
IV. ENVIRONMENTAL IMPACT ANALYSIS

L. TRAFFIC/TRANSPORTATION/PARKING

This section is based upon a traffic study entitled, Traffic Impact Report for Proposed 6200 Blvd Mixed-Use Project In Hollywood Redevelopment Plan Area, prepared by Crain & Associates, dated March, 2006. The entire traffic study, including turning movement graphics, is included in Appendix I.

PREVIOUS ENVIRONMENTAL ANALYSIS

The 2003 Final EIR concluded that future growth in the Redevelopment Project Area could significantly impact, before mitigation, between 12 and 61 street segments, or 16% to 83% of the 73 street segments analyzed, during the AM peak period and between 8 and 66 street segments, or 11% to 90% of the 73 street segments analyzed during the PM peak period. These impacts would not be geographically concentrated; rather they are spread throughout the Redevelopment Project Area. The 2003 Final EIR identified mitigation measures that could be incorporated on both a Redevelopment Project Area-wide basis and in conjunction with individual projects to address transportation impacts associated with the buildout of the Redevelopment Project Area under the Plan Amendment. The 2003 Final EIR concluded that increased traffic could affect up to three CMP freeway segments (101 Freeway West of Gower, 101 Freeway West of Sunset, 101 Freeway East of Western) and six of the seven CMP arterial street segments analyzed (Santa Monica Blvd East of Gower, East of Wilton Place and East of Western; and Highland Avenue North of Hollywood Boulevard, North of Sunset and North of Fountain), which would be significant.

ENVIRONMENTAL SETTING

The project site and surrounding uses are well-served by Major and Secondary Highways, including Franklin Avenue, Yucca Street, Hollywood Boulevard, Sunset Boulevard, Cahuenga Boulevard, Vine Street, and Gower Street. In addition, surface street access to and from the Hollywood Freeway (US-101) is provided within one-quarter mile from the project site. These transportation facilities and other local roadways are described in more detail below.

Freeways

The Hollywood Freeway (US-101) extends in a northwesterly/southeasterly direction through the project area. Northwest of the project site, the Hollywood Freeway provides a direct route through the Cahuenga Pass to the San Fernando Valley. Near Downtown Los Angeles, the Hollywood Freeway interchanges with the Harbor/Pasadena Freeways (I-110/SR-110). The Hollywood Freeway extends southeast of Downtown where it merges with the Golden State Freeway (I-5). In the vicinity of the project site, the Hollywood Freeway provides four travel lanes per direction. Full surface street access is provided on Hollywood Boulevard, less than one-half mile east of the project site. Less than one-quarter mile north of the project site, a southbound off-ramp is provided on Vine Street. Northbound and southbound on-ramps

are provided on Argyle Avenue, and northbound and southbound off-ramps are provided on Gower Street.

According to the most current (2004) data available through the Caltrans Website, traffic volumes on the Hollywood Freeway, between Sunset Boulevard and Argyle Avenue, are approximately 205,000 vehicles per day (VPD), with peak-hour volumes of approximately 13,100 vehicles per hour (VPH). Traffic volumes on the Hollywood Freeway, between Argyle Avenue and Cahuenga Boulevard, are approximately 219,000 VPD, with peak-hour volumes of approximately 14,200 VPH.

Streets and Highways

Franklin Avenue is an east-west roadway located north of the project site. Designated a Secondary Highway, this roadway provides access through the Hollywood community, from Sierra Bonita Avenue to its eastern terminus at Saint George Street in the Los Feliz community. North of the project site, a southbound Hollywood Freeway off-ramp is provided at the intersection of Franklin Avenue/Vine Street and a northbound freeway on-ramp is provided at the intersection of Franklin Avenue/Argyle Avenue. Franklin Avenue generally provides two travel lanes per direction within an approximate 55- to 70-foot wide roadway. Left-turn channelization is provided at major intersections. One-hour parking is provided along some portions of Franklin Avenue from 8:00 AM to 6:00 PM.

Yucca Street, located north of the project site, is designated a Secondary Highway between Cahuenga Boulevard and Vine Street. West of Cahuenga Boulevard and east of Vine Street, Yucca Street becomes a local street. A southbound Hollywood Freeway on-ramp is provided north of the intersection of Yucca Street/Argyle Avenue. At its intersection with Vine Street, Yucca Street provides two travel lanes per direction plus left-turn channelization within an approximately 73-foot roadway width. In the vicinity of the project site, two-hour metered parking is available on Yucca Street from 8:00 AM to 6:00 PM.

Carlos Avenue currently extends from Vista Del Mar Avenue easterly to Bronson Avenue. This roadway forms the northern boundary of the Proposed Project's north parcel. A local street, Carlos Avenue provides one travel lane per direction within an approximately 40-foot roadway width. On-street parking is generally permitted along portions of this roadway. As a part of the project, a short segment of Carlos Avenue between its current westerly termination and the western boundary of the segment of Vista Del Mar Avenue north of Carlos will be vacated.

Hollywood Boulevard forms the southern boundary of the Proposed Project's north parcel and the northern boundary of the project's south parcel. Designated a Major Highway Class II roadway, Hollywood Boulevard extends easterly from Laurel Canyon Boulevard to its intersection with Sunset Boulevard approximately two miles east of the project site. Hollywood Boulevard has full ramp access with the Hollywood Freeway less than one-half mile east of the project site. Along the project frontage, Hollywood Boulevard is approximately 70 feet wide and provides two travel lanes per direction plus left-turn channelization at major intersections. The Hollywood "Walk of Fame", a popular tourist attraction,

is part of the sidewalk on both sides of Hollywood Boulevard between Gower Street and La Brea Avenue. One-hour metered parking is also provided on Hollywood Boulevard from 8:00 AM to 6:00 PM. Parking is prohibited from 1:30 AM to 6:00 AM along portions of this roadway.

Selma Avenue, a local street, provides east-west access between Highland Avenue and Gower Street. In the project vicinity, this street has one travel lane in each direction within an approximately 40-foot roadway width. Two-hour metered parking is enforced from 8:00 AM to 6:00 PM along both sides of the street.

Sunset Boulevard is a Major Highway Class II, which provides continuous access between Downtown Los Angeles and the Cities of West Hollywood, Beverly Hills, and Santa Monica. Sunset Boulevard is the northernmost east-west thoroughfare south of the Santa Monica Mountains and is heavily used by both local and commuter traffic. A northbound Hollywood Freeway off-ramp and southbound freeway on-ramp are located on Sunset Boulevard, approximately three-quarters of a mile southeast of the project site. South of the project site, Sunset Boulevard provides three travel lanes in each direction plus left-turn channelization within an approximately 71- to 77-foot roadway width. One-hour metered parking is generally provided on Sunset Boulevard between 9:00 AM and 4:00 PM. Stopping along Sunset Boulevard is prohibited during the peak commute periods from 7:00 AM to 9:00 AM and 4:00 PM to 7:00 PM.

Cahuenga Boulevard, a north-south roadway, is designated a Secondary Highway south of Franklin Avenue and a Major Highway Class II to the north. North of Franklin Avenue, Cahuenga Boulevard accesses the Hollywood Freeway. West of the project, near its intersection with Hollywood Boulevard, Cahuenga Boulevard provides two travel lanes per direction within an approximate 56-foot wide roadway. Left-turn channelization is provided at most major intersections; however, left turns are prohibited during the weekday PM peak period (4:00 PM to 7:00 PM) at the Hollywood Boulevard intersection. There is one-hour metered parking along Cahuenga Boulevard from 8:00 AM to 6:00 PM.

Vine Street is a north-south Major Highway Class II between Franklin Avenue and Melrose Avenue, where it transitions to Rossmore Avenue. North of Franklin Avenue, Vine Street is designated a Collector Street. Immediately south of Franklin Avenue, a southbound Hollywood Freeway off-ramp is located on Vine Street. Near the project site, Vine Street provides two travel lanes per direction plus left-turn channelization, within an approximately 68- to 75-foot roadway width. The Hollywood Walk of Fame branches down both sides of Vine Street between Yucca Street and Sunset Boulevard. Near its intersection with Hollywood Boulevard, one-hour metered parking is available on Vine Street from 8:00 AM to 6:00 PM.

Argyle Avenue extends from north of Franklin Avenue to its southern terminus at Sunset Boulevard. Argyle Avenue is a local street throughout its length. A southbound Hollywood Freeway on-ramp is provided on Argyle Avenue between Franklin Avenue and Yucca Street. This roadway forms the western boundary of the north and south project parcels. Along the project frontage, Argyle Avenue provides one

travel lane per direction within an approximately 46- to 48-foot roadway width. Left-turn channelization is provided on Argyle Avenue at major intersections, including at its intersection with Hollywood Boulevard. One-hour metered parking is provided from 9:00 AM to 6:00 PM.

Vista Del Mar Avenue, a local street, extends southerly from north of Franklin Avenue to Hollywood Boulevard. South of Hollywood Boulevard, Vista Del Mar Avenue is a discontinuous roadway, with service between El Centro Avenue and Selma Avenue. Throughout its length, one travel lane per direction is provided within an approximately 32-foot roadway width. Between Carlos Avenue and Hollywood Boulevard, Vista Del Mar Avenue has one-hour metered parking from 8:00 AM to 6:00 PM. North of Carlos Avenue, parking on Vista Del Mar Avenue is not metered. Between El Centro Avenue and Selma Avenue parking on Vista Del Mar Avenue is not permitted. As a part of the project, Vista Del Mar Avenue between Carlos Avenue and Hollywood Boulevard would be vacated.

El Centro Avenue forms the eastern boundary of the Proposed Project's south parcel. This local street extends north-south between Melrose Avenue and Hollywood Boulevard. Along the project frontage, El Centro Avenue provides one travel lane per direction within an approximately 36-foot roadway width. One-hour metered parking is generally permitted from 8:00 AM to 6:00 PM on both sides of the street. North of Selma Avenue, two-hour metered parking is permitted on the east side of El Centro Avenue from 8:00 AM to 6:00 PM.

Gower Street, located east of the project site, is a north-south Secondary Highway between Franklin Avenue and Melrose Avenue. North of Franklin Avenue and south of Melrose Avenue, Gower Street is a local street. Gower Street terminates to the south at 1st Street in the Hancock Park community. Approximately one-quarter mile northeast of the project site, the Hollywood Freeway accesses the surface street network with northbound and southbound off-ramps on Gower Street between Franklin Avenue and Yucca Street. Gower Street provides one travel lane per direction plus left-turn channelization within an approximately 48-foot roadway width. One-hour metered parking is provided on portions of Gower Street from 9:00 AM to 4:00 PM. Stopping is prohibited along portions of this roadway from 7:00 AM to 9:00 AM and 4:00 PM to 7:00 PM.

Existing (2005) Traffic Volumes

Traffic volumes for existing conditions were obtained from manual traffic counts conducted in 2004 and 2005. Nineteen of the manual intersection counts were performed in 2005 by Crain & Associates and its subcontractor. These counts were supplemented with manual traffic counts taken in 2004 for previous traffic studies in the area. The Hollywood community is recognized as a destination for tourists and residents alike, with numerous shops, restaurants, nightclubs and theaters. Although these uses typically generate traffic beyond the peak commute hours, in accordance with City of Los Angeles Department of Transportation (LADOT) traffic study policies and procedures, the traffic counts conducted for this study cover the weekday morning and afternoon peak commute periods.

Peak-hour volumes were determined individually for each intersection based on the combined four highest consecutive 15-minute volumes for all vehicular movements at the intersection. A growth factor of 1.0 percent was applied to the 2004 volumes to represent existing volumes for the year 2005. The manual intersection traffic count data sheets are provided in Appendix A to Technical Appendix I to this EIR.

Information pertaining to intersection widths and geometrics, bus stop locations, on-street parking restrictions, and traffic signal operations were obtained from both field checks and city engineering plans. The existing lane configuration and traffic control conditions for study intersections are illustrated in Appendix B to Technical Appendix I to this EIR.

Franklin Avenue carries approximately 16,400 VPD near its intersection with Cahuenga Boulevard, with more than 1,100 VPH westbound and about 400 VPH eastbound during the AM peak hour, and more than 1,100 VPH westbound and approximately 600 VPH eastbound during the PM peak hour. Between Vine Street and Argyle Avenue, Franklin Avenue has approximately 21,300 VPD, with nearly 1,000 VPH westbound and more than 900 VPH eastbound during the AM peak hour, and more than 1,100 VPH westbound and approximately 1,200 VPH eastbound during the PM peak hour. East of its intersection with Argyle Avenue, Franklin Avenue has approximately 28,300 VPD, with AM peak-hour volumes of approximately 1,800 VPH westbound and 800 VPH eastbound. PM peak-hour volumes on Franklin Avenue, east of Argyle Avenue are approximately 1,700 VPH westbound and nearly 1,300 VPH eastbound.

Yucca Street has approximately 4,500 VPD along the segment between Cahuenga Boulevard and Vine Street. Peak-hour volumes are approximately 200 VPH westbound and 100 VPH eastbound during the morning, and nearly 400 VPH westbound and approximately 200 VPH eastbound during the afternoon. North of the project site, Yucca Street carries approximately 1,700 VPD between Argyle Avenue and Gower Street. Peak-hour volumes on this roadway segment are approximately 100 VPH westbound and less than 100 VPH eastbound during the morning, and approximately 100 VPH per direction in the afternoon.

Carlos Avenue has approximately 660 VPD between the north leg of Vista Del Mar Avenue and Gower Street. Less than 100 VPH per direction travel on this roadway segment during both the AM and PM peak hours. East of Gower Street, Carlos Avenue carries approximately 1,000 VPD, with less than 100 VPH per direction during both the AM and PM peak hours.

Hollywood Boulevard carries approximately 17,600 VPD between Cahuenga Boulevard and Vine Street. Approximately 1,000 VPH per direction travel along this segment of Hollywood Boulevard during both the AM and PM peak hours. Along the project frontage, between Argyle Avenue and Vista Del Mar Avenue, Hollywood Boulevard has approximately 20,300 VPD. Peak-hour traffic volumes on this roadway segment are approximately 1,100 VPH westbound and nearly 1,000 VPH eastbound during the morning, and more than 1,000 VPH westbound and 1,200 VPH eastbound during the afternoon. East of

El Centro Avenue, Hollywood Boulevard has approximately 21,000 VPD, with more than 1,300 VPH westbound and nearly 1,000 VPH eastbound during the AM peak hour. Afternoon peak-hour traffic volumes on this roadway segment are approximately 1,100 VPH westbound and 1,200 VPH eastbound. West of the Hollywood Freeway southbound ramps, Hollywood Boulevard has approximately 24,800 VPD, with more than 1,200 VPH westbound and 1,000 VPH eastbound during the morning peak hour. Afternoon peak-hour traffic volumes are more than 1,400 VPH westbound and nearly 1,300 VPH eastbound. East of the Hollywood Freeway northbound ramps, traffic volumes on Hollywood Boulevard increase to approximately 33,300 VPD, with more than 1,700 VPH westbound and 1,500 VPH eastbound during the morning peak hour and approximately 1,800 VPH westbound and 1,600 VPH eastbound during the afternoon peak hour.

Selma Avenue, between Cahuenga Boulevard and Vine Street, carries a total of 3,100 VPD, with more than 200 VPH per direction during the AM peak hour, and approximately 100 VPH per direction during the PM peak hour. Between Vine Street and Argyle Avenue, Selma Avenue has nearly 4,900 VPD, with approximately 100 VPH westbound and more than 200 VPH eastbound during the AM peak hour. PM peak-hour traffic volumes on this roadway segment are approximately 300 VPH in each direction. East of Argyle Avenue, traffic volumes on Selma Avenue decrease to approximately 2,700 VPD. Peak-hour traffic volumes between Argyle Avenue and El Centro Avenue are approximately 200 VPH per direction during the morning, and nearly 100 VPH per direction in the afternoon.

Sunset Boulevard has nearly 29,000 VPD on the segment west of Cahuenga Boulevard. Peak-hour traffic volumes on this roadway segment are more than 1,600 VPH westbound and 1,200 VPH eastbound during the morning, and nearly 1,300 VPH westbound and 1,700 VPH eastbound during the afternoon. East of Vine Street, Sunset Boulevard carries approximately 32,200 VPD, with approximately 1,800 VPH westbound and 1,200 VPH eastbound during the morning peak hour. PM peak-hour traffic volumes on Sunset Boulevard, east of Vine Street, are approximately 1,700 VPH westbound and nearly 1,800 VPH eastbound. Farther east, near the Hollywood Freeway southbound on-ramp, traffic volumes on Sunset Boulevard increase to approximately 38,500 VPD, with about 2,000 VPH westbound and 1,700 VPH eastbound during the AM peak hour, and more than 1,600 VPH westbound and approximately 2,400 VPH eastbound during the PM peak hour. East of the Hollywood Freeway, near its intersection with Wilton Place, Sunset Boulevard has approximately 30,900 VPD, with approximately 1,400 VPH westbound and 1,500 VPH eastbound during the AM peak hour. PM peak-hour traffic volumes on this roadway segment are approximately 1,500 VPH westbound and 1,800 VPH eastbound.

Cahuenga Boulevard carries nearly 27,000 VPD north of Franklin Avenue. Peak-hour traffic volumes are approximately 1,200 VPH northbound and 1,400 VPH southbound during the morning, and nearly 2,100 VPH northbound and 800 VPH southbound during the afternoon. South of Hollywood Boulevard, near its intersection with Selma Avenue, Cahuenga Boulevard carries approximately 20,400 VPD, with approximately 1,300 VPH northbound and 800 VPH southbound during the AM peak hour. PM peak-hour traffic volumes total approximately 700 VPH northbound and 1,400 VPH southbound. South of

Sunset Boulevard, Cahuenga Boulevard has about 17,300 VPD, with more than 600 VPH northbound and nearly 1,200 VPH southbound during the AM peak hour. PM peak-hour traffic volumes on this roadway segment are approximately 1,000 VPH northbound and nearly 700 VPH southbound.

Vine Street, between Franklin Avenue and Yucca Street, has approximately 16,900 VPD, with approximately 400 VPH northbound and 1,300 VPH southbound during the AM peak hour, and 800 VPH northbound and 900 VPH southbound during the PM peak hour. South of Hollywood Boulevard, traffic volumes on Vine Street increase to approximately 23,100 VPD, with about 800 VPH northbound and 1,400 VPH southbound during the AM peak hour. PM peak-hour traffic volumes on this segment of Vine Street are approximately 1,400 VPH northbound and more than 1,000 VPH southbound. South of Sunset Boulevard, Vine Street carries approximately 25,900 VPD, with more than 900 VPH northbound and 1,500 VPH southbound during the morning peak hour. PM peak-hour traffic volumes on this segment of Vine Street are approximately 1,400 VPH northbound and 1,300 VPH southbound.

Argyle Avenue carries 8,200 VPD between Franklin Avenue and the Hollywood Freeway southbound on-ramp. Peak-hour traffic volumes are approximately 200 VPH northbound and 500 VPH southbound during the morning and 700 VPH northbound and 300 VPH southbound during the afternoon. Between Yucca Street and Hollywood Boulevard, Argyle Avenue has approximately 6,100 VPD, with approximately 200 VPH northbound and 300 VPH southbound during the morning peak hour. Afternoon peak-hour traffic volumes are more than 500 VPH northbound and 200 VPH southbound. Between Hollywood Boulevard and Selma Avenue, Argyle Avenue has approximately 5,700 VPD, with nearly 400 VPH northbound and more than 300 VPH southbound during the AM peak hour and nearly 200 VPH northbound and 300 VPH southbound during the PM peak hour. South of Selma Avenue, Argyle Avenue has approximately 5,100 VPD, with more than 200 VPH per direction during the AM peak hour and more than 200 VPH northbound and 300 VPH southbound during the PM peak hour.

Vista Del Mar Avenue is estimated to have approximately 790 VPD between Carlos Avenue and Hollywood Boulevard. Less than 30 VPH per direction travel on this roadway segment during both the AM and PM peak hours.

El Centro Avenue has approximately 2,800 VPD near its intersection with Hollywood Boulevard. Peak-hour traffic volumes are less than 100 VPH northbound and more than 200 VPH southbound during the morning, and approximately 100 VPH per direction during the afternoon. South of Selma Avenue, El Centro Avenue has approximately 4,200 VPD, with more than 100 VPH northbound and 200 VPH southbound during the AM peak hour. PM peak-hour traffic volumes on this roadway segment are approximately 300 VPH northbound and 200 VPH southbound. South of Sunset Boulevard, El Centro Avenue carries approximately 5,300 VPD. Peak-hour traffic volumes are more than 100 VPH northbound and 300 VPH southbound during the morning, and nearly 400 VPH northbound and more than 200 VPH southbound during the afternoon.

Gower Street, north of its intersection with Hollywood Boulevard, carries approximately 14,500 VPD, with approximately 300 VPH northbound and 1,200 VPH southbound during the AM peak hour, and 700 VPH northbound and 600 VPH southbound during the PM peak hour. Gower Street carries approximately 2,200 VPD north of Franklin Avenue. Peak-hour traffic volumes on this roadway segment are approximately 100 VPH per direction during the morning and approximately 200 VPH northbound and 100 VPH southbound during the afternoon. South of Sunset Boulevard, Gower Street has approximately 11,700 VPD, with nearly 400 VPH northbound and 800 VPH southbound during the AM peak hour. PM peak-hour traffic volumes on this segment of Gower Street are approximately 600 VPH in each direction.

Wilton Place carries approximately 12,600 VPD near its intersection with Sunset Boulevard. South of Sunset Boulevard, Wilton Place has approximately 600 VPH per direction during the AM peak hour, and nearly 800 VPH northbound and 600 VPH southbound during the PM peak hour. North of Sunset Boulevard, Wilton Place carries nearly 400 VPH northbound and more than 600 VPH southbound during the AM peak hour, and approximately 800 VPH northbound and 500 VPH southbound during the PM peak hour.

Public Transit

The Los Angeles County Metropolitan Transportation Authority (MTA) and LADOT provide an extensive system of bus lines serving the Hollywood community. A number of MTA and LADOT bus routes are within reasonable walking distance from the project site (approximately one-half mile), providing access for residents, employees and patrons of the project. Additionally, the proximity of the Hollywood/Vine Metro Red Line Transit Station allows immediate access to the Metro Red Line. The public transit routes serving the project are described in detail below.

MTA Bus Service

Lines 2 and 302 are east-west oriented routes which operate between Downtown Los Angeles, Hollywood, Beverly Hills, Westwood and Pacific Palisades via Sunset Boulevard. Line 2 provides service between Pacific Palisades and Downtown Los Angeles. Line 302 follows the same route but provides limited stops along Sunset Boulevard from Beverly Drive to Figueroa Street/Cesar Chavez Avenue. Line 2 operates daily with headways of approximately 10 to 15 minutes during the weekday AM and PM peak hours. Saturday service is provided approximately every 15 minutes. Sunday and holiday service operates on headways of approximately 20 to 30 minutes. Line 302 operates on weekdays only. Lines 2 and 302 provide stops in the project vicinity on Sunset Boulevard at Cahuenga Boulevard and Vine Street.

Line 26 provides service between Downtown Los Angeles and Hollywood. In the vicinity of the project site, Line 26 travels on Franklin Avenue and Hollywood Boulevard, with the westernmost stop provided at the Hollywood/Vine Metro Red Line Transit Station. Stops are also provided on Franklin Avenue at

Argyle Avenue and Gower Street. Weekday service is provided on headways of approximately 30 minutes to one hour. Saturday, Sunday and holiday service is provided on headways of approximately one hour.

Line 163 provides northbound-westbound and eastbound-southbound service between West Hills, Canoga Park, Reseda, Van Nuys, North Hollywood, Sun Valley, Burbank, and Hollywood. Near the project site, Line 163 travels on Cahuenga Boulevard, Yucca Street, Argyle Avenue and Hollywood Boulevard. Stops are provided near the intersections of Cahuenga Boulevard/Yucca Street and Yucca Street/Argyle Avenue, and at the Hollywood/Vine Metro Red Line Transit Station. Weekday service is provided on headways of approximately 30 minutes. Saturday service is provided on headways of approximately one hour, and Sunday and holiday service is provided on 40-minute headways.

Lines 180 and 181 operate between Altadena, Pasadena, Eagle Rock, Glendale, and Hollywood. Near the project site, Lines 180 and 181 travel along Hollywood Boulevard, with a stop provided at the Hollywood/Vine Metro Red Line Transit Station. These lines operate weekdays on headways of approximately 20 to 30 minutes. Saturday, Sunday and holiday service is provided on headways of approximately 20 minutes.

Line 210 provides service between Redondo Beach, Torrance, Hawthorne, Inglewood, Mid-City, Hancock Park, and Hollywood. Near the project site, Line 210 operates on Vine Street, with stops provided at Sunset Boulevard and at the Hollywood/Vine Metro Red Line Transit Station. Line 210 operates daily on headways of 15 to 20 minutes.

Lines 212 and 312 provide service between Hawthorne, Inglewood, Baldwin Hills and Hollywood, via La Brea Avenue. Line 312 provides limited stops throughout the route. Weekday service is provided on headways of approximately 15 to 30 minutes. Line 312 does not operate on Saturday, Sunday or holidays. Saturday, Sunday and holiday service is provided on Line 212 with headways of approximately 30 minutes. Lines 212 and 312 stop at the Hollywood/Vine Metro Red Line Transit Station.

Line 217 has north-south service from north of the Santa Monica Freeway (I-10) through the City of West Hollywood and the Hollywood community, via Fairfax Avenue. Near the project site, Line 217 operates on Hollywood Boulevard, with stops provided at Cahuenga Boulevard, the Hollywood/Vine Metro Red Line Transit Station, and on Hollywood Boulevard at Gower Street. Line 217 operates Monday through Saturday on headways of approximately 10 to 15 minutes. Sunday and holiday service operates on headways of approximately 15 to 20 minutes.

Line 710, the Crenshaw Boulevard/Rossmore Avenue/Vine Street Metro Rapid line, is a part of the greater Metro Rapid Program, which uses a bus signal priority system in combination with frequent stops limited to major intersections in order to minimize travel time. Line 710 provides north-south service between Redondo Beach, Hawthorne, Hyde Park, Country Club Park, and Hollywood. Near the project site, Line 710 travels on Vine Street, with a stop provided at Sunset Boulevard and the Hollywood/Vine

Metro Red Line Transit Station. Line 710 operates Monday through Friday on headways of approximately 10 minutes. No service is provided on Saturday, Sunday or holidays.

Line 717, the Fairfax Avenue Metro Rapid line, is also part of the Metro Rapid Program. Line 717 provides service from the Santa Monica Freeway (I-10) north via Fairfax Avenue, to the City of West Hollywood and the Hollywood community. Near the project site, Line 717 operates on Hollywood Boulevard, with a stop provided at the Hollywood/Vine Metro Red Line Transit Station. Line 717 operates weekdays only, on headways of approximately 10 minutes.

Line 780, the Hollywood/Glendale/Pasadena Metro Rapid line, is also part of the Metro Rapid Program. In the vicinity of the project site Line 780 operates on Hollywood Boulevard, with a stop provided at the Hollywood/Vine Metro Red Line Transit Station. Service is provided weekdays only, on headways of approximately 15 minutes.

MTA Rail Service

The Metro Rail Red Line provides rail transportation through Downtown Los Angeles, Wilshire, and North Hollywood. In the vicinity of the project site, the Red Line operates north-south service underneath Vermont Avenue and east-west service underneath Hollywood Boulevard. The Red Line Hollywood/Vine Station is located immediately west of the project site. Approximately three-quarters of a mile west of the project site, another Red Line station is located at Hollywood and Highland, as well as a station approximately one mile to the east at Hollywood and Western. These stations provide bicycle storage and park-and-ride lots to encourage multi-modal transportation. Through the station located at Union Station in Downtown Los Angeles, the Red Line links with the other three existing rail lines, providing access to Long Beach, Redondo Beach, Norwalk, and Pasadena. The Red Line operates between 5:00 AM and 12:00 AM, with headways in the project area ranging from approximately 10 to 20 minutes throughout the day.

LADOT Bus Service

DASH Hollywood provides local access throughout the Hollywood community. Near the project site, DASH Hollywood operates along Franklin Avenue, Argyle Avenue, Selma Avenue, and Hollywood Boulevard. Stops within walking distance from the project site are provided on Franklin Avenue at Argyle Avenue, on Argyle Avenue at Yucca Street, at the Hollywood/Vine Metro Red Line Transit Station, and on Hollywood Boulevard at Cahuenga Boulevard. DASH Hollywood operates everyday, including holidays, on approximately 30 minute headways. The Hollywood DASH provides transfer opportunities to the Hollywood/Wilshire DASH and the Hollywood/West Hollywood DASH, further extending access to and from the project site.

DASH Beachwood Canyon provides north-south access between Beachwood Canyon and Sunset Boulevard. Near the project site, DASH Beachwood Canyon runs westbound on Franklin Avenue,

southbound on Argyle Avenue, westbound on Sunset Boulevard, and northbound on Vine Street, where it then proceeds eastbound on Franklin Avenue to northbound on Beachwood Drive. Stops are provided on Franklin Avenue at Vista Del Mar Avenue and Argyle Avenue, on Argyle Avenue at Yucca Street, at the Hollywood/Vine Metro Red Line Transit Station, and on Vine Street at Sunset Boulevard. DASH Beachwood Canyon operates Monday through Saturday on headways of approximately 25 minutes.

Holly Trolley

The Holly Trolley provides access from Hollywood Boulevard to Argyle Avenue. The Holly Trolley runs every 12 minutes Thursday through Saturday from 8 PM to 4 AM. When transfer opportunities are considered, the project is very well served by public transit. Thus, it is expected that some of the person trips generated by the project will utilize public transportation as their primary travel mode instead of private vehicles.

Analysis of Existing (2005) Traffic Conditions

An analysis of existing weekday AM and PM peak-hour traffic conditions was performed at the 28 study intersections listed below (see Figure IV.L-1). These intersections were identified, in coordination with LADOT, as the most likely intersections to be impacted by project-related traffic.

1. Franklin Avenue & Cahuenga Boulevard
2. Franklin Avenue/US-101 Freeway Southbound Off-Ramp & Vine Street
3. Franklin Avenue/US-101 Freeway Northbound On-Ramp & Argyle Avenue
4. Franklin Avenue & Gower Street
5. US-101 Freeway Northbound Off-Ramp & Gower Street *
6. US-101 Freeway Southbound On-Ramp & Argyle Avenue **
7. US-101 Freeway Southbound Off-Ramp/Yucca Street & Gower Street *
8. Yucca Street & Vine Street
9. Yucca Street & Argyle Avenue
10. Carlos Avenue & Gower Street
11. Hollywood Boulevard & Cahuenga Boulevard
12. Hollywood Boulevard & Vine Street
13. Hollywood Boulevard & Argyle Avenue
14. Hollywood Boulevard & El Centro Avenue *
15. Hollywood Boulevard & Gower Street

Figure IV.L-1 Study Intersections

16. Hollywood Boulevard & US-101 Freeway Southbound Ramps
17. Hollywood Boulevard & US-101 Freeway Northbound Ramps
18. Selma Avenue & Cahuenga Boulevard
19. Selma Avenue & Vine Street
20. Selma Avenue & Argyle Avenue
21. Selma Avenue & El Centro Avenue ***
22. Sunset Boulevard & Cahuenga Boulevard
23. Sunset Boulevard & Vine Street
24. Sunset Boulevard & Argyle Avenue
25. Sunset Boulevard & El Centro Avenue
26. Sunset Boulevard & Gower Street
27. Sunset Boulevard & US-101 Freeway Southbound Ramps
28. Sunset Boulevard & Wilton Place **

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- * *Two-way stop-sign controlled intersection*
 - ** *No existing traffic signal or stop sign*
 - *** *All-way stop-sign controlled intersection*

The traffic analysis was performed through the use of established traffic engineering techniques and in accordance with LADOT requirements for traffic studies in the City of Los Angeles. The methodology used in this study for the analysis and evaluation of traffic operations at each study intersection is based on procedures outlined in Circular Number 212 of the Transportation Research Board.¹ In the discussion of Critical Movement Analysis (CMA) for signalized intersections, procedures have been developed for determining operating characteristics of an intersection in terms of the Level of Service (LOS) provided for different levels of traffic volume and other variables, such as the number of signal phases. The term "Level of Service" describes the quality of traffic flow (Table IV.L-1). Levels of Service A to C operate quite well. Level D typically is the level for which a metropolitan area street system is designed. Level E represents volumes at or near the capacity of the highway which might result in stoppages of momentary duration and fairly unstable flow. Level F occurs when a facility is overloaded and is characterized by stop-and-go traffic with stoppages of long duration.

¹ *Interim Materials on Highway Capacity, Circular Number 212, Transportation Research Board, Washington, D.C., 1980.*

**Table IV.L-1
Intersection Level of Service Definitions**

LOS	Interpretation	Range of CMA Values
A	Excellent operation. All approaches to the intersection appear quite open, turning movements are easily made, and nearly all drivers find freedom of operation.	<0.60
B	Very good operation. Many drivers begin to feel somewhat restricted within platoons of vehicles. This represents stable flow. An approach to an intersection may occasionally be fully utilized and traffic queues start to form.	>=0.60 <0.70
C	Good operation. Occasionally backups may develop behind turning vehicles. Most drivers feel somewhat restricted.	>=0.70 <0.80
D	Fair operation. There are no long standing traffic queues. This level is typically associated with design practice for peak periods.	>=0.80 <0.90
E	Poor operation. Some long standing vehicular queues develop on critical approaches.	>=0.90 <1.00
F	Forced flow. Represents jammed conditions. Backups from locations downstream or on the cross street may restrict or prevent movements of vehicles out of the intersection approach lanes; therefore, volumes carried are not predictable. Potential for stop and go type traffic flow.	>=1.00

“Capacity” represents the maximum total hourly movement volume of vehicles in the critical lanes which has a reasonable expectation of passing through an intersection under prevailing roadway and traffic conditions. For planning purposes, capacity equates to the maximum value of Level of Service E. A capacity of 1,200 VPH was utilized for the two-way stop-sign controlled intersections of US-101 Freeway Northbound Off-Ramp/Gower Street, US-101 Freeway Southbound Off-Ramp/Yucca Street/Gower Street, and Hollywood Boulevard/El Centro Avenue. A capacity of 1,200 VPH was also assumed for the unsignalized intersections of US-101 Freeway Southbound On-Ramp/Argyle Avenue and Sunset Boulevard/US-101 Freeway Southbound Ramps. A capacity of 1,000 VPH was utilized for the all-way stop-sign controlled intersection of Selma Avenue and El Centro Avenue. The CMA indices used in this study were calculated by dividing the sum of critical movement volumes by the appropriate capacity value for the type of signal control present at the study intersections. The LOS corresponding to a range of CMA values is shown in Table IV.L-1.

By applying this analysis procedure to the study intersections, the CMA value and the corresponding LOS for existing (2005) traffic conditions were calculated, as shown in Table IV.L-2. The CMA calculation worksheets for existing conditions are included in Technical Appendix I to this EIR.

As shown in Table IV.L-2, relatively good Levels of Service (LOS A to LOS C) have been determined for most of the study intersections. The intersection of Franklin Avenue/Cahuenga Boulevard, located northwest of the Proposed Project, is currently operating at LOS E during the morning peak hour and

**Table IV.L-2
Intersection Performance Existing Conditions**

No.	Intersection	AM Peak Hour		PM Peak Hour	
		CMA	LOS	CMA	LOS
1	Franklin Avenue & Cahuenga Boulevard	0.919	E	0.865	D
2	Franklin Avenue/US-101 Freeway Southbound Off-Ramp & Vine Street	0.396	A	0.713	C
3	Franklin Avenue/US-101 Freeway Northbound On-Ramp & Argyle Avenue	0.753	C	0.779	C
4	Franklin Avenue & Gower Street	0.605	B	0.819	D
5	US-101 Freeway Northbound Off-Ramp & Gower Street *	0.340	A	0.427	A
6	US-101 Freeway Southbound On-Ramp & Argyle Avenue **	0.206	A	0.363	A
7	US-101 Freeway Southbound Off-Ramp/Yucca Street & Gower Street *	0.744	C	0.538	A
8	Yucca Street & Vine Street	0.463	A	0.468	A
9	Yucca Street & Argyle Avenue	0.164	A	0.329	A
10	Carlos Avenue & Gower Street	0.319	A	0.296	A
11	Hollywood Boulevard & Cahuenga Boulevard	0.762	C	0.676	B
12	Hollywood Boulevard & Vine Street	0.621	B	0.776	C
13	Hollywood Boulevard & Argyle Avenue	0.427	A	0.641	B
14	Hollywood Boulevard & El Centro Avenue *	0.498	A	0.678	B
15	Hollywood Boulevard & Gower Street	0.747	C	0.633	B
16	Hollywood Boulevard & US-101 Freeway Southbound Ramps	0.547	A	0.620	B
17	Hollywood Boulevard & US-101 Freeway Northbound Ramps	0.633	B	0.523	A
18	Selma Avenue & Cahuenga Boulevard	0.563	A	0.453	A
19	Selma Avenue & Vine Street	0.457	A	0.601	B
20	Selma Avenue & Argyle Avenue	0.346	A	0.233	A
21	Selma Avenue & El Centro Avenue ***	0.372	A	0.535	A
22	Sunset Boulevard & Cahuenga Boulevard	0.794	C	0.680	B
23	Sunset Boulevard & Vine Street	0.855	D	0.844	D
24	Sunset Boulevard & Argyle Avenue	0.452	A	0.471	A
25	Sunset Boulevard & El Centro Avenue	0.493	A	0.658	B
26	Sunset Boulevard & Gower Street	0.818	D	0.816	D
27	Sunset Boulevard & US-101 Freeway Southbound Ramps	0.564	A	0.724	C
28	Sunset Boulevard & Wilton Place **	0.619	B	0.717	C

Source: Crain & Associates

LOS D during the PM peak hour. Northeast of the project, the intersection of Franklin Avenue/Gower Street is currently operating at LOS B during the AM peak hour and LOS D during the PM peak hour. South of the project site, the intersections of Sunset Boulevard/Vine Street and Sunset Boulevard/Gower Street are currently operating at LOS D during both peak hours.

FUTURE TRAFFIC CONDITIONS

A number of projects are either planned for development or under construction in the project area. These “related projects” could contribute to traffic in and around the project vicinity in the near future. For this reason, analysis of the future traffic has been expanded to include traffic that may be generated by yet undeveloped or unoccupied projects. In order to evaluate future traffic conditions in the project area, an analysis of the existing (2005) traffic volumes was first conducted, as described previously. For the analysis of future conditions for the study year of 2010, an ambient growth factor of 1.0 percent per year, compounded annually, was applied to the existing volumes at the 28 study intersections.

The result provides the “baseline” traffic volumes for the analysis of future (2010) conditions. Although the inclusion of the annual growth factor generally accounts for area-wide traffic increases, for the purposes of providing a conservative analysis, the traffic generated by related projects in the study area was also added to the future baseline traffic volumes. The total future volumes, including related projects, provide the basis for the “Without Project” condition. Finally, project traffic was analyzed as an incremental addition to the Future (2010) “Without Project” condition to determine the Future (2010) “With Project” condition.

Traffic Growth

Based on an analysis of the trends in traffic growth in the Hollywood community over the last several years, an annual traffic growth factor of 1.0 percent for the area street system was applied, as approved by LADOT. This growth factor was assumed to account for increases in traffic due to projects not yet proposed or projects outside the study area. Compounded annually, the growth factor was applied to the existing traffic volumes to develop the estimated baseline volumes for the study year 2010.

Related Projects

In addition to the use of the ambient growth rate, listings of potential related projects in the study area that might be developed within the study time frame were obtained from LADOT, Los Angeles Unified School District (LAUSD), and recent studies of projects in the area. A review of the information currently available indicated that a total of 75 projects within an approximate 2.5-mile radius of the project could add traffic to the study intersections.

The locations of these related projects are shown in Figure III-9 in Section III, Environmental Setting, of this EIR. The number of trips expected to be generated by the related projects was determined by applying the appropriate trip generation rates and equations from the ITE manual, Trip Generation, 7th Edition, published in 2003. These trip generation rates and equations are contained in Technical Appendix I to this EIR. The related project descriptions and their trip generation estimates are summarized in Table IV.L-3. As noted previously, the ambient traffic growth rate is generally sufficient to estimate increases in traffic volumes at the study locations. However, for a more conservative estimate of cumulative traffic volumes, the trips generated by the related projects were also included.

For the analysis of Future (2010) Without Project traffic conditions, the related projects trip generation was assigned to the study area circulation system, using methodologies similar to those previously described for project trip assignment. The total related projects traffic volumes assigned to the study intersections are illustrated in Figures 9(a) and 9(b) in Appendix I for the AM and PM peak hours, respectively.

**Table IV.L-3
Related Projects Trip Generation**

No.	Size	Unit	Project Description	Location	Daily	a.m. Peak Hour			p.m. Peak Hour		
						I/B	O/B	Total	I/B	O/B	Total
1	40,300	sf	Health Club (1)	3400 Cahuenga Blvd	1,518	115	110	225	121	67	118
	5,000	sf	Specialty Retail								
	53	du	Apartment								
	11,385	sf	Office								
	(53,706)	sf	Office (To be removed)								
2	270	seat	Screening and Dining Facility	1782 Orange Drive	475	3	0	3	81	5	86
3	54	du	Condominium	6735 Yucca	316	4	20	24	19	9	28
4	5,390 931	sf	Nightclub (159-seat)	6531 Hollywood Blvd	306	N/A	N/A	N/A	40	21	61
			Restaurant (74-seat)		<u>118</u>	<u>6</u>	<u>5</u>	<u>11</u>	<u>6</u>	<u>4</u>	<u>10</u>
					424	6	5	11	46	25	71
5	60,200	sf	Specialty Retail (CIM/EISEN Project)	6611 Hollywood Blvd	2,668	39	25	64	72	91	163
6	218	du	Condominium	1714 McCadden Place	1,277	16	80	96	76	37	113
7	18,165	sf	Nightclub	6757 Hollywood Blvd	1,030	N/A	N/A	N/A	136	70	206
8	7,500	sf	Drinking Place	6700 Hollywood Blvd	425	N/A	N/A	N/A	56	29	85
9	218	du	Condominium	1736 McCadden Place	1,277	16	80	96	76	37	113
10	800	seat	Live Outdoor Entertainment	6837 Hawthorn Ave	1,408	8	0	8	8	8	16
11	36,895	sf	Retail	6931 Hollywood Blvd	1,635	24	15	39	44	56	100
12	53,000 11,000	sf	Fitness Center	7021 Hollywood Blvd	1,745	27	37	64	110	105	215
			Pharmacy		<u>991</u>	<u>21</u>	<u>15</u>	<u>35</u>	<u>47</u>	<u>46</u>	<u>93</u>
					2,736	48	51	99	157	151	308
13	42	du	CRA Adaptive Reuse Project	7046 Hollywood Blvd	282	4	17	21	17	9	26
14	50	du	Apartment	7072-7078 Hawthorn Ave	336	5	21	25	20	11	31
15	13,700	sf	Specialty Retail (2)	1611 La Brea Ave	1,489	21	71	92	76	49	125
	180	du	Condominium								

**Table IV.L-3
Related Projects Trip Generation**

No.	Size	Unit	Project Description	Location	Daily	a.m. Peak Hour			p.m. Peak Hour		
						I/B	O/B	Total	I/B	O/B	Total
16	15,750	sf	Shopping Center	7250 Sunset Blvd	676	10	6	16	28	31	59
	8,179	sf	Retail		<u>362</u>	<u>5</u>	<u>4</u>	<u>9</u>	<u>10</u>	<u>12</u>	<u>22</u>
					1,038	15	10	25	38	43	81
17	16,000	sf	Pharmacy	6726 Sunset Blvd	1,441	30	21	51	68	67	135
18	75	seat	Day Care Center	1260 N Las Palmas Ave	336	32	28	60	29	33	62
19	183	du	Condominium	7950 Sunset Blvd	1,072	14	67	81	64	31	95
	12,891	sf	Retail		<u>571</u>	<u>9</u>	<u>5</u>	<u>14</u>	<u>15</u>	<u>20</u>	<u>35</u>
					1,643	23	72	95	79	51	130
20	27,000	sf	Commercial	8305 Sunset Blvd	1,159	17	11	28	48	53	101
21	138	du	Apartment	8430 Sunset Blvd	927	14	56	70	56	30	86
	35,000	sf	Retail		<u>1,551</u>	<u>23</u>	<u>14</u>	<u>37</u>	<u>42</u>	<u>53</u>	<u>95</u>
					2,478	37	70	107	98	83	181
22	500,000	sf	Sunset Millennium Project(3)	Sunset Blvd & La Cienega Blvd	N/A	142	78	220	173	155	328
23	16	du	Condominium	8465 Holloway Drive	117	2	7	9	7	3	10
	20	rm	Hotel		163	7	4	11	6	6	12
	4,619	sf	Restaurant/Bar		<u>587</u>	<u>28</u>	<u>25</u>	<u>53</u>	<u>31</u>	<u>19</u>	<u>50</u>
				867	37	36	73	44	28	72	
24	35	du	Senior Apartment	1343 Laurel Ave	235	4	14	18	14	8	22
25	93	du	Apartment	801 Fairfax Ave	625	9	38	47	38	20	58
	15,862	sf	Retail		<u>703</u>	<u>10</u>	<u>7</u>	<u>17</u>	<u>19</u>	<u>24</u>	<u>43</u>
					1,328	19	45	64	57	44	101
26	203	du	Apartment	915 La Brea Ave	1,364	21	83	104	82	44	126
	45,300	sf	Retail		<u>2,008</u>	<u>29</u>	<u>19</u>	<u>48</u>	<u>54</u>	<u>69</u>	<u>123</u>
					3,372	50	102	152	136	113	249

**Table IV.L-3
Related Projects Trip Generation**

No.	Size	Unit	Project Description	Location	Daily	a.m. Peak Hour			p.m. Peak Hour		
						I/B	O/B	Total	I/B	O/B	Total
27	18,610	sf	Shopping Center	145 N La Brea Ave	799	12	7	19	34	36	70
28	54 16,000	du sf	Apartment Retail	5920 Melrose Ave	363	6	22	28	21	12	33
					<u>709</u>	<u>10</u>	<u>7</u>	<u>17</u>	<u>19</u>	<u>24</u>	<u>43</u>
					1,072	16	29	45	40	36	76
29	230	st	Vine Elementary School	955 N Vine St	297	53	44	97	29	35	64
30	380	st	Santa Monica New Primary School	1115 Tamarind Ave	490	88	72	160	48	58	106
31	1,875	st	Central LA Area New High School No. 1	1309 N Wilton Place	3,206	531	238	769	124	139	263
32	430,000 250 (147,000)	sf du sf	Retail/Restaurant Condominium Retail (to be removed)	North side of Santa Monica Blvd between Wilton Place and St Andrews Place	9,208	115	137	252	434	430	864
33	63 13,500	du sf	Apartment Retail	922 Western Ave	423	6	26	32	25	14	39
					<u>598</u>	<u>9</u>	<u>5</u>	<u>14</u>	<u>16</u>	<u>21</u>	<u>37</u>
					1,021	15	31	46	41	35	76
34	672	st	Alexandria New Elementary School No. 1 (6)	330 N Harvard Blvd	677	152	103	255	0	22	22
35	804	st	Cahuenga New Elementary School No. 1 (4)	225 S Oxford Ave	(3,795)	106	53	159	(117)	(121)	(238)
36	100	st	Private School (enrollment Expansion)	238 Manhattan Place	248	48	31	79	7	10	17

**Table IV.L-3
Related Projects Trip Generation**

No.	Size	Unit	Project Description	Location	Daily	a.m. Peak Hour			p.m. Peak Hour		
						I/B	O/B	Total	I/B	O/B	Total
37	958	st	Belmont New Elementary School No. 6 (5)	100 N New Hampshire Ave	674	125	67	192	121	147	268
	(100)	du	Apartment (to be removed)		(663)	(8)	(43)	(51)	(40)	(22)	(62)
	(7,020)	sf	Office (to be removed)		(77)	(10)	(1)	(11)	(2)	(8)	(10)
	(6,885)	sf	Furniture Store (to be removed)		(35)	(1)	0	(1)	(1)	(2)	(3)
					(101)	106	23	129	78	115	193
38	891	st	Central Region Middle School No. 5	SWC Fountain Ave/Serrano Ave	1,443	260	212	472	70	64	134
39	599	st	Ramona New Elementary School	5200 W Virginia Ave	773	139	113	252	76	92	168
40	110	du	Apartment	5165 Fountain Ave	739	11	45	56	44	24	68
41	380	st	Marshall New Primary School No. 1	4564 W Lexington Ave	490	88	72	160	48	58	106
42	460	bed	Hospital (expansion)	4747 Sunset Blvd	5,433	364	156	520	215	383	598
43	98,000	sf	Medical Research Building (7)	4650 Sunset Blvd	877	100	19	119	17	99	116
44	3,960	sf	Convenience Store	1674 Hillhurst Ave	2,922	133	132	265	106	102	208
45	80	du	Condominium	4500 Los Feliz Blvd	469	6	29	35	28	14	42
	40,000	sf	Supermarket		4,090	79	51	130	213	205	418
	7,441	sf	Retail		330	5	3	8	8	11	20
	(12,170)	sf	Restaurant (to be removed)		(1,547)	(73)	(67)	(140)	(81)	(52)	(133)
					3,342	17	16	33	169	178	347
46	42	du	Apartment	5400 Hollywood Blvd	282	4	17	21	17	9	26
	6,778	sf	Retail		300	4	3	7	8	10	18
					582	8	20	28	25	19	44
47	11,684	sf	Commercial	15410 Western Ave	509	7	5	12	21	23	44

**Table IV.L-3
Related Projects Trip Generation**

No.	Size	Unit	Project Description	Location	Daily	a.m. Peak Hour			p.m. Peak Hour		
						I/B	O/B	Total	I/B	O/B	Total
48	83	du	Condominium	Hollywood Blvd, between Western Ave & Garfield Ave	486	6	31	37	29	14	43
	16,000	sf	Retail		687	10	6	16	29	31	60
	19,000	sf	Office		209	26	3	29	5	23	28
	26,000	sf	Retail		1,116	16	11	27	47	51	98
	220	du	Apartment		<u>1,478</u>	<u>22</u>	<u>90</u>	<u>112</u>	<u>88</u>	<u>48</u>	<u>136</u>
					3,976	80	141	221	198	167	365
49	108	du	Apartment	5555 Hollywood Blvd	726	11	44	55	44	23	67
	9,937	sf	Retail		<u>440</u>	<u>7</u>	<u>4</u>	<u>11</u>	<u>12</u>	<u>15</u>	<u>27</u>
					1,166	18	48	66	56	38	94
50	3,236	sf	Fast Food Restaurant	5777 Hollywood Blvd	1,605	88	84	172	58	54	112
	5,275	sf	Specialty Retail		<u>234</u>	<u>4</u>	<u>2</u>	<u>6</u>	<u>6</u>	<u>8</u>	<u>14</u>
					1,839	92	86	178	64	62	126
51	45	du	Apartment (addition)	1830 Bronson Ave	302	5	18	23	18	10	28
52	126 (20)	du du	Apartment (8) Apartment (to be removed)	SWC Franklin Ave/Gower Street	478	7	30	37	28	15	43
53	130	du	Apartment	6142 Franklin Ave	874	13	53	66	53	28	81
54	8	vfp	Gas Station with Convenience Market	1934 Cahuenga Blvd	1,302	40	40	80	54	53	107
55	6,375	sf	Restaurant (9)	6263 Hollywood Blvd	811	38	35	73	43	27	70
	6,376	sf	Dance Club		<u>362</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	<u>48</u>	<u>24</u>	<u>72</u>
					1,173	38	35	73	91	51	142
56	5,273	sf	Restaurant (10)	1750 Argyle Ave	670	32	29	61	35	23	58
	5,273	sf	Theater		<u>412</u>	<u>1</u>	<u>0</u>	<u>1</u>	<u>30</u>	<u>2</u>	<u>32</u>
					1,082	33	29	62	65	25	90
57	60	du	CRA Adaptive Reuse Project	6253 Hollywood Blvd	403	6	25	31	24	13	37

**Table IV.L-3
Related Projects Trip Generation**

No.	Size	Unit	Project Description	Location	Daily	a.m. Peak Hour			p.m. Peak Hour		
						I/B	O/B	Total	I/B	O/B	Total
58	300	du	Apartment (11)	SEC Hollywood Blvd/ Vine St	8,311	230	400	530	403	186	589
	100	du	Condominium								
	400	rm	Hotel								
	50,000	sf	Restaurant								
	20,000	sf	Specialty Retail								
	30,000	sf	Grocery Store								
	(5,699)	sf	Specialty Retail (to be removed)								
	(2,952)	sf	Office (to be removed)								
	(3,260)	sf	Drinking Place (to be removed)								
	(288)	sf	Juice Bar (to be removed)								
(13,680)	sf	State DMV (to be removed)									
59	57	du	Condominium	1717 Vine Street	334	4	21	25	20	10	30
	5,489	sf	Restaurant								
					<u>698</u>	<u>33</u>	<u>30</u>	<u>63</u>	<u>37</u>	<u>23</u>	<u>60</u>
					1,032	37	51	88	57	33	90
60	96	du	Condominium	1645 Vine Street	563	7	35	42	34	16	50
61	104	du	Apartment	Vine St, s/o Hollywood Blvd	699	11	42	53	42	22	64
62	11,884	sf	Nightclub	1600 Vine Street	674	N/A	N/A	N/A	89	46	135
63	11,517	sf	Restaurant (9)	6385 Hollywood Blvd	1,464	69	64	133	77	49	126
	11,518	sf	Dance Club		<u>653</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	<u>86</u>	<u>45</u>	<u>131</u>
					2,117	69	64	133	163	94	257
64	32	du	Condominium	1538-1542 Cahuenga Blvd	188	2	12	14	11	6	17
	7,000	sf	Retail		<u>310</u>	<u>4</u>	<u>3</u>	<u>7</u>	<u>8</u>	<u>11</u>	<u>19</u>
					498	6	15	21	19	17	36
65	47	du	CRA Adaptive Reuse Project	1617 Cosmo Street	316	5	19	24	19	10	29

**Table IV.L-3
Related Projects Trip Generation**

No.	Size	Unit	Project Description	Location	Daily	a.m. Peak Hour			p.m. Peak Hour		
						I/B	O/B	Total	I/B	O/B	Total
66	30,000	sf	<u>Hollywood Marketplace Phase II (12)</u> Entertainment/Retail/Mixed Use	NWC Sunset Blvd/ Vine St	910	43	8	51	42	86	128
67	50	du	Condominium	1417-1433 Cole Place	293	4	18	22	17	9	26
68	29,000	sf	General Office	1430 Hudson Ave	319	40	5	45	7	36	43
69	12,000	sf	High Turnover Restaurant	1430 Cahuenga Blvd	1,526	72	66	138	80	51	131
70	12,220	sf	Restaurant (9)	6322 DeLongpre Ave	1,554	73	68	141	81	52	133
	12,221	sf	Nightclub		<u>693</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	<u>92</u>	<u>47</u>	<u>139</u>
					2,247	73	68	141	173	99	272
71	150,000	sf	Office	1438 N Gower St	1,652	205	28	233	38	186	224
72	86	rm	Hotel	6107 Hollywood Blvd	703	29	19	48	27	24	51
	5,000	sf	Specialty Retail		<u>222</u>	<u>3</u>	<u>2</u>	<u>5</u>	<u>6</u>	<u>8</u>	<u>14</u>
					925	32	2	53	33	32	65
73	31,000	sf	Auto Sales (Expansion)	6000 Hollywood Blvd	1,034	47	17	64	32	50	82
74	17,208	sf	Dance Hall	6021 Hollywood Blvd	976	N/A	N/A	N/A	129	66	195
75	740,987	sf	<u>KTLA Entertainment Center</u> Office	SWC Sunset Blvd/Van Ness Ave	4800	632	87	719	126	613	739
	82,500	sf	Sound Stage (Total of 5 stages)								

**Table IV.L-3
Related Projects Trip Generation**

No.	Size	Unit	Project Description	Location	Daily	a.m. Peak Hour			p.m. Peak Hour		
						I/B	O/B	Total	I/B	O/B	Total
<p><i>Source: Crain & Associates</i></p> <p><i>Notes: (1) Traffic Impact Report for the Proposed Mixed-Use Development at 3400 Cahuenga Boulevard in the Ventura-Cahuenga Boulevard Corridor Specific Plan Area of the City of Los Angeles, Crain & Associates, Revised February, 2004.</i></p> <p><i>(2) Traffic Impact Report for the Proposed Mixed-Use Development on the Southwest Corner of La Brea Avenue and Marshfield Way in Hollywood, Crain & Associates, March, 2005.</i></p> <p><i>(3) Sunset Millennium Traffic Impact Report and Sunset Specific Plan and EIR Consistency Report (Target Sites 4C, 4D and 5C), Revised August, 1999.</i></p> <p><i>(4) Traffic Impact Analysis for Cahuenga New Elementary School No. 1, Linscott, Law & Greenspan, July, 2001.</i></p> <p><i>(5) Traffic Study for the Belmont New Elementary School No. 6, Katz Okitsu & Associates, November, 2001.</i></p> <p><i>(6) Traffic Impact Analysis for Alexandria New Elementary School No. 1, Linscott, Law & Greenspan, May, 2001.</i></p> <p><i>(7) Traffic Impact Report for the Proposed Childrens Hospital Medical Research Building, Crain & Associates, September, 2001.</i></p> <p><i>(8) Traffic Impact Report for the Proposed Apartment Development on the Southwest Corner of Franklin Avenue and Gower Street in Hollywood, Crain & Associates, December, 2004.</i></p> <p><i>(9) Assumed 50/50 split between restaurant and dance club uses.</i></p> <p><i>(10) Assumed 50/50 split between restaurant and theater uses.</i></p> <p><i>(11) Traffic Impact Report for the Proposed Mixed Use Development on the Southeast Corner of Hollywood Boulevard and Vine Street in Hollywood, Crain & Associates, September 23, 2003.</i></p> <p><i>(12) Traffic Impact Technical Letter for the Revised Hollywood Marketplace (Mixed Use Center) in Hollywood, Crain & Associates, March 17, 2000.</i></p> <p><i>(13) Size of new automobile showroom and dealership not provided. Assumed average size of survey sites for Land Use 841, New Car Sales from ITE 7th Edition <u>Trip Generation manual.</u></i></p>											

Highway System Improvements

A number of traffic improvements have been implemented in the study area in recent years to make more efficient and effective use of the existing street system. All of the signalized study intersections are now operating under the City's Adaptive Traffic Control System (ATCS), in addition to the previously implemented ATSAC (Automated Traffic Surveillance and Control) System. ATCS/ATSAC is a highly sophisticated computerized system that continually monitors traffic demand at signalized intersections within the system, and modifies traffic signal timing in real time to maximize capacity and decrease delay. The ATSAC signal enhancements have been recognized to increase intersection capacities by approximately seven percent at locations where it has been installed and the upgraded ATCS system is able to increase capacity by another three percent for a total intersection capacity increase of ten percent. These intersection capacity improvements have been incorporated in the analysis of existing (2005) and future (2010) traffic conditions.

In order to accurately forecast future (2010) traffic conditions in the project area, an investigation into anticipated transportation improvements to the street system serving the project area was conducted. A review of the Bureau of Engineering's "Uniform Project Reporting System" website found no street improvement projects that could affect any of the 28 study intersections or future year analyses. The street improvement projects nearest the project site are located at the intersections of Highland Avenue/Franklin Avenue and Highland Avenue/Sunset Boulevard, approximately three-quarters of a mile west of the project site.

According to information provided by LADOT, an improvement for the site adjacent intersection of Hollywood Boulevard/Argyle Avenue has been required of the Hollywood and Vine project. This improvement is a widening along the east side of Argyle Avenue on the south leg to accommodate one left-turn lane, one through lane, and one right-turn-only lane in the northbound direction. For the analysis of future year 2010 traffic conditions, this improvement was assumed to have been installed, thereby providing additional capacity at this location.

Additional mitigation measures or improvements proposed by private development projects were not assumed, as those projects and their mitigations are often delayed or do not go forward as anticipated. Therefore, with the exception of the intersection of Hollywood Boulevard/Argyle Avenue, the existing traffic lane and capacity conditions at the study intersections were also assumed for the future year base analyses.

Along the project frontage, Hollywood Boulevard, a Major Highway Class II, has existing dedication and roadway widths of 100 feet and 70 feet, respectively, which do not meet current City street standards. Along the project frontage, an additional dedication of 2 feet on the north and south sides of Hollywood Boulevard is expected to be required by the City Engineer to achieve to the standard 104-foot dedication. The existing roadway width is 70 feet, which is less than the 80-foot standard. However, due to the presence of the "Walk of Fame" along this portion of Hollywood Boulevard, no roadway widening along this portion is permitted.

The project will provide an additional 12-foot dedication along Vista Del Mar Avenue, between El Centro Avenue and Selma Avenue, in compliance with the standard 27-foot half-street dedication for noncontinuous local streets.

Adjacent to the project site, Argyle Avenue, El Centro Avenue and Carlos Avenue are fully dedicated and widened to meet the current City standard for local streets; therefore, no additional dedication or widening will be required.

None of the standard street dedications adjoining the project site were assumed to result in any change to the existing capacity conditions at any of the study intersections.

ENVIRONMENTAL IMPACTS

Thresholds of Significance

LADOT defines a significant traffic impact attributable to a project based on a “stepped scale”, with intersections experiencing high volume-to-capacity ratios being more sensitive to additional traffic than those operating with available capacity. According to LADOT policy, a significant impact is identified as an increase in the CMA value, due to project-related traffic, of 0.010 or more when the final (with project) Level of Service is LOS E or F, a CMA increase of 0.020 or more when the final Level of Service is LOS D, or a CMA increase of 0.040 or more at LOS C. No significant impacts are deemed to occur at LOS A or B, as these operating conditions exhibit sufficient surplus capacities to accommodate large traffic increases with little effect on traffic delays. These criteria are summarized in Table IV.L-4.

Table IV.L-4
Study Intersections Significant Impact Thresholds

Level of Service	Final V/C*	Project Related V/C Increase
C	< 0.70 – 0.80	Equal to or greater than 0.040
D	< 0.80 – 0.90	Equal to or greater than 0.020
E and F	0.90 or more	Equal to or greater than 0.010
* The Final V/C is the intersection V/C including ambient growth traffic, related projects and the Proposed Project traffic without traffic mitigation measures.		

In the LADOT Traffic Study Policies and Procedure guidelines, a local residential street is deemed to be significantly impacted based on an increase in the projected average daily traffic volumes as shown in Table IV.L-5.

**Table IV.L-5
Local Residential Street Impact Thresholds**

Projected Final ADT with Project	Project-Related Increase in ADT Resulting in Impact
0 to 999	16 percent or more of final ADT
1,000 to 1,999	12 percent or more of final ADT
2,000 to 2,999	10 percent or more of final ADT
3,000 or more	8 percent or more of final ADT

For the purpose of CMP Transportation Impact Analysis (TIA), a project impact is considered to be significant if the Proposed Project increases traffic demand on a CMP facility by two percent of capacity (change greater than or equal to 0.02), causing or worsening a LOS F condition at a location. If the facility is already at LOS F, a significant impact occurs when the Proposed Project increases traffic demand on a CMP facility by 2% of capacity ($V/C \geq 0.02$).

Project Impacts

Trip Generation

Traffic-generating characteristics of many land uses, including the residential and retail uses proposed for the Proposed Project, have been surveyed and documented in studies conducted under the auspices of the Institute of Transportation Engineers (ITE). This information is available in the manual, Trip Generation, 7th Edition, 2003, published by ITE. The trip generation rates in the ITE manual are nationally recognized, and are used as the basis for most traffic studies conducted in the City of Los Angeles and the surrounding region.

Accordingly, for this analysis, the ITE Trip Generation rates, provided in Technical Appendix I to this EIR, were used to determine the daily, AM and PM peak-hour trips generated by the proposed and existing site uses. As the ITE manual does not have trip generation rates for live/work units, for purposes of a conservative analysis, “General Office” trip generation rates were applied to the floor area of the live/work units as required by LADOT.

The ITE rates used in the calculation of project trip generation present a conservative condition, as these rates do not account for such trip-reducing factors as multi-purpose trips, extensive transit usage or pass-by trips. Such factors play a significant role in determining the actual traffic-generating characteristics of a particular project, and therefore, adjustments to the traffic generation estimates were deemed appropriate.

Trip reductions related to the Proposed Project are expected to occur as a result of “multi-purpose” or “internal” trips within the site. This type of trip generally occurs at integrated “mixed-use” developments containing a variety of uses. For example, in this case, some of the residents and employees of the apartment and live/work units are expected to use on-site retail uses, thereby reducing some of the trips

these uses would otherwise generate. Thus, the advantages of a mixed-use project need to be considered for reasonable evaluation of the trip-making potential of such a project.

The use of public transportation is another important consideration in the evaluation of the Proposed Project's trip making potential. As noted previously in the Public Transit section, transit service within the study area is extensive. Significant transit use is not accounted for in the ITE trip generation rates; therefore, appropriate adjustments were made to the project trip generation to account for transit usage.

Trip reduction factors for the Proposed Project also account for the presence of "pass-by" trips. These are trips that are due to an interim stop at the project site during an existing or previously planned trip. These interim stops may be for a planned purpose (such as a visit to a retail store on the way home from work), or they may be spur-of-the-moment "impulse" trips. Accounting for these adjustments more realistically reflects the fact that some trips related to the Proposed Project will be multi-purpose trips, and that some Proposed Project trips are already on the street system for another purpose and, therefore, are not creating additional traffic on the surrounding roadway network.

The differentiation between pass-by trips versus internal and transit trips is important with regard to the assessment of potential project traffic impacts at intersections adjacent to the Proposed Project site. Per LADOT traffic study policies and procedures, the pass-by type of trip discount is not appropriate for application to the site driveways or site adjacent intersections. These vehicle trips will eventually travel past the site (and through the site adjacent intersections) and are not "eliminated" due to the existence of the project. However, the trip ends to and from the site do not represent new vehicle trips at area intersections. Internal and transit trips, on the other hand, do not represent vehicle trips at the project driveways. While this type of person trip is not "eliminated" by the project's development, no private vehicle trip is generated as the trip occurs by walking or by transit. Thus, the site will serve the same number of patrons, but generate fewer vehicle trips. A summary of the "baseline" trip generation adjustment factors, which were approved by LADOT, are presented in Table IV.L-6.

Table IV.L-6
Project Trip Adjustment Factors

	<u>Internal</u> <u>Capture</u>	<u>Transit</u> <u>Usage</u>	<u>Pass-By</u> <u>Trips</u>
Apartment	0%	25%	0%
Live/Work	0%	25%	0%
Retail (Proposed)	5%	20%	10%
Retail (Existing)	0%	20%	0%
Office	0%	20%	0%
Automotive	0%	10%	10%

The results of the project trip generation calculations, including adjustments for internal, transit and pass-by trips, and the removal of existing site uses, are summarized in Table IV.L-7. As shown in this table, the project is expected to generate approximately 9,387 net daily trips, including 477 trips during the AM peak hour (135 inbound, 342 outbound) and 806 trips during the PM peak hour (443, inbound, 363 outbound).

Trip Distribution

Estimation of the directional distribution of project trips was the next step in the analytical process. This trip distribution pattern for the project was determined by considering the nature of the project uses, existing traffic patterns, characteristics of the surrounding roadway system, geographic location of the project and its proximity to freeways and major travel routes, employment centers to which residents would likely be attracted, and areas from which patrons of the retail uses would likely be attracted. Based on these factors, the overall project distributions were determined, and are summarized in Table IV.L-8.

Trip Assignment

The directional distribution percentages shown in Table IV.L-8 were then disaggregated and assigned to specific routes and intersections within the study area that are expected to be used to access the project. These project trip assignment percentages are presented in Technical Appendix I to this EIR. These percentages were reviewed and approved by LADOT.

As previously discussed, Vista Del Mar Avenue between Carlos Avenue and Hollywood Boulevard, and the short segment of Carlos Avenue between the north and south legs of Vista Del Mar Avenue will be vacated as a part of the Proposed Project. Although project traffic will not be able to directly access the site via Carlos Avenue or Vista Del Mar Avenue at this location, the development of the project and the street vacations are expected to result in changes to future traffic volumes on Carlos Avenue and at nearby intersections. Existing project site traffic using Carlos Avenue or Vista Del Mar Avenue north of Carlos Avenue will be removed when the project is developed. "Cut through" and local traffic using these streets to access the intersection of Hollywood Boulevard/Vista Del Mar Avenue will no longer be able to do so and would be expected to use other nearby streets such as Vine Street and Gower Street for north-south access. As noted below, however, daily traffic volumes on Carlos Avenue are small (less than 700 vehicles per day) and only a small percentage of these volumes represents cut through traffic to Hollywood Boulevard.

Per LADOT traffic study policies and procedures, no pass-by trip reductions were applied to project trips at the project driveways or the site adjacent intersections of Hollywood Boulevard/Argyle Avenue and Hollywood Boulevard/El Centro Avenue. The results of this traffic assignment provide the necessary level of detail to conduct the traffic impact analysis.

**Table IV.L-7
Project Trip Generation**

<u>Proposed Use</u>	<u>Size</u>	<u>Daily</u>	<u>AMPeak Hour</u>			<u>PMPeak Hour</u>		
			<u>I/B</u>	<u>O/B</u>	<u>Total</u>	<u>I/B</u>	<u>O/B</u>	<u>Total</u>
Apartment	1,018 du	6,841	104	415	519	410	221	631
Live/Work (average size: 1,330 sf/ du)	24 du	351	43	6	49	8	40	48
Retail	175,000 sf (gla)	<u>7,515</u>	<u>110</u>	<u>70</u>	<u>180</u>	<u>315</u>	<u>341</u>	<u>656</u>
		14,707	257	491	748	733	602	1,335
Less Internal/Transit/Walk-In Trip Adjustment								
Apartment (25%)		(1,710)	(26)	(104)	(130)	(103)	(55)	(158)
Live/Work (25%)		(88)	(11)	(2)	(12)	(2)	(10)	(12)
Retail (25%)		<u>(1,879)</u>	<u>(28)</u>	<u>(17)</u>	<u>(45)</u>	<u>(79)</u>	<u>(85)</u>	<u>(164)</u>
		(3,677)	(65)	(122)	(187)	(184)	(150)	(334)
Less Pass-By Trip Adjustments								
Retail (10%)		<u>(564)</u>	<u>(8)</u>	<u>(6)</u>	<u>(14)</u>	<u>(24)</u>	<u>(25)</u>	<u>(49)</u>
		(564)	(8)	(6)	(14)	(24)	(25)	(49)
Net Proposed Project Driveway Trips:		11,030	192	369	561	549	452	1,001
Net Proposed Project Trips:		10,466	184	363	547	525	427	952
<u>Existing Use (Being Removed)</u>	<u>Size</u>	<u>Daily</u>	<u>AMPeak Hour</u>			<u>PMPeak Hour</u>		
			<u>I/B</u>	<u>O/B</u>	<u>Total</u>	<u>I/B</u>	<u>O/B</u>	<u>Total</u>
Retail	900 sf	40	1	0	1	1	1	2
Automotive	25,400 sf	803	49	26	75	43	43	86
Office	6,820 sf	75	10	1	11	2	8	10
Night Club	5,920 sf	<u>336</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>44</u>	<u>23</u>	<u>67</u>
		1,254	60	27	87	90	75	165
Less Internal/Transit/Walk-In Trip Adjustment								
Retail (20%)		(8)	0	0	0	0	0	0
Automotive (10%)		(80)	(5)	(3)	(8)	(4)	(5)	(9)
Office (20%)		<u>(15)</u>	<u>(2)</u>	<u>0</u>	<u>(2)</u>	<u>0</u>	<u>(2)</u>	<u>(2)</u>
		(103)	(7)	(3)	(10)	(4)	(7)	(11)
Less Pass-By Trip Adjustments								
Automotive (10%)		<u>(72)</u>	<u>(4)</u>	<u>(3)</u>	<u>(7)</u>	<u>(4)</u>	<u>(4)</u>	<u>(8)</u>
		(72)	(4)	(3)	(7)	(4)	(4)	(8)
Net Project Driveway Trips:		9,879	139	345	484	463	384	847
Net Project Trips:		9,387	135	342	477	443	363	806

**Table IV.L-8
Project Trip Distribution**

Direction	Retail	Residential
North	22%	28%
South	39%	42%
East	12%	9%
West	27%	21%
Total	100%	100%

Project Vehicular Access

Vehicular access to parking for the north parcel will be provided via two driveways on Argyle Avenue and one driveway on Hollywood Boulevard. The northernmost driveway on Argyle Avenue, located along the approximate prolongation of Carlos Avenue, will provide access to resident-only parking. Bollards or some type of physical device acceptable to the Fire Department will be installed to ensure that project traffic will not be able to access this driveway via Carlos Avenue, and that non-project traffic will not be able to use this driveway as a connection between Argyle Avenue and Carlos Avenue.

A second driveway on Argyle Avenue, located south of the resident-only driveway, will access the commercial parking only. The Hollywood Boulevard driveway, located opposite El Centro Avenue, will also access the commercial parking only. Each of these driveways will have two-way flow. The delivery/service facility for the north parcel will be accessed via a separate driveway on Argyle Avenue, located south of the commercial driveway.

For the south parcel, a project driveway on Argyle Avenue will provide inbound and outbound access to the commercial parking only. A two-way project driveway on El Centro Avenue will access resident-only parking. A separate inbound driveway on El Centro Avenue and a separate outbound driveway on Vista Del Mar Avenue will serve the delivery/service facility for the south parcel.

Analysis of Future (2010) Traffic Conditions, Without and With Project

The analysis of future traffic conditions at the study intersections was performed using the same analysis procedures described previously in this report. As described earlier, for the analysis of future project traffic impacts, the current roadway system's geometric and signal operation characteristics were assumed to prevail, with the exception of the intersection of Hollywood Boulevard/Argyle Avenue.

Analysis of Peak Hour Traffic Conditions

Future (2010) baseline traffic volumes for the without project condition were determined by combining area ambient traffic growth with the total related projects traffic volumes. Net project volumes were then combined with the Future (2010) Without Project traffic volumes to develop the Future (2010) With

Project volumes, which were used to determine traffic impacts directly attributable to the Proposed Project for the a.m. and p.m. peak hour conditions as defined by LADOT².

The results of the analysis of future traffic conditions for the a.m. and p.m. peak hours at the study intersections are summarized in Table IV.L-9. As shown in this table, although the addition of project traffic will increase the CMA value at all of the study intersections during both peak hours, the incremental project traffic additions will result in a change in level of service at only seven of the study intersections. Prior to the addition of project traffic, it is estimated that 11 of the study intersections will continue to have good levels of service (LOS A through LOS C) during both peak hours. For the Future (2010) With Project condition, these 11 intersections will continue to operate at LOS A through LOS C during both peak hours, while an additional 6 intersections are forecast to operate at LOS D or better during one or both peak hours. The remaining 11 study intersections are expected to operate at LOS E or F during one or both peak hours.

The site adjacent intersections of Hollywood Boulevard/Argyle Avenue and Hollywood Boulevard/El Centro Avenue are projected to be at LOS A during the AM peak hour and LOS D during the PM peak hour for the Future (2010) Without Project condition. With the addition of project traffic, these intersections are expected to be at LOS B during the AM peak hour and LOS E during the PM peak hour. It is estimated that the intersections of Yucca Street/Argyle Avenue and Selma Avenue/Argyle Avenue, located north and south of the project site, respectively, will be at LOS A during both peak hours, without and with the project. For the Future (2010) Without Project condition, the intersection of Selma Avenue/El Centro Avenue is forecast to operate at LOS A and LOS B during the AM and PM peak hours, respectively. For the Future (2010) With Project condition, this intersection is expected to operate at LOS A and LOS C during the AM and PM peak hours, respectively.

² LADOT defines the a.m. peak hour as the highest one-hour volume of traffic occurring at an intersection between 7 a.m. and 9 a.m. and the p.m. peak hour as the highest one-hour volume of traffic occurring between 4 p.m. and 6 p.m.

**Table IV.L-9
Critical Movement Analysis (CMA) Summary
Future (2010) Traffic Conditions – Without and With Project**

No.	Intersection	Peak Hour	Without Project		With Project		
			CMA	LOS	CMA	LOS	Impact
1.	Franklin Av. & Cahuenga Bl.	AM	1.057	F	1.065	F	0.008
		PM	1.067	F	1.081	F	0.014 *
2.	Franklin Av./US-101 Fwy SB Off-Ramp & Vine St.	AM	0.450	A	0.457	A	0.007
		PM	0.825	D	0.830	D	0.005
3.	Franklin Av./US-101 Fwy NB On-Ramp & Argyle Av.	AM	0.862	D	0.893	D	0.031 *
		PM	0.922	E	0.952	E	0.030 *
4.	Franklin Av. & Gower St.	AM	0.678	B	0.681	B	0.003
		PM	0.938	E	0.941	E	0.003
5.	US-101 Fwy NB Off-Ramp & Gower St.	AM	0.401	A	0.408	A	0.007
		PM	0.517	A	0.540	A	0.023
6.	US-101 Fwy SB On-Ramp & Argyle Av.	AM	0.306	A	0.363	A	0.057
		PM	0.465	A	0.522	A	0.057
7.	US-101 Fwy SB Off-Ramp/Yucca St. & Gower St.	AM	0.816	D	0.822	D	0.006
		PM	0.584	A	0.591	A	0.007
8.	Yucca St. & Vine St.	AM	0.537	A	0.543	A	0.006
		PM	0.580	A	0.603	B	0.023
9.	Yucca St. & Argyle Av.	AM	0.231	A	0.270	A	0.039
		PM	0.424	A	0.474	A	0.050
10.	Carlos Av. & Gower St.	AM	0.357	A	0.363	A	0.006
		PM	0.324	A	0.327	A	0.003
11.	Hollywood Bl. & Cahuenga Bl.	AM	0.887	D	0.897	D	0.010
		PM	0.885	D	0.898	D	0.013
12.	Hollywood Bl. & Vine St.	AM	0.763	C	0.777	C	0.014
		PM	1.007	F	1.047	F	0.040 *
13.	Hollywood Bl. & Argyle Av.	AM	0.573	A	0.625	B	0.052
		PM	0.844	D	0.947	E	0.103 *
14.	Hollywood Bl. & El Centro Av.	AM	0.586	A	0.665	B	0.079
		PM	0.803	D	0.917	E	0.114 *
15.	Hollywood Bl. & Gower St.	AM	0.877	D	0.889	D	0.012
		PM	0.836	D	0.854	D	0.018

Table IV.L-9 (continued)
Critical Movement Analysis (CMA) Summary
Future (2010) Traffic Conditions - Without and With Project

No.	Intersection	Peak Hour	Without Project		With Project		
			CMA	LOS	CMA	LOS	Impact
16.	Hollywood Bl. & US-101 Fwy SB Ramps	AM	0.654	B	0.663	B	0.009
		PM	0.819	D	0.847	D	0.028 *
17.	Hollywood Bl. & US-101 Fwy NB Ramps	AM	0.753	C	0.758	C	0.005
		PM	0.758	C	0.788	C	0.030
18.	Selma Av. & Cahuenga Bl.	AM	0.708	C	0.723	C	0.015
		PM	0.652	B	0.675	B	0.023
19.	Selma Av. & Vine St.	AM	0.603	B	0.623	B	0.020
		PM	0.863	D	0.914	E	0.051 *
20.	Selma Av. & Argyle Av.	AM	0.413	A	0.471	A	0.058
		PM	0.343	A	0.419	A	0.076
21.	Selma Av. & El Centro Av.	AM	0.440	A	0.526	A	0.086
		PM	0.670	B	0.750	C	0.080 *
22.	Sunset Bl. & Cahuenga Bl.	AM	0.943	E	0.953	E	0.010 *
		PM	0.878	D	0.892	D	0.014
23.	Sunset Bl. & Vine St.	AM	0.995	E	1.007	F	0.012 *
		PM	0.995	E	1.024	F	0.029 *
24.	Sunset Bl. & Argyle Av.	AM	0.524	A	0.536	A	0.012
		PM	0.589	A	0.625	B	0.036
25.	Sunset Bl. & El Centro Av.	AM	0.560	A	0.583	A	0.023
		PM	0.747	C	0.760	C	0.013
26.	Sunset Bl. & Gower St.	AM	0.979	E	0.988	E	0.009
		PM	1.043	F	1.060	F	0.017 *
27.	Sunset Bl. & US-101 Fwy. SB Ramps	AM	0.723	C	0.727	C	0.004
		PM	0.947	E	0.952	E	0.005
28.	Sunset Bl. & Wilton Pl.	AM	0.757	C	0.759	C	0.002
		PM	0.884	D	0.888	D	0.004

* Indicates a significant project impact.

Based on the LADOT significance criteria shown in Table IV.L-4, the project is anticipated to significantly impact the following 11 study intersections in the a.m. peak hour, p.m. peak hour or both, prior to mitigation:

- Franklin Avenue & Cahuenga Boulevard
- Franklin Avenue/US-101 Freeway Northbound On-Ramp & Argyle Avenue
- Hollywood Boulevard & Vine Street
- Hollywood Boulevard & Argyle Avenue
- Hollywood Boulevard & El Centro Avenue
- Hollywood Boulevard & US-101 Freeway Southbound Ramps
- Selma Avenue & Vine Street
- Selma Avenue & El Centro Avenue
- Sunset Boulevard & Cahuenga Boulevard
- Sunset Boulevard & Vine Street
- Sunset Boulevard & Gower Street

Analysis of Late Night Traffic Conditions

Currently a large number of entertainment, nightclub and restaurant uses are located within the Hollywood community in general and on or near Hollywood and Sunset Boulevards in particular. Concentrations of such uses are projected to increase in the future as permanent population growth in Hollywood continues. Comments from community residents have suggested anecdotally that traffic volumes during late evening hours are as high or higher than the peak-hour volumes during the typical 4:00 to 6:00 PM commute period. In order to address these comments, a supplemental analysis of late night traffic was undertaken (see Appendix J to this EIR). For this supplemental late night analysis, new traffic counts were conducted on a Friday night, 8:00 to 11:00 PM, at 11 of the more critical study intersections, as follows:

- Franklin Ave.-101 Fwy. NB On-Ramp & Argyle Ave.
- Hollywood Blvd. & Cahuenga Blvd.
- Hollywood Blvd. & Vine St.
- Hollywood Blvd. & Argyle Ave.
- Hollywood Blvd. & Gower St.
- Hollywood Blvd. & 101 Fwy. SB Ramps
- Hollywood Blvd. & 101 Fwy. NB Ramps

- Selma Ave. & Vine St.
- Sunset Blvd. & Cahuenga Blvd.
- Sunset Blvd. & Vine St.
- Sunset Blvd. & Gower St.

These intersections were selected to provide a representation of traffic conditions along Hollywood and Sunset Boulevards and nearby freeway ramps that would be used to access Hollywood during this time frame. Saturday night counts were also conducted at four of the intersections.

The existing and future late night traffic volumes were analyzed in the same manner as the volumes for standard a.m. and p.m. peak-hour conditions. A conservative estimate of late night peak hour traffic generated by related projects was used that assumed that late night peak hour traffic levels would be approximately 80 percent of the p.m. peak-hour traffic. Growth-factored existing volumes, together with the related projects volumes, provide the Future Without Project condition volumes. Finally, Proposed Project late night trips, also conservatively assumed to also be approximately 80 percent of the amount generated by the project during the standard peak hour, were added to the Future Without Project volumes to form the Future With Project condition volumes.

Tables IV.L-10 and IV.L-11 present the results of the existing and future year analyses for Friday and Saturday late night peak hour conditions, respectively. The analysis shows that existing and future late night conditions, with and without the Proposed Project, would be better than during the typical p.m. peak hour period. In addition, the severity of project traffic impacts, as well as the number of significant impacts, would be lower during the late night hours compared to the typical p.m. commute hours. The measures that have been proposed to mitigate project impacts occurring during the typical p.m. commute period would also be adequate to mitigate conditions where the Proposed Project would exceed the LADOT significance threshold during the late night peak hour.

Table IV.L-10
Critical Movement Analysis (CMA) Summary - Existing & Future (2010) Traffic Conditions
Standard p.m. Peak Hour (4-6 p.m.) and Friday Late Night Peak Hour (9:45-10:45 p.m.)

<u>No.</u>	<u>Intersection</u>	<u>Count</u> <u>Period</u>	<u>Existing</u>		<u>Without Project</u>		<u>With Project</u>			<u>With Project Plus Mitigation</u>		
			<u>CMA</u>	<u>LOS</u>	<u>CMA</u>	<u>LOS</u>	<u>CMA</u>	<u>LOS</u>	<u>Impact</u>	<u>CMA</u>	<u>LOS</u>	<u>Impact</u>
3.	Franklin Ave./US-101 Fwy	Standard	0.779	C	0.922	E	0.952	E	0.030 *	0.952	E	0.030 **
	NB On Ramp & Argyle Av.	Friday Night	0.464	A	0.581	A	0.607	B	0.026			
11.	Hollywood Bl. &	Standard	0.676	B	0.885	D	0.898	D	0.013			
	Cahuenga Bl.	Friday Night	0.618	B	0.778	C	0.785	C	0.007			
12.	Hollywood Bl. &	Standard	0.776	C	1.007	F	1.047	F	0.040 *	1.047	F	0.040 **
	Vine St.	Friday Night	0.630	B	0.845	D	0.876	D	0.031 *	0.876	D	0.031 **
13.	Hollywood Bl. &	Standard	0.641	B	0.844	D	0.947	E	0.103 *	0.801	D	-0.043
	Argyle Av.	Friday Night	0.512	A	0.744	C	0.851	D	0.107 *	0.718	C	-0.026
15.	Hollywood Bl. &	Standard	0.633	B	0.836	D	0.854	D	0.018			
	Gower St.	Friday Night	0.529	A	0.704	C	0.734	C	0.030			
16.	Hollywood Bl. &	Standard	0.620	B	0.819	D	0.847	D	0.028 *	0.793	C	-0.026
	US-101 Fwy SB Ramps	Friday Night	0.461	A	0.613	B	0.636	B	0.023			
17.	Hollywood Bl. &	Standard	0.523	A	0.758	C	0.788	C	0.030			
	US-101 Fwy NB Ramps	Friday Night	0.508	A	0.732	C	0.756	C	0.024			
19.	Selma Ave. &	Standard	0.601	B	0.863	D	0.914	E	0.051 *	0.914	E	0.051 **
	Vine St.	Friday Night	0.364	A	0.553	A	0.594	A	0.041			
22.	Sunset Bl. &	Standard	0.680	B	0.878	D	0.892	D	0.014			
	Cahuenga Bl.	Friday Night	0.602	B	0.758	C	0.768	C	0.010			
23.	Sunset Bl. &	Standard	0.844	D	0.995	E	1.024	F	0.029 *	1.024	F	0.029 **
	Vine St.	Friday Night	0.565	A	0.705	C	0.716	C	0.011			
26.	Sunset Bl. &	Standard	0.816	D	1.043	F	1.060	F	0.017 *	1.001	F	-0.042
	Gower St.	Friday Night	0.544	A	0.706	C	0.718	C	0.012			

* indicates significant project impact; ** indicates significant and unavoidable project impact

Table IV.L-11
Critical Movement Analysis (CMA) Summary - Existing & Future (2010) Traffic Conditions
Standard p.m. Peak Hour (4-6 p.m.) and Saturday Late Night Peak Hour (9:30-10:30 p.m.)

<u>No.</u>	<u>Intersection</u>	<u>Count</u> <u>Period</u>	<u>Existing</u>		<u>Without Project</u>		<u>With Project</u>			<u>With Project Plus Mitigation</u>		
			<u>CMA</u>	<u>LOS</u>	<u>CMA</u>	<u>LOS</u>	<u>CMA</u>	<u>LOS</u>	<u>Impact</u>	<u>CMA</u>	<u>LOS</u>	<u>Impact</u>
12.	Hollywood Bl. & Vine St.	Standard	0.776	C	1.007	F	1.047	F	0.040 *	1.047	F	0.040 **
		Saturday Night	0.603	B	0.813	D	0.845	D	0.032 *	0.845	D	0.032 **
13.	Hollywood Bl. & Argyle Av.	Standard	0.641	B	0.844	D	0.947	E	0.103 *	0.801	D	-0.043
		Saturday Night	0.400	A	0.628	B	0.735	C	0.107 *	0.620	B	-0.008
23.	Sunset Bl. & Vine St.	Standard	0.844	D	0.995	E	1.024	F	0.029 *	1.024	F	0.029 **
		Saturday Night	0.545	A	0.684	B	0.696	B	0.012			
26.	Sunset Bl. & Gower St.	Standard	0.816	D	1.043	F	1.060	F	0.017 *	1.001	F	-0.042
		Saturday Night	0.600	A	0.791	C	0.805	D	0.014			

* Indicates a significant project impact.

** Indicates a significant and unavoidable impact.

Residential Street Traffic Impact Analysis

A residential street traffic analysis was conducted to determine the potential traffic impact on Carlos Avenue due to development of the Proposed Project and the subsequent change in traffic volumes and patterns. Carlos Avenue, east of the north leg of Vista Del Mar Avenue, was selected for this analysis. A 24-hour traffic count was conducted in November 2005 at this location, which measured a traffic volume of 665 vehicles per day on this roadway segment. For the future 2010 study year, these daily volumes are expected to increase to approximately 699 vehicles per day due to ambient traffic growth and without the project.

Although the trips generated by the Proposed Project will not be able to use this segment of Carlos Avenue to directly access the project site, the development of the Proposed Project, including the vacation of Vista Del Mar Avenue and the short segment of Carlos Avenue as previously described, is expected to result in changes to future traffic volumes on Carlos Avenue east of the project site. Existing project site traffic using Carlos Avenue or Vista Del Mar Avenue north of Carlos Avenue will be removed when the project is developed. "Cut through" and local traffic using these streets to access the intersection of Hollywood Boulevard/Vista Del Mar Avenue will no longer be able to do so and would be expected to use other nearby streets such as Vine Street and Gower Street for north-south access. It is estimated that with the development of the project and the street vacations, there will be a reduction of approximately 247 daily vehicles on Carlos Avenue, east of the north leg of Vista Del Mar Avenue.

For the analysis of future traffic volumes on Carlos Avenue, east of the north leg of Vista Del Mar Avenue, future traffic volumes were estimated using the same procedures and assumptions described previously in the development of future intersection volumes. The future Without Project traffic volume was based on the ambient traffic growth. The future With Project traffic volume, including the removal of traffic generated by the existing site uses, and the change in trips attributable to the street vacations, was then added and the incremental effect calculated. The results of the residential street impact analysis on Carlos Avenue are summarized in Table IV.L-12.

Table IV.L-12
Residential Street Impact Analysis

Daily Traffic Volumes					
Street Segment	Existing 2005	Without Project 2010	Removed/Diverted	With Project 2010	Percent Project Traffic
Carols Avenue, East of Vista Del Mar	665	698	-247	451	-54.8%

Based on the LADOT significance criteria shown in Table IV.L-5, the project is not expected to cause a significant traffic impact on Carlos Avenue.

Construction Traffic

Construction traffic impacts of the Proposed Project were also evaluated. Total export of demolition materials and soils excavation is expected to be about 490,000 cubic yards (cy). Site preparation for construction, including both demolition and excavation, will take about 220 days. Peak export from the site will be about 2,400 cy per day. With truckloads of about 15 cy per load, this will equate to 160 truck loads per day. Assuming 6 hours of trucks leaving the site each day (9 AM to 3 PM), 27 truckloads or 54 truck trips (one entering and one exiting trip per load) would be generated from the project site each hour. Under the haul route requirements established by the Department of Building and Safety, these trips would be limited to off-peak hours. In addition, a maximum of 20 workers would be expected to be employed at the site during the excavation period. Assuming an Average Vehicle Ridership (AVR) of 1.5 persons per car, this would represent 13 inbound vehicle morning trips and 13 outbound vehicle evening trips. Depending on construction phasing, these workers would park in existing public parking lots located within the project site or south of Selma Avenue adjacent to the project site.

During the remainder of the construction period, lower mid-day traffic impacts would be expected to result from project construction. An average of 30 to 35 truck deliveries per day are expected (although 100 truck deliveries could occur on days when concrete is being poured). Following framing (including pouring of the concrete), a total of 200 to 220 workers would be employed at the project site. Trip generation associated with construction workers would be approximately 135 to 150 automobile trips during each of the a.m. and p.m. peak hours (i.e., arriving in the morning and leaving in the afternoon).

The traffic volumes generated by the project construction would be short term in nature. Approximately 1,050 daily, 70 a.m. peak and 150 p.m. peak hour trips are presently generated by the existing uses on the project site. These present uses would be discontinued prior to the start of construction and would offset traffic generation associated with project construction, such that no net increase in daily or p.m. peak hour traffic generation would occur. An increase of up to 80 a.m. peak hour trips over existing uses could occur. The net construction traffic generation would be substantially below the Proposed Project traffic generation of approximately 9,400 daily, 477 a.m. peak hour and 806 p.m. peak hour trips. Therefore, no additional traffic impacts would result from construction and haul route activity.

Project Parking

The parking provided for the Proposed Project complies with the requirements of the Los Angeles Municipal Code (LAMC). Section 12.21 A.4(a) of the LAMC specifies parking requirements for apartment units within the Hollywood Redevelopment Project Area at the following ratios:

- one parking space per unit of less than three habitable rooms;
- one and one-half parking spaces for units with three habitable rooms; and

- two parking spaces for each unit with more than three habitable rooms.

“Habitable rooms” are defined in the LAMC as any interior space of a residential dwelling unit over 50 square feet, but not including closets, hallways, bathrooms or storage areas. No specific requirements for additional “guest” parking beyond the above parking ratios are identified in the LAMC.

As shown in Table IV.L-13, the LAMC parking requirement for the apartment and live/work units is a total of 1,579 spaces, with 827 spaces for the residential uses on the north block and 752 spaces for the residential units on the south block. Per the LAMC, the Proposed Project is also required to provide 2 spaces per 1,000 square feet of retail use, for a total of 350 retail parking spaces.

As shown in Table IV.L-13, based on these requirements, the project is required to provide a total of 1,929 parking spaces.

The Proposed Project would provide parking supply at a rate of 1.5 parking spaces per residential unit and 3 spaces per 1,000 square feet of retail use, which would exceed the LAMC requirement. In addition, the Proposed Project would include up to 700 spaces to replace surface parking now used for Pantages Theater parking. There will be two multi-level subterranean parking garages, one on the north block and the other on the south block. There will be no subterranean connection between the two parking garages. The garage on the north block will have seven levels with approximately 1,630 spaces. A total of 819 spaces will be reserved for the residential use, and 811 spaces will be for the commercial uses and the Pantages Theater. The garage on the south block will be constructed with five levels, and will provide approximately 1,158 spaces. A total of 744 spaces will be reserved for the residential use, and 414 spaces will be available for the commercial uses and the Pantages Theater.

As shown in Table IV.L-13, the project parking supply will total approximately 2,788 parking spaces. Compared to the LAMC requirement of 1,929 spaces, a parking surplus of approximately 859 spaces will be available. Therefore, the Proposed Project would not have a significant impact with respect to parking.

**Table IV.L-13
Project Parking Summary**

Size/Use	Parking Ratio	Spaces
<u>LAMC Parking Requirements</u>		
<u>North Block</u>		
Retail	77,000 sq. ft.	2.0 / 1,000 sq. ft.
Residential		154
> 3 habitable rooms (2 bedroom)	144 unit	2.0 / unit
3 habitable rooms (1 bedroom)	274 unit	1.5 / unit
< 3 habitable rooms (studio)	128 unit	1.0 / unit
	Required Parking for North Block	981
<u>South Block</u>		
Retail	98,000 sq. ft.	2.0 / 1,000 sq. ft.
Residential		196
> 3 habitable rooms (2 bedroom)	133 unit	2.0 / unit
3 habitable rooms (1 bedroom)	245 unit	1.5 / unit
< 3 habitable rooms (studio)	118 unit	1.0 / unit
	Required Parking for South Block	948
	Total Required Project Parking	1,929
<u>Parking Provided by Project</u>		
<u>North Block</u>		
Retail	77,000 sq. ft.	3.0 / 1,000 sq. ft.
Residential	546 unit	1.5 / unit
Pantages Theater		580
	Parking Provided for North Block	1,630
<u>South Block</u>		
Retail	98,000 sq. ft.	3.0 / 1,000 sq. ft.
Residential	496 unit	1.5 / unit
Pantages Theater		120
	Parking Provided for South Block	1,158
	Total Parking Provided by Project	2,788

Congestion Management Program (CMP) Impact Analysis

To address the increasing public concern that traffic congestion was impacting the quality of life and economic vitality of the State of California, Proposition 111 enacted the Congestion Management Program (CMP) in 1990. The intent of the CMP is to provide the analytical basis for transportation decisions through the State Transportation Improvement Program (STIP) process. A countywide approach has been established by the MTA, the local CMP agency, designating a highway network that includes all State highways and principal arterials within the County. The Level of Service at each CMP monitoring station is supervised by local jurisdictions in order to implement the statutory requirements of the CMP. If Level of Service standards deteriorate, then local jurisdictions must prepare a deficiency plan to meet conformance standards outlined by the countywide plan.

The local CMP requires that all CMP monitoring intersections be analyzed where a project would likely add 50 or more trips during the peak hours. The nearest such intersections are Santa Monica Boulevard/Highland Avenue and Santa Monica Boulevard/Western Avenue, located approximately one mile southwest and southeast of the project, respectively. A review of the project trip distribution and net project traffic additions to the study vicinity shows that the Proposed Project will not add 50 or more trips to these CMP intersections. It is estimated that the project would generate 17 trips (12 westbound, 5 eastbound) during the AM peak hour and 29 trips (13 westbound, 16 eastbound) during the PM peak hour at the intersection of Santa Monica Boulevard/Highland Avenue. At the intersection of Santa Monica Boulevard/Western Avenue, the project is expected to contribute 5 trips (1 westbound, 4 eastbound) during the AM peak hour and 11 trips (5 westbound, 6 eastbound) during the PM peak hour. As these volumes are below the threshold of 50 trips, no further CMP intersection analysis is warranted.

In addition, any CMP freeway monitoring segment where a project is expected to add 150 or more trips in any direction during the peak hours is to be analyzed. The nearest CMP freeway monitoring segment is the Hollywood Freeway (US-101) south of Santa Monica Boulevard. Based on the project trip distributions described earlier in this report, the project is expected to add approximately 118 trips during the AM peak hour (32 northbound, 86 southbound) and 186 trips during the PM peak hour (105 northbound, 81 southbound) to this freeway monitoring segment. These amounts are less than the freeway threshold of 150 directional trips. Therefore, no significant project impact to any CMP freeway monitoring location is forecast and no additional freeway analysis is necessary.

CUMULATIVE IMPACTS

The analysis of traffic impacts of the Proposed Project considers the effects of future growth in traffic in the region through consideration of traffic generated by 75 related projects and application of a 1% annual growth factor. Consequently, impacts of cumulative growth are already incorporated into the traffic model and are reflected in the Without Project condition in Table IV.L-9 above. Impacts of the Proposed Project, in conjunction with related projects, are shown in the With Project column in Table IV.L-9. As such, the Proposed Project's incremental effect with respect to traffic would be cumulatively significant and mitigated through implementation of the mitigation measures identified in the following section.

MITIGATION MEASURES

The Proposed Project would exceed the LADOT significance threshold and result in significant impacts at 11 intersections. Potential mitigation measures were evaluated at all significantly impacted intersections. Due to right-of-way constraints, including maintaining minimum sidewalk widths to meet aesthetic and/or American Disability Act criteria, the protection of the Hollywood Walk of Fame from street widening, and the placement of existing buildings, no feasible and effective roadway widening could be identified that would adequately mitigate the Proposed Project's significant impact at seven of the significantly impacted intersections. Six of these intersections are:

- Franklin Avenue/Cahuenga Boulevard
- Franklin Avenue/US-101 Freeway Northbound On-Ramp/Argyle Avenue
- Hollywood Boulevard/US-101 Freeway Southbound Ramps
- Hollywood Boulevard/Vine Street
- Selma Avenue/Vine Street
- Sunset Boulevard/Vine Street.

In addition to the six intersections listed above, for which no feasible mitigation measures were available, a mitigation measure was considered and found to be infeasible at the Sunset Boulevard/Cahuenga Boulevard intersection. This mitigation measure would have consisted of widening up to 14 feet on both sides of Sunset Boulevard within the existing right-of-way between Wilcox Avenue and Ivar Avenue and restriping of Sunset Boulevard to provide a fourth westbound lane along this segment. This measure was found to be infeasible because it would be inconsistent with CRA policies regarding maintenance of sidewalk widths along streets with high pedestrian activity. In the 2003 Final EIR, CRA identified a mitigation measure that would allow, on a project-specific basis, for the provision of additional turning lanes at intersections to increase capacity. The 2003 Final EIR mitigation measure states "intersections that would require widening a street and narrowing a sidewalk could be implemented *if found not to conflict with Redevelopment Plan goals to improve the pedestrian environment*" (*emphasis added*). The

potential mitigation measure at Sunset/Cahuenga would narrow the sidewalks along this segment of Sunset Boulevard, which serves a number of pedestrian-oriented destinations including ArcLight Cinerama Dome, Sunset + Vine mixed use development and Amoeba Records. Sidewalks on Sunset Boulevard also accommodate high levels of pedestrian traffic in general. As such, narrowing of the sidewalk would conflict with the Hollywood Redevelopment Plan goal to support and encourage a circulation system which will improve the quality of life in Hollywood, including pedestrian, automobile, parking and mass transit systems, with an emphasis on serving existing facilities and meeting future needs³.

Feasible mitigation measures were identified to address the traffic impacts identified at the remaining four study intersections.

- Hollywood Boulevard and Argyle Avenue (Study Intersection 13): As a condition of its approval, the Legacy project, which is on the west side of Argyle Avenue south of Hollywood Boulevard, has been required to install a northbound right-turn-only lane on Argyle Avenue approaching Hollywood Boulevard. That requirement involves a 2-foot widening along the east side of Argyle Avenue within the existing right-of-way from Hollywood Boulevard to approximately where the existing east-west alley intersects Argyle Avenue, and removal of on-street metered parking along this segment.

The proposed 6200 BLVD project shall: (i)Widen by 2 feet along the east side of Argyle Avenue south of Hollywood Boulevard within the existing right-of-way from approximately where the existing east-west alley intersects Argyle Avenue to the southern property line of the project site;(ii)Remove on-street metered parking along this segment and along the western boundary of the project site north of Hollywood Boulevard;(iii) Restripe Argyle Avenue and convert the northbound right-turn-only lane installed by the Legacy project to a second northbound through lane; and (iv) Begin the restriping from approximately the southern property line of the project site and continue northerly across Hollywood Boulevard, transitioning to join the existing striping.

- Hollywood Boulevard and El Centro Avenue (Study Intersection 14): The Proposed Project shall install a new traffic signal, including the necessary upgrade for the signal to be part of the Adaptive Traffic Control System (ATCS), at this intersection.
- Selma Avenue and El Centro Avenue (Study Intersection 21): The Proposed Project shall install a new traffic signal, including the necessary upgrade for the signal to be part of the ATCS, at this intersection.
- Sunset Boulevard and Gower Street (Study Intersection 26): The Proposed Project shall restripe the south leg of Gower Street to provide a northbound right-turn-only lane.

³ *Hollywood Redevelopment Plan, Section 300.12.*

Impacts related to the remaining 17 study intersections, residential streets, parking and the CMP would be less than significant. No mitigation measures are required.

Although impacts associated with construction haul trucks would be temporary and limited to the excavation phase of construction, the following mitigation measures are recommended to minimize impacts from haul trucks:

- The project applicant shall obtain haul route approval from the Department of Building and Safety.
- The project applicant shall install appropriate traffic signs around the site to ensure pedestrian and vehicle safety and shall post flagmen at every entrance to the construction site as required.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

In order to determine the effectiveness of the mitigation measures identified above, a supplemental analysis was performed, utilizing the same methodologies and procedures as described earlier. The results of the “With Mitigation” analysis are summarized in Table IV.L-14 for the four intersections where feasible mitigation measures were identified. As shown, implementation of the mitigation measures would reduce the significant project traffic impacts at these four intersections to below the LADOT significance threshold. Project impacts at these intersections would be less than significant after mitigation.

Project-related traffic impacts at the remaining seven impacted intersections, for which no feasible mitigation measures were available, would be significant and unavoidable.

Project impacts related to the remaining 17 study intersections, residential streets, the Congestion Management Program and parking would be less than significant.

Table IV.L-14
Critical Movement Analysis (CMA) Summary
Future (2010) Traffic Conditions - With Project Plus Mitigation

No.	Intersection	Peak Hour	Without Project		With Project			With Project Plus Mitigation		
			CMA	LOS	CMA	LOS	Impact	CMA	LOS	Impact
13.	Hollywood Bl. & Argyle Av.	AM	0.573	A	0.625	B	0.052	0.618	B	0.045
		PM	0.844	D	0.947	E	0.103 *	0.801	D	-0.043
14.	Hollywood Bl. & El Centro Av.	AM	0.586	A	0.665	B	0.079	0.432	A	-0.154
		PM	0.803	D	0.917	E	0.114 *	0.633	B	-0.170
21.	Selma Av. & El Centro Av.	AM	0.440	A	0.526	A	0.086	0.281	A	-0.159
		PM	0.670	B	0.750	C	0.080 *	0.400	A	-0.270
26.	Sunset Bl. & Gower St.	AM	0.979	E	0.988	E	0.009	0.988	E	0.009
		PM	1.043	F	1.060	F	0.017 *	1.001	F	-0.042

* Indicates a significant project impact.

** Indicates a significant and unavoidable impact.