IV. Environmental Impact Analysis
J. Transportation

1. Introduction

This section of the Draft EIR analyzes the Project's potential impacts on transportation. This section is based on the *Traffic Study for the citizenM Hotel Project* (Traffic Study), dated November 2016, and the *Traffic Impact Analysis for the Revised citizenM Hotel Project* (Revised Traffic Study), dated May 2018, prepared by Gibson Transportation Consulting, Inc. (see Appendix H of this Draft EIR). The Traffic Study and Revised Traffic Study follow the Los Angeles Department of Transportation's (LADOT) *Traffic Study Policies and Procedures* (August 2014) and LADOT's *Transportation Impact Study Guidelines* (December 2016), respectively, which establish the guidelines for determining the appropriate traffic analysis for a project, analysis methodologies, and significance thresholds and is 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 Traffic Study approach and were outlined in a Memorandum of Understanding (MOU) dated June 2016, which was reviewed and approved by LADOT. A copy of the MOU is provided in Appendix A of the Traffic Study. LADOT also reviewed and approved the Traffic Study prior to circulation of this Draft EIR. A copy of the MOU and the LADOT Assessment Letter of the Traffic Study is included as Appendix H of this Draft EIR. The Project Applicant revised the Project after LADOT's approval of the Traffic Study, and the Revised Traffic Study was prepared and submitted to LADOT for review. LADOT has reviewed and issued an Assessment Letter for the Revised Traffic Study, which has been included as Appendix H of this Draft EIR.

The traffic impact analyses prepared for the Project evaluate the potential impacts of the Project on the street system surrounding the Project Site. The following four conditions are analyzed in this section of the Draft EIR for the Project:

- Existing Conditions (2016)—The analysis of existing traffic conditions provides a baseline for the assessment of existing and future traffic conditions with the addition of project traffic. Intersection turning movement counts were collected in April and May 2015 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. These counts were adjusted by 1 percent per year to reflect 2016 conditions, and for purposes of this

analysis, represent conditions as of the issuance of the Project's Notice of Preparation in October 2016. Local schools were in session when all traffic counts were conducted and the weather conditions were typical. Fieldwork (lane configurations and signal phasing) for the analyzed intersections was also collected and reconfirmed in late 2015.

- Existing With Project Conditions (2016)—The California Environmental Quality Act (CEQA) and LADOT require an evaluation of project 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 morning and afternoon peak periods. In this scenario, the net traffic generated by the Project is added to the Existing Conditions traffic volumes.

- Future Without Project Conditions (2022)—This analysis projects the future traffic growth and intersection operating conditions during the typical weekday morning and afternoon peak periods that could be expected as a result of regional growth and related projects in the vicinity of the Project Site by 2022 (the year of full Project buildout). The Future Without Project conditions are projected by adding ambient traffic growth (compounded at 1 percent per year, as discussed in Subsection 2.g.(1)(a)(i) below and traffic from related projects to Existing Conditions. This scenario includes roadway improvements constructed by other projects in the study area that will be in place prior to Project occupancy.

- Future With Project Conditions (2022)—This analysis identifies the potential incremental impacts of the Project at full buildout on projected future traffic operating conditions during the typical weekday morning and afternoon peak periods. The Future With Project Conditions are calculated by adding the net project-generated traffic to the Future Without Project traffic forecasts for the year 2022.

California Senate Bill (SB) 743, which went into effect in January 2014, requires the Governor's Office of Planning and Research (OPR) to change the way public agencies evaluate transportation impacts of projects under CEQA. Under SB 743, the focus of transportation analysis will shift from driver delay to reduction of vehicle miles traveled (VMT). In December 2018, the California Natural Resources Agency certified and adopted the latest CEQA Guidelines update package, including CEQA Guidelines Section 15064.3 implementing SB 743, and released an updated Technical Advisory on Evaluating Transportation Impacts in CEQA.[1] 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

[1] *Governor's Office of Planning and Research, Transportation Impacts (SB 743), CEQA Guidelines Update and Technical Advisory, http://www.opr.ca.gov/ceqa/updates/sb-743/, accessed February 22, 2019.*

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.

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 (TPA) shall not be considered significant impacts on the environment."[2] PRC Section 21099 defines a "transit priority area" 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," and "employment center project" as "a project located on property zoned for commercial uses with a floor area ratio of no less than 0.75 and that is located within a transit priority area." PRC Section 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 morning and afternoon peak commute periods."[3] 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.[4] The Project is located in a TPA as defined in PRC Section 21099.[5] The Project Site represents an infill location within the Hollywood community of the City of Los Angeles and is located within 500 feet of the Los Angeles County Metropolitan Transportation Authority (Metro) Red Line Hollywood/Vine Station, as well as other transit lines. Moreover, because the Project would result in a maximum floor area ratio (FAR) of 6:1 on a commercially zoned infill site, the Project qualifies as an employment center project located in a TPA. Thus, pursuant to SB 743, parking impacts are not considered to be significant impacts on the environment and are discussed herein for informational purposes only.

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[2] *California Public Resources Code, Section 21099(d)(1).*

[3] *California Public Resources Code, Section 21064.3.*

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

[5] *Also refer to the City's ZIMAS System regarding the location of the Project Site within a Transit Priority Area, www.zimas.lacity.org, accessed February 22, 2019.*

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. The CMP is intended to address vehicular congestion relief by linking land use, transportation, and air quality decisions. Within Los Angeles County, 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 new development projects to analyze potential project impacts on CMP monitoring locations if an EIR is prepared for the project. Specifically, the CMP project Transportation Impact Analysis (TIA) guidelines require that the traffic study 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. weekday peak hours. If, based on this threshold, the traffic study identifies no facilities for study, no further traffic analysis is required.

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 the A.M. or P.M. weekday peak periods. If, based on this criterion, the threshold is not met, then no further traffic analysis is required.

The CMP also 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 transit system in the vicinity of the Project Site, refer to Section 2.c, Existing Conditions, below.

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

On 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 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.[6] Within the 2016 RTP/SCS, the overarching strategy includes plans for High Quality Transit Areas (HQTA), Livable Corridors, and Neighborhood Mobility Areas as key features of a thoughtfully planned, 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-serviced transit stop or a transit corridor with 15-minute or less service frequency during peak commute hours.[7] Local jurisdictions are encouraged to focus housing and employment growth within HQTAs.[8] The Project Site is located within an HQTA as designated by the 2016 RTP/SCS.[9,10] Please refer to Section IV.H, Land Use, for a detailed discussion of the applicable provisions of the 2016 RTP/SCS that apply to the Project.

(3) City of Los Angeles General Plan Framework 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 readopted the Mobility Plan on September 7, 2016, and may consider additional amendments.[11] The Mobility Plan incorporates "complete streets" principles and lays the policy foundation for how the

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[6] *SCAG 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy, p. 166, adopted April 2016.*

[7] *Ibid., p. 189.*

[8] *Ibid., p. 76.*

[9] *Ibid., Exhibit 5.1: High Quality Transit Areas in the SCAG Region for 2040 Plan, p. 77.*

[10] *Los Angeles County Metropolitan Transportation Authority (Metro), "High Quality Transit Areas—Southwest Quadrant."*

[11] *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*

City's residents interact with their streets. The Mobility Plan includes five main goals that define the City's high-level mobility priorities are: (1) Safety First; (2) World Class Infrastructure; (3) Access for All Angelenos; (4) Collaboration, Communication, and Informed Choices; and (5) Clean Environments and Healthy Communities. Each of the goals contains objectives and policies to support the achievement of those goals. Refer to Section IV.F, Land Use, of this Draft EIR for a discussion of the Project's consistency with the Transportation Chapter of the Framework Element and Mobility Plan.

Street classifications/standards are designated in the Transportation Element of the City of Los Angeles General Plan. The Mobility Plan has modified the above street standards 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. 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 provides up to four travel lanes in each direction with a target operating speed of 40 mph.
    - Boulevard II provides 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.
    - Avenue III provide up to two travel lanes in each direction with a target operating speed of 25 mph.
- Collector Streets—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—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
  - Non-Continuous local streets that lead to a dead-end

(4) City of Los Angeles Municipal Code

(a) Construction Traffic

With regard to construction traffic, Section 41.40 of the Los Angeles Municipal Code (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

Section 12.21.A.4 of the LAMC sets forth parking requirements for development projects based on the types and density of land uses. The Project's proposed hotel uses would be subject to the applicable parking requirements set forth in LAMC Section 12.21.A.4(b), as provided below. Since the Project Site is located within the Hollywood Redevelopment Project Area, the Project's proposed restaurant uses would be subject to the applicable parking requirements set forth in Section 12.21.A.4(x)(3) of the LAMC, as provided below.

- Hotel:
  - First 30 Guest Rooms: One space per room
  - Next 30 Guest Rooms: One space per two rooms
  - Remaining Guest Rooms: One space per three rooms
- Restaurant: Two spaces per 1,000 square feet

In addition, pursuant to Section 12.21.A.4 of the LAMC, for hotels located within 1,500 feet of a portal of a fixed rail transit station, up to 15 percent of the required automobile parking spaces may be replaced with bicycle parking at a ratio of one automobile parking space for every four bicycle parking spaces provided. For commercial uses located within this same proximity to transit, up to 30 percent of the required automobile parking spaces may be replaced at the same 1:4 ratio. Since the Project is

located within 1,500 feet of the Metro Red Line Hollywood/Vine Station, the Project qualifies for this bicycle parking reduction under Section 12.21.A.4 of the LAMC.

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

- Hotel
  - Short-Term: One bicycle space per 10 guest rooms
  - Long-Term: One bicycle space per 10 guest rooms
- Restaurant
  - Short-Term: One bicycle space per 2,000 square feet
  - Long-Term: One bicycle 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 Lead Agency. Generally, a study area includes those intersections that are located:

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

The study area for the Project was established in consultation with LADOT, based on the above criteria, as well as a review of the Project's peak-hour vehicle trip generation, the anticipated distribution of the Project's vehicular traffic, and the existing intersections/ corridor operations. The Project study area is generally bounded by Franklin Avenue to the north, Wilton Place to the east, Sunset Boulevard to the south, and Cahuenga Boulevard to the west, and includes a total of 21 intersections, of which 17 are signalized and 4 are unsignalized. The 21 study intersections are listed in Table IV.J-1 on page IV.J-9 and illustrated in Figure IV.J-1 on page IV.J-10. The existing lane configurations of the study intersections are provided in Appendix B of the Traffic Study, included as Appendix H to this Draft EIR.

Table IV.J-1
Study Intersections

No.	Intersection	Jurisdiction
Signalized Intersections		
1.	Vine St. & Franklin Ave./US-101 Southbound Off-Ramp	City of Los Angeles/Caltrans
2.	Argyle Ave. & Franklin Ave./US-101 Northbound On-Ramp	City of Los Angeles/Caltrans
3.	Gower St. & Franklin Ave.	City of Los Angeles
4.	Beachwood Dr./US-101 Northbound Off-Ramp & Franklin Ave.	City of Los Angeles/Caltrans
5.	Bronson Ave. & Franklin Ave.	City of Los Angeles
6.	Vine St. & Yucca St.	City of Los Angeles
7.	Argyle Ave. & Yucca St.	City of Los Angeles
8.	Cahuenga Blvd. & Hollywood Blvd.	City of Los Angeles
9.	Ivar Ave. & Hollywood Blvd.	City of Los Angeles
10.	Vine St. & Hollywood Blvd.	City of Los Angeles
11.	Argyle Ave. & Hollywood Blvd.	City of Los Angeles
12.	Gower St. & Hollywood Blvd.	City of Los Angeles
13.	Bronson Ave. & Hollywood Blvd.	City of Los Angeles
14.	US-101 Southbound Ramps & Hollywood Blvd.	City of Los Angeles/Caltrans
15.	US-101 Northbound Ramps/Van Ness Ave. & Hollywood Blvd.	City of Los Angeles/Caltrans
16.	Vine St. & Selma Ave.	City of Los Angeles
17.	Vine St. & Sunset Blvd.	City of Los Angeles
Unsignalized Intersections		
18.	Argyle Ave. & US-101 Southbound On-Ramp	City of Los Angeles/Caltrans
19.	Gower St. & US-101 Northbound Off-Ramp	City of Los Angeles/Caltrans
20.	Gower St. & US-101 Southbound Off-Ramp	City of Los Angeles/Caltrans
21.	Gower St. & Yucca St.	City of Los Angeles

Source: Gibson Transportation Consulting, Inc., 2018.

As shown in Table IV.J-1, all of 21 intersections in the study area are located within the City of Los Angeles. However, while 12 of the 17 signalized intersections in the study area are under the jurisdiction of the City of Los Angeles, the remaining five intersections are under the dual jurisdiction of the City of Los Angeles and Caltrans. Of the four unsignalized intersections in the study area, one intersection is under the jurisdiction of the City of Los Angeles, and the remaining three intersections are under the dual jurisdiction of the City of Los Angeles and Caltrans.

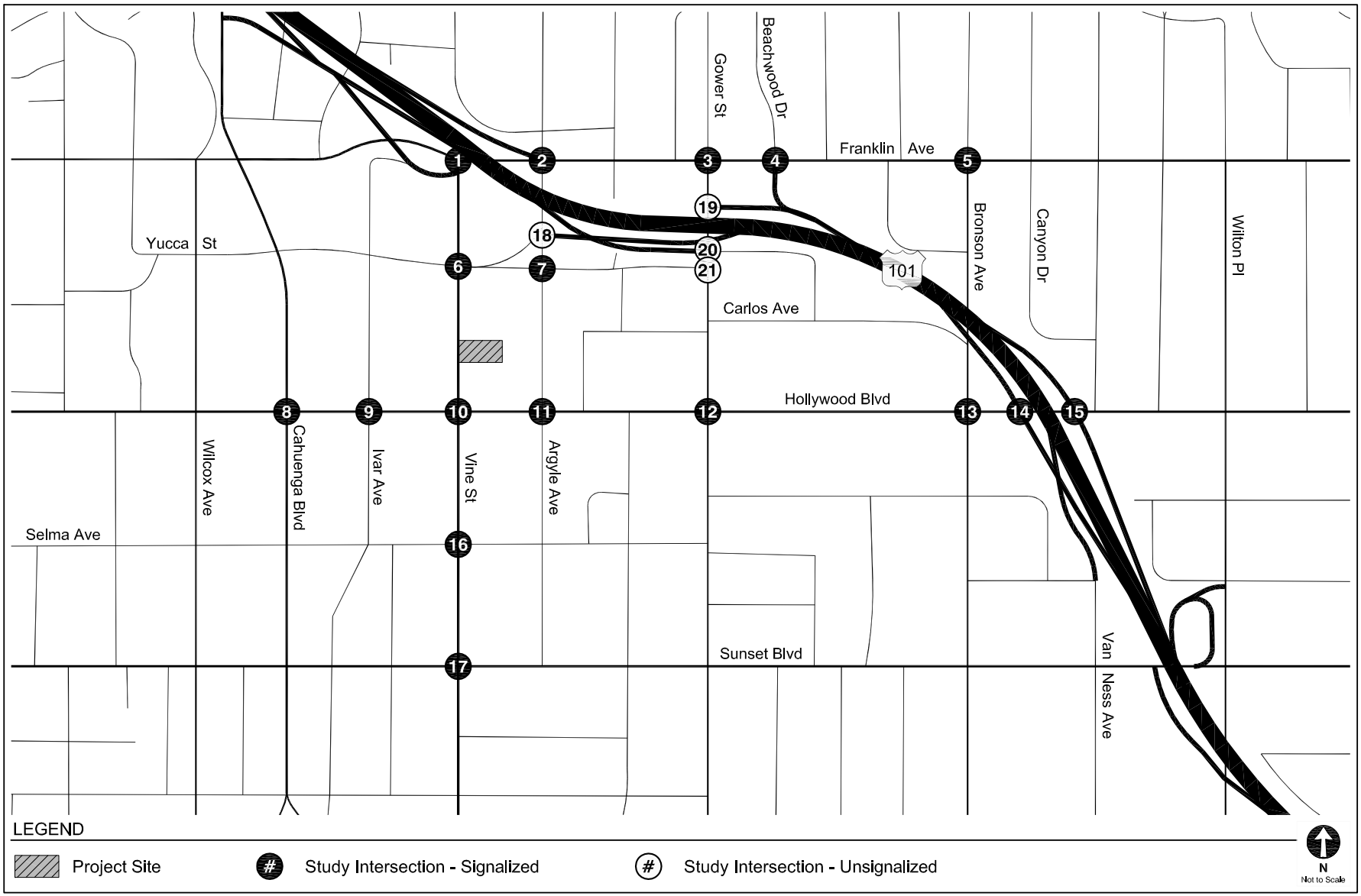

Figure IV.J-1
Study Area Intersections

Source: Gibson Transportation Consulting, Inc., 2016.

c. Existing Conditions

(1) Existing Street Systems

The existing street system in the study area, the boundaries of which are described above, consists of freeways, primary and secondary arterials, and collector and local streets which provide regional, sub-regional, and local access. Listed below are the primary streets and highways that provide regional and local access to the Project Site:

- Cahuenga Boulevard—Cahuenga Boulevard is a designated Modified Avenue II south of Franklin Avenue and a designated Avenue I north of Franklin Avenue in the Mobility Plan. It travels in the north-south direction and is located west of the Project Site. It generally provides four travel lanes, two lanes in each direction, and left-turn lanes at most intersections. Two-hour metered parking is generally provided on both sides of the street within the traffic analysis study area.

- Ivar Avenue—Ivar Avenue is a designated Local Street in the Mobility Plan. It travels in the north-south direction and is located west of the Project Site. It generally provides two travel lanes, one lane in each direction. Two-hour metered parking is generally provided on both sides of the street within the traffic analysis study area.

- Vine Street—Vine Street is a designated Avenue II in the Mobility Plan. It travels in the north-south direction and is located adjacent to the western boundary of the Project Site. It generally provides four travel lanes, two lanes in each direction, and left-turn lanes at most intersections. One-hour and two-hour metered and unmetered parking is generally provided on both sides of the street within the traffic analysis Study Area.

- Argyle Avenue—Argyle Avenue is a designated Local Street in the Mobility Plan. It travels in the north-south direction and is located east of the Project Site. It generally provides two travel lanes, one lane in each direction, and left-turn lanes at most intersections. One-hour and two-hour metered parking is generally provided on both sides of the street within the traffic analysis study area.

- Gower Street—Gower Street is a designated Modified Avenue III in the Mobility Plan. It travels in the north-south direction and is located east of the Project Site. It generally provides two travel lanes, one lane in each direction, and left-turn lanes at most intersections. One-hour metered parking with P.M. peak-hour restrictions is generally available on the west side of the street and one-hour metered parking with A.M. and P.M. peak-hour restrictions is generally available on the east side of the street between Hollywood Boulevard and Sunset Boulevard. Unmetered parking is generally provided on both sides of the street north of Hollywood Boulevard and south of Sunset Boulevard within the traffic analysis study area.

- Beachwood Drive—Beachwood Drive is a designated Collector Street in the Mobility Plan. It travels in the north-south direction and is located northeast of the Project Site. It generally provides two travel lanes, one lane in each direction, and left-turn lanes at most intersections. Unmetered parking is generally provided on both sides of the street within the traffic analysis study area.

- Bronson Avenue—Bronson Avenue is a designated Modified Avenue III south of Franklin Avenue and Collector Street north of Franklin Avenue in the Mobility Plan. It travels in the north-south direction, and is located east of the Project Site. It generally provides two travel lanes, one lane in each direction, and left-turn lanes at most intersections. Two-hour unmetered parking is generally available on the west side of the street and unmetered parking is generally available on the east side of the street between Franklin Avenue and Yucca Street. Unmetered parking is generally provided on both sides of the street south of Yucca Street within the traffic analysis study area.

- Franklin Avenue—Franklin Avenue is a designated Modified Avenue III west of Cahuenga Boulevard and a designated Modified Avenue II east of Cahuenga Boulevard in the Mobility Plan. It travels in the east-west direction and is located north of the Project Site. It generally provides two to four travel lanes, one to two lanes in each direction, and left-turn lanes at most intersections. Two-hour unmetered parking with P.M. peak-hour restrictions is generally provided on the north side of the street and unrestricted parking is generally provided on the south side of the street between Cahuenga Boulevard and Ivar Avenue. Both one-hour unmetered and unrestricted parking is generally provided on the south side of the street east of Ivar Avenue.

- Yucca Street—Yucca Street is a designated Local Street west of Cahuenga Boulevard and east of Vine Street and a designated Avenue II between Cahuenga Boulevard and Vine Street in the Mobility Plan. It travels in the east-west direction and is located north of the Project Site. It generally provides two travel lanes, one lane in each direction, and left-turn lanes at most intersections. Two-hour metered parking is generally provided on both sides of the street within the traffic analysis study area.

- Hollywood Boulevard—Hollywood Boulevard is a designated Avenue I in the Mobility Plan. It travels in the east-west direction and is located south of the Project Site. It generally provides four travel lanes, two lanes in each direction, and left-turn lanes at most intersections. One- and two-hour metered parking is generally available on both sides of the street within the traffic analysis study area.

- Selma Avenue—Selma Avenue is a designated Local Street in the Mobility Plan. It travels in the east-west direction and is located south of the Project Site. It generally provides two travel lanes, one lane in each direction. Two-hour

metered parking is generally provided on both sides of the street within the traffic analysis study area.

- Sunset Boulevard—Sunset Boulevard is a designated Avenue I in the Mobility Plan. It travels in the east-west direction and south of the Project Site. It generally provides four to six travel lanes, two to three lanes in each direction, and left-turn lanes at most intersections. Although parking restrictions are variable, one- and two-hour metered parking with peak-hour restrictions is generally provided on both sides of the street within the traffic analysis Study Area.

(2) Regional Transportation System

(a) Freeways

Primary regional access to the study area is provided by US-101, which generally runs in a northwest-southeast direction and is located less than 0.25 mile north of the Project Site. In the vicinity of the study area, US-101 provides four travel lanes in each direction. Project access to and from the US-101 is available via interchanges at Franklin Avenue, Gower Street, and Hollywood Boulevard.

(b) 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 Downtown Area Shuttle (DASH) service and LADOT Commuter Express (CE) also provide bus transit service in the area. Existing transit service in the study area is shown in Figure 3, Existing Transit Service, of the Traffic Study, included in Appendix H to this Draft EIR. The following list presents a brief description of the bus lines providing service in the vicinity of the Project Site. For additional information on the transit lines operating in the project area, including frequency of service, see Tables 3 and 4 of the Traffic Study.

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

- Metro Local 180/181—Route 180/181 is a local line that travels from Hollywood to Altadena via Los Feliz Boulevard and Colorado Boulevard with average headways of approximately 35 to 40 minutes during the weekday A.M. and P.M. peak hours. This line provides service to Pasadena, Eagle Rock, and Glendale and travels along Hollywood Boulevard in the vicinity of the Project Site.

- Metro Local 210—Route 210 is a local line that travels from Hollywood to Redondo Beach via Crenshaw Boulevard with average headways of 15 minutes during the weekday A.M. and P.M. peak hours. 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.

- Metro Local 212—Route 212 is a local line that travels from the Hollywood/Vine Station to the Hawthorne/Lennox Station via La Brea Avenue with average headways of 15 to 20 minutes during the weekday A.M. and P.M. peak hours. This line provides service to Miracle Mile, Baldwin Hills, and Inglewood. It travels along La Brea Avenue in the vicinity of the Project Site.

- Metro Local 217—Route 217 is a local line that travels from Vermont Avenue and Sunset Boulevard to Fairfax Avenue and Washington Boulevard with average headways of 15 to 20 minutes during the weekday A.M. and P.M. peak hours. This line provides service to Los Feliz, Hollywood, and Culver City and travels along Hollywood Boulevard in the vicinity of the Project Site.

- Metro Local 222—Route 222 is a local line that travels from Sunland to Hollywood via Hollywood Way, Barham Boulevard, and Cahuenga Boulevard with average headways of 40 minutes during the weekday A.M. and P.M. peak hours. This line provides service to Sun Valley, Burbank, and Universal City and travels along Hollywood Boulevard in the vicinity of the Project Site.

- Metro Limited 302—Route 302 is a limited service line that travels from Downtown Los Angeles to Pacific Palisades via Sunset Boulevard with average headways of 10 minutes during the weekday A.M. and P.M. peak hours. This line provides service to Hollywood, West Hollywood, and Westwood and travels along Sunset Boulevard in the vicinity of the Project Site.

- Metro Limited 312—Route 312 is a limited service line that travels from the Hollywood/Vine Station to the Hawthorne/Lennox Station via La Brea Avenue with average headways of 10 minutes during the weekday A.M. and P.M. peak hours. This line provides service to Miracle Mile, Baldwin Hills, and Inglewood. It travels along La Brea Avenue in the vicinity of the Project Site.

- Metro Rapid 757—Route 757 is a rapid line that travels from Hollywood to Hawthorne via Western Avenue with average headways of 10 to 15 minutes during the weekday A.M. and P.M. peak hours. This line provides service to the Metro Green Line Crenshaw Station, the Metro Purple Line Wilshire/Western Station, and the Metro Red Line Hollywood/Western Station and travels along Western Avenue in the vicinity of the Project Site.

- Metro Rapid 780—Route 780 is a rapid line that travels from Washington Boulevard and Fairfax Avenue to Pasadena via Fairfax Avenue and Hollywood Boulevard with average headways of 15 minutes during the weekday A.M. and

P.M. peak hours. This line provides service to Los Feliz, Glendale, and Eagle Rock and travels along Hollywood Boulevard in the vicinity of the Project Site.

- LADOT DASH Beachwood Canyon—DASH Beachwood Canyon is a local line that travels from the Metro Red Line Hollywood Station to Beachwood Drive and Westshire Drive with average headways of 25 minutes during the weekday A.M. and P.M. peak hours. This line provides service to Beachwood Canyon and Hollywood and travels along Vine Street in the vicinity of the Project Site.

- LADOT DASH Hollywood—DASH Hollywood is a local line that travels from Argyle Avenue and Hollywood Boulevard to Santa Monica Boulevard and Vermont Avenue via Hollywood Boulevard and Fountain Avenue with average headways of 30 to 35 minutes during the weekday A.M. and P.M. peak hours. 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.

- LADOT DASH Hollywood/Wilshire—DASH Hollywood/Wilshire is a local line that travels from the Metro Purple Line Wilshire/Western Station to the Metro Red Line Hollywood/Vine Station with average headways of 25 to 30 minutes during the weekday A.M. and P.M. peak hours. This line provides service to Koreatown and Hollywood and travels along Gower Street in the vicinity of the Project Site.

- LADOT CE 422—Route 422 is a commuter express line that travels from Thousand Oaks to Downtown Los Angeles, with average headways of 15 minutes during the A.M. peak hours and 20 minutes during the P.M. peak hours. It provides service to Westlake Village, Woodland Hills, Sherman Oaks, and Hollywood. This line travels along the Hollywood Freeway in the vicinity of the Project Site.

- LADOT CE 423—Route 423 is a commuter express line that travels from Thousand Oaks to Downtown Los Angeles, with average headways of 15 minutes during the A.M. peak hours and 20 minutes during the P.M. peak hours. It provides service to Westlake Village, Woodland Hills, and the Encino Park-and-Ride Lot. This line travels along the Hollywood Freeway in the vicinity of the Project Site.

In addition to the above bus lines, the Metro Red Line subway operates in the study area. The Metro Red Line runs between North Hollywood and Downtown Los Angeles, connecting with 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. In the vicinity of the Project Site, the Metro Red Line Hollywood/Vine Station is located less than 500 feet south of the Project Site.

(c) Congestion Management Program Facilities

The CMP arterial monitoring station closest to the Project Site is located on Santa Monica Boulevard at Highland Avenue, approximately 1 mile southwest of the Project Site. An additional arterial CMP monitoring station is located on Santa Monica Boulevard at Western Avenue, approximately 1.25 miles southeast of the Project Site. The closest CMP mainline freeway monitoring location is located on US-101 south of Santa Monica Boulevard, approximately 1.5 miles southeast of the Project Site.

d. Existing Parking and Access

As shown on Figure II-4 in Section II, Project Description, of this Draft EIR, the Project Site is currently occupied by a 6,393 square foot low-rise commercial restaurant and nightclub building and adjacent paved surface areas. Currently, there are no driveways providing vehicular access to the Project Site. Parking is available along adjacent streets or in off-site parking lots near the Project Site.

e. Existing Bicycle and Pedestrian Facilities

(1) Bicycle Facilities

Based on the City's 2010 Bicycle Plan, the existing bicycle system in the study area consists of bicycle lanes (Class II) and bicycle routes (Class III). Bicycle lanes (Class II) are a component of street design with dedicated striping, separating vehicular traffic from bicycle traffic. These facilities offer a safer environment for both cyclists and motorists. Bicycle routes are identified as bicycle-friendly streets where motorists and cyclists share the roadway and there is no dedicated striping of a bicycle lane. Bicycle routes and bicycle-friendly streets are preferably located on collector and lower volume arterial streets. Bicycle routes with shared lane markings, or "sharrows," make motorists aware of bicycles potentially in the travel lane, and show bicyclists the correct direction of travel. The bicycle facilities provided within the study area include bicycle lanes (Class II) along Cahuenga Boulevard north of Yucca Street, and bicycle routes (Class III) along Vine Street south of Yucca Street, Argyle Avenue between Franklin Avenue and Selma Avenue, Franklin Avenue east of Argyle Avenue, Yucca Street between Vine Street and Argyle Avenue, and Selma Avenue west of Gower Street.

The components of the 2010 Bicycle Plan have been incorporated into the bicycle network of the Mobility Plan, which consists of 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 could provide infrastructure including cycle tracks, bicycle signals, and demarcated areas to

facilitate turns at intersections. Neighborhood streets would typically 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.

(2) Pedestrian Facilities

The area surrounding the Project Site includes a mature network of pedestrian facilities, including sidewalks, crosswalks, and pedestrian safety features. The sidewalks that serve as routes to the Project Site provide proper connectivity and adequate widths for a comfortable and safe pedestrian environment. The sidewalks also provide connectivity to pedestrian crossings at intersections within the study area. Specifically, in the vicinity of the Project Site, the following signalized intersections provide pedestrian phasing, crosswalk striping, and Americans with Disabilities Act (ADA) wheelchair ramps:

- Vine Street and Yucca Street
- Vine Street and Hollywood Boulevard
- Argyle Avenue and Yucca Street
- Argyle Avenue and Hollywood Boulevard

Furthermore, the walkability of a location is based on the availability of pedestrian routes necessary to accomplish daily tasks without the use of an automobile. These attributes are quantified by WalkScore.com and assigned a score out of 100 points. With the various commercial businesses and cultural facilities adjacent to residential neighborhoods within Hollywood, the walkability of the Project Site's study area is approximately 91 points,[12] compared to the citywide walkability score of approximately 67 points.

[12] *WalkScore.com (www.walkscore.com) rates the Project Site with a score of 91 of 100 possible points (scores accessed on February 22, 2019, for the Project Site). Walk Score calculates the walkability of specific addresses by taking into account the ease of living in the neighborhood with a reduced reliance on automobile travel. Points are awarded based on the distance to amenities in each category. Amenities within a 5-minute walk (0.25 mile) are given maximum points. A decay function is used to give points to more distant amenities, with no points given after a 30-minute walk.*

f. Existing Traffic Conditions

(1) Analysis Methodology

(a) Signalized Intersections

As required by LADOT, existing traffic levels at the analyzed signalized intersections located 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. CMA is a simplified technique for estimating phasing needs and signal timing parameters.[13] 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.J-2 on page IV.J-19 outlines the ranges of V/C ratios and their corresponding levels of service. 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 to improve travel conditions on City streets. The two systems are the Automated Traffic Surveillance and Control (ATSAC) system, which LADOT estimates improves intersection capacity by an average of 7 percent (i.e., a 0.07 V/C adjustment), and the Adaptive Traffic Control System (ATCS), which LADOT estimates improves intersection capacity by an additional 3 percent over those operating under the ATSAC system alone (i.e., a 0.10 total V/C adjustment for signalized intersections operating under both ATSAC and ATCS). Each of the 17 signalized intersections identified in the study area is equipped with both ATSAC and ATCS. Therefore, in accordance with standard LADOT procedures, a capacity increase of 10 percent (0.10 V/C adjustment) was applied to each intersection under the LADOT jurisdiction within the model analysis to reflect the benefits of ATSAC and ATCS.

Further, as provided in the Traffic Study, based on observations of existing intersection operations, it is recognized that the CMA methodology for individual intersections along major arterials does not in every case account for vehicular queues, pedestrian conflicts, etc. Thus, the calculated average operating conditions may appear better than is observed. To provide a more conservative analysis, actual operating conditions were observed at three of the 17 signalized study intersections in the study area.

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[13] *U.S. Department of Transportation Federal Highway Administration., Traffic Signal Timing Manual, Chapter 3, http://ops.fhwa.dot.gov/publications/fhwahop08024/chapter3.htm#3.3, accessed February 22, 2019.*

Table IV.J-2
Level of Service Definitions for Intersections

Level of Service	Signalized V/C Ratio[a]	Unsignalized Delay (seconds)[b]	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. Occasionally drivers may have to wait 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 enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.
E	0.901–1.000	35.1–50.0	POOR. Represents the most vehicles intersection approaches can accommodate; 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. Tremendous delays with continuously increasing queue lengths.

[a] *Transportation Research Board, Transportation Research Circular No. 212, Interim Materials on Highway Capacity, 1980.*

[b] *Transportation Research Board, 2010 Highway Capacity Manual, 2010.*

Source: Gibson Transportation Consulting, Inc., 2016.

(b) Unsignalized Intersections

As required by LADOT, the unsignalized intersections in the study area were evaluated using the 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.J-2.

(2) Traffic Volumes and Intersection Levels of Service

Intersection turning movement counts for the 17 signalized intersections were collected April and May 2015 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. These counts were factored

upwards by 1 percent per year to reflect 2016 conditions. Local schools were in session when all traffic counts were conducted and the weather conditions were typical.

Table IV.J-3 on page IV.J-21 summarizes the existing weekday morning and afternoon peak-hour V/C ratio for each of the 17 signalized intersections in the study area and the corresponding LOS. In addition, as described above, actual operating conditions were observed at three of the 17 signalized intersections identified in Table IV.J-3, to provide a worst-case analysis of Project impacts at these intersections. As shown in Table IV.J-3, 14 of the 17 signalized intersections in the study area operate at LOS D or better during both the morning and afternoon peak hours. The following remaining three intersections operate at LOS F during both morning and afternoon peak periods under Existing Conditions:

- Intersection 8: Cahuenga Boulevard and Hollywood Boulevard (A.M. and P.M. peak periods)
- Intersection 10: Vine Street and Hollywood Boulevard (A.M. and P.M. peak periods)
- Intersection 17: Vine Street and Sunset Boulevard (A.M. and P.M. peak periods)

As shown in Table IV.J-7 on page IV.J-47 in the Subsection 3.c.(2)(b)(i) under **Threshold (a)** below, all four unsignalized intersections in the study area are projected to operate at LOS C or better during the morning and afternoon peak periods under Existing Conditions.

g. Future Without Project Conditions

(1) Analysis Methodology

(a) 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: (1) ambient growth in traffic volumes due to the effects of overall regional growth and development outside the study area; and (2) traffic generated by specific development projects in, or in the vicinity of, the study area. These factors are described below.

(i) Ambient Growth

Existing traffic is expected to increase as a result of regional growth and development outside the study area. Based on a review of the general traffic growth factors provided in the 2010 CMP for the Los Angeles County for the Central Los Angeles

Table IV.J-3
Existing Conditions (Year 2016)—Signalized Intersection Levels of Service

No.	Intersection	Peak Hour	Existing Conditions	
			V/C	LOS
1.	Vine St. & Franklin Ave./US-101 SB Off-Ramp	A.M.	0.314	A
		P.M.	0.369	A
2.	Argyle Ave/US-101 NB On-ramp & Franklin Ave.	A.M.	0.731	C
		P.M.	0.740	C
3.	Gower St. & Franklin Ave.	A.M.	0.629	B
		P.M.	0.684	B
4.	Beachwood Dr./US-101 NB Off-Ramp & Franklin Ave.	A.M.	0.639	B
		P.M.	0.619	B
5.	Bronson Ave. & Franklin Ave.	A.M.	0.601	B
		P.M.	0.712	C
6.	Vine St. & Yucca St.	A.M.	0.483	A
		P.M.	0.450	A
7.	Argyle Ave. & Yucca St.	A.M.	0.183	A
		P.M.	0.312	A
8.	Cahuenga Blvd. & Hollywood Blvd.	A.M.	0.801	F*
		P.M.	0.525	F*
9.	Ivar Ave. & Hollywood Blvd.	A.M.	0.534	A
		P.M.	0.475	A
10.	Vine St. & Hollywood Blvd.	A.M.	0.741	F*
		P.M.	0.671	F*
11.	Argyle Ave. & Hollywood Blvd.	A.M.	0.486	A
		P.M.	0.475	A
12.	Gower St. & Hollywood Blvd.	A.M.	0.628	B
		P.M.	0.558	A
13.	Bronson Ave. & Hollywood Blvd.	A.M.	0.625	B
		P.M.	0.652	B
14.	US-101 SB Ramps & Hollywood Blvd.	A.M.	0.588	A
		P.M.	0.447	A
15.	US-101 NB Ramps/Van Ness Ave. & Hollywood Blvd.	A.M.	0.724	C
		P.M.	0.499	A
16.	Vine St. & Selma Ave.	A.M.	0.555	A
		P.M.	0.538	A
17.	Vine St. & Sunset Blvd.	A.M.	0.776	F*
		P.M.	0.817	F*

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

Source: Gibson Transportation Consulting, Inc., 2018.

area, it is anticipated that the existing traffic volumes would increase at an annual rate of approximately 0.15 percent per year between years 2015 and 2020. Moreover, the City's recently proposed update to the Hollywood Community Plan anticipates a total growth of approximately 10 percent between the year 2016 and 2040, which equates to an ambient growth rate of approximately 0.42 percent per year.[14] Combined with the CMP growth rate, this would be equivalent to an annual ambient growth rate of approximately 0.57 percent. However, based on discussions with LADOT, an ambient growth factor of 1 percent per year compounded annually was applied to adjust the existing traffic volumes to reflect the effects of regional growth and development by year 2022. Therefore, the 1-percent ambient growth assumption used in the Traffic Study and Revised Traffic Study more than accounts for the projected growth under both the CMP and the proposed Hollywood Community Plan update. The total adjustment applied over the six-year period was 6.15 percent. This growth factor conservatively accounts for increases in traffic due to potential projects not yet proposed or projects outside the study area.

(ii) Related Projects

This traffic analysis for the Project 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 in the vicinity of the Project Site that could affect traffic conditions in the Project area is based on information on file at the City of Los Angeles Department of City Planning and LADOT, as well as recent studies of projects in the area. A total of 106 related projects were identified in the vicinity of the Project Site, as shown in Table III-1 in Section III, Environmental Setting, of this Draft EIR. The locations of the related projects are shown in Figure III-1 in Section III of this Draft EIR. While the buildout years of many of these related projects are uncertain and may be well beyond the buildout year of the Project, or may never be approved or developed, all related projects were conservatively considered as part of the Project traffic analysis and assumed to be completed by the Project buildout year of 2022. For example, the Paramount Pictures Studios Master Plan (Related Project No. 88) and the NBC Universal Evolution Plan (Related Project No. 106) were included; however, they have anticipated buildout years of 2038 and 2030, respectively, and substantial construction will not likely begin nor be completed by the year 2022 buildout year of the Project. In addition, the list of Related Projects includes the City's draft update to the Hollywood Community Plan (Related Project No. 107). Based on preliminary information from the City, the Hollywood Community Plan Update will propose updates to land use polices 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

[14] *Hollywood Community Plan Update, EIR Scoping Meeting Materials, May 17, 2016.*

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 2022, well before the horizon year of the Hollywood Community Plan Update. 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. Furthermore, ambient growth, as discussed above, accounts for the expected growth in general traffic levels between the Existing Conditions and the Project's buildout year. Therefore, adding the traffic associated with related projects in the study area with an ambient growth factor effectively double-counts the traffic associated with anticipated development. Moreover, the projected traffic generation from every related project does not account for either existing uses to be removed or the likely use of other travel modes (e.g., transit, walking, etc.). As such, the estimate of cumulative traffic volumes in the Traffic Study represents a highly conservative analysis. 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.

Trip Generation

Trip generation estimates for the related projects were provided by LADOT and were calculated using a combination of previous study findings and the trip generation rates contained in *Institute of Transportation Engineers'* (*ITE) Trip Generation, 9th Edition*. Due to the passage of time, 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 H of this Draft EIR. As discussed therein, though *ITE 10th Edition* trip generation rates result in more total daily trips, peak hour trip generation estimates using *ITE 9th Edition* are higher. Accordingly, the conclusions presented in the Revised Traffic Study, included as Appendix H of this Draft EIR, represent a conservative estimate of potential impacts and the utilization of *ITE 10th Edition* rates for the Project would not require further assessment of potential traffic impacts. Table 6 of the Revised Traffic Study summarizes the related project trip generation for typical weekdays, including daily trips, morning peak-hour trips, and afternoon peak-hour trips.

Trip Distribution

The geographic distribution of the traffic generated by the related projects is dependent on several factors, including the type and density of the proposed land uses, the geographic distribution of the population from which the employees/residents and potential patrons of the proposed developments are drawn, and the location of these projects in relation to the surrounding street system. These factors, along with logical travel routes

through the street system, are considered to develop a reasonable pattern of trip distribution.

Trip Assignment

The trip generation estimates for the related projects were assigned to the local street system, considering the trip distribution pattern described above. The traffic volumes of the related projects were then added to the existing traffic volumes, after adjustment for ambient growth through the projected buildout year of 2022. These volumes represent the Future Without Project Condition (i.e., existing traffic volumes, ambient traffic growth, and related project traffic growth).

(b) Future Roadway Improvements

Future improvements being planned in the area include freeway ramp improvements, traffic signal improvements and other physical improvements. However, the analysis of future conditions only accounted for roadway improvements that were funded and reasonably expected to be implemented prior to the buildout of the Project. These roadway improvements result in changes to the physical configuration at the study intersections. Other proposed traffic/trip reduction strategies, such as the proposed creation of a Hollywood Transportation Management Organization (TMO) and Transportation Demand Management (TDM) programs for individual buildings and developments, were conservatively omitted from the Future Conditions analysis. The following roadway improvements were included in the Future Conditions analysis:

- Intersection 13: Bronson Avenue & Hollywood Boulevard—As part of the approved Sunset Bronson Studios Project, Bronson Avenue would be restriped to provide a right-turn lane in the northbound direction and a left-turn lane in the southbound direction at the intersection with Hollywood Boulevard. This measure would require the removal of approximately nine parking spaces on Bronson Avenue. This improvement and associated lane configurations are assumed in the Future Without Project Conditions.

(c) Future Bicycle System

As proposed in the City's 2010 Bicycle Plan and the Mobility Plan, the bicycle system in the study area would be expanded to create a more integrated network. Dedicated bicycle lanes, which consist of dedicated striping, separating vehicular traffic from bicycle traffic, as well as bicycle routes, where motorists and cyclists share the roadway with no dedicated bicycle lanes, are proposed within the study area. Specifically, within the study area, dedicated bicycle lanes are proposed along Cahuenga Boulevard, Vine Street, Yucca Street, Hollywood Boulevard and Sunset Boulevard. Bicycle Routes within the study area are proposed along Argyle Avenue, El Centro Avenue, Vista Del Mar

Avenue, Gower Street, Larchmont Boulevard, Lucerne Boulevard, Bronson Avenue, Franklin Avenue, Hawthorn Avenue, Yucca Street, Dix Street, Carlos Avenue and Selma Avenue. However, none of these proposed bicycle facilities are definitively scheduled for implementation.

As described in the Mobility Plan, the Bicycle Enhanced Network designates Hollywood Boulevard for protected bicycle lanes. In addition, the Bicycle Lane Network would include bicycle lanes on Cahuenga Boulevard north of Hollywood Boulevard, Vine Street south of Yucca Street, Yucca Street between Cahuenga Boulevard and Vine Street and Sunset Boulevard. Similar to the 2010 Bicycle Plan, these improvements have not been definitively scheduled for implementation. Therefore, as these bicycle facilities proposed within the study area are not anticipated to be completed by the Project buildout year of 2022, they are not included in the analysis of Future Without Project Conditions.

(2) Future Without Project Conditions Intersection Levels of Service

(a) Signalized Intersections

Table IV.J-4 on page IV.J-26 summarizes the weekday morning and afternoon peak-hour V/C ratio for each of the 17 signalized intersections in the study area and their corresponding LOS under Future Without Project Conditions. As shown therein, 13 of the 17 signalized intersections in the study area are projected to operate at LOS D or better during both the weekday morning and afternoon peak hours. The following remaining four intersections, are anticipated to operate at LOS E or F during at least one of the analyzed peak hours in the Future Without Project Conditions:

- Intersection 2: Argyle Avenue/US-101 Northbound On-ramp & Franklin Avenue (P.M. peak period)
- Intersection 8: Cahuenga Boulevard & Hollywood Boulevard (A.M. and P.M. peak periods)
- Intersection 10: Vine Street & Hollywood Boulevard (A.M. and P.M. peak periods)
- Intersection 17: Vine Street & Sunset Boulevard (A.M. and P.M. peak periods)

(b) Unsignalized Intersections

As shown below in Table IV.J-9 on page IV.J-50 in Subsection 3.c.(2)(b)(i) under **Threshold (a)**, three of the four unsignalized intersections in the study area are projected to operate at LOS C or better during the morning and afternoon peak periods under Future Without Project Conditions. The Gower Street & US-101 Southbound

Table IV.J-4
Future Without Project Conditions (Year 2022)—Signalized Intersection Levels of Service

No.	Intersection	Peak Hour	Existing Conditions	
			V/C	LOS
1.	Vine St. & Franklin Ave./US-101 SB Off-Ramp	A.M.	0.371	A
		P.M.	0.440	A
2.	Argyle Ave/US-101 NB On-ramp & Franklin Ave.	A.M.	0.895	D
		P.M.	0.941	E
3.	Gower St. & Franklin Ave.	A.M.	0.696	B
		P.M.	0.748	C
4.	Beachwood Dr./US-101 NB Off-Ramp & Franklin Ave.	A.M.	0.697	B
		P.M.	0.681	B
5.	Bronson Ave. & Franklin Ave.	A.M.	0.662	B
		P.M.	0.785	C
6.	Vine St. & Yucca St.	A.M.	0.597	A
		P.M.	0.590	A
7.	Argyle Ave. & Yucca St.	A.M.	0.275	A
		P.M.	0.440	A
8.	Cahuenga Blvd. & Hollywood Blvd.	A.M.	0.991	F*
		P.M.	0.689	F*
9.	Ivar Ave. & Hollywood Blvd.	A.M.	0.627	B
		P.M.	0.590	A
10.	Vine St. & Hollywood Blvd.	A.M.	0.906	F*
		P.M.	0.887	F*
11.	Argyle Ave. & Hollywood Blvd.	A.M.	0.613	B
		P.M.	0.683	B
12.	Gower St. & Hollywood Blvd.	A.M.	0.776	C
		P.M.	0.768	C
13.	Bronson Ave. & Hollywood Blvd.	A.M.	0.689	B
		P.M.	0.728	C
14.	US-101 SB Ramps & Hollywood Blvd.	A.M.	0.753	C
		P.M.	0.654	B
15.	US-101 NB Ramps/Van Ness Ave. & Hollywood Blvd.	A.M.	0.882	D
		P.M.	0.667	B
16.	Vine St. & Selma Ave.	A.M.	0.649	B
		P.M.	0.639	B
17.	Vine St. & Sunset Blvd.	A.M.	1.001	F*
		P.M.	1.093	F*

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

Source: Gibson Transportation Consulting, Inc., 2018.

Off-ramp/Yucca Street intersection is anticipated to operate at LOS E during the morning peak hour and LOS D during the afternoon peak hour.

3. Project Impacts

a. Thresholds of Significance

(1) Appendix G of the CEQA Guidelines

In accordance with the State CEQA Guidelines Appendix G, the Project would have a significant impact related to transportation/traffic 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;

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

Threshold (d): Result in inadequate emergency access.

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 TPAs. 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 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.

(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.*[15]

(b) Street Segment Capacity[16]

- *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.*

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

[16] *As discussed above under Subsection 3.a.(2)(c) on page IV.J-37, per LADOT's "Transportation Impact Study Guidelines," a street segment analysis is not required for this Project.*

(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).*

(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

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*. The traffic, access, and parking analyses undertaken for the Project address a 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;
- Intersections: an analysis of the potential changes in operating conditions at the study area intersections;
- 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 the mainline freeway monitoring location;
- Residential Street Segment: an analysis of the potential for, and impacts as a result of, 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 parking requirements in the LAMC.

(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.

- Temporary loss of on-street parking: potential impacts on parkers.

The traffic analysis for the Project 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.

(2) Operational Impacts

The impact of the added traffic volumes that would be generated by the Project was evaluated based on analysis of operating conditions at the study area intersections, without and with the Project. As required by CEQA and LADOT's *Transportation Impact Study Guidelines*, the Project's impacts were evaluated against Existing (2016) and Future (2022) 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, all the study intersections are located within the City of Los Angeles. 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. Table IV.J-2 on page IV.J-19 defines the ranges of V/C ratios and their corresponding LOS value.

(ii) Unsignalized intersections

As discussed above, four unsignalized intersections in the Project's study area were evaluated using the HCM methodology. Pursuant to LADOT guidelines, if, based on the estimated delay, the resultant LOS is E or F in the Future With Project Conditions, then the intersection should be evaluated for the potential installation of a new traffic signal through a traffic signal warrant analysis. 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. The signal warrant analysis is conducted in accordance with the guidelines set forth in LADOT's *Manual of Policies and Procedures* (December 2008) and

Caltrans' 2012 *California Manual of Uniform Traffic Control Devices* (MUTCD). Specifically, the signal warrant analysis for this Project was based on Signal Warrant 3: Peak-Hour Vehicular Volume of the MUTCD.

(iii) Project Trip Generation

The number of trips expected to be generated by the Project were estimated using rates published in the *ITE Trip Generation, 9th Edition* manual. These rates are based on surveys of similar land uses at sites around the country. These data are nationally recognized, and are used as the basis for most traffic studies conducted in the City of Los Angeles and the surrounding region. As explained above, due to the passage of time, 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 H of this Draft EIR. As discussed therein, though *ITE 10th Edition* trip generation rates result in more total daily trips, peak hour trip generation estimates using *ITE 9th Edition* are higher. Accordingly, the conclusions presented in the Revised Traffic Study, included as Appendix H of this Draft EIR, represent a conservative estimate of potential impacts and the utilization of *ITE 10th Edition* rates for the Project would not require further assessment of potential traffic impacts.

As discussed in Section II, Project Description, of this Draft EIR, the Project would include 240 guest rooms, approximately 2,742 square feet of guest amenities,[17] and approximately 5,373 square feet of shared guest and public spaces.[18] The Project would replace the existing 6,393-square-foot commercial restaurant and nightclub building and adjacent paved surface areas.

Based on these proposed uses, the number of trips expected to be generated by the Project were estimated using trip generation rates for hotels and high-turnover restaurants published in the *ITE Trip Generation, 9th Edition* manual. Although the ITE hotel trip rate accounts for a hotel's ancillary uses (i.e., conference/meeting rooms, lobby lounges and bars, rooftop bars and lounges, guest amenities, restaurant, retail, etc.), the Project's Level 13 living room and terrace area within the hotel is open to the public and was, therefore, analyzed separately as a high-turnover restaurant to provide a conservative analysis.

Appropriate trip reductions, determined in consultation with LADOT and in accordance with LADOT's *Traffic Study Policies and Procedures* and *Transportation Impact Study Guidelines*, were applied to the Project trip generation rates to account for

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[17] *Guest amenities would consist of a ground-floor lobby, and gym and restrooms on Level 12.*

[18] *Shared guest and public spaces would include the coffee bar and outdoor seating on the ground floor and the "living room" and covered terrace on Level 13.*

public transit usage and trips generated by existing uses on the Project Site. Specifically, a 25-percent transit reduction adjustment was applied to the trips generated by the Project. The transit reduction is based on the Project Site's location of less than 500 feet from the Metro Red Line Hollywood/Vine subway station and its proximity to a Rapid Bus line stop, as described above in Subsection 2.c.(2)(b). A 50-percent internal capture reduction was applied to the restaurant use of the Project, to account for internal person trips made between the hotel and restaurant use by hotel guests.

The Project's resulting trip generation is summarized in Table IV.J-5 on page IV.J-35. As shown therein, after accounting for the existing uses proposed to be removed and the adjustments stated above, the Project is expected to generate approximately 1,296 net new weekday trips, including 114 morning peak hour trips (66 inbound, 48 outbound) and 91 afternoon peak hour trips (43 inbound, 48 outbound).

(iv) Project Trip Distribution and Assignment

The traffic volumes generated by the Project have been distributed and assigned to the adjacent street system based on the following considerations: the characteristics of the street system serving the Project Site; existing intersection traffic volumes; the level of accessibility of the routes to and from the Project Site; the location of the proposed driveways; ingress/egress availability at the Project Site; nearby population and employment centers, as well as adjacent residential neighborhoods; and input from LADOT. The general directional traffic distribution patterns for each land use proposed as part of the Project are presented in Figure 8 of the Traffic Study, included in Appendix H to this Draft EIR. The Project trip generation estimates and trip distribution pattern were used to assign the Project-generated trips through the study area as illustrated in Figure 9 of the Traffic Study.

(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 vicinity of the Project Site to determine whether these volumes exceed the CMP thresholds of 150 vehicles per hour for freeway segments or 50 vehicle trips per hour for arterial monitoring stations. If the Project traffic volumes are not found to exceed the CMP screening thresholds, no further analysis is required.

For arterial monitoring intersections, the CMP analysis uses the same CMA methodology as City intersections to determine intersection V/C ratio and LOS. A

Table IV.J-5
Trip Generation Estimates

Land Use	Size	Daily	A.M. Peak Hour			P.M. Peak Hour		
			In	Out	Total	In	Out	Total
Trip Generation Rates[a]								
Hotel (ITE 310)	per room	8.17	59%	41%	0.53	51%	49%	0.60
Quality Restaurant (ITE 931)	per 1,000 sf	89.95	N/A	N/A	0.81	67%	33%	7.49
High-Turnover Restaurant (ITE 932)	per 1,000 sf	127.15	55%	45%	10.81	60%	40%	9.85
Proposed Project								
Hotel	240 rooms	1,961	75	52	127	73	71	144
Less 25% Transit/Walk Adjustment[b]		*(490)*	*(19)*	*(13)*	*(32)*	*(18)*	*(18)*	*(36)*
Subtotal Hotel		1,471	56	39	95	55	53	108
Restaurant[c]	5,373 sf	683	32	26	58	32	21	53
Less 50% Internal Capture[d]		*(342)*	*(16)*	*(13)*	*(29)*	*(16)*	*(11)*	*(27)*
Less 25% Transit/Walk Adjustment[b]		*(85)*	*(4)*	*(3)*	*(7)*	*(4)*	*(3)*	*(7)*
Subtotal Restaurant		256	12	10	22	12	7	19
Total Proposed Project		**1,727**	**68**	**49**	**117**	**67**	**60**	**127**
Existing Use to Be Removed								
Restaurant[e]	6,393 sf	575	3	2	5	32	16	48
Less 25% Transit/Walk Adjustment[b]		*(144)*	*(1)*	*(1)*	*(2)*	*(8)*	*(4)*	*(12)*
Subtotal Restaurant		431	2	1	3	24	12	36
Total Existing Use to Be Removed		**431**	**2**	**1**	**3**	**24**	**12**	**36**
Total Net New Project Trips		**1,296**[f]	**66**	**48**	**114**[f]	**43**	**48**	**91**[f]

[a] *Trip Generation, 9th Edition, Institute of Transportation Engineers, 2012. Refer to footnote f below for an explanation of ITE 9th Edition rates.*

[b] *Per LADOT's Transportation Impact Study Guidelines (LADOT, December 2016), the Project Site is located less than 500 feet from the Metro Red Line Hollywood Vine Station and a Rapid Bus stop; therefore, a 25-percent transit adjustment was applied to account for transit usage and walking visitor arrivals from the surrounding neighborhoods and adjacent commercial developments, and for arrivals via taxi, tour bus, and carpool services.*

[c] *Hotel trip rates includes ancillary conference/meeting rooms, a lobby lounge and bar, rooftop bar and lounge, and guest amenities, as well as*

Table IV.J-5 (Continued)
Trip Generation Estimates

Land Use	Size	Daily	A.M. Peak Hour			P.M. Peak Hour		
			In	Out	Total	In	Out	Total
retail and restaurant space. However, the restaurant/lounge area within the Project is open to the public and was, therefore, analyzed separately as a high-turnover restaurant to provide a conservative analysis. The trips associated with the restaurant/lounge area were calculated using the high-turnover restaurant rates, as the rates would generate a more conservative estimate than the quality restaurant rates.								
[d] *Internal capture adjustments account for person trips made between distinct land uses within a mixed-use development (e.g., hotel guests visiting the restaurant use).*								
[e] *The existing restaurant use was analyzed as a quality restaurant to provide a conservative analysis.*								
[f] *As discussed above, a comparison of ITE 9th and 10th Edition trip generation was performed. ITE 10th Edition rates would result in 1,328 net daily trips, with 100 A.M. peak hour trips and 90 P.M. peak hour trips. Because peak hour trip generation is higher in ITE 9th Edition, the conclusions presented in the Revised Traffic Study, included as Appendix H of this Draft EIR, represent a conservative estimate of potential impacts.*								
Source: Gibson Transportation Consulting, Inc., 2018.								

significant impact requiring mitigation occurs if Project traffic causes an incremental increase in intersection V/C ratio of 0.02 or greater to a facility projected to operate at LOS F (V/C > 1.00) after the addition of Project traffic. For freeway mainline monitoring locations, the CMP analysis uses a demand-to-capacity (D/C) ratio to determine facility LOS based on capacity identified in Appendix A of the CMP. A significant impact requiring mitigation occurs if Project traffic causes an incremental increase in freeway segment D/C ratio of 0.02 or greater to a facility projected to operate at LOS F (D/C > 1.00) after the addition of Project traffic.

(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 person trips, which in turn is based on the number of vehicle trips. This methodology assumes an average vehicle occupancy factor of 1.4 persons per vehicle in order to estimate the number of person trips to and from a project. As described above, a 25-percent transit/ walk adjustment was applied to the Project's trip generation estimates to account for non-auto transit modes (e.g., transit, bicycle, walk, etc.). For the purposes of this analysis, all non-automobile trips were conservatively assumed to travel via public transit. A determination is then made as to whether existing transit lines could accommodate the Project's transit demand pursuant to the thresholds of significance 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 D of the Traffic Study for informational purposes.

(c) Residential Street Segments

As provided in the *L.A. CEQA Thresholds Guide* (page L.4-1), the analysis of residential street segment impacts involves an evaluation of project-generated traffic that could be diverted or shifted onto local streets in adjacent 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. To ensure a conservative approach, the Traffic Study for the Project used LADOT's methodology 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 if a project meets 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 3.b.(2)(b).

4. The local residential street(s) provides motorists with a viable alternative route.

As described in Section II, Project Description, of this Draft EIR, since the Project does not include a residential component, Condition 1 for requiring a residential street segment analysis would apply. However, Conditions 2 through 4 would not be met because the Project would not add a significant amount of traffic to the existing congested arterials along Hollywood Boulevard and Vine Street that could shift to an alternative route, as the Project is located within a commercial area, where there are no adjacent residential streets that provide access to the Project Site. Therefore, a residential street segment analysis was not conducted as part of the Traffic Study.

(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. Pursuant to the thresholds of significance identified below, the potential for these features of the Project to impede traffic flows on adjacent City streets and/or result in potential safety impacts was analyzed.

(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. Pursuant to the thresholds of significance identified below, an increase to pedestrian/vehicle and/or bicycle/vehicle safety impacts as a result of the Project was analyzed.

(f) Parking

To analyze whether sufficient automobile and bicycle parking spaces would be provided by the Project, the Project's parking supply is compared to the number of parking spaces required per the LAMC. However, as discussed above, since the Project is located in a TPA as defined in PRC Section 21099, the Project's parking impacts shall not be considered significant impacts on the environment. Therefore, the analysis regarding Project parking is provided for informational purposes only.

c. Project Design Features

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

TR-PDF-1: Construction Traffic Management Plan—Prior to the start of construction, the Project Applicant shall prepare a Construction Management Plan and submit it to LADOT for review and approval. The Construction Traffic Management Plan shall be based on the nature and timing of the specific construction activities and other projects in the vicinity of the Project Site, and shall include, but not be limited to, the following elements, as appropriate:

- Advanced notification of adjacent property owners and occupants, as well as nearby schools, of upcoming construction activities, including durations and daily hours of construction.
- Prohibition of construction worker parking on adjacent residential streets.
- Temporary pedestrian and vehicular traffic controls during all construction activities adjacent to Vine Street to ensure traffic safety on public rights-of-way. These controls shall include, but are not limited to, flag people trained in pedestrian and student safety.
- 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.
- Parking restrictions on construction-related vehicles parking on surrounding public streets.
- Safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers as appropriate, including along all identified LAUSD pedestrian routes to nearby schools.

- Scheduling of construction-related deliveries, haul trips, etc., so as to: (1) occur outside the commuter peak hours to the extent feasible; and (2) not impede school drop-off and pick-up activities and students using LAUSD's identified pedestrian routes to nearby schools.
- Advanced notification of temporary parking removals and duration of removals.

d. Project Impacts

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

(1) 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.

Each of these potential impacts is discussed below based on the construction characteristics of the Project. Construction would occur over a period of approximately 21 months and would include the following phases: demolition, excavation and grading, foundations, and building construction. Since peak haul truck activity would occur during excavation and grading, and peak worker activity occurs during building construction, the construction analysis considered the peak haul trips and construction worker trips during these two phases of construction.

(a) Excavation and Grading Phase—Haul Truck and Vehicle Trips

The peak haul truck activity would occur during excavation and grading phase of construction. It is estimated that approximately 29,300 cubic yards of material would be excavated and hauled from the Project Site. Thus, it is forecasted that up to 140 daily truck

trips (70 inbound, 70 outbound) would travel to the Project Site during the two-month excavation and grading phase, with approximately 18 trips per hour (nine inbound, nine outbound) uniformly over a typical eight-hour workday. Based on regionally accepted standards, a passenger car equivalency (PCE) of 2.0 was applied to equate larger trucks to passenger vehicles during the peak hours.[19] Accordingly, the Project's estimated 140 truck trips would be equivalent to 280 daily PCE trips. The 18 hourly truck trips would be equivalent to 36 PCE trips (18 inbound, 18 outbound) per hour.

Haul trucks would travel on approved truck routes designated within the City. Subject to LADOT and/or the Department of Building and Safety's approval, the 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, it is anticipated that outbound trucks from the Project Site would travel south on Vine Street to Hollywood Boulevard then east to the US-101. Inbound trucks would exit US-101 at Hollywood Boulevard, travel west to Vine Street, then north to the Project Site; exit at Vine Street, then travel south to the Project Site.

In addition, a maximum of 20 construction workers would be employed at the Project Site during the excavation and grading phase. Assuming minimal carpooling amongst workers, an average vehicle occupancy (AVO) of 1.135 persons per vehicle was applied.[20] Therefore, 20 workers would result in a total of 18 vehicle trips to and from the Project Site on a daily basis. Based on the hours of construction, construction workers would be arriving to and departing from the Project Site before the commuter weekday peak hours.

(b) Building Construction Phase—Construction Worker Trips and Parking

Construction worker traffic would depend on the number of construction workers employed during various construction phases, as well as the mode and time of travel of the workers. The hours of construction typically require workers to be on-site before the morning commuter peak period (i.e., arrive prior to 7:00 A.M.) and allow them to leave before or after the afternoon peak period (i.e., leave before 4:00 P.M. or after 6:00 P.M.). Therefore, most, if not all, of the construction worker trips would occur outside the typical weekday commuter morning and afternoon peak periods. Furthermore, construction-related traffic is anticipated to be less than the trips associated with the existing uses of the Project Site that would be removed from the study area during construction.

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[19] *Transportation Research Circular No. 212 (Transportation Research Board, 1980) defines 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 the Transportation Research Circular No. 212 and Exhibit 16.7 of the 2000 Highway Capacity Manual (Transportation Research Board, 2000) suggest a PCE of 2.0 for trucks.*

[20] *South Coast Air Quality Management District, CEQA Air Quality Handbook, 1993.*

Peak construction worker activity would occur during the building construction phase of construction. Based on construction projections provided for the Project, the building construction phase would employ a combined average of approximately 80 workers per day. Since the various building components would not be constructed or installed simultaneously, and since on most days during this phase there would be far fewer than 80 workers, the estimated number of construction workers is conservative. By applying an AVO of 1.135 persons per vehicle, 80 workers would result in a total of 70 vehicles that would arrive and depart from the Project Site each work day. The estimated number of daily trips associated with construction workers during the peak period would be approximately 140 (70 inbound and 70 outbound trips). As previously noted, nearly all of these trips would occur outside of the morning and afternoon peak periods. Adequate parking for construction workers would be provided off-site in the vicinity of the Project Site. Project construction may require the temporary use of off-site parking areas for material storage and truck staging.

(c) Potential Impacts of Construction Traffic

(i) Temporary Traffic Impacts

As discussed above, peak haul truck activity would occur during the excavation and grading phase, and peak worker activity would occur during the building construction phase. Pursuant to Project Design Feature TR-PDF-1, a Construction Traffic Management Plan would be prepared and submitted to LADOT for review and approval, and would require haul truck and construction worker trips during these phases to be scheduled outside of commuter weekday peak hours to the extent feasible. Therefore, construction-related activities would not contribute a substantial amount of traffic during the weekday morning and afternoon peak periods.

Short-term and temporary construction activities could also temporarily increase response times for emergency vehicles along Vine Street and other main connectors due to travel time delays caused by construction traffic. The Construction Traffic Management Plan would also include traffic control measures (e.g., detour signage, delineators, etc.) to ensure emergency access to the Project Site and maintain traffic flow on adjacent right-of-ways.

Based on the above, the Project would not cause substantial delays and disruption of existing traffic flow, and temporary traffic impacts associated with the construction of the Project would be less than significant.

(ii) Access and Safety Impacts

Construction activities are expected to be primarily contained within the Project Site boundaries. However, it is expected that construction fences could encroach into the

public right-of-way (e.g., sidewalk and roadways) adjacent to the Project Site. The use of the public right-of-way along Vine Street would require temporary rerouting of pedestrian traffic as the sidewalks fronting the Project Site would be closed. In addition, the construction of the Project would not require the closure of any vehicle travel lanes primarily due to the availability of parking "lanes" adjacent to the Project Site on Vine Street, which would preclude the need to use other adjacent travel lanes. The parking lane on Vine Street adjacent to the Project Site would be used intermittently throughout the construction period for equipment staging, concrete pumping, etc. The Construction Traffic Management Plan, as provided in Project Design Feature TR-PDF-1, would include measures to ensure pedestrian 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), traffic safety along Vine Street by implementing temporary traffic controls to direct traffic around any closures. **Based on the above, access and safety impacts during construction of the Project would be less than significant.**

(iii) Bus/Transit Impacts

There are no bus stops adjacent to the Project Site and, therefore, no temporary impacts to transit are expected. Construction of the Project would not require rerouting bus stops or bus lines. **As such, the Project would not result in significant impacts to transit during construction.**

(iv) On-Street Parking Impacts

Parking is allowed adjacent to the Project Site on Vine Street. Therefore, construction fences, staging, etc., could result in the temporary loss of up to four metered parking spaces. However, as described in Project Design Feature TR-PDF-1, the Project would implement a Construction Traffic Management Plan that would include providing advanced notification of temporary parking removals and duration of such removals. The parking spaces would be reinstalled once construction is complete. In addition, the Construction Traffic Management Plan would include restrictions on construction-related vehicles parking on public streets adjacent to, or in the vicinity of the Project Site. **Thus, the Project would result in less than significant impacts to on-street parking during the construction of the Project.**

(2) Operational Impacts

(a) Intersection Levels of Service

(i) Existing With Project Conditions

Signalized Intersections

As previously discussed, the analysis of Existing With Project Conditions evaluates potential project-related traffic impacts as compared to existing conditions during the typical weekday morning and afternoon peak periods. Under this scenario, the estimated Project traffic volumes during the morning and afternoon peak periods were added to the existing morning and afternoon peak period traffic volumes to determine the change in the V/C ratios and the corresponding LOS for all of the intersections in the study area based on the CMA methodology as required by LADOT.

As shown in Table IV.J-6 on page IV.J-45, 14 of the 17 signalized study intersections are projected to continue operating at LOS D or better during both the morning and afternoon periods under Existing With Project Conditions. The remaining three signalized study intersections are projected to operate at LOS F during both peak periods. As provided in Table IV.J-6, the addition of traffic from the Project to one signalized intersection would result in a change to the V/C ratio that would exceed the significance thresholds set forth above. A significant impact would occur at the following intersection under Existing With Project Conditions:

- Intersection 10: Vine Street and Hollywood Boulevard (A.M. peak period)

Unsignalized Intersections

As shown in Table IV.J-7 on page IV.J-47, all of the four unsignalized intersections in the study area are projected to operate at LOS C or better during the morning and afternoon peak periods under Existing With Project Conditions. Therefore, traffic impacts at all unsignalized intersections would be less than significant during both morning and afternoon peak periods under Existing With Project Conditions.

(ii) Future With Project Conditions

Signalized Intersections

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 morning and afternoon peak periods by adding the net Project-generated traffic to the Future Without Project traffic forecasts for the year 2022. Table IV.J-8 on page IV.J-48 summarizes the intersection LOS under the Future With Project Conditions during the

Table IV.J-6
Existing With Project Conditions (Year 2016)—Significant Impact Analysis

No.	Intersection	Peak Hour	Existing Conditions		Existing With Project Conditions			
			V/C	LOS	V/C	LOS	Change in V/C	Signif. Impact?
1.	Vine St. & Franklin Ave./US-101 SB Off-Ramp	A.M.	0.314	A	0.316	A	0.002	No
		P.M.	0.369	A	0.371	A	0.002	No
2.	Argyle Ave/US-101 NB On-ramp & Franklin Ave.	A.M.	0.731	C	0.735	C	0.004	No
		P.M.	0.740	C	0.742	C	0.002	No
3.	Gower St. & Franklin Ave.	A.M.	0.629	B	0.630	B	0.001	No
		P.M.	0.684	B	0.685	B	0.001	No
4.	Beachwood Dr./US-101 NB Off-Ramp & Franklin Ave.	A.M.	0.639	B	0.640	B	0.001	No
		P.M.	0.619	B	0.620	B	0.001	No
5.	Bronson Ave. & Franklin Ave.	A.M.	0.601	B	0.601	B	0.000	No
		P.M.	0.712	C	0.713	C	0.001	No
6.	Vine St. & Yucca St.	A.M.	0.483	A	0.498	A	0.015	No
		P.M.	0.450	A	0.461	A	0.011	No
7.	Argyle Ave. & Yucca St.	A.M.	0.183	A	0.195	A	0.012	No
		P.M.	0.312	A	0.323	A	0.011	No
8.	Cahuenga Blvd. & Hollywood Blvd.	A.M.	0.801	F*	0.804	F*	0.003	No
		P.M.	0.525	F*	0.527	F*	0.002	No
9.	Ivar Ave. & Hollywood Blvd.	A.M.	0.534	A	0.537	A	0.003	No
		P.M.	0.475	A	0.477	A	0.002	No
10.	Vine St. & Hollywood Blvd.	A.M.	0.741	F*	0.760	F*	0.019	**Yes**
		P.M.	0.671	F*	0.678	F*	0.007	No
11.	Argyle Ave. & Hollywood Blvd.	A.M.	0.486	A	0.488	A	0.002	No
		P.M.	0.475	A	0.476	A	0.001	No
12.	Gower St. & Hollywood Blvd.	A.M.	0.628	B	0.631	B	0.003	No
		P.M.	0.558	A	0.559	A	0.001	No

Table IV.J-6 (Continued)
Existing With Project Conditions (Year 2016)—Significant Impact Analysis

No.	Intersection	Peak Hour	Existing Conditions		Existing With Project Conditions			
			V/C	LOS	V/C	LOS	Change in V/C	Signif. Impact?
13.	Bronson Ave. & Hollywood Blvd.	A.M.	0.625	B	0.628	B	0.003	No
		P.M.	0.652	B	0.653	B	0.001	No
14.	US-101 SB Ramps & Hollywood Blvd.	A.M.	0.588	A	0.591	A	0.003	No
		P.M.	0.447	A	0.449	A	0.002	No
15.	US-101 NB Ramps/Van Ness Ave. & Hollywood Blvd.	A.M.	0.724	C	0.725	C	0.001	No
		P.M.	0.499	A	0.501	A	0.002	No
16.	Vine St. & Selma Ave.	A.M.	0.555	A	0.558	A	0.003	No
		P.M.	0.538	A	0.541	A	0.003	No
17.	Vine St. & Sunset Blvd.	A.M.	0.776	F*	0.779	F*	0.003	No
		P.M.	0.817	F*	0.820	F*	0.003	No

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

Source: Gibson Transportation Consulting, Inc., 2018.

Table IV.J-7
Existing With Project Conditions—Unsignalized Intersection Peak-Hour Levels of Service

No.	Intersection	Peak Hour	Existing Conditions		Existing With Project Conditions	
			Delay	LOS	Delay	LOS
18.[a]	Argyle Ave. & US-101 SB On-Ramp	A.M.	1.2	A	1.2	A
		P.M.	0.8	A	0.8	A
19.	Gower St. & US-101 NB Off-Ramp	A.M.	6.2	A	6.6	A
		P.M.	2.1	A	2.2	A
20.	Gower St. & US-101 SB Off-Ramp/ Yucca St.	A.M.	20.5	C	21.0	C
		P.M.	12.5	B	12.7	B
21.	Gower St. & Yucca St.	A.M.	0.7	A	0.7	A
		P.M.	2.4	A	2.4	A

[a] *Intersection is uncontrolled.*

Source: Gibson Transportation Consulting, Inc., 2018.

weekday morning and afternoon peak hours for the 17 signalized intersections in the study area. As shown, 13 of the 17 study intersections are projected to operate at LOS D or better during both the weekday morning and afternoon peak hours under Future With Project Conditions. The remaining four study intersections are projected to operate at LOS E or F during at least one of the peak hours. As provided in Table IV.J-8 on page IV.J-48, the addition of traffic from the Project to one signalized intersection would result in a change to the V/C ratio that would exceed the significance thresholds set forth above. A significant impact would occur at the following intersection under Future With Project Conditions:

- Intersection 10: Vine Street & Hollywood Boulevard (A.M. and P.M. peak periods)

Unsignalized Intersections

As shown in Table IV.J-9 on page IV.J-50, three of the four unsignalized intersections in the study area are projected to operate at LOS C or better during the morning and afternoon peak periods under Future With Project Conditions. The remaining intersection at Gower Street & US-101 Southbound Off-Ramp/Yucca Street (Intersection 20), is projected to operate at LOS E during the morning peak period and at LOS D during the afternoon peak period under both Future Without Project and Future With Project Conditions. Therefore, a traffic signal warrant analysis is required to determine whether the projected volumes at that intersection would warrant the installation of a traffic signal control. As provided in Appendix E of the Traffic Study, included in Appendix H to this Draft EIR, a signal warrant analysis was conducted for the unsignalized intersection at

Table IV.J-8
Future With Project Conditions (Year 2022)—Significant Impact Analysis

No.	Intersection	Peak Hour	Future Without Conditions		Future With Project Conditions			
			V/C	LOS	V/C	LOS	Change in V/C	Signif. Impact?
1.	Vine St. & Franklin Ave./US-101 SB Off-Ramp	A.M.	0.371	A	0.374	A	0.003	No
		P.M.	0.440	A	0.442	A	0.002	No
2.	Argyle Ave/US-101 NB On-ramp & Franklin Ave.	A.M.	0.895	D	0.899	D	0.004	No
		P.M.	0.941	E	0.944	E	0.003	No
3.	Gower St. & Franklin Ave.	A.M.	0.696	B	0.696	B	0.000	No
		P.M.	0.748	C	0.749	C	0.001	No
4.	Beachwood Dr./US-101 NB Off-Ramp & Franklin Ave.	A.M.	0.697	B	0.699	B	0.002	No
		P.M.	0.681	B	0.682	B	0.001	No
5.	Bronson Ave. & Franklin Ave.	A.M.	0.662	B	0.663	B	0.001	No
		P.M.	0.785	C	0.785	C	0.000	No
6.	Vine St. & Yucca St.	A.M.	0.597	A	0.611	B	0.014	No
		P.M.	0.590	A	0.600	A	0.010	No
7.	Argyle Ave. & Yucca St.	A.M.	0.275	A	0.287	A	0.012	No
		P.M.	0.440	A	0.451	A	0.011	No
8.	Cahuenga Blvd. & Hollywood Blvd.	A.M.	0.991	F*	0.995	F*	0.004	No
		P.M.	0.689	F*	0.692	F*	0.003	No
9.	Ivar Ave. & Hollywood Blvd.	A.M.	0.627	B	0.631	B	0.004	No
		P.M.	0.590	A	0.593	A	0.003	No
10.	Vine St. & Hollywood Blvd.	A.M.	0.906	F*	0.925	F*	0.019	**Yes**
		P.M.	0.887	F*	0.902	F*	0.015	**Yes**
11.	Argyle Ave. & Hollywood Blvd.	A.M.	0.613	B	0.615	B	0.002	No
		P.M.	0.683	B	0.684	B	0.001	No
12.	Gower St. & Hollywood Blvd.	A.M.	0.776	C	0.779	C	0.003	No
		P.M.	0.768	C	0.770	C	0.002	No

Table IV.J-8 (Continued)
Future With Project Conditions (Year 2022)—Significant Impact Analysis

No.	Intersection	Peak Hour	Future Without Conditions		Future With Project Conditions			
			V/C	LOS	V/C	LOS	Change in V/C	Signif. Impact?
13.	Bronson Ave. & Hollywood Blvd.	A.M.	0.689	B	0.691	B	0.002	No
		P.M.	0.728	C	0.730	C	0.002	No
14.	US-101 SB Ramps & Hollywood Blvd.	A.M.	0.753	C	0.755	C	0.002	No
		P.M.	0.654	B	0.654	B	0.000	No
15.	US-101 NB Ramps/Van Ness Ave. & Hollywood Blvd.	A.M.	0.882	D	0.884	D	0.002	No
		P.M.	0.667	B	0.668	B	0.001	No
16.	Vine St. & Selma Ave.	A.M.	0.649	B	0.653	B	0.004	No
		P.M.	0.639	B	0.641	B	0.002	No
17.	Vine St. & Sunset Blvd.	A.M.	1.001	F*	1.003	F*	0.002	No
		P.M.	1.093	F*	1.096	F*	0.003	No

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

Source: Gibson Transportation Consulting, Inc., 2018.

Table IV.J-9
Future With Project Conditions (Year 2022)—Unsignalized Intersection Peak-Hour Levels of Service

No.	Intersection	Peak Hour	Future Without Conditions		Future With Project Conditions	
			Delay	LOS	Delay	LOS
18.[a]	Argyle Ave. & US-101 SB On-Ramp	A.M.	1.2	A	1.2	A
		P.M.	0.9	A	0.9	A
19.	Gower St. & US-101 NB Off-Ramp	A.M.	16.1	C	17.7	C
		P.M.	13.7	B	14.9	B
20.	Gower St. & US-101 SB Off-Ramp/ Yucca St.	A.M.	48.6	E	49.9	E
		P.M.	28.4	D	28.9	D
21.	Gower St. & Yucca St.	A.M.	0.9	A	0.9	A
		P.M.	3.9	A	3.9	A

[a] *Intersection is uncontrolled.*
Source: Gibson Transportation Consulting, Inc., 2018.

Gower Street & US-101 Southbound Off-Ramp/Yucca Street (Intersection 20). As shown therein, this unsignalized intersection meets the minimum peak-hour traffic volume threshold of Signal Warrant 3, under Future With Project Conditions.

The satisfaction of the warrant threshold alone, however, is not the same as a significance threshold for determining a significant impact and does not in itself dictate the requirement of the installation of a traffic control signal. That decision is made by LADOT, which would consider additional factors such as spacing with adjacent intersections, interruption of traffic flow on the major streets, etc. Moreover, as shown above and in Table IV.J-9, the Project does not cause the need for a new signal at the intersection of Gower Street & US-101 Southbound Off-Ramp/Yucca Street (Intersection 20), as future traffic volumes without the Project will also result in LOS E conditions during the morning peak period. Therefore, the Project would not cause the need for a new signal at the intersection of Gower Street & US-101 Southbound Off-Ramp/Yucca Street (Intersection 20).

(b) Residential Street Segments

Arterial corridors with projected congested conditions (LOS E or F) at key intersections may be sufficient to cause motorists to seek alternative route. Unless congestion is severe (e.g., LOS F conditions), travel along arterial streets is generally faster than through neighborhoods since arterial streets typically provide greater capacities, higher travel speeds, less driveways, fewer stops, etc. Although the arterial corridors providing access to the Project

Site include Vine Street and Hollywood Boulevard may be considered congested, the Project is located within a commercial area with no adjacent residential streets to provide access to the Project Site. Therefore, no further residential street segment analysis was conducted.

(c) Caltrans Facilities Analysis

Based on the Traffic Study and Revised Traffic Study, Project-related traffic on Caltrans ramps and freeway segments would not exceed the screening criteria established in the *Agreement Between City of Los Angeles and Caltrans District 7 on Freeway Impact Analysis Procedures* (LADOT and Caltrans, December 2015). Details of this analysis are included in Appendix H of the Traffic Study for informational purposes**.**

(d) Public Transit

As shown in Table IV.J-5 on page IV.J-35, prior to the application of transit reductions, the Project is anticipated to generate approximately net 151 A.M. peak-hour vehicle trips and net 122 P.M. peak-hour vehicle trips. Assuming an average vehicle occupancy of 1.4, the Project's vehicle trips would result in an estimated increase of 212 person trips during the morning peak hour and 171 person trips during the afternoon peak hour. As described above in Subsection 3.a.(2)(b)(ii), an estimated 25 percent of total Project person trips would occur via public transit to and from the Project Site. Accordingly, the Project would generate approximately 53 net new transit trips during the morning peak hour and 43 net new transit trips during the afternoon peak hour.

As shown in Table 4 of the Traffic Study, the total capacity of the transit lines serving the Project vicinity is approximately 3,435 riders during the morning peak hour and approximately 3,118 riders during the afternoon peak hour. The Project's 53 morning peak-hour trips and 43 afternoon peak-hour trips would represent approximately 1.5 percent of the available capacity during morning peak hour and approximately 1.5 percent during the afternoon peak hour, respectively. Therefore, given the limited increase in transit trips from the Project and the availability of transit in the vicinity of the Project Site, it is anticipated that the existing transit service in the Project area would adequately accommodate the increase in Project-generated transit trips. Therefore, Project impacts to the existing transit system in the study area would be less than significant.

(e) Access and Circulation

As described in Section II, Project Description, of this Draft EIR, vehicular access to the Project Site would be provided via a driveway entrance off of Vine Street that leads to a portico for guest drop-off and valet services. Public access to the hotel lobby would be provided from Vine Street. In addition, pedestrian access within and around the Project Site would be enhanced via sidewalks, new landscaping, original mural artwork, and decorative pavement within the hotel's entrance area and along the perimeters of the

Project Site. The driveway would be designed based on LADOT standards and would operate with two-way operations to the parking facilities.

Based on the *L.A. CEQA Thresholds Guide* procedures described above, this analysis considers the operating conditions of the intersections nearest the primary Project Site access, which include signalized intersections at Vine Street and Yucca Street (Intersection 6) and Vine Street and Hollywood Boulevard (Intersection 10). As indicated in Table IV.J-8 on page IV.J-48, the intersection at Vine Street and Hollywood Boulevard is projected to operate at LOS F during both the A.M. or P.M. peak hours, under Future With Project Conditions. As shown in Table IV.J-8, a significant traffic impact occurs at this intersection during both the morning and afternoon peak hours, under Future With Project Conditions, before mitigation. Therefore, before mitigation, the Project would result in a significant access and circulation impact in the study area.

(f) Bicycle and Pedestrian Facilities

As described above, access to the Project Site would be provided via a driveway along Vine Street. In addition, pedestrian access to the hotel lobby would be provided from Vine Street. 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 driveway would be designed to limit potential impediments to visibility and incorporate pedestrian warning systems, if and to the extent necessary, as determined by LADOT. The Project would also maintain existing sidewalks and provide a direct and safe path of travel with minimal obstructions to pedestrian movement within and adjacent to the Project Site.

As described in detail in Subsection 2.e.(1), in the vicinity of the Project Site, a bicycle route currently exists along Vine Street south of Yucca Street. While no dedicated bicycle lanes currently exist in the immediate vicinity of the Project Site, bicycle lanes are proposed along Vine Street in the City's *2010 Bicycle Plan*. As the Project would maintain the existing sidewalks and circulation system, the Project would not disrupt bicycle flow along Vine Street. In addition, to facilitate bicycle use, short- and long-term bicycle parking spaces will be provided in accordance with LAMC requirements within an attended bicycle facility as part of the Project..

During Project construction, the use of the public right-of-way along Vine Street would require temporary rerouting of pedestrian traffic as the sidewalks fronting the Project Site would be closed. However, the Project would implement a Construction Traffic Management Plan pursuant to Project Design Feature TR-PDF-1 with measures to ensure pedestrian 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, as there are no bus stops adjacent to the Project Site, no temporary impacts to transit are anticipated. Therefore, impacts to public transit, bicycle, or pedestrian facilities during construction would be less than significant.

The Project is located less than 500 feet north of the Metro Red Line/Hollywood Vine Station and is served by 10 Metro buses, three LADOT DASH buses, and two LADOT CE buses. The Project would maintain the existing sidewalks along Vine Street and would provide bicycle parking spaces in accordance with the requirements of the LAMC. Public access to the hotel lobby would be from Vine Street, and Project access 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 driveway entrance off of Vine Street 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 operation.

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.

(g) Parking

As discussed above, since the Project qualifies as an employment center project located in a TPA 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.

Based on the parking requirements set forth in Sections 12.21.A.4(a-c) and 12.21.A.4(x)(3)(2) of the LAMC, and as shown in Table IV.J-10 on page IV.J-54, the Project's hotel uses would require 105 parking spaces and the Project's shared guest and public uses (Level 13 living room and terrace) would require 11 parking spaces, for a total of 116 parking spaces. Pursuant to Sections 12.21.A.4 and 12.21.A.16 of the LAMC, for hotels located within 1,500 feet of a portal of a fixed rail transit station, up to 15 percent of the required automobile parking spaces may be replaced with bicycle parking at a ratio of one automobile parking space for every four bicycle parking spaces provided. For commercial uses located within this same proximity to transit, up to 30 percent of the required automobile parking spaces may be replaced at the same 1:4 ratio. Since the Project is located within 1,500 feet of the Metro Red Line Hollywood/Vine Station, the Project qualifies for these parking reductions. Thus, through the provision of a sufficient number of bicycle spaces to achieve these respective 15- and 30-percent reductions, the

Table IV.J-10
Parking Requirement

Land Use	Unit/Area	LAMC	
		Ratio[a,b]	Spaces
Hotel			
First 30 Guestrooms	30 rm	1 sp/rm	30
Next 30 Guestrooms	30 rm	0.5 sp/rm (1 sp/2 rm)	15
Remaining Guestrooms	180 rm	0.33 sp/rm (1 sp/3 rm)	60
Restaurant[c]	5,373 sf	1 sp/500 sf (2 sp/1,000 sf)	11
Total Parking Requirement, Before Bicycle Credit			***116***
Bicycle Parking Reduction for Commercial Uses[d]		30 percent	(3)
Bicycle Parking Reduction for Hotel Uses[e]		15 percent	(15)
Total Parking Requirement, After Bicycle Credit			**98**
Total Parking Requirement, After 20-Percent Reduction by City Council[f]			**79**

rm = room

sp = space

sf = square feet

[a] *Fractional spaces up to and including 0.5 may be disregarded, fractions over 0.5 shall be constructed as requiring 1 parking space (per LAMC Section 12.21A.4(k)).*

[b] *Parking rates per Section 12.21.A.4(a-c) of the LAMC.*

[c] *Per LAMC Section 12.21.A4(x)(3)(2), commercial office, retail, restaurant, and bar uses within the Hollywood Redevelopment Project Area are required to provide parking at a rate of two spaces per 1,000 sf of gross floor area*

[d] *Per LAMC Section 12.21.A.4, commercial uses within 1,500 feet of a portal of a fixed rail transit station may replace up to 30 percent of the required automobile parking with bicycle parking.*

[e] *Per LAMC Section 12.21.A.4, hotel uses within 1,500 feet of a portal of a fixed rail transit station may replace up to 15 percent of the required automobile parking with bicycle parking.*

[f] *Per LAMC Section 12.32 P, as part of any legislative land use ordinance, the City Council may approve changes to the parking requirements not to exceed 20 percent of the requirements otherwise required by the LAMC.*

Source: Gibson Transportation Consulting, Inc., 2018.

overall parking requirement for the Project would be reduced to a net total of 98 parking spaces. Furthermore, pursuant to LAMC Section 12.32 P, and in conjunction with the

Project's requested zone and height district change, the Applicant will be requesting that the City Council reduce the Project's parking requirement by 20 percent, resulting in a requirement to provide 79 parking spaces. As described in Section II, Project Description, of this Draft EIR, the Project would provide the required vehicular parking spaces as well as bicycle parking and additional mechanical areas within five subterranean levels. Therefore, the Project includes sufficient parking to comply with the LAMC's parking requirements. As mentioned above, in accordance with SB 743, parking impacts of the Project would not be considered significant.

Pursuant to Section 12.21.A.16(a) of the LAMC, the Project would be required to provide 48 bicycle parking spaces (24 long-term and 24 short-term) for the hotel uses and six bicycle spaces (three long-term and three short-term) for the restaurant uses, resulting in a total of 54 minimum required bicycle parking spaces (27 long-term and 27 short-term). The Project would meet this requirement and also provide an additional 18 bicycle parking spaces. The 72 bicycle parking spaces would be provided below-grade in an attended bicycle parking service, and all bicycles would be parked and retrieved by parking attendants or hotel ambassadors. Therefore, the Project would comply with the applicable bicycle parking requirements of the LAMC, and bicycle parking impacts would be less than significant. As discussed above, in accordance with SB 743, parking impacts for the Project would not be considered significant.

(h) Summary of Operational Impacts

As discussed in the analysis above, the Project would result in a significant traffic impact at one intersection during the A.M. and P.M. peak periods under Future With Project Conditions, and mitigation would be required. As such, before mitigation, the Project would conflict with a program, plan, ordinance, or policy addressing roadway facilities. However, the Project would not conflict with a program, plan, ordinance, or policy addressing the transit, 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.

(1) CMP Arterial Monitoring Intersection Analysis

The Traffic Study identified two arterial CMP monitoring intersections within 1.5 miles of the Project Site: Santa Monica Boulevard and Highland Avenue, located approximately 1 mile southwest of the Project Site, and Santa Monica Boulevard and Western Avenue, located approximately 1.25 miles southeast of the Project Site. Both of these arterial monitoring intersections are outside of 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 there would be no diverging trips. Based on this methodology, the Project would not add any morning or afternoon peak-hour trips at any of the arterial monitoring intersections. **Therefore, further analysis of the CMP arterial monitoring intersections is not required and project impacts would be less than significant.**

(2) CMP Freeway Segment Analysis

As previously described, the closest mainline freeway monitoring location to the Project Site is on US-101 south of Santa Monica Boulevard, approximately 1.5 miles southeast of the Project Site. At this location, the Project Site is projected to add a total of eight northbound trips and five southbound trips during the morning peak hour and seven northbound trips and seven southbound trips during the afternoon peak hour. As such, the Project would not add 150 trips in either direction during either morning or afternoon peak hour. **Therefore, project impacts to a CMP mainline freeway monitoring location would be less than significant.**

(3) Public Transit

As previously discussed under **Threshold (a)**, prior to the application of transit reductions, the Project is anticipated to generate approximately 151 A.M. peak-hour vehicle trips and 122 P.M. peak-hour vehicle trips. Assuming an average vehicle occupancy of 1.4, the Project's vehicle trips would result in an estimated increase of 212 person trips during the morning peak hour and 171 person trips during the afternoon peak hour. As described above in Subsection 3.c.(2)(b)(iii), an estimated 25 percent of total Project person trips would occur via public transit to and from the Project Site. Accordingly, the Project would generate approximately 53 net new transit trips during the morning peak hour and 43 net new transit trips during the afternoon peak hour.

As shown in Table 4 of the Traffic Study, the total capacity of the transit lines serving the Project vicinity is approximately 3,435 riders during the morning peak hour and approximately 3,118 riders during the afternoon peak hour. The Project's 53 morning peak-hour trips and 43 afternoon peak-hour trips would represent approximately 1.5 percent of the available capacity during morning peak hour and approximately 1.5 percent during the afternoon peak hour, respectively. Therefore, given the limited increase in transit trips from the Project and the availability of transit in the vicinity of the Project Site, it is anticipated that the existing transit service in the Project area would adequately accommodate the increase in Project-generated transit trips. **Therefore, Project impacts to the existing transit system in the study area would be less than significant.**

Threshold (c): 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, Other CEQA Considerations, of this Draft EIR,** 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 existing urban roadway network and contain no sharp curves or dangerous intersections, and development of the Project would not result in roadway improvements such that safety hazards would be introduced adjacent to the Project Site. The proposed uses would also be consistent with the surrounding uses. Furthermore, the Project will comply with the City's applicable requirements, including emergency access requirements set forth by the Los Angeles Fire Department (LAFD). The Project design will also be reviewed by the Los Angeles Department of Building and Safety (LADBS) and the LAFD during the City's plan review process to ensure all applicable requirements are met. **Thus, no impacts related to increased hazard due to a design feature would occur, and no mitigation measures are required. No further investigation and analysis would be required for this issue.**

Threshold (d): Result in inadequate emergency access.

(1) Construction Impacts

Construction activities associated with the Project could potentially impact the provision of emergency services by the LAFD as a result of construction impacts to the surrounding roadways. Access to the Project Site and nearby properties could be temporarily impacted by Project-related construction activities, such as the construction of utility line connections. In addition, construction activities would generate traffic associated with the movement of construction equipment, the hauling of soil and construction materials to and from the Project Site, and daily construction worker traffic. Nonetheless, the short-term and temporary construction activities for the Project could temporarily affect emergency response for emergency vehicles along Vine Street, adjacent to the Project Site, and other main connectors due to increased traffic during the Project's construction phase. In the vicinity of the Project Site, Santa Monica Boulevard and Highland Avenue are designated as disaster routes by the City's Safety Element and the County of Los Angeles Department of Public Works.[21,22]

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

As discussed above in Subsection 3.c.(2)(a) under **Threshold (a)**, although construction activities are expected to be primarily contained within the Project Site boundaries, it is expected that construction fences could encroach into the public right-of-way (e.g., sidewalk and roadways) adjacent to the Project Site. The use of the public right-of-way along Vine Street would also require temporary rerouting of pedestrian traffic as the sidewalks fronting the Project Site would be closed. In addition, the construction of the Project would not require the closure of any vehicle travel lanes primarily due to the availability of parking "lanes" adjacent to the Project Site on Vine Street, which would preclude the need to use other adjacent travel lanes. The parking lane on Vine Street adjacent to the Project Site would be used intermittently throughout the construction period for equipment staging, concrete pumping, etc. As provided in Project Design Feature TR-PDF-1, the Construction Traffic Management Plan would include measures to ensure pedestrian 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), traffic safety along Vine Street by implementing temporary traffic controls to direct traffic around any closures. **Therefore, based on the above, impacts related to emergency access during Project construction would be less than significant.**

(2) Operational Impacts

As described above, vehicular access to the Project Site would be provided via a driveway entrance off of Vine Street that leads to a portico for guest drop-off and valet services. Public access to the hotel lobby would be provided from Vine Street. As discussed in Subsection 3.c.(2)(b)(iv) under **Threshold (a)**, the Project driveway would be designed according to LADOT standards. However, as also noted under **Threshold (a)**, the intersection at Vine Street and Hollywood Boulevard is projected to operate at LOS F during both the A.M. or P.M. peak hours, under Future With Project Conditions. As such, Project impacts to access and circulation would be significant. **Therefore, Project impacts to emergency access would also be significant, and mitigation would be required.**

4. Cumulative Impacts

a. Construction Impacts

As previously discussed, the construction of 106 related projects, as well as growth that may be projected as a result of the Hollywood Community Plan Update, is assumed in the

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

study area.[23] These 106 related projects are dispersed throughout the study area and would draw upon a workforce from all parts of the Los Angeles region. 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 east and west of the Project Site that travel east along Hollywood Boulevard and Yucca Street, and north and south of the Project Site that travel north along Vine Street 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. As with the Project, many, and likely most, of the construction workers for the related projects, 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 between 3:00 P.M. and 4:00 P.M.), thereby minimizing construction-related trips during the morning and afternoon peak traffic periods. In addition, the haul truck routes for all of 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. Further, it is anticipated that related projects would be required to prepare a Construction Traffic Management Plan to ensure that potential construction-related impacts are reduced. Therefore, cumulative traffic impacts during construction are concluded to be less than significant.

The Project would not require substantial roadway and/or sidewalk closures to the extent that a hazard to roadway travelers, including police and fire department staff, and/or pedestrians would occur. With regard to cumulative impacts to access and safety, bus/transit, and on-street parking, with the exception of Related Project Nos. 1 and 2, the balance of the related projects are located at a sufficient distance from the Project Site that they would not share the same access points or have the potential to affect the same bus stops. Related Project No. 1 could require temporary lane and sidewalk closures along Vine Street during construction. Similar to the Project, and as discussed in the Environmental Impact Report prepared for Related Project No. 1, a Construction Traffic Management Plan would be implemented during construction of Related Project No. 1 that would identify street and sidewalk closures and provide alternative routes as well as ensure that emergency access is maintained. Related Project No. 2 could require temporary lane and sidewalk closures during construction along Hollywood Boulevard and/or Argyle Avenue and could potentially affect traffic along Vine Street. Nonetheless, pursuant to existing City regulations and policies, Related Project No. 2 would also implement a Construction Traffic Management Plan accordingly. Therefore, with the implementation of

[23] *As described in Section III, Environmental Setting, of this Draft EIR, the projected growth reflected by Related Project Nos. 1 through 106, which itself is a conservative assumption, would account for any initial amount of growth that may occur between the adoption of the Community Plan Update and Project buildout.*

the Construction Management Plan for both the Project and Related Project Nos. 1 and 2, the access and safety impacts during construction of these three projects would not be cumulatively significant. In addition, no transit stops are located in or directly adjacent to the Project Site or Related Project Nos. 1 and 2. **Therefore, the Project's impact to access and safety and to transit during construction would not be cumulatively considerable and would be less than significant.**

As described previously, Project construction could result in the temporary loss of metered parking spaces on Vine Street. However, as noted earlier, the Project would implement a Construction Traffic Management Plan that would include providing advanced notification of temporary parking removals and duration of removals. Similar to the Project, construction of Related Project No. 1 could result in the temporary loss of parking spaces along Vine Street. However, like the Project, Related Project No. 1 would implement a Construction Traffic Management Plan that would also provide notice of parking removal and durations. As described above, construction of Related Project No. 2 could result in the temporary loss of parking spaces along Hollywood Boulevard and/or Argyle Avenue but not Vine Street. **Therefore, the Project's impact to on-street parking would not be cumulatively considerable and would be less than significant.**

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 2022. Furthermore, the CMP analysis presented above evaluates traffic impacts on a larger, regional scale. Therefore, cumulative impacts on intersections, the regional transportation system, residential street segments, and access as a result of the Project are accounted for in the analysis above.

(1) Intersection Levels of Service

As detailed above, of the 17 signalized intersections analyzed, the Project would result in a significant impact at the intersection of Vine Street & Hollywood Boulevard (Intersection 10), under Future With Project Conditions. However, as discussed in Subsection 6 on page IV.J-63 below, the identified significant impact at this intersection would be reduced to a less-than-significant level with implementation of Mitigation Measures TR-MM-1 and TR-MM-2. **Therefore, the Project's contribution to impacts that would occur under the future cumulative conditions would not be considerable, and cumulative impacts at all signalized intersections in the study area would be less than significant.**

(2) Regional Transportation System

As described above, the Project would add less than 150 trips along the freeway monitoring station closest to the Project Site. In addition, the Project would not add more than 50 vehicle trips during the A.M. and P.M. peak hours at the CMP arterial monitoring station nearest 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. **Thus, the Project's cumulative impacts with regard to the CMP and transit would be less than significant.**

(3) Residential Street Segments

As described previously, the Project is located within a commercial area with no adjacent residential streets that provide access to the Project Site. **Therefore, the Project would not result in any significant residential street segments impacts.**

(4) Access and Circulation

As analyzed above in Subsection 3.c.(2)(b)(i), the Project results in a significant impact at Intersection 10 at Vine Street & Hollywood Boulevard, the intersection nearest to the primary Project Site access, during morning and afternoon peak periods under Future With Project Conditions. However, as discussed in Subsection 6 on page IV.J-63 below, the impact at this intersection would be reduced to a less-than-significant level with implementation of Mitigation Measures TR-MM-1 and TR-MM-2. **Therefore, the Project's impacts to access and circulation would not be cumulatively considerable and would be less than significant.**

(5) Bicycle and Pedestrian Facilities

As analyzed above in Section 3.c.(2)(b)(v), 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 and pedestrian facilities would not be cumulatively considerable, and cumulative impacts would be less than significant.**

(6) Parking

With regard to parking, the parking demand associated with the Project would not contribute to the cumulative demand for parking in the vicinity of the Project Site as a result

of development of the Project and related projects. In addition, the Project would comply with the parking requirements set forth in the LAMC for the proposed uses. Similarly, related projects have been or would be subject to City review to ensure that adequate parking be provided for each of the related projects. In accordance with SB 743, parking impacts for the Project, and for other related projects that qualify as infill projects in Transit Priority Areas, would not be considered significant. **Therefore, Project impacts with regard to parking 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/transit, and on-street parking impacts would be less than significant. Therefore, no mitigation measures are necessary.

b. Operation

TR-MM-1: Transportation Demand Management (TDM) Program—The Applicant shall prepare and implement a TDM Program that includes strategies to promote non-auto travel and reduce the use of single-occupant vehicle trips. The TDM Program shall include design features, transportation services, education programs, and incentive programs intended to reduce the impact of traffic at the Project Site. The TDM Program shall be subject to review and approval by the Department of City Planning and LADOT. The TDM Program strategies may include, but are not necessarily limited to, the following:

- Transportation Information Center, educational programs, kiosks and/or other measures
- Promotion and support of carpools and rideshare
- Bicycle amenities, including secured bicycle storage with attended bicycle valet service
- Guaranteed ride home program
- Flexible or alternative work schedules
- Incentives for using alternative travel modes
- Parking incentives and administrative support for formation of carpools/vanpools
- On-site TDM coordinator
- Mobility hub support

- Contribution of $50,000 to the City's Bicycle Plan Trust Fund for implementation of bicycle improvements in the Project area
- Participate as a member in the future Hollywood Transportation Management Organization (TMO), when operational.

TR-MM-2: Transportation Systems Management (TSM) Improvements—The Project shall contribute $75,000 toward TSM improvements within the Hollywood-Wilshire District in order to better accommodate intersection operations and increase intersection capacity throughout the study area. The specific TSM improvements would include the upgrade of five (5) of the existing closed circuit television (CCTV) camera systems, including all transmission equipment and any required new video fiber/cables, within the project study area. These CCTV camera systems shall be upgraded to minimize any system break-down disruption and to continue providing real-time video monitoring of intersection, corridor, transit, and pedestrian operations in the project study area. The proposed five (5) existing CCTV camera systems to be upgraded are at the following locations:

- Highland Avenue & Franklin Place
- Highland Avenue & Hollywood Boulevard
- Highland Avenue & Sunset Boulevard
- Hollywood Boulevard & Vine Street
- Bronson Avenue & Hollywood Boulevard

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/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

(1) Project Trip Reduction from Implementation of Mitigation Measures

(a) TDM Program (Mitigation Measure TR-MM-1)

Implementation of Mitigation Measure TR-MM-1, and its various TDM Program strategies, would have a combined effect that would result in a reduction in peak-hour trip

generation by offering services, actions and specific facilities, aimed at encouraging use of alternative transportation modes (e.g., transit, bus, walking, bicycling, carpool, etc.). Following discussions with LADOT, a conservative overall TDM trip reduction credit of 5 percent was assumed for the hotel and restaurant uses of the Project.

As shown in Table IV.J-11 on page IV.J-65, the TDM Program is expected to result in a reduction of 87 daily trips, including seven trips during the morning peak period and seven trips during the afternoon peak period. With implementation of the TDM Program, the Project would generate a net total of 1,209 daily trips, including 107 morning peak hour trips (62 inbound, 45 outbound) and 84 afternoon peak hour trips (39 inbound, 45 outbound) at Project buildout.

(b) TSM Improvements (Mitigation Measure TR-MM-2)

LADOT has determined that TSM improvements proposed under Mitigation Measure TR-MM-2 could improve traffic operations and increase intersection capacity by approximately 1 percent along a corridor. The TSM improvements for the Project would target the Vine Street and Hollywood Boulevard corridors.

(2) Intersection Levels of Service

(a) Existing With Project With Mitigation

Implementation of Mitigation Measures TR-MM-1 and TR-MM-2 would result in peak-hour trip reductions and operational improvements. Intersection operating conditions during the weekday morning and afternoon peak periods for the 17 signalized intersections under Existing With Project Conditions With Mitigation are summarized in Table IV.J-12 on page IV.J-67. The significant traffic impact under Existing With Project Conditions at Intersection 10: Vine Street & Hollywood Boulevard during the A.M. peak period would be reduced to a less-than-significant level after implementation of Mitigation Measures TR-MM-1 and TR-MM-2. Therefore, with the implementation of Mitigation Measures TR-MM-1 and TR-MM-2, traffic impacts at all the 17 signalized intersections in the study area would be less than significant under Existing With Project Conditions.

(b) Future With Project With Mitigation

Table IV.J-13 on page IV.J-68 summarizes the Future With Project Conditions with the incorporation of mitigation measures during the morning and afternoon peak periods for the 17 signalized intersections. As shown therein, the significant traffic impact at Intersection 10: Vine Street & Hollywood Boulevard during the A.M. and P.M. peak periods under Future With Project Conditions would be reduced to a less-than-significant level after the implementation of Mitigation Measures TR-MM-1 and TR-MM-2. Therefore, with the implementation of Mitigation Measures TR-MM-1 and TR-MM-2, traffic impacts at all the

Table IV.J-11
Trip Generation Estimates with TDM Reduction Program

Land Use	Size	Daily	A.M. Peak Hour			P.M. Peak Hour		
			In	Out	Total	In	Out	Total
Proposed Project								
Hotel	240 rooms	1,961	75	52	127	73	71	144
Less 25% Transit/Walk Adjustment[b]		*(490)*	*(19)*	*(13)*	*(32)*	*(18)*	*(18)*	*(36)*
Subtotal Hotel		1,471	56	39	95	55	53	108
Restaurant[c]	5,373 sf	683	32	26	58	32	21	53
Less 50% Internal Capture[d]		*(342)*	*(16)*	*(13)*	*(29)*	*(16)*	*(11)*	*(27)*
Less 25% Transit/Walk Adjustment[b]		*(85)*	*(4)*	*(3)*	*(7)*	*(4)*	*(3)*	*(7)*
Subtotal Restaurant		256	12	10	22	12	7	19
Total Proposed Project		**1,727**	**68**	**49**	**117**	**67**	**60**	**127**
TDM Program								
Hotel	240 rooms							
TDM Program Reduction—5%		(74)	(3)	(2)	(5)	(3)	(3)	(6)
Restaurant	5,373 sf							
TDM Program Reduction—5%		(13)	(1)	(1)	(2)	(1)	0	(1)
Total TDM Reduction		**(87)**	**(4)**	**(3)**	**(7)**	**(4)**	**(3)**	**(7)**
Total Existing Use to Be Removed[d]		**(431)**	**(2)**	**(1)**	**(3)**	**(24)**	**(12)**	**(36)**
Total Net New Project Trips With TDM Program		**1,209**	**62**	**45**	**107**	**39**	**45**	**84**

[a] *Per LADOT's Transportation Impact Study Guidelines (LADOT, December 2016), the Project Site is located less than 500 feet from the Metro Red Line Hollywood Vine Station and a Rapid Bus stop; therefore, a 25-percent transit adjustment was applied to account for transit usage and walking visitor arrivals from the surrounding neighborhoods and adjacent commercial developments, and for arrivals via taxi, tour bus, and carpool services.*

[b] *Hotel trip rates includes ancillary conference/meeting rooms, a lobby lounge and bar, rooftop bar and lounge, and guest amenities, as well as retail and restaurant space. However, the restaurant/lounge area within the hotel is open to the public and was, therefore, analyzed separately as a high-turnover restaurant to provide a conservative analysis.*

[c] *Internal capture adjustments account for person trips made between distinct land uses within a mixed-use development (e.g., hotel guests visiting the restaurant use).*

Table IV.J-11 (Continued)
Trip Generation Estimates with TDM Reduction Program

Land Use	Size	Daily	A.M. Peak Hour			P.M. Peak Hour		
			In	Out	Total	In	Out	Total
[d] *The existing restaurant use was analyzed as a quality restaurant to provide a conservative analysis..*								
Source: Gibson Transportation Consulting, Inc., 2018.								

Table IV.J-12
Existing With Project With Mitigation Conditions (2016)—Significant Impact Analysis

No.	Intersection	Peak Hour	Existing Conditions		Existing With Project Conditions				Existing With Project With Mitigation Conditions[a]			
			V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?	V/C	LOS	Change in V/C	Significant Impact?
1.	Vine St. & Franklin Ave./US-101 SB Off-Ramp	A.M.	0.314	A	0.316	A	0.002	No	0.316	A	0.002	No
		P.M.	0.369	A	0.371	A	0.002	No	0.371	A	0.002	No
2.	Argyle Ave/US-101 NB On-ramp & Franklin Ave.	A.M.	0.731	C	0.735	C	0.004	No	0.735	C	0.004	No
		P.M.	0.740	C	0.742	C	0.002	No	0.742	C	0.002	No
3.	Gower St. & Franklin Ave.	A.M.	0.629	B	0.630	B	0.001	No	0.630	B	0.001	No
		P.M.	0.684	B	0.685	B	0.001	No	0.623	B	-0.061	No
4.	Beachwood Dr./US-101 NB Off-Ramp & Franklin Ave.	A.M.	0.639	B	0.640	B	0.001	No	0.640	B	0.001	No
		P.M.	0.619	B	0.620	B	0.001	No	0.620	B	0.001	No
5.	Bronson Ave. & Franklin Ave.	A.M.	0.601	B	0.601	B	0.000	No	0.601	B	0.000	No
		P.M.	0.712	C	0.713	C	0.001	No	0.713	C	0.001	No
6.	Vine St. & Yucca St.	A.M.	0.483	A	0.498	A	0.015	No	0.497	A	0.014	No
		P.M.	0.450	A	0.461	A	0.011	No	0.460	A	0.010	No
7.	Argyle Ave. & Yucca St.	A.M.	0.183	A	0.195	A	0.012	No	0.194	A	0.011	No
		P.M.	0.312	A	0.323	A	0.011	No	0.322	A	0.010	No
8.	Cahuenga Blvd. & Hollywood Blvd.	A.M.	0.801	F*	0.804	F*	0.003	No	0.803	F*	0.002	No
		P.M.	0.525	F*	0.527	F*	0.002	No	0.527	F*	0.002	No
9.	Ivar Ave. & Hollywood Blvd.	A.M.	0.534	A	0.537	A	0.003	No	0.537	A	0.003	No
		P.M.	0.475	A	0.477	A	0.002	No	0.477	A	0.002	No
10.	Vine St. & Hollywood Blvd.	A.M.	0.741	F*	0.760	F*	0.019	**Yes**	0.748	F*	0.007	No
		P.M.	0.671	F*	0.678	F*	0.007	No	0.668	F*	-0.003	No
11.	Argyle Ave. & Hollywood Blvd.	A.M.	0.486	A	0.488	A	0.002	No	0.488	A	0.002	No
		P.M.	0.475	A	0.476	A	0.001	No	0.476	A	0.001	No
12.	Gower St. & Hollywood Blvd.	A.M.	0.628	B	0.631	B	0.003	No	0.630	B	0.002	No
		P.M.	0.558	A	0.559	A	0.001	No	0.559	A	0.001	No
13.	Bronson Ave. & Hollywood Blvd.	A.M.	0.625	B	0.628	B	0.003	No	0.627	B	0.002	No
		P.M.	0.652	B	0.653	B	0.001	No	0.653	B	0.001	No
14.	US-101 SB Ramps & Hollywood Blvd.	A.M.	0.588	A	0.591	A	0.003	No	0.591	A	0.003	No
		P.M.	0.447	A	0.449	A	0.002	No	0.449	A	0.002	No
15.	US-101 NB Ramps/Van Ness Ave. & Hollywood Blvd.	A.M.	0.724	C	0.725	C	0.001	No	0.725	C	0.001	No
		P.M.	0.499	A	0.501	A	0.002	No	0.501	A	0.002	No
16.	Vine St. & Selma Ave.	A.M.	0.555	A	0.558	A	0.003	No	0.558	A	0.003	No
		P.M.	0.538	A	0.541	A	0.003	No	0.541	A	0.003	No
17.	Vine St. & Sunset Blvd.	A.M.	0.776	F*	0.779	F*	0.003	No	0.779	F*	0.003	No
		P.M.	0.817	F*	0.820	F*	0.003	No	0.820	F*	0.003	No

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

[a] The mitigation program includes implementation of a TDM program and contributions toward TSM improvements.

Source: Gibson Transportation Consulting, Inc., 2018.

Table IV.J-13
Future With Project With Mitigation Conditions (2022)—Significant Impact Analysis

No.	Intersection	Peak Hour	Future Without Project Conditions		Future With Project Conditions				Future With Project With Mitigation Conditions[a]			
			V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?	V/C	LOS	Change in V/C	Significant Impact?
1.	Vine St. & Franklin Ave./US-101 SB Off-Ramp	A.M.	0.371	A	0.374	A	0.003	No	0.374	A	0.003	No
		P.M.	0.440	A	0.442	A	0.002	No	0.442	A	0.002	No
2.	Argyle Ave/US-101 NB On-ramp & Franklin Ave.	A.M.	0.895	D	0.899	D	0.004	No	0.899	D	0.004	No
		P.M.	0.941	E	0.944	E	0.003	No	0.944	E	0.003	No
3.	Gower St. & Franklin Ave.	A.M.	0.696	B	0.696	B	0.000	No	0.696	B	0.000	No
		P.M.	0.748	C	0.749	C	0.001	No	0.749	C	0.001	No
4.	Beachwood Dr./US-101 NB Off-Ramp & Franklin Ave.	A.M.	0.697	B	0.699	B	0.002	No	0.699	B	0.002	No
		P.M.	0.681	B	0.682	B	0.001	No	0.682	B	0.001	No
5.	Bronson Ave. & Franklin Ave.	A.M.	0.662	B	0.663	B	0.001	No	0.663	B	0.001	No
		P.M.	0.785	C	0.785	C	0.000	No	0.785	C	0.000	No
6.	Vine St. & Yucca St.	A.M.	0.597	A	0.611	B	0.014	No	0.610	B	0.013	No
		P.M.	0.590	A	0.600	A	0.010	No	0.600	A	0.010	No
7.	Argyle Ave. & Yucca St.	A.M.	0.275	A	0.287	A	0.012	No	0.286	A	0.011	No
		P.M.	0.440	A	0.451	A	0.011	No	0.450	A	0.010	No
8.	Cahuenga Blvd. & Hollywood Blvd.	A.M.	0.991	F*	0.995	F*	0.004	No	0.994	F*	0.003	No
		P.M.	0.689	F*	0.692	F*	0.003	No	0.692	F*	0.003	No
9.	Ivar Ave. & Hollywood Blvd.	A.M.	0.627	B	0.631	B	0.004	No	0.630	B	0.003	No
		P.M.	0.590	A	0.593	A	0.003	No	0.593	A	0.003	No
10.	Vine St. & Hollywood Blvd.	A.M.	0.906	F*	0.925	F*	0.019	**Yes**	0.913	F*	0.007	No
		P.M.	0.887	F*	0.902	F*	0.015	**Yes**	0.891	F*	0.004	No
11.	Argyle Ave. & Hollywood Blvd.	A.M.	0.613	B	0.615	B	0.002	No	0.615	B	0.002	No
		P.M.	0.683	B	0.684	B	0.001	No	0.684	B	0.001	No
12.	Gower St. & Hollywood Blvd.	A.M.	0.776	C	0.779	C	0.003	No	0.778	C	0.002	No
		P.M.	0.768	C	0.770	C	0.002	No	0.770	C	0.002	No
13.	Bronson Ave. & Hollywood Blvd.	A.M.	0.689	B	0.691	B	0.002	No	0.691	B	0.002	No
		P.M.	0.728	C	0.730	C	0.002	No	0.730	C	0.002	No
14.	US-101 SB Ramps & Hollywood Blvd.	A.M.	0.753	C	0.755	C	0.002	No	0.755	C	0.002	No
		P.M.	0.654	B	0.654	B	0.000	No	0.654	B	0.000	No
15.	US-101 NB Ramps/Van Ness Ave. & Hollywood Blvd.	A.M.	0.882	D	0.884	D	0.002	No	0.884	D	0.002	No
		P.M.	0.667	B	0.668	B	0.001	No	0.668	B	0.001	No
16.	Vine St. & Selma Ave.	A.M.	0.649	B	0.653	B	0.004	No	0.653	B	0.004	No
		P.M.	0.639	B	0.641	B	0.002	No	0.641	B	0.002	No
17.	Vine St. & Sunset Blvd.	A.M.	1.001	F*	1.003	F*	0.002	No	1.003	F*	0.002	No
		P.M.	1.093	F*	1.096	F*	0.003	No	1.096	F*	0.003	No

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

[a] *The mitigation program includes implementation of a TDM program and contributions toward TSM improvements.*

Source: Gibson Transportation Consulting, Inc., 2018.

17 signalized intersections in the study area would be less than significant under Future With Project Conditions.

(3) Regional Transportation System

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

(4) Residential Street Segments

As described previously, the Project is located within a commercial area with no adjacent residential streets providing access to the Project Site. Therefore, the Project would not significantly impact any residential street segments, and no mitigation would be required.

(5) Access and Circulation

With the implementation of Mitigation Measures TR-MM-1 and TR-MM-2, the significant traffic impact to the intersection of Vine Street and Hollywood Boulevard would be reduced to a less-than-significant level. Therefore, Project impacts with regard to access and circulation would be less than significant.

(6) Bicycle and Pedestrian Facilities

Project access impacts related to bicycle and pedestrian facilities would be less than significant without mitigation.

(7) Parking

In accordance with SB 743, Project-level and cumulative impacts related to automobile and bicycle parking would be less than significant.