4.15 TRANSPORTATION AND TRAFFIC

This section provides an overview of transportation and mobility in the Project Area and analyzes the operational impacts associated with the Proposed Plan. Topics addressed in this section include the circulation system; congestion management plan; neighborhood intrusion, emergency access; public transit; bicycle and pedestrian facilities; parking; and safety.

REGULATORY FRAMEWORK

Federal, state, regional, and local laws, regulations, plans, and guidelines that are potentially applicable to the Proposed Plan are summarized below.

FEDERAL

Americans with Disabilities Act (ADA) of 1990. Titles I, II, III, and V of the ADA have been codified in Title 42 of the United States Code, beginning at Section 12101. Title III prohibits discrimination on the basis of disability in "places of public accommodation" (businesses and non-profit agencies that serve the public) and "commercial facilities" (other businesses). The regulation includes Appendix A through Part 36 (Standards for Accessible Design), establishing minimum standards for ensuring accessibility when designing and constructing a new facility or altering an existing facility. Examples of key guidelines include detectable warnings for pedestrians entering traffic where there is no curb, a clear zone of 48 inches for the pedestrian travelway, and a vibration-free zone for pedestrians.

STATE

Complete Streets Act. Assembly Bill (AB) 1358, the Complete Streets Act (Government Code Sections 65040.2 and 65302), was signed into law by Governor Arnold Schwarzenegger in September 2008. As of January 1, 2011, this law requires cities and counties, when updating the part of a local general plan that addresses roadways and traffic flows, to ensure that those plans account for the needs of all roadway users. Specifically, the legislation requires cities and counties to ensure that local roads and streets adequately accommodate the needs of bicyclists, pedestrians and transit riders, as well as motorists.

At the same time, the California Department of Transportation (Caltrans), which administers transportation programming for the state, unveiled a revised version of Deputy Directive 64 (DD-64-R1, October 2008), an internal policy document that now explicitly embraces Complete Streets as the policy covering all phases of state highway projects, from planning to construction to maintenance and repair.

Complete Streets Directive. Caltrans enacted Complete Streets: Integrating the Transportation System (Complete Streets Directive) in October 2008, which required cities to plan for a "balanced, multimodal transportation network that meets the needs of all users of streets."[1] A complete street is a transportation facility that is planned, designed, operated, and maintained to provide safe mobility for all users, including bicyclists, pedestrians, transit vehicles, truckers, and motorists, appropriate to the function and context of the facility. Every complete street looks different, according to its context, community preferences, the types of road users, and their needs.

[1]Caltrans, *Implementation Policy of Complete Streets: Integrating the Transportation System*, http://www.dot.ca.gov/hq/tpp/offices/ocp/complete_streets.html, accessed on September 9, 2014.

Statewide Transportation Improvement Program (STIP). Caltrans administers transportation programming for the state. Transportation programming is the public decision-making process that sets priorities and funds projects envisioned in long range transportation plans. It commits expected revenues over a multi-year period to transportation projects. The STIP is a multi-year capital improvement program of transportation projects on and off the State Highway System, funded with revenues from the State Highway Account and other funding sources.

Congestion Management Program (CMP). To address the increasing public concern that traffic congestion is impacting the quality of life and economic vitality of the state, the CMP was enacted by Proposition 111, passed by voters in 1990. The intent of the CMP is to provide the analytical basis for transportation decisions through the STIP process.

Senate Bill (SB) 743. SB 743 directs the Office of Planning and Research (OPR) to develop revisions to the CEQA Guidelines by July 1, 2014 to establish new criteria for determining the significance of transportation impacts and define alternative metrics for traffic Level of Service (LOS). On September 27, 2013, Governor Brown signed SB 743 into law and started a process that could fundamentally change transportation impact analysis as part of CEQA compliance. These changes, which have not yet been fully implemented, will include elimination of auto delay, LOS, and other similar measures of vehicular capacity or traffic congestion as a basis for determining significant impacts in many parts of California (if not statewide). Further, parking impacts are not considered significant impacts on the environment for particular types of development projects within certain infill areas with nearby frequent transit service. According to the legislative intent contained in SB 743, these changes to current practice were necessary to "…more appropriately balance the needs of congestion management with statewide goals related to infill development, promotion of public health through active transportation, and reduction of greenhouse gas emissions."

On January 20, 2016, OPR released the *Revised Proposal on Updates to the CEQA Guidelines on Evaluating Transportation Impacts in CEQA*, which was an update to *Updating Transportation Impacts Analysis in the CEQA Guidelines, Preliminary Discussion Draft of Updates to the CEQA Guidelines Implementing Senate Bill 743,* which had been released August 6, 2014. Of particular relevance to this Proposed Plan is the updated text of the proposed new Section 15064.3 that relates to the determination of the significance of transportations impacts, alternatives and mitigation measures. The following key text concerning the analysis of transportation impacts is taken directly from the document:

> *(b) Criteria for Analyzing Transportation Impacts.*
>
> *Lead agencies may use thresholds of significance for vehicle miles traveled recommended by other public agencies or experts provided the threshold is supported by substantial evidence.*
>
> *(1) Vehicle Miles Traveled and Land Use Projects. A development project that results in vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact. Generally, development projects that locate within one-half mile of either an existing major transit stop or a stop along an existing high quality transit corridor may be presumed to cause a less than significant transportation impact. Similarly, development projects that decrease vehicle miles traveled in the project area compared to existing conditions may be considered to have a less than significant transportation impact.*
>
> *(2) Induced Vehicle Travel and Transportation Projects. Additional lane miles may induce automobile travel, and vehicle miles traveled, compared to existing conditions. Transportation projects that reduce, or have no impact on, vehicle miles traveled may be presumed to cause a less than significant transportation impact. To the extent that the potential for induced travel has already been adequately analyzed at a programmatic level, a lead agency may incorporate that analysis by reference.*

Parking Cash Out. AB 2109, is a state law requiring employers of 50 or more employees who lease their parking and subsidize any part of their employee parking to offer their employees the opportunity to give up their parking space and rideshare to work instead. In return for giving up their parking space, the employer pays the employee the cost of the parking space.

Assembly Bill (AB) 32 and Senate Bill (SB) 375. With the passage of AB 32, the Global Warming Solutions Act of 2006, the State of California committed itself to reducing statewide greenhouse gas (GHG) emissions to 1990 levels by 2020. The California Air Resources Board (CARB) is coordinating the response to comply with AB 32.

On December 11, 2008, CARB adopted its Proposed Scoping Plan for AB 32. This scoping plan included the approval of SB 375 as the means for achieving regional transportation-related GHG targets. SB 375 provides guidance on how curbing emissions from cars and light trucks can help the state comply with AB 32.

There are five major components to SB 375. First, regional GHG emissions targets. CARB's Regional Targets Advisory Committee guides the adoption of targets to be met by 2020 and 2035 for each Metropolitan Planning Organization (MPO) in the state. These targets, which MPOs may propose themselves, are updated every eight years in conjunction with the revision schedule of housing and transportation elements.

Second, MPOs are required to prepare a Sustainable Communities Strategy (SCS) that provides a plan for meeting regional targets. The SCS and the Regional Transportation Plan (RTP) must be consistent with each other, including action items and financing decisions. If the SCS does not meet the regional target, the MPO must produce an Alternative Planning Strategy that details an alternative plan to meet the target.

Third, SB 375 requires that regional housing elements and transportation plans be synchronized on eight-year schedules. In addition, Regional Housing Needs Assessment (RHNA) allocation numbers must conform to the SCS. If local jurisdictions are required to rezone land as a result of changes in the housing element, rezoning must take place within three years.

Fourth, SB 375 provides California Environmental Quality Act (CEQA) streamlining incentives for preferred development types. Certain residential or mixed-use projects may be eligible to use streamlining if they conform to the SCS if they are (1) at least 50 percent residential, (2) meet density requirements, and (3) are within 0.5 mile of a transit stop.

Finally, MPOs must use transportation and air emissions modeling techniques consistent with guidelines prepared by the California Transportation Commission (CTC). Regional Transportation Planning Agencies, cities, and counties are encouraged, but not required, to use travel demand models consistent with the CTC guidelines.

California Vehicle Code (CVC). The CVC provides requirements for ensuring emergency vehicle access regardless of traffic conditions. Sections 21806(a)(1), 21806(a)(2), and 21806(c) define how motorists and pedestrians are required to yield the right-of-way to emergency vehicles.

REGIONAL

A number of regional improvement plans affect transportation in the City of Los Angeles. They include the Los Angeles County CMP and the Long Range Transportation Plan (LRTP) prepared by Los Angeles County Metropolitan Transportation Authority (Metro), the RTP/SCS, and the Regional Transportation Improvement Plan (RTIP), prepared by Southern California Association of Governments (SCAG), and the City of Los Angeles General Plan, which includes the Mobility Plan (MP) 2035.

Metro Congestion Management Program (CMP). Metro, the local CMP agency, has established an approach to implement the statutory requirements of the CMP. The Metro Board adopted the 2010 CMP in October 2010. The approach includes designating a highway network that includes all state highways and principal arterials within the County and monitoring the network's congestion. The CMP identifies a system of highways and roadways, with minimum levels of service performance measurements designated at LOS E (unless exceeded in base year conditions) for highway segments and key roadway intersections on this system. For all CMP facilities in the study area, a traffic impact analysis is required. The analysis must: investigate measures which will mitigate the significant CMP system impacts; develop cost estimates, including the fair share costs to mitigate impacts of a proposed project; and, indicate the responsible agency. Selection of final mitigation measures is left at the discretion of the local jurisdiction. Once a mitigation program is selected, the jurisdiction self-monitors implementation through the existing mitigation monitoring requirements of CEQA.

Metro 2009 Long Range Transportation Plan (LRTP). The 2009 LRTP includes funding for general categories of improvements, such as Arterial Improvements, Non-motorized Transportation, Rideshare and Other Incentive Programs, Park-and-Ride Lot Expansion, and Intelligent Transportation System (ITS) improvements for which Call for Project Applications can be submitted for projects in Los Angeles County. Metro also has a Short-Range Transportation Plan (SRTP) to define the near-term (through year 2024) transportation priorities in Los Angeles County. In addition to the RTPs, Metro has recently adopted a Complete Streets Policy and a First Last Mile Strategic Plan.

Metro Complete Streets Policy. Metro's recently adopted Complete Streets Policy is reinforcing the California Complete Streets Act (AB 1358) of 2008. Effective January 1, 2017, Metro is requiring that all local jurisdictions within Los Angeles County must adopt a Complete Streets Policy, an adopted city council resolution supporting Complete Streets, or an adopted general plan consistent with the California Complete Streets Act in order to be eligible for Metro capital grant funding programs, starting with the 2017 grant cycles.

Metro Short Range Transportation Plan (SRTP). The 2014 SRTP is a 10-year action plan that guides future Metro programs and projects through 2024 and advances Metro towards the long-term goals identified in the 2009 LRTP. The SRTP identifies the short-term challenges, provides an analysis of our financial resources, proposes action plans for the public transportation and highway modes, and includes other project and program initiatives. In addition, it addresses sustainability, future funding strategies, and lastly, measures the Plan's performance.[2]

Southern California Association of Governments (SCAG) 2016-2040 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) and Regional Transportation Improvement Program (RTIP). SCAG adopted the 2016-2040 RTP/SCS in April 2016. The RTP/SCS is a planning document required under state and federal statute that encompasses the SCAG region, including six counties: Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial. The RTP/SCS forecasts long-term transportation demands and identifies policies, actions, and funding sources to accommodate these demands. The RTP/SCS consists of the construction of new transportation facilities, transportation systems management strategies, transportation demand management and land use strategies. The RTIP, also prepared by SCAG based on the RTP/SCS, lists all of the regional funded/programmed improvements over a six-year period.

[2]Metro, *2014 Short Range Transportation Plan, 2014.*

LOCAL

City of Los Angeles General Plan Framework Element (Framework) and Safety Elements. The Framework, an element of the City of Los Angeles General Plan, is a guide for Community Plans to implement growth and development policies by providing a comprehensive long-range view of the City as a whole. It provides a comprehensive strategy for accommodating long-term growth should it occur as predicted. Chapter 9 Infrastructure and Public Services of the Framework addresses fire prevention, fire protection and emergency medical services provided to the City. The Safety Element of the General Plan identifies existing police, fire, and emergency services and the service needs of the City of Los Angeles in the event of a natural disaster. The Safety Element goals, objectives, policies, and programs are broadly stated to reflect the comprehensive scope of the Emergency Operations Organization (EOO), which is the program that implements the Safety Element. The Framework and Safety Elements include goals, objectives, policies, and programs that are applicable to emergency services.

Los Angeles Municipal Code (LAMC). LAMC Section 12.26 contains required Transportation Demand Management (TDM) and Trip Reduction Measures. TDM is defined as the alteration of travel behavior through programs of incentives, services, and policies, including encouraging the use of alternatives to single-occupant vehicles such as public transit, cycling, walking, carpooling/vanpooling and changes in work schedule that move trips out of the peak period or eliminate them altogether (as in the case in telecommuting or compressed work weeks). Trip Reduction Measure is defined as reduction in the number of work-related trips made by single-occupant vehicles. Specific requirements for developments of various sizes are summarized from the code below:

- Development in excess of 25,000 square feet of gross floor area shall provide a bulletin board, display case, or kiosk (displaying transportation information) where the greatest numbers of employees are likely to see it. The transportation information displayed should include, but is not limited to current routes and schedules for public transit serving the site; telephone numbers for referrals on transportation information including numbers for the regional ridesharing agency and local transit operations; ridesharing promotion material supplied by commuter-oriented organizations; regional/local bicycle route and facility information; and a listing of on-site services or facilities that are available for carpoolers, vanpoolers, bicyclists, and transit riders.
- Development in excess of 50,000 square feet of gross floor area shall provide the above plus: (1) designated parking areas for employee carpools and vanpools as close as practical to the main pedestrian entrance(s) of the building(s); (2) one permanent, clearly identified (signed and striped) carpool/vanpool parking space for the first 50,000 to 100,000 square feet of gross floor area and one additional permanent, clearly identified (signed and striped) carpool/vanpool parking space for any development over 100,000 square feet of gross floor area; and (3) parking spaces clearly identified (signed and striped) shall be provided in the designated carpool/vanpool parking area at any time during the building's occupancy sufficient to meet employee demand for such spaces. Absent such demand, parking spaces within the designated carpool/vanpool parking area may be used by other vehicles and other amenities.
- Development in excess of 100,000 square feet of gross floor area shall provide the above plus: (1) a safe and convenient area in which carpool/vanpool vehicles may load and unload passengers other than in their assigned parking area; (2) sidewalks or other designated pathways following direct and safe routes from the external pedestrian circulation system to each building in the development; (3) possible bus stop improvements; and (4) safe and convenient access from the external circulation system to bicycle parking facilities on-site.

City of Los Angeles Mobility Plan (MP) 2035. The City updated the Transportation Element of the City's General Plan, now referred to as MP 2035, to reflect policies and programs that lay the policy foundation for safe, accessible, and enjoyable streets for pedestrians, bicyclists, transit users, and vehicles throughout the City of Los Angeles. The MP 2035 and Final EIR were adopted on August 11, 2015. MP 2035 is compliant with the 2008 Complete Streets Act (AB 1358), which mandates that the circulation element of a city's General Plan be modified to plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways, defined to include motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation, in a manner that is suitable to the rural, suburban, or urban context of the general plan.

The goals and objectives of MP 2035 that are relevant to the Proposed Plan are as follows:

- **Safety First**: Focuses on topics related to crashes, speed, protection, security, safety, education, and enforcement.
    - Objective: Vision Zero: Decrease transportation related fatality rate to zero by 2035.
- **World Class Infrastructure**: Focuses on topics related to the Complete Streets Network (walking, bicycling, transit, vehicles, green streets, and goods movement), Great Streets, Bridges, Street Design Manual, and demand management.
    - Objective: Provide 95 percent on-time arrival reliability of buses traveling on the Transit Enhanced Network (TEN) by 2035. Establish an off-peak five-minute bus frequency on 25 percent of the TEN by 2035.
    - Objective: Increase vehicular travel time reliability on all segments of the Vehicle Enhanced Network (VEN) by 2035.
    - Objective: Maintain the Automated Traffic Surveillance and Control (ATSAC) System Communications Network.
- **Access for all Angelenos**: Focuses on topics related to affordability, least cost transportation, land use, operations, reliability, demand management, and community connections.
    - Objective: Ensure that 90 percent of households are within one mile of the TEN by 2035.
    - Objective: Ensure that 90 percent of all households have access within one-half mile of high quality bicycling* facilities by 2035 (*protected bicycle lanes, paths, and neighborhood enhanced streets).
    - Objective: Increase the combined mode split of persons who travel by walking, bicycling or transit to 50 percent by 2035.
- **Collaboration, Communication & Informed Choices**: Focuses on topics related to real-time information, open source data, transparency, monitoring, reporting, emergency response, departmental and agency cooperation and data base management.
    - Objective: Install street parking occupancy-detection capability at 50 percent of on-street parking locations by 2035.
    - Objective: Implement coordinated wayfinding at all major transit stations by 2035.
- **Clean Environment and Healthy Communities**: Focuses on topics related to environment, health, clean air, clean fuels and fleets, and open street events.
    - Objective: Decrease vehicle miles traveled (VMT) per capita by five percent every five years, to 20 percent by 2035.

- Objective: Meet a nine percent per capita GHG reduction for 2020 and a 16 percent per capita reduction for 2035 (SCAG RTP/SCS).

- Objective: Reduce the number of unhealthy air quality days to zero by 2025.

California's Complete Streets Act (AB 1358) was signed into law in 2008 and mandates that complete street policies and standards be incorporated into a City's general plan. The idea behind Complete Streets is to make streets safe, comfortable, and convenient for people using all mode types. MP 2035 also sets forth street designations and related standards in a Complete Street Design Guide. The Guide provides a compilation of design concepts and best practices that promote the major tenets of Complete Streets, safety and accessibility. The Guide is not meant to supersede existing technical standards provided for in other City or national manuals. Rather, it is meant to supplement existing engineering practices and requirements in order to meet the goals of Complete Streets.

Due to specific site and operational characteristics associated with any given street, any proposed street improvement project must still undergo detailed technical analyses by the appropriate city departments. Overall, this Design Guide will indoctrinate the concept of Complete Streets into Los Angeles' present and future street design so that all stakeholders are able to plan for, implement, and maintain safe and accessible streets for everyone.

Great Streets for Los Angeles/Los Angeles Department of Transportation (LADOT) Strategic Plan. In September 2014, the Mayor's Office and LADOT released the Great Streets for Los Angeles, LADOT's first strategic plan to turn the City's essential infrastructure -- its streets and sidewalks -- into safer, more livable 21st century public spaces that accommodate everyone who uses them. The plan builds upon Mayor Garcetti's Great Streets Initiative, which looks at Los Angeles' streets as valuable assets that can help revitalize neighborhoods across the City and make it easier for Angelenos to get around whether they walk, bike, drive, or take transit. The plan also stresses the importance of working closely with other city and regional agencies, such as the Bureau of Street Services and Metro, to improve safe, accessible transportation services and infrastructure.

The plan focuses on Mayor Garcetti's priorities of making the city safe, prosperous, and livable with a well-run government and includes the following key goals:

- **Vision Zero**: Eliminate traffic deaths by 2025 and design streets to increase the safety of pedestrians, including adding 100 new high-visibility continental crosswalks.
- **Great Streets**: Implement changes to the 15 Great Street corridors and launch programs to reduce dangerous speeding in residential neighborhoods. Increase bike infrastructure and launch a regional bikeshare program. Expand bus service and improve its quality and connectivity with surrounding neighborhoods.
- **A 21st Century DOT**: Streamline LADOT's operations to implement needed safety and mobility projects quickly and efficiently. Enhance technologies to manage traffic, meters, and parking operations.
- **World-Class Streets for a World-Class Economy**: Real-time traffic information and more efficient allocation of the street to support local foot traffic and better manage freight traffic. Build Great Streets for vibrant and prosperous neighborhood business districts.

Los Angeles Department of Transportation (LADOT). As part of project review, LADOT determines whether a project requires a traffic study and evaluates project site plans to ensure that they follow standard engineering practice and City design regulations. LADOT's *Transportation Impact Study Guidelines* includes the requirements related to elements such as driveway design, use of off-street parking, and loading facilities. These design related requirements are often imposed through zone changes, conditional use

approvals, division of land or the traffic review process. In many cases it is necessary to clear these traffic requirements (i.e., certify that they have been carried out). This is done by LADOT's representative on the Subdivision Committee, who must approve any plans affected by such requirements.

Los Angeles Fire Department (LAFD) Strategic Plan 2015-2017. The Strategic Plan focuses on nine goals and corresponding strategic actions that guide the LAFD. The primary goals that are applicable to the Proposed Plan include providing exceptional public safety and emergency service and implementing and capitalizing on advanced technologies. Some of the key priorities associated with these goals include:

- Improving response times by utilizing data and metrics to identify gaps in LAFD's response strategies and exploring response time improvements through dialogue, cognitive inquiry, innovation, and follow-up;
- Delivery of emergency medical services by expanding LAFD Emergency Medical Service (EMS) response capabilities for special events and addressing period of high vehicle traffic; and
- Implementing advanced technologies by developing performance metrics, tracking standards, data collection, analysis and reporting procedures (FireStatLA).

The Strategic Plan also focuses on the development of an even more professional workforce, promotion of a positive work environment to address risk management issues and strengthening community relationships to improve preparedness and enhance resiliency during emergency events.

EXISTING SETTING

OVERVIEW

The Project Area is the Hollywood Community Plan Area (CPA), which is located in the City of Los Angeles approximately 2.5 miles northwest of downtown Los Angeles. The analysis evaluates the transportation network within the boundaries of the Project Area as well as the surrounding transportation network that could be potentially impacted by the Project. For the purposes of this EIR transportation impact analysis, Existing Conditions (baseline) is defined as Year 2016, which corresponds to the date of the release of the Notice of Preparation (NOP).

Hollywood, like many other urban areas throughout the country, experiences significant traffic congestion. Despite an extensive street network and transit options, vehicular circulation continues to deteriorate due to historical over-reliance on the car as the primary mode of transportation. The combination of many regional destinations, oversaturated roadways, and unreliable travel times for autos and bus transit underlie the need for creating a transportation network for the Project Area that will better serve all modes of transportation, improve the efficiency of the overall system, and enhance the livability along major boulevards.

The Project Area is served by a network of grid system of arterials, except in areas north of Franklin Avenue, where the road network becomes increasingly curvilinear into the hills. Rapid and local bus transit lines operate on most major and minor arterials. Pedestrian facilities primarily consist of sidewalks adjacent to roadways, and a limited bicycle network is provided. The transportation network in the Project Area is primarily auto- and bus transit-oriented.

Regional access is provided by the Ventura Freeway (US-101 and SR-134) and the Santa Ana Freeway (I-5). There are several key Boulevards and Avenues including Western Avenue, Normandie Avenue, Vermont Avenue, Cahuenga Boulevard, Highland Avenue, La Brea Boulevard, Fairfax Avenue and Crescent Heights Boulevard, which generally run north-south; and Franklin Avenue, Hollywood Boulevard, Sunset Boulevard, Santa Monica Boulevard and Melrose Avenue, which generally run east-west. The Project Area is also served by collector and local streets.

HIGHWAY AND STREET SYSTEM

The roadway network in the Project Area ranges from major freeways, such as US-101, SR-134 and I-5, to neighborhood-serving local roadways. **Figure 4.15-1** displays the roadways within the Project Area and illustrates the classification of roadway facilities. Below is a brief description of the facility types in the City's MP 2035 and Complete Streets Design Guide, including those identified on **Figure 4.15-1** and existing in the CPA.[3]

Boulevard I (Major Highway Class I). Boulevard I streets are generally defined as having three to four lanes in each direction along with a median turn lane. The width of a Class I Boulevard is usually 100 feet, with a typical sidewalk width of 18 feet and a target operating speed of 35 miles per hour (mph).

Boulevard II (Major Highway Class II). Boulevard II streets are generally defined as having two to three lanes in each direction along with a median turn lane. The width of a Class II Boulevard is usually 80 feet, with a typical sidewalk width of 15 feet and a target operating speed of 35 mph.

Avenue I (Secondary Highway). Avenue I streets typically have one to two lanes in each direction, a roadway width of 70 feet, and a normal sidewalk width of 15 feet and a target operating speed of 35 mph. An Avenue I typically includes streets with a high amount of retail uses and local destinations.

Avenue II (Secondary Highway). Avenue II streets usually have one to two lanes in each direction, with a typical roadway width of 56 feet, a typical sidewalk width of 15 feet and a target operating speed of 30 mph. Such streets are typically located in parts of the City with dense active uses, and a busy pedestrian environment.

Avenue III (Secondary Highway). Avenue III streets are defined to have one to two lanes in each direction, with a roadway width of 46 feet, a normal sidewalk width of 15 feet, and a target operating speed of 25 mph. This classification was developed to maintain roadway width in older, more historic parts of the City.

Collector Street. Collector Streets generally have one travel lane in each direction, with a roadway width of 40 feet and a sidewalk width of 13 feet. The target operating speed for Collector Streets is 25 mph. Such streets are typically intended for vehicle trips that start or end in the immediate vicinity of the street.

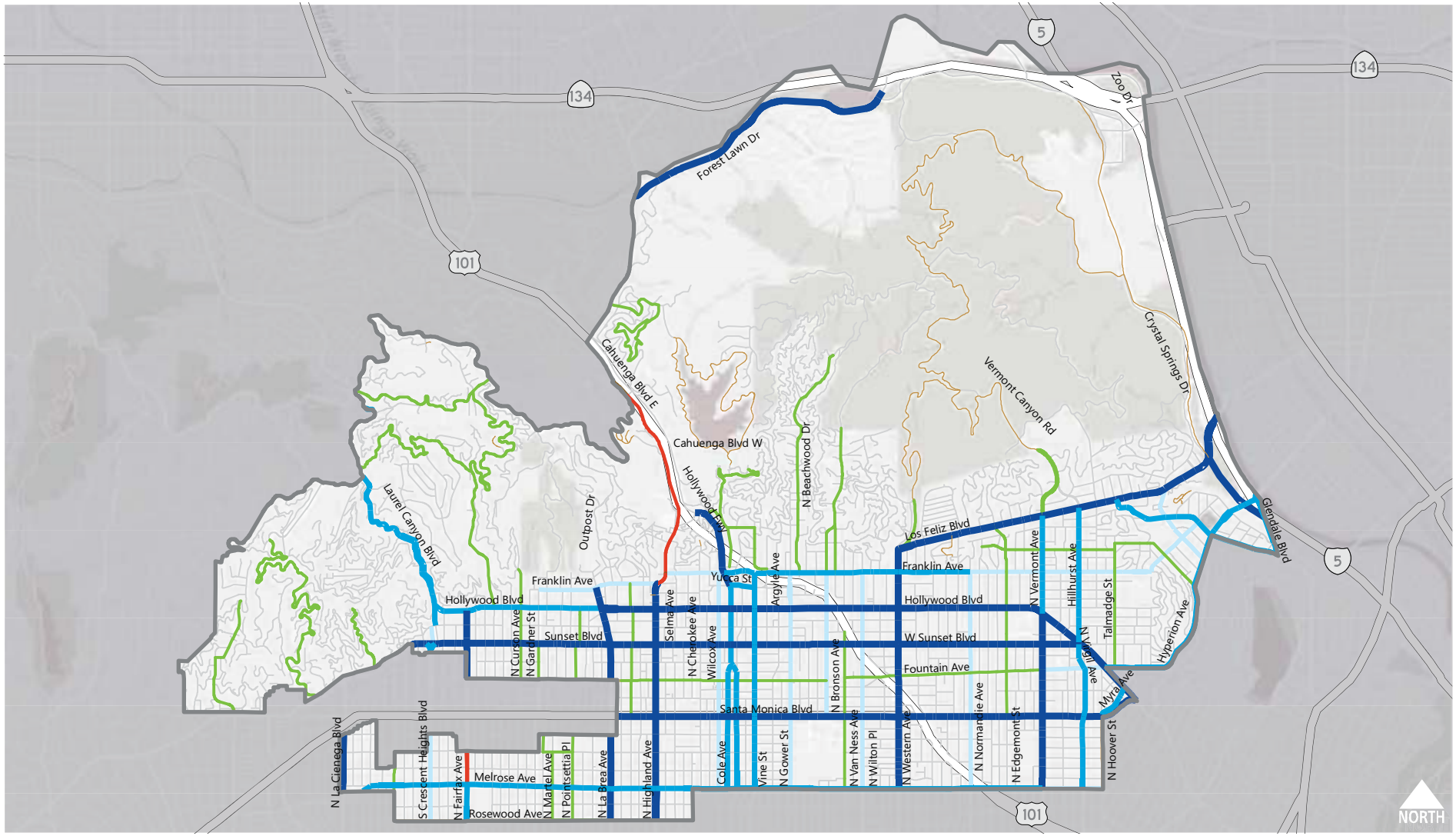
Industrial Collector Street. Industrial Collector Streets vary from normal collector streets in that larger curb returns are incorporated to allow for the wider turning radii of trucks.

Local Street Standard. Local Street Standard roadways typically have one lane in each direction, and are designed to have a 36-foot width, 12-foot sidewalks, and a target operating speed of 20 mph. Such streets are not designed for through traffic; rather, their focus is to allow access to and from destination points. Unrestricted parking is typically available on both sides of the street.

Local Street Limited. Local Street Limited roadways typically have one lane in each direction, and are designed to have a 30-foot width, 10-foot sidewalks, and a target operating speed of 15 mph.

Industrial Local Street. Although similar to the normal local streets, Industrial Local Streets differ primarily in width for the purpose of providing adequate space for trucks to maneuver. The typical roadway width for an Industrial Local Street is 44 feet, with 10-foot sidewalks and a target operating speed of 20 mph.

[3]City of Los Angeles, *Complete Streets Design Guide*, adopted August 11, 2015, https://losangeles2b.files.wordpress.com/2015/05/2015_csdg_web-4-22.pdf.



Road Classifications

- Avenue I
- Avenue II
- Avenue III
- Boulevard II
- Collector
- Local Street
- Private

SOURCE: Mobility Plan 2035, 2016; Fehr & Peers, 2018.

taha environmental planners
taha 2010-073

Hollywood Community Plan Update
Draft Environmental Impact Report
CITY OF LOS ANGELES

FIGURE 4.15-1

ROADWAY NETWORK

Signalized Intersections and Traffic Control Devices. The City of Los Angeles' Automated Traffic Surveillance and Control (ATSAC) System is a computer-based traffic signal control system that monitors traffic conditions and system performance to allow ATSAC operations to manage signal timing to improve traffic flow conditions. This system allows monitoring and control of the signal from a central Traffic Operations Center at City Hall. The importance of linking to the ATSAC System is the ability to coordinate the signals in relationship with other signals along a travel corridor. Signal coordination minimizes delay due to stops and enhances vehicle flow. Studies by LADOT and independent third parties have shown that the ATSAC system reduces congestion and increases average travel speeds.[4] The Adaptive Traffic Control System (ATCS) is an enhancement to ATSAC and provides fully traffic-adaptive signal control based on real-time traffic conditions. In addition, LADOT staff can manually adjust traffic signals remotely from the department's command center to respond to collisions, weather, special events, and other emergencies. All signalized intersections in the Project Area are currently operating under the City's ATSAC System and ATCS.

EXISTING TRAFFIC OPERATIONS

This section presents existing traffic volumes, describes the methodology used to assess the traffic operations, and analyzes the resulting operating conditions, indicating volume-to-capacity (V/C) ratios and LOS. LOS is a measure used to describe the condition of traffic flow, ranging from excellent conditions at LOS A to overloaded conditions at LOS F. LOS can be determined by dividing the number of vehicles (i.e., volume [V]) by roadway capacity (C), and the resulting V/C ratio is then used to obtain the corresponding LOS.

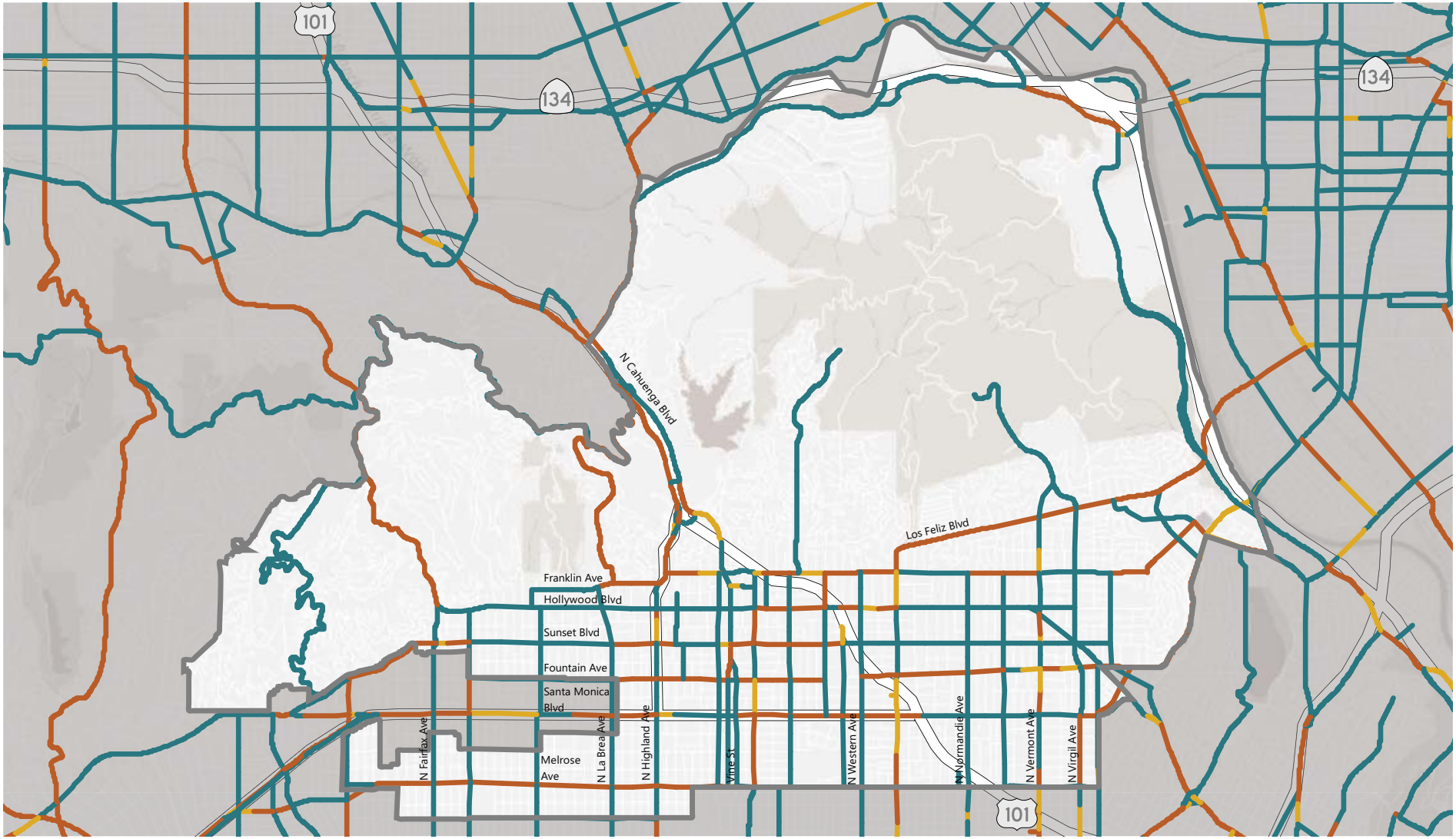
The highest 1-hour traffic volume during the AM or PM peak periods on roadways within the Project Area are displayed in **Figure 4.15-2** and **Figure 4.15-3**, AM Peak Period LOS and PM Peak Period LOS, respectively. It should be noted that because traffic volumes are a result of the collective travel choices of thousands of individual drivers, variation in the daily and peak period volumes on any given facility is both expected and observed. The Federal Highway Administration (FHWA) guidelines recommend traffic models are calibrated to within 7 to 15 percent for freeway and arterial volumes to account for this regular variation.[5] This range is based on studies that show that this range represents the average daily fluctuation in traffic for major roadways.[6] Accordingly, the estimates of both existing and future conditions are subject to regular variation due to fluctuations in travel demand (or the travel choices of the thousands of individual drivers using the Project Area roadways).

As discussed in additional detail under Special Event Traffic Operations below, special events in Hollywood frequently require partial or full closure of Hollywood Boulevard in the Project Area, including sidewalks and crosswalks, for periods of several hours to several days at a time. The data collection effort for the Existing Conditions assessment included traffic counts recorded by the Regional Integration of ITS Projects (RIITS) during the months of February, March, April and May on a Tuesday, Wednesday and Thursday. These periods represent the most typical traffic conditions, with schools in session and the least likelihood of a holiday or long-weekend related change compared to normal traffic patterns.

[4]LADOT, *Los Angeles Signal Synchronization Fact Sheet*, February 14, 2016, http://ladot.lacity.org/sites/g/files/wph266/f/LADOT%20ATSAC%20%26%20Signals%20_%20Fact%20Sheet%202-14-2016.pdf, accessed July 27, 2017.

[5]FHWA, *Calibration & Adjustment of System Planning Models*, December 1990.

[6]U.S. Department of Energy, *Variability in Traffic Monitoring Data: Final Summary Report*, August 1997.



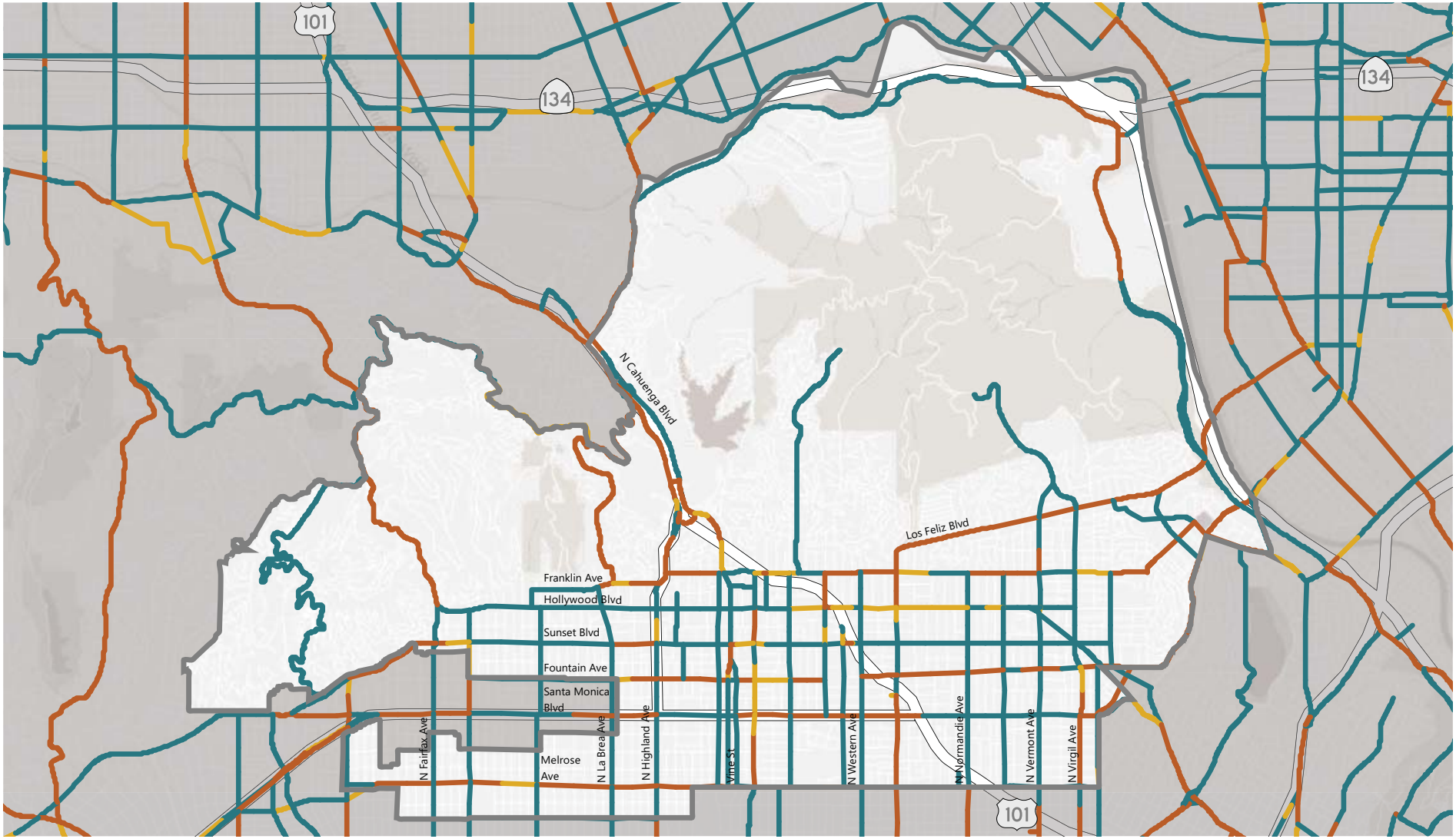
Segment Level of Service

- Acceptable Operations (V/C < 0.90)
- Approaching Capacity (V/C 0.90 - 1.00)
- Over Capacity (V/C > 1.00, LOS F)

SOURCE: Fehr & Peers, 2018.

FIGURE 4.15-2

AM PEAK PERIOD LEVEL OF SERVICE:
2016 EXISTING CONDITIONS



Segment Level of Service

- Acceptable Operations (V/C < 0.90)
- Approaching Capacity (V/C 0.90 - 1.00)
- Over Capacity (V/C > 1.00, LOS F)

SOURCE: Fehr & Peers, 2018.

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FIGURE 4.15-3

PM PEAK PERIOD LEVEL OF SERVICE:
2016 EXISTING CONDITIONS

The available traffic count data was post-processed to calculate the average hourly volumes for the Existing Conditions analysis. Time periods with no volume data due to roadway closures were not included in the average hourly volumes. To the extent that event traffic occurred on a weekday (Tuesday, Wednesday or Thursday) between February and May 2016, these travel demands are accounted for when calculating the average hourly volumes within the Plan Area.

To determine the operations of the roadway network during peak commute hours, a LOS analysis was conducted for the roadways in the Project Area. LOS is a qualitative measure used to describe the condition of traffic flows, ranging from excellent conditions at LOS A (free-flow traffic conditions with little or no delay) to LOS F (oversaturated conditions in which traffic flows exceed design capacity) resulting in extensive vehicle queues and delays. See **Table 4.15-4** and accompanying text, in the impact discussion below, for a description of LOS A through F, and discussion for weighted average V/C.

The number of travel lanes on roadways within the Project Area are displayed in **Figure 4.15-4**. The number of travel lanes on several roadways, such as Los Feliz Boulevard, Sunset Boulevard, Santa Monica Boulevard increase by one travel lane in each direction during peak travel periods due to on-street parking restrictions; these street segments are indicated on **Figure 4.15-4**. The peak hour lane capacities were used to determine roadway segment operations during morning and evening commute periods.

The LOS of the study corridors was determined based on the V/C ratio using the Hollywood subarea TDF model.[7] This ratio was calculated by comparing peak hour traffic volumes to the roadway capacity for each facility. The roadway capacities reflect the operating characteristics of the study corridors, such as functional classifications, number of lanes, and travel speeds. Functional classification is a scale that determines the vehicles-per-lane-per-hour capacity; higher classifications generally have more and wider lanes and are designed to facilitate a higher volume of vehicles per hour. **Table 4.15-1** summarizes the typical travel conditions for the roadway network (using a weighted average V/C ratio) and the percentage of roadway segments operating at LOS E or F. The weighted average V/C ratio represents typical travel conditions for the roadway network in the Project Area.

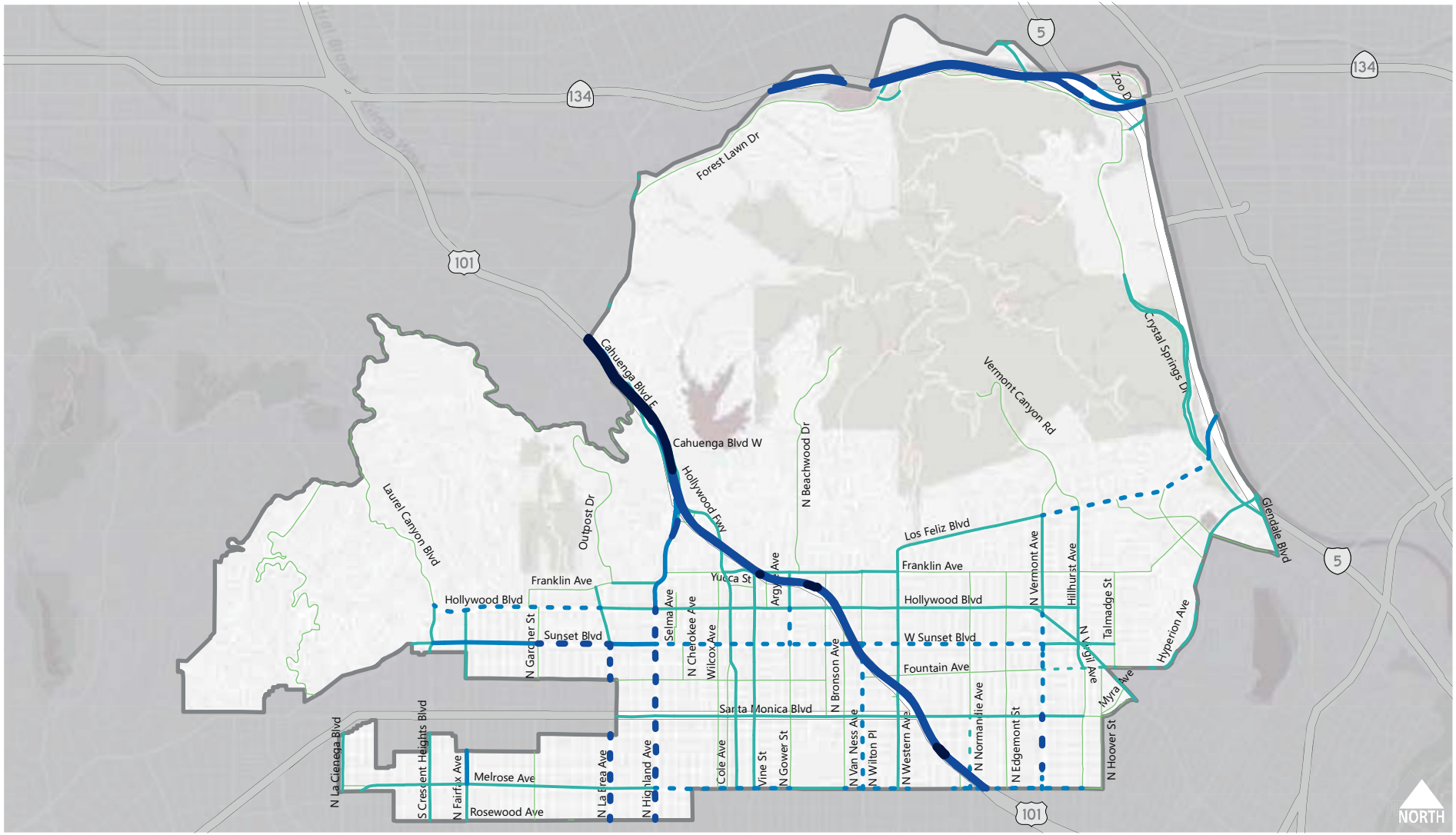
TABLE 4.15-1: EXISTING 2016 ROADWAY SEGMENT LEVEL OF SERVICE (LOS)

Transportation Metrics	Analyzed Time Period	
	AM Peak Period	PM Peak Period
Weighted Average V/C	0.876 (LOS D)	0.890 (LOS D)
Percentage (%) of Street Segments at LOS E or F	37%	37%
WEIGHTED AVERAGE V/C BY FACILITY TYPE		
Avenue	1.165 (LOS F)	1.186 (LOS F)
Boulevard / Parkway	0.862 (LOS D)	0.870 (LOS D)
Local / Collector	0.840 (LOS D)	0.922 (LOS E)

SOURCE: Fehr & Peers, *Hollywood Subarea TDF Model*, 2017.

Approximately 37 percent of the roadways operate at an LOS E or F during either peak period. The weighted average V/C ratio is 0.876 (LOS D) in the AM peak period and 0.890 (LOS D) in the PM peak period. As a general matter, this means a little more than a third of road network (Avenues, Boulevards, and Local/Collector streets) in the Hollywood area experiences substantial delay during the peak period, and overall the network is approaching the limits of its capacity.

[7]Fehr & Peers, *Hollywood Community Plan Model Development Report*, 2016.



Number of Lanes on Road

0 - 1 | 2 | 3 | 4 | 5 - 7

Road segments with a dashed line have peak period parking restrictions in order to accomodate an additional travel lane

SOURCE: Fehr & Peers, 2018.

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FIGURE 4.15-4

EXISTING ROADWAY NETWORK CAPACITY

As discussed above, use of LOS in evaluating significant traffic impacts under CEQA is anticipated to be replaced with other transportation metrics. VMT is a measure of how many miles are being driven. The trip generation estimated by the Travel Demand Forecasting (TDF) model was categorized according to the origin and destination of each trip. Internal-to-internal (II) trips remain within the Project Area. Internal-to-external (IX) trips originate within the Project Area and terminate at an outside destination. External-to-internal (XI) trips originate outside the Project Area and terminate within it. The VMT calculation accounts for all internal (II) trips and trips that begin or end (IX or XI) within the Project Area, as these trips are generated by or attracted to land uses within the Hollywood area. The travel behavior effects of land use changes in Hollywood can be understood by measuring the VMT of trips originating in and/or destined for the Project Area.

An alternative method for measuring VMT is known as the "boundary method", which accounts for all vehicle miles traveled strictly within the border of a defined area. This method would include VMT for trips passing through, but not originating in or destined for, Hollywood. Although a valid method for measuring VMT, it less effectively measures the regional travel effects of Hollywood land uses, and includes travel that passes through Hollywood, which is unrelated to the community plan land uses.

Table 4.15-2 summarizes the Existing Conditions for the Hollywood Community Project Area and presents the model estimates of vehicle mode split for automobiles, transit, bicycles and walk trips. According to model estimates, approximately 23 percent of all trips within the Project Area are made by transit, walking or biking. This is consistent with recent U.S. Census Bureau data, which found that 24 percent of Hollywood area residents use non-automobile methods (transit/bike/walk/other) on their journey to work as compared to approximately 17 percent citywide.

TABLE 4.15-2: 2016 MODE SPLIT

Travel Mode	Percentage (%)
Automobile	77%
Non-Automobile (transit/bike/walk)	23%

Note: U.S. Census Bureau, *2011-2015 American Community Survey 5-Year Estimates Table S0801 Commuting Characteristics by Sex.*
SOURCE: Fehr & Peers, *Hollywood Subarea TDF Model*, 2017.

Table 4.15-3 summarizes the daily vehicle trips (VT) and VMT within the Project Area. The daily VMT generated by uses within the Project Area is approximately 5.6 million miles, which equates to 18.3 VMT per capita. SCAG's estimate of VMT per capita is 21.5 for the greater Los Angeles County area, and 22.8 in the six-county region.

TABLE 4.15-3: 2016 DAILY VEHICLE TRIPS AND VEHICLE MILES TRAVELED

Transportation Metrics	Project Area
Vehicle Trips (VT)	706,000
Total Vehicle Miles Traveled (VMT)	5,624,000
Vehicle Miles Traveled per Capita	18.3

SOURCE: Fehr & Peers, *Hollywood Subarea TDF Model*, 2017.

RELIABILITY

The traffic volume, travel time, and LOS results presented in this section reflect typical weekday (Tuesday through Thursday) conditions within the Project Area without major incidents and under mild weather conditions. Atypical traffic conditions, such as a collision on the US-101, rainy weather or a special event, can impact travelers in the Project Area. The reliability of the roadway network can be impacted by these

occurrences and is a common frustration for drivers. The bus transit system can also be affected by these events.

EMERGENCY ACCESS

California state law requires that drivers yield the right-of-way to emergency vehicles and remain stopped until the emergency vehicles have passed. Generally, multi-lane roadways allow the emergency vehicles to travel at higher speeds and permit other traffic to maneuver out of the path of the emergency vehicle. Within the Project Area, multi-lane roadways running north-south include Western Avenue, Normandie Avenue, Vermont Avenue, Cahuenga Boulevard, Highland Avenue, La Brea Boulevard, Fairfax Avenue and Crescent Heights Boulevard. Roadways running east-west include Franklin Avenue, Hollywood Boulevard, Fountain Avenue, Sunset Boulevard, Santa Monica Boulevard and Melrose Avenue. Additionally, the US-101, SR-134 and I-5 provide emergency access to and from locations within the Project Area. In addition, the LAFD in collaboration with LADOT has developed a Fire Preemption System (FPS), a system that automatically turns traffic lights to green for emergency vehicles travelling on designated streets in the City.[8]

Within the City of Los Angeles, fire prevention and suppression and emergency medical services are provided by the LAFD. Public protection service and law enforcement are provided by LAPD. New development projects in the City may increase the demand for fire protection and emergency medical services, and the LAFD evaluates new project impacts on a project-by-project basis. Consideration is given to project size and components, required fire-flow, response time and distance for engine and truck companies, fire hydrant sizing and placement standards, access, and potential to use or store hazardous materials.[9] The adequacy of emergency service may be influenced by factors such as staffing levels, emergency response times, technology improvements, management strategies, and mutual aid agreements. Every year, LAFD assesses its resources and reallocates them based on demand and need citywide. The provision of new fire stations varies as a function of not only the geographic distribution of physical stations but also due to the availability of fire trucks, ambulances, and other equipment as well as access to reciprocal agreements with neighboring jurisdictions. The City requires that development plans be submitted to the City for review and approval to ensure that new development has adequate access, including driveway access and turning radius in compliance with existing City regulations.[10]

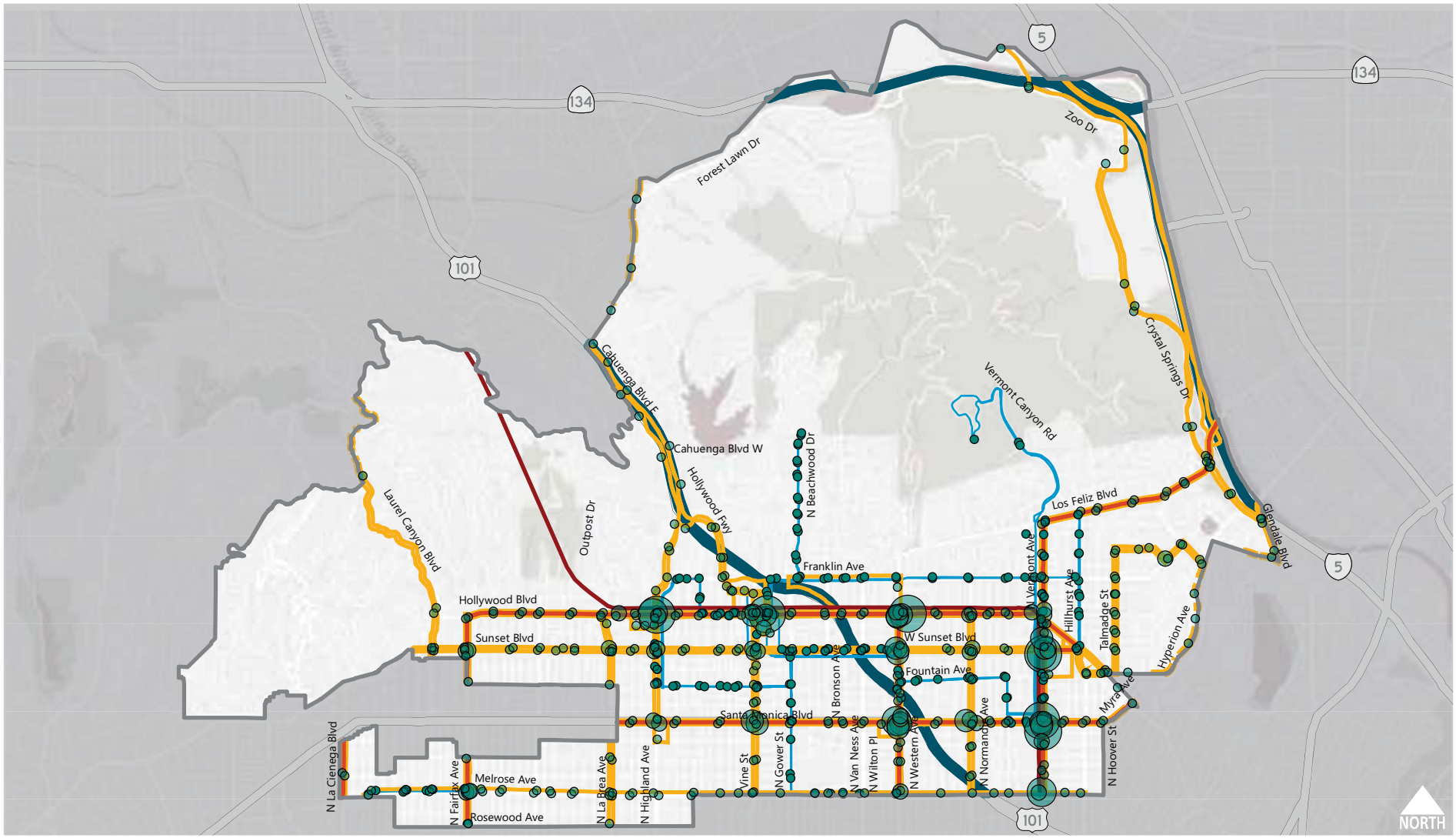
PUBLIC TRANSIT SERVICE

Metro's Red Line subway provides high-speed local and regional transit connections both with the San Fernando Valley and downtown Los Angeles, including a direct connection to Union Station. Other public transit service within the Project Area consists primarily of local bus services linking riders to localized businesses and destinations. A relatively dense network of buses provides local access as well as first/last-mile connections to the Red Line subway stations. Pedestrian access to transit in Hollywood tends to rank near the average for major transit stops/stations in Los Angeles County, with an average rating of 91 out of 100, as reported by WalkScore.com.[11] Bicycle access to major transit stops in the area is less robust, falling well below the countywide average and receiving an average score of 61 out of 100, as reported by WalkScore.com.

Services are provided by multiple transit operators, including Metro and LADOT Downtown Area Short Hop (DASH) and Commuter Express; headways can be as frequent as 15 minutes or less. **Figure 4.15-5** shows transit service coverage in the Hollywood Project Area.

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[8]LADOT, *ATSAC Fact Sheet*, http://ladot.lacity.org/what-we-do/operations/signal-synchronization0
[9]City of Los Angeles, *CEQA Thresholds Guide*, 2006, page K.2.2.
[10]LAMC Section 12.21.A.5 "Design of Parking Facilities".
[11]Fehr & Peers, *Metro Active Transportation Strategic Plan,* April 2016.



Daily Ridership by Stop

- 0 - 250
- 250 - 500
- 500 - 1,000
- 1,000 - 2,000
- 2,000+

Transit Lines

- Metro Red Line
- Metro Rapid Bus
- Metro Local Bus
- LADOT DASH
- LADOT Commuter Express

SOURCE: Metro, 2016; LADOT, 2018; Fehr & Peers, 2018.

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FIGURE 4.15-5

EXISTING TRANSIT SERVICE & RIDERSHIP

Below are brief descriptions of the transit operators that provide service within the Project Area:

Los Angeles County Metropolitan Transportation Authority (Metro). Metro is the primary transit operator in Los Angeles County, providing bus, light rail, and subway services. There are two Metro heavy rail lines (Red and Purple), four Metro light rail lines (Blue, Green, Gold, Expo Phase 1) and two bus rapid transit (BRT) lines (Orange and Silver) operating in exclusive rights-of-way. Bicycles are allowed in designated areas on Metro trains at no extra charge at all times. Metro also operates approximately 180 bus routes in mixed traffic. These bus services vary considerably in speed, frequency and capacity. Buses are equipped with two bicycle racks at the front of the bus, and bicyclists are allowed to load their bicycles on the rack when there is space available at no extra charge. If the rack is full, bicyclists are asked to wait for the next bus.

The following Metro lines currently provide transit service in and through the Project Area:

- Metro Red Line (subway)
- Metro Rapid Lines
  - 704
  - 705
  - 754
  - 757
  - 780
- Metro Local Lines
  - 2
  - 4
  - 10
  - 92
  - 96
  - 105
  - 175
  - 180
  - 201
  - 204
  - 206
  - 207
  - 210
  - 212
  - 217
  - 218
  - 222
  - 237

Los Angeles Department of Transportation (LADOT). LADOT provides local and commuter express bus services in the City of Los Angeles. DASH operates 32 community circulator routes covering downtown Los Angeles and many outlying communities within the City. The Commuter Express operates 14 routes, making a limited number of stops and transporting passengers between downtown Los Angeles and other major centers within the City. Most Commuter Express routes operate during the peak hours only in the peak direction.

LADOT buses are equipped with three bicycle racks at the front of the bus, and bicyclists are allowed to load their bicycles on the rack when there is space available at no extra charge. If the rack is full, bicyclists are asked to wait for the next bus. The following LADOT services operate within and through Hollywood Project Area:

- Commuter Express 422
- DASH Beachwood Canyon
- DASH Fairfax
- DASH Hollywood
- DASH Hollywood/Wilshire
- DASH Los Feliz
- DASH Weekend Observatory Shuttle

West Hollywood CityLine X. The City of West Hollywood operates the "CityLine X" public transit route, a peak-period service connecting West Hollywood with the Metro Red Line station at Hollywood and Highland. Service operates weekdays between 7:00 a.m. and 9:00 a.m. and 5:30 p.m. to 7:00 p.m. every 15-20 minutes. The route includes local stops in West Hollywood along Santa Monica Boulevard.

BICYCLE AND PEDESTRIAN FACILITIES

The Project Area consists of a modest network of bicycle facilities; pedestrian facilities primarily consist of sidewalks adjacent to roadways. Pursuant to the California Vehicle Code, bicycles are allowed on any street within the local street system. Pursuant to Los Angeles City Code, bicycles are also allowed on the sidewalk (LAMC Section 56.15). Most roadways are aligned on a grid system providing multiple route options for traveling throughout the Project Area.

Bicycle facilities are defined as off-street bicycle paths (Class I), on-street signed and striped bicycle lanes (Class II), on-street signed bicycle routes (Class III), and protected bicycle lanes or cycle tracks (Class IV). The design features of the various types of bicycle facilities are summarized below:

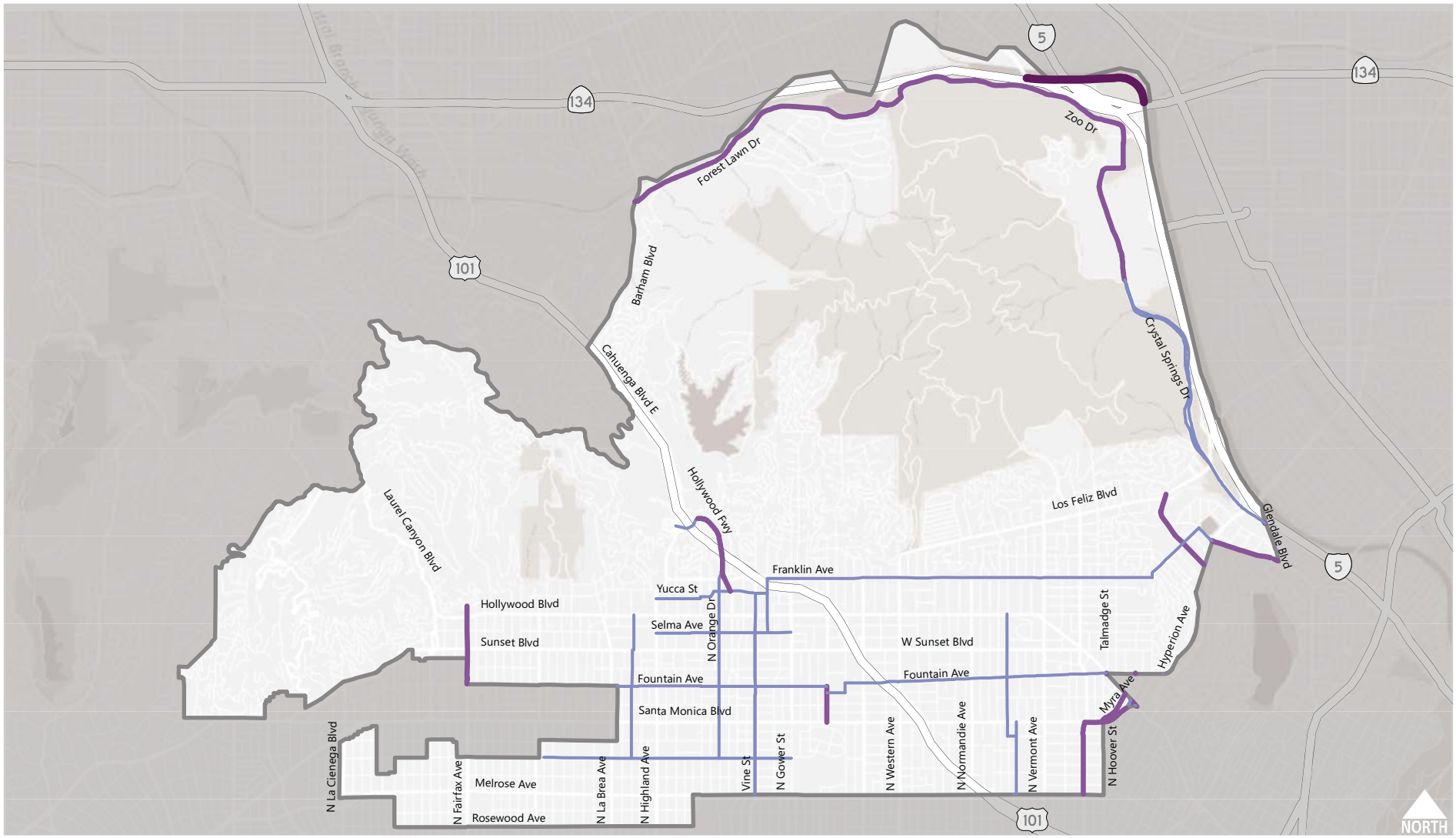
- **Bicycle Path**: A paved pathway separated from motorized vehicular traffic by an open space or barrier and either within the highway rights-of-way or within an independent alignment. Bicycle paths may be used by bicyclists, skaters, wheelchairs users, joggers, and other non-motorized users. Caltrans refers to this facility as Class I Bikeway, which "provides a completely separated right-of-way for the exclusive use of bicycles and pedestrians with cross flow of motorists minimized."
- **Buffered Bike Lanes**: Buffered bicycle lanes provide on-street right-of-way in the form of a painted buffer that directs motorists to travel away from the bike lane and provides room for bicyclists to pass another bicyclist without entering the adjacent motor vehicle travel lane. A buffered bicycle lane is considered a Class II Bikeway.
- **Bicycle Lane**: A striped lane for one-way bicycle travel on a street or highway. Caltrans refers to this facility as a Class II Bikeway.
- **Bicycle Route**: A shared roadway specifically identified for use by bicyclists, providing a superior route based on traffic volumes and speeds, street width, directness, and/or cross-street priority, denoted by signs only. Caltrans refers to this facility as a Class III Bikeway.
- **Protected Bicycle Lane (Cycle Track)**: A bicycle lane that provides further protection from other travel lanes with a physical roadway intervention. This is considered a Class IV Bikeway.

Within the Project Area, there are several existing bicycle facilities in addition to bicycle racks provided at various public and private locations throughout the Project Area. **Figure 4.15-6** shows the locations of the existing bicycle facilities within the Project Area.

The pedestrian network includes sidewalks, crosswalks, and curb ramps, as well as pedestrian amenities such as street trees and benches in some areas. Similar to many areas in the City, the Project Area has an aging network of pedestrian facilities including sidewalks of varying widths and wide crosswalks at most major intersections. Many areas have pedestrian-friendly features such as curb-side parking, and traffic signal modifications to ensure longer pedestrian crossing times, where warranted. Conditions vary widely in terms of sidewalk condition, pavement marking visibility, and obstructions in the sidewalk realm. An estimated 42 percent of the City's 10,750 miles of sidewalks are in disrepair.[12]

In 2015, as part of the Great Streets program, the City reconfigured the Hollywood Boulevard/Highland Avenue intersection to include an exclusive pedestrian signal phase in which all vehicular movement is prohibited. This configuration is also known as a "pedestrian scramble" and improves safety for pedestrians as well as optimizing traffic operations at an intersection with high volumes of pedestrians and turning vehicles.

[12]Los Angeles Times, *A Citizens Sidewalk Brigade for L.A*, September 11, 2012.



Bicycle Facilities

- Class I (Bicycle paths)
- Class II (Bicycle lanes)
- Class III (Bicycle routes/bicycle friendly streets)

SOURCE: LADOT, 2016; Fehr & Peers, 2016.

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FIGURE 4.15-6

EXISTING BICYCLE NETWORK

In April 2015, the City of Los Angeles agreed to spend $1.3 billion over the next 30 years to fix sidewalks throughout the City and produce two reports per year to document its progress in repairing substandard sidewalks.

SPECIAL EVENT TRAFFIC OPERATIONS

Special events, such as film premiers, parades, marches, the Los Angeles Marathon, and awards ceremonies frequently require partial or full closure of Hollywood Boulevard in the Project Area, including sidewalks and crosswalks, for periods of several hours to several days at a time. One block of Hollywood Boulevard, between Highland Avenue and Orange Drive, sees frequent closures for special events, for up to 14 days for the Academy Awards ceremony and typically three days for film premiers.

The Hollywood Bowl is a large outdoor music venue located at 2301 North Highland Avenue in the Project Area. With a seating capacity of 17,500 people, the Bowl draws large crowds to evening concerts and other events on the weekends and two or more additional nights per week during the season, June through September. Located in a hilly, residential area, the Bowl is accessible from the Highland Avenue/Hollywood Bowl and Cahuenga Boulevard/Vine Street exits of US-101. Event parking at the Bowl is provided in four lots on either side of Cahuenga Boulevard/Highland Avenue and Odin Street. All parking is stacked with no early exit.

Visitors are encouraged to take advantage of a number of transportation options for events. These include 13 Park & Ride locations throughout Los Angeles County, offering roundtrip bus service to and from the Bowl. The Bowl Shuttle also offers roundtrip service from five locations, including two Metro stations: Hollywood/Highland on the Metro Red Line and Union Station, where Metro Gold, Red, and Purple Lines along with many local and regional bus lines converge.

THRESHOLDS OF SIGNIFICANCE

In accordance with Appendix G of the State CEQA Guidelines, the Proposed Plan would have a significant impact related to transportation/traffic if it would:

- Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit;
- Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways;
- Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks.
- Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment);
- Result in inadequate emergency access; and/or
- Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

The above thresholds are general in nature and address a broad range of projects. In addition, the OPR has circulated suggested (preliminary discussion draft) changes to these thresholds that would alter the way in which lead agencies have traditionally evaluated traffic impacts to remove automobile delay as a significant impact under CEQA. Mitigation measures used by lead agencies to address increased delay often involve increasing capacity (i.e., the width of a roadway or intersection), which has the potential to induce more

traffic into an area. In addition, most urban areas are built-out and do not have available right-of-way to expand the roadway network by constructing additional vehicle travel lanes. To address this issue, as well as the state's climate change goals (as discussed above under SB 743), the new draft guidelines focus on VMT as a more appropriate metric for measuring transportation impacts. Several of the potential performance metrics that may be implemented as part of these CEQA changes are also provided in this document for informational purposes but are not relied upon for the purposes of determining impact. The determination of significant impacts for each applicable threshold is based on current State and City CEQA thresholds and guidelines.

THRESHOLDS OF SIGNIFICANCE APPLIED TO THE PROPOSED PLAN

This section identifies the thresholds of significance used in this EIR. These thresholds were derived from Appendix G of the CEQA Guidelines and LADOT's *Transportation Impact Study Guidelines*.

Consistency with Plans. In accordance with Appendix G of the CEQA Guidelines, the Proposed Plan would have a significant impact related to transportation if it would:

- Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

Circulation System. The street segment capacity analysis incorporated in the circulation system thresholds below are sufficient and appropriate to characterize the flow of traffic and analyze potential impacts of the Proposed Project. Street segment capacity impacts are generally evaluated in program-level analyses, such as community plans or specific plans, for which details regarding specific land use types, sizes, project access points, etc. are not known. The Thresholds Guide for intersections are not used in this analysis.

The Proposed Plan would have a significant impact to the circulation system if one or more of the following criteria are met:

- The "volume-weighted" average of the volume-to-capacity (V/C) ratio under the Future With Project Conditions for all of the analyzed roadway segments exceeds that of the Existing Conditions; and/or
- The number of roadway links (i.e., street segments) projected to operate at unsatisfactory levels of service (LOS E or F) under the Future With Project Conditions exceeds the number for Existing Conditions.

These criteria have historically been applied in community plan projects. For the purposes of evaluating the significant impacts based on the above criteria, the analyzed roadway segments include avenues, boulevards, and collector streets within the Project Area. Impacts to state highway facilities are based on the CMP as described below.

Neighborhood Intrusion. In accordance with LADOT's *Transportation Impact Study Guidelines*, the Proposed Plan would have a significant impact related to neighborhood intrusion if it increases the average daily traffic (ADT) volume on a local residential street in an amount equal to or greater than the following:

- ADT increase of 120 or more project trips if final ADT < 1,000
- ADT increase ≥ 12% if final ADT ≥ 1,000 and < 2,000
- ADT increase ≥ 10% if final ADT ≥ 2,000 and < 3,000
- ADT increase ≥ 8% if final ADT ≥ 3,000

Final ADT is defined as total projected future daily volume including Proposed Plan, ambient, and related project growth.

The evaluation of potential neighborhood impacts requires details regarding site access of commercial development projects. Therefore, because the routing of traffic to local residential streets included in the

Proposed Plan depends on the locations of site access points for each development site and those access points cannot be known at this time, the Proposed Plan is assessed qualitatively against these thresholds for purposes of this EIR.

Congestion Management Program (CMP). Metro's CMP was implemented to analyze the impacts of local land use decisions on the regional transportation system. Local jurisdictions are responsible for assessing the impacts of new development on the CMP system as part of the development review and entitlement process. For the purposes of showing changes in travel demand on the state highway system within the study area, a CMP analysis was conducted for CMP freeway segments. In accordance with the CMP, the Proposed Plan would have a significant impact on a CMP freeway or arterial monitoring location if it would:

- Increase traffic demand on a CMP facility by two percent of capacity (V/C $\geq$ 0.02), causing LOS F (V/C > 1.00)
- If the facility is already at LOS F, it would increase traffic demand on a CMP facility by two percent of capacity (V/C $\geq$ 0.02)

Air Traffic Patterns. In accordance with Appendix G of the CEQA Guidelines, the Proposed Plan would have a significant impact related to air traffic patterns if it would:

- Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks.

Safety. In accordance with the CEQA Guidelines, the determination of impacts to transportation/traffic should consider whether a proposed project would substantially increase hazards due to a design feature or incompatible uses. According to CEQA Guidelines, the determination of significance shall consider the following factors:

- Increase hazards due to a design feature or incompatible use.
- Design features/physical configurations that affect visibility of cars to pedestrians and bicyclists.
- Changes to physical conditions that would adversely affect transportation safety.

Emergency Access. The CEQA Guidelines states that the Proposed Plan would have a significant impact if it would result in inadequate emergency access.[13,]

Since the Proposed Plan does not include design-level details (such as driveway design and location), project access is not used to evaluate emergency access of the Hollywood Community Plan. As noted earlier in Regulatory Framework, the required City review of site plans addresses adequacy of access.

Within the City of Los Angeles, fire prevention and suppression and emergency medical services are provided by the LAFD. Public protection service and law enforcement are provided by Los Angeles Police Department (LAPD). The relevant CEQA Guidelines for significance for public services is as follows:

> *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: i) Fire Protection and Emergency Medical Services? ii) Police Protection?*[14]

[13]CEQA Guidelines, Appendix G.
[14]Ibid.

The City's screening criteria in the City's 2006 Threshold Guide for whether fire and emergency medical service impacts need more study includes whether there will be an increased number of intersections with LOS E or F. Other screening criteria include: project distance to fire station, brush fire hazards, fire hydrant services, storage of combustible materials. It is important to note that the LOS-related screening criterion is not a threshold of significance. This criterion simply informs whether further study is required, including possibly an EIR. For police protection, the City also refers to the screening criteria specified for fire and emergency medical service.

In accordance with Appendix G and the City's 2006 Threshold Guide, the Proposed Plan would have a significant impact on fire protection and emergency medical services and police protection if it would:

- Require the addition of a new governmental facility or the expansion, consolidation or relocation of an existing facility to maintain service.

The above threshold is used in this EIR for determining the Proposed Plan's emergency access impact.[15]

Public Transit, Bicycle, or Pedestrian Facilities. The Proposed Plan would have a significant impact if it would:

- Disrupt existing public transit, bicycle, or pedestrian facilities or interfere with planned facilities, or create conflicts or inconsistencies with adopted public transit, bicycle, or pedestrian system plans, guidelines, policies, or standards.

No specific LOS methodologies or quantitative thresholds for performance have been identified by the City to evaluate these impacts.

Construction

The CEQA Guidelines do not include criteria for the consideration of transportation-related construction impacts. For this EIR, the Proposed Plan would have a significant transportation-related impact from construction activities if it would:

- Result in a substantial disruption to traffic during construction, which could include temporary street closures; temporary loss of regular vehicular or pedestrian access to existing land uses; temporary loss of an existing bus stop or rerouting of bus lines; or creation of traffic hazards.

Parking

Parking deficits are considered to be socioeconomic effects, rather than impacts on the physical environment as defined by CEQA, but there may be secondary physical environmental impacts, such as increased traffic congestion at intersections, neighborhood intrusion, air quality impacts, safety impacts, noise impacts caused by congestion, or land use impacts. According to SB 743, parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area is not considered a significant impact. A transit priority area is defined as an area within half mile of an existing or planned major transit stop; the majority of the Project Area is within a transit priority area (see **Figure 4.15-1**). The Proposed

[15]The City rejects the use of a threshold of significance for fire and emergency response services in this EIR that is directly tied to response times based on LOS as has been advocated by commentators on other City EIRs. Such a threshold is not supported by substantial evidence. There is no evidence, including substantial evidence, that has been provided to the City or that the City (including its traffic and environmental consultants) is aware of, or has found with reasonable diligence and inquiry, including searching the relevant academic and trade literature and other agency's EIRs prepared across the State that can demonstrate to the City's satisfaction that there is a direct correlation between decreased LOS and decreased response times of fire and emergency response services, or that there is any method to connect LOS and response times for purposes of analyzing a plan adoption or update that covers an area the size of the project area.

Plan would have a significant impact if secondary effects related to parking contribute to other impact topics, such as impacts to the circulation system or neighborhood intrusion.

NEW TRANSPORTATION PERFORMANCE METRICS CURRENTLY UNDER CONSIDERATION

SB 743 directs the OPR to "prepare, develop, and transmit to the Secretary of the Natural Resources Agency for certification and adoption proposed revisions to the guidelines adopted pursuant to Section 21083 establishing criteria for determining the significance of transportation impacts of projects within transit priority areas… Upon certification of the guidelines by the Secretary of the Natural Resources Agency pursuant to this section, automobile delay, as described solely by LOS or similar measures of vehicular capacity or traffic congestion within a transit priority area, shall not support a finding of significance pursuant to this division…"

In January 20, 2016, OPR updated the CEQA Guidelines "Revised Proposal on Updates to the CEQA Guidelines on Evaluating Transportation Impacts in CEQA," the evaluation of VMT was recognized as "generally the most appropriate measure of transportation impacts." OPR also states that lead agencies may tailor their analysis to include other measures. In order to provide additional information on the transportation benefits and impacts associated with the Community Plan Update, this EIR evaluates vehicle trips and VMT consistent with the intent of SB 743.

In addition to vehicular LOS and the other CEQA significance thresholds described in the aforementioned sections, the following two additional performance metrics are also evaluated in this EIR.

Vehicle Trips (VT). VT are defined as the number of trips undertaken in an automobile, such as in single occupancy vehicles, private automobiles, and vehicles that contain two or more travelers, such as carpools, taxis, or ride-share vehicles. A reduction in VT over time can be used as an indicator of reduced reliance on the automobile as well as an indicator of more travel by carpools.

Vehicle Miles Traveled (VMT). VMT is a measurement of miles traveled (e.g., private automobiles, trucks and buses) by all land uses (e.g., residential, retail, office) in the Project Area. A reduction in VMT overall and in VMT per capita can be used as an indicator of reduced reliance on vehicular travel, primarily by private automobiles.

METHODOLOGY

The transportation analysis for the Hollywood Community Plan has been developed through a process that includes the use of a Hollywood Subarea TDF Model for the analysis of Existing 2016 Conditions compared to Future 2040 With Project Conditions. For some impact areas, a comparison of Future Without Project to Future With Project is also provided for informational purposes only. This section describes the procedures used to assess impacts on the transportation system. It includes an overall discussion of methodology and assumptions, followed by a discussion of how the Proposed Plan is expected to perform for each of the thresholds described above.

STUDY AREA AND REPORTING FRAMEWORK

The Project Area is defined by the boundaries of the Hollywood CPA in the City of Los Angeles. The study area is defined by the potential impacts of the Proposed Plan to transportation and safety. The EIR studied impacts to areas within the Proposed Plan boundaries, adjacent areas in the City of Los Angeles, neighboring jurisdictions and freeways that serve the region. The extent of the study area was determined by comparing traffic volumes under Future With Project and Future Without Project Conditions using the Hollywood subarea model. The study area extends out from the Plan boundaries until the change in traffic

volume related to the Future With Project Conditions was less than two percent, which is generally less than two miles from the Proposed Plan boundary.

ROADWAY SEGMENT AND FREEWAY MAINLINE LEVEL OF SERVICE METHODOLOGY

The impacts from the Proposed Plan to the circulation system, including the Inter- and Intra-state highways, are analyzed using LOS changes on road segments, as described below.

LOS is a qualitative measure used to describe the condition of traffic flow, ranging from excellent conditions at LOS A to overloaded conditions at LOS F. LOS definitions for street segments are summarized in **Table 4.15-4**. LOS can be determined by dividing demand V/C, and the resulting V/C ratio is then used to obtain the corresponding LOS. The capacity values for analyzed roadway segments were obtained from the Hollywood subarea TDF model.

TABLE 4.15-4: ROADWAY SEGMENT LEVEL OF SERVICE (LOS) DEFINITIONS

Level of Service (LOS)	Volume to Capacity Ratio (V/C)	Description
A	0.00 – 0.60	Excellent operation. All approaches to the intersection appear quite open, turning movements are easily made, and nearly all drivers have freedom of operation.
B	>0.60 – 0.70	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.
C	>0.70 – 0.80	Good operation. Occasionally drivers may have to wait more than 60 seconds, and back-ups may develop behind turning vehicles. Most drivers feel somewhat restricted.
D	>0.80 – 0.90	Fair operation. Cars are sometimes required to wait more than 60 seconds during short peaks. There are no long standing traffic queues. This level is typically associated with design practice for peak periods.
E	>0.90 – 1.00	Poor operation. Some long-standing vehicular queues develop on critical approaches to intersections. Delays may be up to several minutes.
F	>1.00	Forced flow. Represents jammed conditions. Backups from locations downstream or in the cross street may restrict or prevent movement of vehicles out of the intersection approach lanes; therefore, volumes carried are not predictable. Potential for stop and go type traffic flow.

SOURCE: Transportation Research Board, *Highway Capacity Manual, Special Report 209*, Washington, D.C., 2000.

Plans that involve large areas and are not expected to be fully implemented until Year 2040 or beyond are not analyzed effectively by detailed intersection V/C analyses. In addition, detailed roadway designs for improvements to individual intersections are not yet available. Consequently, roadway segment analysis is commonly used to determine the average service capacity of the roadway network. Street segment capacity impacts are generally evaluated in program-level analyses (such as community plans or long-range development projects) for which details regarding specific land use types, sizes, project access points, etc., are not known.

LOS can be determined by dividing the number of vehicles (i.e., volume (V)) by roadway capacity (C), and the resulting V/C ratio is then used to obtain the corresponding LOS. The volume-weighted V/C ratio is used in order to obtain aggregate statistics regarding the transportation conditions, allowing a comparison of different scenarios and alternatives.

The weighted average V/C ratio represents typical travel conditions for the roadway network in the Project Area. The volume-weighted average V/C ratio is calculated by taking the volume of each street segment and multiplying it by its corresponding V/C ratio. This is divided by the sum of the total volumes, and essentially represents the average V/C ratio for the roadway network in the Project Area.

CMP analysis is typically conducted on all CMP identified freeway facilities within the Project Area. This includes freeway segments where the Proposed Plan will add 150 or more trips, in either direction, during either the AM or PM weekday peak hours. The analysis for the CMP freeway segments used the LOS definitions presented in **Table 4.15-5**.

TABLE 4.15-5: CMP FREEWAY SEGMENT LEVEL OF SERVICE (LOS) DEFINITIONS

Level of Service (LOS)	Demand-to-Capacity Ratio
A	0.00-0.35
B	>0.35-0.54
C	>0.54-0.77
D	>0.77-0.93
E	>0.93-1.00
F(0)	>1.00-1.25
F(1)	>1.25-1.35
F(2)	>1.35-1.45
F(3)	>1.45

SOURCE*:* Metro, *Congestion Management Program*, 2010.

The required CMP methodology compares the typical lane capacity for a freeway mainline segment to the number of vehicles traveling on the segment during the peak hour. Due to bottlenecks in the freeway network, vehicle demand can often exceed vehicle throughput resulting in significant reductions in travel speeds and extensive vehicle queuing. When this situation occurs, the number of vehicles passing a CMP monitoring location may be substantially lower than the actual vehicle demand for that location. This results in an artificially low traffic count at the CMP monitoring station, that when compared to the typical lane capacity, can show better operations (i.e., a lower V/C) than experienced by drivers.

TRAVEL DEMAND MODEL DEVELOPMENT

The City of Los Angeles Travel Demand Forecasting Model provides the ability to evaluate the transportation system, use performance indicators for land use and transportation alternatives, provide information on regional pass-through traffic versus locally generated trips, and graphically display these results. The model captures planned growth in the Project Area, including special generators, such as airports and universities, and is sensitive to emerging land use trends through improved sensitivity to built environment variables. The model forecasts AM and PM peak period and daily vehicle and transit flows on the transportation network in the City. In essence, the travel demand model serves as a tool to implement, manage and monitor the City of Los Angeles' transportation plans, projects, and programs, providing a suitable starting point for additional refinement as part of a more local application, such as the Proposed Plan.

The potential impacts associated with implementation of the Proposed Plan are evaluated using a refined version of the City of Los Angeles' Travel Demand Model within the Hollywood area. The Hollywood Subregion Travel Demand Forecasting Model (referred to as the Hollywood Model) utilizes the TransCAD Version 5.0 R4 Build 2025 modeling software (consistent with the citywide model) and has been calibrated and validated for 2016 conditions. The Hollywood Model builds on the citywide model update and refines the level of detail within the Plan Area for improved sensitivity in measuring the effect of land use

development and transportation network changes. The model has a future horizon year of 2040 and was designed to produce daily and AM and PM peak hour vehicle and transit flows on roadways within the Project Area based on comprehensive land use and socioeconomic data (SED) and uses a conventional 4-step process of trip generation, trip distribution, modal split and assignment. For modeling purposes, the City of Los Angeles is divided into 2,250 Transportation Analysis Zones (TAZs), each with corresponding SED and connections to the roadway and transit networks. The 46 TAZs that encompass the Hollywood Community Plan in the citywide model were subdivided into 97 TAZs for purposes of this analysis. The subdivided TAZs better reflect how and where traffic enters and exits the street network and is divided along logical transportation boundaries like major streets and topography.

The Hollywood Model is consistent with the most recent 2016-2040 RTP/SCS model's regional transportation network and regional growth forecasts and contains City of Los Angeles SED for both the existing and future conditions within the boundaries of the Hollywood Community Plan. The Hollywood Model was used to generate the Existing Conditions, Future Without Project Conditions, and Future With Project Conditions data for the transportation impact analysis. The Hollywood Community Plan Area Model Development Report is contained in Appendix J.

IMPACT ANALYSIS

The purpose of the transportation analysis is to identify transportation system deficiencies resulting from vehicle trips generated by the employment and population growth anticipated under the Proposed Plan and the proposed transportation network improvements, and to identify feasible mitigation measures. The Proposed Project is a long-term plan that will be implemented over many years in conjunction with already approved development projects in the study area, and regional growth and transportation projects outlined in the 2016-2040 RTP/SCS. Therefore, conducting a project only impact analysis would be misleading because it would not capture the other changes (both land use and transportation network) that will affect travel demands and traffic patterns in the Plan Area and in the adjacent areas. Consequently, traffic and circulation impacts of the Proposed Plan are determined by comparing Future With Project Conditions to Existing Conditions. This provides a conservative analysis of impacts because both regional growth and the Proposed Plan growth are accounted for in the Future With Project Conditions analysis. To provide a comparison of the Proposed Plan to a future scenario that does not include the proposed land use and transportation network changes, a Future Without Project Conditions scenario is provided for informational purposes only.

The Hollywood Subarea Model is built upon and includes the entirety of the City of Los Angeles Travel Demand Forecasting Model, which is consistent with the 2016-2040 SCAG RTP/SCS model and includes all reasonably foreseeable development and regional transportation improvements for the year 2040 in the City of Los Angeles as well as the adjacent Cities, such as West Hollywood, Burbank and Glendale. Thus, the Hollywood Subarea Model includes the regional growth forecast for both inside and outside of the Plan area for the purpose of the Future 2040 Without Project Conditions and for analyzing Future With Project Conditions. The Hollywood Subarea Model refines the level of detail within the Plan Area for improved sensitivity in measuring the effects of land use and transportation network changes.

The analysis tools used to forecast future travel patterns are long-range models of travel demand. Their primary focus is on forecasting driving with some additional sensitivity to other ways of traveling. This is consistent with how most cities forecast traffic and how transportation professionals have operated for decades. However, new trends in how we travel have emerged in recent years. Experts are debating what may be driving these trends and how durable they may or may not be. Many forces are pulling in various directions, including recessionary effects on employment, changes in millennial interest in driving and vehicle ownership, baby boomer retirement choices and their continued participation in the workforce and preferences for urban living, fuel prices, new delivery of goods and services through providers like Amazon,

and greater travel options through autonomous vehicles and shared use mobility (e.g., Lyft, Uber, bikeshare programs).[16]

The transportation analysis approach used in this EIR applies established traffic forecasting tools that have been empirically proven and previously accepted under CEQA Guidelines. However, these may prove to be conservative if some of the recent trends in travel persist. It is not clear what direction the trends will take at this point. VMT per capita has been generally dropping since around 2004 but increased for many decades prior. If the trends toward higher levels of walking, bicycling, and transit use exceed what is forecast in the EIR, this could result in fewer driving-related impacts than the plan conservatively accounts for in the EIR. It is possible, however, that innovations in autonomous and driverless vehicles, transportation network companies (e.g., Lyft and Uber), and same-day delivery will increase future VMT per capita. A variety of factors contribute to VMT, and transportation technologies along with demographic trends will influence future travel behavior. It would be speculative to make assumptions about how these new technologies and changes in transportation may effect travel behavior long-term; therefore, the methodologies and travel forecasts applied in this analysis rely on the state-of-the-practice at this time as previously accepted under CEQA Guidelines.

PROPOSED PLAN MOBILITY NETWORK

MP 2035 provides the framework for future community plan updates, which take a closer look at the transportation system in specific areas of the City and recommend more detailed implementation strategies to realize MP 2035. The MP 2035 reflects policies and programs that lay the foundation for safe, accessible, and enjoyable streets for pedestrians, bicyclists, transit users, and vehicles throughout the City of Los Angeles, including the Hollywood Community Plan. MP 2035 was adopted by the City in August 2015 and is compliant with the 2008 Complete Streets Act (AB 1358), which mandates that the circulation element of a City's General Plan be modified to plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways, defined to include motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation, in a manner that is suitable to the rural, suburban, or urban context of the general plan.

As part of the Proposed Plan, a Transportation Impact Assessment (TIA) fee is proposed to fund transportation improvements through collecting fees associated with new development within the Plan Area. The types of transportation improvements envisioned as part of the Proposed Plan are within the framework established in MP 2035. However, the proposed TIA fee program would provide additional funding from new development that would enable transportation improvement projects to be implemented within the Plan Area sooner than they otherwise would be based on currently available funding sources. The Proposed Plan is consistent with the City's multimodal approach to transportation planning and applies such principles to the Plan Area in a more targeted manner. The improvements proposed would provide transportation options and accommodations for multiple modes of travel (i.e., transit, bicycle, pedestrian, and vehicle) as part of the transportation system. In urban areas like Hollywood, congestion often cannot be feasibly mitigated. Therefore, the impact fee would help to fund mitigations that provide alternatives to vehicle travel, as many of the identified improvements in the Proposed Plan do not aim to improve LOS or V/C directly.

Prior to the adoption of the TIA fees, the City would prepare a Nexus Study to show the relationship between the proposed fees and new development in the Plan Area in compliance with the State of California Mitigation Act (AB 1600) (Government Code Sections 66000, *et seq.*). The purpose of a nexus study is to establish the relationship, referred to as the "nexus," between new development expected to occur and the need for new and expanded major public facilities. After establishing the nexus, the TIA fees to be levied for each land use in the area of benefit are calculated based on the proportionate share of the total facility

[16]Fehr & Peers, *Demographic Trends and the Future of Mobility*, February 2014.

use for each type of development. Fee programs require new development to mitigate their project specific impacts and to contribute a fair share to complete regional improvements to mitigate the cumulative impacts. Since the fees contributed by new development only cover a portion of the project costs, LADOT has leveraged developer fees to secure outside transportation grants to help pay for the remaining project costs, primarily by submitting grant applications in the Metro Call for Projects process.

As part of the development of the proposed TIA fees, a list of transportation improvements was developed to provide an overview of the types of projects that could be funded through the collection of TIA fees from new development projects. The transportation improvements identified primarily originated from the MP 2035, the current Hollywood Community Plan, and projects that would support the goals and policies of the Proposed Plan. The enhanced network treatments envisioned through MP 2035 were reviewed and refined to complement the anticipated growth areas as well as the Proposed Plan's goals and policies. Since MP 2035 does not prescribe or mandate how the enhanced network treatments are implemented within each community plan, the refinements to the enhanced network treatments primarily consisted of developing potential implementation options within the Project Area.[17]

The Transportation Project List is presented below in **Table 4.15-6**. The Project List is not exhaustive but is representative of the types of improvements proposed for inclusion in the Community Plan. In addition, the Proposed Plan would not, itself, entitle or otherwise approve any transportation projects. Nevertheless, potential impacts of implementing the transportation improvements contained in the Project Lists were analyzed at a programmatic level as part of the Proposed Plan under Future With Project Conditions.

TABLE 4.15-6: PROPOSED PLAN TRANSPORTATION IMPROVEMENT PROJECT LIST

Primary Mode	Project Name	Project Description
Active Modes	Mobility Hub Amenities	Encourage projects located near transit nodes and Mobility Hubs to provide people-oriented amenities such as shade trees, countdown crosswalk signals, bus shelters, bicycle racks or lockers and enhanced or decorated crosswalks.
	Pedestrian Access to Major Transit Stations	Support the development of coordinated intermodal strategies to implement linkages to future public transit services. Provide enhanced amenities at major transit stops, including widened sidewalks, where possible, pedestrian waiting areas, transit shelters, comfortable seating, enhanced lighting, information kiosks and wayfinding signage (directing pedestrians to transit stops and stations, and from transit facilities to points of interest in the surrounding neighborhood), advanced fare collection mechanisms, shade trees and landscaping, bicycle access, self-cleaning restrooms, and enhanced, ADA compliant street crossing elements adjacent to transit stops and stations (i.e., enhanced crosswalks, crossing signals, and accessible ramps).
	Path Network	Support the construction of pedestrian pathways, bicycle paths and facilities, and the reconnection of Van Ness Ave., as part of any park space built over the US-101.
		Class I Bike Path: the Los Angeles River Bike Path
	Bicycle Enhanced Network & Bike Lanes	Hollywood Blvd.: Virgil Ave. to La Brea Ave. BEN: Protected Bike Lanes
		Melrose Ave.: La Cienega Blvd. to Highland Ave. BEN: Protected Bike Lanes
		Vine St: Franklin Ave. to Melrose Ave. Tier 1 Bike Lanes
		Wilton Pl.: Franklin Ave. to Melrose Ave. Shared Vehicle/Bike Lanes
		Virgil Ave: Melrose Ave. to Los Feliz Blvd. Tier 1 Bike Lanes

[17]MP 2035, page 56 states the following "The Mobility Plan will provide the framework for future community plans and specific plans that will take a closer look at the Plan's Enhanced Networks and PEDs analysis, in specific areas of the City and may recommend more-detailed implementation strategies to realize the MP 2035. More detailed land use planning may reveal the need for changes to the networks, which will be undertaken as needed to reflect these more detailed planning efforts."

TABLE 4.15-6: PROPOSED PLAN TRANSPORTATION IMPROVEMENT PROJECT LIST

Primary Mode	Project Name	Project Description
	Neighborhood Enhanced Network	Amenities and improvements: • Bicycle and pedestrian friendly streets • Share the Road bike icons • Bicycle friendly drainage grates • Directional/wayfinding signage • Bicycle signals and/or push buttons • Bicycle loop detectors • Vehicle speed reduction treatments
	Bikeshare	Provide public bicycle rental in "pods" located throughout the Community Plan Area.
Roadways & ITS	Congestion Monitoring	Implement or enhance “Smart Corridors” to coordinate Caltrans’ freeway traffic management system with the Automated Traffic Surveillance and Control (ATSAC)/Adaptive Traffic Control System (ATCS) highway and street traffic signal management system to enhance incident management and motorist information to reduce traffic delays.
	ITS Corridor & Signal Upgrades	Implement ITS and signalization improvements to facilitate traffic flow.
	Intersection Improvements	Identify intersections where congestion related to left turns can be improved, such as intersections along Hollywood Blvd. in East Hollywood, and implement improvements, taking into consideration impacts on pedestrians and bicyclists. Support evaluation and improvement of the complex five-way intersection at Sunset Blvd., Hollywood Blvd., Hillhurst Ave. and Virgil Ave. Study the addition of a second southbound right-turn lane on Highland Ave. at the intersection of Highland Ave. and Franklin Ave., while maintaining sidewalks with a minimum width of 15 feet. Implement a double left-turn lane, eastbound and westbound, on Sunset Blvd. at Western Ave.
	Access Improvements	Support the construction of a new multi-lane roadway to extend from the intersection of Barham Blvd./Forest Lawn Dr. through the NBC/Universal site to Coral Drive adjacent to the US-101. Restripe Cahuenga East south to the US-101 on-ramp near Pilgrim Bridge to provide two lanes on Cahuenga East between the US-101 on-ramp and the US-101 Barham Blvd. off-ramp and from there, three lanes northbound. Restripe Barham Blvd. to allow three southbound lanes and two eastbound lanes within the existing roadway.
	Vehicle Enhanced Network	Highland Ave & Sunset Blvd: Between US-101 Interchanges VEN Corridor/ITS Improvements
	Neighborhood Protection Program	Implement Neighborhood Traffic Management Plans, including possible speed humps, medians, directional signs, and other streetscape improvements along canyon routes and associated streets across the Hollywood Hills, as well as neighborhoods generally located between the following streets: • Franklin Ave. and Hollywood Blvd. • Sunset and Hollywood Blvd. • Sunset and Santa Monica Blvd. • Santa Monica Blvd. and Melrose Ave, including blocks south of Melrose Ave. Franklin Ave and Mulholland Dr. • Highland Ave., La Brea Ave., and Martel Ave. along the Willoughby Corridor
Transit	Transit Enhanced Network	Los Feliz Blvd.: Vermont Ave. to Riverside Dr. TEN: Comprehensive Treatments with Dedicated Bus Lane
		Hollywood Blvd.: Virgil Ave. to La Brea Ave. TEN: Moderate Treatments with Shared Vehicle/Bus Lane
		Santa Monica Blvd.: Madison Ave. to La Brea Ave. TEN: Comprehensive Treatments with Dedicated Bus Lane (cost does not include roadway widening to Modified Ave. I)
		Fairfax Ave.: Rosewood Ave. to Hollywood Blvd. TEN: Moderate Treatments with Shared Vehicle/Bus Lane
		La Brea Ave.: Rosewood Ave. to Sunset Blvd. TEN: Comprehensive Treatments with Dedicated Bus Lane

TABLE 4.15-6: PROPOSED PLAN TRANSPORTATION IMPROVEMENT PROJECT LIST		
Primary Mode	**Project Name**	**Project Description**
		La Brea Ave.: Sunset Blvd. to Hollywood Blvd. TEN: Comprehensive Treatments with Dedicated Bus Lane (cost does not include roadway widening to Modified Avenue I)
		Western Ave.: Melrose Ave. to Hollywood Blvd. TEN: Moderate Plus with Dedicated Bus Lane
		Vermont Ave: Melrose Ave. to Hollywood Blvd. TEN: Comprehensive Treatments with Dedicated Bus Lane
		Vermont Ave: Hollywood Blvd. to Los Feliz Blvd. TEN: Moderate Treatments with Shared Vehicle/Bus Lane
Auto-Trip Reduction	Strategic Parking Program	Implement a parking program and update parking requirements to reflect mixed-use developments, shared parking opportunities, and parking needs at developments adjacent to major transit stations.
	Rideshare Toolkit	Develop an online Transportation Demand Management (TDM) Toolkit with information for transit users, cyclists, and pedestrians as well as ridesharing. The Toolkit would include incentive programs for employers, schools, and residents. Additionally, it would be specific to City businesses, employees, and visitors and would integrate traveler information. It would also include carpooling/vanpooling and alternative work schedules.
	Transportation Demand Management (TDM) Program	This program would provide start-up costs for Transportation Management Organizations/Associations (TMOs/TMAs). It would also provide guidance and implementation of a TDM program.

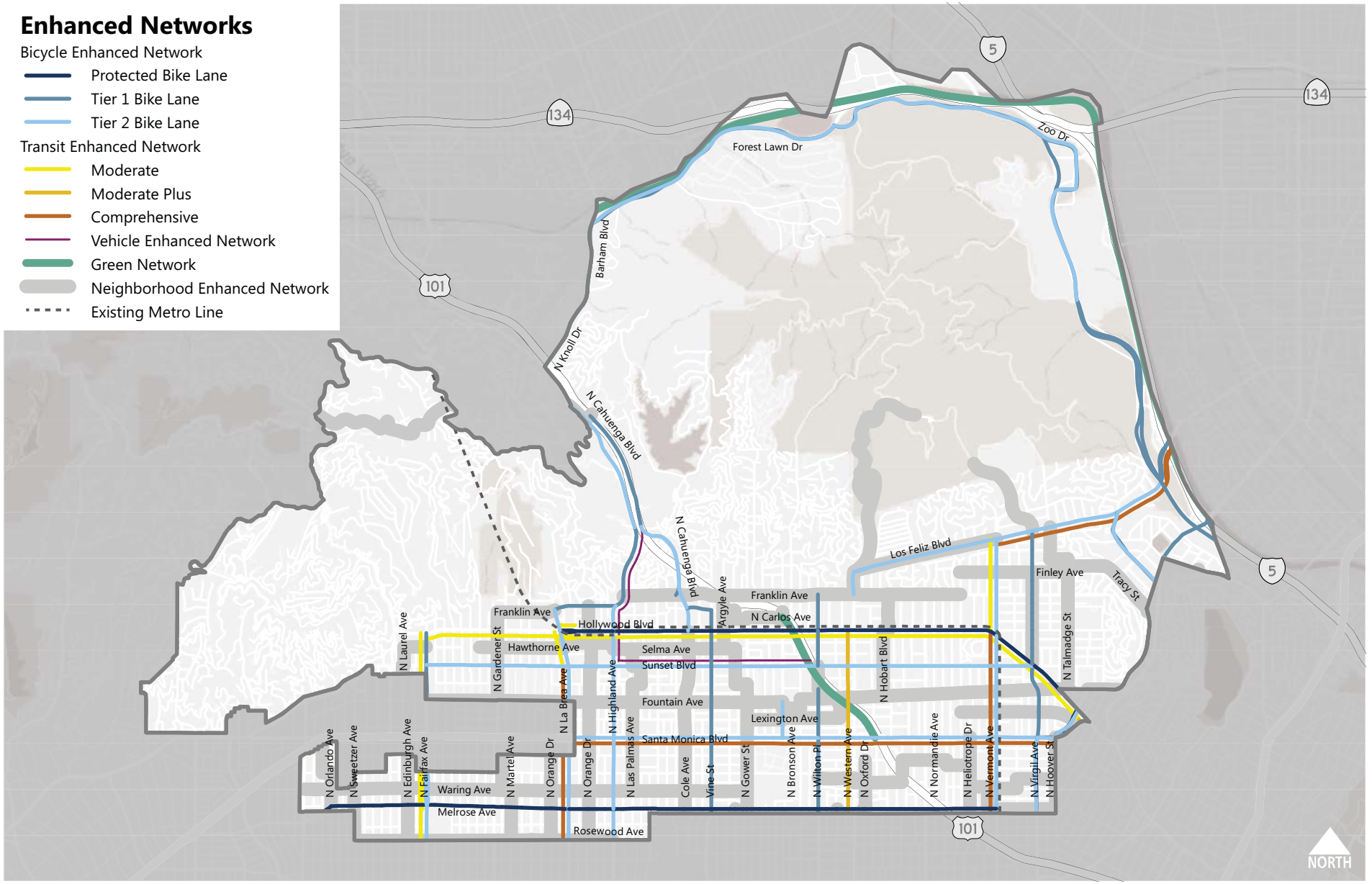
Figure 4.15-7, Future Mobility Network, shows the following enhanced network treatments for roadways in the Hollywood Community Plan:

- Bicycle Enhanced Network (BEN)
- Transit Enhanced Network (TEN)
- Neighborhood Enhanced Network (NEN)
- Vehicle Enhanced Network (VEN)

The future mobility network in the Project Area reflects the following refinements to MP 2035:

- Melrose Avenue between Vermont Avenue and Hoover Street was converted from a BEN to a NEN due to the roadway width and available right-of-way along this portion of the corridor. West of Vermont Avenue and Melrose Avenue would remain as part of the BEN.
- Vermont Avenue between Los Feliz Boulevard and Hollywood Boulevard was converted from a Comprehensive TEN to a Moderate TEN due to the character of the roadway along this portion of the corridor. The Moderate TEN treatment would provide mixed-flow bus and vehicular lanes instead of a bus only lane to preserve on-street parking for the adjacent commercial uses. South of Hollywood Boulevard and Vermont Avenue would remain as part of the Comprehensive TEN.

The Proposed Plan's mobility network is representative of the types of improvements that could be implemented over time. The mobility network improvements would provide transportation options and accommodations for multiple modes of travel (i.e., transit, bicycle, pedestrian, and vehicle) in the Project Area. The Proposed Plan would not, itself, entitle or otherwise approve any transportation projects. However, the proposed TIA fee program would provide additional funding from new development that would enable transportation improvement projects to be implemented within the CPA sooner than they otherwise would be based on currently available funding sources.



SOURCE: Mobility Plan 2035, 2016; Fehr & Peers, 2016.

taha environmental planners
taha 2010-073

Hollywood Community Plan Update
Draft Environmental Impact Report
CITY OF LOS ANGELES

FIGURE 4.15-7

FUTURE MOBILITY NETWORK

To consider the range of potential impacts that could occur from the enhanced network treatments contained in the Project List, two implementation options were developed for the purpose of analyzing potential impacts. Similar to the MP 2035, the Proposed Plan does not prescribe how the enhanced network treatments will be implemented within each community plan. Therefore, the enhanced network treatments in the Plan Area were reviewed in relation to the roadway characteristics, such as roadway width, right-of-way, street designations and adjacent land uses. Treatment Option 1 generally prioritizes vehicle and transit capacity, while Option 2 generally prioritizes the preservation of on-street parking. **Table 4.15-7** presents the enhanced network treatments in the Project Area along with a description of the two implementation options.

IMPACTS

The impacts and mitigation discussion presented below reflects current CEQA requirements as well as the potential future CEQA requirements that would remove automobile delay as a significant impact under CEQA. Mitigations for increased delay often involve increasing vehicular capacity, which has the potential to induce more traffic into an area. In addition, most urban areas, such as Hollywood, are built-out and do not have available right-of-way to expand the roadway network by constructing additional vehicle travel lanes, as has been historically proposed to mitigate traffic impacts. To provide a more comprehensive analysis of potential impacts, both current CEQA requirements and those currently under consideration are provided in this EIR. Determination of impacts are still based on current CEQA Guidelines.

IMPACT 4.15-1 Would implementation of the Proposed Plan conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities? **Less than significant.**

The Proposed Plan seeks to enhance access to transit stations and creates new land use and zoning regulations to encourage appropriate mixes and scales of uses as well as site design supportive of transit use. These objectives are consistent with the 2016-2040 RTP/SCS and the MP 2035 goals and policies.

The types of transportation improvements envisioned as part of the Hollywood Community Plan are within the framework established in the MP 2035. The proposed updates to the Plan are consistent with the City's multimodal approach to transportation planning and apply such principles to the Hollywood Community Plan. The proposed mobility improvements would provide transportation options and accommodations for multiple modes of travel (i.e., transit, bicycle, pedestrian, and vehicle) as part of the transportation system.

The Proposed Plan would not conflict with adopted City and state policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities. Therefore, a ***less than significant impact*** related to consistency with other plans with respect to transit, bicycle or pedestrian policies would occur.

Mitigation Measures

No mitigation measures are required.

Significance of Impacts after Mitigation

Less than significant.

TABLE 4.15-7: HOLLYWOOD COMMUNITY PLAN MOBILITY TREATMENT OPTIONS

Roadway Segment	Enhanced Network Designation	Current Cross-Section	Hollywood Community Plan Update	
			Treatment Option 1 ***Prioritize Vehicle/Transit Capacity***	**Treatment Option 2** ***Prioritize On-Street Parking***
Los Feliz Blvd.: Vermont Ave. to Riverside Dr.	TEN: Comprehensive Treatments with Dedicated Bus Lane	Three vehicle lanes in each direction with peak period on-street parking restrictions (on-street parking and two vehicle lanes per direction in off-peak travel periods).	All-Day Bus Only Lanes; Two vehicle lanes in each direction	Peak Period Bus Only Lanes; On-Street Parking during off-peak travel periods; Two vehicle lanes in each direction
Hollywood Blvd.: Virgil Ave. to La Brea Ave.	BEN: Protected Bike Lanes TEN: Moderate Treatments with Shared Vehicle/Bus Lane	Two vehicle lanes in each direction with on-street parking	Protected Bike Lanes; Moderate TEN Treatments; Peak period parking restrictions with two vehicle lanes in each direction (on-street parking and one vehicle lane per direction in off-peak travel periods)	Protected Bike Lanes; Moderate TEN Treatments; All-day parking with one vehicle lane in each direction
Highland Ave. & Sunset Blvd.: Between US-101 Interchanges	VEN	Three vehicle lanes in each direction with peak period on-street parking restrictions (on-street parking and two vehicle lanes per direction in off-peak travel periods)	Three vehicle lanes in each direction with parking removal	Three vehicle lanes in each direction with peak period on-street parking restrictions (on-street parking and two vehicle lanes per direction in off-peak travel periods)
Santa Monica Blvd.: Madison Ave. to La Brea Ave.	TEN: Comprehensive Treatments with Dedicated Bus Lane (assumes roadway is widened to Modified Avenue I)	Two vehicle lanes in each direction with on-street parking	All-Day Bus Only Lanes; Two vehicle lanes in each direction	Peak Period Bus Only Lanes; On-Street Parking during off-peak travel periods; Two vehicle lanes in each direction
Melrose Ave.: La Cienega Blvd. to Highland Ave.	BEN: Protected Bike Lanes	Two vehicle lanes in each direction with on-street parking	Protected Bike Lanes; Peak period parking restrictions with two vehicle lanes in each direction (on-street parking and one vehicle lane per direction in off-peak travel periods)	Protected Bike Lanes; All-day parking with one vehicle lane in each direction
Fairfax Ave: Rosewood Ave. to Hollywood Blvd.	TEN: Moderate Treatments with Shared Vehicle/Bus Lane	Two vehicle lanes in each direction with on-street parking	Moderate TEN Treatments; Two vehicle lanes in each direction with on-street parking	*Same as Scenario 1*
La Brea Ave: Rosewood Ave. to Sunset Blvd.	TEN: Comprehensive Treatments with Dedicated Bus Lane	Three vehicle lanes in each direction with peak period on-street parking restrictions (on-street parking and two vehicle lanes per direction in off-peak travel periods)	All-Day Bus Only Lanes; Two vehicle lanes in each direction	Peak Period Bus Only Lanes; On-Street Parking during off-peak travel periods; Two vehicle lanes in each direction

TABLE 4.15-7: HOLLYWOOD COMMUNITY PLAN MOBILITY TREATMENT OPTIONS

Roadway Segment	Enhanced Network Designation	Current Cross-Section	Hollywood Community Plan Update	
			Treatment Option 1 ***Prioritize Vehicle/Transit Capacity***	**Treatment Option 2** ***Prioritize On-Street Parking***
La Brea Ave.: Sunset Blvd. to Hollywood Blvd.	TEN: Comprehensive Treatments with Dedicated Bus Lane (assumes roadway is widened to Modified Avenue I)	Two vehicle lanes in each direction (limited on-street parking on west side).	All-Day Bus Only Lanes; Two vehicle lanes in each direction	Peak Period Bus Only Lanes; On-Street Parking during off-peak travel periods; Two vehicle lanes in each direction
Vine St.: Franklin Ave. to Melrose Ave.	Tier 1 Bike Lanes	Two vehicle lanes in each direction with on-street parking.	On-Street Bike Lanes; One vehicle lane in each direction with on-street parking	*Same as Scenario 1*
Wilton Pl.: Franklin Ave. to Melrose Ave.	Tier 1 Bike Lanes	Two vehicle lanes in each direction with peak period on-street parking restrictions (on-street parking and one vehicle lane per direction in off-peak travel periods)	Shared Vehicle/Bike Lane in each direction; All-Day on-street parking	*Same as Scenario 1*
Western Ave.: Melrose Ave. to Hollywood Blvd.	TEN: Moderate Plus with Dedicated Bus Lane	Two vehicle lanes in each direction with limited on-street parking	Peak Hour Bus Only Lanes and One vehicle lane in each direction (Shared vehicle/bus lanes during off-peak travel periods)	Shared vehicle/bus lanes all-day; Maintain existing on-street parking
Vermont Ave.: Melrose Ave. to Hollywood Blvd.	TEN: Comprehensive Treatments with Dedicated Bus Lane	Three vehicle lanes in each direction with peak period on-street parking restrictions (on-street parking and two vehicle lanes per direction in off-peak travel periods)	All-Day Bus Only Lanes; Two vehicle lanes in each direction	Peak Period Bus Only Lanes; On-Street Parking during off-peak travel periods; Two vehicle lanes in each direction
Vermont Ave.: Hollywood Blvd. to Los Feliz Blvd.	TEN: Moderate Treatments with Shared Vehicle/Bus Lane	Two vehicle lanes in each direction with on-street parking	Moderate TEN Treatments; Two vehicle lanes in each direction with on-street parking	*Same as Scenario 1*
Virgil Ave.: Melrose Ave. to Los Feliz Blvd.	Tier 1 Bike Lanes	One northbound lane and two southbound lanes with on-street parking	On-Street Bike Lanes; One vehicle lane in each direction with on-street parking *(This configuration has already been implemented between Melrose Ave and Santa Monica Blvd)*	*Same as Scenario 1*

IMPACT 4.15-2 Would implementation of the Proposed Plan exceed the City's threshold relating to operation of the vehicular circulation system? **Significant and unavoidable.**

As discussed above, the City's threshold relating to operation of the vehicular circulation system is as follows:

The Proposed Plan would have a significant impact to the circulation system if one or more of the following criteria are met:

- The "volume-weighted" average of the volume-to-capacity (V/C) ratio under the Future With Project Conditions for all of the analyzed roadway segments exceeds that of the Existing Conditions; and/or
- The number of roadway links (i.e., street segments) projected to operate at unsatisfactory levels of service (LOS E or F) under the Future With Project Conditions exceeds the number for Existing Conditions.

As identified in the threshold above, the Proposed Plan's impact on the circulation system is determined using LOS and V/C metrics. Many factors influence the LOS and V/C analysis including, but not limited to, land use patterns, the relationship between land use and transportation, how transportation treatments are designed within the existing roadways, how and where the Proposed Plan directs anticipated growth within the Plan Area, and growth anticipated in the region surrounding the Plan Area.

Land Use Patterns. The Proposed Plan would improve the link between the locations of land use and transportation in a manner that is consistent with the MP 2035 and the General Plan Framework Element. Implementation of the Proposed Plan would create new housing and employment opportunities, mostly in areas around transit identified for mixed-use. This is in accordance with the Framework Element's guiding policy to focus growth in higher-intensity commercial centers close to transportation and services. Under the Proposed Plan, the commercial areas would serve as focal points and activity centers for surrounding neighborhoods by supporting new development that accommodates a variety of uses and encourages pedestrian and multi-modal transportation activity in these commercial centers. The land use changes would also serve to create consistency with future proposed land uses and foster quality development in transition areas. In some cases, the Proposed Plan would allow for increased FARs, density, and height limits. These changes would facilitate mixed-use development in targeted areas, enable opportunities for increased housing and employment, and provide for more compatible uses and development. Where and how the Proposed Plan directs anticipated growth in relation to transportation infrastructure will affect transportation use; therefore, land use patterns are factored into the analysis of the circulation system. The Proposed Plan is consistent with several regionally-adopted land use plans, policies, and regulations that also include transportation strategies. Refer to Section 4.10, Land Use and Planning, of this Draft EIR, for a detailed consistency analysis of the Proposed Plans with respect to SCAG's regional plans, including the RTP/SCS, the RCP, and the CGV.

Regional Background Growth. On a regional level, traffic in the Project Area is anticipated to increase in conjunction with regional population, housing, and employment growth projected to occur in the future by SCAG. This growth will occur with or without implementation of the Proposed Plan. Project-related traffic impacts (as compared to cumulative impacts) are impacts caused by traffic generated as a result of future developments in the Project Area and not by traffic generated by regional growth. Cumulative impacts are attributable to cumulative traffic growth (including all regional traffic growth) in addition to Project Area traffic that would occur from 2016 to 2040. The background growth influences the transportation analysis by accounting for the increased activity levels under Proposed Plan conditions, although those increases would occur with or without the Plan. Background growth is included in the Hollywood Subarea Model, which is built from the City of Los Angeles Model as described in the Model Development Report included in Appendix J.

Special Events. As discussed previously under Special Event Traffic Operations, special events in Hollywood frequently require partial or full closure of Hollywood Blvd. in the Project Area, including sidewalks and crosswalks, for periods of several hours to several days at a time. To the extent that event traffic occurred on a weekday (Tuesday, Wednesday or Thursday) between the months of February and May, these travel demands are accounted for when calculating the average hourly volumes within the Plan Area under Existing Conditions. This same level of special event traffic is also accounted for in the traffic forecasts and analysis of Year 2040 conditions. The Proposed Plan would not change the number or frequency of special events within the Plan Area under future Year 2040 conditions. Therefore, a separate special events analysis was not conducted for the Proposed Plan.

Level of Analysis. At the aggregate Plan scale, the traffic operation results reflect the impacts related to the Proposed Plan and the number of vehicle travel lanes. However, turn lanes, signal timings, and driveways are not accounted for in the analysis at this scale. Each of these features has the potential to affect operations, delay, VMT, and rerouting of traffic at the neighborhood level. Plans that involve large areas and are not expected to be fully implemented until Year 2040 or beyond are not analyzed effectively by detailed intersection V/C analyses. Consequently, roadway segment analysis is commonly used to determine the average service capacity of the roadway network. The Thresholds Guide states that "street segment capacity impacts are generally evaluated in program-level analyses (such as community plans or long-range development projects) for which details regarding specific land use types, sizes, project access points, etc., are not known."[18]

Circulation System Analysis. As identified above, two criteria (weighted average V/C ratio and the number of street segments at LOS E or F) are used to evaluate the impacts of the Proposed Plan when compared to Existing conditions. The Proposed Plan would have a significant impact to the circulation system if in 2040 with the Project, the V/C ratio worsens compared to Existing Conditions or there are more street segments at LOS E or F then there are in Existing Conditions.

To consider the range of potential impacts that could occur from implementation of the Proposed Plan with future implementation of the enhanced network treatments, two implementation options were developed for the implementation of the enhanced network treatments. Treatment Option 1 generally prioritizes vehicle and transit capacity, while Treatment Option 2 generally prioritizes the preservation of on-street parking. **Table 4.15-7** presents the enhanced network treatments in the Project Area along with a description of the two implementation options. The Proposed Plan with implementation of the enhanced networks under Treatment Option 1 and Treatment Option 2 were analyzed using the Hollywood Subarea Model. In addition, for informational purposes only, weighted average V/C ratios are provided for Future Without Project Conditions (existing plan) for comparison purposes. The Existing V/C for the AM Peak Period is presented in **Figure 4.15-2** and for the PM Peak Period in **Figure 4.15-3**.

Treatment Option 1

Table 4.15-8 presents the volume-weighted V/C ratios and LOS results for the AM peak period. For reference, the Year 2040 without Project V/C is presented, representing anticipated growth in Year 2040 without implementation of the Proposed Plan. Under Year 2040 Without Project Conditions, the weighted V/C ratio worsens from 0.876 (LOS D) to 0.935 (LOS E). The percentage of roadway segments operating at LOS E or F increases from 37 to 42 percent. With the implementation of the Proposed Plan and regional growth anticipated in Year 2040, the weighted V/C ratio worsens from 0.876 (LOS D) to 0.959 (LOS E), and the percentage of roadway segments operating at LOS E or F increases from 37 to 48 percent.

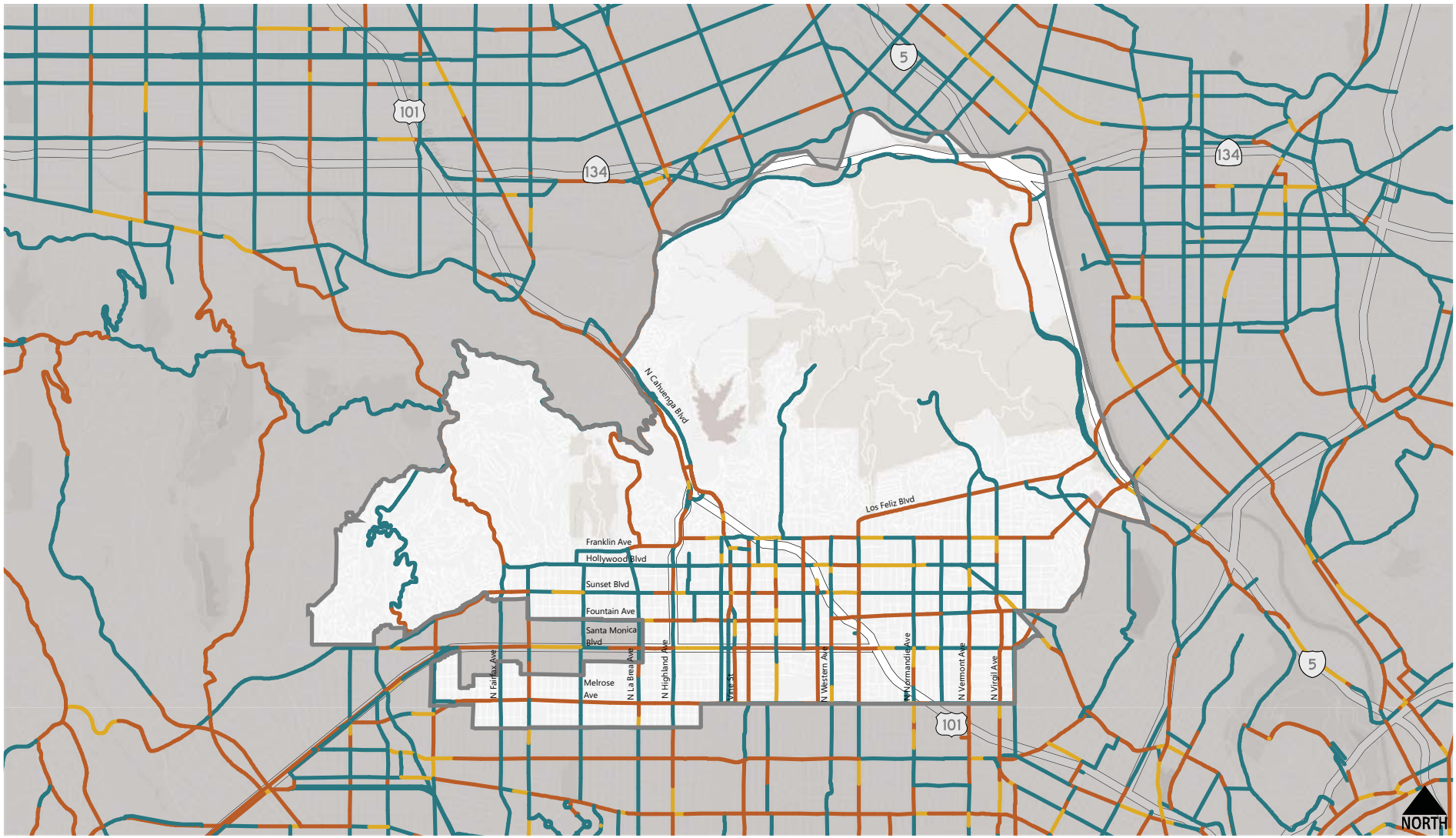
[18]City of Los Angeles, CEQA *Thresholds Guide*, 2006, page L.2-1.

TABLE 4.15-8: AM PEAK PERIOD ROADWAY OPERATIONS				
Transportation Metrics	**Existing 2016 Conditions**	**Future 2040 Without Project**	**Future 2040 With Project Treatment Option 1**	**Future 2040 With Project Treatment Option 2**
Weighted Average V/C	0.876 (LOS D)	0.935 (LOS E)	0.959 (LOS E)	0.972 (LOS E)
Percentage (%) of Street Segments at LOS E or F	37%	42%	48%	49%
Percentage (%) of Center-Line Miles at LOS E or F	35%	40%	45%	45%
WEIGHTED AVERAGE V/C BY FACILITY TYPE				
Boulevard / Parkway	1.165 (LOS F)	1.156 (LOS F)	1.161 (LOS F)	1.161 (LOS F)
Avenue	0.862 (LOS D)	0.924 (LOS E)	0.953 (LOS E)	0.967 (LOS E)
Local / Collector	0.840 (LOS D)	0.931 (LOS E)	0.911 (LOS E)	0.920 (LOS E)
SOURCE: Fehr & Peers, 2018.				

Table 4.15-9 presents the volume-weighted V/C ratios and LOS results for the PM peak period. Under Year 2040 Without Project Conditions, the weighted V/C ratio worsens from 0.890 (LOS D) to 0.955 (LOS E). The percentage of roadway segments operating at LOS E or F increases from 37 to 43 percent. With the implementation of the Proposed Plan and regional growth anticipated in Year 2040, the weighted V/C ratio worsens from 0.890 (LOS D) to 1.002 (LOS F). The percentage of roadway segments operating at LOS E or F also increases from 37 to 50 percent. For reference, the Year 2040 Without Project V/C is presented, representing anticipated growth in Year 2040 Without Project implementation of the Proposed Plan.

TABLE 4.15-9: PM PEAK PERIOD ROADWAY OPERATIONS				
Transportation Metrics	**Existing 2016 Conditions**	**Future 2040 Without Project**	**Future 2040 With Project Treatment Option 1**	**Future 2040 With Project Treatment Option 2**
Weighted Average V/C	0.890 (LOS D)	0.955 (LOS E)	1.002 (LOS F)	1.017 (LOS F)
Percentage (%) of Street Segments at LOS E or F	37%	43%	50%	50%
Percentage (%) of Center-Line Miles at LOS E or F	37%	41%	47%	47%
WEIGHTED AVERAGE V/C BY FACILITY TYPE				
Boulevard / Parkway	1.186 (LOS F)	1.200 (LOS F)	1.198 (LOS F)	1.200 (LOS F)
Avenue	0.870 (LOS D)	0.938 (LOS E)	0.993 (LOS E)	1.010 (LOS F)
Local / Collector	0.922 (LOS E)	0.999 (LOS E)	0.923 (LOS E)	0.937 (LOS E)
Source: Fehr & Peers, 2018.				

The V/C ratios within the study area are presented in **Figure 4.15-8** for the AM Peak Period and in **Figure 4.15-9** for the PM Peak Period.



Segment Level of Service

- Acceptable Operations (V/C < 0.90)
- Approaching Capacity (V/C 0.90 - 1.00)
- Over Capacity (V/C > 1.00, LOS F)

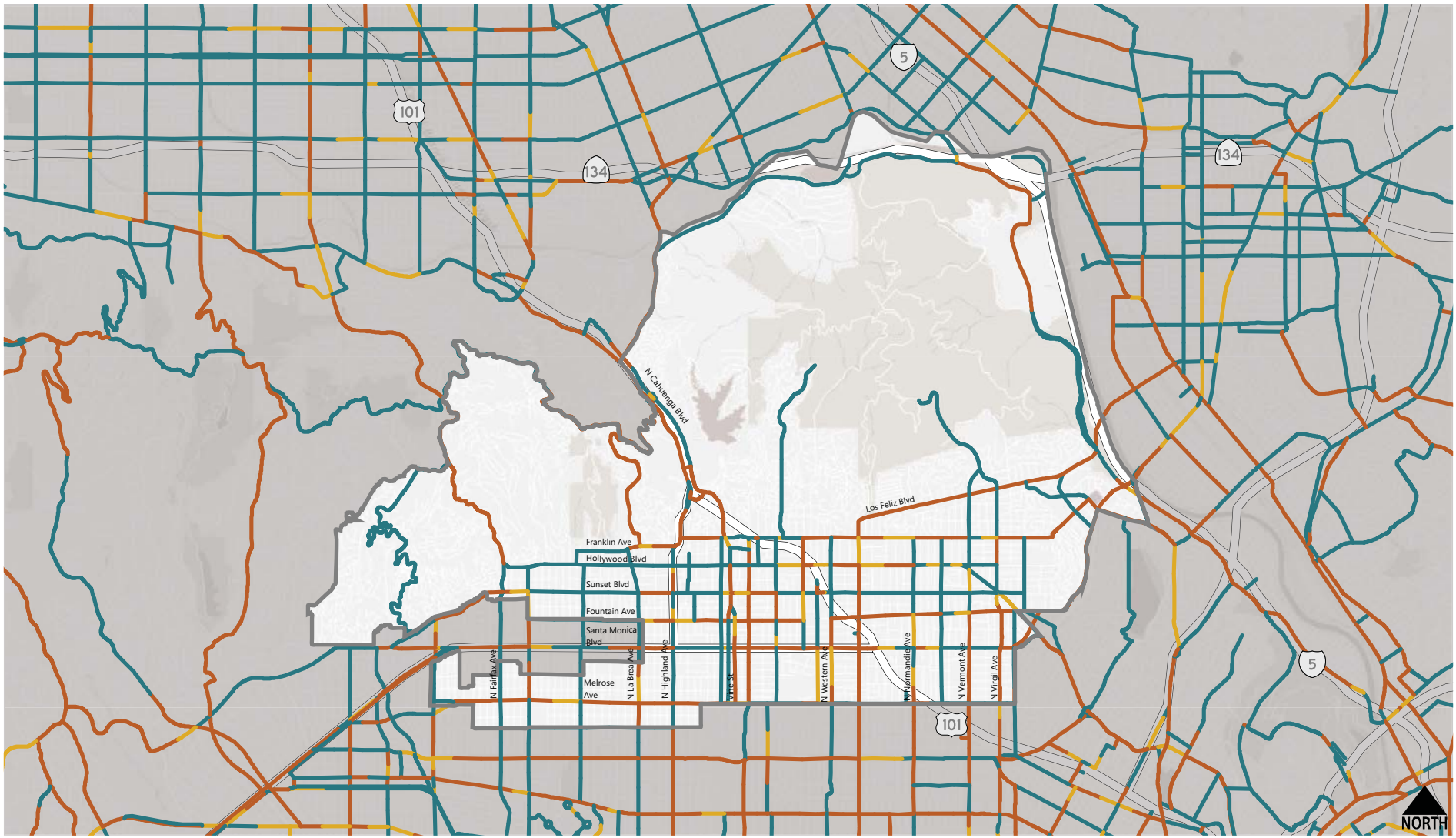
SOURCE: Fehr & Peers, 2018.

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FIGURE 4.15-8

AM PEAK PERIOD LEVEL OF SERVICE:
2040 PROJECT OPTION 1 CONDITIONS



Segment Level of Service

- Acceptable Operations (V/C < 0.90)
- Approaching Capacity (V/C 0.90 - 1.00)
- Over Capacity (V/C > 1.00, LOS F)

SOURCE: Fehr & Peers, 2018.

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FIGURE 4.15-9

PM PEAK PERIOD LEVEL OF SERVICE:
2040 PROJECT OPTION 1 CONDITIONS

Treatment Option 2

Table 4.15-8 presents the volume-weighted V/C ratios and LOS results for the AM peak period for Treatment Option 2. With the implementation of the Proposed Plan and regional growth anticipated in Year 2040, the weighted V/C ratio worsens from 0.876 (LOS D) to 0.972 (LOS E). The percentage of roadway segments operating at LOS E or F also increases from 37 to 49 percent. While the V/C ratios on individual roadway segments vary between the two treatment options considered, Treatment Option 2 results in a higher weighted average V/C and a higher percentage of roadway segments operating at LOS E or F than Treatment Option 1.

Table 4.15-9 presents the volume-weighted V/C ratios and LOS results for the PM peak period. With the implementation of the Proposed Plan and regional growth anticipated in Year 2040, the weighted V/C ratio worsens from 0.890 (LOS D) to 1.017 (LOS F). The percentage of roadway segments operating at LOS E or F also increases from 37 to 50 percent.

The V/C ratios in the study area for the AM Peak Period are presented in **Figure 4.15-10** and for the PM peak period in **Figure 4.15-11**. The resulting weighted average V/C ratio (and corresponding LOS) would worsen with the Proposed Plan under both Treatment Options compared to Existing Conditions, and the number of roadway segments operating at LOS E or F would also increase in comparison to Existing Conditions.

Based on the above, impacts related to traffic operations would be ***potentially significant***.

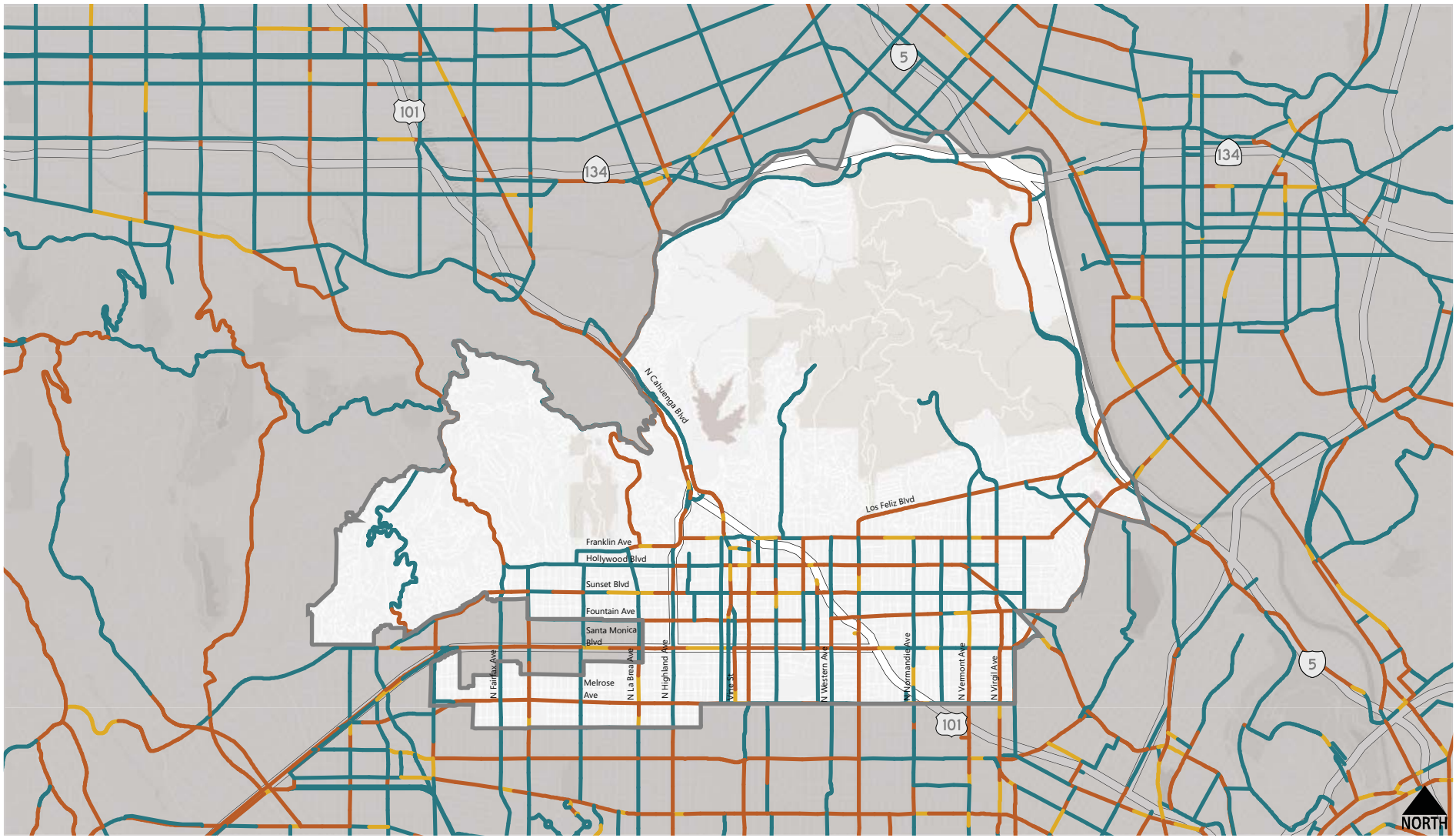
Mitigation Measures

T1 **Technology Upgrades and Intersection Improvements**. As growth occurs within the Proposed Plan Area and transportation improvements contained in the Project List are implemented, Los Angeles Department of Transportation (LADOT) shall implement, as resources permit, Intelligent Transportation System (ITS) signal and corridor upgrades, major intersection improvements such as turn-lane or safety improvements, and/or congestion monitoring technology upgrades both along project routes and parallel roadways if traffic diversions have occurred as a result of the Proposed Plan. Improvements to be implemented shall be determined based on an analysis of project-specific impacts conducted according to LADOT's *Transportation Impact Study Guidelines*.

Significance of Impacts after Mitigation

Mitigation Measure **T1** requires that the roadway improvements that would improve vehicle operations and travel flows included as part of the Project List be implemented if project-specific impacts are identified for land use development or transportation projects in the Plan Area. While the transportation improvements contained in the Project List would eventually be implemented as funding is available, this mitigation measure further defines the timing for the improvements that are needed to mitigate project-specific impacts from individual development sites or transportation projects in the Plan Area. ITS Corridor and Signal Upgrades and CCTV cameras improve LADOT's ability to monitor and respond to real-time traffic conditions. Spot intersection improvements, such as turn-lanes, signal phasing, or safety improvements can also improve vehicle operations. These projects shall be implemented by LADOT to improve traffic flows and safety throughout the project area as determined in further project-specific traffic impact studies based on LADOT's *Transportation Impact Study Guidelines*.

Mitigation Measure **T1** is consistent with the Mayor's Office and LADOT's Great Streets for Los Angeles Strategic Plan. Specifically, the Strategic Plan stresses the importance of creating safe, accessible transportation services and infrastructure while protecting neighborhoods from traffic intrusion and vehicle speeding. It also includes the implementation of real-time traffic information and more efficient allocation of the street to support local foot traffic and better manage freight traffic.



Segment Level of Service

- Acceptable Operations (V/C < 0.90)
- Approaching Capacity (V/C 0.90 - 1.00)
- Over Capacity (V/C > 1.00, LOS F)

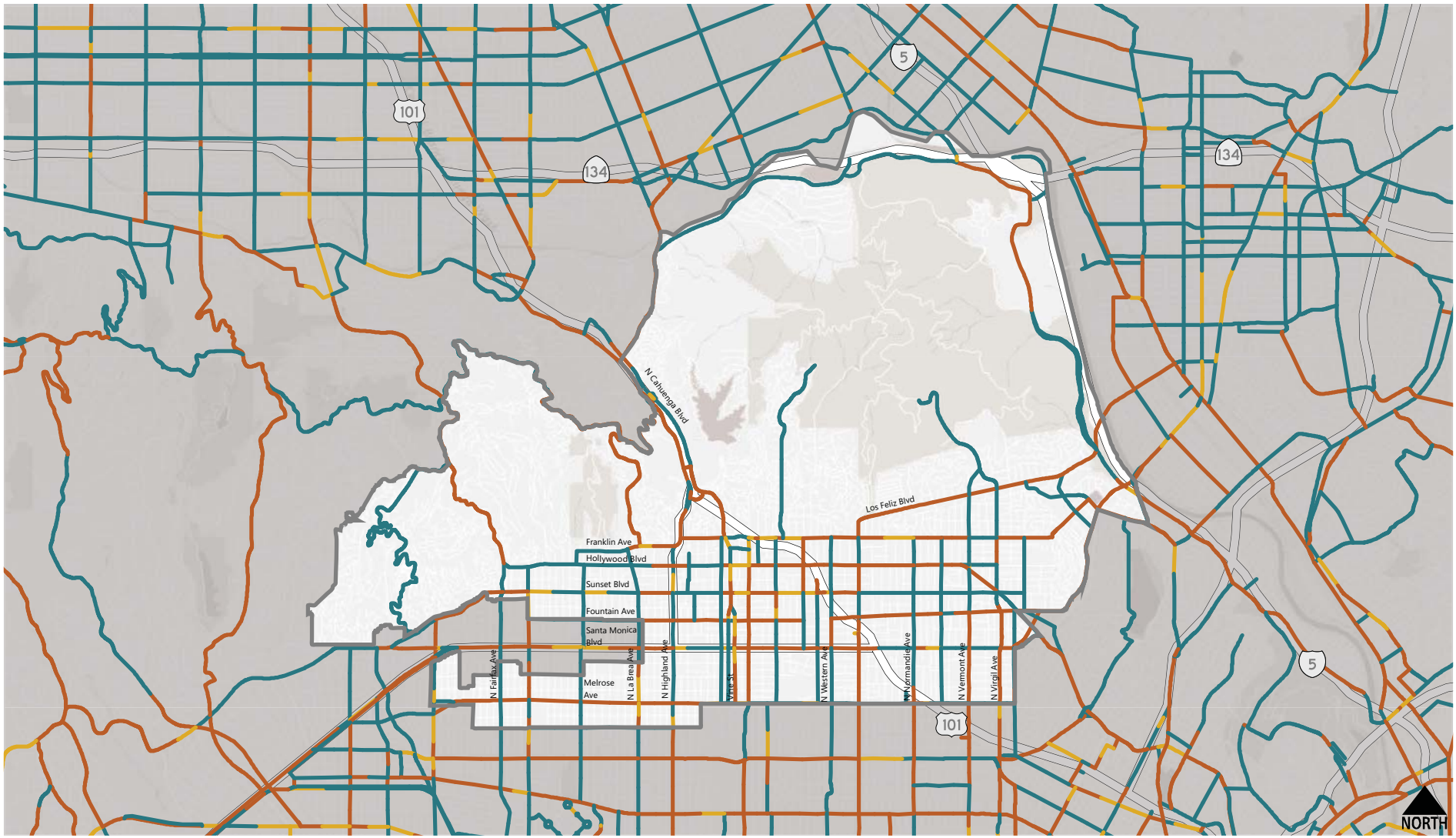
SOURCE: Fehr & Peers, 2018.

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FIGURE 4.15-10

AM PEAK PERIOD LEVEL OF SERVICE:
2040 PROJECT OPTION 2 CONDITIONS



Segment Level of Service

- Acceptable Operations (V/C < 0.90)
- Approaching Capacity (V/C 0.90 - 1.00)
- Over Capacity (V/C > 1.00, LOS F)

SOURCE: Fehr & Peers, 2018.

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FIGURE 4.15-11

PM PEAK PERIOD LEVEL OF SERVICE:
2040 PROJECT OPTION 2 CONDITIONS

Impacts related to the vehicular circulation system were determined to be significant without mitigation. Implementation of Mitigation Measure **T1** would ensure that mitigation measures would be completed to reduce the severity of impacts and that detailed analyses would be completed for individual projects that could result in transportation impacts. In urban areas like Hollywood, congestion often cannot be feasibly mitigated. Therefore, while the improvements identified in Mitigation Measure **T1** are expected to reduce the severity of congestion related impacts, the degradation in LOS and V/C ratios may still exceed the applicable significance criteria. Since the implementation of Mitigation Measure **T1** would not reduce the level of impacts to less than significant, the Proposed Plan would, based on current thresholds for roadway LOS, result in a ***significant and unavoidable impact***.

As discussed earlier in this section, it is possible that some or all of the impacts related to vehicular LOS that are considered significant under the current legal and policy framework would no longer be considered significant if analyzed using the new transportation performance metrics under consideration to replace LOS. But as these are no the current thresholds for significance in the City or the state, the impact from the Proposed Plan related to circulation is a ***significant and unavoidable impact***.

IMPACT 4.15-3 Would the implementation of the Proposed Plan exceed the City's thresholds related to neighborhood traffic intrusion? **Significant and unavoidable.**

Per the Thresholds Guide, neighborhood traffic intrusion impacts can be caused by traffic generated by the Proposed Plan, and/or traffic diverted or shifted due to the Proposed Plan onto local streets in residential neighborhoods. Evaluation of potential neighborhood intrusion impacts requires details regarding site access. Therefore, because the routing of traffic to local residential streets depends on the locations of site access points for each development site and those access points cannot be known at this time, the Proposed Plan is assessed qualitatively against these thresholds for purposes of this EIR.

Under Future With Project Conditions, the share of roadway street segments projected to operate at LOS E or F exceeds the share for the Existing conditions in the AM and PM peak periods. Although some of this increase is offset by a reduction in vehicular traffic due to shifts to other modes and routes, congestion could increase on certain roadways in the Project Area. In addition, some drivers may divert from the major corridors in the Project Area to parallel routes.

The EIR modeling analysis accounts for potential redistribution of vehicular traffic from highly congested streets to streets that have more available capacity. The cumulative effect of cut-through traffic is accounted for in the model that includes both arterial and non-arterial roadway street segments. Along roadways where the Proposed Plan would cause significant traffic congestion, diversion of trips could occur onto adjacent parallel routes. It is anticipated that diversion would not occur on streets that operate at LOS D or better during peak periods because the average delay is not substantial. However, for the street segments where the LOS would degrade from D to E or F, some trips could divert to adjacent streets to avoid longer travel times through congested locations. The LOS results with the Proposed Plan are shown in **Figures 4.15-8**, **4.15-9**, **4.15-10**, and **4.15-11**.

Therefore, the Proposed Plan could increase ADT volume on local residential streets in amounts equal to or greater than the following thresholds related to neighborhood traffic intrusion:

- ADT increase of 120 or more project trips if final ADT < 1,000
- ADT increase ≥ 12% if final ADT ≥ 1,000 and < 2,000
- ADT increase ≥ 10% if final ADT ≥ 2,000 and < 3,000
- ADT increase ≥ 8% if final ADT ≥ 3,000

The Proposed Plan and Project List includes programs and policies to address neighborhood traffic intrusion. The Proposed Plan would require future developments to complete the required Traffic Study and Traffic Impact procedures as described in LADOT's *Transportation Impact Study Guidelines*. Per the guidelines, a plan to reduce traffic from traveling through nearby residential areas, referred to as the Residential Neighborhood Traffic Management (NTM) Program, may be required as part of the mitigation program for future development project prior to approval. If NTM measures are required to off-set potential residential street impacts, then, prior to project occupancy, the applicant shall conduct public outreach and develop a NTM plan, in consultation with LADOT, the affected Council District office and the affected neighborhood. The NTM plan shall be prepared in conformance with the guidelines established by LADOT.

While the NTM plan can alleviate neighborhood traffic intrusion from individual developments within the Project Area, regional growth and associated increases in activity levels may still result in vehicles diverting to residential roadways. On a regional level, traffic in the Project Area is anticipated to increase in conjunction with regional population, housing, and employment growth projected to occur in the future by SCAG. This growth will occur with or without implementation of the Proposed Plan. The background growth influences the transportation analysis by accounting for the increased activity levels under Future With Project Conditions, although many of those increases would occur with or without the project.

Travel route changes on the City's arterial and collector roadways have been captured through the travel model's peak hour forecasts and LOS results. The extent to which trips would divert to adjacent local roadways, and specific roadway segments that may experience an increase in trips due to diversion from parallel routes, cannot be precisely defined at this time given the level of design detail available for the enhanced roadway treatment options and site access locations and designs that may be implemented. Therefore, impacts cannot be precisely determined. However, it is anticipated that increased traffic could occur on local roadways. In addition, regional growth is expected to increase overall activity levels and travel demands in the Project Area.

Since project impacts are based on Future With Project Conditions in comparison to Existing Conditions, under current CEQA Guidelines, this is considered a ***potentially significant*** adverse impact.

Mitigation Measures

T2 **Neighborhood Traffic Management Program.** As growth occurs within the Plan Area and transportation improvements contained in the proposed Project List are implemented, LADOT shall implement, as resources permit, the Neighborhood Traffic Management (NTM) Program on the impacted residential streets based on an analysis of project-specific impacts conducted according to LADOT's *Transportation Impact Study Guidelines*.

Significance of Impacts after Mitigation

Mitigation Measure **T2** requires that the NTM Program included as part of the Project List be implemented if project-specific impacts are identified for land use development or transportation projects in the Plan Area. While the NTM Program contained in the Project List would eventually be implemented as funding is available, this mitigation measure further defines the timing for implementation when the program is needed to mitigate project-specific impacts from individual development sites or transportation projects in the Plan Area as determined through further project-specific traffic impact studies based on LADOT's *Transportation Impact Study Guidelines*. While LADOT's NTM program already requires projects to off-set potential residential street impacts, this mitigation measure ensures that the NTM program will continue to be implemented over the life of the Proposed Plan. Mitigation Measure **T2** is also consistent with the Mayor's Office and LADOT's Great Streets for Los Angeles Strategic Plan that identifies the need to protecting neighborhoods from traffic intrusion and vehicle speeding.

The implementation of the mitigation measure would reduce the level of impact related to neighborhood traffic intrusion but impacts could remain significant since the mitigation measure cannot be guaranteed to reduce residential traffic volumes below the City's current thresholds. In urban areas like Hollywood, traffic diversion resulting from congestion often cannot be fully mitigated. Therefore, while implementing Mitigation Measure **T2** is expected to reduce the severity of neighborhood traffic intrusion, the increase in traffic volumes may still exceed the applicable significance criteria. Therefore, the impact of the Proposed Plan on neighborhood traffic would be ***significant and unavoidable***.

IMPACT 4.15-4 Would implementation of the Proposed Plan exceed Metro's thresholds related to its Congestion Management Plan (CMP)? **Significant and unavoidable.**

The CMP is a state-mandated program administered by Metro that provides a mechanism for coordinating land use and development decisions. CMP requires establishment of LOS standards to measure congestion at specific monitoring locations on the freeway and arterial systems. LOS ranges from LOS A to LOS F, with LOS A representing free-flow conditions and LOS F representing a high level of congestion.

Freeway segment volumes based on Hollywood Subarea model data were used to compare the Future With Project Conditions to Existing Conditions for the CMP freeway monitoring locations within or adjacent to the Project Area. The two treatment options for implementation of the enhanced networks would affect local travel flows but are not anticipated to affect traffic volumes on the regional freeway system. In reviewing the 2040 travel forecasts on the CMP monitoring locations, the AM and PM peak hour traffic volumes between Treatment Option 1 and Treatment Option 2 were nearly identical (within one percent). The highest travel forecast reported between the two treatments were applied to the CMP analysis and are reflected in the analysis results presented below.

Freeway (mainline) operating conditions during peak periods were evaluated using the general procedures established by the CMP. Freeway mainline LOS is estimated with calculation of the V/C ratio. Calculation of LOS based on V/C ratios is a surrogate for the speed-based LOS used by Caltrans for traffic operational analysis. Existing traffic volumes and segment capacity was determined based on the standards in *2010 Congestion Management Program for Los Angeles County*.

As defined by the CMP, a significant impact occurs when a project increases traffic demand on a CMP facility by two percent of capacity ($V/C \geq 0.02$), causing LOS F ($V/C > 1.00$); if the facility is already at LOS F, a significant impact occurs when a project increases traffic demand on a CMP facility by two percent of capacity ($V/C \geq 0.02$). On a regional level, traffic in the Project Area is anticipated to increase in conjunction with regional population, housing, and employment growth projected to occur in the future by SCAG. This regional growth will occur with or without implementation of the Proposed Plan. Consequently, when comparing traffic operations on the freeway system under Future With Project Conditions to Existing Conditions, peak period congestion increases overtime as a result of background growth and the Proposed Plan.

Table 4.15-10 presents the freeway segment LOS for the CMP Freeway Monitoring Stations within and adjacent to the Project Area for AM and PM peak hours under the Future With Project Conditions in comparison to Future Without Project Conditions for informational purposes.

Table 4.15-11 presents the freeway segment LOS for the CMP Freeway Monitoring Stations within and adjacent to the Project Area for AM and PM peak hours under the Future With Project Conditions in comparison to Existing Conditions for the purpose of identifying potential project impacts.

TABLE 4.15-10: CMP FREEWAY ANALYSIS IMPACT SUMMARY: FUTURE WITHOUT PROJECT AND FUTURE WITH PROJECT PEAK HOUR OPERATIONS

					Future 2040 Without Project			Future 2040 With Project			
CMP Freeway Monitoring Location		Peak Hour	Dir	Capacity	Volume	V/C	LOS	Volume	V/C	LOS	Change in V/C
1004	I-5 at Stadium Way	AM	NB	10000	9,600	0.960	E	9,600	0.960	E	0.000
		AM	SB	10000	14,300	1.430	F(2)	14,500	1.450	F(2)	0.020
		PM	NB	10000	13,000	1.300	F(1)	13,000	1.300	F(1)	0.000
		PM	SB	10000	11,000	1.100	F(0)	10,900	1.090	F(0)	-0.010
1005	I-5 s/o Colorado Blvd. Exit	AM	NB	10000	10,600	1.060	F(0)	10,800	1.080	F(0)	0.020
		AM	SB	10000	14,600	1.460	F(3)	14,700	1.470	F(3)	0.010
		PM	NB	10000	13,700	1.370	F(2)	13,800	1.380	F(2)	0.010
		PM	SB	10000	12,400	1.240	F(0)	12,400	1.240	F(0)	0.000
1006	I-5 at Burbank Blvd.	AM	NB	8000	8,400	1.050	F(0)	8,400	1.050	F(0)	0.000
		AM	SB	8000	9,500	1.188	F(0)	9,500	1.188	F(0)	0.000
		PM	NB	8000	10,600	1.325	F(1)	10,600	1.325	F(1)	0.000
		PM	SB	8000	12,200	1.525	F(3)	12,200	1.525	F(3)	0.000
1036	US 101 n/o Vignes St.	AM	NB	8000	12,100	1.513	F(3)	12,100	1.513	F(3)	0.000
		AM	SB	8000	8,900	1.113	F(0)	8,800	1.100	F(0)	-0.013
		PM	NB	8000	12,400	1.550	F(3)	12,400	1.550	F(3)	0.000
		PM	SB	8000	12,200	1.525	F(3)	12,200	1.525	F(3)	0.000
1037	US-101 s/o Santa Monica Blvd.	AM	NB	8000	7,200	0.900	D	7,200	0.900	D	0.000
		AM	SB	8000	11,300	1.413	F(2)	11,100	1.388	F(2)	-0.025
		PM	NB	8000	11,200	1.400	F(2)	11,200	1.400	F(2)	0.000
		PM	SB	8000	11,900	1.488	F(3)	12,000	1.500	F(3)	0.012
1038	US-101 at Coldwater Canyon Ave.	AM	NB	10000	15,000	1.500	F(3)	15,000	1.500	F(3)	0.000
		AM	SB	10000	15,200	1.520	F(3)	15,200	1.520	F(3)	0.000
		PM	NB	10000	12,900	1.290	F(1)	12,900	1.290	F(1)	0.000
		PM	SB	10000	15,500	1.550	F(3)	15,500	1.550	F(3)	0.000
1048	I-110 s/o US-101	AM	NB	8000	11,800	1.475	F(3)	11,800	1.475	F(3)	0.000
		AM	SB	8000	11,700	1.463	F(3)	11,700	1.463	F(3)	0.000
		PM	NB	8000	11,900	1.488	F(3)	12,000	1.500	F(3)	0.012
		PM	SB	8000	10,700	1.338	F(1)	10,700	1.338	F(1)	0.000
1049	I-110 at Alpine St.	AM	NB	6000	6,300	1.050	F(0)	6,300	1.050	F(0)	0.000
		AM	SB	6000	9,100	1.517	F(3)	9,100	1.517	F(3)	0.000
		PM	NB	6000	9,600	1.600	F(3)	9,800	1.633	F(3)	0.033
		PM	SB	6000	9,300	1.550	F(3)	9,300	1.550	F(3)	0.000
1054	SR-134 at Forman Ave.	AM	EB	10000	8,200	0.820	D	8,100	0.810	D	-0.010
		AM	WB	10000	8,100	0.810	D	8,100	0.810	D	0.000
		PM	EB	10000	12,500	1.250	F(0)	12,500	1.250	F(0)	0.000
		PM	WB	10000	12,500	1.250	F(0)	12,400	1.240	F(0)	-0.010
1055	SR-134 e/o Central Ave.	AM	EB	10000	9,900	0.990	E	10,000	1.000	E	0.010
		AM	WB	10000	9,800	0.980	E	9,900	0.990	E	0.010
		PM	EB	10000	10,700	1.070	F(0)	10,700	1.070	F(0)	0.000
		PM	WB	10000	9,600	0.960	E	9,400	0.940	E	-0.020
1057	SR-170 s/o Sherman Way	AM	NB	10000	6,700	0.670	C	6,700	0.670	C	0.000
		AM	SB	10000	12,400	1.240	F(0)	12,000	1.200	F(0)	-0.040
		PM	NB	10000	9,400	0.940	E	9,200	0.920	D	-0.020
		PM	SB	10000	7,200	0.720	C	7,400	0.740	C	0.020

SOURCE: Fehr & Peers, 2018.

TABLE 4.15-11: CMP FREEWAY ANALYSIS IMPACT SUMMARY: EXISTING AND FUTURE WITH PROJECT PEAK HOUR OPERATIONS

					Existing			Future 2040 with Project				
CMP Freeway Monitoring Location		**Peak Hour**	**Dir**	**Capacity**	**Volume**	**V/C**	**LOS**	**Volume**	**V/C**	**LOS**	**Change in V/C**	**Impact? /a/**
1004	I-5 at Stadium Way	AM	NB	10000	9584	0.958	E	9,600	0.960	E	0.002	--
		AM	SB	10000	14274	1.427	F(2)	14,500	1.450	F(2)	0.023	**Yes**
		PM	NB	10000	12974	1.297	F(1)	13,000	1.300	F(1)	0.003	--
		PM	SB	10000	10808	1.081	F(0)	10,900	1.090	F(0)	0.009	--
1005	I-5 s/o Colorado Blvd. Exit	AM	NB	10000	10400	1.04	F(0)	10,800	1.080	F(0)	0.040	**Yes**
		AM	SB	10000	14172	1.417	F(2)	14,700	1.470	F(3)	0.053	**Yes**
		PM	NB	10000	13255	1.326	F(1)	13,800	1.380	F(2)	0.054	**Yes**
		PM	SB	10000	11725	1.173	F(0)	12,400	1.240	F(0)	0.067	**Yes**
1006	I-5 at Burbank Blvd.	AM	NB	8000	8372	1.047	F(0)	8,400	1.050	F(0)	0.003	--
		AM	SB	8000	9406	1.176	F(0)	9,500	1.188	F(0)	0.012	--
		PM	NB	8000	10543	1.318	F(1)	10,600	1.325	F(1)	0.007	--
		PM	SB	8000	12196	1.525	F(3)	12,200	1.525	F(3)	0.000	--
1036	US-101 n/o Vignes St.	AM	NB	8000	12014	1.502	F(3)	12,100	1.513	F(3)	0.011	--
		AM	SB	8000	8267	1.033	F(0)	8,800	1.100	F(0)	0.067	**Yes**
		PM	NB	8000	11904	1.488	F(3)	12,400	1.550	F(3)	0.062	**Yes**
		PM	SB	8000	12124	1.516	F(3)	12,200	1.525	F(3)	0.009	--
1037	US-101 s/o Santa Monica Blvd.	AM	NB	8000	6867	0.858	D	7,200	0.900	D	0.042	--
		AM	SB	8000	11007	1.376	F(2)	11,100	1.388	F(2)	0.012	--
		PM	NB	8000	11108	1.389	F(2)	11,200	1.400	F(2)	0.011	--
		PM	SB	8000	11613	1.452	F(3)	12,000	1.500	F(3)	0.048	**Yes**
1038	US-101 at Coldwater Canyon Ave.	AM	NB	10000	14944	1.494	F(3)	15,000	1.500	F(3)	0.006	--
		AM	SB	10000	15152	1.515	F(3)	15,200	1.520	F(3)	0.005	--
		PM	NB	10000	12869	1.287	F(1)	12,900	1.290	F(1)	0.003	--
		PM	SB	10000	15463	1.546	F(3)	15,500	1.550	F(3)	0.004	--
1048	I-110 s/o US-101	AM	NB	8000	11544	1.443	F(2)	11,800	1.475	F(3)	0.032	**Yes**
		AM	SB	8000	11544	1.443	F(2)	11,700	1.463	F(3)	0.020	**Yes**
		PM	NB	8000	11746	1.468	F(3)	12,000	1.500	F(3)	0.032	**Yes**
		PM	SB	8000	10632	1.329	F(1)	10,700	1.338	F(1)	0.009	--
1049	I-110 at Alpine St.	AM	NB	6000	5812	0.969	E	6,300	1.050	F(0)	0.081	**Yes**
		AM	SB	6000	8972	1.495	F(3)	9,100	1.517	F(3)	0.022	**Yes**
		PM	NB	6000	9380	1.563	F(3)	9,800	1.633	F(3)	0.070	**Yes**
		PM	SB	6000	8972	1.495	F(3)	9,300	1.550	F(3)	0.055	**Yes**
1054	SR-134 at Forman Ave.	AM	EB	10000	8062	0.806	D	8,100	0.810	D	0.004	--
		AM	WB	10000	8062	0.806	D	8,100	0.810	D	0.004	--
		PM	EB	10000	12403	1.24	F(0)	12,500	1.250	F(0)	0.010	--
		PM	WB	10000	12300	1.23	F(0)	12,400	1.240	F(0)	0.010	--
1055	SR-134 e/o Central Ave.	AM	EB	10000	6627	0.663	C	10,000	1.000	E	0.337	--
		AM	WB	10000	9176	0.918	D	9,900	0.990	E	0.072	--
		PM	EB	10000	8667	0.867	D	10,700	1.070	F(0)	0.203	**Yes**
		PM	WB	10000	6220	0.622	C	9,400	0.940	E	0.318	--
1057	SR-170 s/o Sherman Way	AM	NB	10000	5685	0.569	C	6,700	0.670	C	0.101	--
		AM	SB	10000	10956	1.096	F(0)	12,000	1.200	F(0)	0.104	**Yes**
		PM	NB	10000	6925	0.693	C	9,200	0.920	D	0.227	--
		PM	SB	10000	5892	0.589	C	7,400	0.740	C	0.151	--

/a/ CMP defines significant freeway impact as change in D/C ratio of 0.02 or more when a freeway segment is at LOS F (D/C ratio > 1.00).
SOURCE: Fehr & Peers, 2018.

Several CMP freeway monitoring locations are operating at LOS E or F under Existing Conditions during both the AM and PM peak hours and are projected to operate at LOS E or F in the future. Many of the resulting V/C ratios on CMP facilities would increase by two percent or more of capacity ($V/C \geq 0.02$) with the Future With Project Conditions when compared to Existing Conditions. Therefore, impacts related to the CMP would be ***potentially significant***.

The CMP also requires monitoring and analysis at arterial locations. Within the Project Area, there are two monitoring stations on Santa Monica Blvd., at Highland Avenue and Western Avenue. The Future Baseline and Project trips are expected to exceed the threshold of 50 trips required for CMP analysis at arterial locations. Based on Existing Conditions, it is expected these intersections will operate at LOS E or F, and therefore the resulting V/C ratio would increase by two percent or more of capacity.

Mitigation Measures

T3 **Coordination with Other Agencies on Transportation Improvements and Funding.** As development occurs in the Project Area and the City of Los Angeles implements projects that could potentially impact vehicular operations as determined by LADOT on transportation systems managed by other agencies, such as California Department of Transportation (Caltrans), Los Angeles County Metropolitan Transportation Authority (Metro), or neighboring jurisdictions, the City of Los Angeles shall coordinate with these entities to identify transportation improvements and seek opportunities to jointly pursue funding. Mobility solutions shall be focused on safety, enhancing mobility options, improving access to active modes, and implementing Transportation Demand Management (TDM) measures to achieve both local and regional transportation and sustainability goals.

Significance of Impacts after Mitigation

The implementation of Mitigation Measure **T3** would reduce the level of impact related to freeways and the CMP but impacts would foreseeably remain significant since the mitigation measure: 1) cannot be guaranteed to occur prior to certain freeway or roadway segments experiencing increases in traffic volumes in exceedance of the current CMP thresholds and 2) the widening of the freeway mainline segments in the study area is infeasible due to lack of available right-of-way. Therefore, the impact of the Proposed Plan on CMP and state freeway facilities would be ***significant and unavoidable***.

IMPACT 4.15-5 Would implementation of the Proposed Plan result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? **No impact.**

The Hollywood Community Plan does not contain any airports within its boundaries. The closest airport is the Bob Hope Airport in the City of Burbank approximately five miles from the northern boundary. Los Angeles International Airport (LAX) is located approximately 11 miles southwest of the southern boundary. No portion of the Project Area is located within the Airport Land Use Plan (ALUP) for these airports and therefore, air traffic patterns are not anticipated to change. Therefore, there would be ***no impact*** with respect to air traffic patterns.

Mitigation Measures

No mitigation measures are necessary.

Significance of Impacts after Mitigation

No impact.

IMPACT 4.15-6 Would implementation of the Proposed Plan substantially change physical conditions that would adversely affect transportation safety, or increase hazards due to a design feature (e.g., sharp curves, dangerous intersections, or configurations that affect visibility of cars to pedestrians and bicyclists) or incompatible uses (e.g., farm equipment)? **Less than significant.**

The Proposed Plan describes the reasonably expected future development for a portion of the City and does *not* constitute a commitment to any project-specific development, introduce new streets or otherwise change the overall land use pattern within the Project Area. Furthermore, none of the regulations included in the Proposed Plan would promote sharp curves, dangerous intersections, or incompatible uses that could present safety hazards. Rather, numerous policies and programs included in the Proposed Plan emphasize transportation safety for all people using the transportation system, support implementation of transportation treatments that are designed improve roadway safety and help implement other City initiatives (such as Vision Zero or Safe Routes to School) which aim to improve the safety of the City's transportation facilities.

None of the transportation system improvements envisioned in the Proposed Plan or Project List would introduce new safety hazards or incompatible uses at intersections or along roadway segments, as most would be designed to improve safe circulation and access to the transit stations for all users. The multi-modal improvements envisioned in the Proposed Plan are intended to help minimize conflicts between pedestrians and vehicles. Furthermore, design standards in the Proposed Plan are intended to limit the number, width, and location of new driveways along major streets and in areas of high pedestrian activity, thereby improving pedestrian safety.

The implementation of bicycle and pedestrian facilities identified in the Proposed Plan and Project List are anticipated to improve the safety of bicyclists and pedestrians. Automobile speed is a major factor in the severity of collisions with bicyclists and pedestrians, the most vulnerable roadway users. Collisions with a vehicle traveling at 20 miles per hour result in a five percent pedestrian fatality rate, and fatalities increase to 40, 80 and 100 percent when the vehicle speed increases to 30, 40 and 50 mph, respectively.[19] Bicycle lanes, when accompanied by travel lane reductions can help reduce overall vehicle speeds.[20] When modified from four travel lanes to two travel lanes with a two-way left-turn lane, research along 45 corridors throughout the country has found a range of 19 to 47 percent reduction in all roadway crashes. The upgrade to fully protected bicycle lanes or cycle tracks has been shown to reduce the risk of injury by 90 percent.[21]

The bicyclist and pedestrian improvements associated with the Proposed Plan and Project List are also anticipated to increase the number and visibility of bicyclists and pedestrians on the City's transportation network. Of 68 cities across California with highest per capita pedestrian and bicycle collisions, per capita injury rates to pedestrians and bicyclists are shown to fall precipitously as the number of bicyclists increases, revealing a non-linear relationship between bicycle safety and the level of bicycling.[22] This study showed as much as an eight-fold variation of collisions (expressed as a percentage of those that bike or walk to work) in comparing low and high bicycling cities. The underlying reason for this pattern is that motorists drive slower when bicyclists and pedestrians are visible either in number or frequency and drive

[19]U. S. Department of Transportation National Highway Traffic Safety Administration, *Literature Review on Vehicle Travel Speeds and Pedestrian Injuries. DOT HS 809 021*, 1999.

[20]Federal Highway Administration (FHWA), http://www.fhwa.dot.gov/publications/research/safety/10053/index.cfm, accessed on November 19, 2012

[21]Kay Teschke et al., *Route Infrastructure and the Risk of Injuries to Bicyclists: A Case-Crossover Study. American Journal of Public Health*, 2012.

[22]Jacobsen, P.L., *Safety in Numbers: More Walkers and Bicyclists, Safety Walking and Bicycling. Injury Prevention 9~3!:205–209*, 2003.

faster when few pedestrians and bicyclists are present, resulting in higher overall travel speeds. This effect of modified driving behavior is consistent with other research focused on 24 California cities that shows that higher bicycling rates among the population generally show a much lower risk of fatal crashes for all road users.[23] Comparing these low versus high bicycling communities, there was a ten-fold reduction in fatality rate for motorists, and eleven-fold reduction in fatality rate for pedestrians, and an almost fifty-fold reduction in fatality rate for bicyclists.[24]

Inclusion of protected bicycle lanes further increases the level of safety. New York City implemented the first fully protected bike lanes in the country. Protected bike lanes in New York City on 8th Avenue and 9th Avenue resulted in a 35 percent and 58 percent decrease, respectively, in injuries to all road users.[25] In the same study, implementation of bus/bike lanes on First and Second Avenues led to a 37 percent decrease in injury crashes.[26]

The Proposed Plan is responding to changing demographics, a younger population desirous of safe and accessible active transportation options (bike, walk), a growing number of residents and employees seeking alternatives to the car, and an aging population that may need to rely more and more on transportation alternatives to the automobile. In 2030, senior citizens will make up 1/5 of Los Angeles County's population. This older population (as well as children and the disabled) will benefit from longer pedestrian crossing times, shorter street crossing distances, wider, shaded sidewalks, street benches, increased transit service and separated bicycle facilities. Ultimately, there is nothing in the Proposed Plan expected to significantly reduce pedestrian mobility, including but not limited to the disabled, those with strollers, and bus riders.

Therefore, impacts related to transportation safety as a result of design features or incompatible uses would be ***less than significant***.

Mitigation Measures

No mitigation measures are necessary.

Significance of Impacts after Mitigation

Less than significant.

IMPACT 4.15-7 Would implementation of the Proposed Plan result in inadequate emergency access that could require the addition of a new governmental facility or the expansion, consolidation or relocation of an existing facility to maintain service? **Less than significant.**

Within the City of Los Angeles, fire prevention and suppression and emergency medical services are provided by the LAFD. Public protection service and law enforcement are provided by LAPD. LAFD in collaboration with LADOT has developed a FPS, a system that automatically turns traffic lights to green for emergency vehicles traveling on designated streets in the City.[27] The City of Los Angeles has over 205 miles of routes equipped with FPS.

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[23]Marshall, Wesley E., N. W. Garrick, *Evidence on Why Bike-Friendly Cities Are Safer For All Road Users. Environmental Practice 13 (1),* March 2011.

[24]*Ibid.*

[25]NY DOT, *Measuring the Street: New Metrics for 21st Century Streets*, 2012.

[26]*Ibid.*

[27]Los Angeles Fire Department, Bulletin No. 133, *Training Bulletin: Traffic Signal Preemption System for Emergency Vehicles,* October 2008.

This Draft EIR provides an evaluation of impacts to emergency services. While the Plan would impact segment-level LOS, there is not a direct relationship between predicted travel delay and response times as California state law does require drivers to yield the right-of-way to emergency vehicles and even permits emergency vehicles to use opposing lane of travel, the center turn lanes, or bus-only lanes. In some instances, roadway reconfigurations with the implementation of the transportation improvements as part of the enhanced network treatments could improve emergency access. For example, a roadway reconfiguration could improve emergency access where a bus-only lane or a contiguous center left-turn lane is introduced where it did not exist. Emergency vehicles are permitted to use bus-only lanes for local access to emergency destinations. People traveling by bicycle are required to pull to the side of the road to yield access to emergency providers regardless if they are traveling in a bus-only lane or in a standard travel lane. It is more likely that when in route to an emergency incident, general traffic will be expected to merge into the bus-only lane, permitting the emergency vehicle to pass in the through lane to the left. Emergency responders also routinely use the center left-turn lanes, or even travel in opposing travel lanes if needed. Generally, multi-lane roadways allow the emergency vehicles to travel at higher speeds and permit other traffic to maneuver out of the path of the emergency vehicle.

Knowing exactly how fire and emergency service response times will be affected calls for a great deal of speculation. As explained under Impact 4.15-2, it is not possible to exactly predict the Proposed Plan impacts at the street level. This is one factor as to why it is not possible to forecast response times. The other is that, as explained above, the relationship between emergency access and traffic and potential impacts associated with emergency access is complex and involves factors such as the following:

- The proximity of LAFD and LAPD (and other) facilities to those they serve. There are no current plans to construct new fire or police facilities in the Project Area. LAFD and LAPD are responsible for identifying and implementing capital improvements (such as new Fire or Police Stations) as may be needed to respond to anticipated increased demand. LAFD and LAPD do not have a capital improvement plan that identifies construction of new fire stations in specific locations and therefore it is not possible to forecast or identify any specific impacts associated with any potential new or expanded facilities. Any impacts from building or expanding facilities would be speculative at this point in time.
- The staffing and equipment at fire stations.
- The opportunity for emergency responders to use alternative routes in an area.
- The specific street configuration. LAFD, in cooperation with LADOT and LADCP, actively participates in the design of specific roadway changes in order to ensure adequate fire/emergency access is maintained. LAFD, in reviewing street and right-of-way projects, comments on particular street configuration designs, and will raise concerns if roadways present particular access challenges, and can recommend no changes be done at all or alternative changes be undertaken if fire and emergency access are particularly impacted.
- As identified in the Thresholds Guide, on any given project review, LAFD can implement project specific mitigation requirements, such as requiring fire retardant landscaping, prohibiting construction in fire hazard areas, requiring design features that reduce fire potential and developing emergency response plans.
- The changing demand for service is complex. For example, with increasing populations there may be more density and more construction, though new buildings are constructed in accordance with increasingly stringent building and fire codes making them safer and more resistant to fires, such as requiring fire sprinklers. The population is aging, which may increase demand for service. But it is also feasible that the population may not need additional service, as healthcare and other technologies evolve and are improved.

- Future factors that could increase efficiencies in response, including improvements in technology and management, such as changes in deployment of equipment and staff and mutual aid agreements.

LAFD is responsible for maintaining adequate response times. LAFD published a Strategic Plan in April 2015. The LAFD Strategic Plan focuses on nine goals and corresponding strategic actions that would guide the LAFD for the next three years.[28] The primary goals that are applicable to the Project include providing exceptional public safety and emergency service and implementing and capitalizing on advanced technologies. Some of the key priorities associated with these goals include:

- Improving response times by utilizing data and metrics to identify gaps in LAFD's response strategies and exploring response time improvements through dialogue, cognitive inquiry, innovation, and follow-up;
- Delivery of emergency medical services by expanding LAFD EMS response capabilities for special events and addressing periods of high vehicle traffic; and
- Identifying and implementing advanced technologies to support and improve performance metrics, tracking standards, data collection, analysis and reporting procedures (FireStatLA).

The LAFD Strategic Plan also focuses on the development of an even more professional workforce, promotion of a positive work environment to address risk management issues, and strengthening community relationships to improve preparedness and enhance resiliency during emergency events.

Planning Department staff have discussed the LAFD Strategic Plan and its relationship to growth and traffic with LAFD staff in order to understand how LAFD responds to growth and changes in traffic.[29] LAFD advised that although increasing congestion is a factor in how they address emergency response, their ongoing planning efforts, including the LAFD Strategic Plan take in to account such increases in congestion and LAFD continues to plan for and maintain public safety and emergency service as required. LAFD monitors any impact on-the-ground implementation of the Proposed Plan may have on response times and make adjustments as necessary. These adjustments may or may not include redeploying resources, adding staff or building new fire stations.

Based on the above, LAFD and LAPD may build a new facility or expand an existing facility to provide fire protection, emergency medical service and police protection over the plan horizon for the Proposed Plan that may or may not be in part a result of increased traffic. The location, size, and type of such facility would be speculative at this point in time. (See discussion in Impact 4.14-1). Based on the threshold, an impact would result if construction of a new or expanded facility would result in impact to the environment. Based on the above and as discussed in Impact 4.14-1, the impact of the Proposed Plan on fire protection, emergency medical services and police protection would be ***less than significant***.

Mitigation Measures

No mitigation measures are required.

Significance of Impacts after Mitigation

Less than significant.

[28]LAFD, *Strategic Plan 2015-2017*, http://www.lafd.org/news/lafd-chief-unveils-departments-strategic-plan.
[29]Meeting between DCP and LAFD staff on September 8, 2015.

IMPACT 4.15-8 Would the implementation of the Proposed Plan substantially disrupt existing public transit, bicycle, or pedestrian facilities or interfere with planned facilities, or create conflicts or inconsistencies with adopted public transit, bicycle, or pedestrian system plans, guidelines, policies, or standards? **Less than significant.**

The types of transportation improvements envisioned as part of the Proposed Plan and Project List are within the framework established in the MP 2035. The policies and programs in the Proposed Plan are consistent with the City's multimodal approach to transportation planning. The transportation improvements supported in the programs and policies of the Proposed Plans and contained in the Project List would provide transportation options and accommodations for multiple modes of travel (i.e., transit, bicycle, pedestrian, and vehicle) as part of the transportation system. The Project List is not exhaustive but is representative of the types of improvements proposed for inclusion in the Community Plan. In addition, the Proposed Plan would not, itself, entitle or otherwise approve any transportation projects. Nevertheless, potential impacts of implementing the transportation improvements contained in the Project Lists were analyzed at a programmatic level as part of the Proposed Plan under Future With Project Conditions. The types of improvements that could be implemented through the Proposed Plan are discussed in further detail below.

Public Transit Facilities

The transit improvements in the Proposed Plan and contained in the Project List include network changes as well as signal timing and technology improvements and stop enhancements that would help to reduce delays for transit vehicles. The changes are intended to provide reliable and frequent transit service that is convenient and safe; increase transit mode share; and reduce single-occupancy vehicle trips.

The Proposed Plan would not disrupt any existing or planned transit facilities or create conflicts or inconsistencies with adopted transit plans, guidelines, policies, or standards. Rather, the Proposed Plan supports existing facilities and adopted plans and polices. Therefore, no impact related to the transit system would occur.

Bicycle Facilities

The bicycle improvements in the Proposed Plan and contained in the Project List reflect the types of bicycle facilities that could be implemented as part of MP 2035 through BEN, Bicycle Lane Network, and NEN treatments. The bicycle facilities are intended to work in conjunction with existing paths and neighborhood facilities to provide a low-stress network of bikeways for all types of riders.

The Proposed Plan would not disrupt any existing or planned bicycle facilities, or create conflicts or inconsistencies with adopted bicycle system plans, guidelines, policies, or standards. Rather, the Proposed Plan supports existing facilities and adopted plans and polices. Therefore, no impact related to the bicycle circulation system would occur.

Pedestrian Facilities

Many of the multi-modal improvements in the Proposed Plan and contained in the Project List are focused on improving accessibility for pedestrians, including improved access to transit. For example, treatments are designed to improve the walking environment around the major transit stations as critical first-/last-mile connections.

The Proposed Plan would not disrupt existing pedestrian facilities or interfere with planned pedestrian facilities, or create conflicts or inconsistencies with adopted pedestrian system plans, guidelines, policies, or standards. Rather, the Proposed Plan supports existing facilities and adopted plans and polices. Therefore, no significant impact related to the pedestrian circulation system would occur.

Therefore, impacts related to public transit, bicycle, and pedestrian facilities would be ***less than significant***.

Mitigation Measures

No mitigation measures are required.

Significance of Impacts after Mitigation

Less than significant.

IMPACT 4.15-9 Would the Proposed Plan result in a substantial disruption to traffic during construction, which could include temporary street closures; temporary loss of regular vehicular or pedestrian access to existing land uses; temporary loss of an existing bus stop or rerouting of bus lines; or creation of traffic hazards? **Significant and unavoidable.**

Construction-related impacts would generally be temporary. Because the Proposed Plan represents an area relating to the development of multiple parcels, construction-related impacts would depend on the approach to development of each parcel or development site. Although specific impacts related to construction cannot be known at this time, it is likely that construction activities related to site development could necessitate temporary lane, alley, or street closures or result in bus stop relocation or bus rerouting.

The Proposed Plan would not, itself, entitle or otherwise approve any transportation improvements for construction. Implementation of the improvements identified in the Project List would mostly consist of roadway restriping and limited changes to the physical configuration of curbs, and thus, would likely be short in duration while other projects would require longer construction duration. Therefore, temporary construction related impacts could occur from the projects with longer construction durations.

The City implements standard construction techniques to manage construction related traffic impacts. Examples of these include preparation of traffic control plans, requiring flagmen and preparing detours. If unusual circumstances exist (e.g., multiple construction projects going around the same location), there may be ***potentially significant*** impacts.

Mitigation Measures

T4 **Traffic Control Plan.** Construction activities that may result from the Proposed Plan will be evaluated on a project-by-project basis by LADOT for construction-related impacts to traffic. Construction activities will be managed through the implementation of a traffic control plan, approved by LADOT, to reduce the severity and duration of traffic disruption and to ensure the safety of all users of the affected roadway, including, as appropriate, through the use of temporary traffic signals, detours, or the use of flagmen adjacent to construction activities.

Significance of Impacts after Mitigation

Implementation of the mitigation measure would be expected to reduce impacts to transportation related to construction. However, even with implementation of this measure, significant impacts may result. Therefore, construction-related impacts would remain ***significant and unavoidable***.

SECONDARY IMPACTS TO TRANSPORTATION

Parking deficits are considered to be social effects, rather than impacts on the physical environment as defined by CEQA. Under CEQA Guidelines, a project's social impacts need not be treated as significant impacts on the environment. Environmental documents must address the secondary physical impacts that

would be triggered by a social impact (CEQA Guidelines Section 15131). The social inconvenience of parking deficits, such as having to hunt for parking spaces, is not an environmental impact, but parking deficits may result in secondary physical environmental impacts, such as increased traffic congestion at intersections; air quality, safety, or noise impacts caused by congestion from drivers seeking parking.

Some of the enhanced network treatments analyzed as part of the Proposed Plan have the potential to remove on-street parking in certain locations. To consider the range of potential impacts that could occur from the implementation of the enhanced network treatments, two implementation options were developed for the purpose of analyzing potential impacts. Treatment Option 1 generally prioritizes vehicle and transit capacity, while Option 2 generally prioritizes the preservation of on-street parking (see **Table 4.15-7**). For example, protected bike lanes are proposed on Hollywood Boulevard (Virgil Avenue to La Brea Avenue) as part of the enhanced network treatments. Under Treatment Option 1, peak period parking restrictions would be implemented on Hollywood Boulevard to accommodate the protected bike lanes and maintain two vehicle lanes in each direction during peak travel hours (on-street parking and one vehicle lane per direction would occur in off-peak travel periods). Under Treatment Option 2, all day parking would be provided along Hollywood Boulevard and the vehicle capacity would be reduced from two to one travel lane in each direction to accommodate the protected bike lanes. Through additional studies, it may be found that on-street parking should be maintained in exchange for a reduction in vehicle capacity (i.e., vehicle travel lane conversions to bike or bus-only lanes) or other off-street parking solutions required in certain locations along the corridors may be proposed. Individual projects would be studied in further detail as the Proposed Plan would not, itself, entitle or otherwise approve any transportation projects.

The Proposed Plan has a variety of policies and programs related to parking. Below is a sample of the proposed policies and programs in the Proposed Plan.

Policy M.6.1: Efficient management. Improve utilization and management of existing public parking supply. Support their use and encourage shared parking, market-driven pricing, and other parking innovations to ensure parking efficiency.

> **Program 93**: Create a parking management district or districts in areas of high parking demand.
>
> **Program 50**: Encourage projects located within the Regional Center to participate in District Valet Programs to mitigate any project-generated parking impacts. Participation in a District Valet Program should be considered as a traffic mitigation measure.
>
> **Program 51**: Consider allowing nightclub and other entertainment venues in the Regional Center to submit a private parking plan certified by the Department of Transportation to utilize underused private commercial parking areas for certification by the Department of Transportation in lieu of providing required on-site parking spaces.

Policy M.6.11: Maximize the use of on-street parking spaces in commercial areas.

> **Program 94**: Work with LADOT to implement Express Park, an intelligent parking management system that provides information on the location and pricing of available parking in current time and adjusts pricing and time limit in response to changes in supply and demand.

Policy M.6.12: New lots and structures. Support construction of new parking lots and structures located in high demand areas that share spaces with multiple uses and adhere to design standards. New parking structures should be built to be adaptive to a future non-parking use.

> **Program 95**: Develop new off-street public parking resources, including parking structures and underground parking, in accordance with design standards.

In addition to the enhanced network treatments analyzed as part the Proposed Plan, the following trip reduction programs would help to reduce the need for vehicular travel and better manage the supply of parking in the project area:

Policy M.1.8: Peak hour parking restrictions. Discourage peak hour parking restrictions on streets with high volumes of bicyclists. Consider peak hour parking restrictions or no on-street parking on designated segments of Boulevards and Avenues in the Vehicle Enhanced Network that facilitate travel for rush hour freeway commuters.

Policy M.2.5: Transportation demand management. Support implementation of transportation demand management strategies to minimize vehicle trips and improve mobility.

Policy M.2.1: Sustainable mobility options. Encourage sustainable mobility options. Support transportation options for persons who do not have cars or want to use their cars less and promote the use of taxis, rental cars, shared cars, shared bicycles, van pools, shuttles, secure bicycle parking, consolidated pick-up and drop-off areas for Transportation Network Companies (TNCs), and other short trip and first/last mile connections to transit. Encourage the location of these services and bus layovers near Metro Rail Stations and major transit nodes.

The Proposed Plan could result in a loss of on-street parking spaces that could increase VMT if people drive farther to find parking or seek an alternate destination with more convenient parking. However, this increased VMT could potentially be off-set by a reduction in vehicle trips resulting from travel options other than driving that would be available as part of the Proposed Plan as discussed under the new transportation performance metrics below, and by implementing the proposed parking policies and programs.

In addition, the City's establishment of Modified Parking Requirement (MPR) Districts (Ordinance No. 182242) allows for the modification of parking requirements within the MPR District to maintain the required number of parking spaces for any permitted use in the District, to allow off-site parking within 1,500 feet of the site, to reduce parking requirements for individual projects, to establish less restrictive parking requirements by use within the District, to establish more restrictive parking requirements by use within the District, to create a commercial parking credit program, or to establish maximum parking requirements within the District.

Based on all of the above, secondary impacts of the Proposed Plan related to loss of parking would be ***less than significant*** and no mitigation is required.

NEW TRANSPORTATION PERFORMANCE METRICS CURRENTLY UNDER CONSIDERATION

SB 743 directs OPR to "prepare, develop, and transmit to the Secretary of the Natural Resources Agency for certification and adoption proposed revisions to the guidelines adopted pursuant to Section 21083 establishing criteria for determining the significance of transportation impacts of projects within transit priority areas. Upon certification of the guidelines by the Secretary of the Natural Resources Agency pursuant to this section, automobile delay, as described solely by LOS or similar measures of vehicular capacity or traffic congestion within a transit priority area, shall not support a finding of significance pursuant to this division…"

The new draft CEQA guidance on transportation impact analysis from OPR focuses on per-capita VMT. Other potential metrics that could be considered include total VMT and vehicle trips. The Proposed Plan's intended benefits can be quantified using these potential metrics. Included below is an overview of the mobility benefits of the Proposed Plan and an analysis using the alternate thresholds identified in this

section. This analysis is provided as additional information and does not affect the impact analysis in this EIR.

This following analysis, as applicable, may be considered in any subsequent environmental analysis that is tiering or relying on or incorporating by reference this EIR should the City adopt a VMT metric threshold/methodology, including to comply with revised CEQA Guidelines.

Overview of Mobility Benefits from Proposed Plan

The Proposed Plan's land use designations and zoning guide future development to areas that are served by existing transit. The Proposed Plan also contains a Project List with transportation improvements in the Plan Area. By improving the link between land use and transportation in a manner that is consistent with the City's MP 2035 and the General Plan Framework Element, the Proposed Plan intends to reduce reliance of vehicular travel, decrease the number of vehicle trips per capita, and reduce VMT per capita in order to provide better access and transportation options to residents, workers and visitors in Hollywood. The potential benefits from each category of projects is presented below. In addition to VMT reductions, many of the enhanced network treatments result in improved accessibility, mode-share, or safety improvements. Where applicable, these benefits are also discussed below.

Potential Transit Improvements

Transit improvements that are part of the Proposed Plan and Project List are intended to facilitate the use of public transit and encourage less use of the single occupant automobile by providing a convenient, accessible and efficient alternative. In addition, many of projects classified as pedestrian and bicycle improvements are intended to provide safe and convenient first-/last-mile connections to transit service.

Potential Pedestrian Improvements

The pedestrian projects in the Proposed Plan and Project List are focused on three categories of improvements: the quality of the pedestrian environment, pedestrian safety, and access to transit. Pedestrian environment improvements include landscaping, shade, shelters, and directional signage. Pedestrian safety improvements include curb extensions, enhanced crosswalks, and upgraded lighting. Transit connection and streetscape projects include many of these same improvements, focused around high-volume transit stations.

Potential Bicycle Improvements

Bicycle projects in the Proposed Plan and Project List primarily fall into three categories of improvement: the presence and quality of bicycle facilities, access to bicycles, and transit connections. Improvements to the presence and quality of bicycle facilities include projects such as bike lanes, which demarcate space for bicyclists, cycle tracks, which provide separated and protected space for bicyclists, and Neighborhood Friendly Streets (identified as the NEN in MP 2035), which include traffic calming measures and route signage for bicyclists. Improvements to transit connections include mobility hubs, which provide information and secure bike parking at transit stations, intended to bridge the first and last mile of a rider's commute.

Potential Roadway & ITS Improvements

Projects related to roadway improvements and ITS in the Proposed Plan and Project List focus on maximizing the efficiency of the road for vehicle use. These projects improve traffic flow by providing select intersection improvements, signal timing and coordination upgrades, signal detectors, and monitoring and response technology.

While there are often emissions reductions associated with these types of projects as travel time per mile decreases, there are no associated VMT reductions. The Neighborhood Protection Program, however, may reallocate VMT away from local streets and onto arterial streets. In addition, these improvements would increase accessibility by increasing the number of jobs reachable by vehicle within a certain amount of time. The improvements may also reduce certain types of collisions by providing dedicated space and signal phasing for protected turning movements and safety improvements at intersections.

Potential Auto-Trip Reduction Improvements

Projects in the Proposed Plan and Project List that directly reduce auto trips generally use either a direct financial incentive or disincentive to influence travel behavior. Some projects within this category focus on providing more information about transportation options, and others focus on connecting program participants to the resources they need to change behavior, such as linking up with a carpool.

While these improvements may not directly expand accessibility, the associated programs may incentivize the creation of new modes of travel, such as carpooling, car sharing, vanpooling, or bikesharing, which would, in turn, improve the mode split between single occupancy vehicles and other transportation options.

Impact Analysis using New Potential Metrics

Vehicle Trips

Vehicle Trips are defined as the number of trips undertaken in an automobile, such as in single-occupancy private automobiles, and vehicles that contain two or more travelers, such as carpools, taxis, or ride-share vehicles. While the total number of vehicle trips is expected to increase as growth occurs in the Project Area and in the region, a reduction in vehicle trips per capita over time can be used as an indicator of reduced reliance on the automobile as well as an indicator of more travel by carpools. A reduction in the number of vehicle trips per capita also helps meet the State's goals of reducing GHG emissions, as mandated by AB 32 and SB 375. Any increase in the number of daily vehicle trips per capita would be an undesirable outcome of the Proposed Plan.

The number of vehicle trips with an origin and/or destination in the project area was forecasted with the TDF model. **Table 4.15-12** summarizes changes in vehicle trips under Existing Conditions and Future With Project Conditions with Treatment Options 1 and 2. The table includes all vehicle trips that originate in the project area, are destined for the project area, or both, but excludes trips that both start and end outside the CPA boundaries.

TABLE 4.15-12: VEHICLE TRIPS PRODUCED BY THE PLAN AREA

Metric	Existing 2016 Conditions	Future 2040 without Project	Percent Change	Future 2040 with Project Treatment Option 1	Percent Change	Future 2040 with Project Treatment Option 2	Percent Change
Daily Vehicle Trips	706,000	752,000	+7%	785,000	+11%	785,000	+11%
Daily Vehicle Trips per Capita	2.3	2.2	-5%	2.0	-12%	2.0	-12%

SOURCE: Fehr & Peers, 2018.

Under Existing conditions, there are approximately 706,000 daily vehicle trips generated by the uses in the Plan Area. Under Future With Project Conditions, daily vehicle trips increase by 11 percent (under both Treatment Options) to over 785,000 trips, reflecting increases in the number of residents, employees and visitors in the Plan Area. Despite the increase in total vehicle trips, vehicle trips per capita declines by

12 percent compared to Existing Conditions, suggesting that more people are choosing to make more trips by walking, biking, transit and/or carpools.

As discussed throughout the EIR, the model-estimated changes in vehicle trips are conservative. Therefore, it is possible that the Hollywood Subarea TDF model and this analysis underestimate the magnitude of vehicle trip per capita reduction in the Future With Project Conditions.

The number of vehicle trips per capita is one potential metric for evaluating transportation impacts that may be included in revisions to the Thresholds Guide. While the City has not yet developed a threshold for this metric, the Proposed Plan would result in an overall decrease in vehicle trips per capita relative to Future Without Project Conditions. Given this conclusion, the Proposed Plan would not result in a significant adverse transportation impact under this potential new CEQA metric.

Vehicle Miles Traveled (VMT)

VMT is a measurement of miles traveled (e.g., private automobiles, trucks and buses) generated by all land uses (e.g., residential, retail, office). While the total VMT is expected to increase as growth occurs in the Project Area and in the region, a reduction in VMT per capita over time can be used as an indicator of reduced reliance on the automobile. Reducing VMT helps meet the State's goals of reducing GHG emissions, as mandated by AB 32 and SB 375. Any increase in the total number of VMT per capita would be an undesirable outcome of the Proposed Plan. VMT was forecasted with the Hollywood Subarea TDF model. **Table 4.15-13** summarizes changes in VMT in Existing Conditions and Future With Project Conditions (Treatment Options 1 and 2) generated by the Proposed Plan.

TABLE 4.15-13: VMT WITH ORIGINS AND/OR DESTINATIONS IN THE PLAN AREA

Metric	Existing Conditions	Future 2040 without Project	Future 2040 with Project Treatment Option 1	Percent Change	Future 2040 with Project Treatment Option 2	Percent Change
VMT	5,624,000	5,708,000	5,902,000	+5%	5,901,000	+5%
VMT per Capita	18.3	16.5	15.2	-17%	15.2	-17%

SOURCE: Fehr & Peers, 2018.

Under Existing Conditions, motorists traveling to, from or within the Project Area, travel over 5.62 million vehicle miles on an average weekday. Under the Future With Project Treatment Options 1 and 2, daily VMT increases to approximately 5.9 million, a 5 percent increase from Existing Conditions in the Project Area.

Under Existing Conditions, the Project Area produces an average of 18.3 vehicle-miles per capita daily. Under the Future With Project Conditions (with both Treatment Option 1 and 2), daily VMT per capita decreases to 15.2 miles, approximately 17 percent below Existing Condition.

The decrease in VMT per capita with the Proposed Plan is due to the additional land use densities expected with the forecasted changes in socioeconomic data (i.e., housing, population and employment growth) and the mobility improvements that are part of the enhanced network treatments. Additional density in the project area provides more opportunities for residents, workers and visitors to travel locally, resulting in shorter trips (or fewer total trips within mixed-use developments).

VMT per capita is one potential metric for evaluating transportation impacts that may be included in revisions to the Thresholds Guide. While the City of Los Angeles has not yet developed a threshold for this metric, the Proposed Plan would result in an overall decrease in VMT per capita. Given this conclusion,

the Proposed Plan would not result in a significant adverse transportation impact under this potential new CEQA metric.

CUMULATIVE IMPACTS

Cumulative impacts are those environmental effects that, on their own, may not be considered adverse, but when combined with other projects over time, result in substantial adverse effects. Cumulative effects are an important part of the environmental analysis because they allow decision makers to look not only at the impacts of an individual project, but the overall impacts to a specific area over time from many different projects. CEQA requires an analysis of cumulative impacts resulting from the implementation of the Proposed Plan along with other related projects anticipated to occur in the same geography and timeframe.

The analysis of Future With Project Conditions takes into account regional population, housing and employment growth prepared by SCAG and found in the 2016-2040 RTP as well as growth anticipated in the Project Area. The RTP also includes a Sustainable Communities Strategy (SCS) that provides guidance on land use planning and transportation to ensure that the region meets CARBs region-specific GHG reduction goals. The RTP also includes large-scale transportation improvements to show how linking transportation and land use planning can reduce automobile trips and greenhouse gas emissions. The 2016-2040 RTP/SCS identifies transportation corridors and transit routes, High Quality Transit Areas (HQTAs), and a variety of strategies to be employed across the region.

The recently adopted City of Los Angeles Mobility Plan 2035 (MP 2035) could have overlapping impacts with the Proposed Plan. In August 2015, the City of Los Angeles adopted MP 2035. MP 2035 (formerly the Transportation Element of the City's General Plan) is the transportation blueprint for the City of Los Angeles. MP 2035 identifies a number of changes to the City's circulation system, including policies, an Enhanced Complete Street System, an Action Plan, a Complete Streets Design Guide, and a revised Bicycle Plan, all of which will influence the network conditions in the Plan Area and adjacent areas in the City of Los Angeles.

MP 2035 provides the framework for future community plans and specific plans, which take a closer look at the transportation system in specific areas of the City and recommend more detailed implementation strategies to realize MP 2035. MP 2035 was prepared in compliance with the 2008 Complete Streets Act, which mandates that the circulation element of a city's General Plan be modified to plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways, defined to include motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation, in a manner that is suitable to the rural, suburban, or urban context of the general plan.

The Proposed Plan contains a Project List that reflects the vision of MP 2035 and the analysis above considers two options for implementing MP 2035 in the Project Area; however, the future transportation impact analysis does not reflect full buildout of MP 2035 in adjacent areas of the City of Los Angeles. The proposed TIA fee program would provide additional funding from new development that would enable transportation improvement projects to be implemented within the Plan Area sooner than they otherwise would be based on currently available funding sources. In the remaining portion of the City of Los Angeles outside the Plan Area, buildout of MP 2035 was not included in the Future With Project analysis because, although MP 2035 has been adopted, the timing of implementation and funding sources have not yet been identified. However, the cumulative impacts analysis evaluates the impacts of the Proposed Plan in conjunction with full buildout of MP 2035 throughout the City of Los Angeles.

The Future With Project scenario includes the growth and transportation improvements proposed within the Plan Area, and currently funded transportation projects and growth projections outside the plan area as

identified in the SCAG 2016-2040 RTP. This Future With Project scenario represents the reasonably foreseeable conditions with the Proposed Project. The cumulative impact analysis adds to this future condition additional projects that may occur but that are either currently not approved or not funded. For this analysis, the additional project that is being accounted for is the MP 2035. Buildout of MP 2035 was not included in the Future Without Project or Future With Project scenarios used in the analysis of the Proposed Project because, although MP 2035 has been adopted, the timing of implementation and funding sources have not yet been identified, and project design at the roadway segment or intersection level of detail has not been developed. However, the cumulative impacts analysis evaluates the impacts of the Proposed Project in conjunction with full buildout of the MP 2035 multi-modal improvements (including the Transit, Bicycle, Neighborhood, Pedestrian, and Vehicle Enhanced Networks) both within the Project Area and throughout the City. The transportation planning efforts being undertaken in MP 2035 would complement the transportation improvements that would be enabled by the Proposed Project.

The Proposed Project would not entitle the transportation improvements identified on the list of projects that could be funded through the adoption of TIA fees. As the individual improvements are not proposed for construction at this time, schedules and phasing plans have not been determined for these improvements and design details have not been developed. Therefore, the cumulative impacts of the Proposed Project, in conjunction with MP 2035, are evaluated at a conceptual level of detail.

CIRCULATION SYSTEM

As described in the impact analysis above, potential impacts to the circulation system associated with the Proposed Project were analyzed. V/C ratios and LOS calculations were prepared for Existing 2016 Conditions, Future 2040 without Project, and Future 2040 with Project Conditions. The analysis of Future With Project Conditions accounts for growth and transportation improvements proposed in the Project Area, and regional population, housing and employment growth prepared by SCAG and found in the 2016-2040 RTP. The volume-weighted average of the V/C ratio under Future With Project Conditions for all of the analyzed roadway segments would exceed that of Existing Conditions (0.876 to 0.951 under Option 1 and 0.965 under Option 2 during the AM peak period, and 0.890 to 0.995 under Option 1 and 1.008 under Option 2 during the PM peak period). The percentage of street segments projected to operate at unsatisfactory levels of service (LOS E or F) under Future With Project Conditions exceeds the number for Existing Conditions (37 to 46 percent under Option 1 and 49 percent under Option 2 during the AM peak period, and 37 to 48 percent under Option 1 and 50 percent under Option 2 in the PM peak period).

Within the implementation of MP 2035, many of the proposed transportation improvements would be extended outside of the Project Area, resulting in a more robust multi-modal network throughout the City of Los Angeles. Full buildout of MP 2035 would also likely require the conversion of additional vehicular lanes into transit only lanes or bicycle facilities. Under current CEQA Guidelines and Thresholds Guide, this is considered a significant adverse impact. The combination of the Proposed Project together with MP 2035 would continue to result in volume-weighted average of the V/C ratio in exceedance of Existing Conditions. The Proposed Project would result in a cumulatively considerable contribution to significant cumulative circulation system impacts.

NEIGHBORHOOD INTRUSION

The EIR modeling analysis conducted for the Proposed Plan accounts for potential redistribution of vehicular traffic from highly congested streets to streets that have more available capacity. Along roadways where the Proposed Plan would cause significant traffic congestion, diversion of trips could occur onto adjacent parallel routes. It is anticipated that diversion would not occur on streets that operate at LOS D or better during peak periods because the average delay is not substantial. However, for the street segments where the LOS would degrade from D to E or F, some trips could divert to adjacent streets to avoid longer travel times through congested locations. While the Residential NTM plans required by LADOT can

alleviate neighborhood traffic intrusion from individual developments within the Project Area, regional growth and associated increases in activity levels may still result in vehicles diverting to residential roadways. On a regional level, traffic in the study area is anticipated to increase in conjunction with regional population, housing, and employment growth projected to occur in the future by SCAG. This growth will occur with or without implementation of the Proposed Plan and MP 2035. It is possible that diversions evaluated under the Future With Project Conditions could increase with implementation of the MP 2035, as full buildout outside of the plan area would likely require the conversion of additional vehicular lanes into transit only lanes or bicycle facilities. Therefore, the diversion of traffic associated with cumulative conditions would result in a cumulatively considerable contribution to significant cumulative neighborhood intrusion impacts.

CONGESTION MANAGEMENT PLAN

As defined by the CMP, a significant impact occurs when a project increases traffic demand on a CMP facility by two percent of capacity ($V/C \geq 0.02$), causing LOS F ($V/C > 1.00$); if the facility is already at LOS F, a significant impact occurs when a project increases traffic demand on a CMP facility by 2% of capacity ($V/C \geq 0.02$). On a regional level, traffic in the study area is anticipated to increase in conjunction with regional population, housing, and employment growth projected to occur in the future by SCAG. Consequently, when comparing traffic operations on the CMP network under Future With Project Conditions to Existing Conditions, peak period congestion continues to increase as a result of background and Proposed Plan growth. The combination of the Proposed Plan together with MP 2035 would be expected to result in similar travel demands on the state freeway system as analyzed under Future With Project Conditions. Nevertheless, increases in future traffic demand is expected to exceed the CMP threshold of two percent of capacity with background growth, the Proposed Project, and MP 2035. Therefore, the Proposed Project would result in a cumulatively considerable contribution to significant cumulative CMP impacts.

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