

IV. Environmental Impact Analysis

G. Transportation

1. Introduction

This section of the Draft EIR analyzes the Project's potential impacts on transportation. This section is based on the *Transportation Impact Study for the Modera Argyle Project* dated March 2018 and revised in February 2019 (Traffic Study), prepared by Gibson Transportation Consulting, Inc. (see Appendix J.1 of this Draft EIR). The Traffic Study follows the Los Angeles Department of Transportation (LADOT) *Transportation Impact Study Guidelines* (December 2016), which establish the guidelines for determining the appropriate traffic analysis for a project, analysis methodologies, significance thresholds, etc., and are consistent with the traffic impact assessment guidelines set forth in the Los Angeles County Congestion Management Program (CMP). The scope of analysis for the Traffic Study was developed in consultation with LADOT staff. The base assumptions and technical methodologies (e.g., trip generation, study locations, analysis methodology, etc.) were identified as part of the study approach and were outlined in a Memorandum of Understanding (MOU), which was reviewed and approved by LADOT on April 10, 2017. A copy of the MOU is provided in Appendix A of the Traffic Study. LADOT reviewed and approved the Traffic Study prior to circulation of this Draft EIR. A copy of LADOT's Assessment Letter is included as Appendix J.2 of this Draft EIR.

The Traffic Study evaluates the potential for impacts caused by the Project on the street system surrounding the Project Site. The following analysis conditions are analyzed for the Project:

- Existing Conditions (2017)—The analysis of existing traffic conditions provides a basis for the assessment of future traffic conditions. The Existing Conditions analysis includes a description of key area streets and highways, traffic volumes and current operating conditions, and transit service in the Project area. Intersection turning movement counts at the analyzed intersections were collected in May 2015, November 2016, and December 2016 during the typical weekday morning (7:00 A.M. to 10:00 A.M.) and afternoon (3:00 P.M. to 6:00 P.M.) peak periods. The counts were factored upward by 1 percent per year to reflect 2017 conditions. Local schools were in session when all traffic counts were conducted and the weather conditions were typical. Fieldwork (i.e., lane configurations and signal phasing) for the analyzed intersections was also collected and reconfirmed in 2017.

- Existing With Project Conditions (2017)—The California Environmental Quality Act (CEQA) and LADOT require an evaluation of a project's traffic impacts on the existing environment as part of a traffic impact analysis. This analysis evaluates potential Project-related traffic impacts as compared to existing conditions during the typical weekday A.M. and P.M. peak periods. In this scenario, the net traffic generated by the Project is added to the Existing Conditions traffic volumes.
- Future Without Project Conditions (2023)—This analysis projects the future traffic growth and intersection operating conditions during the typical weekday A.M. and P.M. peak periods that could be expected as a result of regional growth and related projects in the vicinity of the Project Site by year 2023 (the projected buildout year for the Project). The Future Without Project traffic conditions are projected by adding ambient traffic growth and traffic from related projects to existing conditions. This analysis provides the baseline conditions by which Project impacts are evaluated at full buildout in 2023.
- Future With Project Conditions (2023)—This analysis identifies the potential intersection operating conditions that could be expected if the Project were built in the projected buildout year. This analysis identifies the potential incremental impacts of the Project at full buildout, prior to any potentially required mitigation, on projected future traffic operating conditions during the typical weekday A.M. and P.M. peak periods by adding the net Project-generated traffic to the Future Without Project traffic forecasts for the year 2023.

California Senate Bill (SB) 743, which went into effect in January 2014, directed the Governor's Office of Planning and Research (OPR) to prepare and develop revised guidelines for determining the significance of transportation impacts resulting from projects located within transit priority areas. The revised guidelines are required to prohibit the consideration of automobile delay, as described solely by level of service or similar measures of vehicular capacity or traffic congestion, as a significant impact on the environment pursuant to CEQA, except in locations specifically identified in the revised guidelines, if any. In accordance with this requirement, new CEQA Guidelines Section 15064.3(a), adopted in December 2018, states "a project's effect on automobile delay does not constitute a significant environmental impact."

In addition, new CEQA Guidelines Section 15064.3(c) indicates that the provisions of Section 15064.3 shall apply statewide beginning on January 1, 2020 but that a lead agency may elect to be governed by its provisions immediately upon adoption. The City has begun the process of moving from assessing transportation impacts based on level of service (LOS) and driver delay to assessing impacts based on VMT, but has not yet adopted a VMT threshold or corresponding methodology. Accordingly, the City has adopted the current Appendix G's Transportation thresholds (a), (c), and (d), but has not yet adopted Transportation threshold (b) addressing consistency with new CEQA

Guidelines Section 15064.3(b). The previous threshold (b) pertaining to CMPs is addressed below.

The Draft EIR does, however, recognize the benefits of transit-oriented development and address relevant goals of reducing VMT. Refer to Section IV.D, Land Use and Planning, for a detailed analysis regarding transit-oriented development and relevant goals pertaining to VMT.

SB 743 also adds Public Resources Code (PRC) Section 21099, which provides that “aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment.”¹ PRC Section 21099 defines an infill site as a lot located within an urban area that has been previously developed, or on a vacant site where at least 75 percent of the perimeter of the site adjoins, or is separated only by an improved public right-of-way from, parcels that are developed with qualified urban uses.² A “transit priority area” is defined as an area within 0.5 mile of a major transit stop that is “existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program adopted pursuant to Section 450.216 or 450.322 of Title 23 of the Code of Federal Regulations.”³ PRC 21064.3 defines “major transit stop” as “a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the A.M. and P.M. peak commute periods.”⁴

The Project proposes the construction of a residential infill development consisting of 276 residential units and approximately 24,000 square feet of neighborhood-serving commercial uses, consisting of 9,000 square feet of retail and 15,000 square feet of restaurant uses(Retail/Restaurant Option). The Project also proposes an alternative Grocery Store Option with 276 residential units and a 27,000 square foot grocery store. Both options would include up to 412 vehicle parking spaces in four subterranean levels. The Project Site is located less than 0.5 mile from the Metro Red Line Hollywood and Vine rail station, as well as 13 bus lines, the majority of which provide frequency of service intervals of 15 minutes or less during the A.M. and P.M. peak commute periods. Therefore, the Project is located in a transit priority area as defined in PRC Section 21099 and

¹ *California Public Resources Code, Section 21099(d)(1)*

² *California Public Resources Code, Section 21099(a)(4).*

³ *California Public Resources Code, Section 21099(a)(7).*

⁴ *California Public Resources Code, Section 21064.3.*

confirmed by the City of Los Angeles Zone Information Map Access System (ZIMAS).⁵ As such, the Project's aesthetic and parking impacts shall not be considered significant impacts on the environment pursuant to PRC Section 21099. Notwithstanding the provisions of PRC Section 21099, the Project must comply with the vehicle and bicycle parking standards of the Los Angeles Municipal Code (LAMC). Therefore, an analysis of parking is provided below for informational purposes.

2. Environmental Setting

a. Regulatory Framework

(1) Congestion Management Program

The Los Angeles County CMP is a state-mandated program enacted by the California legislature to address the increasing concern that urban congestion is affecting the economic vitality of the State and diminishing the quality of life in some communities. As required by the state, a CMP must be developed, adopted, and updated biennially for every county that includes an urbanized area and shall include every city and the county government within that county.⁶ The CMP is intended to address vehicular congestion relief by linking land use, transportation, and air quality decisions. Within Los Angeles County, the Los Angeles County Metropolitan Transportation Authority (Metro) is responsible for planning and managing vehicular congestion and coordinating regional transportation policies. Metro prepared the 2010 CMP for Los Angeles County in accordance with Section 65089 of the California Government Code. The CMP also promotes transportation projects eligible to compete for state gasoline tax funds and develops a partnership among transportation decision-makers to devise appropriate multimodal transportation solutions.

The CMP requires that new development projects analyze potential project impacts on CMP monitoring locations if an Environmental Impact Report (EIR) is prepared for the project. Specifically, under CMP Transportation Impact Analysis (TIA) guidelines, a traffic study must analyze traffic conditions at all CMP arterial monitoring intersections where a project will add 50 or more trips to adjacent street traffic during either the A.M. or P.M.

⁵ City of Los Angeles Department of City Planning, ZIMAS, Parcel Profile Report for 1546 North Argyle Avenue, <http://zimas.lacity.org/>, accessed December 26, 2018.

⁶ Los Angeles County Metropolitan Transportation Authority, Congestion Management Program, www.metro.net/projects/congestion_mgmt_pgm/, accessed December 28, 2018.

weekday peak hours. If, based on this criterion, the traffic study identifies no facilities for study, no further traffic analysis is required.⁷

The CMP TIA guidelines also require that a traffic study analyze traffic conditions at all CMP mainline freeway monitoring locations (i.e., the freeway segment between off-ramps) where a project will add 150 or more trips in either direction during either A.M. or P.M. weekday peak hours. If, based on this criterion, a traffic study identifies no facilities for study, then no further traffic analysis is required.⁸

In addition, the CMP requires that a transit system analysis be performed to determine whether a project adds ridership that exceeds the capacity of the transit system. For a description of the existing CMP locations and the transit system in the Project area, refer to Subsection 2.c.(2) below.

(2) Southern California Association of Governments 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy

In April 2016, the Southern California Association of Governments (SCAG) adopted the 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS). The 2016 RTP/SCS presents a long-term vision for the region's transportation system through the year 2040, and identifies mobility, accessibility, sustainability, and high quality of life as the principles most critical to the future of the region. Furthermore, it balances the region's future mobility and housing needs with economic, environmental and public health goals. As stated in the 2016 RTP/SCS, SB 375 requires SCAG and other Metropolitan Planning Organizations throughout the state to develop a Sustainable Communities Strategy to reduce per capita greenhouse gas emissions through integrated transportation, land use, housing and environmental planning.⁹ Within the 2016 RTP/SCS, the overarching strategy includes plans for High Quality Transit Areas (HQTAs), Livable Corridors,¹⁰ and Neighborhood Mobility Areas¹¹ as key features of a thoughtfully planned,

⁷ Los Angeles County Metropolitan Transportation Authority, 2010 Congestion Management Program for Los Angeles County, Appendix D—Guidelines for CMP Transportation Impact Analysis.

⁸ Los Angeles County Metropolitan Transportation Authority, 2010 Congestion Management Program for Los Angeles County, Appendix D—Guidelines for CMP Transportation Impact Analysis.

⁹ SCAG 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy, adopted April 2016, p. 166.

¹⁰ The Livable Corridors strategy seeks to revitalize commercial strips through integrated transportation and land use planning that results in increased economic activity and improved mobility options.

¹¹ Neighborhood Mobility Areas have a high intersection density, low to moderate traffic speeds, and robust residential retail connections. These areas are suburban in nature but can support slightly higher density in targeting locations. This strategy has shown to improve the use of active transportation or neighborhood electric vehicles for short trips.

maturing region in which people benefit from increased mobility, more active lifestyles, increased economic opportunity, and an overall higher quality of life. HQTAs are described as generally walkable transit villages or corridors that are within 0.5 mile of a well-served transit stop or a transit corridor with 15-minute or less service frequency during peak commute hours.¹² As local jurisdictions are encouraged to focus housing and employment growth within HQTAs, since the adoption of the 2012 RTP/SCS, jurisdictions have referenced HQTAs in their planning documents and have positioned themselves to work toward Transit Oriented Development and transportation infrastructure.¹³

The Project Site is located within an HQTA as designated by the 2016 RTP/SCS.^{14,15} Please refer to Section IV.D, Land Use, for a detailed discussion of the applicable provisions of the 2016 RTP/SCS that apply to the Project. As demonstrated therein, the Project would be consistent with applicable goals and principles set forth in the 2016 RTP/SCS.

(3) City of Los Angeles General Plan Framework Element, Transportation Element, and Mobility Plan 2035

The City of Los Angeles General Plan Framework Element (Framework Element) sets forth general guidance regarding land use issues for the entire City of Los Angeles and defines citywide policies regarding land use. The goals, objectives, policies, and related implementation programs of the Framework Element's Transportation Chapter are set forth in the Transportation Element of the General Plan adopted by the City in September 1999.

In August 2015, the City Council initially adopted Mobility Plan 2035 (Mobility Plan), which is an update to the Transportation Element. The City Council has adopted several amendments to the Mobility Plan since its adoption, including the most recent amendment on September 7, 2016, and may consider additional amendments. The Mobility Plan incorporates "complete streets" principles and lays the policy foundation for how the City's residents interact with their streets. The Mobility Plan includes five main goals that define the City's high-level mobility priorities: (1) Safety First; (2) World Class Infrastructure;

¹² SCAG 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy, adopted April 2016, p. 189.

¹³ SCAG 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy, adopted April 2016, p. 76.

¹⁴ SCAG 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy, adopted April 2016, Exhibit 5.1.

¹⁵ Los Angeles County Metropolitan Transportation Authority, High Quality Transit Area Southwest Quadrant.

(3) Access for All Angelenos; (4) Collaboration, Communication, and Informed Choices; and (5) Clean Environments and Healthy Communities.¹⁶ Each of the goals contains objectives and policies to support the achievement of those goals. Accordingly, the goals of the Transportation Chapter of the Framework Element are now implemented through the Mobility Plan. Refer to Section IV.D, Land Use, of this Draft EIR for a discussion of the Project's consistency with the Transportation Chapter of the Framework Element and the Mobility Plan.

Street classifications are designated in the Transportation Element of the City of Los Angeles General Plan. The Mobility Plan has modified the street standards contained in the Transportation Element in an effort to create a better balance between traffic flow and other important street functions, including transit routes and stops, pedestrian environments, bicycle routes, building design and site access, etc. Roadways are now defined as follows in the Mobility Plan:

- Freeways—High-volume, high-speed roadways with limited access provided by interchanges that carry regional traffic through and do not provide local access to adjacent land uses.
- Arterial Streets—Major streets that serve through traffic and provide access to major commercial activity centers. Arterials are divided into two categories:
 - Boulevards represent the widest streets that typically provide regional access to major destinations and include two categories:
 - Boulevard I provide up to four travel lanes in each direction with a target operating speed of 40 mph.
 - Boulevard II provide up to three travel lanes in each direction with a target operating speed of 35 mph.
 - Avenues pass through both residential and commercial areas and include three categories:
 - Avenue I provide up to two travel lanes in each direction with a target operating speed of 35 mph.
 - Avenue II provide up to two travel lanes in each direction with a target operating speed of 30 mph.

¹⁶ Los Angeles Department of City Planning, *Mobility Plan 2035: An Element of the General Plan*, approved by City Planning Commission on June 23, 2016 and adopted by City Council on September 7, 2016.

- Avenue III provide up to two travel lanes in each direction with a target operating speed of 25 mph.
- Collector Streets—Streets that are generally located in residential neighborhoods and provide access to and from arterial streets for local traffic and are not intended for cut-through traffic. Collector Streets provide one travel lane in each direction with a target operating speed of 25 mph.
- Local Streets—Streets that are intended to accommodate lower volumes of vehicle traffic and provide parking on both sides of the street. Local Streets provide one travel lane in each direction with a target operating speed of 15 to 20 mph. Local streets can be:
 - Continuous local streets that connect to other streets at both ends, and/or
 - Non-continuous local streets that lead to a dead-end.

(4) City of Los Angeles Municipal Code

(a) Construction Traffic

Chapter IV, Article 1, Section 41.40 of the LAMC limits construction activities to the hours from 7:00 A.M. to 9:00 P.M. on weekdays and from 8:00 A.M. to 6:00 P.M. on Saturdays and national holidays. No construction is permitted on Sundays.

(b) Parking

The vehicle parking requirements of the Project are based on the rates provided in LAMC Section 12.21-A,4, as well as LAMC Section 12.22-A,25(d)(1) for housing developments projects that qualify for a density bonus. The Project's proposed residential uses would be subject to the following parking requirements:

- 1 parking space per dwelling unit with 0–1 bedroom
- 2 parking spaces per dwelling unit with 2–3 bedrooms

Since the Project Site is located within the Hollywood Redevelopment Project Area, the Project's proposed commercial retail, restaurant, and/or grocery uses would be subject to the following parking requirement set forth in LAMC Section 12.21-A,4(x)(3):

- 2.0 parking spaces per 1,000 square feet

With regard to required bicycle parking, LAMC Section 12.21-A,16(a)(1)(i) identifies the following short-term and long-term bicycle parking requirements which would be applicable to the Project:

- Residential
 - Long-term:
 - Dwelling units 1-25: 1 space/unit
 - Dwelling units 26-100: 1 space/1.5 units
 - Dwelling units 101-200: 1 space/2 units
 - Dwelling units 201+: 1 space/4 units
 - Short-term:
 - Dwelling units 1-25: 1 space/10 units
 - Dwelling units 26-100: 1 space/15 units
 - Dwelling units 101-200: 1 space/20 units
 - Dwelling units 201+: 1 space/40 units
- Commercial (Retail/Restaurant/Grocery)
 - Long-term: 1.0 space per 2,000 square feet
 - Short-term: 1.0 space per 2,000 square feet

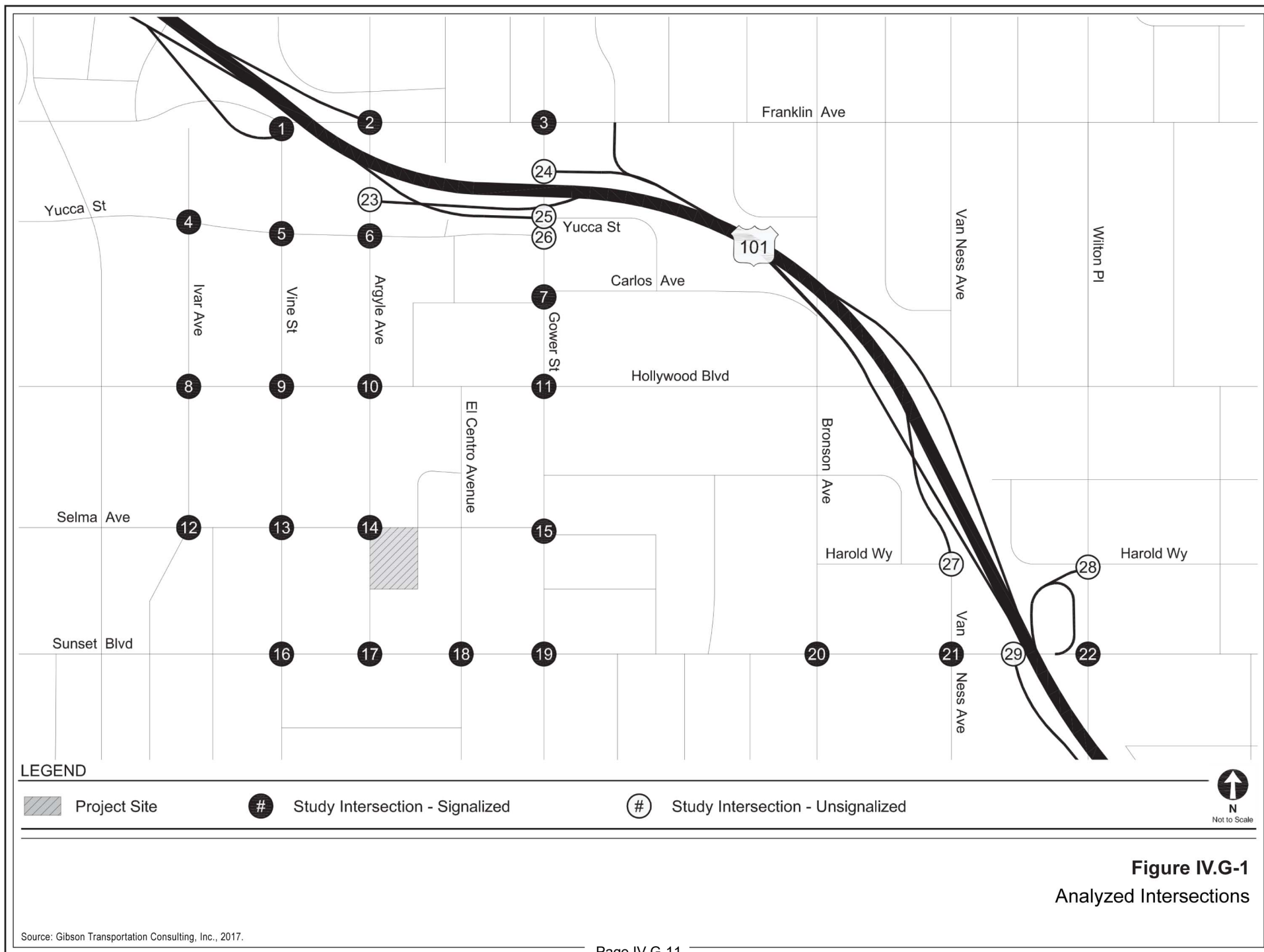
b. Study Area

A traffic analysis study area generally comprises those locations with the greatest potential to experience significant traffic impacts due to a project, as defined by the City's lead agency. In the traffic engineering practice, a study area generally includes those intersections that are:

- Immediately adjacent to or in close proximity to a project site;
- In the vicinity of a project site that are documented to have current or projected future adverse operational issues; and
- In the vicinity of a project site that are forecast to experience a relatively greater percentage of project-related vehicular turning movements (e.g., at freeway ramp intersections).

For purposes of the Traffic Study, the study area for the Project was established in consultation with LADOT and includes a geographic area that is generally bounded by Franklin Avenue to the north, Wilton Place to the east, Sunset Boulevard to the south, and Ivar Street to the west. A total of 29 intersections within the study area were analyzed in the Traffic Study. These intersections are shown in Figure IV.G-1 on page IV.G-11 and include the following signalized intersections (Intersection Nos. 1 through 22) and unsignalized intersections (Intersection Nos. 23 through 29):

- Intersection No. 1: Vine Street & Franklin Avenue/US-101 Southbound Off-Ramp
- Intersection No. 2: Argyle Avenue & Franklin Avenue/US-101 Northbound On-Ramp
- Intersection No. 3: Gower Street & Franklin Avenue
- Intersection No. 4: Ivar Avenue & Yucca Street
- Intersection No. 5: Vine Street & Yucca Street
- Intersection No. 6: Argyle Avenue & Yucca Street
- Intersection No. 7: Gower Street & Carlos Avenue
- Intersection No. 8: Ivar Avenue & Hollywood Boulevard
- Intersection No. 9: Vine Street & Hollywood Boulevard
- Intersection No. 10: Argyle Avenue & Hollywood Boulevard
- Intersection No. 11: Gower Street & Hollywood Boulevard
- Intersection No. 12: Ivar Avenue & Selma Avenue
- Intersection No. 13: Vine Street & Selma Avenue
- Intersection No. 14: Argyle Avenue & Selma Avenue
- Intersection No. 15: Gower Street & Selma Avenue
- Intersection No. 16: Vine Street & Sunset Boulevard
- Intersection No. 17: Argyle Avenue & Sunset Boulevard
- Intersection No. 18: El Centro Avenue & Sunset Boulevard
- Intersection No. 19: Gower Street & Sunset Boulevard



- Intersection No. 20: Bronson Avenue & Sunset Boulevard
- Intersection No. 21: Van Ness Avenue & Sunset Boulevard
- Intersection No. 22: Wilton Place & Sunset Boulevard
- Intersection No. 23: Argyle Avenue & US-101 Southbound On-Ramp
- Intersection No. 24: Gower Street & US-101 Northbound Off-Ramp
- Intersection No. 25: Gower Street & US-101 Southbound Off-Ramp/Yucca Street
- Intersection No. 26: Gower Street & Yucca Street
- Intersection No. 27: US-101 Southbound Off-Ramp/Van Ness Avenue & Harold Way
- Intersection No. 28: Wilton Place & Harold Way/US-101 Northbound Off-Ramp
- Intersection No. 29: US-101 Southbound On-Ramp & Sunset Boulevard

The existing lane configurations of the 29 study intersections are provided in Appendix B of the Traffic Study. It is noted that most streets in the Project area include traffic calming measures to encourage people to walk or bike instead of using a vehicle. In particular, streets within the Project vicinity provide on-street parking, sidewalks, marked crosswalks, and count-down signal timers, all of which are identified by the California Air Pollution Control Officers Association (CAPCOA) as traffic calming measures that reduce VMT.¹⁷

c. Existing Street Systems

The existing street system in the study area consists of freeways, primary and secondary arterials, and collector and local streets that provide regional, sub-regional, and local access and circulation within the study area. These transportation facilities generally provide two to six travel lanes and usually allow parking on either side of the street. Typically, the speed limits range between 25 and 35 miles per hour (mph) on the streets and between 55 and 65 mph on freeways.

¹⁷ CAPCOA *Quantifying Greenhouse Gas Mitigation Measures*, p. 190.

(1) Major Freeway and Roadways in the Study Area

Listed below are the primary freeway and roadways that provide regional and local access to the Project Site.

- US-101—A northwest-southeast freeway located approximately 0.5 mile north of the Project Site that provides four travel lanes in each direction in the Project vicinity. Access to and from US-101 is available via interchanges at Vine Street, Argyle Avenue, Franklin Avenue, Gower Street, Hollywood Boulevard, and Sunset Boulevard.
- Ivar Avenue—A north-south street located west of the Project Site that is classified as a Local Street in the Mobility Plan. It is a two-way street providing one lane in each direction. On-street parking is generally provided on both sides of the street with some restrictions.
- Vine Street—A north-south street located west of the Project Site that is classified as an Avenue II in the Mobility Plan. It is a two-way street providing two travel lanes in each direction in the vicinity of the Project Site. On-street parking is generally available on both sides of the street with some restrictions.
- Argyle Avenue—A north-south street located adjacent to the western boundary of the Project Site that is classified as a Local Street in the Mobility Plan. It is a two-way street providing one travel lane in each direction in the vicinity of the Project Site. On-street parking is generally available on both sides of the street with some restrictions.
- Gower Street—A north-south street located east of the Project Site that is classified as an Avenue III in the Mobility Plan. It is a two-way street providing one travel lane in each direction in the vicinity of the Project Site. On-street parking is generally available on both sides of the street with some restrictions.
- Bronson Avenue—A north-south street located east of the Project Site that is classified as an Avenue III in the Mobility Plan. It is a two-way street providing one travel lane in each direction in the vicinity of the Project Site. On-street parking is generally available on both sides of the street with some restrictions.
- Van Ness Avenue—A north-south street located east of the Project Site that is classified as a Collector Street south of US-101 and a Local Street north of the US-101 in the Mobility Plan. It is a two way street providing one travel lane in each direction. On-street parking is generally available on both sides of the street with some restrictions.
- Wilton Place—A north-south street located east of the Project Site that is classified as an Avenue III in the Mobility Plan. It is a two-way street providing one to two travel lanes in each direction in the vicinity of the Project Site. On-

street parking is generally available on both sides of the street with some restrictions.

- Franklin Avenue—An east-west street located north of the Project Site that is classified as an Avenue II east of Cahuenga Boulevard. It is a two-way street providing one to two travel lanes in each direction in the vicinity of the Project Site. On-street parking is generally available on both sides of the street with some restrictions.
- Yucca Street—An east-west street located north of the Project Site that is classified as a Local Street east of Vine Street and an Avenue II between Cahuenga Boulevard and Vine Street in the Mobility Plan. It is a two-way street providing two travel lane in each direction. On-street parking is generally available on both sides of the street with some restrictions.
- Carlos Avenue—An east-west street located north of the Project Site that is classified as a Local Street in the Mobility Plan. It is a two-way street providing one travel lane in each direction. Unmetered parking is generally available on both sides of the street within the study area.
- Hollywood Boulevard—An east-west street located north of the Project Site that is classified as an Avenue I east of La Brea Avenue in the Mobility Plan. It is a two way street providing two lanes in each direction. On-street parking is generally available on both sides of the street with some restrictions.
- Selma Avenue—An east-west street located adjacent to the northern boundary of the Project Site that is classified as a Local Street in the Mobility Plan. It is a two-way street providing one travel lane in each direction in the vicinity of the Project Site. On-street parking is generally available on both sides of the street with some restrictions.
- Sunset Boulevard—An east-west street located south of the Project Site that is classified as an Avenue I in the Mobility Plan. It is a two-way street providing two to three travel lanes in each direction in the vicinity of the Project Site. On-street parking is generally available on both sides of the street with some restrictions. Parking is prohibited during A.M. and P.M. commuter peak periods.

In August 2015, the City of Los Angeles published *Vision Zero: Eliminating Traffic Deaths in Los Angeles by 2025*, a traffic safety policy that promotes strategies to eliminate collisions that result in severe injury or death. Vision Zero has identified a High Injury Network, a network of streets based on the collision data from the last five years where strategic investments will have the biggest impact in reducing death and severe injury. None of the streets adjacent to the Project Site have been identified as part of the High Injury Network; however, the following nearby streets within the study area have been identified: Hollywood Boulevard; Selma Avenue between Schrader Boulevard and Vine

Street; Sunset Boulevard; Vine Street; Franklin Avenue east of Beachwood Drive; Yucca Street west of Argyle Avenue.

(2) Regional Transportation System

(a) Freeways

Primary regional access to the study area is provided by the US-101 Freeway. The US-101 generally runs in a northwest-southeast direction and is located approximately 0.5 mile north of the Project Site. In the vicinity of the Project Site, the US-101 provides four travel lanes in each direction. The US-101 is accessible via Vine Street, Argyle Avenue, Franklin Avenue, Gower Street, Hollywood Boulevard, and Sunset Boulevard.

(b) Congestion Management Program Facilities

The closest CMP mainline freeway monitoring location to the Project Site is located on US-101 south of Santa Monica Boulevard, approximately 1.4 miles southeast of the Project Site.

The closest CMP arterial monitoring intersection closest to the Project Site is located on Santa Monica Boulevard at Highland Avenue, approximately 1.0 mile southwest of the Project Site. An additional CMP arterial monitoring intersection is located at Santa Monica Boulevard at Western Avenue, approximately 1.1 miles southeast of the Project Site. Both of these arterial monitoring intersections are beyond the boundaries of the study area. The Project trips at these locations were calculated based on the number of trips entering and leaving the study area in the direction of the outlying CMP arterial monitoring intersections, conservatively assuming that there would be no diverging trips.

(c) Transit System

The study area is well served by public transit, including both bus and rail service. Metro provides several bus lines in the form of both Rapid and local bus service, as well as one subway line in the study area. LADOT's Downtown Area Shuttle (DASH) service also provides bus transit service in the area. Existing transit service in the study area is further described in Figure 3 and Table 3 of the Traffic Study, included in Appendix J.1 to this Draft EIR. The following provides a brief description of the bus lines providing service in the Project vicinity.

- Metro Local 2—Route 2 is a local line that runs from downtown Los Angeles to Pacific Palisades via Sunset Boulevard. This line provides service to Hollywood, West Hollywood, and Westwood and travels along Sunset Boulevard in the vicinity of the Project Site. It operates with average headways of 10 to 15 minutes during the weekday A.M. and P.M. peak hours.

- Metro Local 180/181—Route 180/181 is a local line that runs from Hollywood to Altadena via Los Feliz Boulevard and Colorado Boulevard. This line provides service to Pasadena, Eagle Rock, and Glendale and travels along Hollywood Boulevard in the vicinity of the Project Site. It operates with average headways of approximately 20 to 35 minutes during the weekday A.M. and P.M. peak hours.
- Metro Local 210—Route 210 is a local line that runs from Hollywood to Redondo Beach via Crenshaw Boulevard. This line provides service to Torrance, the Metro Green Line Crenshaw Station, and the Metro Expo Line Expo/Crenshaw Station and travels along Vine Street in the vicinity of the Project Site. It operates with average headways of 15 to 20 minutes during the weekday A.M. and P.M. peak hours.
- Metro Local 212—Route 212 is a local line that runs from the Metro Red Line Hollywood/Vine Station to the Metro Green Line Hawthorne/Lennox Station via La Brea Avenue. This line provides service to Miracle Mile, Baldwin Hills, and Inglewood and travels along Hollywood Boulevard in the vicinity of the Project Site. It operates with average headways of 15 to 20 minutes during the weekday A.M. and P.M. peak hours.
- Metro Local 217—Route 217 is a local line that runs from Vermont Avenue & Sunset Boulevard to Fairfax Avenue & Washington Boulevard. This line provides service to Los Feliz, Hollywood, and Culver City and travels along Hollywood Boulevard in the vicinity of the Project Site. It operates with average headways of 15 to 20 minutes during the weekday A.M. and P.M. peak hours.
- Metro Local 222—Route 222 is a local line that runs from Sunland to Hollywood via Hollywood Way, Barham Boulevard, and Cahuenga Boulevard. This line provides services to Sun Valley, Burbank, and Universal City and travels along Hollywood Boulevard in the vicinity of the Project Site. It operates with average headways of 40 minutes during the weekday A.M. and P.M. peak hours.
- Metro Rapid 780—Route 780 is a rapid line that runs from Washington Boulevard & Fairfax Avenue to Pasadena via Fairfax Avenue and Hollywood Boulevard. This line provides service to Los Feliz, Glendale, and Eagle Rock and travels along Hollywood Boulevard in the vicinity of the Project Site. It operates with average headways of 15 minutes during the weekday A.M. and P.M. peak hours.
- LADOT DASH Beachwood Canyon—DASH Beachwood Canyon is a local line that runs from the Metro Red Line Hollywood/Vine Station to Beachwood Drive & Westshire Drive. This line provides service to Beachwood Canyon and Hollywood and travels along Vine Street in the vicinity of the Project Site. It operates with average headways of 25 minutes during the weekday A.M. and P.M. peak hours.

- LADOT DASH Hollywood—DASH Hollywood is a local line that runs from Argyle Avenue & Hollywood Boulevard to Santa Monica Boulevard & Vermont Avenue via Hollywood Boulevard and Fountain Avenue. This line provides service to the Metro Red Line Vermont/Sunset, Vermont/Santa Monica, and Hollywood/Vine Stations and travels along Sunset Boulevard in the vicinity of the Project Site. It operates with average headways of 30 minutes during the weekday A.M. and P.M. peak hours.
- LADOT DASH Hollywood/Wilshire—DASH Hollywood/Wilshire is a local line that runs from the Metro Purple Line Wilshire/Western Station to the Metro Red Line Hollywood/Vine Station. This line provides service to Koreatown and Hollywood and travels along Gower Street in the vicinity of the Project Site. It operates with average headways of 25 to 30 minutes during the weekday A.M. and P.M. peak hours.

In addition to the bus lines above that currently provide service in the vicinity of the Project Site, the Metro Red Line subway operates within the study area. The Metro Red Line runs between North Hollywood and downtown Los Angeles, connecting the Metro Orange Line in North Hollywood, the Metro Purple Line at Wilshire Boulevard, the Metro Blue Line and Metro Expo Line in downtown Los Angeles, and the Metro Gold Line at Union Station. The Metro Red Line Hollywood/Vine Station is located approximately 0.25 mile from the Project Site.

d. Existing Parking and Access

As discussed in Section II, Project Description, of this Draft EIR, the Project Site is currently developed with six commercial buildings totaling approximately 61,816 square feet of floor area with surface parking, all of which would be removed to accommodate the Project. Vehicular access to the Project Site is currently provided from Argyle Avenue and Selma Avenue.

e. Existing Pedestrian and Bicycle Facilities

(1) Pedestrian Facilities

The area surrounding the Project Site includes a developed network of pedestrian facilities, including sidewalks, crosswalks, and pedestrian safety features. The following signalized intersections provide pedestrian facilities in the vicinity of the Project Site and have marked pedestrian crossings on all approaches: Argyle Avenue and Sunset Boulevard; Argyle Avenue and Selma Avenue; and Vine Street and Selma Avenue. Each of the listed signalized intersection provides pedestrian phasing, crosswalk striping, and Americans with Disabilities Act (ADA) wheelchair ramps. There are also wide sidewalks

lining the streets, crosswalks at intersections, and shops, restaurants, and other services within walking distance of the Project Site.

(2) Bicycle Facilities

Based on the City's 2010 Bicycle Plan, the existing bicycle system in the study area consists of a limited coverage of bicycle routes (Class III), sharrows (shared lane markings), and a Bicycle Friendly Street (a street that has been enhanced with traffic calming or other bicycle-friendly features). The bicycle facilities described below are provided along corridors within the study area.

(a) Bicycle Routes (Class III)

- Vine Street between Yucca Street and Wilshire Boulevard
- Argyle Avenue between Franklin Avenue and Selma Avenue
- Van Ness Avenue between Fountain Avenue and La Mirada Avenue
- Franklin Avenue between Argyle Avenue and St. George Street
- Yucca Street between Highland Avenue and Argyle Avenue
- Selma Avenue between Highland Avenue and Bronson Avenue
- Selma Avenue between Highland Avenue and Gower Street

(b) Sharrows

- Franklin Avenue east of Argyle Avenue
- Yucca Street between Vine Street and Argyle Avenue
- Selma Avenue
- Vine Street south of Yucca Street
- Argyle Avenue between Franklin Avenue and Selma Avenue

(c) Bicycle Friendly Street

- Yucca Street west of Vine Street

As components of the 2010 Bicycle Plan have been incorporated in the City's Mobility Plan, the Mobility Plan has also redesignated bicycle facilities to include a Low-

Stress Bikeway System and a Bicycle Lane Network. The Low-Stress Bikeway System is comprised of the Bicycle Enhanced Network, the Neighborhood Enhanced Network, and Bicycle Paths. The Bicycle Enhanced Network includes protected bicycle lanes and neighborhood streets. Bicycle lanes provide infrastructure including cycle tracks, bicycle signals, and demarcated areas to facilitate turns at intersections. Neighborhood streets would generally provide mini-roundabouts, cross-street stop signs, crossing islands at major intersection crossings, improved street lighting, bicycle boxes, and bicycle-only left-turn pockets. The Neighborhood Enhanced Network and Bicycle Paths are relatively unchanged from the 2010 Bicycle Plan.

f. Existing Traffic Conditions

(1) Analysis Methodology

(a) Signalized Intersections

As required by LADOT, existing traffic levels at the analyzed signalized intersections within the City of Los Angeles were evaluated using the Critical Movement Analysis (CMA) methodology, which determines volume-to-capacity (V/C) ratios on a critical movement basis. The overall intersection V/C ratio is subsequently assigned a level of service (LOS) value to describe intersection operations. LOS is a qualitative measure used to describe traffic flow conditions. Table IV.G-1 on page IV.G-20 defines the ranges of V/C ratios and their corresponding LOS. LOS definitions for signalized intersections range from excellent, nearly free-flow traffic at LOS A to stop-and-go conditions at LOS F.

The City operates two traffic control systems, the Automated Traffic Surveillance and Control (ATSAC) system and the Adaptive Traffic Control System (ATCS), to improve travel conditions on City streets. ATSAC is a centralized control system that provides for the coordination of traffic signal and timing to maximize the street capacities and to minimize traffic delays on City streets. Specifically, ATSAC provides real-time adjustment of signal timing plans to reflect changing traffic conditions, identification of unusual traffic conditions caused by incidents, the ability to implement signal timing changes in response to incidents, and the ability to identify signal equipment malfunctions quickly. ATCS is an enhancement to the ATSAC system that allows traffic-adaptive signal control based on real-time traffic conditions. ATCS provides automatic adjustments and optimization of traffic signal timing. Each of the signalized study intersections is currently equipped with the ATSAC and the ATCS systems. In accordance with standard LADOT procedures, a capacity increase of 10 percent (0.10 V/C adjustment) was applied to each intersection to reflect the benefits of ATSAC and ATCS control.

**Table IV.G-1
Level of Service Definitions for Intersections**

Level of Service	Signalized V/C Ratio	Unsignalized V/C Ratio	Definition
A	0.000–0.600	0.0–10.0	EXCELLENT. No vehicle waits longer than one red light, and no approach phase is fully used.
B	0.601–0.700	10.1–15.0	VERY GOOD. An occasional approach phase is fully utilized. Many drivers begin to feel somewhat restricted within groups of vehicles.
C	0.701–0.800	15.1–25.0	GOOD. Drivers may have to wait occasionally through more than one red light. Backups may develop behind turning vehicles.
D	0.801–0.900	25.1–35.0	FAIR. Delays may be substantial during portions of the rush hours, but there are enough lower volume periods that occur to permit clearing of developing lines, preventing excessive backups.
E	0.901–1.000	35.1–50	POOR. Represents the most vehicles intersection approaches that can be accommodated. There may be long lines of waiting vehicles through several signal cycles.
F	> 1.000	> 50.0	FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. There are tremendous delays with continuous increasing queue lengths.
<p><i>Source: Transportation Research Board, Transportation Research Circular No. 212, Interim Materials On Highway Capacity, 1980.</i></p>			

(b) Unsignalized Intersections

Based on LADOT's *Transportation Impact Study Guidelines*, unsignalized intersections are solely evaluated to determine the need for the installation of a traffic signal. The unsignalized intersections in the study area were analyzed using Transportation Research Board's *2010 Highway Capacity Manual* (HCM) methodology to determine the overall intersection delay. The HCM methodology calculates the average delay, in seconds, of a vehicle passing through the intersection in any direction. The average delay is used to determine the intersection LOS according to the LOS definitions provided in Table IV.G-1.

(2) Traffic Volumes and Intersection Levels of Service

(a) Signalized Intersections

Intersection turning movement counts for the 29 study intersections were collected during the typical weekday morning (7:00 A.M. to 10:00 A.M.) and afternoon (3:00 P.M. to 6:00 P.M.) commuter peak periods in May 2015, November 2016, and December 2016. Traffic counts from August 2013 were utilized at the Intersection No. 13: Vine Street &

Selma Avenue due to recent on-going construction activities adjacent to the intersection that were affecting typical traffic operations. The traffic counts at all locations were factored upward by 1 percent per year to reflect existing year 2017 conditions. In addition, local schools were in session and weather conditions were typical during the collection of all traffic counts. The existing intersection peak-hour traffic volumes are illustrated in Figure 4 of the Traffic Study included as Appendix J.1 to this Draft EIR. The traffic count worksheets are provided in Appendix C of the Traffic Study.

Table IV.G-2 on page IV.G-22 summarizes the existing weekday A.M. and P.M. peak-hour V/C ratio for the 22 signalized intersections and the corresponding LOS for each intersection, accounting for the 10 percent capacity increase to reflect ATSAC and ATCS control. To provide a more conservative analysis, the LOS presented in Table IV.G-2 reflects observed conditions in order to provide a worst-case analysis of Project impacts at Intersection No. 9: Vine Street & Hollywood Boulevard and Intersection No. 16: Vine Street & Sunset Boulevard. As shown therein, all of the 22 signalized intersections operate at LOS D or better during the A.M. and P.M. peak hours.

(b) Unsignalized Intersections

Seven unsignalized study intersections were analyzed using the HCM methodology to determine the overall intersection delay under existing conditions during the A.M. and P.M. peak-hours. As shown in Table IV.G-3 on page IV.G-24, five of the seven unsignalized study intersections are anticipated to operate at LOS D or better during both the A.M. and P.M. peak-hours under existing conditions. The remaining two intersections, Intersection No. 25: Gower Street & US 101 Southbound Off-Ramp/Yucca Street and Intersection No. 29: US 101 Southbound On-Ramp & Sunset Boulevard, operate at LOS F during at least one of the analyzed peak hours.

g. Future Without Project Conditions

(1) Analysis Methodology

(a) Future Traffic Volumes

The traffic volumes projected for the Future Without Project Conditions take into account the expected changes in traffic over existing conditions from two primary sources: ambient growth in the existing traffic volumes due to the effects of overall regional growth and development outside the study area, as well as traffic generated by specific development projects in, or in the vicinity of, the study area. These factors are described below. In general, known cumulative development projects should already be reflected in the ambient growth rate projection based on adopted local and regional planning documents (which account for future population, housing, and employment projections). Therefore, application of an ambient growth factor in addition to the forecast traffic

**Table IV.G-2
Signalized Intersection Levels of Service—Existing Conditions (Year 2017)**

No.	Intersection	Peak Hour	Existing (2017)	
			V/C	LOS
1.	Vine Street & Franklin Avenue/US-101 Southbound Off-Ramp	A.M. P.M.	0.318 0.373	A A
2.	Argyle Avenue & Franklin Avenue/US-101 Northbound On-Ramp	A.M. P.M.	0.739 0.747	C C
3.	Gower Street & Franklin Avenue	A.M. P.M.	0.653 0.732	B C
4.	Ivar Avenue & Yucca Street	A.M. P.M.	0.213 0.267	A A
5.	Vine Street & Yucca Street	A.M. P.M.	0.489 0.456	A A
6.	Argyle Avenue & Yucca Street	A.M. P.M.	0.187 0.316	A A
7.	Gower Street & Carlos Avenue	A.M. P.M.	0.332 0.259	A A
8.	Ivar Avenue & Hollywood Boulevard	A.M. P.M.	0.526 0.495	A A
9.	Vine Street & Hollywood Boulevard	A.M. P.M.	0.736 0.679	D* D*
10.	Argyle Avenue & Hollywood Boulevard	A.M. P.M.	0.491 0.481	A A
11.	Gower Street & Hollywood Boulevard	A.M. P.M.	0.682 0.629	B B
12.	Ivar Avenue & Selma Avenue	A.M. P.M.	0.249 0.280	A A
13.	Vine Street & Selma Avenue	A.M. P.M.	0.561 0.544	A A
14.	Argyle Avenue & Selma Avenue	A.M. P.M.	0.405 0.344	A A
15.	Gower Street & Selma Avenue	A.M. P.M.	0.563 0.540	A A
16.	Vine Street & Sunset Boulevard	A.M. P.M.	0.784 0.861	D* D*
17.	Argyle Avenue & Sunset Boulevard	A.M. P.M.	0.385 0.319	A A
18.	El Centro Avenue & Sunset Boulevard	A.M. P.M.	0.396 0.544	A A
19.	Gower Street & Sunset Boulevard	A.M. P.M.	0.742 0.758	C C
20.	Bronson Avenue & Sunset Boulevard	A.M. P.M.	0.668 0.693	B B
21.	Van Ness Avenue & Sunset Boulevard	A.M. P.M.	0.610 0.737	B C
22.	Wilton Place & Sunset Boulevard	A.M. P.M.	0.525 0.582	A A

Table IV.G-2 (Continued)
Signalized Intersection Levels of Service—Existing Conditions (Year 2017)

No.	Intersection	Peak Hour	Existing (2017)	
			V/C	LOS
<hr/> <i>*To provide a more conservative analysis, the LOS presented at this signalized intersection reflects observed conditions. (The CMA methodology for individual intersections does not account for, in every case, vehicle queues along corridors, pedestrians, conflicts, etc., and thus provides calculated average operating conditions that may appear better than is observed.)</i>				
Source: Gibson Transportation Consulting, Inc., 2018.				

generated by the related projects allows for a highly conservative analysis by overstating potential future traffic volumes. Furthermore, as described in Chapter 3 of the Traffic Study, CEQA only requires that one of these two approaches be employed in developing future traffic volume forecasts. Notwithstanding, and again for conservative analysis, both approaches have been employed for the Traffic Study and this Draft EIR.

(i) Ambient Growth

Horizon year background traffic growth estimates were calculated using an ambient traffic growth factor. The ambient traffic growth factor is intended to account for typical growth in traffic volumes due to new development both inside and outside the study area. Existing traffic is expected to increase as a result of regional growth and development outside the study area. The CMP provides general growth factors based on regional modeling. According to the CMP, the Central Los Angeles area is estimated to experience a total regional growth in traffic of 1.70 percent between the years of 2015 and 2025, which equates to an ambient growth factor of approximately 0.17 percent per year.

However, based on discussions with LADOT through the MOU process, a conservative ambient growth factor of 1 percent per year compounded annually was applied to adjust the existing traffic volumes to reflect the effects of the regional growth and development by Year 2023 (i.e., the anticipated Project buildout year). The total adjustment applied over the six-year period was 6.15 percent. Therefore, the ambient growth rate of 1 percent per year more than accounts for the projected growth both from the CMP. Additionally, this growth factor conservatively accounts for increases in traffic due to small or re-use projects that do not require full traffic studies, potential projects not yet proposed or projects outside the study area, as well as projects outside of a 2-mile radius from the Project Site or the general Hollywood area.

**Table IV.G-3
Unsignalized Intersection Levels of Service—Existing Conditions**

No.	Intersection	Peak Hour	Existing (2017)	
			Delay ^a	LOS
23.	Argyle Avenue & US-101 Southbound On-Ramp	A.M. P.M.	8.2 9.7	A A
24.	Gower Street & US-101 Northbound Off-Ramp	A.M. P.M.	27.7 31.2	D D
25.	Gower Street & US-101 Southbound Off-Ramp/ Yucca Street	A.M. P.M.	76.1 65.4	F F
26.	Gower Street & Yucca Street	A.M. P.M.	28.3 31.5	D D
27.	US-101 Southbound Off-Ramp/ Van Ness Avenue & Harold Way	A.M. P.M.	13.1 10.3	B B
28.	Wilton Place & Harold Way/ US-101 Northbound Off-Ramp	A.M. P.M.	13.0 7.6	B A
29.	US-101 Southbound On-Ramp & Sunset Boulevard	A.M. P.M.	32.0 74.4	D F
^a Delay is measured in seconds per vehicle. Source: Gibson Transportation Consulting, Inc., 2018.				

(ii) Related Projects

The Traffic Study's analysis also considers the effects of other development proposals (related projects) either proposed, approved, or under construction in the study area. The list of related projects was compiled based on information obtained from the Department of City Planning and LADOT, as well as recent studies of projects in the area. A total of 108 related development projects were identified in the vicinity of the Project Site, as shown in Figure III-1 and listed in Table III-1 in Section III, Environmental Setting, of this Draft EIR. With a few exceptions, these related projects are projects that are located within an approximately 2-mile radius from the Project Site. Although the buildout years of many of these related projects are uncertain and may well be beyond the Project's buildout year, notwithstanding that some may not be approved or developed, all related projects were considered and assumed to be completed by 2023. Therefore, the projected traffic growth as a result of the related projects is a highly conservative estimate and substantially overestimates the actual traffic volume growth in the Hollywood area that would likely occur prior to Project buildout in 2023. In addition, the list of Related Projects includes the City's draft update to the Hollywood Community Plan (Related Project No. 109). Based on preliminary information from the City, the Hollywood Community Plan Update will propose updates to land use policies and plans that would primarily increase commercial and residential development potential in and near the Regional Center Commercial portion of the community and along selected corridors in the Hollywood Community Plan area.

Corresponding decreases in development potential would be primarily focused on low to medium-scale multi-family residential neighborhoods to conserve existing density and intensity of those neighborhoods. The Hollywood Community Plan Update, once adopted, will be a long-range plan designed to accommodate growth in Hollywood until 2040. Only the initial period of any such projected growth would overlap with the Project's future baseline forecast, as the Project would be completed in 2023, well before the horizon year of the Hollywood Community Plan Update. Moreover, 2023 is a similar projected buildout year as many of the 108 identified related projects. Accordingly, it can be assumed that the projected growth reflected by the list of related projects, which in itself is a conservative assumption as discussed above, would account for any overlapping growth that may be assumed by the Hollywood Community Plan Update upon its adoption. With the addition of the 1 percent per year ambient growth factor previously discussed, the Future Without Project cumulative condition is even more conservative.

To develop the estimated traffic volumes to add to the study area as a result of related projects, trip generation, trip distribution, and trip assignment are considered, as discussed below.

(1) Trip Generation

Trip generation estimates for the related projects were provided by LADOT and were generally taken from the environmental and/or traffic studies prepared for each related project. Where the information was not available from previous reports, the trip generation was estimated using trip rates from the Institute of Transportation Engineers (ITE) *Trip Generation, 9th Edition*. Table 6 of the Traffic Study included as Appendix J.1 to this Draft EIR summarizes the related project trip generation for typical weekdays, including daily trips, morning peak-hour trips, and afternoon peak-hour trips. These estimates are considered conservative because they do not, for every case, account for the trips generated by the existing uses to be removed or the likely uses of other travel modes (i.e., transit, bicycle, walk, etc.). Furthermore, these estimates do not account for the interaction of trips between multiple related projects within the Hollywood area, in which one related project might serve as the origin trip destined for another related project.

After the Traffic Study was prepared, ITE released the updated *Trip Generation, 10th Edition*. Therefore, a comparison of *9th* and *10th Edition* trip generation rates was prepared and submitted to LADOT. A copy of this comparison is included as Appendix J.3 of this Draft EIR. As discussed therein, for the Retail/Restaurant Option, daily trips and peak-hour trips are higher using the *ITE 9th Edition*. For the Grocery Store Option, the *ITE 10th Edition* results in more daily trips, but peak-hour trips are lower than with the *ITE 9th Edition*. Accordingly, because only peak-hour trips are analyzed for traffic impacts, and peak-hour trips for both Project options are higher using the *ITE 9th Edition*, the results

presented in the Traffic Study and the analysis below utilize the *ITE 9th Edition* rates, and represent the more conservative scenario.

(2) Trip Distribution

Trip distribution estimates from related projects depend on several factors. These include the type and density of the proposed land uses, the geographic distribution of the population (i.e., employees, residents, potential patrons) of the proposed developments, and the location of the projects in relation to the surrounding street system. Such factors are considered with logical travel routes through the street system to develop a reasonable pattern of trip distribution.

(3) Trip Assignment

The trip generation estimates for the related projects were assigned to the local street system using the trip distribution pattern described above. Peak-hour traffic volumes associated with related projects at intersections were added to the existing traffic volumes after adjustments for ambient growth through the Project buildout year of 2023. As discussed above, this is a conservative approach as many related projects may already be reflected in ambient growth rate. These volumes represent Future Without Project conditions.

(b) Future Improvements

(i) Future Roadway Improvements

Future conditions would generally include roadway improvements that have been funded and are reasonably expected to be implemented prior to Project buildout in 2023. These roadway improvements would be expected to change the physical configuration at the study intersections. However, roadway improvements may depend on the construction of the development projects, which are not guaranteed to be built, or may not be completed by Project buildout. In order to provide a conservative analysis, this analysis concluded that such roadway improvements would not be implemented by 2023.

(ii) City Bicycle Plan

The 2010 Bicycle Plan identifies designated bicycle facilities planned for implementation. Specifically, within the study area, bicycle lanes are proposed along Hollywood Boulevard, Sunset Boulevard, Yucca Street between Cahuenga Boulevard and Vine Street, Cahuenga Boulevard, Vine Street south of Yucca Street, and Wilton Place south of Franklin Avenue. In addition, bicycle-friendly streets are proposed on Franklin Avenue, Argyle Avenue north of Selma Avenue, Selma Avenue, and Carlos Avenue. As a current schedule for implementation of these bicycle lanes is not available, based on

consultation with LADOT, no changes to vehicular lane configurations as a result of potential new bicycle lanes were assumed in this analysis.

(iii) Mobility Plan 2035

In Mobility Plan 2035, the City identifies key corridors of mobility-enhanced networks. The Traffic Study provides a list of the corridors of mobility-enhanced networks that are within the study area. Specific improvements in such networks have not yet been identified, and no schedule for implementation has been made available. As such, there have been no changes to vehicular lane configurations as a result of Mobility Plan 2035.

(2) Future Without Project Conditions Intersection Levels of Service

(a) Signalized Intersections

Table IV.G-4 on page IV.G-28 summarizes the weekday A.M. and P.M. peak-hour V/C ratio for each of the 22 signalized intersections and the corresponding LOS for each intersection under Future Without Project Conditions. To provide a more conservative analysis, the LOS presented in Table IV.G-4 reflects worst-case conditions at Intersection No. 9: Vine Street & Hollywood Boulevard and Intersection No. 16: Vine Street & Sunset Boulevard. As shown in Table IV.G-4, 17 of the 22 signalized intersections are projected to operate at LOS D or better during both the weekday A.M. and P.M. peak hours. The remaining five signalized intersections are anticipated to operate at LOS E or F during at least one of the analyzed peak hours under Future Without Project Conditions:

- Intersection No. 2: Argyle Avenue & Franklin Avenue/US-101 Northbound On-Ramp (P.M. peak hour)
- Intersection No. 9: Vine Street & Hollywood Boulevard (A.M. and P.M. peak hours)
- Intersection No. 16: Vine Street & Sunset Boulevard (A.M. and P.M. peak hours)
- Intersection No. 19: Gower Street & Sunset Boulevard (A.M. and P.M. peak hours)
- Intersection No. 21: Van Ness Avenue & Sunset Boulevard (P.M. peak hour)

(b) Unsignalized Intersections

Table IV.G-5 on page IV.G-30 summarizes the intersection LOS under the Future Without Project Conditions during the A.M. and P.M. peak-hours for the unsignalized intersections. As shown in Table IV.G-5, three of the seven unsignalized intersections are anticipated to operate at LOS B or better during both the A.M. and P.M. peak-hours. The

Table IV.G-4
Signalized Intersection Levels of Service—Future Without Project Conditions (Year 2023)

No.	Intersection	Peak Hour	Future Without Project (2023)	
			V/C	LOS
1.	Vine Street & Franklin Avenue/US-101 Southbound Off-Ramp	A.M. P.M.	0.369 0.445	A A
2.	Argyle Avenue & Franklin Avenue/US-101 Northbound On-Ramp	A.M. P.M.	0.888 0.943	D E
3.	Gower Street & Franklin Avenue	A.M. P.M.	0.713 0.804	C D
4.	Ivar Avenue & Yucca Street	A.M. P.M.	0.262 0.325	A A
5.	Vine Street & Yucca Street	A.M. P.M.	0.603 0.597	B A
6.	Argyle Avenue & Yucca Street	A.M. P.M.	0.279 0.453	A A
7.	Gower Street & Carlos Avenue	A.M. P.M.	0.375 0.306	A A
8.	Ivar Avenue & Hollywood Boulevard	A.M. P.M.	0.629 0.621	B B
9.	Vine Street & Hollywood Boulevard	A.M. P.M.	0.904 0.897	F* F*
10.	Argyle Avenue & Hollywood Boulevard	A.M. P.M.	0.630 0.695	B B
11.	Gower Street & Hollywood Boulevard	A.M. P.M.	0.843 0.843	D D
12.	Ivar Avenue & Selma Avenue	A.M. P.M.	0.279 0.307	A A
13.	Vine Street & Selma Avenue	A.M. P.M.	0.645 0.628	B B
14.	Argyle Avenue & Selma Avenue	A.M. P.M.	0.443 0.383	A A
15.	Gower Street & Selma Avenue	A.M. P.M.	0.685 0.631	B B
16.	Vine Street & Sunset Boulevard	A.M. P.M.	0.957 1.109	F* F*
17.	Argyle Avenue & Sunset Boulevard	A.M. P.M.	0.485 0.449	A A
18.	El Centro Avenue & Sunset Boulevard	A.M. P.M.	0.507 0.695	A B
19.	Gower Street & Sunset Boulevard	A.M. P.M.	1.007 1.028	F F
20.	Bronson Avenue & Sunset Boulevard	A.M. P.M.	0.860 0.885	D D
21.	Van Ness Avenue & Sunset Boulevard	A.M. P.M.	0.746 0.940	C E
22.	Wilton Place & Sunset Boulevard	A.M. P.M.	0.605 0.737	B C

Table IV.G-4 (Continued)
Signalized Intersection Levels of Service—Future Without Project Conditions (Year 2023)

No.	Intersection	Peak Hour	Future Without Project (2023)	
			V/C	LOS
<hr/> <i>*To provide a more conservative analysis, the LOS presented at this signalized intersection reflects observed conditions. (The CMA methodology for individual intersections does not account for, in every case, vehicle queues along corridors, pedestrians, conflicts, etc., and thus provides calculated average operating conditions that may appear better than is observed.)</i>				
Source: Gibson Transportation Consulting, Inc., 2018.				

remaining four unsignalized intersections are anticipated to operate at LOS E or F during both the A.M. and P.M. peak-hours:

- Intersection No. 24: Gower Street & US-101 Northbound Off-Ramp
- Intersection No. 25: Gower Street & US-101 Southbound Off-Ramp/Yucca Street
- Intersection No. 26: Gower Street and Yucca Street
- Intersection No. 29: US-101 Southbound On-Ramp & Sunset Boulevard

**Table IV.G-5
Unsignalized Intersection Levels of Service—Future Without Project Conditions**

No.	Intersection	Peak Hour	Existing (2017)	
			Delay ^a	LOS
23.	Argyle Avenue & US-101 Southbound On-Ramp	A.M. P.M.	8.7 10.7	A B
24.	Gower Street & US-101 Northbound Off-Ramp	A.M. P.M.	52.7 92.9	F F
25.	Gower Street & US-101 Southbound Off-Ramp/ Yucca Street	A.M. P.M.	162.6 196.4	F F
26.	Gower Street & Yucca Street	A.M. P.M.	36.7 50.5	E F
27.	US-101 Southbound Off-Ramp/ Van Ness Avenue & Harold Way	A.M. P.M.	14.5 11.0	B B
28.	Wilton Place & Harold Way/ US-101 Northbound Off-Ramp	A.M. P.M.	14.3 7.8	B A
29.	US-101 Southbound On-Ramp & Sunset Boulevard	A.M. P.M.	73.9 Overflow	F F
^a Delay is measured in seconds per vehicle. Source: Gibson Transportation Consulting, Inc., 2018.				

3. Project Impacts

a. Thresholds of Significance

(1) Appendix G of the CEQA Guidelines

In accordance with the State CEQA Guidelines Appendix G (Appendix G), the Project would have a significant impact related to Transportation if it would:

Threshold (a): Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities;

Threshold (b): Conflict with an applicable congestion management program including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways; or

Threshold (c): Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment);

Threshold (d): Result in inadequate emergency access.**(2) L.A. CEQA Thresholds Guide**

The *L.A. CEQA Thresholds Guide* identifies the following criteria to evaluate transportation and traffic impacts:

(a) Intersection Capacity

- *If the project traffic causes an increase in the volume to capacity (V/C) ratio on the intersection operating condition after the addition of project traffic of one of the following:*
 - *Equal to or greater than 0.04 if final LOS is C,*
 - *Equal to or greater than 0.02 if final LOS is D, or*
 - *Equal to or greater than 0.01 if final LOS is E or F.*
- *If an unsignalized intersection is projected to operate at LOS C, D, E, or F, reanalyze the intersection using the signalized intersection methodology to determine the significance of impacts using the sliding scale criteria described above.¹⁸*

(b) Street Segment Capacity¹⁹

- *If the project traffic causes an increase in the V/C ratio on the street segment operating condition after the addition of project traffic of one of the following:*
 - *Equal to or greater than 0.08 if final LOS is C,*
 - *Equal to or greater than 0.04 if final LOS is D, or*
 - *Equal to or greater than 0.02 if final LOS is E or F.*

(c) Freeway Capacity

- *If the project traffic causes an increase in the demand-to-capacity (D/C) ratio on a freeway segment or freeway on- or off-ramp of two percent or more capacity (D/C increase ≥ 0.02), which causes or worsens LOS F conditions (D/C > 1.00).*

¹⁸ Per LADOT's "Transportation Impact Study Guidelines," signalized intersections are analyzed for impacts, but unsignalized intersections are only analyzed for signal warrants.

¹⁹ As discussed above under Subsection 3.a.(c) on page IV.G-35, per LADOT's "Transportation Impact Study Guidelines," a street segment analysis is not required for this Project.

(d) Project Access (Operational)

- *If the intersection(s) nearest the primary site access is/are projected to operate at LOS E or F during the A.M. and P.M. peak hours, under cumulative plus project conditions.*

(e) Bicycle, Pedestrian, and Vehicular Safety

- *The determination of significance shall be on a case-by-case basis, considering the following factors:*
 - *The amount of pedestrian activity at project access points;*
 - *Design features/physical configurations that affect the visibility of pedestrians and bicyclists to drivers entering and existing the site, and the visibility of cars to pedestrians and bicyclists;*
 - *The type of bicycle facility the project driveway(s) crosses and the level of utilization; and*
 - *The physical conditions of the site and surrounding area, such as curves, slopes, walls, landscaping or other barriers, that could result in vehicle/pedestrian, vehicle/ bicycle or vehicle/vehicle impacts.*

(f) Transit System Capacity

- *The determination of significance shall be on a case-by-case basis, considering the projected number of additional transit passengers expected with implementation of the proposed project and available transit capacity.*

(g) In-Street Construction Impacts

- *The determination of significance shall be on a case-by-case basis, considering the following factors:*
 - *Temporary Traffic Impacts*
 - *The length of time of temporary street closures or closures of two or more traffic lanes;*
 - *The classification of the street (major arterial, state highway) affected;*
 - *The existing traffic levels and LOS on the affected street segments and intersections;*
 - *Whether the affected street directly leads to a freeway on- or off-ramp or other state highway;*

- *Potential safety issues involved with street or lane closures; and*
- *The presence of emergency services (fire, hospital, etc.) located nearby that regularly use the affected street.*
- *Temporary Loss of Access*
 - *The length of time of any loss of vehicular or pedestrian access to a parcel fronting the construction area;*
 - *The availability of alternative vehicular or pedestrian access within 0.25 mile of the lost access; and*
 - *The type of land uses affected, and related safety, convenience, and/or economic issues.*
- *Temporary Loss of Bus Stops or Rerouting of Bus Lines*
 - *The length of time that an existing bus stop would be unavailable or that existing service would be interrupted;*
 - *The availability of a nearby location (within 0.25 mile) to which the bus stop or route can be temporarily relocated;*
 - *The existence of other bus stops or routes with similar routes/destinations within a 0.25 mile radius of the affected stops or routes; and*
 - *Whether the interruption would occur on a weekday, weekend or holiday, and whether the existing bus route typically provides service that/those day(s).*
- *Temporary Loss of On-Street Parking*
 - *The current utilization of existing on-street parking;*
 - *The availability of alternative parking locations or public transit options (e.g., bus, train) within 0.25 mile of the project site; and*
 - *The length of time that existing parking spaces would be unavailable.*

The State CEQA Guidelines Appendix G thresholds are relied upon for the analysis of potential impacts related to transportation and traffic. The criteria, factors, and considerations identified in the *L.A. CEQA Thresholds Guide*, where applicable and appropriate, are used to assist in answering the Appendix G thresholds.

(3) Amendments to the CEQA Guidelines and Proposed Thresholds of Significance

As previously discussed, SB 743 (PRC Section 21099(b)(1)) directed OPR to prepare and develop revised guidelines for determining the significance of transportation impacts resulting from projects located within transit priority areas. The revised guidelines are required to prohibit the consideration of automobile delay, as described solely by level of service or similar measures of vehicular capacity or traffic congestion, as a significant impact on the environment pursuant to CEQA, except in locations specifically identified in the revised guidelines, if any. In accordance with this requirement, new CEQA Guidelines Section 15064.3(a), adopted in December 2018, states “a project’s effect on automobile delay does not constitute a significant environmental impact.”

In addition, new CEQA Guidelines Section 15064.3(c) indicates that the provisions of Section 15064.3 shall apply statewide beginning on January 1, 2020 but that a lead agency may elect to be governed by its provisions immediately upon adoption. The City has begun the process of moving from assessing transportation impacts based on level of service (LOS) and driver delay to assessing impacts based on VMT, but has not yet adopted a VMT threshold or corresponding methodology. Accordingly, the City has adopted the current Appendix G’s Transportation thresholds (a), (c), and (d), but has not yet adopted Transportation threshold (b) addressing consistency with new CEQA Guidelines Section 15064.3(b). The previous threshold (b) pertaining to CMPs is addressed below.

b. Methodology

The methodology and base assumptions used in this analysis were established by LADOT and, where LADOT does not prescribe a specific methodology, the *L.A. CEQA Thresholds Guide*. This analysis addresses a wide range of issues including, but not limited to, the following:

- Construction: An analysis of the potential temporary impacts on traffic, access, transit, and parking resulting from the Project’s construction activities;²⁰
- Intersections: An analysis of the potential changes in operating conditions at the 29 study intersections (i.e., 22 signalized, 7 unsignalized) identified within the study area;

²⁰ However, as previously discussed, per SB 743 and PRC Section 21099, parking impacts of a mixed-use residential project on an infill site within a transit priority area shall not be considered significant impacts on the environment.

- **Regional Transportation System:** An analysis of potential impacts on the capacity of transit lines serving the Project Site and along the nearest CMP arterial monitoring stations and mainline freeway monitoring locations;
- **Neighborhood Intrusion/Residential Street Segments:** An analysis of the potential for traffic from the Project to use local residential streets in lieu of major streets (cut-through traffic);
- **Project Access:** An analysis of potential impacts associated with access to and from the Project Site by automobiles, bicyclists, and pedestrians; and
- **Parking:** An analysis of the Project's compliance with the applicable parking requirements in the LAMC.²¹

(1) Construction Impacts

The *L.A. CEQA Thresholds Guide* identifies four types of in-street construction impacts and a number of factors for determining the significance of a project's construction-related traffic impacts. Each of the four types of construction impacts refers to a particular population that could be inconvenienced by construction activities. The four types of impacts and related populations are:

- **Temporary traffic impacts**—Potential impacts on vehicular travelers on roadways;
- **Temporary loss of access**—Potential impacts on visitors entering and leaving sites;
- **Temporary loss of bus stops or rerouting of bus lines**—Potential impacts on bus travelers; and
- **Temporary loss of on-street parking**—Potential impacts on parkers.²²

The construction traffic analysis is based, in part, on an estimate of construction-related trips (i.e., construction worker trips and construction truck trips) that would occur as a result of the Project. The factors used to determine the significance of a project's impacts also involve the potential inconvenience caused to a population and consideration for

²¹ *However, as previously discussed, per SB 743 and PRC Section 21099, parking impacts of a mixed-use residential project on an infill site within a transit priority area shall not be considered significant impacts on the environment.*

²² *However, as previously discussed, per SB 743 and PRC Section 21099, parking impacts of a mixed-use residential project on an infill site within a transit priority area shall not be considered significant impacts on the environment.*

public safety. Traffic impacts from construction activities could occur as a result of the following types of activities:

- Increases in truck traffic associated with export or import of fill materials and delivery of construction materials.
- Increases in automobile traffic associated with construction workers traveling to and from the Project Site.
- Reductions in existing street capacity or on-street parking from temporary lane closures necessary for the construction of roadway improvements, utility relocation, and drainage facilities.
- Blocking existing vehicle or pedestrian access to other parcels fronting streets.

The impact of construction traffic (including haul trucks) would be a lessening of the capacities of access streets and haul routes due to slower movements and larger turning radii of trucks. It is noted that construction traffic analyses need not be quantitative in nature; a qualitative analysis may be appropriate and sufficient.²³

(2) Operational Impacts

The relative impact of the added traffic volumes that would be generated by the Project was evaluated based on analysis of operating conditions at the study intersections, with and without the Project. As required by CEQA and LADOT's *Transportation Impact Study Guidelines*, the Project's impacts were evaluated against Existing (2017) and Future (2023) traffic conditions. The following discussion describes the components of the Project's operational traffic impact analysis.

(a) Level of Service Methodology

(i) Signalized Intersections

As discussed above, there are 22 signalized intersections within the Project's study area. As required by LADOT, the existing and future traffic volumes at all of the signalized study intersections within the City of Los Angeles were evaluated using the CMA methodology, which, as discussed above, determines V/C ratios on a critical movement basis. The overall intersection V/C ratio is subsequently assigned an LOS value to describe intersection operations. LOS is a qualitative measure used to describe traffic flow

²³ Recently adopted CEQA Guidelines Section 15064.3(b)(3), which helps implement SB 743, states that "[f]or many projects, a qualitative analysis of construction traffic may be appropriate."

conditions. The ranges of V/C ratios and corresponding LOS are shown above in Table IV.G-1 on page IV.G-20.

(ii) Unsignalized Intersections

As discussed above, there are seven unsignalized intersections within the Project's study area, all of which were evaluated using the HCM methodology. Based on the estimated delay, if the resultant LOS is E or F in the Future with Project Conditions, the intersection should be evaluated for the potential installation of a new traffic signal through a traffic signal warrant analysis. The signal warrant analysis for this Project is based on guidelines set forth in LADOT's *Manual of Policies and Procedures* and Caltrans' *California Manual on Uniform Traffic Control Devices*.

It should be noted that the determination that an unsignalized intersection meets the criteria of a traffic signal warrant does not in itself require the installation of a signal. Rather, the decision on whether a traffic signal should be installed is made by the governing jurisdictions taking into consideration other factors such as distance to adjacent signalized intersections and interruption to traffic flow along the major street.

(iii) Project Trip Generation

The number of trips expected to be generated by the Project were estimated using rates published in the Institute of Transportation Engineers' *Trip Generation, 9th Edition*. These rates are based on surveys of similar land uses at sites around the country and are provided as both daily rates and A.M. and P.M. peak-hour rates. The number of vehicle trips traveling to and from the Project Site is related to the size of development of each land use.

As described in Section II, Project Description, of this Draft EIR, the Project includes the development of 276 residential units and approximately 24,000 square feet of neighborhood-serving commercial retail and restaurant uses (Retail/Restaurant Option). Alternatively, an approximately 27,000 square-foot grocery store could be constructed in lieu of the proposed retail and restaurant uses (Grocery Store Option). Based on these proposed uses, the trip generation rates for apartments, shopping centers, high-turnover restaurants, and supermarkets were used to forecast the traffic volumes expected to be generated by the Project's land use components. Following consultation with LADOT and in accordance with LADOT's *Transportation Impact Study Guidelines*, appropriate vehicular trip reductions were applied to the Project to account for public transit usage, trips shared between the Project's different uses, and pass-by trips. (Pass-by trips are not newly generated by the Project; pass-by trips are made by drivers that are passing on an adjacent roadway and stopping on the way from an origin to another designation.)

Specifically, the vehicular trips generated by the Project were reduced by 15 percent to account for the proximity of the Project Site to the Metro Red Line Hollywood/Vine Station within 1,500 feet of the Project Site, which is associated with utilization of alternative transit by Project residents, commercial patrons, and employees. In addition, a 20 percent adjustment was applied to the Project's retail and restaurant trip generation estimates to account for person trips made between the different uses of the Project without use of the off-site road system. Adjustments of 50 percent and 20 percent were also applied to the Project's retail and restaurant trip generation estimates, respectively, to account for pass-by trips. Furthermore, Project trip generation estimates were reduced to account for trips currently generated by the Project Site's existing uses, which will be removed with development of the Project. Accordingly, transit and pass-by reductions were also applied to existing uses.

The Project's resulting trip generation for the Retail/Restaurant Option is summarized in Table IV.G-6 on page IV.G-39. As shown therein, after accounting for the Project Site's existing uses proposed to be removed and the adjustments stated above, the Retail/Restaurant Option would generate approximately 2,013 net new daily vehicle trips, including 170 net new A.M. peak-hour vehicle trips (43 inbound, 127 outbound) and 179 net new P.M. peak-hour vehicle trips (128 inbound, 51 outbound). The trip generation for the Grocery Store Option is summarized in Table IV.G-7 on page IV.G-40. As shown therein, after accounting for the Project Site's existing uses proposed to be removed and the adjustments stated above, the Grocery Store Option would generate approximately 1,971 net new daily vehicle trips, including 117 net new A.M. peak-hour vehicle trips (16 inbound, 101 outbound) and 192 net new P.M. peak-hour vehicle trips (128 inbound, 64 outbound).

(iv) Project Trip Distribution and Assignment

The geographic distribution of trips generated by the Project was identified based on the type of land uses proposed, the likely destinations of Project residents based on the local and regional distributions of employment and commercial destinations, the likely origins of commercial visitors based on the local distribution of population, and the characteristics of the street system in the Project vicinity. The general trip distribution pattern was developed in consultation with LADOT, and is illustrated in Figure 8A (residential uses) and Figure 8B (commercial uses) of the Traffic Study, which is included as Appendix J.1 of this Draft EIR. The forecast net new weekday A.M. and P.M. peak-hour traffic volumes of the Project at the study intersections are illustrated in Figure 9 (Retail/Restaurant Option) and Figure 12 (Grocery Store Option) of the Traffic Study.

**Table IV.G-6
Project Trip Generation Estimates—Retail/Restaurant Option**

ITE Code ^a	Project Trip Description	Size	Daily Traffic	A.M. Peak Hour			P.M. Peak Hour		
				In	Out	Total	In	Out	Total
Existing Uses to be Removed									
150	Warehouse <i>Less 15% Transit/Walk-In Adjustment^c</i>	32,634 sf	116 -17	8 -1	2 0	10 -1	3 0	7 -1	10 -1
710	Office <i>Less 15% Transit/Walk-In Adjustment^c</i>	15,182 sf	167 -25	21 -3	3 0	24 -3	4 -1	19 -3	23 -4
826 ^b	Commercial <i>Less 15% Transit/Walk-In Adjustment^c</i> <i>Less 10% Pass-by Reduction^d</i>	14,000 sf	620 -93 -53	8 -1 -1	5 -1 0	13 -2 -1	17 -3 -1	21 -3 -2	38 -6 -3
	Total Existing		715	31	9	40	19	38	57
Proposed Project									
220	Apartment <i>Less 15% Transit/Walk-In Adjustment^c</i>	276 du	1,835 -275	28 -4	113 -17	141 -21	111 -17	60 -9	171 -26
820	Retail <i>Less 20% Internal Capture^e</i> <i>Less 15% Transit/Walk-In Adjustment^c</i> <i>Less 50% Pass-by Reduction^d</i>	9,000 sf	384 -77 -46 -131	6 -1 -1 -2	3 -1 0 -1	9 -2 -1 -3	16 -3 -2 -6	17 -3 -2 -6	33 -6 -4 -12
932	Restaurant <i>Less 20% Internal Capture^e</i> <i>Less 15% Transit/Walk-In Adjustment^c</i> <i>Less 20% Pass-by Reduction^d</i>	15,000 sf	1,907 -381 -229 -259	89 -18 -11 -12	73 -15 -9 -10	162 -33 -20 -22	89 -18 -11 -12	59 -12 -7 -8	148 -30 -18 -20
	Total Proposed		2,728	74	136	210	147	89	236
Total Net New Project Trips			2,013	43	127	170	128	51	179

sf = square feet

du = dwelling units

^a Trip generation rates according to Institute of Transportation Engineers, *Trip Generation*, 9th Edition, Institute of Transportation Engineers, Washington DC, 2012, except otherwise noted.

^b In the absence of available A.M. peak-hour trip rates for Specialty Retail (ITE 826) uses in *Trip Generation*, 9th Edition, A.M. rates for Shopping Center (ITE 820) uses were applied.

^c The Project Site is located within 0.25 mile of the Metro Red Line Hollywood/Vine Station and a Metro Rapid bus stop. Therefore, a 15 percent transit adjustment was applied in accordance with the LADOT Transportation Impact Study Guidelines, December 2016.

^d 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.

^e Internal capture adjustments accounts for person trips made between distinct land uses within a mixed-use development.

Source: Gibson Transportation Consulting, Inc., 2018.

**Table IV.G-7
Project Trip Generation Estimates—Grocery Store Option**

ITE Code ^a	Project Trip Description	Size	Daily Traffic	A.M. Peak Hour			P.M. Peak Hour		
				In	Out	Total	In	Out	Total
Existing Uses to be Removed									
150	Warehouse <i>Less 15% Transit/Walk-In Adjustment^c</i>	32,634 sf	116 -17	8 -1	2 0	10 -1	3 0	7 -1	10 -1
710	Office <i>Less 15% Transit/Walk-In Adjustment^c</i>	15,182 sf	167 -25	21 -3	3 0	24 -3	4 -1	19 -3	23 -4
826 ^b	Commercial <i>Less 15% Transit/Walk-In Adjustment^c</i> <i>Less 10% Pass-by Reduction^d</i>	14,000 sf	620 -93 -53	8 -1 -1	5 -1 0	13 -2 -1	17 -3 -1	21 -3 -2	38 -6 -3
	Total Existing		715	31	9	40	19	38	57
Proposed Project—Grocery Store Option									
220	Apartment <i>Less 15% Transit/Walk-In Adjustment^c</i>	276 du	1,835 -275	28 -4	113 -17	141 -21	111 -17	60 -9	171 -26
850	Grocery Store <i>Less 20% Internal Capture^e</i> <i>Less 15% Transit/Walk-In Adjustment^c</i> <i>Less 40% Pass-by Reduction^d</i>	27,000 sf	2,760 -552 -331 -751	57 -11 -7 -16	35 -7 -4 -10	92 -18 -11 -26	131 -26 -16 -36	125 -25 -15 -34	256 -51 -31 -70
	Total Proposed		2,686	47	110	157	147	102	249
Total Net New Project Trips			1,971	16	101	117	128	64	192
<div><div></div><div>sf = square feet du = dwelling units</div><div><div><div><div>^a</div><div><i>Trip generation rates according to Institute of Transportation Engineers, Trip Generation, 9th Edition, Institute of Transportation Engineers, Washington DC, 2012, except otherwise noted.</i></div></div><div><div>^b</div><div><i>In the absence of available A.M. peak-hour trip rates for Specialty Retail (ITE 826) uses in Trip Generation, 9th Edition, A.M. rates for Shopping Center (ITE 820) uses were applied.</i></div></div><div><div>^c</div><div><i>The Project Site is located within 0.25 mile of the Metro Red Line Hollywood/Vine Station and a Metro Rapid bus stop. Therefore, a 15 percent transit adjustment was applied in accordance with the LADOT Transportation Impact Study Guidelines, December 2016.</i></div></div><div><div>^d</div><div><i>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.</i></div></div><div><div>^e</div><div><i>Internal capture adjustments accounts for person trips made between distinct land uses within a mixed-use development.</i></div></div></div><div>Source: Gibson Transportation Consulting, Inc., 2018.</div></div></div>									

(b) Regional Transportation System

(i) Congestion Management Program

The potential impacts of the Project on CMP monitoring stations and freeways were analyzed in accordance with the CMP TIA guidelines. In order to address the potential for regional traffic impacts, the number of net new peak-hour Project trips was added to the CMP monitoring locations and freeways in the Project vicinity to determine whether these

volumes exceed the CMP thresholds of 50 vehicle trips per hour for arterial monitoring stations or 150 vehicles per hour for freeway segments during the weekday A.M. or P.M. peak-hours. If the Project traffic volumes are not found to exceed the CMP screening thresholds, no further analysis is required.

(ii) Transit System

Section B.8.4 of the CMP provides a methodology for estimating the number of transit trips expected to result from a proposed project based on the number of vehicle trips. This methodology assumes an average vehicle occupancy factor of 1.4 in order to estimate the number of person trips to and from a project. As described above in Subsection 3.a.(2)(a)(iii) in Table IV.G-6 and Table IV.G-7 on pages IV.G-39 and IV.G-40, respectively, a 15-percent transit/walk-in adjustment was applied to the Project's trip generation estimates to account for the use of non-automobile travel modes (e.g., rail, light-rail, bus, bicycle, walk, etc.) by Project residents, commercial patrons, and employees. A determination is then made as to whether a project would increase transit ridership beyond the current capacity of the transit system pursuant to the thresholds of significance identified below.

(iii) Caltrans Facilities Analysis

In addition to the intersection analysis based on the City's methodology, a supplemental analysis was prepared based on the Highway Capacity Manual (HCM) operational analysis methodologies. Details of this analysis are included in Appendix G of the Traffic Study for informational purposes.

(c) Neighborhood Intrusion/Residential Street Segments

As provided in the *L.A. CEQA Thresholds Guide* (page L.4-1), the analysis of neighborhood intrusion (also referred to as residential street segment) impacts involves an evaluation of Project-generated traffic that could potentially be diverted or shifted on to local streets in residential neighborhoods, and includes a review of a project site's access locations in relation to neighborhood streets, traffic controls, and capacity of area streets.

While the *L.A. CEQA Thresholds Guide* identifies a methodology with respect to potential residential street segment impacts, LADOT establishes a more stringent methodology for evaluating these impacts. Therefore, for purposes of this analysis, LADOT's methodology was used in evaluating potential residential street segment impacts. As described in LADOT's *Transportation Impact Study Guidelines*, a local residential street can be potentially impacted by an increase in average daily traffic (ADT) volumes. In accordance with LADOT's *Transportation Impact Study Guidelines*, an analysis is required for residential street segments that meet all of the following four conditions:

1. The proposed project is a non-residential development and not a school.
2. The arterial that would normally be used for project access is sufficiently congested, such that motorists traveling on the arterial may opt to divert to a parallel route through a residential street. The congestion level of the arterial can be determined based on the estimated LOS under project conditions of the study intersection(s); LOS E and F are considered to represent congested conditions.
3. The project is projected to add a significant amount of traffic to the congested arterial that can potentially shift to an alternative route. Project traffic on a local residential street would need to exceed the daily minimum significance thresholds listed below in Subsection 5.b.(b).
4. The local residential street(s) provides motorists with a viable alternative route.

As described above, the Project would develop 276 residential units and approximately 24,000 square feet of neighborhood-serving commercial retail and restaurant uses. Alternatively, under the Project's Grocery Store Option, a 27,000-square-foot grocery store could be developed in lieu of the retail and restaurant uses. As the Project includes a residential component, Condition 1 would not apply to the Project, and a residential street segment analysis would not be required. LADOT's *Transportation Impact Study Guidelines* do not require a local residential street analysis for a residential project. Therefore, a residential street segment analysis was not conducted as part of the Traffic Study or this analysis.

(d) Access and Circulation

The analysis of the Project's potential access impacts included a review of the proposed vehicular access points and internal circulation. A determination was made pursuant to the thresholds of significance identified below regarding the potential for these features of the Project to impede traffic flows on adjacent City streets and/or result in potential safety impacts.

(e) Bicycle, Pedestrian, and Vehicular Safety

The methodology for the analysis of pedestrian/bicycle safety impacts includes a review of the Project's access and internal circulation scheme and a determination of whether the Project would substantially increase the potential for pedestrian/vehicle and/or bicycle/vehicle conflicts pursuant to the thresholds of significance identified below.

c. Analysis of Project Impacts

(1) Project Design Features

The Project would implement the following project design feature which is relevant to the assessment of construction traffic impacts:

Project Design Feature TR-PDF-1: Prior to the start of construction, the Project Applicant will prepare a Construction Traffic Management Plan and submit it to LADOT for review and approval. The Construction Traffic Management Plan will include street closure information, a detour plan, haul routes, and a staging plan. The Construction Traffic Management Plan will also include a Worksite Traffic Control Plan, which will facilitate traffic and pedestrian movement, and minimize the potential conflicts between construction activities, street traffic, bicyclists, and pedestrians. Furthermore, the Construction Traffic Management Plan will include, but not be limited to, the following measures:

- Advance, bilingual notification of adjacent property owners and occupants of upcoming construction activities, including durations and daily hours of operation.
- Temporary pedestrian, bicycle, and vehicular traffic controls during all construction activities adjacent to Argyle Avenue and Selma Avenue, to ensure traffic safety on public rights of way. These controls shall include, but not be limited to, flag people trained in pedestrian and bicycle safety at the Project Site's driveways.
- Temporary traffic control during all construction activities adjacent to public rights-of-way to improve traffic flow on public roadways (e.g., flag men).
- Scheduling of construction activities to reduce the effect on traffic flow on surrounding arterial streets.
- Potential sequencing of construction activity for the Project to reduce the amount of construction-related traffic on arterial streets.
- Containment of construction activity within the Project Site boundaries, per the Worksite Traffic Control Plan.
- Prohibition on construction-related vehicles/equipment parking on surrounding public streets.
- Coordination with Metro to address the relocation of the bus layover stop located east of Argyle Avenue along Selma Avenue adjacent to the Project Site.

- Safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers shall be implemented as appropriate.
- Schedule delivery of construction materials and hauling/transport of oversize loads to non-peak travel periods, to the extent possible. No hauling or transport shall be allowed during nighttime hours, Sundays, or federal holidays unless required by Caltrans or LADOT.
- Installation of appropriate traffic signs around the Project Site to ensure pedestrian, bicycle, and vehicle safety.
- No staging of hauling trucks on any streets adjacent to the Project, unless specifically approved as a condition of an approved haul route.
- Spacing of trucks so as to discourage a convoy effect.
- Installation of truck crossing signs within 300 feet of the exit of the Project Site in each direction.
- Securing of loads by trimming and watering or covering to prevent the spilling or blowing of the earth material.
- Cleaning of trucks and loads at the export site to prevent blowing dirt and spilling of loose earth.
- Maintenance of a log documenting the dates of hauling and the number of trips (i.e., trucks) per day available on the job site at all times.
- Identification of a construction manager and provision of a telephone number for any inquiries or complaints from residents regarding construction activities. The telephone number shall be posted at the site readily visible to any interested party during site preparation, grading, and construction.

(2) Project Impacts

Threshold (a): Would the Project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

(a) Construction Impacts

Potential traffic impacts from Project construction activities could occur as a result of the following types of activities:

- Increases in truck traffic associated with export or import of fill materials and delivery of construction materials;
- Increases in automobile traffic associated with construction workers traveling to and from the Project Site;
- Reductions in existing street capacity from temporary lane closures necessary for the construction of roadway/access improvements, utility connections, and drainage facilities; and
- Blocking existing vehicle or pedestrian access to other parcels fronting streets.

The following discussion addresses each of these potential impacts based on the construction characteristics of the Project. Construction of the Project would occur over a period of approximately 30 months and would include two principal phases: (1) excavation; and (2) building construction. Since peak haul truck activity would occur during excavation, and peak worker activity would occur during building construction, the construction analysis considered the peak haul trips and construction worker trips during these two phases of construction.

(i) Excavation Phase—Trip Generation and Haul Route

The peak period of truck activity during construction would occur during the six months of excavation. During this phase, it is estimated that approximately 89,000 cubic yards of earth material would be excavated and exported from the Project Site. Haul truck activity would occur between the hours of 9 A.M. to 3 P.M., as is the standard for development in Hollywood. The average number of daily truckloads expected during this phase is 125 truckloads, which would be equivalent to 250 daily truck trips. During this phase, up to 20 workers would be on-site.

Based on regionally accepted standards, a passenger car equivalency (PCE) of 2.0 was applied to equate these larger trucks to passenger vehicles.²⁴ Assuming a PCE factor of 2.0, the 250 daily truck trips would be equivalent to 500 daily PCE trips. Assuming these trips arrive and depart regularly over six hours between 9:00 A.M. and 3:00 P.M. on a typical workday, this is approximately 42 inbound PCE trips and 42 outbound PCE trips each hour, all of which would occur outside the commuter peak hours.

²⁴ As construction trucks (e.g., earth-hauling trucks and cement trucks) are larger and slower than the passenger vehicles that make up the majority of the vehicles on the roads, they have an effect on traffic that is greater than a passenger vehicle's effect. Transportation Research Circular No. 212 defines passenger car equivalency (PCE) for a vehicle as the number of through moving passenger cars to which it is equivalent based on the vehicle's headway and delay-creating effects. Table 8 of Transportation Research Circular No. 212 and Exhibit 16.7 of the HCM suggest a PCE of 2.0 for trucks.

For workers, an average vehicle occupancy (AVO) of 1.135 persons per vehicle was applied to account for carpooling, as provided in the South Coast Air Quality Management District (SCAQMD) CEQA Air Quality Handbook. Therefore, the Project's 20 construction workers would result in a total of 18 vehicles that would arrive and depart from the Project Site each day. The hours of construction are expected to be from 7:00 A.M. and 7:00 P.M. However, per typical practices in the construction industry, the vast majority of workers would arrive on-site prior to the weekday morning commuter peak hour and leave prior to or after the afternoon commuter peak hour.

Project trucks would use the most direct route to transport demolition and construction debris from the Project Site to the designated landfill. Given the Project Site's proximity to US-101, haul truck traffic would generally take the most direct route to the appropriate freeway ramp. Subject to LADOT approval, the primary construction haul traffic is anticipated to proceed to the Project Site from the US-101 southbound to Gower Street and return to the US-101 northbound via Argyle Avenue.

(ii) Building Construction Phase—Construction Worker Trips Generation and Parking

Construction worker traffic is based on the number of construction workers employed during various construction phases, as well as the mode and time of travel of the workers. According to construction projections prepared for the Project, a maximum of approximately 150 workers could be on the construction site at one time during the building phase. In general, the construction hours typically require workers to be on-site before the weekday commuter A.M. peak hour and allow them to leave before or after the commuter P.M. peak hour (i.e., arrive at the site prior to 7:00 A.M. and depart before 3:00 P.M.). Therefore, most, if not all, construction worker trips would occur outside of the typical weekday commuter peak hours.

Assuming an AVO of 1.135 persons per vehicle, 150 workers would result in a total of 132 vehicles that would arrive and depart from the Project Site each day during the building construction phase. As described above, the vast majority would typically arrive prior to the A.M. peak hour and leave prior to the P.M. peak hour. Truck deliveries would also be scheduled outside the peak hours to the extent possible, consistent with the Construction Management Plan required by Project Design Feature TR-PDF-1. As such, the Project's construction phase is not expected to cause a significant traffic impact at any of the study intersections.

During construction, adequate parking for construction workers would be provided on-site or secured in local public parking facilities. Restrictions against construction workers parking in the public right-of-way in the vicinity of (or adjacent to) the Project Site

will be identified as part of the Construction Traffic Management Plan required by Project Design Feature TR-PDF-1.

(iii) Potential Impacts of Construction Traffic

(1) Temporary Traffic Impacts

As shown in Table IV.G-6 and Table IV.G-7 on pages IV.G-39 and IV.G-40, respectively, the Project is expected to generate approximately 2,013 net new daily trips during a typical weekday, including approximately 170 net A.M. peak-hour vehicle trips (43 inbound and 127 outbound) and 179 net new P.M. peak-hour vehicle trips (128 inbound and 51 outbound) under the Retail/Restaurant Option, and approximately 1,971 net new daily vehicle trips, including approximately 117 net new A.M. peak-hour vehicle trips (16 inbound, 101 outbound) and 192 net new P.M. peak-hour vehicle trips (128 inbound, 64 outbound) under the Grocery Store Option. By comparison, as described above, the most intensive truck activity would occur during the excavation and grading phase which is estimated to generate 250 daily haul truck trips, equivalent to 500 daily PCE trips (42 inbound and 42 outbound trips each hour) outside peak hours, while the building construction phase is estimated to generate 132 daily construction worker vehicle trips. Thus, construction of the Project would generate significantly fewer trips than operation of the Project, which as described below, will not result in any significant traffic impacts.

Additionally, due to the short-term nature of construction activities and the variable characteristics and needs of a specific project's construction phase(s), LADOT recommends that a construction work site traffic control plan be submitted to LADOT's Citywide Temporary Traffic Control Section or Permit Plan Review Section for review and approval prior to the start of construction activity. The construction work site traffic control plan is required to identify the location of all temporary roadway lane and/or sidewalk closures needed during project construction. Any lane or sidewalk closures lasting 72 hours or longer also require a B-Permit from the City's Bureau of Street Services (BSS). Additionally, if pedestrian detours and/or temporary travel lane closures are proposed, LADOT requires submission and approval of a traffic control/management plan prior to the issuance of building permits.

Consistent with LADOT's recommendation, and as discussed above, implementation of TR-PDF-1 would require the Project Applicant to prepare a detailed Construction Traffic Management Plan, which would include street/lane closure information, a detour plan, haul route(s), and a staging plan. The plan would be based on the nature and timing of the Project's specific construction activities and would consider other projects under construction in the immediate vicinity of the Project Site. The Construction Traffic Management Plan also would include features such as notification to adjacent project owners and occupants of upcoming construction activities, coordination with City and emergency service providers to ensure adequate access is maintained to the

Project Site and neighboring properties, advance notification regarding any temporary transit stop relocations, and limitation of any potential roadway lane closure(s) to off-peak travel periods, to the extent feasible.

Moreover, given that the haul truck trips would be scheduled to occur outside commuter peak hours to the extent possible (pursuant to Project Design Feature TR-PDF-1), and since construction worker trips would occur outside of the typical weekday commuter peak hours, haul truck and construction worker activities would not be anticipated to contribute a substantial amount of traffic during the weekday A.M. and P.M. peak hours. Therefore, construction-related traffic impacts would be less than significant, and no mitigation measures are required.

(2) Access and Safety Impacts

Although construction activities are expected to be primarily contained within the Project Site boundaries, construction fences would encroach into the public right-of-way (e.g., sidewalk and roadways) adjacent to the Project Site on Argyle Avenue and Selma Avenue. As such, construction activities are anticipated to result in the narrowing of the northbound lane on Argyle Avenue and the eastbound lane on Selma Avenue adjacent to the Project Site. The use of the public right-of-way on Argyle Avenue and Selma Avenue and sidewalk closures would also require temporary rerouting of pedestrian traffic. However, the Project would ensure that roadways would continue to provide two travel lanes with one in each direction. In addition, the Project would implement appropriate construction traffic controls, such as flag persons, during all construction activities adjacent to public rights-of-way to improve traffic flow on public roadways, as required in the Construction Traffic Management Plan (pursuant to Project Design Feature TR-PDF-1). The Construction Traffic Management Plan and Worksite Traffic Control Plan would also include measures to ensure pedestrian and bicyclist safety along the affected sidewalks and temporary walkways (e.g., use of directional signage, maintaining continuous and unobstructed pedestrian paths, and/or providing overhead covering).

Construction activities associated with the Project could also temporarily impact public access to and around the Project Site, which would potentially interfere with the provision of emergency services by the Los Angeles Fire Department (LAFD) and the Los Angeles Police Department (LAPD). The Project's short-term and temporary construction activities could temporarily increase response times for emergency vehicles along Sunset Boulevard, Vine Street, Argyle Avenue, Selma Avenue, and other main connectors due to travel time delays caused by traffic during the Project's construction phase. However, as discussed above, haul truck trips and construction worker trips would occur outside the weekday peak traffic periods, thereby reducing the potential for traffic-related conflicts. The Project would also be required to prepare and submit a Construction Traffic Management Plan to LADOT, prior to the start of construction, pursuant to Project Design Feature

TR-PDF-1, above, to ensure that adequate and safe access will remain available within and near the Project Site during construction activities. Appropriate construction traffic control measures (e.g., detour signage, delineators, etc.) would also be implemented, as necessary, to ensure emergency access to the Project Site and traffic flow is maintained on adjacent rights-of-way, as well as on the City-designated disaster routes along Hollywood Boulevard, Sunset Boulevard, and Vine Street. Further, the drivers of emergency vehicles normally have a variety of options for avoiding traffic, such as using sirens to clear a path of travel or driving in the lanes of opposing traffic, pursuant to California Vehicle Code (CVC) Section 21806. Since travel lanes would be maintained in each direction throughout the construction period, emergency access in the vicinity of the Project Site would remain unobstructed during construction of the Project, and impacts related to emergency access would be less than significant.

Based on the above, Project construction is not expected to create hazards for roadway travelers and pedestrians, so long as commonly practiced safety procedures for construction are followed. Such procedures and other measures (e.g., to address temporary traffic control, lane closures, sidewalk closures, etc.) have been incorporated into the Construction Traffic Management Plan. The construction-related impacts associated with access and transit are anticipated to be less than significant, and the implementation of the Construction Traffic Management Plan would further reduce those impacts.

(3) Transit and Parking Impacts

There is a Metro bus layover stop adjacent to the Project Site on Selma Avenue that may have to be temporarily relocated either east of the Project Site boundary or west of Argyle Avenue. In addition, up to six metered parking spaces on Argyle Avenue adjacent to the Project Site would be temporarily removed to accommodate construction activities, based on an inventory of on-street parking that may be potentially affected during Project construction. As these temporary relocations and removals would be coordinated with Metro and LADOT, pursuant to Project Design Feature TR-PDF-1, the Project would not result in changes to bus service or parking such that a substantial inconvenience to riders and users would occur. Furthermore, as discussed above, pursuant to Project Design Feature TR-PDF-1, construction workers and construction-related vehicles would be prohibited from parking on adjacent streets. As such, construction-related impacts associated with transit and parking are anticipated to be less than significant, and the implementation of the Construction Traffic Management Plan would further reduce those impacts.

(b) Operational Impacts

(i) Intersection Levels of Service

(1) Signalized Intersections

(a) Existing With Project Conditions—Retail/Restaurant Option

The analysis of Existing With Project Conditions evaluates potential Project-related traffic impacts as compared to the existing conditions during the typical weekday A.M. and P.M. peak hours. Under this scenario, the estimated Project traffic volumes during the A.M. and P.M. peak hours were added to the existing A.M. and P.M. peak-hour traffic volumes to determine the change in the V/C ratios for the signalized intersections within the study area and to determine the corresponding LOS. As shown in Table IV.G-8 on page IV.G-51, all of the 22 signalized intersections are projected to operate at LOS D or better during both the A.M. and P.M. peak hours under the Existing with Project Conditions for the Retail/Restaurant Option. In addition, none of the 22 signalized intersections would undergo incremental increases in the V/C ratios resulting from Project traffic that would exceed the LADOT significance thresholds set forth above. Therefore, traffic impacts at all 22 signalized intersections would be less than significant during both the A.M. and P.M. peak hours under Existing With Project Conditions for the Retail/Restaurant Option, and no mitigation measures are required.

(b) Existing With Project Conditions—Grocery Store Option

As shown in Table IV.G-9 on page IV.G-53, during both A.M. and P.M. peak hours, all 22 signalized study intersections are anticipated to continue to operate at LOS D or better. As such, during Existing with Project Conditions for the Grocery Store Option, the incremental increases in V/C ratios at the 22 signalized study intersections would not exceed significant impact thresholds of LADOT. Therefore, traffic impacts at all 22 signalized intersections would be less than significant during both the A.M. and P.M. peak periods under the Existing With Project Conditions for the Grocery Store Option, and no mitigation measures are required.

(c) Future With Project Conditions—Retail/Restaurant Option

The Future With Project Conditions identifies the potential incremental impacts of the Project at full buildout on projected future traffic operating conditions during the typical weekday A.M. and P.M. peak hours. The Future With Project Conditions is calculated by adding the net Project-generated traffic to the Future Without Project traffic forecasts for the year 2023 (the Project's anticipated buildout year). Table IV.G-10 on page IV.G-55 summarizes the intersection LOS under the Future With Project Conditions for the Retail/Restaurant Option during the weekday A.M. and P.M. peak hours for the study intersections. As shown therein, 17 of the 22 signalized study intersections are projected

Table IV.G-8
Signalized Intersection Levels of Service—Existing With Project Conditions (2017)—Retail/Restaurant Option

No.	Intersection	Peak Hour	Existing Conditions		Existing With Project Conditions			Significant Impact?
			V/C	LOS	V/C	LOS	Change in V/C	
1.	Vine Street & Franklin Avenue/US-101 Southbound Off-Ramp	A.M. P.M.	0.318 0.373	A A	0.320 0.375	A A	0.002 0.002	No No
2.	Argyle Avenue & Franklin Avenue/US-101 Northbound On-Ramp	A.M. P.M.	0.739 0.747	C C	0.748 0.751	C C	0.009 0.004	No No
3.	Gower Street & Franklin Avenue	A.M. P.M.	0.653 0.732	B C	0.657 0.736	B C	0.004 0.004	No No
4.	Ivar Avenue & Yucca Street	A.M. P.M.	0.213 0.267	A A	0.213 0.267	A A	0.000 0.000	No No
5.	Vine Street & Yucca Street	A.M. P.M.	0.489 0.456	A A	0.491 0.462	A A	0.002 0.006	No No
6.	Argyle Avenue & Yucca Street	A.M. P.M.	0.187 0.316	A A	0.187 0.319	A A	0.000 0.003	No No
7.	Gower Street & Carlos Avenue	A.M. P.M.	0.332 0.259	A A	0.332 0.259	A A	0.000 0.000	No No
8.	Ivar Avenue & Hollywood Boulevard	A.M. P.M.	0.526 0.495	A A	0.529 0.498	A A	0.003 0.003	No No
9.	Vine Street & Hollywood Boulevard	A.M. P.M.	0.736 0.679	D* D*	0.741 0.688	D* D*	0.005 0.009	No No
10.	Argyle Avenue & Hollywood Boulevard	A.M. P.M.	0.491 0.481	A A	0.497 0.487	A A	0.006 0.006	No No
11.	Gower Street & Hollywood Boulevard	A.M. P.M.	0.682 0.629	B B	0.685 0.639	B B	0.003 0.010	No No
12.	Ivar Avenue & Selma Avenue	A.M. P.M.	0.249 0.280	A A	0.255 0.297	A A	0.006 0.017	No No
13.	Vine Street & Selma Avenue	A.M. P.M.	0.561 0.544	A A	0.577 0.575	A A	0.016 0.031	No No
14.	Argyle Avenue & Selma Avenue	A.M. P.M.	0.405 0.344	A A	0.461 0.366	A A	0.056 0.022	No No
15.	Gower Street & Selma Avenue	A.M. P.M.	0.563 0.540	A A	0.572 0.552	A A	0.009 0.012	No No
16.	Vine Street & Sunset Boulevard	A.M. P.M.	0.784 0.861	D* D*	0.785 0.865	D* D*	0.001 0.004	No No
17.	Argyle Avenue & Sunset Boulevard	A.M. P.M.	0.385 0.319	A A	0.397 0.331	A A	0.012 0.012	No No
18.	El Centro Avenue & Sunset Boulevard	A.M. P.M.	0.396 0.544	A A	0.407 0.553	A A	0.011 0.009	No No
19.	Gower Street & Sunset Boulevard	A.M. P.M.	0.742 0.758	C C	0.748 0.762	C C	0.006 0.004	No No
20.	Bronson Avenue & Sunset Boulevard	A.M. P.M.	0.668 0.693	B B	0.670 0.697	B B	0.002 0.004	No No
21.	Van Ness Avenue & Sunset Boulevard	A.M. P.M.	0.610 0.737	B C	0.611 0.740	B C	0.001 0.003	No No

Table IV.G-8 (Continued)
Signalized Intersection Levels of Service—Existing With Project Conditions (2017)—Retail/Restaurant Option

No.	Intersection	Peak Hour	Existing Conditions		Existing With Project Conditions			Significant Impact?
			V/C	LOS	V/C	LOS	Change in V/C	
22.	Wilton Place & Sunset Boulevard	A.M.	0.525	A	0.527	A	0.002	No
		P.M.	0.582	A	0.584	A	0.002	No

**To provide a more conservative analysis, the LOS presented at this signalized intersection reflects observed conditions. (The CMA methodology for individual intersections does not account for, in every case, vehicle queues along corridors, pedestrians, conflicts, etc., and thus provides calculated average operating conditions that may appear better than is observed.)*

Source: Gibson Transportation Consulting, Inc., 2018.

to operate at LOS D or better during both the A.M. and P.M. peak hours under Future With Project Conditions for the Retail/Restaurant Option. The following remaining five intersections are projected to operate at LOS E or F during at least one of the peak periods under Future With Project Conditions for the Retail/Restaurant Option:

- Intersection No. 2: Argyle Avenue & Franklin Avenue/US-101 Northbound On-Ramp (P.M. peak hour)
- Intersection No. 9: Vine Street & Hollywood Boulevard (A.M. and P.M. peak hours)
- Intersection No. 16: Vine Street & Sunset Boulevard (A.M. and P.M. peak hours)
- Intersection No. 19: Gower Street & Sunset Boulevard (A.M. and P.M. peak hours)
- Intersection No. 21: Van Ness Avenue & Sunset Boulevard (P.M. peak hour)

However, the addition of Project traffic for the Retail/Restaurant Option would not result in a change to the V/C ratio that would exceed the significance thresholds at any of the 22 signalized intersections. Therefore, traffic impacts at all study intersections would be less than significant during both the A.M. and P.M. peak hours under the Future With Project Conditions for the Retail/Restaurant Option, and no mitigation measures are required.

Table IV.G-9
Signalized Intersection Levels of Service—Existing With Project Conditions (2017)—Grocery Store Option

No.	Intersection	Peak Hour	Existing Conditions		Existing With Project Conditions			Significant Impact?
			V/C	LOS	V/C	LOS	Change in V/C	
1.	Vine Street & Franklin Avenue/US-101 Southbound Off-Ramp	A.M. P.M.	0.318 0.373	A A	0.320 0.375	A A	0.002 0.002	No No
2.	Argyle Avenue & Franklin Avenue/US-101 Northbound On-Ramp	A.M. P.M.	0.739 0.747	C C	0.747 0.752	C C	0.008 0.005	No No
3.	Gower Street & Franklin Avenue	A.M. P.M.	0.653 0.732	B C	0.657 0.736	B C	0.004 0.004	No No
4.	Ivar Avenue & Yucca Street	A.M. P.M.	0.213 0.267	A A	0.213 0.267	A A	0.000 0.000	No No
5.	Vine Street & Yucca Street	A.M. P.M.	0.489 0.456	A A	0.489 0.462	A A	0.000 0.006	No No
6.	Argyle Avenue & Yucca Street	A.M. P.M.	0.187 0.316	A A	0.187 0.320	A A	0.000 0.004	No No
7.	Gower Street & Carlos Avenue	A.M. P.M.	0.332 0.259	A A	0.332 0.259	A A	0.000 0.000	No No
8.	Ivar Avenue & Hollywood Boulevard	A.M. P.M.	0.526 0.495	A A	0.528 0.498	A A	0.002 0.003	No No
9.	Vine Street & Hollywood Boulevard	A.M. P.M.	0.736 0.679	D* D*	0.739 0.688	D* D*	0.003 0.009	No No
10.	Argyle Avenue & Hollywood Boulevard	A.M. P.M.	0.491 0.481	A A	0.495 0.489	A A	0.004 0.008	No No
11.	Gower Street & Hollywood Boulevard	A.M. P.M.	0.682 0.629	B B	0.683 0.639	B B	0.001 0.010	No No
12.	Ivar Avenue & Selma Avenue	A.M. P.M.	0.249 0.280	A A	0.251 0.297	A A	0.002 0.017	No No
13.	Vine Street & Selma Avenue	A.M. P.M.	0.561 0.544	A A	0.574 0.575	A A	0.013 0.031	No No
14.	Argyle Avenue & Selma Avenue	A.M. P.M.	0.405 0.344	A A	0.449 0.371	A A	0.044 0.027	No No
15.	Gower Street & Selma Avenue	A.M. P.M.	0.563 0.540	A A	0.570 0.552	A A	0.007 0.012	No No
16.	Vine Street & Sunset Boulevard	A.M. P.M.	0.784 0.861	D* D*	0.784 0.865	D* D*	0.000 0.004	No No
17.	Argyle Avenue & Sunset Boulevard	A.M. P.M.	0.385 0.319	A A	0.393 0.333	A A	0.008 0.014	No No
18.	El Centro Avenue & Sunset Boulevard	A.M. P.M.	0.396 0.544	A A	0.404 0.554	A A	0.008 0.010	No No
19.	Gower Street & Sunset Boulevard	A.M. P.M.	0.742 0.758	C C	0.745 0.762	C C	0.003 0.004	No No
20.	Bronson Avenue & Sunset Boulevard	A.M. P.M.	0.668 0.693	B B	0.669 0.697	B B	0.001 0.004	No No
21.	Van Ness Avenue & Sunset Boulevard	A.M. P.M.	0.610 0.737	B C	0.611 0.741	B C	0.001 0.004	No No

Table IV.G-9 (Continued)
Signalized Intersection Levels of Service—Existing With Project Conditions (2017)—Grocery Store Option

No.	Intersection	Peak Hour	Existing Conditions		Existing With Project Conditions			Significant Impact?
			V/C	LOS	V/C	LOS	Change in V/C	
22.	Wilton Place & Sunset Boulevard	A.M.	0.525	A	0.527	A	0.002	No
		P.M.	0.582	A	0.584	A	0.002	No

**To provide a more conservative analysis, the LOS presented at this signalized intersection reflects observed conditions. (The CMA methodology for individual intersections does not account for, in every case, vehicle queues along corridors, pedestrians, conflicts, etc., and thus provides calculated average operating conditions that may appear better than is observed.)*

Source: Gibson Transportation Consulting, Inc., 2018.

(d) Future With Project Conditions—Grocery Store Option

As shown in Table IV.G-11 on page IV.G-57, 17 of the 22 signalized study intersections are projected to operate at LOS D or better during the A.M. and P.M. peak hours under Future With Project Conditions for the Grocery Store Option. The following remaining five intersections are projected to operate at LOS E or F during at least one of the peak periods under Future With Project Conditions for the Grocery Store Option:

- Intersection No. 2: Argyle Avenue & Franklin Avenue/US-101 Northbound On-Ramp (P.M. peak hour)
- Intersection No. 9: Vine Street & Hollywood Boulevard (A.M. and P.M. peak hours)
- Intersection No. 16: Vine Street & Sunset Boulevard (A.M. and P.M. peak hours)
- Intersection No. 19: Gower Street & Sunset Boulevard (A.M. and P.M. peak hours)
- Intersection No. 21: Van Ness Avenue & Sunset Boulevard (P.M. peak hour)

However, the addition of Project traffic for the Grocery Store Option would not result in a change to the V/C ratio that would exceed the significance thresholds at any of the 22 signalized intersections. Therefore, traffic impacts at all study intersections would be less than significant during both the A.M. and P.M. peak hours under the Future With Project Conditions, and no mitigation measures are required.

Table IV.G-10
Signalized Intersection Levels of Service—Future With Project Conditions (2023)—Retail/Restaurant Option

No.	Intersection	Peak Hour	Future Without Project Conditions		Future With Project Conditions			Significant Impact
			V/C	LOS	V/C	LOS	Change in V/C	
1.	Vine Street & Franklin Avenue/US-101 Southbound Off-Ramp	A.M. P.M.	0.369 0.445	A A	0.371 0.446	A A	0.002 0.001	No No
2.	Argyle Avenue & Franklin Avenue/US-101 Northbound On-Ramp	A.M. P.M.	0.888 0.943	D E	0.897 0.947	D E	0.009 0.004	No No
3.	Gower Street & Franklin Avenue	A.M. P.M.	0.713 0.804	C D	0.717 0.808	C D	0.004 0.004	No No
4.	Ivar Avenue & Yucca Street	A.M. P.M.	0.262 0.325	A A	0.262 0.325	A A	0.000 0.000	No No
5.	Vine Street & Yucca Street	A.M. P.M.	0.603 0.597	B A	0.605 0.603	B B	0.002 0.006	No No
6.	Argyle Avenue & Yucca Street	A.M. P.M.	0.279 0.453	A A	0.281 0.456	A A	0.002 0.003	No No
7.	Gower Street & Carlos Avenue	A.M. P.M.	0.375 0.306	A A	0.376 0.307	A A	0.001 0.001	No No
8.	Ivar Avenue & Hollywood Boulevard	A.M. P.M.	0.629 0.621	B B	0.632 0.623	B B	0.003 0.002	No No
9.	Vine Street & Hollywood Boulevard	A.M. P.M.	0.904 0.897	F* F*	0.909 0.906	F* F*	0.005 0.009	No No
10.	Argyle Avenue & Hollywood Boulevard	A.M. P.M.	0.630 0.695	B B	0.636 0.702	B C	0.006 0.007	No No
11.	Gower Street & Hollywood Boulevard	A.M. P.M.	0.843 0.843	D D	0.847 0.852	D D	0.004 0.009	No No
12.	Ivar Avenue & Selma Avenue	A.M. P.M.	0.279 0.307	A A	0.285 0.325	A A	0.006 0.018	No No
13.	Vine Street & Selma Avenue	A.M. P.M.	0.645 0.628	B B	0.662 0.659	B B	0.017 0.031	No No
14.	Argyle Avenue & Selma Avenue	A.M. P.M.	0.443 0.383	A A	0.499 0.405	A A	0.056 0.022	No No
15.	Gower Street & Selma Avenue	A.M. P.M.	0.685 0.631	B B	0.695 0.643	B B	0.010 0.012	No No
16.	Vine Street & Sunset Boulevard	A.M. P.M.	0.957 1.109	F* F*	0.960 1.114	F* F*	0.003 0.005	No No
17.	Argyle Avenue & Sunset Boulevard	A.M. P.M.	0.485 0.449	A A	0.497 0.465	A A	0.012 0.016	No No

Table IV.G-10 (Continued)
Signalized Intersection Levels of Service—Future With Project Conditions (2023)—Retail/Restaurant Option

No.	Intersection	Peak Hour	Future Without Project Conditions		Future With Project Conditions			Significant Impact
			V/C	LOS	V/C	LOS	Change in V/C	
18.	El Centro Avenue & Sunset Boulevard	A.M. P.M.	0.507 0.695	A B	0.518 0.705	A C	0.011 0.010	No No
19.	Gower Street & Sunset Boulevard	A.M. P.M.	1.007 1.028	F F	1.013 1.033	F F	0.006 0.005	No No
20.	Bronson Avenue & Sunset Boulevard	A.M. P.M.	0.860 0.885	D D	0.861 0.889	D D	0.001 0.004	No No
21.	Van Ness Avenue & Sunset Boulevard	A.M. P.M.	0.746 0.940	C E	0.747 0.943	C E	0.001 0.003	No No
22.	Wilton Place & Sunset Boulevard	A.M. P.M.	0.605 0.737	B C	0.606 0.739	B C	0.001 0.002	No No
<p><i>*To provide a more conservative analysis, the LOS presented at this signalized intersection reflects observed conditions. (The CMA methodology for individual intersections does not account for, in every case, vehicle queues along corridors, pedestrians, conflicts, etc., and thus provides calculated average operating conditions that may appear better than is observed.)</i></p> <p>Source: Gibson Transportation Consulting, Inc., 2018.</p>								

(2) Unsignalized Intersection Analysis

As discussed above, LADOT's *Transportation Impact Study Guidelines* require an evaluation of the seven unsignalized intersections within the Project's study area, solely to determine the need for installation of a traffic signal or other traffic control device. Therefore, an LOS analysis was conducted at the seven unsignalized study intersections for the Project.

(a) Existing With Project Conditions—Retail/Restaurant Option

Table IV.G-12 on page IV.G-59 summarizes the intersection LOS under the Existing With Project Conditions for the Retail/Restaurant Option during the weekday A.M. and P.M. peak hours for the unsignalized intersections. As shown Table IV.G-12, five of the seven unsignalized study intersections are anticipated to operate at LOS D or better during both A.M. and P.M. peak hours under both Existing and Existing with Project Conditions for the Retail/Restaurant Option. The remaining two intersections, Intersection No. 25: Gower Street & US-101 Southbound Off-Ramp/Yucca Street and Intersection No. 29: US-101 Southbound On-Ramp & Sunset Boulevard are anticipated to operate at LOS F during at

Table IV.G-11
Signalized Intersection Levels of Service—Future With Project Conditions (2023)—Grocery Store Option

No.	Intersection	Peak Hour	Future Without Project Conditions		Future With Project Conditions			Significant Impact
			V/C	LOS	V/C	LOS	Change in V/C	
1.	Vine Street & Franklin Avenue/US-101 Southbound Off-Ramp	A.M. P.M.	0.369 0.445	A A	0.371 0.446	A A	0.002 0.001	No No
2.	Argyle Avenue & Franklin Avenue/US-101 Northbound On-Ramp	A.M. P.M.	0.888 0.943	D E	0.896 0.947	D E	0.008 0.004	No No
3.	Gower Street & Franklin Avenue	A.M. P.M.	0.713 0.804	C D	0.716 0.808	C D	0.003 0.004	No No
4.	Ivar Avenue & Yucca Street	A.M. P.M.	0.262 0.325	A A	0.262 0.325	A A	0.000 0.000	No No
5.	Vine Street & Yucca Street	A.M. P.M.	0.603 0.597	B A	0.604 0.603	B B	0.001 0.006	No No
6.	Argyle Avenue & Yucca Street	A.M. P.M.	0.279 0.453	A A	0.280 0.457	A A	0.001 0.004	No No
7.	Gower Street & Carlos Avenue	A.M. P.M.	0.375 0.306	A A	0.376 0.307	A A	0.001 0.001	No No
8.	Ivar Avenue & Hollywood Boulevard	A.M. P.M.	0.629 0.621	B B	0.631 0.623	B B	0.002 0.002	No No
9.	Vine Street & Hollywood Boulevard	A.M. P.M.	0.904 0.897	F* F*	0.906 0.906	F* F*	0.002 0.009	No No
10.	Argyle Avenue & Hollywood Boulevard	A.M. P.M.	0.630 0.695	B B	0.634 0.703	B C	0.004 0.008	No No
11.	Gower Street & Hollywood Boulevard	A.M. P.M.	0.843 0.843	D D	0.845 0.852	D D	0.002 0.009	No No
12.	Ivar Avenue & Selma Avenue	A.M. P.M.	0.279 0.307	A A	0.281 0.325	A A	0.002 0.018	No No
13.	Vine Street & Selma Avenue	A.M. P.M.	0.645 0.628	B B	0.659 0.659	B B	0.014 0.031	No No
14.	Argyle Avenue & Selma Avenue	A.M. P.M.	0.443 0.383	A A	0.487 0.410	A A	0.044 0.027	No No
15.	Gower Street & Selma Avenue	A.M. P.M.	0.685 0.631	B B	0.693 0.643	B B	0.008 0.012	No No
16.	Vine Street & Sunset Boulevard	A.M. P.M.	0.957 1.109	F* F*	0.958 1.114	F* F*	0.001 0.005	No No
17.	Argyle Avenue & Sunset Boulevard	A.M. P.M.	0.485 0.449	A A	0.493 0.466	A A	0.008 0.017	No No

Table IV.G-11 (Continued)
Signalized Intersection Levels of Service—Future With Project Conditions (2023)—Grocery Store Option

No.	Intersection	Peak Hour	Future Without Project Conditions		Future With Project Conditions			Significant Impact
			V/C	LOS	V/C	LOS	Change in V/C	
18.	El Centro Avenue & Sunset Boulevard	A.M. P.M.	0.507 0.695	A B	0.515 0.705	A C	0.008 0.010	No No
19.	Gower Street & Sunset Boulevard	A.M. P.M.	1.007 1.028	F F	1.010 1.033	F F	0.003 0.005	No No
20.	Bronson Avenue & Sunset Boulevard	A.M. P.M.	0.860 0.885	D D	0.861 0.889	D D	0.001 0.004	No No
21.	Van Ness Avenue & Sunset Boulevard	A.M. P.M.	0.746 0.940	C E	0.747 0.943	C E	0.001 0.003	No No
22.	Wilton Place & Sunset Boulevard	A.M. P.M.	0.605 0.737	B C	0.606 0.739	B C	0.001 0.002	No No
<hr/> <i>*To provide a more conservative analysis, the LOS presented at this signalized intersection reflects observed conditions. (The CMA methodology for individual intersections does not account for, in every case, vehicle queues along corridors, pedestrians, conflicts, etc., and thus provide calculated average operating conditions that may appear better than is observed.)</i> <i>Source: Gibson Transportation Consulting, Inc., 2018.</i>								

least one of the analyzed peak hours under both Existing and Existing with Project Conditions for the Retail/Restaurant Option.

(b) Existing With Project Conditions—Grocery Store Option

Table IV.G-13 on page IV.G-60 summarizes the intersection LOS under the Existing with Project Conditions for the Grocery Store Option during the A.M. and P.M. peak hours for the unsignalized intersections. As shown therein, five of the seven unsignalized study intersections are anticipated to operate at LOS D or better during both A.M. and P.M. peak hours under both Existing and Existing with Project Conditions for the Grocery Store Option. The remaining two intersections, Intersection No. 25: Gower Street & US-101 Southbound Off-Ramp/Yucca Street and Intersection No. 29: US-101 Southbound On-Ramp & Sunset Boulevard, are anticipated to operate at LOS F during at least one of the analyzed peak hours under both Existing and Existing with Project Conditions for the Grocery Store Option.

Table IV.G-12
Unsignalized Intersection Levels of Service
Existing With Project Conditions (2017)—Retail/Restaurant Option

No.	Intersection	Peak Hour	Existing Conditions		Existing With Project Conditions	
			Delay ^a	LOS	Delay ^a	LOS
23.	Argyle Avenue & US-101 Southbound On-Ramp	A.M. P.M.	8.2 9.7	A A	8.2 9.7	A A
24.	Gower Street & US-101 Northbound Off-Ramp	A.M. P.M.	27.7 31.2	D D	28.3 32.5	D D
25.	Gower Street & US-101 Southbound Off-Ramp/ Yucca Street	A.M. P.M.	76.1 65.4	F F	78.6 70.1	F F
26.	Gower Street & Yucca Street	A.M. P.M.	28.3 31.5	D D	28.5 32.2	D D
27.	US-101 Southbound Off-Ramp/ Van Ness Avenue & Harold Way	A.M. P.M.	13.1 10.3	B B	13.1 10.3	B B
28.	Wilton Place & Harold Way/ US-101 Northbound Off-Ramp	A.M. P.M.	13.0 7.6	B A	13.0 7.6	B A
29.	US-101 Southbound On-Ramp & Sunset Boulevard	A.M. P.M.	32.0 74.4	D F	33.5 76.6	D F
^a Delay is measured in seconds per vehicle. Source: Gibson Transportation Consulting, Inc., 2018.						

(c) Future With Project Conditions—Retail/Restaurant Option

Table IV.G-14 on page IV.G-61 summarizes the intersection LOS under the Future With Project Conditions for the Retail/Restaurant Option during the weekday A.M. and P.M. peak hours for the unsignalized intersections. As shown on Table IV.G-14, three of the seven unsignalized intersections are anticipated to operate at LOS B or better during both the A.M. and P.M. peak hours. The following remaining four unsignalized intersections are anticipated to operate at LOS E or F during both the morning and afternoon peak hours during both Future without Project and Future with Project Conditions for the Retail/Restaurant Option:

- Intersection No. 24: Gower Street & US-101 Northbound Off-Ramp
- Intersection No. 25: Gower Street & US-101 Southbound Off-Ramp/Yucca Street
- Intersection No. 26: Gower Street and Yucca Street
- Intersection No. 29: US-101 Southbound On-Ramp & Sunset Boulevard

Table IV.G-13
Unsignalized Intersection Levels of Service
Existing With Project Conditions (2017)—Grocery Store Option

No.	Intersection	Peak Hour	Existing Conditions		Existing With Project Conditions	
			Delay ^a	LOS	Delay ^a	LOS
23.	Argyle Avenue & US-101 Southbound On-Ramp	A.M. P.M.	8.2 9.7	A A	8.2 9.7	A A
24.	Gower Street & US-101 Northbound Off-Ramp	A.M. P.M.	27.7 31.2	D D	28.2 32.5	D D
25.	Gower Street & US-101 Southbound Off-Ramp/ Yucca Street	A.M. P.M.	76.1 65.4	F F	78.0 70.1	F F
26.	Gower Street & Yucca Street	A.M. P.M.	28.3 31.5	D D	28.5 32.2	D D
27.	US-101 Southbound Off-Ramp/ Van Ness Avenue & Harold Way	A.M. P.M.	13.1 10.3	B B	13.1 10.3	B B
28.	Wilton Place & Harold Way/ US-101 Northbound Off-Ramp	A.M. P.M.	13.0 7.6	B A	13.0 7.6	B A
29.	US-101 Southbound On-Ramp & Sunset Boulevard	A.M. P.M.	32.0 74.4	D F	33.3 76.7	D F
^a Delay is measured in seconds per vehicle. Source: Gibson Transportation Consulting, Inc., 2018.						

(d) Future With Project Conditions—Grocery Store Option

Table IV.G-15 on page IV.G-62 summarizes the intersection LOS under the Future With Project Conditions for the Grocery Store Option during the weekday A.M. and P.M. peak hours for the unsignalized intersections. As shown therein, three of the seven unsignalized intersections are anticipated to operate at LOS B or better during both the A.M. and P.M. peak hours under Future With Project Conditions for the Grocery Store Option. The following remaining four unsignalized intersections are anticipated to operate at LOS E or F during both the A.M. and P.M. peak hours under both Future without Project and Future with Project Conditions for the Grocery Store Option:

- Intersection No. 24: Gower Street & US-101 Northbound Off-Ramp
- Intersection No. 25: Gower Street & US-101 Southbound Off-Ramp/Yucca Street
- Intersection No. 26: Gower Street and Yucca Street
- Intersection No. 29: US-101 Southbound On-Ramp & Sunset Boulevard

Table IV.G-14
Unsignalized Intersection Levels of Service
Future With Project Conditions (2023)—Retail/Restaurant Option

No.	Intersection	Peak Hour	Future Without Project Conditions		Future With Project Conditions	
			Delay ^a	LOS	Delay ^a	LOS
23.	Argyle Avenue & US-101 Southbound On-Ramp	A.M. P.M.	8.7 10.7	A B	8.7 10.7	A B
24.	Gower Street & US-101 Northbound Off-Ramp	A.M. P.M.	52.7 92.9	F F	54.8 102.0	F F
25.	Gower Street & US-101 Southbound Off-Ramp/ Yucca Street	A.M. P.M.	162.6 196.4	F F	167.6 207.8	F F
26.	Gower Street & Yucca Street	A.M. P.M.	36.7 50.5	E F	37.0 52.1	E F
27.	US-101 Southbound Off-Ramp/ Van Ness Avenue & Harold Way	A.M. P.M.	14.5 11.0	B B	14.5 11.0	B B
28.	Wilton Place & Harold Way/ US-101 Northbound Off-Ramp	A.M. P.M.	14.3 7.8	B A	14.3 7.8	B A
29.	US-101 Southbound On-Ramp & Sunset Boulevard	A.M. P.M.	73.9 Overflow	F F	79.2 Overflow	F F
^a Delay is measured in seconds per vehicle. Source: Gibson Transportation Consulting, Inc., 2018.						

(e) Signal Warrant Analysis

Based on the results of the intersection analysis for the seven unsignalized intersections, further signal warrant analyses were conducted for the four unsignalized intersections projected to operate at LOS E or F during either the A.M. and P.M. peak hours. The results of the signal warrant analysis are provided in Table IV.G-16 on page IV.G-63. As shown in Table IV.G-16, for both the Retail/Restaurant Option and the Grocery Store Option, Intersection No. 25: Gower Street & US-101 Southbound Off-Ramp/Yucca Street would meet the minimum volume and delay thresholds of Warrant 3 under Existing and Future Conditions.²⁵ The satisfaction of the warrant threshold alone, however, is not the

²⁵ As stated in the Caltrans California Manual of Uniform Traffic Control Devices, Warrant 3 (Peak-Hour Vehicular Volume Warrant) is intended for use at a location where traffic conditions are such that for a minimum of one hour of an average day, the minor-street traffic suffers undue delay when entering or crossing the major street. Combined volumes for both approaches of the major street are included while only the volume from the higher minor street approach is included. At an intersection with a high volume of left-turn traffic from the major street, the analysis may include the major street left-turn volumes plus the minor street approach volume as the total "minor street" volume. The warrant is satisfied if traffic volumes for any one hour of an average day exceed Warrant 3 thresholds.

Table IV.G-15
Unsignalized Intersection Levels of Service
Future With Project Conditions (2023)—Grocery Store Option

No.	Intersection	Peak Hour	Future Without Project Conditions		Future With Project Conditions	
			Delay ^a	LOS	Delay ^a	LOS
23.	Argyle Avenue & US-101 Southbound On-Ramp	A.M. P.M.	8.7 10.7	A B	8.7 10.7	A B
24.	Gower Street & US-101 Northbound Off-Ramp	A.M. P.M.	52.7 92.9	F F	54.5 102.0	F F
25.	Gower Street & US-101 Southbound Off-Ramp/Yucca Street	A.M. P.M.	162.6 196.4	F F	166.4 207.8	F F
26.	Gower Street & Yucca Street	A.M. P.M.	36.7 50.5	E F	36.9 52.1	E F
27.	US-101 Southbound Off-Ramp/ Van Ness Avenue & Harold Way	A.M. P.M.	14.5 11.0	B B	14.5 11.0	B B
28.	Wilton Place & Harold Way/ US-101 Northbound Off-Ramp	A.M. P.M.	14.3 7.8	B A	14.3 7.8	B A
29.	US-101 Southbound On-Ramp & Sunset Boulevard	A.M. P.M.	73.9 Overflow	F F	78.7 Overflow	F F
^a Delay is measured in seconds per vehicle. Source: Gibson Transportation Consulting, Inc., 2018.						

same as a significance threshold for determining a significant impact and does not in and of itself dictate the requirement of the installation of a traffic control signal. That decision is made by LADOT and other applicable agencies, which would consider additional factors such as spacing with adjacent intersections and interruption of traffic flow on the major streets. Furthermore, based on the analysis above, the Project does not create the need for a traffic signal at the Intersection No. 25, as traffic volumes without the Project would also result in LOS F conditions.

(ii) Caltrans Analysis

The analysis conducted on Caltrans facilities included freeway mainline segments, ramp intersections, and off-ramp queuing. Five mainline freeway segments along US-101 were analyzed using the HCM operational analysis methodologies to determine density, speed, and corresponding LOS. Two signalized and six unsignalized Caltrans ramp intersections were analyzed using the HCM operation analysis methodologies to determine average vehicular control delay and corresponding LOS. In addition, five freeway off-ramps along US-101 were analyzed for ramp queue lengths. Details of this analysis are included in Appendix G of the Traffic Study for informational purposes.

**Table IV.G-16
Signal Warrant Analysis for the Project**

No.	Intersection	Peak Hour	Peak Hour Warrant Met			
			Existing Conditions (2017)	Existing with Project Conditions (2017)	Future without Project Conditions (2023)	Future with Project Conditions (2023)
Retail/Restaurant Option						
24.	Gower Street & US-101 Northbound Off-Ramp	A.M. P.M.	No	No	No	No
25.	Gower Street & US-101 Southbound Off-Ramp/ Yucca Street	A.M. P.M.	Yes	Yes	Yes	Yes
26.	Gower Street & Yucca Street	A.M. P.M.	No	No	No	No
29.	US-101 Southbound On-Ramp & Sunset Boulevard	A.M. P.M.	No	No	No	No
Grocery Store Option						
24.	Gower Street & US-101 Northbound Off-Ramp	A.M. P.M.	No	No	No	No
25.	Gower Street & US-101 Southbound Off-Ramp/ Yucca Street	A.M. P.M.	Yes	Yes	Yes	Yes
26.	Gower Street & Yucca Street	A.M. P.M.	No	No	No	No
29.	US-101 Southbound On-Ramp & Sunset Boulevard	A.M. P.M.	No	No	No	No
Source: Gibson Transportation Consulting, Inc., 2018.						

(iii) Public Transit

The Project Site is well served by public transit, including one rail line, eight regular buses, and three DASH line buses. The Metro Red Line Hollywood/Vine Station is located approximately 0.25 mile from the Project Site. In conservatively assuming that all transit/walk-in trip estimates from the Project Site are via public transit, as shown in Table IV.G-6 on page IV.G-39, the Retail/Restaurant Option would generate approximately 202 A.M. peak-hour trips and 212 P.M. peak-hour trips prior to any transit/walk-in trip adjustments. Assuming an AVO of 1.4, the vehicle trips generated by the Retail/ Restaurant Option would result in an estimated increase of 283 person trips during the A.M. peak hour and 297 person trips during the P.M. peak hour. Applying the 15 percent mode split for transit/walk-in, the Retail/Restaurant Option would generate approximately 42 net new transit trips in the A.M. peak hour and 45 net new transit trips in the P.M. peak hour. As shown in Table IV.G-7 on page IV.G-40, the Grocery Store Option would generate approximately 141 A.M. peak-hour trips and 227 P.M. peak-hour trips prior to any transit/walk-in trip

adjustments. Assuming an AVO of 1.4, the vehicle trips generated by the Grocery Store Option would result in an estimated increase of 197 person trips during the A.M. peak hour and 318 person trips during the P.M. peak hour. Applying the 15 percent mode split for transit/walk-in, the Grocery Store Option would generate approximately 30 net new transit trips in the A.M. peak hour and 48 net new transit trips in the P.M. peak hour.

The peak capacity of the transit system serving the Project Site is approximately 6,993 trips during the A.M. peak hour and 5,851 trips during the P.M. peak hour. The Project is projected to generate 42 person trips by transit during the A.M. peak hour and 45 person trips by transit during the P.M. peak hour under the Retail/Restaurant Option, and 30 person trips by transit during the A.M. peak hour and 48 person trips by transit during the P.M. peak hour under the Grocery Store Option. Transit trips generated by the Project under both options would be less than 0.1 percent of the available average capacity during the A.M. and P.M. peak hours. Accordingly, it is concluded that the Project would not cause the capacity of the transit system to be substantially exceeded. Therefore Project impacts on the transit systems serving the Project area would be less than significant and no mitigation measures are required.

(iv) Access and Circulation

Vehicular access to the Project Site would be provided via one full access driveway along Selma Avenue that would lead into the parking garage and accommodate right- and left-turn ingress and egress movements. The driveway would be designed in accordance with LADOT standards. In addition, truck loading access would be provided via a separate driveway along Selma Avenue. The grocery store option would also include an additional driveway for delivery trucks to access a loading area off of Argyle Avenue.

Based on the *L.A. CEQA Thresholds Guide* guidance described above, the Project's potential impacts on the operating conditions of the intersections nearest to the primary Project Site access (i.e., Intersection No. 10: Argyle Avenue & Hollywood Boulevard; Intersection No. 13: Selma Avenue & Vine Street; and Intersection No. 14: Argyle Avenue & Selma Avenue) were studied. As shown in Table IV.G-10 and Table IV.G-11 on pages IV.G-55 and IV.G-57, respectively, all three intersections are projected to operate at LOS C or better during both peak periods under Future With Project Conditions for both the Retail/Restaurant Option and the Grocery Store Option. In addition, with regard to emergency vehicle access during Project operation, while traffic along the surrounding roadways would increase with implementation of the Project, the traffic generated by the Project would not result in any significant impacts on the study intersections analyzed in the Traffic Study. Furthermore, the drivers of emergency vehicles normally have a variety of options for avoiding traffic, such as using sirens to clear a path of travel or driving in the lanes of opposing traffic, pursuant to CVC Section 21806. As such, existing emergency access to the Project Site and surrounding uses would be maintained during operation of

the Project. Therefore, Project impacts with regard to access and circulation would be less than significant, and no mitigation measures are required.

(v) Bicycle and Pedestrian Facilities

As described above, vehicular access for both the commercial and residential components of the Project would be from one full access driveway on Selma Avenue. The grocery store option would also include an additional driveway for delivery trucks to access a loading area off of Argyle Avenue. Pedestrian access to the ground-floor neighborhood-serving commercial uses would be from both Argyle Avenue and Selma Avenue. Project residents would access the Project Site from a residential lobby located on Argyle Avenue and from all levels of the parking garage. The Project access locations would be required to conform to City standards and would be designed to provide adequate sight distance, sidewalks, and/or pedestrian movement controls that would meet the City's requirements to protect pedestrian safety. In addition, the proposed driveways would be designed to limit potential impediments to visibility. The Project would also maintain the existing sidewalks along Argyle Avenue and Selma Avenue. Furthermore, the Project would design vehicular circulation to be clearly separated so as not to conflict with pedestrian and bicycle circulation.

Visitors, patrons, and employees arriving by bicycle would have access on Selma Avenue. As described in detail in Subsection 2.e.(2), in the vicinity of the Project Site, Bicycle Routes also currently exist along Vine Street and Argyle Avenue. No dedicated Bicycle Lanes currently exist in the immediate vicinity of the Project Site. Although the City's Mobility Plan 2035 does not yet have a schedule for implementation, Sunset Boulevard is designated as a Planned Bicycle Lane within the Bicycle Enhanced Network.

The use of the public right-of-way on Argyle Avenue and Selma Avenue and sidewalk closures would require temporary rerouting of pedestrian traffic. However, the Project would implement a Construction Traffic Management Plan pursuant to Project Design Feature TR-PDF-1, which would include measures to ensure pedestrian and bicyclist safety along the affected sidewalks and temporary walkways (e.g., use of directional signage, maintaining continuous and unobstructed pedestrian paths, and/or providing overhead covering). In addition, although the Project construction activities may require a temporary relocation of a Metro bus layover stop adjacent to the Project Site on Selma Avenue, no impacts on transit service would be anticipated as a result of coordination with Metro pursuant to Project Design Feature TR-PDF-1. Therefore, impacts to public transit, bicycle, or pedestrian facilities during construction would be less than significant.

The Project Site is located less than 0.25 mile south of the Metro Red Line/Hollywood Vine Station and is served by eight Metro buses and three DASH line buses. The Project would maintain the existing sidewalks along Argyle Avenue and Selma Avenue and would

provide bicycle parking spaces in accordance with the requirements of the LAMC. Pedestrian access to the ground-floor neighborhood-serving commercial uses would be from both Argyle Avenue and Selma Avenue. Project residents would access the Project Site from a residential lobby located on Argyle Avenue and from all levels of the parking garage. The Project access locations would be required to conform to City standards and would be designed to provide adequate sight distance, sidewalks, and/or pedestrian movement controls that would meet the City's requirements to protect pedestrian safety. In addition, the proposed driveways would be designed to limit potential impediments to visibility and the Project would design vehicular circulation to be clearly separated so as not to conflict with pedestrian and bicycle circulation. Therefore, impacts to bicycle and pedestrian facilities would be less than significant during Project operations.

Based on the above, the Project would not conflict with a program, plan, ordinance, or policy addressing bicycle and pedestrian facilities and impacts would be less than significant.

(vi) Parking

As discussed above, since the Project is located in a transit priority area as defined in PRC Section 21099, the Project's parking impacts shall not be considered significant impacts on the environment pursuant to PRC Section 21099. Therefore, the analysis regarding Project parking is provided for informational purposes only.

As shown in Table IV.G-17 page IV.G-67, based on the parking requirements set forth in LAMC Sections 12.21-A,4(x)(3) and 12.22-A,25(d)(1), the Project's Retail/Restaurant Option would be required to provide 358 vehicular parking spaces within the on-site garage. As discussed above, the Project also provides an alternative for an approximately 27,000 square-foot grocery store to be constructed in lieu of the Project's proposed 24,000 square feet of retail and restaurant uses. Under the Project's Grocery Store Option, 364 vehicular parking spaces would be required. Such figures for the required vehicular parking spaces do not account for potential bicycle parking reductions.

As described in Section II, Project Description, of this Draft EIR, the Project proposes to provide up to 412 vehicle parking spaces for the Project and the Grocery Store Option. Therefore, the Project would comply with the applicable parking requirements of the LAMC.

Bicycle parking requirements per LAMC Section 12.21-A.16(a)(1)(i) include short-term and long-term parking. Short-term bicycle parking is characterized by bicycle racks that support the bicycle frame at two points. Long-term bicycle parking is characterized by an enclosure protecting all sides from inclement weather and secured from the general public. As shown in Table IV.G-18 on page IV.G-68, based on LAMC Section

**Table IV.G-17
Vehicle Parking Requirement**

Land Use	Size	LAMC Requirement	Spaces
Residential^a			
0- to 1-Bedroom	242 du	1 space/du	236
2- to 3-Bedroom	34 du	2 spaces/du	68
Commercial^b			
Retail/Restaurant	24,000 sf	2 spaces/1,000 sf ^a	48
Grocery Store	27,000 sf	2 spaces/1,000 sf ^a	54
Total Project Vehicle Parking Required with Retail/Restaurant Uses^c			358
Total Project Vehicle Parking Required with Grocery Store Use^c			364
<p><i>du = dwelling unit</i> <i>sf = square feet</i> ^a Pursuant to LAMC Section 12.22-A,25(d)(1), Option 1 for residential buildings that qualify for density bonus. ^b Pursuant to LAMC Section 12.21-A,4(x)(3), commercial parking requirements for uses within the Hollywood Redevelopment Area. ^c Vehicle parking totals do not reflect potential bicycle parking reductions. Source: Togawa Smith Martin, 2018.</p>			

12.21-A.16(a)(1)(i), the Project would be required to provide a minimum of 182 bicycle parking spaces (26 short-term and 156 long-term bicycle parking spaces) for both options. For the Retail/Restaurant Option, the Project would provide 182 bicycle parking spaces (26 short-term, 156 long-term), and for the Grocery Store Option, the Project would provide 186 bicycle parking spaces (28 short-term, 158 long-term). As the Project would provide the required amount of bicycle parking spaces for the retail and restaurant uses and grocery store use, impacts related to bicycle parking would be less than significant.

(vii) Summary of Construction and Operational Impacts

As discussed in the analysis above, the Project's construction-related traffic, access, safety, transit, and parking impacts would be less than significant. During Project operations, Project-generated traffic would not cause any of the study intersections to exceed significance thresholds, and impacts would be less than significant. In addition, Project impacts to public transit; access and circulation; and bicycle, pedestrian, and vehicle safety would be less than significant. Furthermore, the Project is located in a transit priority area and parking impacts would not be considered significant impacts on the environment pursuant to PRC Section 21099. **Therefore, the Project would not conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness**

**Table IV.G-18
Bicycle Parking Requirement**

Land Use	Size	LAMC Requirement ^a	Short Term	Long Term
Residential				
Residential	276 units	Short Term: du 1–25: 1 spc/10 du du 26–100: 1 spc/15 du du 101–200: 1 spc/20 du du 201+: 1 spc/40 du Long Term: du 1–25: 1 spc/1 du du 26–100: 1 spc/1.5 du du 101–200: 1 spc/2 du du 200+: 1 spc/4 du	14	144
Commercial				
Retail/Restaurant Option	24,000 sf	Short Term: 1 spc/2,000 sf	12	12
Grocery Store Option	27,000 sf	Long Term: 1 spc/2,000 sf	14	14
Total Project Bicycle Parking Required with Retail/Restaurant Uses			26	156
Total Project Bicycle Parking Required with Grocery Store Use			28	158
<i>du = dwelling unit</i> <i>sf = square feet</i> <i>spc = space</i> ^a Pursuant to LAMC Section 12.21-A.16(a)(1)(i). Source: Togawa Smith Martin, 2018.				

for the performance of the circulation system, including intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit.

Threshold (b): Would the Project conflict with an applicable congestion management program including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

(a) Arterial Monitoring Stations

The two CMP arterial monitoring intersections within 1.5 miles of the Project Site are located at Santa Monica Boulevard & Western Avenue and at Santa Monica Boulevard & Highland Avenue, approximately 1.1 miles southeast and 1.0 mile southwest from the

Project Site, respectively. Both of these arterial monitoring intersections are located beyond the boundaries of the study area.

The Project would not add any peak-hour trips to the arterial monitoring intersection at Santa Monica Boulevard & Western Avenue but would add a maximum of three A.M. peak-hour trips and two P.M. peak-hour trips to the Santa Monica Boulevard & Highland Avenue intersection under the Retail/Restaurant Option. Under the Grocery Store Option, the Project would add one A.M. peak-hour trip and six P.M. peak-hour trips to the Santa Monica Boulevard & Western Avenue intersection, and only two P.M. peak-hour trips to the Santa Monica Boulevard & Highland Avenue intersection. Based on this peak-hour trip generation, the Project would not add more than 50 peak-hour trips at each of the arterial monitoring intersections closest to the Project Site under either option. As such, Project impacts to a CMP arterial intersection would be less than significant, and no further analysis is required.

(b) Freeway Segments

As previously described, one mainline freeway monitoring location is identified on US-101 south of Santa Monica Boulevard, approximately 1.4 miles southeast of the Project Site. At this location, the Project is projected to add a total of six northbound trips and 27 southbound trips during the A.M. peak hour and a total of 21 northbound trips and 13 southbound trips during the P.M. peak hour under the Retail/Restaurant Option. Under the Grocery Store Option, the Project would add a total of five northbound trips and 25 southbound trips during the A.M. peak hour and a total of 27 northbound trips and 14 southbound trips during the P.M. peak hour. As the Project would not add more than 150 trips in either direction during either the A.M. or P.M. peak hour under either option, Project impacts to the CMP mainline freeway monitoring location would be less than significant, and no further analysis is required.

(c) Transit

As previously discussed above under Threshold (a) above, the Project Site is well served by public transit, including one rail line, eight regular buses, and three DASH line buses. The Metro Red Line Hollywood/Vine Station is located approximately 0.25 mile from the Project Site. The Project's vehicle trips would result in an estimated increase of 283 person trips during the A.M. peak hour and 297 person trips during the P.M. peak hour, which equates to approximately 42 net new transit trips in the A.M. peak hour and 45 net new transit trips in the P.M. peak hour under the Retail/Restaurant Option, and an estimated increase of 197 person trips during the A.M. peak hour and 318 person trips during the P.M. peak hour, which equates to approximately 30 net new transit trips in the A.M. peak hour and 48 net new transit trips in the P.M. peak hour under the Grocery Store Option. The peak capacity of the transit system serving the Project Site is approximately 6,993 trips during the A.M. peak hour and 5,851 trips during the P.M. peak hour. Project-generated transit trips

would be less than 0.1 percent of the available average capacity during the A.M. and P.M. peak hours. Accordingly, it is concluded that the Project would not cause the capacity of the transit system to be substantially exceeded and that the Project would not create a significant impact on the transit systems serving the Project area.

(d) Conclusion

Based on the discussion above, the Project impacts to CMP arterial monitoring stations, CMP mainline freeway monitoring locations, and the existing public transit system would be less than significant. Therefore, the Project would not conflict with an applicable congestion management program including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways. Impacts would be less than significant and no mitigation measures are required.

Threshold (c): Would the Project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

As discussed in Section VI.6, Effects Not Found to be Significant, and in the Initial Study (Appendix A of this Draft EIR), the Project's design does not include hazardous features. The roadways adjacent to the Project Site are part of the urban roadway network and contain no sharp curves or dangerous intersections. In addition, the development of the Project would not result in any proposed modifications to the street system or any dangerous design features. Furthermore, the Project would comply with the City's applicable requirements, including emergency access requirements set forth by the LAFD. The Project design would also be reviewed by the Los Angeles Department of Building and Safety and the LAFD during the City's plan review process to ensure all applicable requirements are met. **Therefore, no impact with respect to Threshold (d) would occur, and no mitigation measures are required.**

Threshold (d): Would the Project result in inadequate emergency access?

Construction activities associated with the Project could potentially impact the provision of emergency services by the LAFD and the LAPD in the vicinity of the Project Site as a result of construction impacts to the surrounding roadways. In particular, in the vicinity of the Project Site, Hollywood Boulevard, Sunset Boulevard, and Vine Street are designated disaster/emergency routes by the City's Safety Element, and Highland and

Santa Monica Boulevard are designated disaster/emergency routes by County of Los Angeles Department of Public Works.^{26,27}

As discussed in Subsection 3.c.(2)(a)(iii), Project construction activities would be anticipated to encroach into the public right-of-way (e.g., sidewalk and roadways), narrowing the northbound lane on Argyle Avenue and the eastbound lane on Selma Avenue adjacent to the Project Site. Construction activities associated with the Project (i.e., movement of construction equipment, hauling of soil and materials, daily construction worker traffic, utility line connections, etc.) would potentially impact the public services provided by the LAFD and the LAPD in the vicinity of the Project Site, as a result of construction impacts to the surrounding roadways. As such, these short-term and temporary construction activities could temporarily increase response times for emergency vehicles along Sunset Boulevard, Vine Street, Argyle Avenue, Selma Avenue, and other main connectors due to travel time delays caused by traffic during the Project's construction phase. With implementation of the Construction Traffic Management Plan in accordance with Project Design Feature TR-PDF-1, however, emergency access would not be impeded. The Project's Construction Traffic Management Plan would require approval from LADOT prior to the start of construction to ensure that adequate and safe access will remain available within and near the Project Site during construction activities. In addition, the Project would ensure that travel lanes would continue to be maintained in each direction throughout the construction period, and the scheduling of haul truck and construction worker trips outside weekday peak traffic periods to the extent feasible would lessen any potential impact. Appropriate construction traffic control measures (e.g., detour signage, delineators, etc.) would also be implemented, as necessary, to ensure emergency access to the Project Site and traffic flow is maintained on adjacent right-of-ways, as well as on the City-designated disaster routes along Hollywood Boulevard, Sunset Boulevard, and Vine Street. As such, construction-related impacts associated with emergency access would be less than significant. Therefore, impacts to emergency access, including emergency routes, during construction of the Project would be less than significant, and no mitigation measures are required.

With regard to emergency vehicle access during Project operation, while traffic along the surrounding roadways would increase with implementation of the Project, the traffic generated by the Project would not result in any significant impacts to the study intersections analyzed in the Traffic Study. As discussed in Subsection 3.c.(2)(b)(i), the main intersections along disaster routes that provide direct access to the Project Site

²⁶ City of Los Angeles Department of City Planning, *Safety Element of the Los Angeles City General Plan, Exhibit H*, adopted November 26, 1996.

²⁷ County of Los Angeles Department of Public Works, *Disaster Route Maps, Los Angeles—Central*, August 8, 2013.

include Intersection No. 10: Argyle Avenue & Hollywood Boulevard, and Intersection No. 17: Argyle Avenue & Sunset Boulevard. Under Future With Project Conditions, Intersection No. 17 is projected to operate at LOS A and Intersection No. 10 is projected to operate at LOS C or better during both peak periods. In addition, the drivers of emergency vehicles normally have a variety of options for avoiding traffic, such as using sirens to clear a path of travel or driving in the lanes of opposing traffic, pursuant to CVC Section 21806. All Project driveways would also be designed according to LADOT standards to ensure adequate access, including emergency access, to the Project Site. Thus, existing emergency access to the Project Site and surrounding uses would be maintained during Project operation. **Therefore, the Project would not result in adequate emergency access. As such, impacts to emergency access would be less than significant, and no mitigation is required.**

4. Cumulative Impacts

a. Construction Impacts

As previously discussed, the construction of 108 related development projects is anticipated in the Project area. These 108 related projects are dispersed throughout the Project area and would draw upon a workforce from all parts of the Los Angeles region. Many, and likely most, of the construction workers are anticipated to arrive and depart the individual construction sites during off-peak hours (i.e., arrive prior to 7:00 A.M. and depart before 3:00 P.M.), thereby minimizing construction-related trips during the A.M. and P.M. peak traffic periods. In addition, many of the haul truck routes for the related projects would be approved by LADOT and/or the Department of Building and Safety according to the location of the individual construction site and the ultimate destination. The City's established review process would take into consideration overlapping construction projects and would balance haul routes to minimize the impacts of cumulative hauling on any particular roadway. Nonetheless, the potential exists for the construction-related activities and/or haul routes of the Project and the related projects to overlap particularly with respect to related projects near the Project Site that travel along Gower Street and Argyle Avenue to access the US-101 Freeway. Specifically, there is a potential for these related projects and the Project to use the same haul routes at the same time. In addition, other nearby related projects could require temporary lane closures during construction, including along Sunset Boulevard. However, it is anticipated that the related projects would be required to prepare Construction Traffic Management Plans similar to that of the Project, which would require that many, and likely most, of the construction traffic for the related projects arrive and depart individual construction sites during off-peak hours. As previously discussed, implementation of Project Design Feature TR-PDF-1 would avoid Project deliveries of construction materials and the hauling/transport of oversize loads during peak travel periods to the extent possible, and it is reasonable to assume that most if not all of the related projects would include similar project design feature(s) to limit or preclude peak-

period construction truck trips. In addition, related projects would be required to comply with City requirements regarding haul routes and would implement any necessary mitigation measures to reduce impacts. Furthermore, as with the Project, and per typical practices in the construction industry, the vast majority of workers building the related projects would arrive on-site prior to the weekday morning commuter peak hour and leave prior to or after the afternoon commuter peak hour. **Therefore, cumulative traffic impacts during construction would be less than significant.**

As discussed above in Subsection 3.c.(2)(a)(iii), the Project construction activities would require the narrowing of the northbound lane on Argyle Avenue and the eastbound lane on Selma Avenue adjacent to the Project Site. In addition, the sidewalks fronting the Project Site would be closed and would require temporary rerouting of pedestrian traffic, and a Metro bus layover stop adjacent to the Project Site on Selma Avenue may be temporarily relocated (in coordination with Metro pursuant to Project Design Feature TR-PDF-1) to either east of the Project Site boundary or west of Argyle Avenue. With implementation of the Construction Traffic Management Plan, sidewalk closures and bus stop relocations would not be anticipated to be hazards to roadway travelers, including police and fire department staff, and/or pedestrians. With regard to cumulative impacts to access and safety, bus/transit, and on-street parking, coordination with LADOT during each project's review, approval, and permitting process would ensure that none of the related projects would share the same access points or have the potential to affect the same bus stops. **Therefore, the Project's impact to access and safety, and to transit during construction would be less than significant, and would not be cumulatively considerable.**

As previously described, Project construction could result in the temporary removal of 6 metered parking spaces on Argyle Avenue adjacent to the Project Site. The temporary removal of these spaces would be coordinated with and approved by LADOT. In addition, as noted earlier, the Project would implement a Construction Traffic Management Plan subject to LADOT approval that would include measures to ensure that adjacent street parking for equipment and construction workers would not be permitted. **Therefore, the Project's impact to on-street parking would be less than significant and would not be cumulatively considerable.**

b. Operational Impacts

The traffic models used in the above analysis incorporated forecasted traffic increases due to ambient growth as well as the related projects through the year 2023. Furthermore, the CMP analysis presented above evaluates traffic impacts on a larger, regional scale. Therefore, cumulative impacts on intersections, the regional transportation system, and access and circulation, and safety as a result of the Project are accounted for in the analysis above.

(1) Intersection Levels of Service

As detailed above, under cumulative conditions (Future With Project Conditions), none of the study intersections would experience significant impacts as a result of the Project. Therefore, the Project's impacts would not be cumulatively considerable, and cumulative impacts at all study intersections would be less than significant.

(2) Regional Transportation System

As described above, the Project would not add more than 50 vehicle trips during the A.M. and P.M. peak hours at the CMP arterial monitoring stations closest to the Project Site. In addition, the Project would not add more than 150 trips along the freeway monitoring locations closest to the Project Site. Furthermore, the Project would not result in significant transit impacts. Thus, no CMP or transit impacts would occur under the Project and, as a result, the Project's contribution to cumulative impacts would not be cumulatively considerable. Therefore, the Project's cumulative impacts with regard to the CMP and transit would be less than significant.

Furthermore, Los Angeles County voters approved Measure R, a half-cent sales tax increase for transportation, which has allowed Metro to develop projects to improve the existing transportation system. Metro's 2009 Long Range Transportation Plan (adopted in 2009) which outlined a range of transit and highway projects throughout Los Angeles County that were aimed to improve mobility and address future growth, is currently in the process of an update to address transportation issues and projects identified by local jurisdictions, Councils of Governments, and transportation agencies. Metro's 2014 Short Range Transportation Plan (adopted in 2014) identifies projects and programs that will be implemented in accordance with the project priorities and funding schedules of the 2009 Long Range Transportation Plan. It is recognized that with these plans in place, Metro will continue to maintain and expand regional transit service in order to accommodate cumulative demand in the region. Although the Project (and other related projects) will cumulatively add transit ridership, Metro will continue to maintain and expand regional transit service to accommodate cumulative demand in the region. **Therefore, based on the above, cumulative impacts on public transit are considered to be less than significant.**

(3) Access and Circulation

As analyzed above, the intersections closest to the primary Project Site access are projected to operate at LOS C or better during the A.M. morning and P.M. afternoon peak periods under Future With Project Conditions. In addition, the traffic generated by the Project would not result in significant impacts to any of the study intersections. Thus, the Project would result in less-than-significant impacts related to access and circulation. **As**

such, the Project's cumulative impacts would not be cumulatively considerable and impacts to access and circulation would be less than significant.

(4) Bicycle and Pedestrian Facilities

As analyzed above, Project impacts related to bicycle and pedestrian facilities would be less than significant. In addition, as with the Project, it is anticipated that future related projects would be subject to City review to ensure that they are designed with adequate access/circulation, including standards for sight distance, sidewalks, crosswalks, and pedestrian movement controls. **Thus, Project impacts with regard to bicycle, pedestrian, and vehicular safety would not be cumulatively considerable, and cumulative impacts would be less than significant.**

5. Mitigation Measures

a. Construction

Construction-related traffic, access and safety, bus and transit, and on-street parking impacts would be less than significant. Therefore, no mitigation measures are required as part of the Project.

b. Operation

Operational traffic impacts to intersection levels of service; the regional transportation system; neighborhood street segments; access and circulation; bicycle, pedestrian, and vehicular safety; and parking would be less than significant. Therefore, no mitigation measures are required as part of the Project.

6. Level of Significance after Mitigation

a. Construction

Project-level construction-related traffic impacts associated with truck activity and construction worker traffic, access and safety, bus and transit, and on-street parking would be less than significant during the construction of the Project. Cumulative impacts would also be less than significant.

b. Operation

The traffic models used in the above analysis incorporated forecasted traffic increases due to ambient growth as well as the related projects through the year 2023.

Furthermore, the CMP analysis presented above evaluates traffic impacts on a larger, regional scale. Therefore, cumulative impacts on intersections, the regional transportation system, and access and circulation, and safety as a result of the Project are accounted for in the analysis above.

(1) Intersection Levels of Service

(a) Existing With Project

Intersection levels of service impacts at all study intersections would be less than significant under Existing With Project Conditions.

(b) Future With Project

Intersection levels of service impacts at all study intersections would be less than significant under Future With Project Conditions.

(2) Regional Transportation System

Impacts to CMP freeway segments, arterial monitoring stations, and transit would be less than significant.

(3) Access and Circulation

Project access and circulation impacts would be less than significant.

(4) Bicycle and Pedestrian Facilities

Impacts related to bicycle and pedestrian facilities would be less than significant.