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## IV. ENVIRONMENTAL IMPACT ANALYSIS

### L. TRANSPORTATION/TRAFFIC

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#### INTRODUCTION

The following analysis is based on the *Traffic Impact Analysis for a Proposed Mixed Use Development Located at the Northwest Corner of La Brea Avenue and Willoughby Avenue in the City of Los Angeles* (“Traffic Impact Analysis”) prepared by Overland Traffic Consultants, Inc., August 2007. A copy of the Traffic Impact Analysis is provided in Appendix H to this Draft EIR.

The Traffic Impact Analysis was prepared using procedures adopted by the City of Los Angeles and the City of West Hollywood to evaluate the potential traffic impacts of the Proposed Project. Existing and future traffic flows in the vicinity of the Project site have been analyzed to estimate the Project’s traffic impact to the surrounding area. The following 16 intersections were selected by the City of Los Angeles Department of Transportation (LADOT) for the Traffic Impact Analysis:

- 1) La Brea Avenue and Sunset Boulevard (City of Los Angeles);
- 2) La Brea Avenue and Fountain Avenue (boundary intersection);
- 3) Santa Monica Boulevard and Formosa Avenue (City of West Hollywood);
- 4) Santa Monica Boulevard and La Brea Avenue (City of West Hollywood);
- 5) Santa Monica Boulevard and Highland Avenue (City of Los Angeles);
- 6) La Brea Avenue and Romaine Street (boundary intersection);
- 7) La Brea Avenue and Willoughby Avenue (City of Los Angeles);
- 8) Willoughby Avenue and Poinsettia Place (City of Los Angeles);
- 9) Willoughby Avenue and Formosa Avenue (City of Los Angeles);
- 10) Willoughby Avenue and Highland Avenue (City of Los Angeles);
- 11) La Brea Avenue and Waring Avenue (City of Los Angeles);
- 12) Melrose Avenue and Poinsettia Place (City of Los Angeles);
- 13) Melrose Avenue and Formosa Avenue (City of Los Angeles);
- 14) Melrose Avenue and La Brea Avenue (City of Los Angeles);
- 15) Melrose Avenue and Highland Avenue (City of Los Angeles); and
- 16) La Brea Avenue and Beverly Boulevard (City of Los Angeles).

In addition, three residential street segments have been selected by LADOT for analysis of potential project-related traffic impacts. These residential street segments are:

- 1) Willoughby Avenue west of Formosa Avenue;
- 2) Detroit Street south of Willoughby Avenue; and
- 3) Formosa Avenue south of Willoughby Avenue

The traffic conditions analysis was conducted using the Critical Movement Analysis (CMA) method for the study intersections located in the City of Los Angeles. Peak hour traffic counts were collected on April 25, 2007, April 26, 2007 and May 3, 2007 along with current intersection geometrics and traffic controls to determine the intersection's typical weekday peak hour operating condition.

The CMA procedure uses a ratio of the traffic volume to the intersection capacity to define the proportion of an hour necessary to accommodate all the traffic moving through the intersection. The CMA procedure adds the highest combination of conflicting traffic volume (V) at an intersection and divides the sum by the intersection capacity value for a V/C ratio. Intersection capacity (C) represents the maximum volume of vehicles which has a reasonable expectation of passing through an intersection in one hour under typical traffic flow conditions. V/C ratios provide an ideal means for quantifying intersection operating characteristics for planning purposes. For example, if an intersection has a V/C value of 0.70, the intersection is operating at 70% capacity with 30% unused capacity.

Once the volume-to-capacity ratio has been calculated, operating characteristics are assigned a level of service grade (A through F) to estimate the level of congestion and stability of the traffic flow. The term "Level of Service" (LOS) is used by traffic engineers to estimate the level of congestion generally accepted by drivers and to grade the stability of traffic flow. Definitions of the LOS grades are shown in Table IV.L-1.

**Table IV.L-1**  
**V/C Level of Service Definitions**

Level of Service	Definition	Equivalent V/C
A	<u>EXCELLENT</u> - Free flow conditions with low traffic density.	0.00 – 0.60
B	<u>VERY GOOD</u> - A stable flow of traffic.	0.61 – 0.70
C	<u>GOOD</u> - Light congestion but stable, occasional backups behind left-turning vehicles.	0.71 – 0.80
D	<u>FAIR</u> -Approaching instability, drivers are restricted in freely changing lanes. Vehicles may be required to wait through more than one cycle.	0.81 – 0.90
E	<u>POOR</u> - At or near capacity with some long lines for left-turning vehicles. Blockage of intersection may occur if traffic signal does not provide for protected turning movements.	0.91 -1.00
F	<u>FAILURE</u> - Jammed conditions with stoppages of long duration and long queues.	>1.00

*Source: Overland Traffic Consultants, Inc., August 2007.*

Traffic-generating characteristics of residential and non-residential land uses have been studied by the Institute of Transportation Engineers (ITE). The results of the traffic generation studies have been published in *Trip Generation, 7<sup>th</sup> Edition* handbook. This publication of traffic generation data has become the industry standard for estimating traffic generation for different land uses. However, studio/office-related trip rates have not been surveyed by ITE and therefore the trip rate estimates for the existing uses at the Project site have been provided by the City of Los Angeles for use in this study.

These trip generation studies indicate that the uses associated with the existing site development and the Proposed Project generally exhibit the trip-making characteristics per 1,000 square feet of floor area for non-residential uses and per dwelling unit for residential uses as shown by the trip rates in Table IV.L-2.

**Table IV.L-2  
Trip Generation Rates for the La Brea Gateway Project Analysis**

Land Use	ITE Code	Daily Traffic	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Apartments	220	6.72	0.51	0.10	0.41	0.62	0.40	0.22
Supermarket	850	102.24	3.25	1.98	1.27	10.45	5.33	5.12
Administrative Office*		15.33	1.47	1.35	0.12	1.31	0.18	1.13
Production Support*		4.39	0.90	0.79	0.11	0.78	0.13	0.65

\* Studio and production support trip rates per LA City rates, source: Ray Art Studio environmental approval.

Source: Overland Traffic Consultants, Inc., August 2007.

## ENVIRONMENTAL SETTING

### Transportation Network

The nearest regional freeway serving the Proposed Project site is the Hollywood Freeway (US Highway 101) which is located approximately 2 miles east of the project site. Vehicular access from the Project site to this north-south freeway is expected to be primarily at the Santa Monica Boulevard and at Melrose Avenue ramp locations. Located to the south approximately 3 ¾ miles is the Santa Monica Freeway (Interstate 10).

A brief description of the roadways that service the Project site is provided below.

*La Brea Avenue* is a designated major class II highway constructed to a width of 70 feet curb to curb on 100 feet of right of way. Two lanes and one peak hour lane in each direction with a median left-turn lane are provided on La Brea Avenue. On-street parking is prohibited 7-9 AM southbound and 4-7 PM northbound in the City of Los Angeles, and 4-6 PM northbound in the City of West Hollywood.

*Highland Avenue* is another north-south 6-lane major highway with peak hour restricted parking (7-9 AM and 3-7 PM in both directions). Highland Avenue also connects northerly to the Hollywood Freeway. Adjacent land uses along Highland Avenue are commercial north of Melrose Avenue and residential south of Melrose Avenue.

*Sunset Boulevard* and Santa Monica Boulevard are both major east-west highways. Sunset Boulevard is a 6-lane roadway with peak hour restricted parking (7-9 AM and 4-7 PM in both directions) and Santa Monica Boulevard is a 4-lane roadway.

*Willoughby Avenue* is a local street except between Vista Avenue and Poinsettia Place where it is a designated collector street. Parking is not allowed on the north side of the street adjacent to the Project site. One hour parking is permitted on the south side of the street between 8 am to 6 pm with District #53 parking permits exempt. Trucks over 6,000 lbs. are not allowed on Willoughby Avenue west of La Brea Avenue.

*Melrose Avenue* is an east-west secondary highway providing 2 lanes in each direction with metered parking between 9 am to 6 pm. Traffic signals control access to Poinsettia Place and Formosa Avenue but not Detroit Street. Further, left-turns are not permitted from Melrose Avenue at Poinsettia Place and at Formosa Avenue during the afternoon peak period between 4 -7 PM as left-turn channelization is not provided on Melrose Avenue at these intersections. Left-turn channelization is, however, provided on Melrose Avenue at Detroit Street as it provides local access to the adjacent Melrose Avenue School.

*Detroit Street* is a local residential street providing one lane in each direction between Melrose Avenue and Willoughby Avenue.

*Formosa Avenue* is designated a local street with single family residential development south of Willoughby Avenue and commercial/industrial uses north of Willoughby Avenue. The City of Los Angeles recently installed turn restrictions at the intersection of Willoughby Avenue at Formosa Avenue as part of a neighborhood protection program funded by the La Brea Gateway commercial project in the City of West Hollywood. Northbound through movements from Formosa Avenue, westbound right-turns and eastbound left-turns from Willoughby Avenue are prohibited at this intersection.

Figure IV.L-1 illustrates the study intersections, type of existing traffic control and existing lane configurations. All of the intersections studied are controlled by traffic signals, except the intersections of Willoughby Avenue and Formosa Avenue and at Willoughby Avenue and Poinsettia Place. Both of these two intersections are all-way stop controlled intersections.

### **Transit Information**

Public transportation in the study area is provided by the Metropolitan Transportation Authority (Metro) and the City of West Hollywood. Metro provides routes 212 and 312 (limited) generally along La Brea Avenue between Hollywood (Hollywood and Vine Station) and Hawthorne (I-105 Station). A bus stop is provided on La Brea Avenue and Willoughby Avenue at the Project site. Within one-half mile of the Project site, Metro also provides bus routes 4 and 304 (limited) along Santa Monica Boulevard between downtown Los Angeles and the City of Santa Monica, and Line 10 along Melrose Avenue. The City of West Hollywood provides City Line transit service (Routes A and B). In the study area, Routes A and B run around the south side of the West Hollywood Gateway commercial development (i.e., along Formosa Avenue/Romaine Street/La Brea Avenue).

Several express routes are located within two miles of the Project site. These routes are:

- Line 704 along Santa Monica Boulevard

**Figure IV.L-1 Study Area Intersection Characteristics**

- Line 705 along La Cienega Boulevard
- Lines 720 and 920 along Wilshire Boulevard
- Line 714 along Beverly Boulevard
- Line 757 along Western Avenue
- Line 780 along Fairfax Avenue

Red Line rail stations within two miles of the Project site are located at Hollywood Boulevard and Highland Avenue, and Hollywood Boulevard and Vine Street.

### Existing Project Site Traffic Generation

The Proposed Project site is currently developed with a 41,469-square-foot, 2-story office/studio building; a 13,937-square-foot single-story office building; a 667-square-foot single-story guard shack; and a 600-square foot single story building. These facilities are intermittently leased out for short-term film studio production and post-production work. The estimated traffic generation volumes for these uses have been calculated using the trip generation rates identified previously in Table IV.L-2. As shown in Table IV.L-3, the existing uses at the site generate approximately 408 daily trips with 60 morning peak trips and 52 afternoon peak trips.

**Table IV.L-3**  
**Estimated Existing Project Site Development Traffic Generation**

Land Use	Daily Traffic	AM Peak Hour			PM Peak Hour		
		Total	In	Out	Total	In	Out
14,530 square-foot Administration	223	22	20	2	19	3	16
42,136 square-foot Studio	185	38	33	5	33	6	27
<b>Total Site Trips</b>	<b>408</b>	<b>60</b>	<b>53</b>	<b>7</b>	<b>52</b>	<b>9</b>	<b>43</b>
<i>Source: Overland Traffic Consultants, Inc., August 2007.</i>							

### Existing Intersection Operations

Table IV.L-4 tabulates the results of the existing CMA capacity calculations for the existing peak hour traffic counts. Existing peak hour traffic counts at each study intersection are illustrated in Figures 7 and 8 of Appendix H for the morning rush hour and afternoon rush hour, respectively.

**Table IV.L-4  
Level of Service For Existing Conditions**

No.	Intersection	AM Peak Hour		PM Peak Hour	
		V/C	LOS	V/C	LOS
1.	La Brea Ave. & Sunset Bd.	0.724	C	0.872	D
2.	La Brea Ave. & Fountain Ave.	0.927	E	0.824	D
3.	Santa Monica Bd. & Formosa Ave.	0.598	A	0.812	D
4.	Santa Monica Bd. & La Brea Ave.	0.973	E	1.044	F
5.	Santa Monica Bd. & Highland Ave.	0.762	C	0.838	D
6.	La Brea Ave. & Romaine St.	0.482	A	0.730	C
7.	Willoughby Ave. & Poinsettia Pl.	0.319	A	0.451	A
8.	Willoughby Ave. & Formosa Ave.	0.293	A	0.415	A
9.	La Brea Ave. & Willoughby Ave.	0.495	A	0.618	B
10.	Willoughby Ave. & Highland Ave.	0.532	A	0.630	B
11.	La Brea Ave. & Waring Ave.	0.372	A	0.441	A
12.	Melrose Ave. & Poinsettia Pl.	0.481	A	0.462	A
13.	Melrose Ave. & Formosa Ave.	0.519	A	0.433	A
14.	Melrose Ave. & La Brea Ave.	0.932	E	0.893	D
15.	Melrose Ave. & Highland Ave.	0.902	E	1.011	F
16.	La Brea Ave. & Beverly Bd.	0.591	A	0.803	D

*Source: Overland Traffic Consultants, Inc., August 2007.*

## ENVIRONMENTAL IMPACTS

### Thresholds of Significance

#### *Construction Traffic*

Neither LADOT nor the *L.A. CEQA Thresholds Guide* has established a significance threshold for traffic impacts resulting from construction activity. For purposes of this Draft EIR a short-term significant impact on traffic due to construction is conservatively identified if:

- The trips generated due to construction activities would exceed the thresholds established for project operations, as may be adjusted by the City of Los Angeles to account for the relative short-term nature of construction activities as compared to the long-term impacts associated with indefinite project operations.
- Haul trucks and staging activities associated with excavation would cause substantial inconvenience to travelers, residents and commercial interests in the project area for a period of at least several months.

### ***Intersection Capacity***

Pursuant to the standards adopted by the City of Los Angeles and the City of West Hollywood, a traffic impact is considered significant if the related increase in the V/C value equals or exceeds the thresholds as provided below:

#### City of Los Angeles Thresholds:

<u>LOS</u>	<u>Final V/C Value</u>	<u>Increase in V/C Value</u>
C	$\geq 0.70 - 0.79$	+0.04
D	0.080 – 0.89	+0.02
E – F	$\geq 0.90$	+0.01 or more

#### City of West Hollywood Thresholds:

<u>LOS</u>	<u>Final V/C Value</u>	<u>Increase in V/C Value</u>
E – F	$\geq 0.90$	+0.02

### ***Neighborhood Intrusion***

The methodology used by the City of Los Angeles for determining neighborhood impacts is based on daily traffic along each street. The Los Angeles Traffic Study Policies and Procedures define a project's significant neighborhood impact as a percentage of future projected daily traffic volumes on the street analyzed. For neighborhood streets projected to carry 1,000 VPD or lower, a significant project impact occurs when daily project traffic increases by 120 vehicles per day or more. For streets with between 1,000 and 2,000 daily trips, an increase of 12 percent or more of the total future traffic on the street is considered significant. Between 2,000 and 3,000 daily trips, a 10 percent increase is deemed to constitute a significant impact, and above 3,000 daily trips, an 8 percent increase is the threshold.

### ***Freeway and Roadway Capacity***

A significant impact may occur if a project would cause a substantial change in freeway conditions or Congestion Management Plan (CMP)-designated surface streets when compared to conditions without the project. A substantial change in freeway conditions is defined as an increase or decrease of 0.10 in the demand to capacity ratio and a change in LOS. A CMP traffic impact analysis is required if a project will add 150 or more trips to a freeway or other CMP segment in either direction during either the AM or PM weekday peak hour.

### ***Project Access***

Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant project access impact if the intersection(s) nearest the primary site access is/are projected to operate at LOS E or F during the AM or PM peak hour under cumulative plus project conditions.

### ***Transit System Capacity***

A significant impact may occur if a project would conflict with adopted policies or involve modification of existing transit system facilities located on- or off-site.

### ***Parking***

Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on parking if the project provides less parking than needed as determined through an analysis of demand from the project.

### **Project Impacts**

#### ***Construction Traffic***

The construction of the Project would involve several construction phases including the removal of the existing buildings, excavation to build the subterranean parking garage and construction of the new buildings. Construction is anticipated to occur over approximately a two-year period.

In order to minimize possible interference with on-street traffic movement, the Project would not conduct construction activities that impede into the roadway during weekday peak travel times between 7 AM to 9 AM or 4 PM to 7 PM. Any construction activities during these time periods would be conducted on-site only. Every effort would be made to maintain construction activities on-site. However, it is likely that there would be some work that would need to use roadway space for some construction activities to be completed. A traffic lane requirement plan through LADOT with approval by the Public Works Department would be requested by the contractor for those activities that need to use La Brea Avenue.

Traffic during construction would be generated by construction equipment, crew vehicles, haul trucks and vehicles delivering building materials. The number of construction workers and construction equipment would vary throughout the construction process in order to maintain a reasonable schedule of completion. During the early stages of the demolition phase, it is estimated that approximately 3 round truck trips per day and approximately 12 employees would be necessary. The amount of export material at the site for the construction of the subterranean parking facility is estimated to generate approximately 27 round truck trips per day and approximately 20 employees. However, it is estimated that the Project would require approximately 90 employees and 26 vendors per day ( $\pm 0.32$  workers per 1,000 square feet of development per day) during the peak building construction period. This volume of peak construction related traffic is estimated to generate approximately 230 daily trips and approximately 100 morning and afternoon peak hour trips. Construction workers would normally arrive at the Project site and depart during non-peak hours, and therefore would not add substantially to the trips occurring during the peak hours. Total trip generation and related impacts generated by construction related trips would be considerably less than the impacts that would occur during Project operations. Traffic impacts from construction vehicle trips would be less than significant.

As construction activities permit, haul trucks would be brought onto the Project site and stored within the perimeter fence of the construction site. No detours around the construction site are expected. However, flagmen would be used as necessary to control traffic movement during the ingress and egress of trucks and heavy equipment. It is assumed that truck traffic would enter from La Brea Avenue and exit via the north-south private road to Romaine Street. Hauling activities are planned to occur during the off-peak hours between 9 AM to 3:30 PM, Monday through Friday as directed by the City with overtime hours and some weekends as required. It is anticipated that the haul route to and from the Project site (for transport of construction material, debris and earthwork) would utilize Santa Monica Boulevard through the City of Los Angeles to the 101 Freeway to the designated recycling facilities and landfill site to be determined.

Potential conflicts with traffic during the hauling operations for demolition, grading, excavation and garage construction are considered a potentially significant short-term impact. Since related conflicts would occur over a period estimated at eight months, prior to mitigation, a substantial inconvenience may occur for travelers, residents and commercial uses in the area unless measures are taken to control such activity.

The Project developer would be required to submit formal construction staging and traffic control plans for review and approval by the City prior to the issuance of any construction permits. A Work Area Traffic Control Plan would be developed for use during the entire construction period. This plan would also incorporate safety measures around the construction site to reduce the risk to pedestrian traffic and any potential impact to near by schools such as Melrose Elementary School. The Work Area Traffic Control Plan would identify all traffic control measures, signs, delineators and work instructions to be implemented by the construction contractor through the duration of demolition and construction activity.

Construction equipment would generally be contained onsite. At times when on-site staging is not available, a street use permit would be required to stage larger construction equipment and trucks in the La Brea Avenue curb lane adjacent to the site. Construction workers would not be allowed to park on the residential neighborhood streets, off-site parking areas would be used for construction worker parking. Such off-site parking areas would be located within walking distance of the project site.

### ***Project Traffic Generation and Distribution***

The estimated daily driveway traffic volumes have been calculated for the Proposed project using the trip generation rates identified previously in Table IV.L-2. As shown in Table IV.L-5, the Proposed Project could be expected to generate an average of 3,364 vehicle trips per weekday with 166 morning peak hour trips and 331 afternoon peak hour trips.

For the traffic analysis, reductions to the Proposed Project traffic generation have been made to account for the removal of the existing uses, for transit use, and for pass-by traffic as approved by LADOT. The pass-by trip is an existing vehicle trip on the adjacent roadways that would stop at the site on its way to another location. It is not a new trip added to the street by the commercial uses and therefore is not considered as part of the project traffic impact. After these traffic adjustments, it has been estimated that

the net traffic added to the streets is 2,956 daily trips with 106 morning peak hour trips and 279 afternoon peak hour trips.

**Table IV.L-5  
Estimated Project Traffic Generation**

Land Use	Daily Traffic	AM Peak Hour			PM Peak Hour		
		Total	In	Out	Total	In	Out
<b>Proposed Project</b>							
219 Units	1,472	112	22	90	136	88	48
Less 10% Transit	-147	-11	-2	-9	-14	-9	-5
Residential Trips	1,325	101	20	81	122	79	43
35,000 square-foot Market	3,578	113	69	44	366	187	179
Less 5% Transit	-179	-5	-3	-2	-18	-9	-9
Driveway Traffic	3,399	108	66	42	348	178	170
Less Pass-By Market Trips (40%)	-1,360	-43	-26	-17	-139	-71	-68
Market Trips	2,039	65	40	25	209	107	102
Total Project Trips	3,364	166	60	106	331	186	145
<b>Existing Land Uses</b>	-408	-60	-53	-7	-52	-9	-43
Net Increase in Project Trips	2,956	106	7	99	279	177	102

*Source: Overland Traffic Consultants, Inc., August 2007.*

A primary factor affecting trip direction is the distribution of population and employment centers which would generate Project trip origins and destinations. The estimated Project directional traffic distribution is also based on the study area roadway network, existing traffic flow and site access. Figure IV.L-2 illustrates the estimated traffic distribution percentages for the Project site as approved by LADOT. The assignment of the project traffic to the study intersections was calculated by multiplying the traffic estimates by intersection percentages for each Project component. Traffic assignment percentages for the proposed residential and non-residential uses are illustrated in Figure IV.L-2 and Figure IV.L-3. This assignment of site generated traffic at each intersection provides the level of detail necessary to analyze the potential traffic impacts created by the project at all the study locations.

The estimated traffic distribution and assignment characteristics are discussed on pages 12 through 16 of the Traffic Impact Analysis in Appendix H. This assignment of Project-generated traffic at each intersection provides the level of detail necessary to analyze the potential traffic impacts created by the Project at all the study locations.

### ***Intersection Capacity***

Future traffic volume projections have been developed to analyze the traffic conditions after completion of other planned land developments including the Proposed Project. Pursuant to the City of Los Angeles traffic impact guidelines, the following steps have been taken to develop the future traffic volume estimate:

**Figure IV.L-2 Residential Traffic Distribution Peak Hour Percentages**

**Figure IV.L-3 Commercial Traffic Distribution Peak Hour Percentages**

- a) Existing traffic + ambient growth (1% per year) to 2010);
- b) Traffic in (a) + related projects (without project scenario);
- c) Traffic in (b) with the Proposed Project traffic (with project scenario); and
- d) Traffic in (c) + the proposed traffic mitigation, if necessary.

The future cumulative analysis includes other development projects located within the study area that are either under construction or planned. As part of this analysis, development lists were obtained from LADOT and the City of West Hollywood Planning Department. These lists were reviewed to identify those projects that could produce additional traffic at the study intersections by the future study year. It should be noted that the Proposed Project, or any actions taken by the City regarding the Proposed Project, does not have a direct bearing on these other proposed related projects. The descriptions of the 138 related projects are listed in Table II-1 with its location illustrated in Figure II-9. Estimates of the daily and peak hour trips generated by these related projects are shown in Table IV.L-6.

**Table IV.L-6**  
**Estimated Traffic Generation for Related Projects**

Map No.	Related Project Land Use	Daily Traffic	AM Peak Hour		PM Peak Hour	
			In	Out	In	Out
1	19 condominiums	111	1	7	7	3
2	4 apartments	27	-	2	2	1
3	8,179 sq. ft. retail	362	--	--	10	12
	15,750 sq. ft. office	173	21	3	4	20
4	7,524 sq. ft. restaurant	957	45	42	50	32
5	Preschool – 75 students	336	32	29	29	32
6	Studio expansion	N/A	389	49	113	332
7	40 condominiums	234	3	15	14	7
8	16 condominiums	94	1	6	6	3
9	8 condominiums	47	1	3	3	1
10	13,830 sq. ft. retail	613	11	5	16	21
	28 condominiums	164	2	10	10	5
11	16 condominiums	94	1	6	6	3
12	35 affordable units	235	4	14	14	8
13	17 condominiums	100	1	6	6	3
14	16 apartments	108	2	7	4	2
15	12 condominiums	70	1	4	4	2
16	5 condominiums	29	0	2	2	1
17	5 condominiums	29	0	2	2	1
18	5 condominiums	29	0	2	2	1
19	5 condominiums	29	0	2	2	1
20	4 apartments	27	0	2	2	1
21	10 condominiums	59	1	4	4	2
22	5 condominiums	29	0	2	2	1
23	10 condominiums	59	1	4	4	2
24	5 condominiums	29	0	2	2	1
25	4 apartments	27	0	2	2	1
26	5 condominiums	29	0	2	2	1

**Table IV.L-6 (Continued)**  
**Estimated Traffic Generation for Related Projects**

Map No.	Related Project Land Use	Daily Traffic	AM Peak Hour		PM Peak Hour	
			In	Out	In	Out
27	8 condominiums	47	1	3	3	1
28	18 condominiums	105	1	7	6	3
29	11 condominiums	64	1	4	4	2
30	6 condominiums	35	0	2	2	1
31	4 condominiums	35	0	2	2	1
32	17 senior assisted units	485	21	9	27	25
	62 condominiums	363	4	23	22	11
33	17,650 sq. ft. retail	782	14	9	21	27
	130 apartments	874	13	53	52	29
34	8,500 sq. ft. retail	377	7	4	10	13
	4,000 sq. ft. restaurant	509	24	22	27	17
	288 apartments	1,935	29	118	115	63
35	175 apartments	1,176	18	72	70	39
36	10,500 sq. ft. retail	465	8	6	12	16
	2,000 sq. ft. restaurant	254	12	11	13	9
	173 apartments	1,163	17	71	69	38
37	8,500 sq. ft. retail	377	7	4	10	13
	47 apartments	316	5	19	19	24
38	16,000 sq. ft. retail	709	13	8	19	24
	Net 0 apartments	0	0	0	0	0
39	26,400 sq. ft. retail	1,170	21	14	31	40
	3,000 sq. ft. restaurant	3,381	18	17	20	13
	118 condominiums	691	8	44	41	20
40	50 condominiums	293	4	19	18	9
41	16,000 sq. ft. drug store	1,411	24	18	68	70
42	53,000 sq. ft health club	1,745	27	37	110	105
	11,000 drug store	970	17	13	46	48
43	36,895 sq. ft. retail	1,635	29	20	44	56
44	56 condominiums	328	4	21	20	10
	6,800 sq. ft. retail	301	5	4	8	10
45	50 apartments	336	5	21	20	11
46	180 condominiums	1,055	13	67	63	31
	14,000 sq. ft. retail	620	11	8	17	21
47	300 condominiums	58	21	111	105	51
48	196 Rooms	1,748	76	55	67	55
49	18 Apartments	121	2	7	7	4
50	20 Condos	117	1	7	7	3
51	2,972 sq. ft. retail	128	2	1	5	6
	10,300 sq. ft. of Restaurant	1,310	62	57	69	57
52	10 Condominiums	59	1	4	4	2
53	16 Condominiums	94	1	6	6	3
54	16 Condominiums	94	1	6	6	3
	20 Rooms	163	7	4	6	6
	4,619 sq. ft. restaurant	587	28	26	31	20
55	11 Condominiums	64	1	4	4	2
56	5 Apartments	34	1	2	2	1

**Table IV.L-6 (Continued)**  
**Estimated Traffic Generation for Related Projects**

Map No.	Related Project Land Use	Daily Traffic	AM Peak Hour		PM Peak Hour	
			In	Out	In	Out
57	12 Condominiums	81	1	5	5	3
58	10 Condominiums	59	1	4	4	2
59	10 Condominiums	59	1	4	4	2
60	53 Apartments	311	4	20	19	9
61	17 Condominiums	100	1	6	6	3
62	145 Condominiums	850	10	54	51	25
63	42 Condominiums	246	3	16	15	7
64	14 Condominiums	82	1	5	5	2
65	23 Condominiums	135	2	9	8	4
66	3,400 sq. ft. Retail	146	2	1	6	7
67	9,276 sq. ft. Retail	398	6	4	17	18
	8 Apartments	54	1	3	3	26
68	296 Rooms	2,640	115	83	101	107
	39,440 sq. ft. Retail	1,694	25	16	71	77
	189 Condominiums	8,116	119	76	340	369
69	Mixed-Use	2,815	54	152	153	96
70	130 apartments	874	13	53	52	29
	29,060 sq. ft. Retail	1,248	18	12	52	57
	2,500 sq. ft. Restaurant	1,790	66	44	33	32
71	26,113 sq. ft. mixed-use	1,120	16	16	60	37
72	28,800 sq. ft. office	317	39	5	7	36
73	20 Apartments	134	2	8	8	4
74	8,375 sq. ft. museum	452	6	3	28	31
75	60 Apartments	403	6	25	24	13
	5,350 sq. ft. Retail	230	3	2	10	10
76	18,610 sq. ft. Retail	799	12	7	34	36
77	93 Apartments	625	9	68	37	20
	15,863 sq. ft. Retail	681	10	6	29	31
78	17 Condominiums	100	1	6	6	3
79	13 Condominiums	76	1	5	5	2
	7,500 sq. ft. Retail	322	5	3	14	15
80	27 Condominiums	158	2	10	9	5
81	21 Condominiums	123	1	8	7	4
82	96 Condominiums	563	7	36	34	16
	3,350 sq. ft. Retail	144	2	1	6	7
83	15 Condominiums	88	1	6	5	3
84	14 Condominiums	82	1	5	5	2
85	16 Condominiums	84	1	6	6	3
86	787 Apartments	3,305	63	181	165	110
	12,700 sq. ft. Retail	545	8	5	23	25
	9,500 sq. ft. Retail	855	4	4	48	23
87	93 Condominiums	545	7	34	33	16
88	Mixed-Use	864	15	104	99	53
89	183 Apartments & 73,000 sq. ft. Retail	1,452	18	75	79	48
90	61 Condominiums	357	4	23	21	10
91	3,000 sf Chapel, 75 Students & 23 Staff	218	38	31	7	11

**Table IV.L-6 (Continued)**  
**Estimated Traffic Generation for Related Projects**

Map No.	Related Project Land Use	Daily Traffic	AM Peak Hour		PM Peak Hour	
			In	Out	In	Out
92	42 Condominiums	246	3	16	15	7
93	186 Condominiums	1,090	13	69	65	32
94	8,000 sq. ft. Retail & 7,000 sq. ft. Office	417	10	1	11	21
95	35 Condominiums	205	2	13	12	6
96	28 Condominiums	164	2	10	10	15
97	23 Condominiums	135	2	9	8	4
98	18 Units	105	1	7	6	3
99	130 Condominiums & 99 Seat Theater	936	9	48	51	24
100	180 Condominiums & 14,000 sq. ft. Retail	1,656	22	73	15	7
101	85,000 sq. ft. Office	936	116	16	21	105
102	15,000 sq. ft. Museum	810	11	5	51	55
103	1,875 Students	2,877	456	205	124	139
104	81 Condominiums	469	6	30	28	14
105	13,500 sq. ft. Retail, 40,000 sq. ft. Office, 124 Condominiums & 5,300 sq. ft. Restaurant	842	112	128	12	52
106	10,000 sq. ft. Retail	443	6	4	12	15
107	54 Condominiums	316	4	20	19	9
108	270 Apartments & 9,000 sq. ft. Retail	2,191	27	111	118	72
109	218 Condominiums	1,277	15	81	76	37
110	6,000 Restaurant & 54 Condominiums	569	2	3	32	16
111	32 Condominiums	188	2	12	11	5
112	20 Condominiums, 54 Apartments & 2,000 sq. ft. Office	502	9	2	30	17
113	13,000 sq. ft. Crowbar Nightclub	1,880	0	0	78	40
114	Gas Station with 8 Pumps	911	24	24	32	33
115	57 Condominiums & 5,000 sq. ft. Restaurant	991	37	49	55	32
116	60 Condominiums & 5 Office Condominiums	954	74	31	53	170
117	104 Senior Housing	362	4	4	7	4
118	311 Condominiums, 5,000 sq. ft. Retail, 8,500 sq. ft. Retail, 40,000 sq. ft. Office & 0.5 Acre Park	1,248	66	103	62	65
119	32 Condominiums & 7,000 sq. ft. Retail	188	2	12	11	5
120	48 Condominiums	281	3	18	17	81
121	40 Condominiums	234	3	15	14	7
122	Bar/Lounge	570	0	0	37	19
123	14,000 sq. ft. Restaurant	1,806	85	79	95	60
124	90 Condominiums & 15,000 sq. ft. Retail	1,192	18	41	49	38
125	120,000 sq. ft. Office & 7,000 sq. ft. Retail	1,321	163	23	30	149
126	96 Condominiums & 12,986 sq. ft. Retail	1,138	7	36	49	36
127	3,000 sq. ft. Retail	217	13	13	14	7
128	375 Apartments, 150 Condominiums, 49,5000 sq. ft. Restaurant, 305 Room Hotel, 12,000 sq. ft. Specialty Retail	10,876	153	277	560	334

**Table IV.L-6 (Continued)**  
**Estimated Traffic Generation for Related Projects**

Map No.	Related Project Land Use	Daily Traffic	AM Peak Hour		PM Peak Hour	
			In	Out	In	Out
129	12,000 sq. ft. Cocktail Lounge	675	-	-	89	46
130	85 Condominium & 20,000 sq. ft. Office	718	33	35	35	39
131	1,018 sq. ft. Residential, 175,000 sq. ft. Retail & 25 Live-Work units	14,772	238	512	852	700
132	86 Hotel rooms & 5,000 Sq. ft. Retail	925	33	22	33	32
133	10,000 sq. ft. Car Dealership	333	15	5	10	16
134	13,666 sq. ft. Shopping Center, 140 Condominiums & 25,125 sq. ft. Office	1,251	44	53	60	62
135	150,000 sq. ft. Office	1,823	228	31	205	247
136	140 Apartments	941	14	57	56	31
137	60 Condominiums	352	4	22	21	10
138	KTLA Expansion	4,230	554	76	108	528

*Source: Overland Traffic Consultants, Inc., August 2007.*

It should also be noted that the impact analysis does not consider any changes to the existing intersection configuration or other traffic control (e.g., future roadway improvements) or any mitigation to be provided by any of the related projects. Traffic conditions after completion of the Proposed Project have been calculated by adding the project volume to the future without Project traffic volume estimates. The traffic impact of the added Project traffic at the study intersections is shown in the table below using the “future without Project” estimates as the baseline.

Table IV.L-7 shows the results of the Project traffic impact analysis. As shown, two intersections located in the City of Los Angeles would be significantly impacted by Project traffic prior to implementing traffic mitigation measures. These intersections are: (1) La Brea Avenue and Romaine Street and (2) La Brea Avenue and Willoughby Avenue. The increase in V/C value at all other study-area intersections would not exceed the thresholds of significance established by the City of Los Angeles and the City of West Hollywood and, therefore, would not be significant.

### ***Neighborhood Intrusion***

The Traffic Impact Analysis also analyzed the potential impacts of the Project’s daily traffic on Willoughby Avenue, Formosa Avenue and Detroit Street. The methodology used by the City of Los Angeles for determining neighborhood impacts is based on daily traffic along each street. Recent 24-hour traffic counts on adjacent residential streets were conducted on May 1, 2007 to determine the amount of existing traffic currently utilizing the roadways.

Using the methodology described earlier in this section for forecasting future year "Without Project" conditions for the study intersections, the future daily traffic volume on each of the residential streets was

projected. Existing traffic was growth factored by one percent per year to the year 2010 to account for expected ambient area wide traffic growth.

**Table IV.L-7  
Future Traffic Conditions With Project**

No.	Intersection	Peak Hour	Future No Project		Future With Project		
			V/C	LOS	V/C	LOS	Impact
1.	La Brea Ave. & Sunset Bd.	AM	0.846	D	0.848	D	+0.002
		PM	1.065	F	1.072	F	+0.007
2.	La Brea Ave. & Fountain Ave.	AM	1.036	F	1.038	F	+0.002
		PM	0.967	E	0.974	E	+0.007
3.	Santa Monica Bd. & Formosa Ave.	AM	0.702	C	0.704	C	+0.002
		PM	1.003	F	1.013	F	+0.011
4.	Santa Monica Bd. & La Brea Ave.	AM	1.179	F	1.179	F	+0.000
		PM	1.321	F	1.335	F	+0.014
5.	Santa Monica Bd. & Highland Ave.	AM	0.930	E	0.930	E	+0.000
		PM	1.039	F	1.047	F	+0.008
6.	La Brea Ave. & Romaine St.	AM	0.633	B	0.640	B	+0.007
		PM	0.921	E	0.931	E	+0.010*
7.	Willoughby Ave. & Poinsettia Pl.	AM	0.329	A	0.337	A	+0.008
		PM	0.467	A	0.473	A	+0.006
8.	Willoughby Ave. & Formosa Ave.	AM	0.303	A	0.322	A	+0.008
		PM	0.429	A	0.438	A	+0.009
9.	La Brea Ave. & Willoughby Ave.	AM	0.562	A	0.585	A	+0.023
		PM	0.707	C	0.838	D	+0.131*
10.	Willoughby Ave. & Highland Ave.	AM	0.581	A	0.587	A	+0.006
		PM	0.693	B	0.710	C	+0.017
11.	La Brea Ave. & Waring Ave.	AM	0.435	A	0.445	A	+0.010
		PM	0.540	A	0.550	A	+0.010
12.	Melrose Ave. & Poinsettia Pl.	AM	0.504	A	0.507	A	+0.003
		PM	0.491	A	0.498	A	+0.007
13.	Melrose Ave. & Formosa Ave.	AM	0.543	A	0.547	A	+0.004
		PM	0.462	A	0.468	A	+0.006
14.	Melrose Ave. & La Brea Ave.	AM	1.043	F	1.052	E	+0.009
		PM	1.048	F	1.057	F	+0.009
15.	Melrose Ave. & Highland Ave.	AM	0.984	E	0.984	E	+0.000
		PM	1.162	F	1.168	F	+0.006
16.	La Brea Ave. & Beverly Bd.	AM	0.637	B	0.643	B	+0.006
		PM	0.872	D	0.885	D	+0.013

\* Designates a significant impact.

Source: Overland Traffic Consultants, Inc., August 2007.

Using the daily trip generation calculations along with the anticipated project traffic distributions, the amount of daily project-related trips along the residential streets was estimated. These project traffic volumes and existing and future street traffic volumes are contained in Table IV.L-8.

**Table IV.L-8  
Neighborhood Traffic Intrusion Analysis – Proposed Project**

Location	Average Daily Traffic Volumes				Significance Threshold	Impact
	Existing Daily Traffic	Future (2010) Without Project	Future Daily Project Traffic	Future (2010) With Project		
Willoughby Ave. west of Formosa Ave.	7,335	7,775	332	8,107	8%	4.1%
Detroit Street south of Willoughby Ave.	891	944	60	1,004	12%	6.0%
Formosa Ave. south of Willoughby Ave.	1,781	1,888	60	1,948	12%	3.1%

*Source: Overland Traffic Consultants, Inc., August 2007.*

As shown in Table IV.L-8, no significant neighborhood impacts would occur as a result of traffic generated by the Project. It is, however, recommended that southbound through moves not be allowed between the commercial driveway on Willoughby Avenue and Detroit Street.

#### ***Freeway and Roadway Capacity***

The Congestion Management Program (CMP) was adopted to track regional traffic growth, building permits and transportation improvements. The CMP designated a transportation network including all state highways and some arterials within the County to be monitored by local jurisdictions. If the LOS standard deteriorates on the CMP network, then local jurisdictions must prepare a deficiency plan to be in conformance with the CMP program. Local jurisdictions found to be in nonconformance with the CMP risk the loss of state gas tax funding. Current changes to the CMP program being considered by local officials include adding a countywide trip fee to mitigate regional cumulative impacts.

The nearest CMP monitoring locations are at the intersections of Santa Monica Boulevard and Highland Avenue, and at Wilshire Boulevard and La Brea Avenue. With the dispersion of trips beyond the immediate study area it was determined that the only CMP study intersection that requires study is Santa Monica Boulevard and Highland Avenue (study intersection number 5). As shown previously in Table IV.L-7, the increase in the V/C ratio at this intersection is +0.000 during the morning peak hour and +0.008 in the afternoon peak hour. Therefore, the impact of the Proposed Project would be less than significant and no additional CMP analysis is necessary.

#### ***Project Access***

Parking for the retail use would be provided in a three-level, above grade structure with three points of access. An inbound only driveway from La Brea Avenue would provide access to the Project's commercial parking area and loading dock located at the northwest corner of the proposed commercial

building. A point of ingress and egress to the commercial parking area would be located at the juncture of Willoughby Avenue and Detroit Street. The north-south alley would serve as a secondary entrance/exist for customers traveling to and from the north and west.

Parking for residents would be provided in a secure subterranean parking structure with the point of ingress and egress located along Willoughby Avenue at the southwestern-most corner of the Project site. This location was selected to maximize the distance between the residential access point and the access points for the retail component and, therefore, minimize any potential conflicts. The guest parking spaces would be located on the commercial/residential P-2 level and accessed through the retail parking entrance.

Emergency vehicles would have access to the Proposed Project site via any of the proposed access points. The inbound only entrance from La Brea Avenue would be tall enough for fire trucks to enter the site.

The two intersections located nearest the primary site access points are (1) Willoughby Avenue and La Brea Avenue and (2) Willoughby Avenue and Formosa Avenue. As shown previously in Table IV.L-7, the intersection of Willoughby Avenue and Formosa Avenue would operate at LOS A during both the AM and PM peak hours under the future with Project conditions. The intersection of Willoughby Avenue and La Brea Avenue would operate at LOS A during the AM peak hour and LOS D during the PM peak hour under the future with Project conditions. Because neither of these intersections would operate at LOS E or F in the future with the Project, the potential impacts to Project access would be less than significant. It is however, recommended that a driveway plan be submitted to the Bureau of Engineering and LADOT to ensure that adequate emergency access would be provided to the Project site.

### ***Transit System Capacity***

The following transit impact analysis is based on the 2004 Congestion Management Program guidelines for Transit Impact Review. Section D.8.4 of the CMP provides a methodology for estimating the number of transit trips to be generated by a proposed project. It should be noted that the City of Los Angeles transit adjusted used in the Traffic Impact Study is more conservative. The CMP procedure assumes an average vehicle ridership (AVR) factor of 1.4 applied to the vehicle trips to estimate the number of person trips to and from the Project site. Since the Project site is located within one-half mile of a transit corridor (being located on La Brea Avenue between Santa Monica Boulevard and Melrose Avenue), the CMP guidelines provide that approximately five percent and seven percent of the total residential and commercial person trips, respectively, might use transit as a means of travel to and from the Project site.

The CMP transit analysis also requires a summary of the existing transit services in the area including fixed-routes, express and rail services near the project site. As discussed previously in this EIR section, the Project site is served by route 212 along La Brea Avenue and several routes on Santa Monica Boulevard and Melrose Avenue within a one-half mile radius. Furthermore, several express routes and rail stations are located within a 2-mile service area.

Table IV.L-9 identifies the calculated transit trips per the CMP methodology. As shown, the Project is estimated to add 454 daily transit trips, 19 and 45 morning and afternoon peak hour transit trips, respectively, to the transit network using the CMP procedures.

**Table IV.L-9  
CMP Transit Trips Estimate**

<b>Land Use</b>	<b>Daily</b>	<b>AM Peak Hour</b>	<b>PM Peak Hour</b>
<b>Commercial</b>			
Number of Vehicle Trips	3,578	113	366
Person Trip Factor	1.4	1.4	1.4
Number of Person Trips	5,009	158	512
Transit Trip Percent on Transit Corridor	7%	7%	7%
Residential Transit Trips	351	11	36
<b>Residential</b>			
Number of Vehicle Trips	1,472	112	136
Person Trip Factor	1.4	1.4	1.4
Number of Person Trips	2,061	157	190
Transit Trip Percent on Transit Corridor	5%	5%	5%
Residential Transit Trips	103	8	10
<b>Total Transit Trips</b>	<b>454</b>	<b>19</b>	<b>45</b>
<i>Source: Overland Traffic Consultants, Inc., November 2007.</i>			

It is expected that the greatest demand on the seating capacity of the transit lines would be on Line 212, which runs on La Brea Avenue adjacent to the Project site. An evaluation of the seating capacity of this line at the Willoughby Avenue transit stop has been conducted using ridership data provided by Metro. Table IV.L-10 identifies the calculated potential transit impact by the Project on the seating capacity of Line 212. As shown, no significant project-related transit impacts on the regional transit system are expected.

### **Parking**

Based on the City of Los Angeles' standard of 4 spaces for every 1,000 square feet of retail space, a total of 140 on-site parking spaces would be required for the proposed 35,000 square-foot retail component of the Project. The Project applicant is proposing a total of 140 parking spaces for retail patrons and employees. A minimum of 402 stalls are proposed for the residential component of the Project. This is the amount of residential parking space required by the City for the Proposed Project (apartments) based on one space for each studio unit (28 spaces), 1.5 spaces for each 1-bedroom unit (180 spaces), two spaces for each 2-bedroom unit (146 spaces), and 55 guest parking spaces. Therefore, the Proposed Project would comply with the parking requirements and any parking-related impacts would be less than significant.

**Table IV.L-10  
Estimated Transit Impact**

Condition	AM Peak Hour	PM Peak Hour
<b>Existing Capacity for La Brea Avenue (Line 212)</b>		
Number of peak hour bus stops at Willoughby Avenue	11	12
Seated capacity per bus	42	42
Weighted average load per bus	18	24
Seat capacity	462	504
Seat demand	198	288
Seat surplus	264	216
<b>Project Transit Trips</b>	19	45
<b>Surplus (deficit) seats per peak hour</b>	245	171
<i>Source: Overland Traffic Consultants, Inc., November 2007.</i>		

## MITIGATION MEASURES

### *Construction Traffic*

The following measure is recommended to minimize the potential conflicts between Project construction activities, street traffic, and pedestrians.

L-1 The Project developer shall develop and implement a Work Area Traffic Control Plan approved by the Los Angeles Department of Transportation. The following measures shall be included in the plan, as a minimum, although access restrictions, covered sidewalks, and alternative pedestrian routes may also be required by the Department of Transportation:

- Identification of a designated haul route to be used by construction trucks;
- Provide an estimate of the number to trucks trips and anticipated trips;
- Identification of traffic control procedures, emergency access provisions, and construction crew parking locations;
- Identification of the on-site location of vehicle and equipment staging;
- Provide a schedule of construction activities;
- Limitations on any potential lane closures to off-peak travel periods;
- Scheduling the delivery of construction materials during non-peak travel periods, to the extent possible;
- Coordinating deliveries to reduce the potential of trucks waiting to unload building materials;
- Prohibiting parking by construction workers on neighborhood streets as determined in conjunction with City staff;

- Appoint a community liaison to respond to inquiries or concerns of surround residents, schools and businesses; and
- Provide near-by schools with a construction schedule and notification of start date for construction.

### ***Intersection Capacity***

The following measures are recommended to reduce the potential Project intersection capacity impacts to a less than significant level.

- L-2 Willoughby Avenue and La Brea Avenue – The north side of Willoughby Avenue shall be widened by five feet from La Brea Avenue westerly to the proposed commercial driveway opposite Detroit Street (approximately 300 feet) to allow for the installation of wider traffic lanes to facilitate the movement of eastbound right-turns (i.e., functional right-turn lane) on Willoughby Avenue at La Brea Avenue.
- L-3 Romaine Street and La Brea Avenue – The south side of Romaine Street shall be widened by three feet from La Brea Avenue westerly for approximately 100 feet for the installation of a wider eastbound curb lane to facilitate the movement of eastbound right-turning traffic (i.e., functional right-turn lane).

### ***Neighborhood Intrusion***

Although the Proposed Project is not expected to have a significant impact with respect to neighborhood traffic intrusion, the following measure is recommended to reduce further any potential impact from Project-generated traffic on Detroit Street south of Willoughby Avenue.

- L-4 Southbound through moves shall not be allowed between the commercial driveway on Willoughby Avenue and Detroit Street.

### ***Project Access***

The following measure is recommended to ensure that adequate emergency access would be provided to the Project site:

- L-5 The Project Applicant shall submit a parking and driveway plan to the Bureau of Engineering and the Department of Transportation for approval that shall provide code-required emergency access.

## **CUMULATIVE IMPACTS**

The analysis of traffic impacts considers the effects of both background growth in the region and the Related Projects listed in Table II-I. Consequently, impacts of cumulative growth are already incorporated into the traffic model and are equivalent to those indicated for the “Future With Project”

condition. The additional cumulative traffic, without the Project, would increase the number of vehicles traveling through each of the 16 study intersections. Under existing conditions, only seven of the 16 intersections operate at LOS D or worse during one or more of the peak hours. Following the addition of non-Project ambient and cumulative development traffic growth, a total of eight locations would exhibit LOS D or worse conditions, with four of the 16 study intersections operating at LOS E or LOS F during one or both peak hours. With the addition of the Project traffic, peak-hour conditions would change only nominally and one additional intersection would operate at LOS D or worse. However, as discussed previously in this Draft EIR section, the traffic generated by the Proposed Project would significantly impact the intersections of Willoughby Avenue and La Brea Avenue, and Romaine Street and La Brea Avenue. For the purpose of this Draft EIR the significant intersection capacity impacts caused by the Proposed Project are also considered to be cumulatively considerable.

### LEVEL OF SIGNIFICANCE AFTER MITIGATION

Implementation of mitigation measure L-1 would reduce the potential construction traffic impacts associated with the Proposed Project to a less than significant level. Implementation of mitigation measures L-2 and L-3 would reduce the traffic and circulation impacts associated with the Project to less than significant levels as shown in Table IV.L-11.

**Table IV.L-11  
Future Traffic Conditions With Project Mitigation**

No.	Intersection	Peak Hour	Future No Project		Future With Project		
			CMA	LOS	CMA	LOS	Impact
6.	La Brea Ave. & Romaine St.	AM	0.562	A	0.585	A	+0.023
		PM	0.707	C	0.742	C	+0.035
9.	La Brea Ave. & Willoughby Ave.	AM	0.663	B	0.640	B	-0.007
		PM	0.921	E	0.864	D	-0.057

Source: Overland Traffic Consultants, Inc., August 2007.