service and the developmental study area to reduce peak hour trips. An analysis was conducted to determine potential transit improvements to the existing transportation system servicing the project site. To mitigate the significant traffic impacts at the study intersections associated with construction of the project, LADOT has asked the project applicant to contribute a fixed fee of **$1,330,864** to a trust fund to be administered by LADOT for the implementation of alternative transportation modes. The funding may include purchase and/or operation of additional transit services as a means to improve existing transit service in the project vicinity. For the purpose of this study, it was assumed that the transit system improvements would be focused along the Hollywood Boulevard and Santa Monica Boulevard corridors. LADOT's Transit Section proposed the rough estimate for the total expenses amount for the DASH Hollywood route; $865,386 to purchase one 35 foot zero emissions bus, $100,000 maintenance cost expenses for three years, $262,800 driver salary expenses for three years and $102,678 fuel expenses for three years.

In accordance with the project's transportation mitigation plan, prior to the issuance of any building permit and completed prior to the issuance of any certificate of occupancy, DOT must receive the total transit system improvement funds from the project applicant.

B. Voluntary Pedestrian Safety Enhancements
The City of Los Angeles provides various methods for safety enhancement of Pedestrian Crossings throughout the city. As part of the comprehensive response to pedestrian safety, LADOT's Vision Zero section proposes the installation of three new Rectangular Rapid Flash Beacon (RRFB) System at three locations:

1. La Brea Avenue and De Longpre Avenue
2. Gower Street and Lexington Avenue
3. Cahuenga Boulevard and Warning Avenue

The project applicant has offered to fund the approximate cost of **$450,000** for the three RRFB systems.

C. Implementation of Improvements and Mitigation Measures
For all of the proposed intersection improvements, the final determination on the feasibility of street widening shall be made by BOE. The applicant should be responsible for the cost and implementation of any necessary traffic signal

equipment modifications, bus stop relocations and lost parking meter revenues associated with the proposed transportation improvements described above. All proposed street improvements and associated traffic signal work within the City of Los Angeles must be guaranteed through BOE's B-Permit process, prior to the issuance of any building permit and completed prior to the issuance of any certificate of occupancy. Prior to setting the bond amount, BOE shall require that the developer's engineer or contractor contact DOT's B-Permit Coordinator, at (213) 972-8687, to arrange a pre-design meeting to finalize the proposed design. Costs related to any relocation of bus zones and shelters, and to modifying or upgrading traffic signal equipment and that are necessary to implement the proposed mitigations shall be incurred by the applicant. In the event the originally proposed mitigation measures become infeasible, substitute mitigation measures of an equivalent cost may be provided subject to approval by DOT, upon demonstration that the substitute measure is equivalent or superior to the original measure in mitigating the project's significant impact.

D. Traffic Signal Warrant Analysis

In the preparation of traffic studies, DOT guidelines indicate that unsignalized intersections should be evaluated solely to determine the need for the installation of a traffic signal or other traffic control device. When choosing which unsignalized intersections to evaluate in the study, intersections that are adjacent to the project or that are integral to the project's site access and circulation plan, or that can facilitate pedestrian access should be identified. This traffic study included four traffic signal warrant analysis for the intersections of Cahuenga Boulevard and US 101 Southbound Off-Ramp (am peak hour), Gower Street and US 101 Southbound Off-Ramp/Yucca Street (am peak hour), Las Palmas Avenue and Selma Avenue (am and pm peak hours) and Wilton Place and US 101 Northbound Off-Ramp/Harold Way (am peak hour). According to the analysis, a traffic signal at Gower Street and US 101 Southbound Off-Ramp/Yucca Street and Las Palmas Avenue and Selma Avenue is warranted as it satisfies the peak hour warrant for a signal based on future projected traffic volumes. However, the satisfaction of a traffic signal warrant does not in itself require the installation of a signal. Other factors relative to safety, traffic flow, signal spacing, coordination, etc. should be considered.

The installation of a traffic signal at the intersection of Gower Street and US 101 Southbound Off-Ramp/Yucca Street is planned as part of another development project. For the intersection of Las Palmas Avenue and Selma Avenue, after the project has been operational for one year DOT has recommended the applicant to conduct new traffic counts and to perform a traffic signal warrant analysis. If deemed warranted by DOT, the design and construction of the traffic signal would be required of the applicant. DOT's Hollywood District Office will issue a Traffic Control Report (TCR) authorizing the installation of the traffic signal that is warranted per DOT's requirements. The traffic signal warrant analysis shall be prepared pursuant to section 353 of DOT's Manual of Policies and Procedures and submitted to DOT for review.

E. Neighborhood Traffic Management (NTM) Plan

According to the residential street impact analysis included in the traffic study, six neighborhoods were identified according to DOT's criteria that may be subject to significant neighborhood intrusion impacts by project related traffic. A local

residential street is considered to be impacted based on an increase in the average daily traffic volumes. The objective of the residential street impact analysis is to determine the potential for cut-through traffic impacts on a residential street that can result from the project. Cut-through trips are measured as vehicles that bypass a congested arterial by instead opting to travel along a residential street. These local street impacts are typically mitigated through the implementation of neighborhood traffic calming measures such as installing speed humps. The traffic study identified six neighborhood boundaries that can potentially experience increases in cut-through traffic.

1. Franklin Avenue to the north, Highland Avenue to the east, Sunset Boulevard to the south, and La Brea Avenue to the west.
2. Franklin Avenue to the north, Cahuenga Boulevard to the east, Sunset Boulevard to the south, and Highland Avenue to the west.
3. Sunset Boulevard to the north, La Brea Avenue to the east, Santa Monica Boulevard to the south, and Gardner Street to the west.
4. Sunset Boulevard to the north, Highland Avenue to the east, Santa Monica to the south, and La Brea Avenue to the west.
5. Sunset Boulevard to the north, Vine Street to the east, Santa Monica Boulevard to the south, and Highland Avenue to the west.
6. Sunset Boulevard to the north, Van Ness Avenue to the east, Santa Monica Boulevard to the south, and Vine Street to the west.

The applicant has offered up to **$500,000** to fund any necessary NTM measures within these six neighborhood boundaries. This amount, which is commensurate with the size of the project and with the level of residential street impacts that are expected, is acceptable to DOT. Working within this budget, it would be the applicant's responsibility to coordinate with DOT, the affected neighborhood residents, and the local City Council office to design and implement NTM measures approved by DOT and supported by stakeholders.

The applicant should submit a NTM Implementation Plan to DOT that sets key milestones and identifies a proposed process in developing a NTM plan for the six identified neighborhoods. This implementation plan should be formalized through an agreement between the applicant and DOT prior to the issuance of the first building permit for this project. The agreement should include a funding guarantee, an outreach process and budget for each of the identified neighborhoods, selection and approval criteria for any evaluated NTM measures, and an implementation phasing plan. The final NTM plan, if consensus is reached among the stakeholders, should be completed to the satisfaction of DOT and should consider and evaluate neighborhood improvements that can offset the effects of added traffic, including street trees, sidewalks, landscaping, neighborhood identification features, and pedestrian amenities. Such measures can support trip reduction efforts by encouraging walking, bicycling, and the use of public transit. It would be the applicant's responsibility to implement any approved NTM measures through the Bureau of Engineering's B-permit process.

F. Highway Dedication and Street Widening Requirements

On August 11, 2015, the City Council adopted the Mobility Plan 2035 which is the new Mobility Element of the General Plan. A key feature of the updated plan is to

revise street standards in an effort to provide a more enhanced balance between traffic flow and other important street functions including transit routes and stops, pedestrian environments, bicycle routes, building design and site access, etc. Per the new Mobility Element **Sunset Boulevard and Highland Avenue** have been redesignated an Avenue I (Major Highway Class II) that would require a 35-foot half-width roadway within a 50-foot half-width right-of-way. **Las Palmas Avenue, McCadden Place and Selma Avenue** will continue to be designated Local Streets that would require an 18-foot half-width roadway within a 30-foot half-width right-of-way. The applicant should check with BOE's Land Development Group to determine the specific highway dedication, street widening and/or sidewalk requirements for this project.

G. Construction Impacts

DOT recommends that a construction work site traffic control plan be submitted to DOT for review and approval prior to the start of any construction work. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. DOT also recommends that all construction related traffic be restricted to off-peak hours, to the extent feasible.

H. Parking Requirements

Vehicle and bicycle parking for the project would be on-site in subterranean parking garages. The developer should check with the Department of Building and Safety on the number of parking spaces required.

I. Project Access

As previously stated above, the project proposes to provide vehicular access via eight driveways. Vehicular access to the subterranean parking garages will be provided via full access driveways along Selma Avenue, McCadden Place and Las Palmas Avenue. A secondary hotel driveway accommodating right-turn only egress movements would be provided on Highland Avenue. A truck loading area would be accessed via a driveway on Las Palmas Avenue for commercial uses and a driveway on McCadden Place for hotel uses. All truck loading and unloading should take place on site with no vehicles backing into the project via any of the project driveways. If delivery trucks are expected during peak hours a dock manager shall be available on-site to facilitate efficient use of the loading dock.

J. Driveway Access and Circulation

The proposed site plan illustrated in **Attachment 2** is acceptable to DOT; however, review of the study does not constitute approval of internal circulation schemes and driveway dimensions. Those require separate review and approval and should be coordinated with DOT's Citywide Planning Coordination Section 201 N. Figueroa Street, 5th Floor, Room 550, at (213) 482-7024. Any changes to the project's site access, circulation scheme, or loading/unloading area after issuance of this report would require separate review and approval and should be coordinated as well. In order to minimize potential building design changes, the applicant should contact DOT for driveway width and internal circulation requirements so that such traffic flow considerations are designed and incorporated early into the building and parking layout plans.

K. Development Review Fees
An ordinance adding Section 19.15 to the Los Angeles Municipal Code relative to application fees paid to DOT for permit issuance activities was adopted by the Los Angeles City Council in 2009 and updated in 2014. This ordinance identifies specific fees for traffic study review, condition clearance, and permit issuance. The applicant shall comply with any applicable fees per this ordinance.

If you have any questions, please contact Eduardo Hermoso of my staff at (213) 972-8473.

Attachments

K:\Letters\2016\CEN15-43805_ Crossroads Hollywood_ts_ltr.doc

c: Chris Robertson, Council District No. 13
Jeannie Shen, Hollywood-Wilshire District Office, DOT
Taimour Tanavoli, Case Management Office, DOT
Carl Mills, Central District, BOE
Sarah M. Drobis, Gibson Transportation Consultant, Inc.

TABLE 10
FUTURE WITH PROJECT CONDITIONS (YEAR 2022)
SIGNIFICANT IMPACT ANALYSIS

No.	Intersection	Peak Hour	Future without Project Conditions		Future with Project Conditions			
			V/C	LOS	V/C	LOS	Change in V/C	Significa Impac
1.	Caheuenga Blvd East &	AM	0.615	B	0.620	B	0.005	NO
	Pilgrimage Bridge	PM	0.683	B	0.687	B	0.004	NO
2.	Highland Ave / US-101 NB On-ramp &	AM	0.536	A	0.543	A	0.007	NO
	Pat Moore Way / Hollywood Bowl Road / US SB On-ramp	PM	0.659	B	0.668	B	0.009	NO
3.	US-101 NB Off-ramp &	AM	0.409	A	0.415	A	0.006	NO
	Cahuenga Blvd	PM	0.840	D	0.846	D	0.006	NO
4.	Highland Ave &	AM	0.753	C	0.759	C	0.006	NO
	Odin St	PM	0.723	C	0.730	C	0.007	NO
5.	Odin St &	AM	0.478	A	0.480	A	0.002	NO
	Cahuenga Blvd	PM	0.847	D	0.854	D	0.007	NO
6.	Highland Ave &	AM	0.702	C	0.710	C	0.008	NO
	Camrose Dr / Milner Rd	PM	0.757	C	0.767	C	0.010	NO
7.	Cahuenga Blvd &	AM	0.400	A	0.409	A	0.009	NO
	US-101 NB Off-ramp	PM	0.731	C	0.742	C	0.011	NO
8.	La Brea Ave &	AM	0.631	B	0.637	B	0.006	NO
	Franklin Ave	PM	0.532	A	0.538	A	0.006	NO
9.	Outpost Dr &	AM	0.715	C	0.717	C	0.002	NO
	Franklin Ave	PM	0.548	A	0.553	A	0.005	NO
10.	Orange Dr &	AM	0.542	A	0.545	A	0.003	NO
	Franklin Ave	PM	0.641	B	0.644	B	0.003	NO
11.	Orchid Ave &	AM	0.462	A	0.462	A	0.000	NO
	Franklin Ave	PM	0.424	A	0.424	A	0.000	NO
12.	Highland Ave &	AM	1.160	F *	1.160	F *	0.000	NO
	Franklin Ave (South)	PM	0.892	F *	0.892	F *	0.000	NO
13.	Highland Ave &	AM	1.046	F *	1.054	F *	0.008	NO
	Franklin Ave (North)	PM	0.976	F *	0.987	F *	0.011	YES
14.	Whitley Ave &	AM	0.705	C	0.710	C	0.005	NO
	Franklin Ave	PM	0.691	B	0.703	C	0.012	NO
15.	Wilcox Ave &	AM	0.907	E	0.913	E	0.006	NO
	Franklin Ave	PM	0.698	B	0.712	C	0.014	NO
16.	Cahuenga Blvd &	AM	1.073	F	1.085	F	0.012	YES
	Franklin Ave	PM	0.992	E	1.014	F	0.022	YES
17.	Vine St &	AM	0.363	A	0.368	A	0.005	NO
	Franklin Ave / US-101 SB Off-ramp	PM	0.437	A	0.444	A	0.007	NO
18.	Argyle Ave / US-101 NB On-ramp &	AM	0.869	D	0.877	D	0.008	NO
	Franklin Ave	PM	0.909	E	0.915	E	0.006	NO
19.	Gower St &	AM	0.678	B	0.685	B	0.007	NO
	Franklin Ave	PM	0.761	C	0.775	C	0.014	NO
20.	Beachwood Dr &	AM	0.694	B	0.699	B	0.005	NO
	Franklin Ave	PM	0.682	B	0.691	B	0.009	NO
21.	Bronson Ave &	AM	0.660	B	0.664	B	0.004	NO
	Franklin Ave	PM	0.783	C	0.788	C	0.005	NO
22.	Wilton Pl &	AM	0.589	A	0.591	A	0.002	NO
	Franklin Ave	PM	0.710	C	0.714	C	0.004	NO
23.	Western Ave &	AM	0.932	E	0.934	E	0.002	NO
	Franklin Ave	PM	0.829	D	0.831	D	0.002	NO
24.	Highland Ave &	AM	0.474	A	0.483	A	0.009	NO
	Johnny Grant Way / Yucca St	PM	0.487	A	0.501	A	0.014	NO
25.	Cahuenga Blvd &	AM	0.591	A	0.601	B	0.010	NO
	Yucca St	PM	0.701	C	0.713	C	0.012	NO

TABLE 10 (CONTINUED)
FUTURE WITH PROJECT CONDITIONS (YEAR 2022)
SIGNIFICANT IMPACT ANALYSIS

No.	Intersection	Peak Hour	Future without Project Conditions		Future with Project Conditions			
			V/C	LOS	V/C	LOS	Change in V/C	Significa Impac
26.	Ivar Ave & Yucca St	AM PM	0.249 0.315	A A	0.249 0.317	A A	0.000 0.002	NO NO
27.	Vine St & Yucca St	AM PM	0.583 0.594	A A	0.587 0.601	A B	0.004 0.007	NO NO
28.	Argyle Ave & Yucca St	AM PM	0.259 0.427	A A	0.261 0.430	A A	0.002 0.003	NO NO
29.	Gower St & Carlos Ave	AM PM	0.372 0.294	A A	0.374 0.298	A A	0.002 0.004	NO NO
30.	Laurel Canyon Blvd & Hollywood Blvd	AM PM	0.562 0.776	A C	0.565 0.784	A C	0.003 0.008	NO NO
31.	Fairfax Ave & Hollywood Blvd	AM PM	1.054 0.924	F E	1.054 0.927	F E	0.000 0.003	NO NO
32.	Nichols Canyon Rd / Genessee Ave & Hollywood Blvd	AM PM	0.761 0.597	C A	0.763 0.599	C A	0.002 0.002	NO NO
33.	Gardner St & Hollywood Blvd	AM PM	0.553 0.555	A A	0.560 0.565	A A	0.007 0.010	NO NO
34.	Fuller Ave & Hollywood Blvd	AM PM	0.639 0.596	B A	0.645 0.605	B B	0.006 0.009	NO NO
35.	La Brea Ave & Hollywood Blvd	AM PM	1.128 0.925	F * F *	1.139 0.938	F * F *	0.011 0.013	YES YES
36.	Orange Dr & Hollywood Blvd	AM PM	0.413 0.423	A A	0.428 0.447	A A	0.015 0.024	NO NO
37.	Highland Ave & Hollywood Blvd	AM PM	0.948 0.814	F * F *	0.978 0.833	F * F *	0.030 0.019	YES YES
38.	Las Palmas Ave & Hollywood Blvd	AM PM	0.477 0.609	A B	0.506 0.687	A B	0.029 0.078	NO NO
39.	Cherokee Ave & Hollywood Blvd	AM PM	0.480 0.365	A A	0.491 0.385	A A	0.011 0.020	NO NO
40.	Whitley Ave & Hollywood Blvd	AM PM	0.497 0.398	A A	0.509 0.420	A A	0.012 0.022	NO NO
41.	Wilcox Ave & Hollywood Blvd	AM PM	0.652 0.650	B B	0.664 0.673	B B	0.012 0.023	NO NO
42.	Cahuenga Blvd & Hollywood Blvd	AM PM	0.941 0.668	F * F *	0.959 0.691	F * F *	0.018 0.023	YES YES
43.	Ivar Ave & Hollywood Blvd	AM PM	0.608 0.563	B A	0.617 0.577	B A	0.009 0.014	NO NO
44.	Vine St & Hollywood Blvd	AM PM	0.864 0.842	F * F *	0.878 0.864	F * F *	0.014 0.022	YES YES
45.	Argyle Ave & Hollywood Blvd	AM PM	0.596 0.630	A B	0.607 0.651	B B	0.011 0.021	NO NO
46.	Gower St & Hollywood Blvd	AM PM	0.763 0.727	C C	0.777 0.756	C C	0.014 0.029	NO NO
47.	Bronson Ave & Hollywood Blvd	AM PM	0.682 0.711	B C	0.698 0.723	B C	0.016 0.012	NO NO
48.	US-101 SB Ramps & Hollywood Blvd	AM PM	0.732 0.613	C B	0.739 0.619	C B	0.007 0.006	NO NO
49.	US-101 NB Ramps / Van Ness Ave & Hollywood Blvd	AM PM	0.856 0.629	D B	0.861 0.643	D B	0.005 0.014	NO NO
50.	Wilton Pl & Hollywood Blvd	AM PM	0.896 0.928	D E	0.901 0.934	E E	0.005 0.006	NO NO

TABLE 10 (CONTINUED)
FUTURE WITH PROJECT CONDITIONS (YEAR 2022)
SIGNIFICANT IMPACT ANALYSIS

No.	Intersection	Peak Hour	Future without Project Conditions		Future with Project Conditions			
			V/C	LOS	V/C	LOS	Change in V/C	Significa Impac
51.	Western Ave &	AM	0.885	D	0.891	D	0.006	NO
	Hollywood Blvd	PM	0.903	E	0.908	E	0.005	NO
52.	La Brea Ave &	AM	0.447	A	0.447	A	0.000	NO
	Hawthorn Ave (North)	PM	0.471	A	0.471	A	0.000	NO
53.	La Brea Ave &	AM	0.554	A	0.554	A	0.000	NO
	Hawthorn Ave (South)	PM	0.495	A	0.495	A	0.000	NO
54.	Highland Ave &	AM	0.525	A	0.584	A	0.059	NO
	Selma Ave	PM	0.427	A	0.563	A	0.136	NO
55.	Wilcox Ave &	AM	0.291	A	0.362	A	0.071	NO
	Selma Avenue	PM	0.493	A	0.563	A	0.070	NO
56.	Caheuenga Blvd &	AM	0.464	A	0.540	A	0.076	NO
	Selma Ave	PM	0.554	A	0.621	B	0.067	NO
57.	Vine St &	AM	0.629	B	0.661	B	0.032	NO
	Selma Ave	PM	0.621	B	0.647	B	0.026	NO
58.	Crescent Heights Blvd &	AM	0.835	D	0.844	D	0.009	NO
	Sunset Blvd	PM	0.874	D	0.885	D	0.011	NO
59.	Fairfax Ave &	AM	0.758	C	0.766	C	0.008	NO
	Sunset Blvd	PM	0.884	D	0.899	D	0.015	NO
60.	Gardner St &	AM	0.511	A	0.525	A	0.014	NO
	Sunset Blvd	PM	0.669	B	0.691	B	0.022	NO
61.	Poinsettia Pl (West) &	AM	0.356	A	0.369	A	0.013	NO
	Sunset Blvd	PM	0.474	A	0.491	A	0.017	NO
62.	Poinsettia Pl (East) &	AM	0.393	A	0.407	A	0.014	NO
	Sunset Blvd	PM	0.419	A	0.438	A	0.019	NO
63.	La Brea Ave &	AM	0.774	F *	0.805	F *	0.031	YES
	Sunset Blvd	PM	0.916	F *	0.959	F *	0.043	YES
64.	Orange Dr &	AM	0.407	A	0.426	A	0.019	NO
	Sunset Blvd	PM	0.539	A	0.560	A	0.021	NO
65.	Highland Ave &	AM	1.066	F *	1.112	F *	0.046	YES
	Sunset Blvd	PM	0.965	F *	1.027	F *	0.062	YES
66.	Las Palmas Ave &	AM	0.567	A	0.598	A	0.031	NO
	Sunset Boulevard	PM	0.722	C	0.802	D	0.080	YES
67.	Cherokee Ave &	AM	0.338	A	0.361	A	0.023	NO
	Sunset Blvd	PM	0.547	A	0.573	A	0.026	NO
68.	Seward St &	AM	0.358	A	0.381	A	0.023	NO
	Sunset Blvd	PM	0.599	A	0.625	B	0.026	NO
69.	Wilcox Ave &	AM	0.624	B	0.646	B	0.022	NO
	Sunset Blvd	PM	0.630	B	0.663	B	0.033	NO
70.	Cahuenga Blvd &	AM	0.875	F *	0.911	F *	0.036	YES
	Sunset Blvd	PM	0.951	F *	0.984	F *	0.033	YES
71.	Ivar Ave &	AM	0.479	A	0.495	A	0.016	NO
	Sunset Blvd	PM	0.641	B	0.663	B	0.022	NO
72.	Vine St &	AM	0.927	F *	0.974	F *	0.047	YES
	Sunset Blvd	PM	1.072	F *	1.103	F *	0.031	YES
73.	Argyle Ave &	AM	0.587	A	0.598	A	0.011	NO
	Sunset Blvd	PM	0.549	A	0.573	A	0.024	NO
74.	Gower St &	AM	0.819	D	0.834	D	0.015	NO
	Sunset Blvd	PM	0.981	E	1.003	F	0.022	YES
75.	Bronson Ave &	AM	0.835	D	0.847	D	0.012	NO
	Sunset Blvd	PM	0.757	C	0.772	C	0.015	NO

TABLE 10 (CONTINUED)
FUTURE WITH PROJECT CONDITIONS (YEAR 2022)
SIGNIFICANT IMPACT ANALYSIS

No.	Intersection	Peak Hour	Future without Project Conditions		Future with Project Conditions			
			V/C	LOS	V/C	LOS	Change in V/C	Significa Impac
76.	Van Ness Ave &	AM	0.734	C	0.741	C	0.007	NO
	Sunset Blvd	PM	0.923	E	0.933	E	0.010	YES
77.	Wilton Pl &	AM	0.587	A	0.593	A	0.006	NO
	Sunset Blvd	PM	0.687	B	0.696	B	0.009	NO
78.	Western Ave &	AM	0.734	C	0.741	C	0.007	NO
	Sunset Blvd	PM	0.867	D	0.871	D	0.004	NO
79.	Highland Ave &	AM	0.547	A	0.559	A	0.012	NO
	De Longpre Ave	PM	0.566	A	0.577	A	0.011	NO
80. [a]	Gardner St &	AM	0.644	B	0.647	B	0.003	NO
	Fountain Ave	PM	0.779	C	0.785	C	0.006	NO
81. [a]	La Brea Ave &	AM	0.893	D	0.903	E	0.010	YES
	Fountain Ave	PM	0.883	D	0.897	D	0.014	NO
82.	Highland Ave &	AM	0.825	D	0.841	D	0.016	NO
	Fountain Ave	PM	0.775	C	0.794	C	0.019	NO
83.	Wilcox Ave &	AM	0.487	A	0.493	A	0.006	NO
	Fountain Ave	PM	0.583	A	0.593	A	0.010	NO
84.	Cahuenga Blvd &	AM	0.769	C	0.793	C	0.024	NO
	Fountain Ave	PM	0.751	C	0.769	C	0.018	NO
85.	Vine St &	AM	0.829	D	0.848	D	0.019	NO
	Fountain Ave	PM	0.858	D	0.885	D	0.027	YES
86.	Gower St &	AM	0.755	C	0.763	C	0.008	NO
	Fountain Ave	PM	0.875	D	0.887	D	0.012	NO
87.	Highland Ave &	AM	0.523	A	0.536	A	0.013	NO
	Lexington Ave	PM	0.523	A	0.535	A	0.012	NO
88. [a]	Fairfax Ave &	AM	0.965	E	0.971	E	0.006	NO
	Santa Monica Blvd	PM	1.034	F	1.039	F	0.005	NO
89. [a]	Gardner St &	AM	0.723	C	0.731	C	0.008	NO
	Santa Monica Blvd	PM	0.710	C	0.719	C	0.009	NO
90. [a]	Formosa Ave &	AM	0.656	B	0.665	B	0.009	NO
	Santa Monica Blvd	PM	0.821	D	0.834	D	0.013	NO
91. [a]	La Brea Ave &	AM	0.889	D	0.907	E	0.018	YES
	Santa Monica Blvd	PM	0.987	E	1.006	F	0.019	YES
92.	Highland Ave &	AM	1.015	F	1.037	F	0.022	YES
	Santa Monica Blvd	PM	1.065	F	1.078	F	0.013	YES
93.	Las Palmas Ave &	AM	0.651	B	0.661	B	0.010	NO
	Santa Monica Blvd	PM	0.821	D	0.835	D	0.014	NO
94.	Wilcox Ave &	AM	0.801	D	0.802	D	0.001	NO
	Santa Monica Blvd	PM	0.771	C	0.773	C	0.002	NO
95.	Cahuenga Blvd &	AM	0.941	E	0.959	E	0.018	YES
	Santa Monica Blvd	PM	1.213	F	1.241	F	0.028	YES
96.	Vine St &	AM	1.079	F	1.096	F	0.017	YES
	Santa Monica Blvd	PM	1.061	F	1.091	F	0.030	YES
97.	Gower St &	AM	0.956	E	0.968	E	0.012	YES
	Santa Monica Blvd	PM	1.000	E	1.017	F	0.017	YES
98.	Bronson Ave &	AM	0.772	C	0.778	C	0.006	NO
	Santa Monica Blvd	PM	0.697	B	0.710	C	0.013	NO
99.	Van Ness Ave &	AM	0.922	E	0.931	E	0.009	NO
	Santa Monica Blvd	PM	0.901	E	0.914	E	0.013	YES
100.	Wilton Pl &	AM	0.741	C	0.748	C	0.007	NO
	Santa Monica Blvd	PM	0.849	D	0.859	D	0.010	NO

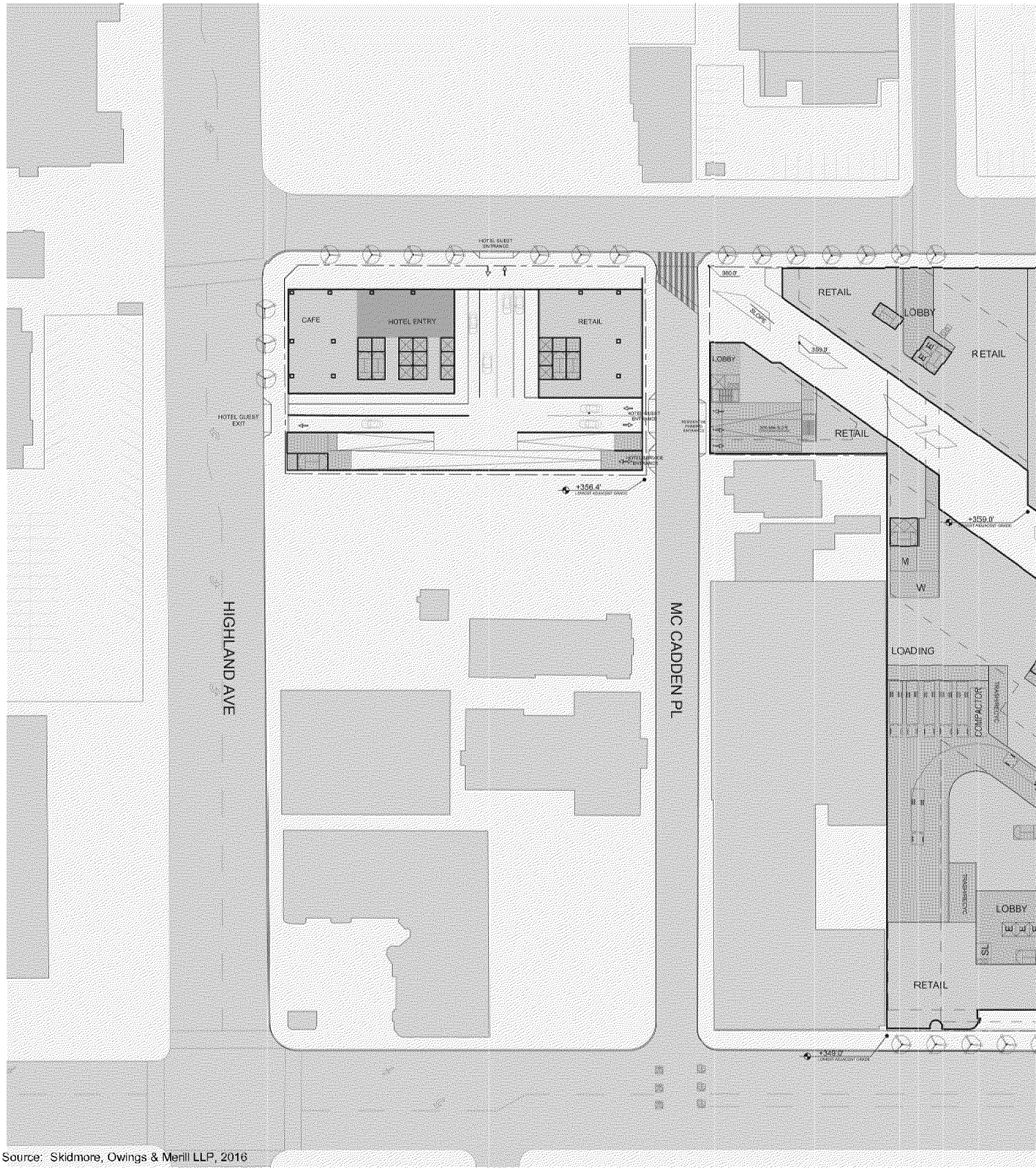
TABLE 10 (CONTINUED)
FUTURE WITH PROJECT CONDITIONS (YEAR 2022)
SIGNIFICANT IMPACT ANALYSIS

No.	Intersection	Peak Hour	Future without Project Conditions		Future with Project Conditions			
			V/C	LOS	V/C	LOS	Change in V/C	Significa Impac
101.	Western Ave &	AM	1.009	F	1.018	F	0.009	NO
	Santa Monica Blvd	PM	1.051	F	1.067	F	0.016	YES
102.	US-101 SB On-ramp &	AM	0.529	A	0.533	A	0.004	NO
	Santa Monica Blvd	PM	0.624	B	0.634	B	0.010	NO
103.	US-101 NB Off-ramp / Serrano Ave &	AM	0.608	B	0.614	B	0.006	NO
	Santa Monica Blvd	PM	0.749	C	0.758	C	0.009	NO
104.	Highland Ave &	AM	0.713	C	0.721	C	0.008	NO
	Willoughby Ave	PM	0.728	C	0.738	C	0.010	NO
105.	La Brea Ave &	AM	0.828	D	0.833	D	0.005	NO
	Melrose Ave	PM	0.852	D	0.858	D	0.006	NO
106.	Highland Ave &	AM	1.123	F	1.129	F	0.006	NO
	Melrose Ave	PM	1.125	F	1.132	F	0.007	NO
107.	Vine St &	AM	0.875	D	0.880	D	0.005	NO
	Melrose Ave	PM	0.938	E	0.945	E	0.007	NO
108.	Gower St &	AM	0.786	C	0.787	C	0.001	NO
	Melrose Ave	PM	0.901	E	0.904	E	0.003	NO
109.	Western Ave &	AM	0.882	D	0.885	D	0.003	NO
	Melrose Ave	PM	0.905	E	0.908	E	0.003	NO
110.	Highland Ave &	AM	0.644	B	0.649	B	0.005	NO
	Rosewood Ave	PM	0.723	C	0.727	C	0.004	NO
111.	Highland Ave &	AM	1.035	F	1.041	F	0.006	NO
	Beverly Blvd	PM	1.021	F	1.028	F	0.007	NO

Notes

* LOS based on field observations, as the CMA methodology for individual intersections does not in every case account for vehicular queues along corridors, pedestrian, conflicts, etc., and thus, the calculated average operating conditions may appear better than is observed.

[a] Intersections located within the City of West Hollywood were also analyzed using HCM 2010 methodology, per City of West Hollywood guidelines, and is provided in Appendix F.



Source: Skidmore, Owings & Merill LLP, 2016

PROPOSED SITE PL

TABLE 8B
TRIP GENERATION - PROJECT

Land Use	ITE Land Use	Size	Weekday						
			Daily	A.M. Peak Hour			P.M. Peak Hour		
				In	Out	Total	In	Out	Total
Trip Generation Rates [a]									
Apartments	220	per du	6.65	20%	80%	0.51	65%	35%	0.62
Condominiums	230	per du	5.81	17%	83%	0.44	67%	33%	0.52
Hotel	310	per room	8.17	59%	41%	0.53	51%	49%	0.60
Office	710	per ksf	11.03	88%	12%	1.56	17%	83%	1.49
Shopping Center	820	per ksf	42.70	62%	38%	0.96	48%	52%	3.71
Supermarket	850	per ksf	102.24	62%	38%	3.40	51%	49%	9.48
Quality Restaurant	931	per ksf	89.95	55%	45%	0.81	67%	33%	7.49
High-Turnover Restaurant	932	per ksf	127.15	55%	45%	10.81	60%	40%	9.85
Proposed Project									
Apartments	220	760 du	5,054	78	310	388	306	165	471
Transit/Walk Adjustment - 15% [b]			*(758)*	*(12)*	*(46)*	*(58)*	*(46)*	*(25)*	*(71)*
Subtotal - Apartments			***4,296***	***66***	***264***	***330***	***260***	***140***	***400***
Condominiums	230	190 du	1,104	14	70	84	66	33	99
Transit/Walk Adjustment - 15% [b]			*(166)*	*(2)*	*(11)*	*(13)*	*(10)*	*(5)*	*(15)*
Subtotal - Condominiums			***938***	***12***	***59***	***71***	***56***	***28***	***84***
Hotel [c]	310	308 rooms	2,516	96	67	163	94	91	185
Transit/Walk Adjustment - 15% [b]			*(377)*	*(14)*	*(10)*	*(24)*	*(14)*	*(14)*	*(28)*
Subtotal - Hotel			***2,139***	***82***	***57***	***139***	***80***	***77***	***157***
Office	710	95.0 ksf	1,048	130	18	148	24	118	142
Transit/Walk Adjustment - 15% [b]			*(157)*	*(20)*	*(2)*	*(22)*	*(4)*	*(17)*	*(21)*
Subtotal - Office			***891***	***110***	***16***	***126***	***20***	***101***	***121***
Shopping Center [d]	820	61.8 ksf	2,637	37	22	59	110	119	229
Transit/Walk Adjustment - 15% [b]			*(396)*	*(6)*	*(3)*	*(9)*	*(17)*	*(17)*	*(34)*
Internal Capture Adjustment - 10% [e]			*(224)*	*(3)*	*(2)*	*(5)*	*(9)*	*(11)*	*(20)*
Pass-by Adjustment - 40% [f]			*(807)*	*(11)*	*(7)*	*(18)*	*(34)*	*(36)*	*(70)*
Subtotal - Shopping Center			***1,210***	***17***	***10***	***27***	***50***	***55***	***105***
Supermarket	850	40.0 ksf	4,090	84	52	136	193	186	379
Transit/Walk Adjustment - 15% [b]			*(614)*	*(13)*	*(7)*	*(20)*	*(29)*	*(28)*	*(57)*
Internal Capture Adjustment - 10% [e]			*(348)*	*(7)*	*(5)*	*(12)*	*(16)*	*(16)*	*(32)*
Pass-by Adjustment - 40% [f]			*(1,251)*	*(26)*	*(16)*	*(42)*	*(59)*	*(57)*	*(116)*
Subtotal - Supermarket			***1,877***	***38***	***24***	***62***	***89***	***85***	***174***
Quality Restaurant	931	41.6 ksf	3,744	19	15	34	187	125	312
Transit/Walk Adjustment - 15% [b]			*(562)*	*(3)*	*(2)*	*(5)*	*(28)*	*(19)*	*(47)*
Internal Capture Adjustment - 15% [e]			*(477)*	*(2)*	*(2)*	*(4)*	*(24)*	*(16)*	*(40)*
Pass-by Adjustment - 10% [f]			*(271)*	*(1)*	*(2)*	*(3)*	*(14)*	*(9)*	*(23)*
Subtotal - Quality Restaurant			***2,434***	***13***	***9***	***22***	***121***	***81***	***202***
High-Turnover Restaurant	932	41.6 ksf	5,293	248	202	450	246	164	410
Transit/Walk Adjustment - 15% [b]			*(794)*	*(37)*	*(31)*	*(68)*	*(37)*	*(25)*	*(62)*
Internal Capture Adjustment - 15% [e]			*(675)*	*(32)*	*(25)*	*(57)*	*(31)*	*(21)*	*(52)*
Pass-by Adjustment - 20% [f]			*(765)*	*(36)*	*(29)*	*(65)*	*(36)*	*(23)*	*(59)*
Subtotal - High-Turnover Restaurant			***3,059***	***143***	***117***	***260***	***142***	***95***	***237***
Total - Proposed Project			**16,844**	**481**	**556**	**1,037**	**818**	**662**	**1,480**
Total - Existing Uses [g]			**(1,839)**	**(110)**	**(48)**	**(158)**	**(73)**	**(124)**	**(197)**
Total - Net New Project Trips			**15,005**	**371**	**508**	**879**	**745**	**538**	**1,283**

ksf: 1,000 square feet
du: dwelling units
[a] Source: *Trip Generation, 9th Edition*, Institute of Transportation Engineers, 2012.
[b] The Project site is located within a 1/4 mile of the Metro Red Line Hollywood Highland station and a RapidBus stop, therefore a 15% transit adjustment was applied, per *Traffic Study Polices and Procedures* (LADOT, August 2014).
[c] Hotel trip rates includes ancillary conference/meeting rooms, a lobby lounge and bar, rooftop bar and lounge, guest amenities, as well as retail and restaurant space. However, the retail and restaurant uses within the hotel were considered separately and included in the total retail and restaurant square footage to provide a conservative analysis.
[d] Shopping center includes retail, restaurant, and recreational uses.
[e] Internal capture adjustments account for person trips made between distinct land uses within a mixed-use development without using an off-site road system (e.g., hotel guests visiting retail/restaurant uses).
[f] Pass-by adjustments account for Project trips made as an intermediate stop on the way from an origin to a primary trip destination without route diversion.
[g] See Table 3-A for calcuation of the Existing Use trip generation.

TABLE 8A
TRIP GENERATION - EXISTING USES

Land Use	ITE Land Use	Size	Weekday					
			Daily	A.M. Peak Hour			P.M.	
				In	Out	Total	In	
Trip Generation Rates [a]								
Apartments	220	per du	6.65	20%	80%	0.51	65%	
Office	710	per ksf	11.03	88%	12%	1.56	17%	
Shopping Center	820	per ksf	42.70	62%	38%	0.96	48%	
High-Turnover Restaurant	932	per ksf	127.15	55%	45%	10.81	60%	
Apartments	220	84 du	559	9	34	43	34	
Transit/Walk Adjustment - 15% [b]			*(84)*	*(1)*	*(5)*	*(6)*	*(5)*	
Subtotal - Residential			***475***	***8***	***29***	***37***	***29***	
Office	710	79.1 ksf	873	108	15	123	20	
Transit/Walk Adjustment - 15% [b]			*(131)*	*(16)*	*(2)*	*(18)*	*(3)*	
Subtotal - Office			***742***	***92***	***13***	***105***	***17***	
Shopping Center [d]	820	26.7 ksf	1,140	16	10	26	48	
Transit/Walk Adjustment - 15% [b]			*(171)*	*(2)*	*(2)*	*(4)*	*(7)*	
Pass-by Adjustment - 40% [c]			*(388)*	*(6)*	*(3)*	*(9)*	*(16)*	
Subtotal - Shopping Center			***581***	***8***	***5***	***13***	***25***	
High-Turnover Restaurant	932	0.5 ksf	60	3	2	5	3	
Transit/Walk Adjustment - 15% [b]			*(9)*	*0*	*(1)*	*(1)*	*0*	
Pass-by Adjustment - 20% [c]			*(10)*	*(1)*	*0*	*(1)*	*(1)*	
Subtotal - High-Turnover Restaurant			***41***	***2***	***1***	***3***	***2***	
Total - Existing Uses			**1,839**	**110**	**48**	**158**	**73**	

ksf: 1,000 square feet
du: dwelling units
[a] Source: *Trip Generation, 9th Edition*, Institute of Transportation Engineers, 2012.
[b] The Project site is located within a 1/4 mile of the Metro Red Line Hollywood Highland station and a RapidBus stop, therefore a 15% transit adjustment was a
per *Traffic Study Polices and Procedures* (LADOT, August 2014).
[c] Pass-by adjustments account for Project trips made as an intermediate stop on the way from an origin to a primary trip destination without route diversion.

TABLE 13
FUTURE WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2022)
SIGNIFICANT IMPACT ANALYSIS

No.	Intersection	Peak Hour	Future without Project Conditions		Future with Project Conditions				Future with Project w	
			V/C	LOS	V/C	LOS	Change in V/C	Significant Impact	V/C	LOS
1.	Caheuenga Blvd East & Pilgrimage Bridge	AM	0.615	B	0.620	B	0.005	NO	0.620	B
		PM	0.683	B	0.687	B	0.004	NO	0.686	B
2.	Highland Ave / US-101 NB On-ramp & Pat Moore Way / Hollywood Bowl Road / US SB On-ramp	AM	0.536	A	0.543	A	0.007	NO	0.532	A
		PM	0.659	B	0.668	B	0.009	NO	0.657	B
3.	US-101 NB Off-ramp & Cahuenga Blvd	AM	0.409	A	0.415	A	0.006	NO	0.414	A
		PM	0.840	D	0.846	D	0.006	NO	0.845	D
4.	Highland Ave & Odin St	AM	0.753	C	0.759	C	0.006	NO	0.748	C
		PM	0.723	C	0.730	C	0.007	NO	0.719	C
5.	Odin St & Cahuenga Blvd	AM	0.478	A	0.480	A	0.002	NO	0.480	A
		PM	0.847	D	0.854	D	0.007	NO	0.853	D
6.	Highland Ave & Camrose Dr / Milner Rd	AM	0.702	C	0.710	C	0.008	NO	0.699	B
		PM	0.757	C	0.767	C	0.010	NO	0.756	C
7.	Cahuenga Blvd & US-101 NB Off-ramp	AM	0.400	A	0.409	A	0.009	NO	0.409	A
		PM	0.731	C	0.742	C	0.011	NO	0.741	C
8.	La Brea Ave & Franklin Ave	AM	0.631	B	0.637	B	0.006	NO	0.625	B
		PM	0.532	A	0.538	A	0.006	NO	0.527	A
9.	Outpost Dr & Franklin Ave	AM	0.715	C	0.717	C	0.002	NO	0.707	C
		PM	0.548	A	0.553	A	0.005	NO	0.542	A
10.	Orange Dr & Franklin Ave	AM	0.542	A	0.545	A	0.003	NO	0.535	A
		PM	0.641	B	0.644	B	0.003	NO	0.633	B
11.	Orchid Ave & Franklin Ave	AM	0.462	A	0.462	A	0.000	NO	0.452	A
		PM	0.424	A	0.424	A	0.000	NO	0.414	A
12.	Highland Ave & Franklin Ave (South)	AM	1.160	F *	1.160	F *	0.000	NO	1.150	F *
		PM	0.892	F *	0.892	F *	0.000	NO	0.882	F *
13.	Highland Ave & Franklin Ave (North)	AM	1.046	F *	1.054	F *	0.008	NO	1.035	F *
		PM	0.976	F *	0.987	F *	0.011	YES	0.976	F *
14.	Whitley Ave & Franklin Ave	AM	0.705	C	0.710	C	0.005	NO	0.683	B
		PM	0.691	B	0.703	C	0.012	NO	0.675	B
15.	Wilcox Ave & Franklin Ave	AM	0.907	E	0.913	E	0.006	NO	0.903	E
		PM	0.698	B	0.712	C	0.014	NO	0.701	C
16.	Cahuenga Blvd & Franklin Ave	AM	1.073	F	1.085	F	0.012	YES	1.073	F
		PM	0.992	E	1.014	F	0.022	YES	1.001	F
17.	Vine St & Franklin Ave / US-101 SB Off-ramp	AM	0.363	A	0.368	A	0.005	NO	0.357	A
		PM	0.437	A	0.444	A	0.007	NO	0.433	A
18.	Argyle Ave / US-101 NB On-ramp & Franklin Ave	AM	0.869	D	0.877	D	0.008	NO	0.867	D
		PM	0.909	E	0.915	E	0.006	NO	0.904	E
19.	Gower St & Franklin Ave	AM	0.678	B	0.685	B	0.007	NO	0.663	B
		PM	0.761	C	0.775	C	0.014	NO	0.755	C
20.	Beachwood Dr & Franklin Ave	AM	0.694	B	0.699	B	0.005	NO	0.679	B
		PM	0.682	B	0.691	B	0.009	NO	0.671	B
21.	Bronson Ave & Franklin Ave	AM	0.660	B	0.664	B	0.004	NO	0.645	B
		PM	0.783	C	0.788	C	0.005	NO	0.769	C
22.	Wilton Pl & Franklin Ave	AM	0.589	A	0.591	A	0.002	NO	0.573	A
		PM	0.710	C	0.714	C	0.004	NO	0.695	B
23.	Western Ave & Franklin Ave	AM	0.932	E	0.934	E	0.002	NO	0.915	E
		PM	0.829	D	0.831	D	0.002	NO	0.812	D
24.	Highland Ave & Johnny Grant Way / Yucca St	AM	0.474	A	0.483	A	0.009	NO	0.466	A
		PM	0.487	A	0.501	A	0.014	NO	0.484	A
25.	Cahuenga Blvd & Yucca St	AM	0.591	A	0.601	B	0.010	NO	0.599	A
		PM	0.701	C	0.713	C	0.012	NO	0.711	C

TABLE 13 (CONTINUED)
FUTURE WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2022)
SIGNIFICANT IMPACT ANALYSIS

No.	Intersection	Peak Hour	Future without Project Conditions		Future with Project Conditions				Future with Project w	
			V/C	LOS	V/C	LOS	Change in V/C	Significant Impact	V/C	LOS
26.	Ivar Ave &	AM	0.249	A	0.249	A	0.000	NO	0.249	A
	Yucca St	PM	0.315	A	0.317	A	0.002	NO	0.316	A
27.	Vine St &	AM	0.583	A	0.587	A	0.004	NO	0.587	A
	Yucca St	PM	0.594	A	0.601	B	0.007	NO	0.601	B
28.	Argyle Ave &	AM	0.259	A	0.261	A	0.002	NO	0.253	A
	Yucca St	PM	0.427	A	0.430	A	0.003	NO	0.421	A
29.	Gower St &	AM	0.372	A	0.374	A	0.002	NO	0.374	A
	Carlos Ave	PM	0.294	A	0.298	A	0.004	NO	0.297	A
30.	Laurel Canyon Blvd &	AM	0.562	A	0.565	A	0.003	NO	0.555	A
	Hollywood Blvd	PM	0.776	C	0.784	C	0.008	NO	0.774	C
31.	Fairfax Ave &	AM	1.054	F	1.054	F	0.000	NO	1.044	F
	Hollywood Blvd	PM	0.924	E	0.927	E	0.003	NO	0.917	E
32.	Nichols Canyon Rd / Genesee Ave &	AM	0.761	C	0.763	C	0.002	NO	0.753	C
	Hollywood Blvd	PM	0.597	A	0.599	A	0.002	NO	0.589	A
33.	Gardner St &	AM	0.553	A	0.560	A	0.007	NO	0.549	A
	Hollywood Blvd	PM	0.555	A	0.565	A	0.010	NO	0.554	A
34.	Fuller Ave &	AM	0.639	B	0.645	B	0.006	NO	0.635	B
	Hollywood Blvd	PM	0.596	A	0.605	B	0.009	NO	0.594	A
35.	La Brea Ave &	AM	1.128	F *	1.139	F *	0.011	YES	1.127	F *
	Hollywood Blvd	PM	0.925	F *	0.938	F *	0.013	YES	0.926	F *
36.	Orange Dr &	AM	0.413	A	0.428	A	0.015	NO	0.417	A
	Hollywood Blvd	PM	0.423	A	0.447	A	0.024	NO	0.434	A
37.	Highland Ave &	AM	0.948	F *	0.978	F *	0.030	YES	0.958	F *
	Hollywood Blvd	PM	0.814	F *	0.833	F *	0.019	YES	0.814	F *
38.	Las Palmas Ave &	AM	0.477	A	0.506	A	0.029	NO	0.491	A
	Hollywood Blvd	PM	0.609	B	0.687	B	0.078	NO	0.663	B
39.	Cherokee Ave &	AM	0.480	A	0.491	A	0.011	NO	0.479	A
	Hollywood Blvd	PM	0.365	A	0.385	A	0.020	NO	0.373	A
40.	Whitley Ave &	AM	0.497	A	0.509	A	0.012	NO	0.473	A
	Hollywood Blvd	PM	0.398	A	0.420	A	0.022	NO	0.383	A
41.	Wilcox Ave &	AM	0.652	B	0.664	B	0.012	NO	0.645	B
	Hollywood Blvd	PM	0.650	B	0.673	B	0.023	NO	0.651	B
42.	Cahuenga Blvd &	AM	0.941	F *	0.959	F *	0.018	YES	0.938	F *
	Hollywood Blvd	PM	0.668	F *	0.691	F *	0.023	YES	0.670	F *
43.	Ivar Ave &	AM	0.608	B	0.617	B	0.009	NO	0.597	A
	Hollywood Blvd	PM	0.563	A	0.577	A	0.014	NO	0.557	A
44.	Vine St &	AM	0.864	F *	0.878	F *	0.014	YES	0.857	F *
	Hollywood Blvd	PM	0.842	F *	0.864	F *	0.022	YES	0.842	F *
45.	Argyle Ave &	AM	0.596	A	0.607	B	0.011	NO	0.579	A
	Hollywood Blvd	PM	0.630	B	0.651	B	0.021	NO	0.621	B
46.	Gower St &	AM	0.763	C	0.777	C	0.014	NO	0.765	C
	Hollywood Blvd	PM	0.727	C	0.756	C	0.029	NO	0.742	C
47.	Bronson Ave &	AM	0.682	B	0.698	B	0.016	NO	0.685	B
	Hollywood Blvd	PM	0.711	C	0.723	C	0.012	NO	0.712	C
48.	US-101 SB Ramps &	AM	0.732	C	0.739	C	0.007	NO	0.728	C
	Hollywood Blvd	PM	0.613	B	0.619	B	0.006	NO	0.608	B
49.	US-101 NB Ramps / Van Ness Ave &	AM	0.856	D	0.861	D	0.005	NO	0.850	D
	Hollywood Blvd	PM	0.629	B	0.643	B	0.014	NO	0.632	B
50.	Wilton Pl &	AM	0.896	D	0.901	E	0.005	NO	0.891	D
	Hollywood Blvd	PM	0.928	E	0.934	E	0.006	NO	0.924	E

TABLE 13 (CONTINUED)
FUTURE WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2022)
SIGNIFICANT IMPACT ANALYSIS

No.	Intersection	Peak Hour	Future without Project Conditions		Future with Project Conditions				Future with Project w	
			V/C	LOS	V/C	LOS	Change in V/C	Significant Impact	V/C	LOS
51.	Western Ave & Hollywood Blvd	AM	0.885	D	0.891	D	0.006	NO	0.881	D
		PM	0.903	E	0.908	E	0.005	NO	0.897	D
52.	La Brea Ave & Hawthorn Ave (North)	AM	0.447	A	0.447	A	0.000	NO	0.447	A
		PM	0.471	A	0.471	A	0.000	NO	0.471	A
53.	La Brea Ave & Hawthorn Ave (South)	AM	0.554	A	0.554	A	0.000	NO	0.554	A
		PM	0.495	A	0.495	A	0.000	NO	0.495	A
54.	Highland Ave & Selma Ave	AM	0.525	A	0.584	A	0.059	NO	0.557	A
		PM	0.427	A	0.563	A	0.136	NO	0.531	A
55.	Wilcox Ave & Selma Avenue	AM	0.291	A	0.362	A	0.071	NO	0.353	A
		PM	0.493	A	0.563	A	0.070	NO	0.554	A
56.	Caheuenga Blvd & Selma Ave	AM	0.464	A	0.540	A	0.076	NO	0.532	A
		PM	0.554	A	0.621	B	0.067	NO	0.613	B
57.	Vine St & Selma Ave	AM	0.629	B	0.661	B	0.032	NO	0.657	B
		PM	0.621	B	0.647	B	0.026	NO	0.644	B
58.	Crescent Heights Blvd & Sunset Blvd	AM	0.835	D	0.844	D	0.009	NO	0.833	D
		PM	0.874	D	0.885	D	0.011	NO	0.873	D
59.	Fairfax Ave & Sunset Blvd	AM	0.758	C	0.766	C	0.008	NO	0.755	C
		PM	0.884	D	0.899	D	0.015	NO	0.886	D
60.	Gardner St & Sunset Blvd	AM	0.511	A	0.525	A	0.014	NO	0.513	A
		PM	0.669	B	0.691	B	0.022	NO	0.677	B
61.	Poinsettia Pl (West) & Sunset Blvd	AM	0.356	A	0.369	A	0.013	NO	0.357	A
		PM	0.474	A	0.491	A	0.017	NO	0.479	A
62.	Poinsettia Pl (East) & Sunset Blvd	AM	0.393	A	0.407	A	0.014	NO	0.396	A
		PM	0.419	A	0.438	A	0.019	NO	0.426	A
63.	La Brea Ave & Sunset Blvd	AM	0.774	F *	0.805	F *	0.031	YES	0.790	F *
		PM	0.916	F *	0.959	F *	0.043	YES	0.944	F *
64.	Orange Dr & Sunset Blvd	AM	0.407	A	0.426	A	0.019	NO	0.414	A
		PM	0.539	A	0.560	A	0.021	NO	0.547	A
65.	Highland Ave & Sunset Blvd	AM	1.066	F *	1.112	F *	0.046	YES	1.091	F *
		PM	0.965	F *	1.027	F *	0.062	YES	1.003	F *
66.	Las Palmas Ave & Sunset Boulevard	AM	0.567	A	0.598	A	0.031	NO	0.553	A
		PM	0.722	C	0.802	D	0.080	YES	0.703	C
67.	Cherokee Ave & Sunset Blvd	AM	0.338	A	0.361	A	0.023	NO	0.349	A
		PM	0.547	A	0.573	A	0.026	NO	0.560	A
68.	Seward St & Sunset Blvd	AM	0.358	A	0.381	A	0.023	NO	0.369	A
		PM	0.599	A	0.625	B	0.026	NO	0.612	B
69.	Wilcox Ave & Sunset Blvd	AM	0.624	B	0.646	B	0.022	NO	0.633	B
		PM	0.630	B	0.663	B	0.033	NO	0.648	B
70.	Cahuenga Blvd & Sunset Blvd	AM	0.875	F *	0.911	F *	0.036	YES	0.897	F *
		PM	0.951	F *	0.984	F *	0.033	YES	0.971	F *
71.	Ivar Ave & Sunset Blvd	AM	0.479	A	0.495	A	0.016	NO	0.483	A
		PM	0.641	B	0.663	B	0.022	NO	0.650	B
72.	Vine St & Sunset Blvd	AM	0.927	F *	0.974	F *	0.047	YES	0.958	F *
		PM	1.072	F *	1.103	F *	0.031	YES	1.089	F *
73.	Argyle Ave & Sunset Blvd	AM	0.587	A	0.598	A	0.011	NO	0.586	A
		PM	0.549	A	0.573	A	0.024	NO	0.560	A
74.	Gower St & Sunset Blvd	AM	0.819	D	0.834	D	0.015	NO	0.822	D
		PM	0.981	E	1.003	F	0.022	YES	0.974	E
75.	Bronson Ave & Sunset Blvd	AM	0.835	D	0.847	D	0.012	NO	0.829	D
		PM	0.757	C	0.772	C	0.015	NO	0.755	C

TABLE 13 (CONTINUED)
FUTURE WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2022)
SIGNIFICANT IMPACT ANALYSIS

No.	Intersection	Peak Hour	Future without Project Conditions		Future with Project Conditions				Future with Project w	
			V/C	LOS	V/C	LOS	Change in V/C	Significant Impact	V/C	LOS
76.	Van Ness Ave &	AM	0.734	C	0.741	C	0.007	NO	0.724	C
	Sunset Blvd	PM	0.923	E	0.933	E	0.010	YES	0.916	E
77.	Wilton Pl &	AM	0.587	A	0.593	A	0.006	NO	0.576	A
	Sunset Blvd	PM	0.687	B	0.696	B	0.009	NO	0.677	B
78.	Western Ave &	AM	0.734	C	0.741	C	0.007	NO	0.706	C
	Sunset Blvd	PM	0.867	D	0.871	D	0.004	NO	0.860	D
79.	Highland Ave &	AM	0.547	A	0.559	A	0.012	NO	0.542	A
	De Longpre Ave	PM	0.566	A	0.577	A	0.011	NO	0.561	A
80. [a]	Gardner St &	AM	0.644	B	0.647	B	0.003	NO	0.646	B
	Fountain Ave	PM	0.779	C	0.785	C	0.006	NO	0.783	C
81. [a]	La Brea Ave &	AM	0.893	D	0.903	E	0.010	YES	0.901	E
	Fountain Ave	PM	0.883	D	0.897	D	0.014	NO	0.895	D
82.	Highland Ave &	AM	0.825	D	0.841	D	0.016	NO	0.823	D
	Fountain Ave	PM	0.775	C	0.794	C	0.019	NO	0.775	C
83.	Wilcox Ave &	AM	0.487	A	0.493	A	0.006	NO	0.475	A
	Fountain Ave	PM	0.583	A	0.593	A	0.010	NO	0.575	A
84.	Cahuenga Blvd &	AM	0.769	C	0.793	C	0.024	NO	0.775	C
	Fountain Ave	PM	0.751	C	0.769	C	0.018	NO	0.750	C
85.	Vine St &	AM	0.829	D	0.848	D	0.019	NO	0.829	D
	Fountain Ave	PM	0.858	D	0.885	D	0.027	YES	0.865	D
86.	Gower St &	AM	0.755	C	0.763	C	0.008	NO	0.728	C
	Fountain Ave	PM	0.875	D	0.887	D	0.012	NO	0.869	D
87.	Highland Ave &	AM	0.523	A	0.536	A	0.013	NO	0.525	A
	Lexington Ave	PM	0.523	A	0.535	A	0.012	NO	0.523	A
88. [a]	Fairfax Ave &	AM	0.965	E	0.971	E	0.006	NO	0.955	E
	Santa Monica Blvd	PM	1.034	F	1.039	F	0.005	NO	1.023	F
89. [a]	Gardner St &	AM	0.723	C	0.731	C	0.008	NO	0.716	C
	Santa Monica Blvd	PM	0.710	C	0.719	C	0.009	NO	0.704	C
90. [a]	Formosa Ave &	AM	0.656	B	0.665	B	0.009	NO	0.650	B
	Santa Monica Blvd	PM	0.821	D	0.834	D	0.013	NO	0.818	D
91. [a]	La Brea Ave &	AM	0.889	D	0.907	E	0.018	YES	0.890	D
	Santa Monica Blvd	PM	0.987	E	1.006	F	0.019	YES	0.988	E
92.	Highland Ave &	AM	1.015	F	1.037	F	0.022	YES	1.009	F
	Santa Monica Blvd	PM	1.065	F	1.078	F	0.013	YES	1.052	F
93.	Las Palmas Ave &	AM	0.651	B	0.661	B	0.010	NO	0.637	B
	Santa Monica Blvd	PM	0.821	D	0.835	D	0.014	NO	0.809	D
94.	Wilcox Ave &	AM	0.801	D	0.802	D	0.001	NO	0.777	C
	Santa Monica Blvd	PM	0.771	C	0.773	C	0.002	NO	0.749	C
95.	Cahuenga Blvd &	AM	0.941	E	0.959	E	0.018	YES	0.933	E
	Santa Monica Blvd	PM	1.213	F	1.241	F	0.028	YES	1.213	F
96.	Vine St &	AM	1.079	F	1.096	F	0.017	YES	1.070	F
	Santa Monica Blvd	PM	1.061	F	1.091	F	0.030	YES	1.063	F
97.	Gower St &	AM	0.956	E	0.968	E	0.012	YES	0.942	E
	Santa Monica Blvd	PM	1.000	E	1.017	F	0.017	YES	0.991	E
98.	Bronson Ave &	AM	0.772	C	0.778	C	0.006	NO	0.752	C
	Santa Monica Blvd	PM	0.697	B	0.710	C	0.013	NO	0.684	B
99.	Van Ness Ave &	AM	0.922	E	0.931	E	0.009	NO	0.905	E
	Santa Monica Blvd	PM	0.901	E	0.914	E	0.013	YES	0.888	D
100.	Wilton Pl &	AM	0.741	C	0.748	C	0.007	NO	0.723	C
	Santa Monica Blvd	PM	0.849	D	0.859	D	0.010	NO	0.834	D

TABLE 13 (CONTINUED)
FUTURE WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2022)
SIGNIFICANT IMPACT ANALYSIS

No.	Intersection	Peak Hour	Future without Project Conditions		Future with Project Conditions				Future with Project w	
			V/C	LOS	V/C	LOS	Change in V/C	Significant Impact	V/C	LOS
101.	Western Ave &	AM	1.009	F	1.018	F	0.009	NO	0.992	E
	Santa Monica Blvd	PM	1.051	F	1.067	F	0.016	YES	1.040	F
102.	US-101 SB On-ramp &	AM	0.529	A	0.533	A	0.004	NO	0.509	A
	Santa Monica Blvd	PM	0.624	B	0.634	B	0.010	NO	0.609	B
103.	US-101 NB Off-ramp / Serrano Ave &	AM	0.608	B	0.614	B	0.006	NO	0.588	A
	Santa Monica Blvd	PM	0.749	C	0.758	C	0.009	NO	0.732	C
104.	Highland Ave &	AM	0.713	C	0.721	C	0.008	NO	0.711	C
	Willoughby Ave	PM	0.728	C	0.738	C	0.010	NO	0.727	C
105.	La Brea Ave &	AM	0.828	D	0.833	D	0.005	NO	0.832	D
	Melrose Ave	PM	0.852	D	0.858	D	0.006	NO	0.858	D
106.	Highland Ave &	AM	1.123	F	1.129	F	0.006	NO	1.118	F
	Melrose Ave	PM	1.125	F	1.132	F	0.007	NO	1.121	F
107.	Vine St &	AM	0.875	D	0.880	D	0.005	NO	0.880	D
	Melrose Ave	PM	0.938	E	0.945	E	0.007	NO	0.945	E
108.	Gower St &	AM	0.786	C	0.787	C	0.001	NO	0.786	C
	Melrose Ave	PM	0.901	E	0.904	E	0.003	NO	0.904	E
109.	Western Ave &	AM	0.882	D	0.885	D	0.003	NO	0.885	D
	Melrose Ave	PM	0.905	E	0.908	E	0.003	NO	0.908	E
110.	Highland Ave &	AM	0.644	B	0.649	B	0.005	NO	0.639	B
	Rosewood Ave	PM	0.723	C	0.727	C	0.004	NO	0.717	C
111.	Highland Ave &	AM	1.035	F	1.041	F	0.006	NO	1.030	F
	Beverly Blvd	PM	1.021	F	1.028	F	0.007	NO	1.018	F

Notes

* LOS based on field observations, as the CMA methodology for individual intersections does not in every case account for vehicular queues along corridors, pedestrian, conflicts, etc., an calculated average operating conditions may appear better than is observed.

[a] Intersections located within the City of West Hollywood were also analyzed using HCM 2010 methodology, per City of West Hollywood guidelines, and is provided in Appendix F.