4.14 TRANSPORTATION AND CIRCULATION

4.14.1 INTRODUCTION

This Section evaluates the potential impacts of the proposed project on traffic, circulation, and parking. The traffic analysis presented in this section is based on the *Traffic Impact Analysis* (Appendix K), which is summarized in this section. This section summarizes the existing operating conditions at 30 intersections in the vicinity of the project site, estimates the trip generation potential of the proposed project, and forecasts future intersection operating conditions at completion and occupancy of the proposed project. Intersection improvements and mitigation measures are identified as appropriate.

4.14.2 METHODOLOGY

The *Traffic Impact Analysis* was prepared consistent with the objectives and requirements of the City of West Hollywood (City) requirements, the City of Beverly Hills requirements, the Los Angeles County Congestion Management Program (CMP, 2010), and applicable provisions of the California Environmental Quality Act (CEQA).

The traffic analysis for the proposed project examined four scenarios:

- Existing condition;
- Existing plus project condition to determine potential project impacts;
- Cumulative condition (future short-term year, corresponding to project opening); and
- Cumulative plus project condition to determine the project's contribution to potential cumulative impacts.

The analysis addresses five general areas associated with development of the proposed project:

1. Potential increases in traffic volumes at nearby intersections and along surrounding roads, in neighboring residential areas, and on the CMP road system;
2. Compliance with City parking codes;
3. Access driveway interface with the existing and/or planned local circulation network in the study area;
4. Availability and safety of pedestrian and bicyclist facilities in the vicinity and on site; and
5. Review of construction impacts on traffic surrounding the project site.

Intersection Level of Service Methodology

The *Traffix* (Version 8.0R1) computer software was utilized to determine the level of service (LOS) at study area intersections. For intersections within the City, signalized and unsignalized intersections were analyzed using Highway Capacity Manual (HCM) methodology. CMP monitoring locations within the City were also analyzed using the Intersection Capacity Utilization (ICU) methodology. In the City of Beverly Hills, signalized intersections were analyzed using the Intersection Capacity Utilization (ICU) methodology, consistent with City of Beverly Hills procedures, and unsignalized intersections were analyzed using HCM methodology. At the intersections of Doheny Drive/Santa Monica Boulevard and Doheny Drive/Beverly Boulevard, which are shared by both cities, both the HCM and ICU methodologies were applied. The unsignalized intersection of Doheny Drive/Elevado Avenue is also shared between the cities of Beverly Hills and West Hollywood.

HCM methodology calculates the average delay experienced by all vehicles at a signalized intersection. Because the methodology analyzes the operation of an intersection, observed characteristics of the study area intersections (e.g., the flow rate of vehicles through the intersections) were applied to the analysis. The resulting calculation of average delay experienced by vehicles at the intersection is then used to determine the LOS at that intersection. The ICU methodology compares the amount of traffic an intersection is able to process (capacity) to the level of traffic during peak hours (volume). The resulting volume-to-capacity ratio (v/c) is expressed in terms of LOS, where LOS A represents free-flow activity and LOS F represents overcapacity operation. LOS is a qualitative assessment of the quantitative effects of such factors as traffic volume, roadway geometrics, speed, delay, and maneuverability on roadway and intersection operations. LOS criteria for signalized intersections using the Congestion Management Agency (CMA) methodology are provided in Table 4.14.A.

Table 4.14.A: Level of Service Descriptions

LOS	Description
A	No approach phase is fully utilized by traffic, and no vehicle waits longer than one red indication. Typically, the approach appears quite open, turns are made easily, and nearly all drivers find freedom of operation.
B	This service level represents stable operation, where an occasional approach phase is fully utilized, and a substantial number are nearing full use. Many drivers begin to feel restricted within platoons of vehicles.
C	This level still represents stable operating conditions. Occasionally, drivers may have to wait through more than one red signal indication, and backups may develop behind turning vehicles. Most drivers feel somewhat restricted, but not objectionably so.
D	This level encompasses a zone of increasing restriction approaching instability at the intersection. Delays to approaching vehicles may be substantial during short peaks within the peak period; however, enough cycles with lower demand occur to permit periodic clearance of developing queues, thus preventing excessive backups.
E	Capacity occurs at the upper end of this service level. It represents the most vehicles that any particular intersection approach can accommodate. Full utilization of every signal cycle is attained no matter how great the demand.
F	This level describes forced flow operations at low speeds, where volumes exceed capacity. These conditions usually result from queues of vehicles backing up from a restriction downstream. Speeds are reduced substantially, and stoppages may occur for short or long periods of time due to the congestion. In the extreme case, speed can drop to zero.

Source: *Traffic Impact Analysis* (Appendix K).
LOS = level of service

The relationship between LOS and the v/c ratio is summarized in Table 4.14.B.

Table 4.14.B: Relationship of LOS and Delay or V/C Ratio

Level of Service (LOS)	Delay (HCM Methodology)	Volume to Capacity (ICU Methodology)
A	Less than 10.0 seconds	Less than or equal to 0.600
B	10.0 to 20.0 seconds	0.610 to 0.700
C	20.0 to 35.0 seconds	0.710 to 0.800
D	35.0 to 55.0 seconds	0.810 to 0.900
E	55.0 to 80.0 seconds	0.910 to 1.000
F	Greater than 80.0 seconds	Greater than 1.000

Source: *Traffic Impact Analysis* (Appendix K).
HCM = Highway Capacity Manual
ICU = intersection capacity utilization
v/c = volume to capacity

The 2000 HCM[1] methodology was used to determine intersection LOS at unsignalized intersections. For the unsignalized HCM methodology, the LOS is presented in terms of total intersection delay and approach delay of the major and minor streets (in seconds per vehicle). The relationship of delay and LOS at unsignalized intersections is summarized in Table 4.14.C.

Table 4.14.C: LOS for Unsignalized Intersections

Level of Service (LOS)	Unsignalized Intersection Delay per Vehicle (in seconds)
A	Less than or equal to 10.0
B	Greater than 10.0 and less than or equal to 15.0
C	Greater than 15.0 and less than or equal to 25.0
D	Greater than 25.0 and less than or equal to 35.0
E	Greater than 35.0 and less than or equal to 50.0
F	Greater than 50.0

Source: *Traffic Impact Analysis* (Appendix K).

Traffic Forecasting Methodology

To estimate the traffic impact characteristics of the proposed project, a multi-step process was used. The first step was trip generation, which estimated the total arriving and departing project traffic on a peak-hour and daily basis. The traffic generation potential was forecast by applying appropriate vehicle trip generation equations or rates to the land uses proposed on site.

[1] Methods for calculating vehicle-only delay at intersections are the same in the 2000 HCM and the 2010 HCM. For consistency with the original traffic impact analysis and the City's environmental review procedures, the same analysis software, utilizing 2000 HCM methodology, was used when preparing the revised traffic impact analysis.

The second step of the forecasting process was trip distribution, which identified the origins and destinations of inbound and outbound project traffic. These origins and destinations typically were based on demographics and existing/anticipated travel patterns in the study area.

The third step was traffic assignment, which involved the allocation of project traffic to study area streets and intersections. Traffic assignment was typically based on minimization of travel time, which may or may not involve the shortest route, depending on prevailing operating conditions and travel speeds. Traffic distribution patterns were indicated by general percentage orientation, while traffic assignment allocated specific volume forecasts to individual road links and intersection turning movements throughout the study area.

With the forecasting process complete and project traffic assignments developed, the impact of the proposed project was isolated by comparing operational (LOS) conditions at selected key intersections using expected future traffic volumes with and without the forecasted project traffic. The need for site-specific and/or cumulative local area traffic improvements was then evaluated, and the significance of the project's traffic-related impacts was identified.

Trip Generation and Distribution

Traffic generation is expressed in vehicle trip ends, defined as one-way movements, either entering or exiting the generating land use. The daily and peak-hour trips for the proposed project were generated using trip rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (8th Edition, 2008). This proposed project proposes a mix of uses, but for this analysis it was not treated as a mixed-use development. Because of the vertical orientation of the proposed project, ground-level commercial uses are equally attractive to general street traffic and project residents. However, as noted in Section 3.0 of this Recirculated Draft EIR, an objective of the proposed project is to develop and encourage pedestrian-oriented uses. Therefore, the treatment of this proposed project as independent uses reflects a conservative estimation of traffic generation with no reduction for potential internal trip capture from the project residents.

The existing land uses and their potential trip generation were taken into consideration in the estimation of net trip generation for the developed site. Trip generation of the existing retail/commercial and office uses was based on ITE trip rates. Some of the existing uses are not vital sites with robust trip generation. However, the sites may remain as the existing use and be revitalized with little or no discretionary action. Therefore, to compare the potential trip generation of existing uses and the proposed project, a uniform application of trip rates was used.

The project trip distribution for the proposed project was based on the proposed project's location in relation to local and regional transportation facilities and origins/destinations. Prior to preparation of this analysis, LSA provided the project trip distribution to the City's Traffic Engineer for review and approval. The initial project trip distribution was developed based on the 2010 Los Angeles County CMP (page D-21) and reflected regional attractions to/from the site, resulting in an approximately equal distribution of trips in the north, south, east, and west directions. However, due to land use patterns in the proposed project study area, trips would be distributed mostly to the south, east, and west, with only a small percentage to and from the north. Additionally, the turn restrictions onto Melrose Avenue for eastbound traffic result in only northbound Doheny Drive traffic using the

eastbound lanes of Melrose Avenue east of Santa Monica Boulevard. In addition, bollards and signs have been installed to prevent north-south traveling traffic on Almont Drive. These regional and local distributions were reviewed with City staff and refined to reflect actual route selection and logical travel paths in the proposed project study area.

Parking Requirement

The proposed project would provide 884 parking spaces within four subterranean parking levels. Parking for the commercial uses would include 129 spaces on the B1 level, 248 spaces on the B2 level, 256 spaces on the B3 level, and 251 spaces on the B4 level. Of those 884 parking spaces, 15 would be handicap accessible spaces and 358 would be located in 179 tandem parking spaces for exclusive use by valet. Parking for the residential uses would include 73 spaces on the B2 level and 75 spaces on the B3 level. Of those 148 spaces, 5 would be handicap accessible spaces and 28 would be located in 14 tandem parking spaces for which both spaces would be designated to the same residential unit. Accessing residential parking areas would require separate access through gates in the parking garage.

In comparison, the West Hollywood Municipal Code (WHMC) requires 847 spaces to serve the specific commercial and residential components of the proposed project, including 285 spaces to serve the 82,010 square feet of commercial/retail uses; 425 spaces to serve the 137,064 square feet of office space, and 137 spaces to serve 76 residential dwelling units (WHMC § 19.28.040). The project, which provides 884 spaces, would exceed the WHMC requirement by 37 spaces.

4.14.3 EXISTING ENVIRONMENTAL SETTING

Existing Circulation System

The merge of Melrose Avenue and Santa Monica Boulevard forms two sides of the triangular-shaped project site and results in a unique circulation pattern around the project site. Doheny Drive intersects Santa Monica Boulevard at the point where Melrose Avenue and Santa Monica Boulevard merge. In addition, Civic Center Drive in Beverly Hills terminates at Doheny Drive south of Santa Monica Boulevard, forming a multiple-street intersection at the west end of the block. Melrose Avenue connects to westbound Santa Monica Boulevard via Almont Avenue. Additionally, a right-turn-only lane at the terminus of Melrose Avenue allows turns from westbound Melrose Avenue onto eastbound Santa Monica Boulevard. Eastbound right turns are also allowed onto Melrose Avenue from northbound Doheny Drive. From Santa Monica Boulevard, the project site is accessible to eastbound traffic only, since the westbound lanes of Santa Monica Boulevard are separated from the project frontage by a landscaped median.

Key roads in the vicinity of the project site are:

- **Santa Monica Boulevard.** Santa Monica Boulevard is the northern border of the project site. It is classified as a Major Highway on the City General Plan Circulation Element. The City considers this roadway a commercial corridor for the purposes of a traffic impact study.
- **Doheny Drive.** Immediately adjacent the project site, Doheny Drive is classified as a Secondary Highway on the City's General Plan Circulation Element. Land uses along Doheny Drive are

commercial near Santa Monica Boulevard and residential/institutional north and south of Santa Monica Boulevard. The City considers this roadway a commercial corridor for the purposes of a traffic impact study.

- **Melrose Avenue.** Melrose Avenue is south of the project site and is classified as a Secondary Highway on the City's General Plan Circulation Element. Melrose Avenue has two lanes in each direction. Land uses along Melrose Avenue are primarily commercial/retail. The City considers this roadway a commercial corridor for the purposes of a traffic impact study.
- **Almont Drive.** Almont Drive, a north-south road, is located east and adjacent to the project site and is classified as a local street. Almont Drive has one lane in each direction with curbside parking on both sides of the street. The land uses on Almont Drive are primarily commercial and light industrial near the project site and residential to the south. South of Melrose Avenue, bollards and signs have been installed to prevent north-south traveling on Almont Drive south of Melrose Avenue. Through traffic on Melrose Avenue cannot use Almont Drive to travel to destinations to the south; however, Almont Drive serves as a connection for through traffic to travel north from Melrose Avenue.

Existing Transit Service, Bicycle Facilities, Sidewalks, and Crosswalks

Transit service is provided to the project site by the Los Angeles County Metropolitan Transportation Authority (Metro) and the City's CityLine. Metro Routes 4, 10, 14, 220, and 704 provide service near the project site 7 days per week. The CityLine service is provided Monday through Saturday, 9:00 a.m. to 6:00 p.m., approximately every 40 minutes. The CityLine service extends west to the intersection of Santa Monica Boulevard and Robertson Boulevard. An existing transit stop along Santa Monica Boulevard provides benches and a shelter. This transit stop would remain with the proposed project.

A Bicycle and Pedestrian Mobility Plan (Mobility Plan) was adopted by the City in July 2003. According to the Mobility Plan, a Class II (on-road striped) bicycle lane exists on Santa Monica Boulevard from Almont Drive to Kings Road.

Sidewalks exist along both sides of Santa Monica Boulevard, Melrose Avenue, and Almont Drive in the vicinity of the project site. The sidewalk is at least 14 feet wide along Santa Monica Boulevard adjacent to the project site. Crosswalks exist at all adjacent intersections with the exception of eastside Santa Monica Boulevard/Doheny Drive.

Existing Parking

Parking is provided on site in surface lots. Approximately 73 surface parking spaces are available in the two main lots: 33 spaces on the west end of the project site and 40 spaces centrally located on the site and surrounded by existing development on site. Small parking lots that accommodate approximately two to four vehicles each are provided in front of the businesses on Almont Drive. On-street parking is located around the project site along all three adjacent streets.

Existing Traffic Volumes and Level of Service

Peak-period intersection turn volumes for the study area intersections were collected by National Data and Surveying Services in January 2012.

Figure 4.14.1 shows the 30 study area intersections analyzed for the proposed project. Table 4.14.D summarizes the results of the existing a.m., midday, and p.m. peak-hour level of service (LOS) analysis for the 30 study area intersections. All the study area intersections currently operate at

Table 4.14.D: Existing Conditions Intersection Level of Service Summary

	Intersection	City	Type	Existing Condition					
				AM		Midday		PM	
				V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
1	La Cienega Boulevard/Holloway Drive	WH	S	26.7	C	24.4	C	40.3	D
2	La Cienega Boulevard/Santa Monica Boulevard	WH	C	52.0	D	30.9	C	55.9	E
		CMP	S	0.993	E	0.762	C	0.779	C
3	La Cienega Boulevard/Melrose Avenue	WH	C	39.6	D	23.1	C	25.9	C
4	Hancock Avenue/Holloway Drive	WH	U	20.7	C	19.0	C	44.7	E
5	Hancock Avenue/Santa Monica Boulevard	WH	U	17.9	C	13.7	B	15.8	C
6	Sunset Boulevard/Holloway Drive/Horn Avenue	WH	S	40.7	F[1]	14.1	F[1]	14.5	F[1]
7	San Vicente Boulevard/Sunset Boulevard	WH	S	17.2	F[1]	19.8	F[1]	23.6	F[1]
8	San Vicente Boulevard/Cynthia Street	WH	S	8.8	A	8.5	A	11.8	B
9	San Vicente Boulevard/Santa Monica Boulevard	WH	C	32.1	C	22.4	C	32.4	C
10	San Vicente Boulevard/Melrose Avenue	WH	C	15.0	B	12.6	B	13.5	B
11	San Vicente Boulevard/Beverly Boulevard	WH	C	20.5	C	18.3	B	21.3	C
12	Robertson Boulevard/Santa Monica Boulevard	WH	C	18.3	B	20.9	C	27.6	C
13	Robertson Boulevard/Melrose Avenue	WH	S	11.0	B	10.3	B	12.5	B
14	Robertson Boulevard/Beverly Boulevard	WH	C	24.3	C	12.6	B	12.8	B
15	Doheny Drive/Sunset Boulevard	WH	C	25.0	F[1]	34.3	F[1]	33.8	F[1]
16	Doheny Drive/Elevado Avenue	WH/BH	U	20.6	C	21.9	C	157.9	F
17	Doheny Drive/Santa Monica Boulevard	WH	C	102.2	F	48.6	D	53.9	D
		BH/ CMP	S	0.848	D	0.784	C	0.791	C
18	Doheny Drive/Beverly Boulevard	WH	C	18.3	B	16.1	B	16.1	B
		BH	S	0.817	D	0.722	C	0.741	C
19	Almont Drive/Santa Monica Boulevard	WH	S	6.3	A	6.1	A	8.8	A
20	Almont Drive/Melrose Avenue	WH	A	9.3	A	9.6	A	12.1	B
21	Foothill Road/Sunset Boulevard	BH	S	0.717	C	0.581	A	0.616	B
22	Foothill Road/Santa Monica Boulevard	BH	U	54.0	F	86.0	F	83.0	F
23	Beverly Drive/Sunset Boulevard	BH	S	0.825	D	0.622	B	0.734	C
24	Beverly Drive/Santa Monica Boulevard	BH	S	0.761	C	0.752	C	0.854	D
25	Beverly Drive/Wilshire Boulevard	BH	S	0.746	C	0.695	B	0.769	C
26	Santa Monica Boulevard/Wilshire Boulevard	BH	S	1.043	F	0.854	D	0.943	E
27	Santa Monica Boulevard/Beverly Boulevard	BH	S	0.840	D	0.704	C	0.833	D
28	Doheny Drive/Burton Way	BH	S	0.889	D	0.711	C	0.711	C
29	Doheny Drive/Wilshire Boulevard	BH	S	0.965	E	0.766	C	0.766	C
30	Doheny Drive/North Oakhurst Drive	BH	U	14.5	B	13.1	B	17.8	C

[1] Intersection operates at congested level of service (LOS F) based on visual observation.
Grey shading indicates the intersection is operating at a poor level of service
A = All-way Stop Controlled
BH = City of Beverly Hills
C = Commercial Corridor
CMP = Los Angeles County Congestion Management Program intersection
LOS = level of service
S = Signalized
U = One- or Two- Way Stop- Controlled
v/c = volume-to-capacity ratio
WH = City of West Hollywood

satisfactory LOS with the exception of the following intersections (which are shaded in Table 4.14.D):

- La Cienega Boulevard/Santa Monica Boulevard: LOS E in the a.m. peak hour according to Congestion Management Program (CMP) criteria and LOS E in the p.m. peak hour according to City criteria;
- Hancock Avenue/Holloway Drive: LOS E in the p.m. peak hour;
- Sunset Boulevard/Holloway Drive/Horn Avenue: Congested LOS visually observed in the a.m., midday, and p.m. peak hours;
- San Vicente Boulevard/Sunset Boulevard: Congested LOS visually observed in the a.m., midday, and p.m. peak hours;
- Doheny Drive/Sunset Boulevard: Congested LOS visually observed in the a.m., midday, and p.m. peak hours;
- Doheny Drive/Elevado Avenue: LOS F in the p.m. peak hour;
- Doheny Drive/Santa Monica Boulevard: LOS F in the a.m. peak hour according to City criteria
- Foothill Road/Santa Monica Boulevard: LOS F in the a.m., midday, and p.m. peak hours;
- Santa Monica Boulevard/Wilshire Boulevard: LOS F in the a.m. peak hour and LOS E in the p.m. peak hour; and
- Doheny Drive/Wilshire Boulevard: LOS E in a.m. peak hour.

Existing Pedestrian and Bicycle Volumes

In addition to the vehicle traffic volumes described above, National Data and Surveying Services counted pedestrian and bicycle use at five locations chosen by the City within the study area. Table 4.14.E displays the pedestrian and bicycle volumes observed during the a.m., midday, and p.m. peak hours.

Table 4.14.E: Existing Pedestrian and Bicycle Volume

Intersection		Pedestrian			Bicycle		
		AM	Midday	PM	AM	Midday	PM
1	La Cienega Boulevard/Holloway Drive	115	167	128	4	6	4
7	San Vicente Boulevard/Sunset Boulevard	118	200	229	16	5	10
9	San Vicente Boulevard/Santa Monica Boulevard	271	566	618	26	21	41
14	Robertson Boulevard/Beverly Boulevard	163	300	285	6	7	14
17	Doheny Drive/Santa Monica Boulevard	65	63	109	7	9	23

Pedestrian and bicycle volume at the intersection of La Cienega Boulevard/Holloway Drive is evenly split in all directions. At the intersection of San Vicente Boulevard/Sunset Boulevard, pedestrian and bicycle volume is higher along Sunset Boulevard than San Vicente Boulevard. In fact, no bicycles were observed on San Vicente Boulevard. Pedestrian and bicycle volume was also higher on Santa Monica Boulevard than San Vicente Boulevard at the intersection of San Vicente Boulevard/Santa

Monica Boulevard. Observed bicycle volume was higher in the westbound direction in the a.m. and midday peak hours and higher in the eastbound direction in the p.m. peak hour. At the intersection of Robertson Boulevard/Beverly Boulevard, pedestrian and bicycle travel occurs on both roadways, although pedestrian volume is higher on the east side of Robertson Boulevard than on the west side. Bicycle volume at the intersection of Santa Monica Boulevard/Doheny Drive was primarily along Santa Monica Boulevard and primarily in the eastbound direction. Pedestrian volume, however, was heavier along Doheny Drive. It should be noted that at all five intersections examined, bicycles were observed traveling against the vehicular direction (on the left side of the street).

4.14.4 REGULATORY SETTING

City of West Hollywood Development Conditions

Several City development conditions would apply to the construction of the proposed project. Refer to Section 3.3.11, City of West Hollywood Development Conditions, for conditions that specifically address traffic, parking, and access during construction of the proposed project. As stated previously, the *Traffic Impact Analysis* was prepared consistent with the requirements of the City of Beverly Hills and the Los Angeles County CMP.

4.14.5 THRESHOLDS OF SIGNIFICANCE

The following thresholds of significance criteria are based on Appendix G of the CEQA Guidelines. Based on these thresholds, implementation of the proposed project would have a significant impact on traffic and circulation if it would:

Threshold 4.14.1: 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;

Threshold 4.14.2: Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways;

Threshold 4.14.3: 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;

Threshold 4.14.4: Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment);

Threshold 4.14.5: Result in inadequate emergency access; or

Threshold 4.14.6: Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

Both the City of West Hollywood and the City of Beverly Hills consider LOS D as the upper limit of satisfactory operations. Both cities also use a sliding scale to determine when added traffic is a significant impact. The City also considers roadway classification when determining the threshold of significance. Table 4.14.F displays the criteria for a significant project contribution for both cities. At the intersection of two commercial corridors (as identified by the City), an impact occurs if project traffic results in LOS D and an increase in delay of 12 seconds or greater, or if project traffic results in LOS E or F and an increase in delay of 8 seconds or greater. Eleven intersections in the study area are in this category.

Table 4.14.F: Thresholds of Significance Proposed Project Contribution

	West Hollywood				Beverly Hills			
	Commercial Corridor	Signalized Intersection	All-way Stop	Two-way Stop	Signalized Intersection	All-way Stop	Two-way Stop	CMP
LOS F	8 sec	5 sec	5 sec	5 sec	0.020	3 sec	10 sec	0.02
LOS E	8 sec	5 sec	5 sec	5 sec	0.020	3 sec	10 sec	n/a
LOS D	12 sec	8 sec	8 sec	5 sec	0.030	4 sec	LOS E or F	n/a
LOS C or better	n/a	n/a	n/a	n/a	n/a	n/a	LOS E or F	n/a

CMP = Congestion Management Plan
LOS = level of service
n/a= not applicable
sec = seconds

At other signalized intersections and all-way stop-controlled intersections, an impact occurs if project traffic results in LOS D and an increase in delay of 8 seconds or greater, or LOS E or F and an increase in delay of 5 seconds or greater. At a two-way stop-controlled intersection, project traffic results in a significant impact if the most constrained approach is LOS D, E, or F and delay is increased by 5 seconds or greater.

The City of Beverly Hills considers a project's traffic to result in a significant impact if it causes an increase in v/c of 0.020 or more to a signalized intersection where the final LOS is E or F. A project's traffic would also result in a significant impact if it causes an increase in v/c of 0.030 or more to a signalized intersection where the final LOS is D. At an all-way stop-controlled intersection, project traffic is significant when it causes an increase in delay of 3.0 seconds or greater in which the final LOS is E or F, or 4.0 seconds or greater in which the final LOS is D. At a two-way stop-controlled intersection, project traffic is significant if it causes LOS on any leg to degrade from LOS D or better to LOS E or worse, or from LOS E to LOS F, or if project traffic causes an increase in delay of 10 seconds or more to an approach already operating at LOS F.

The Los Angeles County CMP provides criteria for determining a significant impact to CMP monitoring locations. Project traffic is significant if it causes an increase in v/c of 0.02 or more causing LOS F or to an intersection already operating at LOS F.

The City has also adopted thresholds based on average daily traffic (ADT) to determine if project traffic would have a significant impact to residential street segments. Project traffic would have a significant impact in the following circumstances:

- Project traffic increases ADT by 12 percent on a roadway with ADT of 2,000 or less;
- Project traffic increases ADT by 10 percent on a roadway with ADT of 2,001 to 3,000;
- Project traffic increases ADT by 8 percent on a roadway with ADT of 3,001 to 6,749; or
- Project traffic increases ADT by 6.25 percent on a roadway with ADT of 6,750 or greater.

4.14.6 PROJECT IMPACTS

Threshold 4.14.1: Would the proposed project 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?

Less than Significant Impact

Mass Transit. As calculated in the *Traffic Impact Analysis* (Appendix K), the proposed project is estimated to generate 39 residential vehicle trips and 221 commercial vehicle trips in the a.m. peak hour and 47 residential vehicle trips and 256 commercial vehicle trips in the p.m. peak hour. Appendix D of the CMP provides a methodology for forecasting transit trips generated by a project. According to CMP methodology, the proposed project would generate 55 residential person trips and 309 commercial person trips in the a.m. peak hour and 66 residential person trips and 358 commercial person trips in the p.m. peak hour.

The project site is within 0.25 mile of a CMP transit corridor; therefore, 5 percent of residential trips and 7 percent of commercial trips would be estimated to access the site by transit. Therefore, a total of 24 a.m. peak-hour trips and 31 p.m. peak-hour trips would utilize transit according to CMP guidelines. These trips would be split between Metro Lines 4, 10, 14, 220, and 704 and the City's CityLine. Assuming even utilization of each line, the individual additions to these lines would be fewer than 10 person trips during the peak hour, which would not result in a significant impact. Additionally, the proposed project would not change the existing bus benches or shelter or move the location of the bus stop adjacent to the project site.

Neighborhood Street Circulation. The main vehicular entrance to the proposed project would be from Santa Monica Boulevard, which would provide regional circulation to/from the project site. Access to proposed project parking would also be provided on Melrose Avenue and Almont Drive. The proposed access/egress locations for the proposed project are shown on Figure 3.6. Circulation along Melrose Avenue adjacent to the project site is controlled based on turn movement restrictions at Almont Drive, Santa Monica Boulevard, and Doheny Drive. Melrose Avenue primarily serves retail/ commercial uses in the project vicinity. Almont Drive south of the project site is a local street fronting residential uses. Almont Drive is the only north-south residential street in the vicinity of the project site. However, as described above, Almont Street is closed to through traffic just south of Melrose Avenue. Therefore, Almont Street is not considered in the neighborhood street analysis. The

closest street to the west is Doheny Drive and to the east is Robertson Boulevard, both primary regional north-south arterials. No other intervening north-south residential streets could be used to access the project site and thereby be adversely affected by vehicles driving to the proposed project.

Vehicles leaving the proposed project could access any of the three driveways regardless of where they entered. A vehicle entering from Santa Monica Boulevard could exit onto Melrose Avenue if that exit would access a more convenient route to the next destination. For example, someone traveling north on Doheny Drive might prefer to use the Melrose Avenue exit, whereas someone traveling south on Doheny Drive might prefer to use the Almont Drive exit. Even though patrons would tend to take the most advantageous route, this traffic impact analysis includes analysis of three nonsignalized streets that patrons might use when exiting Melrose Triangle: Nemo Street, Wiley Lane, and an alley between Melrose Avenue and Rangely Avenue.

Traffic exiting the proposed project on Almont Drive and desiring to travel north on Doheny Drive could turn left at the Almont Drive/Santa Monica Boulevard intersection and use Santa Monica Boulevard to reach Doheny Drive. Some of the traffic exiting Melrose Triangle on Almont Drive and desiring to travel north on Doheny Drive might decide instead to travel through the intersection of Almont Drive/Santa Monica Boulevard and use either Nemo Street to reach Doheny Drive or Wiley Lane and another east–west street to reach Doheny Drive. Traffic counts collected on both Nemo Street and Wiley Lane reveal that the more direct route, Nemo Street, is used by more motorists. Traffic counts collected over 24 hours in January 2012 identified 2,264 daily trips on Nemo Street (89 percent of which were westbound toward Doheny Drive) of which 177 occurred during the a.m. peak hour, 120 occurred during the midday peak hour, and 175 occurred during the p.m. peak hour. Wiley Lane is a one-way northbound street between Nemo Street and Keith Avenue. Traffic volumes in this segment were found to be 289 daily trips, of which 12 occur in the a.m. peak hour, 20 occur in the midday peak hour, and 28 occur in the p.m. peak hour.

Almont Drive south of Melrose Avenue is configured as a cul-de-sac (removable bollards) to keep commercial traffic from encroaching on the neighborhood. The cul-de-sac effectively prohibits project traffic and all other traffic from using Almont Drive south of Melrose Avenue for north-south travel. The cul-de-sac is a traffic calming measure that can be modified. Through the conditions of approval, the City may require that the Applicant participate in maintenance of the cul-de-sac to ensure that the cul-de-sac would remain viable and impacts to the residential street would be avoided. Because of the restrictions to north-south travel on Almont Drive south of Melrose Avenue, an alley located east of Doheny Drive and west of Almont Drive presents an attractive alternative route for reaching Rangely Avenue. This route would be particularly attractive for a motorist wanting to turn left on Doheny Drive, a movement that cannot be made from Melrose Avenue but can be made from Rangely Avenue. The alley is narrow, is signed and striped for one-way southbound traffic, and contains speed humps. Weekday traffic counts were collected for 24 hours in January 2012, which revealed 819 vehicles traveling through the alley. All of those vehicles were traveling southbound. Of these 819 daily trips, 100 occurred in the a.m. peak hour, 59 in the midday peak hour, and 55 in the p.m. peak hour.

Traffic anticipated to be added to these three neighborhood streets was analyzed according the City criteria. The results of this analysis are displayed on Table 4.14.G. Project traffic contributions would not exceed the established thresholds. Therefore, the proposed project would not cause significant adverse neighborhood traffic impacts.

Table 4.14.G: Neighborhood Street Volume

Roadway	Existing ADT	Impact Threshold	Project Traffic	Project Contribution	Impact?
Nemo Street	2,264	10%	32	1.4%	No
Wiley Lane	289	12%	3	1.1%	No
Petco Alley	819	12%	7	0.85%	No

ADT = average daily traffic

Potentially Significant Impact

Level of Service – Existing Plus Project. An estimate of the traffic volumes that would be generated by the proposed project was added to the existing (2012) baseline traffic volumes at the study area intersections. The existing plus project peak-hour LOS analysis is presented in Table 4.14.H. As shown in Table 4.14.H, with the addition of project traffic in the existing condition, the following study area intersections would continue to operate at an unacceptable LOS:

- La Cienega Boulevard/Santa Monica Boulevard: LOS F in the a.m. peak hour according to CMP criteria and LOS E in the p.m. peak hour according to City criteria;
- Hancock Avenue/Holloway Drive: LOS E in the p.m. peak hour;
- Sunset Boulevard/Holloway Drive/Horn Avenue: Congested LOS visually observed in the a.m., midday, and p.m. peak hours;
- San Vicente Boulevard/Sunset Boulevard: Congested LOS visually observed in the a.m., midday, and p.m. peak hours;
- Doheny Drive/Sunset Boulevard: Congested LOS visually observed in the a.m., midday, and p.m. peak hours;
- Doheny Drive/Elevado Avenue: LOS F in the p.m. peak hour;
- Doheny Drive/Santa Monica Boulevard: LOS F in the a.m. peak hour and LOS E in the p.m. peak hour;
- Foothill Road/Santa Monica Boulevard: LOS F in the a.m., midday, and p.m. peak hours;
- Santa Monica Boulevard/Wilshire Boulevard: LOS F in the a.m. peak hour and LOS E in the p.m. peak hour; and
- Doheny Drive/Wilshire Boulevard: LOS E in the a.m. peak hour.

Table 4.14.H: Existing Plus Proposed Project Intersection Level of Service Summary

	Intersection	City	Type	Existing Condition						Existing Plus Project						Change With Project		
				AM		Midday		PM		AM		Midday		PM				
				V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	AM	Midday	PM
1	La Cienega Boulevard/Holloway Drive	WH	S	26.7	C	24.4	C	40.3	D	26.9	C	24.6	C	41.1	D	0.2	0.2	0.8
2	La Cienega Boulevard/Santa Monica Boulevard	WH	C	52.0	D	30.9	C	55.9	E	54.9	D	31.7	C	58.2	E	2.9	0.8	2.3
		CMP	S	0.993	E	0.762	C	0.779	C	1.008	F	0.783	C	0.788	C	0.015	0.021	0.009
3	La Cienega Boulevard/Melrose Avenue	WH	C	39.6	D	23.1	C	25.9	C	40.9	D	23.0	C	26.2	C	1.3	-0.1	0.3
4	Hancock Avenue/Holloway Drive	WH	U	20.7	C	19.0	C	44.7	E	20.7	C	19.0	C	44.7	E	0.0	0.0	0.0
5	Hancock Avenue/Santa Monica Boulevard	WH	U	17.9	C	13.7	B	15.8	C	18.2	C	14.0	B	16.0	C	0.3	0.3	0.2
6	Sunset Boulevard/Holloway Drive/Horn Ave.	WH	S	40.7	F[1]	14.1	F[1]	14.5	F[1]	41.2	F[1]	14.3	F[1]	14.6	F[1]	0.5	0.2	0.1
7	San Vicente Boulevard/Sunset Boulevard	WH	S	17.2	F[1]	19.8	F[1]	23.6	F[1]	17.7	F[1]	20.5	F[1]	24.3	F[1]	0.5	0.7	0.7
8	San Vicente Boulevard/Cynthia Street	WH	S	8.8	A	8.5	A	11.8	B	8.8	A	8.4	A	11.8	B	0.0	-0.1	0.0
9	San Vicente Boulevard/Santa Monica Boulevard	WH	C	32.1	C	22.4	C	32.4	C	33.1	C	24.5	C	34.7	C	1.0	2.1	2.3
10	San Vicente Boulevard/Melrose Avenue	WH	C	15.0	B	12.6	B	13.5	B	15.5	B	12.8	B	13.7	B	0.5	0.2	0.2
11	San Vicente Boulevard/Beverly Boulevard	WH	C	20.5	C	18.3	B	21.3	C	20.7	C	18.7	B	21.6	C	0.2	0.4	0.3
12	Robertson Boulevard/Santa Monica Boulevard	WH	C	18.3	B	20.9	C	27.6	C	18.6	B	21.1	C	28.5	C	0.3	0.2	0.9
13	Robertson Boulevard/Melrose Avenue	WH	S	11.0	B	10.3	B	12.5	B	11.0	B	10.6	B	13.4	B	0.0	0.3	0.9
14	Robertson Boulevard/Beverly Boulevard	WH	C	24.3	C	12.6	B	12.8	B	24.8	C	12.8	B	12.9	B	0.5	0.2	0.1
15	Doheny Drive/Sunset Boulevard	WH	C	25.0	F[1]	34.3	F[1]	33.8	F[1]	25.1	F[1]	34.5	F[1]	34.1	F[1]	0.1	0.2	0.3
16	Doheny Drive/Elevado Avenue	WH/BH	U	20.6	C	21.9	C	157.9	F	21.4	C	23.6	C	>180	F	0.8	1.7	>10
17	Doheny Drive/Santa Monica Boulevard	WH	C	102.2	F	48.6	D	53.9	D	105.6	F	52.7	D	55.8	E	3.4	4.1	1.9
		BH/ CMP	S	0.848	D	0.784	C	0.791	C	0.862	D	0.813	D	0.803	D	0.014	0.028	0.012
18	Doheny Drive/Beverly Boulevard	WH	C	18.3	B	16.1	B	16.1	B	18.7	B	16.5	B	16.4	B	0.4	0.4	0.2
		BH	S	0.817	D	0.722	C	0.741	C	0.819	D	0.747	C	0.745	C	0.002	0.025	0.004
19	Almont Drive/Santa Monica Boulevard	WH	S	6.3	A	6.1	A	8.8	A	6.9	A	8.8	A	10.7	B	0.6	2.7	1.9
20	Almont Drive/Melrose Avenue	WH	A	9.3	A	9.6	A	12.1	B	9.6	A	10.6	B	13.7	B	0.3	1.0	1.6
21	Foothill Road/Sunset Boulevard	BH	S	0.717	C	0.581	A	0.616	B	0.718	C	0.585	A	0.619	B	0.001	0.004	0.003
22	Foothill Road/Santa Monica Boulevard	BH	U	54.0	F	86.0	F	83.0	F	55.9	F	96.3	F	90.1	F	1.9	10.3	7.1
23	Beverly Drive/Sunset Boulevard	BH	S	0.825	D	0.622	B	0.734	C	0.828	D	0.630	B	0.737	C	0.003	0.008	0.003

Table 4.14.H: Existing Plus Proposed Project Intersection Level of Service Summary

	Intersection	City	Type	Existing Condition						Existing Plus Project						Change With Project		
				AM		Midday		PM		AM		Midday		PM				
				V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	AM	Midday	PM
24	Beverly Drive/Santa Monica Boulevard	BH	S	0.761	C	0.752	C	0.854	D	0.765	C	0.770	C	0.861	D	0.004	0.018	0.007
25	Beverly Drive/Wilshire Boulevard	BH	S	0.746	C	0.695	B	0.769	C	0.746	C	0.698	B	0.771	C	0.000	0.003	0.002
26	Santa Monica Boulevard/Wilshire Boulevard	BH	S	1.043	F	0.854	D	0.943	E	1.049	F	0.862	D	0.947	E	0.006	0.008	0.004
27	Santa Monica Boulevard/Beverly Boulevard	BH	S	0.840	D	0.704	C	0.833	D	0.844	D	0.713	C	0.838	D	0.004	0.009	0.005
28	Doheny Drive/Burton Way	BH	S	0.889	D	0.711	C	0.711	C	0.891	D	0.736	C	0.725	C	0.002	0.025	0.014
29	Doheny Drive/Wilshire Boulevard	BH	S	0.965	E	0.766	C	0.766	C	0.977	E	0.782	C	0.777	C	0.012	0.016	0.011
30	Doheny Drive/North Oakhurst Drive	BH	U	14.5	B	13.1	B	17.8	C	14.8	B	13.5	B	18.5	C	0.3	0.4	0.7

[1] Intersection operates at congested level of service (LOS F) based on visual observation.

Grey shading indicates the intersection is operating at a poor level of service.

Outline indicates an impact based on the following criteria:

WH : At intersections where two commercial corridors meet: The project results in an increase of 12 seconds of delay at an LOS D intersection or 8 seconds of delay at a LOS E or F intersection.

: At all other signalized and all-way stop intersections: The project results in an increase of 8 seconds of delay at an LOS D intersection or 5 seconds of delay at an LOS E or F intersection.

: At one- or two-way stop-controlled intersections: The project results in an increase of 5 seconds of delay and a final LOS of D, E, or F.

BH : At signalized intersections: v/c increase of 0.03 or more when the final LOS is D, or v/c increase of 0.02 or more when the final LOS is E or F.

: At all-way stop intersections: The project results in an increase of 4 seconds of delay at a LOS D intersection or 3 seconds of delay at an LOS E or F intersection.

: At one- or two-way stop-controlled intersections: The project results in a degraded LOS or an increase of 10 seconds of delay and a final LOS F intersection.

CMP : A significant impact occurs when the project results in a final LOS of F and a v/c increase of 0.02 or more.

A = All-way stop-controlled
BH = City of Beverly Hills
C = Commercial Corridor
CMP = Los Angeles County Congestion Management Program intersection
LOS = level of service
S = Signalized
U = One- or two-way stop-controlled
v/c = volume-to-capacity ratio
WH = City of West Hollywood

As indicated Table 4.14.H, the addition of project-related traffic would create significant traffic/circulation impacts to the following two study area intersections in the existing plus project scenario, as discussed below:

- Doheny Drive/Elevado Avenue: LOS F in the p.m. peak hour
- Foothill Road/Santa Monica Boulevard: LOS F in the a.m., midday, and p.m. peak hours

Doheny Drive/Elevado Avenue. This intersection is currently operating at poor levels of service and is anticipated to continue to operate at poor levels of service in the future with or without project traffic. Project traffic would significantly impact the intersection based on both City of West Hollywood and City of Beverly Hills significance criteria as shown in Table 4.14.H. Delays/impacts would be primarily to traffic on Elevado Avenue because of relatively high traffic volumes on Doheny Drive. The City recently conducted a traffic signal warrant analysis of this intersection and results show that a traffic signal is not warranted. Widening Elevado Avenue to provide additional lanes is not expected to reduce delays. Therefore, there are no feasible mitigation measures and the proposed project would have significant and unavoidable impacts at this location.

Foothill Road/Santa Monica Boulevard. This intersection is currently operating at poor levels of service and is anticipated to continue to operate at poor levels of service in the future with or without project traffic. Project-added traffic would significantly impact the intersection based on the City of Beverly Hills significance criteria as shown in Table 4.14.H. Delays/impacts are primarily to traffic on Foothill Road because of relatively high traffic volumes on Santa Monica Boulevard. Based on peak-hour traffic volumes on Foothill Road (AM=22, MD=48, PM=45), the intersection does not warrant a traffic signal based on Manual on Uniform Traffic Devices (MUTCD) thresholds; thus installation of a traffic signal is not recommended. Widening Foothill Road to provide separate turn lanes is not expected to reduce delays due to the fact that that this approach is currently operating as a left-turn lane and a de facto right-turn lane. Therefore, there are no feasible mitigation measures and the proposed project would have significant and unavoidable impacts at this location.

Saturday Analysis. Ten study area intersections are located within the City of Beverly Hills. Three additional intersections are shared by the City of West Hollywood and the City of Beverly Hills. Analyses within the City of Beverly Hills generally include an analysis of conditions during the Saturday midday peak hour, which occurs between 12:00 p.m. and 2:00 p.m.

The trip generation of the proposed project during a Saturday peak hour was calculated using trip rates from the ITE, where available. For specialty retail use, Saturday peak-hour trip generation rates are not provided in the ITE Trip Generation Manual. In this case, the weekday peak hour trip generation rate was used. The Saturday peak-hour trip generation (provided in Appendix K) is projected to be 331, which is less than the 431 trips anticipated to be generated during the weekday midday peak hour. Therefore, the proposed project would contribute less to intersection v/c on Saturday than on a weekday. As a result, project impacts occurring during the Saturday peak hour would be equal to or less than project impacts already identified in the weekday analysis, and no new significant impacts would occur.

Construction Impacts. Short-term adverse traffic impacts could occur in the project vicinity during construction of the proposed project. The development of the proposed project would require excavation and grading of the site, delivery of materials and personnel, and construction of buildings and structures, including a waterline in Santa Monica Boulevard. Excavation for the subterranean parking garage would require 34,500 truck trips (17,250 round trips) and 9 months to complete. Construction activity is forecast to last 24 months from the completion of excavation. Additional trips generated by truck deliveries and construction employees could affect traffic flow in the study area. Pedestrian traffic near the project site could be altered as a result of construction, and the availability of parking, especially on-street parking in the study area, could be impacted if on-site parking of construction employees were not provided. Because street work and construction access have the potential to cause a significant traffic impact for the period of construction, a series of mitigation measures are recommended for this project that reflect the current practice of the City and the specific attributes of the proposed project related to construction activity. Compliance with development permit conditions related to construction activities, as well as compliance with the requirement for a Construction Mitigation Plan, as indicated in Mitigation Measure TR-1 below, would reduce project construction impacts related to transportation and circulation to less than a significant level.

On-Site Circulation. Access to the project site and its structured parking would be provided from all three adjacent streets. The street grade at Melrose Avenue and Almont Drive is approximately 12.5 feet lower than the street grade at Santa Monica Boulevard. The Santa Monica Boulevard access would provide two-way ingress/egress to ramps leading to the B1 parking level. This entrance is planned as a restricted right-in/out location. Full-access driveways would access the site from the Almont Drive frontage and near the easterly end of the Melrose Avenue frontage. Entering from the Santa Monica Boulevard or Almont Drive driveways would lead directly to the valet stand, whereas entering from Melrose Avenue would be closer to the ramps leading to resident parking on the B2 and B3 parking levels.

The design of the proposed entries and the parking structure was analyzed with a large passenger vehicle or delivery van entering and exiting the site. Using the Turning Vehicle Templates from the Institute of Transportation Engineers, a passenger car type P, with a length of 19 feet and a turning radius of 24 feet could maneuver in and out of the parking lot. Truck bays would be located on the B1 parking level. Trucks would enter the site from Melrose Avenue, back into one of five truck bays, and exit onto Almont Drive. Truck maneuvers would not interfere with access to the valet stand or the ramps to/from other parking levels.

Within the parking garage, down-ramps would have a maximum grade of 12 percent and up-ramps would have a maximum grade of 14 percent. The access design, grades of the parking structure ramps, and vertical clearance of each parking deck shall be reviewed and approved by the City staff as part of plan preparation and engineering review, as specified in Standard Condition TR-1. Compliance with this Standard Condition would ensure that vertical clearance and grades within the parking structure meet City minimum design standards. Therefore, compliance with this condition would reduce any access and circulation design impacts of the proposed project to below a level of significance.

Threshold 4.14.2: Would the proposed project conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

Less than Significant Impact

Congestion Management Program Requirements. The CMP requires that new development projects analyze potential impacts on CMP monitoring locations. Three arterial monitoring stations within the study area are included in the 2010 CMP for Los Angeles County: Santa Monica Boulevard/Doheny Drive, Santa Monica Boulevard/Wilshire Boulevard, and Santa Monica Boulevard/La Cienega Boulevard. The CMP requires analysis of these facilities during the a.m. or p.m. weekday peak hours. Freeway segments were not included in this analysis because the proposed project would not add 150 or more trips to any monitoring locations in the a.m. or p.m. weekday peak hours. For the purposes of the CMP, a significant impact would occur if intersection LOS with the proposed project is LOS F and the proposed project would cause an increase of 0.02 or greater to v/c. The intersections of La Cienega Boulevard/Santa Monica Boulevard and Doheny Drive/Santa Monica Boulevard currently operate at LOS F in the a.m. peak hour in the existing condition. However, the proposed project would not contribute 0.02 or greater to v/c and would not cause a significant impact according to CMP criteria. The intersections of La Cienega Boulevard/Santa Monica Boulevard and Santa Monica Boulevard/Wilshire Boulevard are forecast to operate at LOS F in the cumulative condition during the a.m. and p.m. peak hours with or without the proposed project. However, the proposed project would not contribute 0.02 or greater to v/c and would not cause a significant impact according to CMP criteria. The intersection of Doheny Drive/Santa Monica Boulevard would operate at LOS F in the cumulative condition during the a.m. peak hour with the proposed project. However, the proposed project would not contribute 0.02 or greater to v/c and would not cause a significant impact according to CMP criteria. Therefore, the proposed project would not result in a significant adverse impact on the CMP Highway System.

Threshold 4.14.3: Would the proposed project 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?

Less than Significant Impact

The project site is approximately 7.5 miles northeast of the Santa Monica Airport, approximately 10 miles southwest of Burbank International Airport, and approximately 12 miles north of Los Angeles International Airport. The project site is not within an airport safety zone. The proposed project would not result in a change in air traffic patterns that would result in substantial safety risk. Likewise, the proposed project would not be impacted by existing airports. Therefore, the proposed project would not result in a significant adverse impact related to air traffic.

Threshold 4.14.4: Would the proposed project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Less than Significant Impact

The proposed project would not include or involve sharp curves, dangerous intersections, or incompatible uses. Therefore, the proposed project would not pose any hazards due to a design feature, and would not result in a significant adverse impact. Accordingly, no mitigation is necessary.

Threshold 4.14.5: Would the proposed project result in inadequate emergency access?

Less than Significant Impact

Access to the project site and its structured parking would be provided from all three adjacent streets. The proposed project would be required to meet Fire Code requirements with respect to emergency access. As shown in Table 3.C (Project Description), the Los Angeles County Fire Department would review and approve the final site plans to ensure adequate emergency access. Therefore, the project would not result in a significant adverse impact. No mitigation is required.

Threshold 4.14.6: Would the proposed project 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 Impact

The City has not formally adopted a threshold to determine whether a project would conflict with adopted policies, plans, or programs regarding bicycle or pedestrian facilities or would otherwise decrease the performance or safety of such facilities. This study determined that impacts to pedestrians and bicycles would be considered significant if the proposed project would result in a regular increase in pedestrian/vehicle or bicycle/vehicle conflict due to proposed project parking and traffic as compared with existing conditions.

From Santa Monica Boulevard, the site currently has a one-way driveway into the site at approximately the same position that the project proposes a right-in/right-out driveway. A second right-in/right-out driveway currently exists on Santa Monica Boulevard near Almont Drive. Almont Drive currently has seven driveways, three of which provide access to a tenant parking garage. Three driveways take access from Melrose Avenue. The proposed project would consolidate these 12 vehicular driveways to 3 driveways providing ingress and egress for the project site. Consolidating driveways reduces the potential points of pedestrian/vehicle and bicycle/vehicle conflict. Once on site, pedestrians, bicycles, and vehicles would have separate paths of travel to minimize potential conflict. Therefore, the proposed project would not result in a regular increase in on site pedestrian/ vehicle or bicycle/vehicle conflict due to parking and traffic as compared with existing conditions.

The existing transit stop along Santa Monica Boulevard would remain under the proposed project. The proposed project's gateway feature would include an enclosed seating area at the corner of Santa Monica Boulevard and Melrose Avenue near the existing transit stop. Sidewalks exist on Melrose Avenue, Almont Drive, and Santa Monica Boulevard. Several existing pedestrian crosswalks connect

the project site to the surrounding area. A Class II (on-road striped) bicycle lane exists on Santa Monica Boulevard in the vicinity of the project site. As a result, pedestrians and bicyclists would have nearby access to circulate safely to and from the project site. Within the project site itself, the proposed paseo would provide convenient and attractive pedestrian access between Santa Monica Boulevard and Melrose Avenue through the project site and the proposed land uses. Therefore, the proposed project would not result in adverse impacts related to adopted policies, plans, or programs regarding transit, pedestrian, and bicycle circulation.

4.14.7 STANDARD CONDITION

The following standard condition would reduce potentially significant impacts related to access and circulation design to a less than significant level.

Standard Condition TR-1: Prior to issuance of building permits, the Applicant shall submit the access design and parking structure design for the proposed project for review and approval by the City of West Hollywood Community Development Director.

4.14.8 MITIGATION MEASURES

The proposed project would not result in significant adverse impacts related to neighborhood street circulation, alternative transportation modes, and air traffic.

The proposed project would result in potentially significant adverse impacts related to level of service. However, feasible mitigation is not available for these impacts, and the impacts would remain significant and unavoidable.

The mitigation measure below addresses the potentially significant adverse impacts of the proposed project during construction.

Mitigation Measure TR-1 Prior to issuance of grading permits, the Applicant shall submit a Construction Mitigation Plan for review and approval by the City of West Hollywood Community Development Director. This plan shall include construction management techniques for the proposed project during the construction period and road operation provisions to minimize peak-hour traffic impacts, consistent with the detailed recommendations provided in the *Traffic Impact Analysis*.

As part of the Construction Mitigation Plan review and approval, the City shall consider the construction schedules and plans for other projects in the study area to determine if changes need to be made to the proposed project's plan.

4.14.9 CUMULATIVE IMPACTS

According to the CEQA Guidelines, "cumulative impacts" refer to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts. CEQA Guidelines, Section 15355 provides:

a) The individual effects may be changes resulting from a single project or a number of separate projects

b) The cumulative impact from several projects is the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.

Specific projects proposed or currently under development are identified in Table 4.A, Cumulative Projects List. A total of 41 projects are located in the City of West Hollywood, 27 projects are located in the City of Beverly Hills, and 6 projects are located in the City of Los Angeles. Figure 4.1 illustrates the location of the related projects in comparison with the location of the proposed project site. This list of cumulative projects is relevant because it represents reasonably foreseeable probable future projects in the proposed project's vicinity that could combine with the proposed project to compound or increase environmental impacts, resulting in cumulatively considerable effects. Subsequent to completion of the traffic impact analysis, the City identified a cumulative project that would alter Melrose Avenue near the project site to include a partial cul-de-sac west of the proposed Melrose Triangle parking lot entrance to terminate westbound traffic while continuing to permit eastbound traffic. As proposed, the modification would continue to permit use of the alley from eastbound and westbound Melrose Avenue. The partial cul-de-sac would cause traffic currently traveling westbound on Melrose Avenue to Santa Monica Boulevard to be redistributed either north on Almont Drive to Santa Monica Boulevard or south along the alley to Rangley Avenue, west on Rangley Avenue to Doheny Drive, and then turning right onto Santa Monica Boulevard. An additional supplemental analysis (provided in Appendix K) was prepared and determined that the roadway modification would not alter the conclusions of the traffic impact analysis because the additional traffic volume would not result in a change to intersection level of service.

Cumulative Year 2016 Baseline Condition

The proposed mixed-use development would open in 2016. To present a 2016 traffic condition, traffic volumes for approved/pending projects were developed and a regional ambient growth rate was determined, both of which were added to the existing traffic counts. A list of approved/pending projects was provided by City of West Hollywood and the City of Beverly Hills. Cumulative projects in Los Angeles were referenced from a list provided by the Los Angeles Department of Transportation based on distance from the project site. The addition of the projects within the Beverly Hills and Los Angeles ensured that an overly conservative estimation of traffic impacts was analyzed. The lists of approved/pending projects are presented in the *Traffic Impact Analysis* (Appendix K). A regional growth rate per year was added to the existing traffic volumes consistent with Los Angeles County CMP guidance. Exhibit D-1 in the CMP indicates that a growth factor of 0.14 percent per year should be used in the west/central Los Angeles area. Therefore, a growth factor of 0.56 percent was applied to existing 2012 traffic volumes in the year 2016 analyses. An analysis of cumulative

2016 LOS was prepared for the study area intersections. This analysis assumed existing intersection geometrics and is provided in Appendix K.

Table 4.14.I summarizes the results of the existing a.m., midday, and p.m. peak-hour LOS analysis for the 30 study area intersections. As indicated by shading on Table 4.14.I, the following intersections are anticipated to operate at unsatisfactory LOS under the cumulative year 2016 baseline conditions:

Table 4.14.I: Cumulative 2016 Baseline Conditions Intersection Level of Service Summary

	Intersection	City	Type	Cumulative 2016					
				AM		Midday		PM	
				V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
1	La Cienega Boulevard/Holloway Drive	WH	S	32.2	C	26.7	C	56.8	E
2	La Cienega Boulevard/Santa Monica Boulevard	WH	C	82.0	F	58.6	E	176.0	F
		CMP	S	1.136	F	0.972	E	1.039	F
3	La Cienega Boulevard/Melrose Avenue	WH	C	68.1	E	50.8	D	44.5	D
4	Hancock Avenue/Holloway Drive	WH	U	22.8	C	21.6	C	59.9	F
5	Hancock Avenue/Santa Monica Boulevard	WH	U	24.7	C	20.8	C	21.6	C
6	Sunset Boulevard/Holloway Drive/Horn Avenue	WH	S	66.4	F[1]	19.7	F[1]	19.1	F[1]
7	San Vicente Boulevard/Sunset Boulevard	WH	S	26.8	F[1]	46.1	F[1]	61.9	F[1]
8	San Vicente Boulevard/Cynthia Street	WH	S	9.0	A	7.5	A	13.0	B
9	San Vicente Boulevard/Santa Monica Boulevard	WH	C	117.2	F	158.4	F	139.0	F
10	San Vicente Boulevard/Melrose Avenue	WH	C	17.8	B	14.2	B	16.7	B
11	San Vicente Boulevard/Beverly Boulevard	WH	C	23.3	C	23.4	C	33.5	C
12	Robertson Boulevard/Santa Monica Boulevard	WH	C	30.4	C	42.5	D	65.6	E
13	Robertson Boulevard/Melrose Avenue	WH	S	12.1	B	11.3	B	14.0	B
14	Robertson Boulevard/Beverly Boulevard	WH	C	33.7	C	16.8	B	16.2	B
15	Doheny Drive/Sunset Boulevard	WH	C	29.2	F[1]	40.5	F[1]	47.5	F[1]
16	Doheny Drive/Elevado Avenue	WH/BH	U	25.5	D	37.4	E	>180	F
17	Doheny Drive/Santa Monica Boulevard	WH	C	174.7	F	144.4	F	140.8	F
		BH/ CMP	S	1.049	F	1.111	F	1.054	F
18	Doheny Drive/Beverly Boulevard	WH	C	24.1	C	27.2	C	25.4	C
		BH	S	0.911	E	0.908	E	0.915	E
19	Almont Drive/Santa Monica Boulevard	WH	S	6.8	A	6.1	A	8.7	A
20	Almont Drive/Melrose Avenue	WH	A	9.7	A	10.7	B	13.6	B
21	Foothill Road/Sunset Boulevard	BH	S	0.757	C	0.648	B	0.686	B
22	Foothill Road/Santa Monica Boulevard	BH	U	>180	F	>180	F	>180	F
23	Beverly Drive/Sunset Boulevard	BH	S	0.868	D	0.746	C	0.795	C
24	Beverly Drive/Santa Monica Boulevard	BH	S	1.033	F	1.249	F	1.231	F
25	Beverly Drive/Wilshire Boulevard	BH	S	0.948	E	0.941	E	0.916	E
26	Santa Monica Boulevard/Wilshire Boulevard	BH	S	1.253	F	1.146	F	1.200	F
27	Santa Monica Boulevard/Beverly Boulevard	BH	S	0.999	E	0.936	E	1.046	F
28	Doheny Drive/Burton Way	BH	S	0.972	E	0.859	D	0.852	D
29	Doheny Drive/Wilshire Boulevard	BH	S	1.126	F	0.995	E	0.985	E
30	Doheny Drive/North Oakhurst Drive	BH	U	16.8	C	18.2	C	27.4	D

[1] Intersection operates at congested level of service (LOS F) based on visual observation.

Grey shading indicates the intersection is operating at a poor level of service

A = All-way Stop Controlled
BH = City of Beverly Hills
C = Commercial Corridor
CMP = Los Angeles County Congestion Management Program intersection
LOS = level of service
S = Signalized
U = One- or Two-Way Stop -Controlled
v/c = volume-to-capacity ratio
WH = City of West Hollywood

- La Cienega Boulevard/Holloway Drive: LOS E in the p.m. peak hour;
- La Cienega Boulevard/Santa Monica Boulevard: LOS F in the a.m. and p.m. peak hours and LOS E in the midday peak hour according to West Hollywood criteria, LOS F in the a.m. and p.m. peak hours according to CMP criteria;
- La Cienega Boulevard/Melrose Avenue: LOS E in the a.m. peak hour;
- Hancock Avenue/Holloway Drive: LOS F in the p.m. peak hour;
- Sunset Boulevard/Holloway Drive/Horn Avenue: Congested LOS visually observed in the a.m., midday, and p.m. peak hours;
- San Vicente Boulevard/Sunset Boulevard: Congested LOS visually observed in the a.m., midday, and p.m. peak hours;
- San Vicente Boulevard/Santa Monica Boulevard: LOS F in the a.m., midday, and p.m. peak hours;
- Robertson Boulevard/Santa Monica Boulevard: LOS E in the p.m. peak hour;
- Doheny Drive/Sunset Boulevard: Congested LOS visually observed in the a.m., midday, and p.m. peak hours;
- Doheny Drive/Elevado Avenue: LOS E in the midday and LOS F in the p.m. peak hour;
- Doheny Drive/Santa Monica Boulevard: LOS F in the a.m., midday, and p.m. peak hours according to West Hollywood, Beverly Hills, and CMP criteria;
- Doheny Drive/Beverly Boulevard: LOS E in the a.m., midday, and p.m. peak hours according to Beverly Hills criteria;
- Foothill Road/Santa Monica Boulevard: LOS F in the a.m., midday, and p.m. peak hours;
- Beverly Drive/Santa Monica Boulevard: LOS F in the a.m., midday, and p.m. peak hours;
- Beverly Drive/Wilshire Boulevard: LOS E in the a.m., midday, and p.m. peak hours;
- Santa Monica Boulevard/Wilshire Boulevard: LOS F in the a.m., midday, and p.m. peak hours;
- Santa Monica Boulevard/Beverly Boulevard: LOS E in the a.m. and midday peak hours and LOS F in the p.m. peak hour;
- Doheny Drive/Burton Way: LOS E in the a.m. peak hour; and
- Doheny Drive/Wilshire Boulevard: LOS F in the a.m. peak hour and LOS E in the midday and p.m. peak hours.

Level of Service – Cumulative Year 2016 Plus Project. To determine the 2016 (project opening) plus project condition, traffic generated by the proposed project was added to the cumulative 2016 traffic volumes at each study area intersection. The 2016 plus project peak-hour LOS analysis is provided in Table 4.14.J. As shown in Table 4.14.J, with the addition of project traffic, the following study area intersections would continue to operate at an unacceptable LOS:

Table 4.14.J: Cumulative 2016 Plus Proposed Project Intersection Level of Service Summary

	Intersection	City	Type	Cumulative 2016						Cumulative 2016 Plus Project						Change With Project		
				AM		Midday		PM		AM		Midday		PM				
				V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	AM	Midday	PM
1	La Cienega Boulevard/Holloway Drive	WH	S	32.2	C	26.7	C	56.8	E	32.5	C	26.9	C	58.0	E	0.3	0.2	1.2
2	La Cienega Boulevard/Santa Monica Boulevard	WH	C	82.0	F	58.6	E	176.0	F	85.7	F	61.9	E	180.5	F	3.7	3.3	4.5
		CMP	S	1.136	F	0.972	E	1.039	F	1.152	F	0.993	E	1.043	F	0.016	0.021	0.004
3	La Cienega Boulevard/Melrose Avenue	WH	C	68.1	E	50.8	D	44.5	D	70.5	E	54.7	D	45.0	D	2.4	3.9	0.5
4	Hancock Avenue/Holloway Drive	WH	U	22.8	C	21.6	C	59.9	F	22.8	C	21.6	C	59.9	F	0.0	0.0	0.0
5	Hancock Avenue/Santa Monica Boulevard	WH	U	24.7	C	20.8	C	21.6	C	25.3	D	21.4	C	22.0	C	0.6	0.6	0.4
6	Sunset Boulevard/Holloway Drive/Horn Avenue	WH	S	66.4	F[1]	19.7	F[1]	19.1	F[1]	67.1	F[1]	19.9	F[1]	19.2	F[1]	0.7	0.2	0.1
7	San Vicente Boulevard/Sunset Boulevard	WH	S	26.8	F[1]	46.1	F[1]	61.9	F[1]	27.4	F[1]	48.7	F[1]	64.1	F[1]	0.6	2.6	2.2
8	San Vicente Boulevard/Cynthia Street	WH	S	9.0	A	7.5	A	13.0	B	9.1	A	7.5	A	13.1	B	0.1	0.0	0.1
9	San Vicente Boulevard/Santa Monica Boulevard	WH	C	117.2	F	158.4	F	144.3	F	123.0	F	165.1	F	148.6	F	5.8	6.7	4.3
10	San Vicente Boulevard/Melrose Avenue	WH	C	17.8	B	14.2	B	16.7	B	18.7	B	14.6	B	17.5	B	0.9	0.4	0.8
11	San Vicente Boulevard/Beverly Boulevard	WH	C	23.3	C	23.4	C	33.5	C	23.6	C	24.0	C	33.8	C	0.3	0.6	0.3
12	Robertson Boulevard/Santa Monica Boulevard	WH	C	30.4	C	42.5	D	65.6	E	32.2	C	45.7	D	68.6	E	1.8	3.2	3.0
13	Robertson Boulevard/Melrose Avenue	WH	S	12.1	B	11.3	B	14.0	B	12.1	B	11.9	B	15.5	B	0.0	0.6	1.5
14	Robertson Boulevard/Beverly Boulevard	WH	C	33.7	C	16.8	B	16.2	B	34.3	C	17.7	B	16.5	B	0.6	0.9	0.3
15	Doheny Drive/Sunset Boulevard	WH	C	29.2	F[1]	40.5	F[1]	47.5	F[1]	29.4	F[1]	41.0	F[1]	48.0	F[1]	0.2	0.5	0.5
16	Doheny Drive/Elevado Avenue	WH/ BH	U	25.5	D	37.4	E	>180	F	26.5	D	42.0	E	>180	F	1.0	4.6	>10
17	Doheny Drive/Santa Monica Boulevard	WH	C	174.7	F	144.4	F	140.8	F	178.1	F	157.4	F	149.9	F	3.4	13.0	9.1
		BH/ CMP	S	1.049	F	1.111	F	1.054	F	1.063	F	1.139	F	1.067	F	0.014	0.028	0.012
18	Doheny Drive/Beverly Boulevard	WH	C	24.1	C	27.2	C	25.4	C	24.6	C	27.7	C	27.2	C	0.5	0.5	1.8
		BH	S	0.911	E	0.908	E	0.915	E	0.913	E	0.934	E	0.920	E	0.002	0.026	0.005
19	Almont Drive/Santa Monica Boulevard	WH	S	6.8	A	6.1	A	8.7	A	7.5	A	9.0	A	11.1	B	0.7	2.9	2.4
20	Almont Drive/Melrose Avenue	WH	A	9.7	A	10.7	B	13.6	B	10.0	B	12.0	B	15.9	C	0.3	1.3	2.3
21	Foothill Road/Sunset Boulevard	BH	S	0.757	C	0.648	B	0.686	B	0.758	C	0.651	B	0.689	B	0.001	0.003	0.003
22	Foothill Road/Santa Monica Boulevard	BH	U	>180	F	>180	F	>180	F	>180	F	>180	F	>180	F	>10	>10	>10
23	Beverly Drive/Sunset Boulevard	BH	S	0.868	D	0.746	C	0.795	C	0.870	D	0.757	C	0.793	C	0.002	0.011	-0.002
24	Beverly Drive/Santa Monica Boulevard	BH	S	1.033	F	1.249	F	1.231	F	1.037	F	1.254	F	1.238	F	0.004	0.005	0.007

Table 4.14.J: Cumulative 2016 Plus Proposed Project Intersection Level of Service Summary

	Intersection	City	Type	Cumulative 2016						Cumulative 2016 Plus Project						Change With Project		
				AM		Midday		PM		AM		Midday		PM				
				V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	AM	Midday	PM
25	Beverly Drive/Wilshire Boulevard	BH	S	0.948	E	0.941	E	0.916	E	0.948	E	0.941	E	0.927	E	0.0	0.0	0.011
26	Santa Monica Boulevard/Wilshire Boulevard	BH	S	1.253	F	1.146	F	1.200	F	1.257	F	1.148	F	1.203	F	0.004	0.002	0.003
27	Santa Monica Boulevard/Beverly Boulevard	BH	S	0.999	E	0.936	E	1.046	F	1.003	F	0.945	E	1.051	F	0.004	0.009	0.005
28	Doheny Drive/Burton Way	BH	S	0.972	E	0.859	D	0.852	D	0.973	E	0.885	D	0.867	D	0.001	0.026	0.015
29	Doheny Drive/Wilshire Boulevard	BH	S	1.126	F	0.995	E	0.985	E	1.138	F	1.011	F	0.994	E	0.012	0.016	0.009
30	Doheny Drive/North Oakhurst Drive	BH	U	16.8	C	18.2	C	27.4	D	17.2	C	19.1	C	29.0	D	0.4	0.9	1.6

[1] Intersection operates at congested level of service (LOS F) based on visual observation.

Grey shading indicates the intersection is operating at a poor level of service.

Outline indicates an impact based on the following criteria:

WH : At intersections where two commercial corridors meet: The project results in an increase of 12 seconds of delay at an LOS D intersection or 8 seconds of delay at an LOS E or F intersection.

: At all other signalized and all-way stop intersections: The project results in an increase of 8 seconds of delay at an LOS D intersection or 5 seconds of delay at an LOS E or F intersection.

: At one- or two-way stop-controlled intersections: The project results in an increase of 5 seconds of delay and a final LOS of D, E, or F.

BH : At signalized intersections: v/c increase of 0.03 or more when the final LOS is D, or v/c increase of 0.02 or more when the final LOS is E or F.

: At all-way stop intersections: The project results in an increase of 4 seconds of delay at an LOS D intersection or 3 seconds of delay at an LOS E or F intersection.

: At one- or two-way stop-controlled intersections: The project results in a degraded LOS or an increase of 10 seconds of delay and a final LOS F intersection.

CMP : A significant impact occurs when the project results in a final LOS of F and a v/c increase of 0.02 or more.

A = All-way stop-controlled
BH = City of Beverly Hills
C = Commercial Corridor
CMP = Los Angeles County Congestion Management Program intersection
LOS = level of service
S = Signalized
U = One- or two-way stop-controlled
v/c = volume-to-capacity ratio
WH = City of West Hollywood

- La Cienega Boulevard/Holloway Drive: LOS E in the p.m. peak hour;
- La Cienega Boulevard/Santa Monica Boulevard: LOS F in the a.m. and p.m. peak hours and LOS E in the midday peak hour according to West Hollywood criteria, LOS F in the a.m. and p.m. peak hours according to CMP criteria;
- La Cienega Boulevard/Melrose Avenue: LOS E in the a.m. peak hour;
- Hancock Avenue/Holloway Drive: LOS F in the p.m. peak hour;
- Sunset Boulevard/Holloway Drive/Horn Avenue: Congested LOS visually observed in the a.m., midday, and p.m. peak hours;
- San Vicente Boulevard/Sunset Boulevard: Congested LOS visually observed in the a.m., midday, and p.m. peak hours;
- San Vicente Boulevard/Santa Monica Boulevard: LOS F in the a.m., midday, and p.m. peak hours;
- Robertson Boulevard/Santa Monica Boulevard: LOS E in the p.m. peak hour;
- Doheny Drive/Sunset Boulevard: Congested LOS visually observed in the a.m., midday, and p.m. peak hours;
- Doheny Drive/Elevado Avenue: LOS E in the midday peak hour and LOS F in the p.m. peak hour;
- Doheny Drive/Santa Monica Boulevard: LOS F in the a.m., midday, and p.m. peak hours according to West Hollywood, Beverly Hills, and CMP criteria;
- Doheny Drive/Beverly Boulevard: LOS E in the a.m., midday, and p.m. peak hours according to Beverly Hills criteria;
- Foothill Road/Santa Monica Boulevard: LOS F in the a.m., midday, and p.m. peak hours;
- Beverly Drive/Santa Monica Boulevard: LOS F in the a.m., midday, and p.m. peak hours;
- Beverly Drive/Wilshire Boulevard: LOS E in the a.m., midday, and p.m. peak hours;
- Santa Monica Boulevard/Wilshire Boulevard: LOS F in the a.m., midday, and p.m. peak hours;
- Santa Monica Boulevard/Beverly Boulevard: LOS E in the midday peak hour and LOS F in the a.m. and p.m. peak hours;
- Doheny Drive/Burton Way: LOS E in the a.m. peak hour; and
- Doheny Drive/Wilshire Boulevard: LOS F in the a.m. and midday peak hours and LOS E in the p.m. peak hour.

The proposed project would create a significant project impact at the following four intersections in the cumulative year 2016 plus project condition:

- Doheny Drive/Elevado Avenue: LOS E in the midday peak hour and LOS F in the p.m. peak hour;
- Doheny Drive/Santa Monica Boulevard: LOS F in the a.m., midday, and p.m. peak hours according to West Hollywood, Beverly Hills, and CMP criteria;

- Doheny Drive/Beverly Boulevard: LOS E in the a.m., midday, and p.m. peak hours according to Beverly Hills criteria; and
- Foothill Road/Santa Monica Boulevard: LOS F in the a.m., midday, and p.m. peak hours.

The proposed project would contribute 10 seconds of delay or greater in the p.m. peak hour to the intersection of Doheny Drive/Elevado Avenue, which is currently operating at LOS F. This is considered a significant impact by the City of West Hollywood and the City of Beverly Hills criteria. The proposed project would contribute 8 seconds of delay or greater in the midday and p.m. peak hours to the intersection of Doheny Drive/Santa Monica Boulevard, which is currently operating at LOS F. This would be a significant impact under City of West Hollywood criteria. The proposed project would also increase the v/c ratio by 0.020 or more at this intersection in the midday peak hour, which is considered a significant impact by the City of Beverly Hills. One more intersection that is shared by the City of West Hollywood and the City of Beverly Hills does not meet the criteria for a significant project impact by City of West Hollywood criteria but would be considered a significant project impact by City of Beverly Hills criteria. The proposed project would increase the v/c ratio by 0.020 or more at the intersection of Doheny Drive/Beverly Boulevard in the midday peak hour, which would operate at an unacceptable LOS without the proposed project. All four intersections are discussed below.

Doheny Drive/Elevado Avenue. This intersection is currently operating at poor levels of service and is anticipated to continue to operate at poor levels of service in the future with or without project traffic. Project-added traffic would significantly impact the intersection based on City of West Hollywood and City of Beverly Hills significance criteria as shown in Table 4.14.J. Delays/impacts would be primarily to traffic on Elevado Avenue because of relatively high traffic volumes on Doheny Drive. The City of West Hollywood recently conducted a traffic signal warrant analysis of this intersection, and results show that a traffic signal is not warranted. Widening Elevado Avenue to provide additional lanes is not expected to reduce delays. Therefore, because there are no feasible mitigation measures, the proposed project would have significant and unavoidable impacts at this location.

Doheny Drive/Santa Monica Boulevard. This intersection is currently operating at poor levels of service and is anticipated to continue to operate at poor levels of service in the future without and with project traffic. Project added traffic would significantly impact the intersection based on both City of West Hollywood and City of Beverly Hills significance criteria as shown in Table 4.14.J. Along Doheny Drive, right-of-way constraints prevent widening of roadway to provide additional capacity. Similarly, Santa Monica Boulevard is currently built out and adding additional travel and/or turn lanes is not feasible without acquiring additional right-of-way. The proposed project would have significant and unavoidable impacts at this location.

Doheny Drive/Beverly Boulevard. This intersection is currently operating at poor levels of service and is anticipated to continue to operate at poor levels of service in the future with or without project traffic. Project-added traffic would significantly impact the intersection based on City of Beverly Hills significance criteria as shown in Table 4.14.J. Along Doheny Drive, right-of-way constraints prevent widening of roadway to provide additional capacity. Similarly, Beverly Boulevard is

currently built out and adding additional travel and/or turn lanes is not feasible without acquiring additional right-of-way. Therefore, because there are no feasible mitigation measures, the proposed project would have significant and unavoidable impacts at this location.

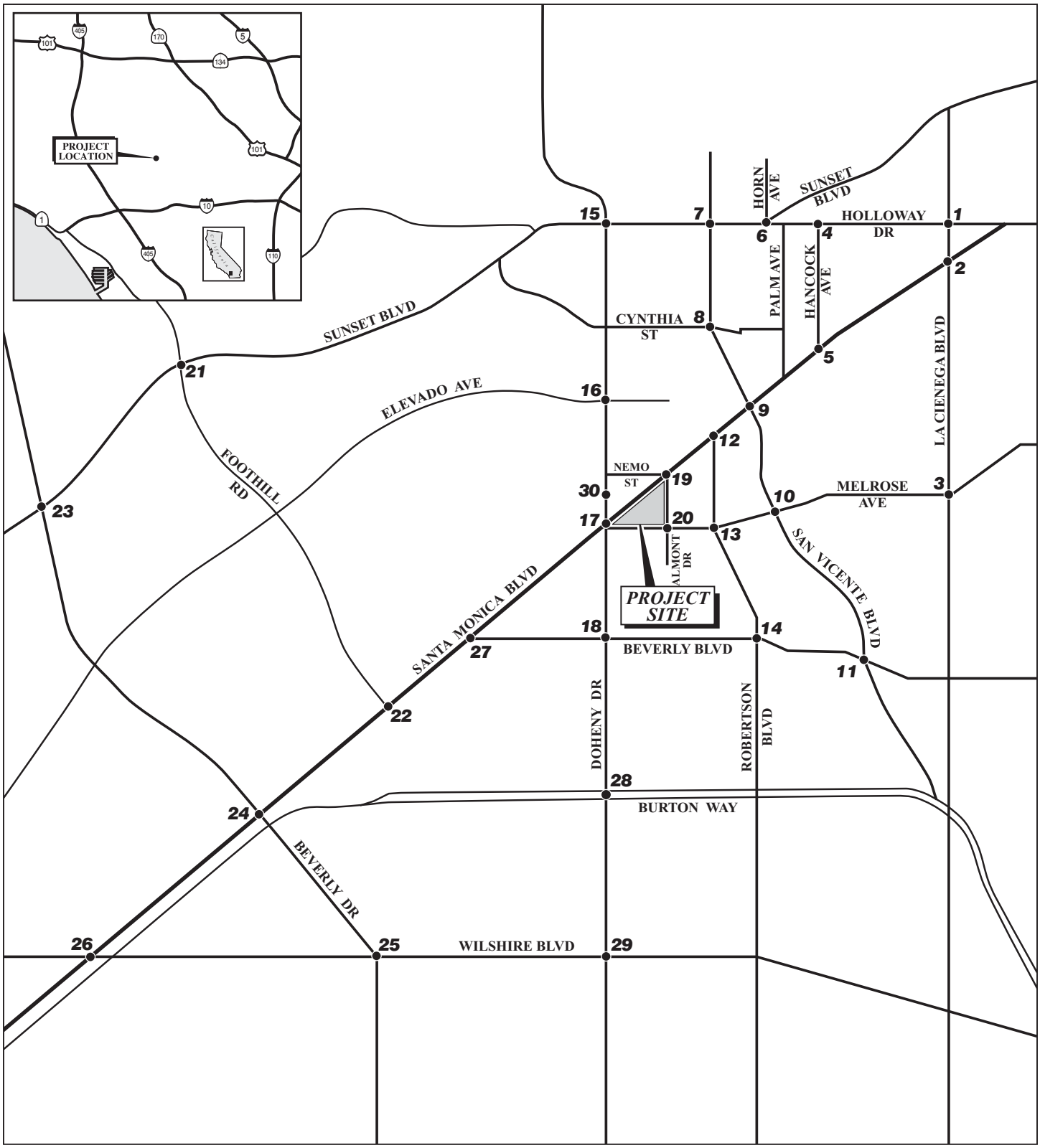
Foothill Road/Santa Monica Boulevard. This intersection is currently operating at poor levels of service and is anticipated to continue to operate at poor levels of service in the future with or without project traffic. Project-added traffic would significantly impact the intersection based on the City of Beverly Hills significance criteria as shown in Table 4.14.J. Delays/impacts are primarily to traffic on Foothill Road because of relatively high traffic volumes on Santa Monica Boulevard. Based on peak-hour traffic volumes on Foothill Road (AM=22, MD=48, PM=45), the intersection does not meet traffic signal warrant based on MUTCD thresholds; thus installation of a traffic signal is not recommended. Widening Foothill Road to provide separate turn lanes is not expected to reduce delays because this approach is currently operating as a left turn lane and a de facto right turn lane. Therefore, because there are no feasible mitigation measures, the proposed project would have significant and unavoidable impacts at this location.

The proposed project in combination with other projects in the study area under construction over the same period have the potential to result in a significant cumulative construction traffic impact. The project, like other projects in the City and in the City of Beverly Hills, would be required to prepare a Construction Mitigation Plan or the equivalent, as required in Mitigation Measure TR-1. As part of Mitigation Measure TR-1, the City would review plans with concurrent construction periods in the study area to determine if and when changes need to be made to the proposed Melrose Triangle construction plan. By this action, the City would consider cumulative impacts associated with construction traffic and would provide mitigation to reduce the potential impacts to less than significant levels.

4.14.10 LEVEL OF SIGNIFICANCE AFTER MITIGATION

The proposed project would result in a significant unavoidable adverse impact at the intersections of Doheny Drive/Elevado Avenue, Doheny Drive/Santa Monica Boulevard, Doheny Drive/Beverly Boulevard, and Foothill Road/Santa Monica Boulevard. Feasible mitigation is not available to address these impacts.

The proposed project would not result in significant adverse impacts related to construction traffic, neighborhood street circulation, regional traffic (intersection level of service), alternative transportation modes, and air traffic.



LSA

FIGURE 4.14.1

LEGEND

5● - Study Area Intersection

N

Melrose Triangle

Study Area Intersections

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