

3.8 TRANSPORTATION

This section describes the existing traffic/circulation setting of The Bond Project (proposed project), identifies associated regulatory requirements, evaluates potential impacts, and identifies mitigation measures related to implementation of the proposed project.

The analysis in this section is based on the Traffic Impact Study for The Bond Project (previously 7811 Santa Monica Boulevard-Orange Grove Mixed Use Project), West Hollywood prepared by KOA Corporation (July 26, 2019). A complete copy of the traffic impact study is included in Appendix F of this EIR. The traffic analysis evaluates the operating conditions at eight key study intersections and two roadway segments within the project vicinity and the potential project-generated traffic to include an analysis of the Existing (Year 2016), Existing Plus Project, Future (Year 2021) without Project, and Future (Year 2021) with Proposed Project conditions.

3.8.1 Analysis Methodology

The general methodology and approach utilized in the traffic study is consistent with the traffic impact study guidelines of the City of West Hollywood and the City of Los Angeles.

The traffic analysis for the study locations within the City of West Hollywood was conducted during the following peak periods:

- Weekday morning (7:00 a.m.–10:00 a.m.)
- Weekday mid-day (11:00 a.m.–1:00 p.m.)
- Weekday afternoon/evening (4:00 p.m.–7:00 p.m.)

The traffic analysis for the study locations within the City of Los Angeles was conducted for the following periods:

- Weekday morning
- Weekday afternoon/evening

Weekday morning, mid-day (for the eight intersections within the City of West Hollywood) and afternoon peak hour traffic operations were evaluated at the study intersections and daily traffic assessed at two street segments for each of the following traffic scenarios:

- Existing (Year 2016)
- Existing Plus Project
- Future (Year 2021) without Project
- Future (Year 2021) with Proposed Project

Level of Service Methodology

For analysis of level of service (LOS) at signalized intersections, the City of West Hollywood has designated the Highway Capacity Manual (HCM) methodology as the desired analysis tool. The HCM method takes into account existing signal timing, minimum green times, vehicle volumes, pedestrian and bike movements, user defined saturation flow rates, and storage bay lengths. The resulting intersection delay (seconds) is then utilized for identification of a level of service value for that particular peak hour period. The output for this method is a delay (in seconds) value and a level of service for the intersection as a whole.

The City of Los Angeles has designated the Circular 212 – Critical Movement Analysis (CMA) Planning methodology as the desired analysis tool. The CMA method is a procedure that incorporates the effects of geometry and traffic signal operation and develops a volume-to-capacity ratio (V/C) for each separate movement. The resulting V/C of the critical movements are then utilized for identification of level of service for that particular peak hour period.

At stop-controlled intersections, the HCM methodology has been designated to determine level of service by the City of West Hollywood. For this methodology, conditions are based upon intersection delay, defined as the worst-case approach delay experienced by users of the intersection who must stop or yield to free-flow through traffic. This method uses a “gap acceptance” technique to predict driver delay. This methodology is applicable to unsignalized and partially controlled intersections on major streets where there is potential for crossing difficulty from the minor approaches due to heavy traffic volumes on the major approaches.

The City of Los Angeles does not require an impact analysis of stop-controlled intersections.

LOS values range from LOS A to LOS F. LOS A indicates excellent operating conditions with little delay to motorists, whereas LOS F represents congested conditions with excessive vehicle delay. LOS E is typically defined as the operating “capacity” of a roadway.

Table 3.8-1 summarizes the LOS definitions for West Hollywood. Table 3.8-2 summarizes the LOS definitions for Los Angeles.

**Table 3.8-1
LOS Definitions (City of West Hollywood)**

LOS	Interpretation	Signalized Intersection Delay (in seconds)	Stop-Controlled Intersection Delay (in seconds)
A	Free-flow operations. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Control delay at the boundary intersections is minimal. The travel speed exceeds 85% of the base free-flow speed.	≤ 10	0–10

**Table 3.8-1
LOS Definitions (City of West Hollywood)**

LOS	Interpretation	Signalized Intersection Delay (in seconds)	Stop-Controlled Intersection Delay (in seconds)
B	Reasonably unimpeded operation. The ability to maneuver within the traffic stream is only slightly restricted and control delay at the boundary intersections is not significant. The travel speed is between 67% and 85% of the base free-flow speed.	> 10–20	> 10–15
C	Stable operation. The ability to maneuver and change lanes at mid-segment locations may be more restricted than at LOS B. Longer queues at the boundary intersections may contribute to lower travel speeds. The travel speed is between 50% and 67% of the base free-flow speed.	> 20–35	> 15–25
D	Less stable condition in which small increases in flow may cause substantial increases in delay and decreases in travel speed. This operation may be due to adverse signal progression, high volume, or inappropriate signal timing at the boundary intersections. The travel speed is between 40% and 50% of the base free-flow speed.	> 35–55	> 25–35
E	Unstable operation and significant delay. Such operations may be due to some combination of adverse progression, high volume, and inappropriate signal timing at the boundary intersections. The travel speed is between 30% and 40% of the base free-flow speed.	> 55–60	> 35–50
F	Flow at extremely low speed. Congestion is likely occurring at the boundary intersections, as indicated by high delay and extensive queuing. The travel speed is 30% or less of the base free-flow speed. Also, LOS F is assigned to the subject direction of travel if the through movement at one or more boundary intersections has a volume-to-capacity ratio greater than 1.0.	> 80	> 50

Source: KOA Corporation 2019.

**Table 3.8-2
LOS Definitions (City of Los Angeles)**

LOS	Definition	Volume to Capacity Ratio
A	LOS A describes primarily free-flow operation. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Control delay at the boundary intersections is minimal. The travel speed exceeds 85% of the base free-flow speed.	0.000–0.600
B	LOS B describes reasonably unimpeded operation. The ability to maneuver within the traffic stream is only slightly restricted and control delay at the boundary intersections is not significant. The travel speed is between 67% and 85% of the base free-flow speed.	0.601–0.700

**Table 3.8-2
LOS Definitions (City of Los Angeles)**

LOS	Definition	Volume to Capacity Ratio
C	LOS C describes stable operation. The ability to maneuver and change lanes at mid-segment locations may be more restricted than at LOS B. Longer queues at the boundary intersections may contribute to lower travel speeds. The travel speed is between 50% and 67% of the base free-flow speed.	0.701–0.800
D	LOS D indicates a less stable condition in which small increases in flow may cause substantial increases in delay and decreases in travel speed. This operation may be due to adverse signal progression, high volume, or inappropriate signal timing at the boundary intersections. The travel speed is between 40% and 50% of the base free-flow speed.	0.801–0.900
E	LOS E is characterized by unstable operation and significant delay. Such operations may be due to some combination of adverse progression, high volume, and inappropriate signal timing at the boundary intersections. The travel speed is between 30% and 40% of the base free-flow speed.	0.901–1.000
F	LOS F is characterized by flow at extremely low speed. Congestion is likely occurring at the boundary intersections, as indicated by high delay and extensive queuing. The travel speed is 30% or less of the base free-flow speed. Also, LOS F is assigned to the subject direction of travel if the through movement at one or more boundary intersections has a volume-to-capacity ratio greater than 1.0.	Greater than 1.000

Source: KOA Corporation 2019.

SB-743 Application and Status

On September 27, 2013, California Governor Jerry Brown signed Senate Bill (SB) 743 into law, which creates a process to change the way that transportation impacts are analyzed under CEQA. SB 743 requires that the Governor’s Office of Planning and Research (OPR) amend the CEQA guidelines to provide an alternative to LOS for evaluating transportation impacts. Measurements of transportation impacts may include “vehicle miles traveled, vehicle miles traveled per capita, automobile trip generation rates, or automobile trips generated” (PRC 21099(b)(1)).

Under the guideline changes, LOS will no longer be considered as a basis for determining significant impacts in many parts of California. Furthermore, parking impacts will also not be considered significant impacts under CEQA for select development projects within infill areas nearby frequent transit service.

As of February 2016, OPR has incorporated comments received by stakeholders on their first draft of the updated guidelines. The second set of guidelines was released on January 20, 2016, which recommends that transportation impacts under CEQA will be evaluated using vehicle miles traveled (VMT). Local jurisdictions will still be allowed to assess impacts using methodologies in addition to VMT. Once the guidelines are officially adopted, jurisdictions will have a 2-year opt-in period to incorporate VMT thresholds into their CEQA-related transportation impact review for projects.

In December 2018, the California Natural Resources Agency certified and adopted the CEQA Guidelines update package, implementing SB 743. Beginning on July 1, 2020, these provisions will be applied statewide, although agencies can elect to apply the VMT metric immediately.

The City of West Hollywood has not adopted new traffic study guidelines in accordance with SB 743. As such, this analysis is based on their current traffic study guidelines, which use LOS and delay as a measure for significant transportation impacts under CEQA.

3.8.2 Existing Conditions

Project Location and Description

The project site is located at 7811 Santa Monica Boulevard, between Orange Grove Avenue and Ogden Drive within the City of West Hollywood. Figure 3.8-1 illustrates the study area and the site location in relation to the surrounding street system. Three driveways would provide access to the site: one full-movement driveway on Orange Grove Avenue (with restricted outbound right-turns), one full-movement, residential-only driveway on Ogden Drive (with restricted outbound left-turns), and ingress-only driveway on Santa Monica Boulevard. Northbound/Outbound movements would be restricted at both Orange Grove and Ogden driveways – vehicles exiting the site would be required to travel southbound. This northbound/outbound movement restriction of project traffic along Orange Grove Avenue driveway and Ogden Drive driveway has been included as Project Design Features PDF-TRANS-1 and PDF-TRANS-2, as detailed in Section 3.8.6.

Figure 3.8-1 illustrates the study area and the site location, and Figure 3.8-2 shows the preliminary site plan.

The proposed project would involve the construction and operation of a 214,400 square-foot mixed-use building on a 0.92-acre site located within the City of West Hollywood. The project would consist of an 86-room hotel, 3,756 square feet of restaurant space, 1,381 square feet of art gallery space, and 70 apartment units.

Study Area

The study area includes eight intersections and two street segments listed below and illustrated in Figure 3.8-2. Figure 3.8-3 depicts the lane configurations and traffic control at the study intersections.

Intersections

1. Fairfax Avenue & Fountain Avenue [signalized]
2. Orange Grove Avenue & Fountain Avenue [stop-controlled]
3. Ogden Drive & Fountain Avenue [stop-controlled]
4. Fairfax Avenue & Santa Monica Boulevard [signalized]
5. Orange Grove Avenue & Santa Monica Boulevard [stop-controlled]
6. Ogden Drive & Santa Monica Boulevard [stop-controlled] – this intersection was split as it functions as two separate intersections (6a and 6b)
7. Genesee Avenue & Santa Monica Boulevard [signalized]
8. Fairfax Avenue & Romaine Street [stop-controlled]

Roadway Segments

- Orange Grove Avenue, between the Project Site and Fountain Avenue
- Ogden Drive, between the Project Site and Fountain Avenue

Roadway System

Table 3.8-3 summarizes the characteristics of the major roadways within the study area.

Table 3.8-3
Study Area Roadway Descriptions

Roadway	Classification	No. of Lanes		Median Type	Parking Restrictions		Posted Speed Limit (mph)	General Land Use
		NB/B	SB/WB		North Side/ East Side	South Side/ West Side		
<i>North-South Streets</i>								
Fairfax Avenue	Arterial Street	2 / 3	2 / 3	TL/RM	1 hour 8 AM - 6 PM (N. of SMB), 2 Hour 8 AM - 6 PM (S. of SMB)	1 hour 8 AM - 6 PM (N. of SMB), 2 Hour 8 AM - 6 PM (S. of SMB)	35	Commercial/ Residential

**Table 3.8-3
Study Area Roadway Descriptions**

Roadway	Classification	No. of Lanes		Median Type	Parking Restrictions		Posted Speed Limit (mph)	General Land Use
		NB/B	SB/WB		North Side/ East Side	South Side/ West Side		
Orange Grove Avenue	Local Street	1	1	NS	No Limit	No Limit	25	Residential
Ogden Drive	Local Street	1	1	NS	No Limit	No Limit	25	Residential
Genesee Avenue	Local Street	1	1	NS	No Limit	No Limit	25	Residential
<i>East-West Streets</i>								
Fountain Avenue	Collector Street	2	2	ST	No Limit	No Limit	35	Residential
Santa Monica Boulevard	Arterial Street	2	2	TL	2 Hour 8 AM - 12 AM (M-F); 11 AM - 8 PM (Sat)	2 Hour 8 AM - 12 AM (M-F); 11 AM - 8 PM (Sat)	35	Commercial
Romaine Street	Collector Street	1	1	NS	No Limit	No Limit	25	Residential

Notes: DY - Double Yellow; ST – Striped; RM - Raised Median, NSAT - No Stopping Any Time, TL - Center Turn Lane, NS - No Stopping
Source: KOA Corporation 2019.

Transit Service

As summarized in Table 3.8-4, the project study area is served by bus transit lines operated by the City of West Hollywood and the Los Angeles County Metropolitan Transportation Authority (Metro). Figure 3.8-4 illustrates the routes of the transit services that serve the project study area.

**Table 3.8-4
Bus Transit Service**

Agency	Line	From	To	Via	Peak Frequency
Metro	4	Downtown Los Angeles	Santa Monica	Santa Monica Boulevard	9–12 Minutes
Metro	217	Fox Hills/Culver City	East Hollywood	La Cienega Boulevard/Fairfax Avenue/Hollywood Boulevard	12–20 Minutes
Metro	704	Downtown Los Angeles	Santa Monica	Santa Monica Boulevard	10–15 Minutes
Metro	780	Washington/Fairfax	Pasadena	Fairfax Avenue/Hollywood Boulevard	10–12 Minutes

**Table 3.8-4
Bus Transit Service**

Agency	Line	From	To	Via	Peak Frequency
West Hollywood	The Pickup	Robertson Boulevard/ Santa Monica Boulevard	La Brea Avenue / Santa Monica Boulevard	Santa Monica Boulevard	15 minutes–Friday & Saturday: 8:00pm–3:00am; Sunday 2:00pm–10:00pm
West Hollywood	CityLine Blue/Orange	Neighborhood Shuttle		Santa Monica Boulevard / San Vicente Boulevard	30 Minutes

Source: KOA Corporation 2019.

Traffic Volumes

As part of the traffic study, new manual intersection turn movement and machine roadway segment counts were conducted. These counts were collected on Wednesday, May 11, 2016. The turning movement counts were collected during the morning (7:00 a.m. – 9:00 a.m.), mid-day (11:00 a.m. – 1:00 p.m.) and evening (4:00 p.m. – 7:00 p.m.) periods. The machine counts were collected for 24 hours on the same day.

Intersection Level of Service

Based on the traffic count data conducted at the study area intersections, a V/C ratio or average vehicle delay and corresponding LOS was determined for all of the study area intersections under weekday morning, mid-day and evening peak hours. The V/C or delay and LOS were determined per the jurisdiction intersection methodology.

The analysis of the study intersection under the jurisdiction of the Los Angeles Department of Transportation included an overall volume-to-capacity reduction of 0.1 to reflect the Automated Traffic Surveillance and Control and Advanced Traffic Control System enhancements.

Table 3.8-5 provides the volume/capacity ratios or delay and LOS values for existing conditions.

**Table 3.8-5
Existing - Level of Service Summary**

Study Intersections		AM Peak Hour		Mid-Day Peak Hour		PM Peak Hour	
		V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
<i>City of West Hollywood</i>							
1	Fairfax Avenue/Fountain Avenue (A)	28.8	C	28.0	C	61.5	E
2	Orange Grove Avenue/Fountain Avenue (A)*	18.7	C	1.8	A	9.6	A

**Table 3.8-5
Existing - Level of Service Summary**

Study Intersections		AM Peak Hour		Mid-Day Peak Hour		PM Peak Hour	
		V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
3	Ogden Drive/Fountain Avenue (A)*	8.7	A	2.2	A	130.4	F
4	Fairfax Avenue/Santa Monica Boulevard	49.8	D	36.9	D	59.6	E
5	Orange Grove Avenue/Santa Monica Boulevard*	1.0	A	0.5	A	0.7	A
6(a)	Ogden Drive/Santa Monica Boulevard (North Leg)*	1.4	A	1.2	A	3.7	A
6(b)	Ogden Drive/Santa Monica Boulevard (South Leg)*	1.5	A	0.7	A	1.9	A
7	Genesee Avenue/Santa Monica Boulevard	8.9	A	7.2	A	9.5	A
8	Fairfax Avenue/Romaine Street*	35.3	E	2.9	A	46.2	E
<i>City of Los Angeles</i>							
1	Fairfax Avenue/Fountain Avenue (A)	0.644	B	-	-	0.840	D

Notes: LOS = Level of Service; V/C = volume-to-capacity Ratio.

Bold = operates at poor LOS.

* Unsignalized Intersection, (A) Shared Intersection

Source: KOA Corporation 2019

The following intersections operate at poor LOS values of E or F during at least one of the peak hours:

- Fairfax Avenue & Fountain Avenue (PM peak hour)
- Ogden Drive and Fountain Avenue (PM peak hour)
- Fairfax Avenue & Santa Monica Boulevard (PM peak hour)
- Fairfax Avenue & Romaine Street (AM and PM peak hour)

The existing 2016 AM, mid-day, and PM peak-hour turn movement volumes at the study intersections are provided in Figures 3.8-5, 3.8-6, and 3.8-7, respectively.

Street Segment Volumes

Table 3.8-6 summarizes the five street segments where 24-hour automatic (machine) traffic counts were conducted. These streets were chosen for specific review as they primarily serve the residential areas surrounding the project site. Figure 3.8-8 illustrates the locations of the study street segments and existing weekday daily traffic volumes on these facilities.

**Table 3.8-6
Existing Daily Traffic Volumes on Study Street Segments**

Segment		No. of Lanes	Existing Daily Traffic Volumes
1	Orange Grove Avenue	2	2,022
2	Ogden Drive	2	1,976

Source: KOA Corporation 2019

Future 2021 Conditions – Ambient Growth and Related Projects

The Year 2021 was selected for analysis of future conditions based on the anticipated completion date of the project. For the analysis of background traffic during the project opening year, an annual traffic growth rate of 1% was utilized to account for increase in area-wide traffic. The annual growth rate was confirmed with City staff. To apply this ambient growth rate to existing (Year 2016) volumes, a growth factor of 1.05 was utilized. This factor provides a compounded 1% annual increase over the five-year period between existing conditions and future (Year 2021) conditions.

Based on data provided by West Hollywood and the surrounding cities, a list of area/related projects was compiled. These projects were considered to potentially contribute measurable traffic volumes to the study area during the future analysis period. The total number of related projects included within this traffic analysis was 132 projects (95 projects – City of West Hollywood and 37 projects – City of Los Angeles). These projects are all located within an approximate 1.5-mile radius from the project site. The related projects trip generation estimates were developed using trip generation rates from the Institute of Transportation Engineers (ITE) *Trip Generation, 10th Edition* published in 2017, or defined by the project traffic studies.

Figure 3.8-9 illustrates the locations of the related projects, and Table 3.8-7 provides the related project trip generation calculations.

**Table 3.8-7
Area/Cumulative Projects Trip Generation**

Map ID	Location	Land Use	ITE Code	Intensity	Units	Daily Total	AM Peak Hour			Mid-Day Peak Hour ¹			PM Peak Hour			
							Total	In	Out	Total	In	Out	Total	In	Out	
<i>City of West Hollywood</i>																
1	1048 North Curson Avenue	Multifamily Housing (Mid-Rise)	221	5	d.u. ²	27	2	1	1	2	1	1	2	1	1	
2	900 Fairfax Avenue	Mid-Rise Residential with 1st-Floor Commercial	231	6	d.u.	21	2	1	1	3	2	1	2	1	1	
		Shopping Center	820	0.93	k.s.f. ^{2,3}	35	1	1	0	4	2	2	4	2	2	
		High Turnover Sit-Down Restaurant	932	2.32	k.s.f.	260	23	13	10	40	21	19	23	14	9	
Total						316	26	15	11	47	25	22	29	17	12	
3	511 Flores Street	Multifamily Housing (Low-Rise)	220	10	d.u.	73	5	1	4	7	4	3	6	4	2	
4	1216 Flores Street	Multifamily Housing (Mid-Rise)	221	14	d.u.	76	5	1	4	6	4	2	6	4	2	
5	1264 Harper Avenue	Multifamily Housing (Mid-Rise)	221	14	d.u.	76	5	1	4	6	4	2	6	4	2	
6	1041 Formosa Avenue	General Office Building	710	100	k.s.f. ⁴	974	116	100	16	116	100	16	115	18	97	
7	1123 Formosa Avenue	Multifamily Housing (Low-Rise)	220	5	d.u.	37	2	0	2	3	2	1	3	2	1	
8	947 Genesee Avenue	Multifamily Housing (Low-Rise)	220	10	d.u.	73	5	1	4	7	4	3	6	4	2	
9	1003 Hancock Avenue	Multifamily Housing (Low-Rise)	220	3	d.u.	22	1	0	1	2	1	1	2	1	1	
10	8583 Melrose Avenue	Shopping Center	820	9.545	k.s.f.	360	9	6	3	36	17	19	36	17	19	
11	8650 Melrose Avenue	Shopping Center	820	14.571	k.s.f.	550	14	9	5	56	27	29	56	27	29	
		Multifamily Housing (Low-Rise)	220	7	d.u.	51	3	1	2	5	3	2	4	3	1	
Total						601	17	10	7	61	30	31	60	30	30	
12	829 Larrabee Street	Multifamily Housing (Mid-Rise)	221	13	d.u.	71	5	1	4	5	3	2	6	4	2	
13	7914 Norton Avenue	Multifamily Housing (Low-Rise)	220	8	d.u.	59	4	1	3	5	3	2	4	3	1	
14	8550 Santa Monica Boulevard ⁵	Supermarket	850	25	k.s.f.	-	-	-	-	-	-	-	-	-	-	
		General Office Building	710	11.998	k.s.f.	-	-	-	-	-	-	-	-	-	-	-
		High Turnover Sit-Down Restaurant	932	1.319	k.s.f.	-	-	-	-	-	-	-	-	-	-	-
		Health/Fitness Club	492	4	k.s.f.	-	-	-	-	-	-	-	-	-	-	-
Total						1,834	71	44	27	146	77	69	167	85	82	
15	1001 Ogden Drive	Multifamily Housing (Low-Rise)	220	5	d.u.	37	2	0	2	3	2	1	3	2	1	
16	1153 Ogden Drive	Multifamily Housing (Low-Rise)	220	6	d.u.	44	3	1	2	4	2	2	3	2	1	
17	1150 Orange Grove	Multifamily Housing (Low-Rise)	220	7	d.u.	51	3	1	2	5	3	2	4	3	1	
18	507 Orlando Avenue	Multifamily Housing (Low-Rise)	220	9	d.u.	66	4	1	3	6	4	2	5	3	2	
19	923 Palm Avenue ⁶	Senior Housing - Attached	252	49	d.u.	181	10	4	7	15	8	7	13	7	6	
20	1016 Martel Avenue	Multifamily Housing (Mid-Rise)	221	11	d.u.	60	4	1	3	5	3	2	5	3	2	
21	8497 Sunset Boulevard ⁷	Quality Restaurant	931	9.775	k.s.f.	-	-	-	-	81	49	32	-	-	-	
		General Office Building	710	11.52	k.s.f.	-	-	-	-	13	11	2	-	-	-	
Total						800	10	17	-7	94	60	34	71	40	31	
22	7965-7985 Santa Monica Boulevard ⁸	Shopping Center	820	1.345	k.s.f.	-	-	-	-	-	-	-	-	-	-	
		High Turnover Sit-Down Restaurant	932	14.252	k.s.f.	-	-	-	-	-	-	-	-	-	-	-
		General Office Building	710	54.645	k.s.f.	-	-	-	-	-	-	-	-	-	-	-
		Drinking Place	925	2.746	k.s.f.	-	-	-	-	-	-	-	-	-	-	-
Total						586	-23	7	-30	28	63	-35	105	40	65	

**Table 3.8-7
Area/Cumulative Projects Trip Generation**

Map ID	Location	Land Use	ITE Code	Intensity	Units	Daily Total	AM Peak Hour			Mid-Day Peak Hour ¹			PM Peak Hour			
							Total	In	Out	Total	In	Out	Total	In	Out	
23	8430 Sunset Boulevard ⁹	Multifamily Housing (High-Rise)	222	125	d.u.	-	-	-	-	-	-	-	-	-	-	
		Shopping Center	820	35	k.s.f.	-	-	-	-	-	-	-	-	-	-	
		Total				2,430	122	67	55	176	99	77	216	131	85	
24	1253 Sweetzer Avenue	Multifamily Housing (Low-Rise)	220	8	d.u.	59	4	1	3	5	3	2	4	3	1	
25	1040 N La Brea Avenue	Multifamily Housing (Low-Rise)	220	8	d.u.	59	4	1	3	5	3	2	4	3	1	
		High Turnover Sit-Down Restaurant	932	5.24	k.s.f.	588	52	29	23	91	47	44	51	32	19	
		Hotel	310	91	r.m.	761	43	25	18	56	32	24	55	28	27	
		Total				1,408	99	55	44	152	82	70	110	63	47	
26	600 N La Cienega Boulevard	Multifamily Housing (Low-Rise)	220	5	d.u.	37	2	0	2	3	2	1	3	2	1	
		Shopping Center	820	5.355	k.s.f.	202	5	3	2	20	10	10	20	10	10	
		High Turnover Sit-Down Restaurant	932	7.094	k.s.f.	796	71	39	32	124	64	60	69	43	26	
		Museum	580	15.727	k.s.f.		4	3	1	6	2	4	3	0	3	
		Total				1,035	82	45	37	153	78	75	95	55	40	
27	624 N La Cienega Boulevard	Multifamily Housing (Low-Rise)	220	6	d.u.	44	3	1	2	4	2	2	3	2	1	
		Shopping Center	820	54.209	k.s.f.	2,046	51	32	19	207	99	108	207	99	108	
		Total				2,090	54	33	21	211	101	110	210	101	109	
28	1136 N La Cienega Boulevard	Multifamily Housing (Mid-Rise)	221	23	d.u.	125	8	2	6	9	5	4	10	6	4	
29	7401 Santa Monica Boulevard	Shopping Center	820	0.92	k.s.f.	35	1	1	0	4	2	2	4	2	2	
30	7617 Santa Monica Boulevard	Multifamily Housing (High-Rise)	222	71	d.u.	316	22	5	17	28	17	11	26	16	10	
		Shopping Center	820	4.821	k.s.f.	182	5	3	2	18	9	9	18	9	9	
		High Turnover Sit-Down Restaurant	932	4.419	k.s.f.	496	44	24	20	77	40	37	43	27	16	
		Total				994	71	32	39	123	66	57	87	52	35	
31	8445 Santa Monica Boulevard	Multifamily Housing (High-Rise)	222	79	d.u.	352	24	6	18	31	19	12	28	17	11	
		Shopping Center	820	5.102	k.s.f.	193	5	3	2	19	9	10	19	9	10	
		High Turnover Sit-Down Restaurant	932	9.441	k.s.f.	1,059	94	52	42	164	85	79	92	57	35	
		Hotel	310	88	r.m.	736	41	24	17	54	31	23	53	27	26	
		Drinking Place	925	3.078	k.s.f.					48	33	15	35	23	12	
		Total				2,340	164	85	79	316	177	139	227	133	94	
32	8555 Santa Monica Boulevard ¹⁰	Multifamily Housing (Low-Rise)	220	97	d.u.	-	-	-	-	-	-	-	-	-	-	
		Multifamily Housing (Mid-Rise)	221	12	d.u.	-	-	-	-	-	-	-	-	-	-	-
		Shopping Center	826	15.68	k.s.f.	-	-	-	-	-	-	-	-	-	-	-
		High Turnover Sit-Down Restaurant	932	282	k.s.f.	-	-	-	-	-	-	-	-	-	-	-
		General Office Building	710	6.08	k.s.f.	-	-	-	-	-	-	-	-	-	-	-
		Hair Salon	918	3.72	k.s.f.	-	-	-	-	-	-	-	-	-	-	-
		Total				809	51	11	40	89	30	59	66	42	24	
33	1236 N Fairfax Avenue	Multifamily Housing (Low-Rise)	220	7	d.u.	51	3	1	2	5	3	2	4	3	1	
34	1250 N Fairfax Avenue	Multifamily Housing (High-Rise)	222	53	d.u.	236	16	4	12	21	13	8	19	12	7	
35	1301 N Fairfax Avenue	Multifamily Housing (Low-Rise)	220	10	d.u.	73	5	1	4	7	4	3	6	4	2	
36	8465 Melrose Avenue	Shopping Center	820	4.122	k.s.f.	156	4	2	2	16	8	8	16	8	8	

**Table 3.8-7
Area/Cumulative Projects Trip Generation**

Map ID	Location	Land Use	ITE Code	Intensity	Units	Daily Total	AM Peak Hour			Mid-Day Peak Hour ¹			PM Peak Hour		
							Total	In	Out	Total	In	Out	Total	In	Out
37	1027 N Gardner Street	Multifamily Housing (Low-Rise)	220	5	d.u.	37	2	0	2	3	2	1	3	2	1
38	1150 N Clark Street	Multifamily Housing (Low-Rise)	220	7	d.u.	51	3	1	2	5	3	2	4	3	1
39	1011 N Crescent Heights Boulevard	Multifamily Housing (Mid-Rise)	221	12	d.u.	65	4	1	3	5	3	2	5	3	2
40	1317 N Crescent Heights Boulevard	Multifamily Housing (High-Rise)	222	75	d.u.	334	23	6	17	29	18	11	27	16	11
41	1139 N Detroit Street	Multifamily Housing (Low-Rise)	220	5	d.u.	37	2	0	2	3	2	1	3	2	1
42	1141 N Detroit Street	Multifamily Housing (Low-Rise)	220	5	d.u.	37	2	0	2	3	2	1	3	2	1
43	1138 N Detroit Street	Multifamily Housing (Low-Rise)	220	10	d.u.	73	5	1	4	7	4	3	6	4	2
44	1201 N Detroit Street	Multifamily Housing (Low-Rise)	220	10	d.u.	73	5	1	4	7	4	3	6	4	2
45	1221 N Detroit Street	Multifamily Housing (Low-Rise)	220	10	d.u.	73	5	1	4	7	4	3	6	4	2
46	1251 N Detroit Street	Multifamily Housing (Low-Rise)	220	5	d.u.	37	2	0	2	3	2	1	3	2	1
47	1006 N Edinburg Avenue	Multifamily Housing (Low-Rise)	220	10	d.u.	73	5	1	4	7	4	3	6	4	2
48	528 N Flores Street	Multifamily Housing (Low-Rise)	220	4	d.u.	29	2	0	2	3	2	1	2	1	1
49	1159 N Formosa Avenue	Multifamily Housing (Low-Rise)	220	5	d.u.	37	2	0	2	3	2	1	3	2	1
50	1227 N Formosa Avenue	Multifamily Housing (Low-Rise)	220	5	d.u.	37	2	0	2	3	2	1	3	2	1
51	800 Fountain Avenue	Multifamily Housing (Mid-Rise)	221	30	d.u.	163	11	3	8	12	7	5	13	8	5
52	8210 Foutain Avenue	Multifamily Housing (Low-Rise)	220	9	d.u.	66	4	1	3	6	4	2	5	3	2
53	1250 N Fuller Avenue	Multifamily Housing (Low-Rise)	220	3	d.u.	22	1	0	1	2	1	1	2	1	1
54	938 N Genessee Avenue	Multifamily Housing (Low-Rise)	220	5	d.u.	37	2	0	2	3	2	1	3	2	1
55	1005 N Genessee Avenue	Multifamily Housing (Low-Rise)	220	5	d.u.	37	2	0	2	3	2	1	3	2	1
56	1046 N Genessee Avenue	Multifamily Housing (Low-Rise)	220	5	d.u.	37	2	0	2	3	2	1	3	2	1
57	1006 Hancock Avenue	Multifamily Housing (Low-Rise)	220	6	d.u.	44	3	1	2	4	2	2	3	2	1
58	1223 N Hayworth Avenue	Multifamily Housing (Mid-Rise)	221	12	d.u.	65	4	1	3	5	3	2	5	3	2
59	621 Huntley Drive	Multifamily Housing (Low-Rise)	220	3	d.u.	22	1	0	1	2	1	1	2	1	1
60	634 Huntley Drive	Multifamily Housing (Low-Rise)	220	3	d.u.	22	1	0	1	2	1	1	2	1	1
61	649 Huntley Drive	Multifamily Housing (Low-Rise)	220	3	d.u.	22	1	0	1	2	1	1	2	1	1
62	812 Huntley Drive	Multifamily Housing (Low-Rise)	220	5	d.u.	37	2	0	2	3	2	1	3	2	1
63	933 Huntley Drive	Multifamily Housing (Low-Rise)	220	5	d.u.	37	2	0	2	3	2	1	3	2	1
64	621 N Kings Road	Multifamily Housing (Low-Rise)	220	4	d.u.	29	2	0	2	3	2	1	2	1	1
65	1220 Larrabee Street	Multifamily Housing (Mid-Rise)	221	22	d.u.	120	8	2	6	9	5	4	10	6	4
66	1041 N Martel Avenue	Multifamily Housing (Mid-Rise)	221	25	d.u.	136	9	2	7	10	6	4	11	7	4
67	1052 N Martel Avenue	Multifamily Housing (Low-Rise)	220	5	d.u.	37	2	0	2	3	2	1	3	2	1
68	8008 Norton Avenue	Multifamily Housing (Low-Rise)	220	8	d.u.	59	4	1	3	5	3	2	4	3	1
69	8017 Norton Avenue	Multifamily Housing (High-Rise)	222	34	d.u.	151	11	3	8	13	8	5	12	7	5
70	8116 Norton Avenue	Multifamily Housing (Low-Rise)	220	8	d.u.	59	4	1	3	5	3	2	4	3	1
71	901 N Ogden Drive	Multifamily Housing (Low-Rise)	220	4	d.u.	29	2	0	2	3	2	1	2	1	1
72	950 N Ogden Drive	Multifamily Housing (Low-Rise)	220	10	d.u.	73	5	1	4	7	4	3	6	4	2
73	1008 N Ogden Drive	Multifamily Housing (Low-Rise)	220	7	d.u.	51	3	1	2	5	3	2	4	3	1
74	1019 N Orange Grove Avenue	Multifamily Housing (Low-Rise)	220	9	d.u.	66	4	1	3	6	4	2	5	3	2

**Table 3.8-7
Area/Cumulative Projects Trip Generation**

Map ID	Location	Land Use	ITE Code	Intensity	Units	Daily Total	AM Peak Hour			Mid-Day Peak Hour ¹			PM Peak Hour		
							Total	In	Out	Total	In	Out	Total	In	Out
75	7905 Romaine Street	Multifamily Housing (High-Rise)	222	35	d.u.	156	11	3	8	14	9	5	13	8	5
		Shopping Center	820	0.9	k.s.f.	34	1	1	0	3	1	2	3	1	2
		General Office Building	710	0.9	k.s.f.	9	1	1	0	1	1	0	1	0	1
		Total				199	13	5	8	18	11	7	17	9	8
76	948 N San Vicente Boulevard	Multifamily Housing (Mid-Rise)	221	18	d.u.	98	6	2	4	7	4	3	8	5	3
77	972 N San Vicente Boulevard	Day Care Center	565	72	Students	294	56	30	26	58	27	31	57	27	30
78	8760 Shoreham Drive	Multifamily Housing (Mid-Rise)	221	11	d.u.	60	4	1	3	5	3	2	5	3	2
79	1011 N Sierra Bonita Avenue	Multifamily Housing (Low-Rise)	220	5	d.u.	37	2	0	2	3	2	1	3	2	1
80	1017 N Sierra Bonita Avenue	Multifamily Housing (Low-Rise)	220	5	d.u.	37	2	0	2	3	2	1	3	2	1
81	1030 N Sierra Bonita Avenue	Multifamily Housing (Low-Rise)	220	5	d.u.	37	2	0	2	3	2	1	3	2	1
82	939 N Spaulding Avenue	Multifamily Housing (Mid-Rise)	221	22	d.u.	120	8	2	6	9	5	4	10	6	4
83	1013 N Spaulding Avenue	Multifamily Housing (Low-Rise)	220	5	d.u.	37	2	0	2	3	2	1	3	2	1
84	1041 N Spaulding Avenue	Multifamily Housing (Mid-Rise)	221	14	d.u.	76	5	1	4	6	4	2	6	4	2
85	1236 N Spaulding Avenue	Multifamily Housing (Low-Rise)	220	3	d.u.	22	1	0	1	2	1	1	2	1	1
86	943 N Stanley Avenue	Multifamily Housing (Low-Rise)	220	5	d.u.	37	2	0	2	3	2	1	3	2	1
87	545 N Sweetzer Avenue	Multifamily Housing (Low-Rise)	220	9	d.u.	66	4	1	3	6	4	2	5	3	2
88	1257 N Sweetzer Avenue	Multifamily Housing (Mid-Rise)	221	12	d.u.	65	4	1	3	5	3	2	5	3	2
89	1280 N Sweetzer Avenue	Multifamily Housing (Low-Rise)	220	9	d.u.	66	4	1	3	6	4	2	5	3	2
90	1035 N Vista Street	Multifamily Housing (Low-Rise)	220	4	d.u.	29	2	0	2	3	2	1	2	1	1
91	852 West Knoll Drive	Multifamily Housing (Low-Rise)	220	6	d.u.	44	3	1	2	4	2	2	3	2	1
92	8553 West Knoll Drive	Multifamily Housing (Low-Rise)	220	5	d.u.	37	2	0	2	3	2	1	3	2	1
93	8557 West Knoll Drive	Multifamily Housing (Low-Rise)	220	6	d.u.	44	3	1	2	4	2	2	3	2	1
94	629 Westbourne Drive	Multifamily Housing (Low-Rise)	220	3	d.u.	22	1	0	1	2	1	1	2	1	1
95	916 Westbourne Drive	Multifamily Housing (Low-Rise)	220	8	d.u.	59	4	1	3	5	3	2	4	3	1
<i>City of West Hollywood Subtotal</i>						22,165	1,254	631	624	2,261	1,305	956	2,075	1,115	960
<i>City of Los Angeles¹¹</i>															
96	1502 N Gardner Street	Supermarket	850	32.435	k.s.f. ³	1,522	49	30	19	300	153	147	142	74	68
97	1118 N McCadden Place	Senior Housing - Attached	252	100	d.u.	-	-	-	-	31	16	15	-	-	-
		Senior Housing - Attached	252	92	d.u.	-	-	-	-	29	15	14	-	-	-
		General Office Building	710	17.040	k.s.f.	-	-	-	-	20	17	3	-	-	-
		Shopping Center	820	29.650	k.s.f.	-	-	-	-	113	54	59	-	-	-
Total						1,346	80	49	31	193	102	91	109	53	56
98	7000 Melrose Avenue	Multifamily Housing (Mid-Rise)	221	40	d.u.	-	-	-	-	16	10	6	-	-	-
		Shopping Center	820	7.565	k.s.f.	-	-	-	-	29	14	15	-	-	-
		Total				334	21	4	17	45	24	21	32	20	12
99	320 N Fairfax Avenue	General Office Building	710	28.341	k.s.f.	276	37	28	9	33	28	5	25	4	21

**Table 3.8-7
Area/Cumulative Projects Trip Generation**

Map ID	Location	Land Use	ITE Code	Intensity	Units	Daily Total	AM Peak Hour			Mid-Day Peak Hour ¹			PM Peak Hour		
							Total	In	Out	Total	In	Out	Total	In	Out
100	6901 Santa Monica Boulevard	Multifamily Housing (High-Rise)	222	231	d.u.	-	-	-	-	90	56	34	-	-	-
		High Turnover Sit-Down Restaurant	932	5	k.s.f.	-	-	-	-	87	45	42	-	-	-
		Shopping Center	820	10	k.s.f.	-	-	-	-	38	18	20	-	-	-
		Total					1,010	78	0	78	215	119	96	105	86
101	7107 W Hollywood Boulevard	Multifamily Housing (High-Rise)	222	410	d.u.	-	-	-	-	160	99	61	-	-	-
		Shopping Center	820	5	k.s.f.	-	-	-	-	19	9	10	-	-	-
		High Turnover Sit-Down Restaurant	932	5	k.s.f.	-	-	-	-	87	45	42	-	-	-
		Total					2,637	206	49	157	266	153	113	253	167
102	1233 N Highland Avenue	Multifamily Housing (Mid-Rise)	221	72	d.u.	-	-	-	-	30	18	12	-	-	-
		Shopping Center	820	17.830	k.s.f.	-	-	-	-	68	33	35	-	-	-
		Total					714	38	11	27	98	51	47	66	38
103	904 N La Brea Avenue	Multifamily Housing (High-Rise)	222	169	d.u.	-	-	-	-	66	41	25	-	-	-
		Shopping Center	820	40	k.s.f.	-	-	-	-	152	73	79	-	-	-
		Total					2,072	93	25	68	218	114	104	186	83
104	925 N La Brea Avenue	Shopping Center	820	15.265	k.s.f.	-	-	-	-	58	28	30	-	-	-
		General Office Building	710	46.527	k.s.f.	-	-	-	-	54	46	8	-	-	-
		Total					735	69	58	11	112	74	38	85	24
105	8150 W Sunset Boulevard	Multifamily Housing (High-Rise)	222	249	d.u.	-	-	-	-	97	60	37	-	-	-
		Shopping Center	820	110	k.s.f.	-	-	-	-	419	201	218	-	-	-
		Total					1,077	-82	-92	10	516	261	255	216	158
106	7120 W Sunset Boulevard	Multifamily Housing (Mid-Rise)	221	44	d.u.	-	-	-	-	18	11	7	-	-	-
		Shopping Center	820	2.9	k.s.f.	-	-	-	-	11	5	6	-	-	-
		Total					397	14	0	14	29	16	13	29	25
107	927 Highland Avenue	Elementary School	520	100	Students	155	3	4	-1	34	15	19	40	23	17
108	859 Highland Avenue	Coffee/Donut Shop with Drive-Through Window	937	0.806	k.s.f.	330	41	21	20	79	39	40	18	9	9
109	6677 W Santa Monica Boulevard	Multifamily Housing (High-Rise)	222	695	d.u.	-	-	-	-	271	168	103	-	-	-
		High Turnover Sit-Down Restaurant	932	4	k.s.f.	-	-	-	-	70	36	34	-	-	-
		Coffee/Donut Shop without Drive-Through Window	936	5.5	k.s.f. ⁶	-	-	-	-	440	224	216	-	-	-
		Shopping Center	820	15.4	k.s.f.	-	-	-	-	59	28	31	-	-	-
Total						1,420	289	123	166	840	456	384	261	153	108
110	1411 N Highland Avenue	Multifamily Housing (High-Rise)	222	76	d.u.	-	-	-	-	30	19	11	-	-	-
		Shopping Center	820	2.5	k.s.f.	-	-	-	-	10	5	5	-	-	-
		Total					823	66	23	43	40	24	16	71	45
111	316 N La Cienega Boulevard	Multifamily Housing (Mid-Rise)	221	45	d.u.	-	-	-	-	18	11	7	-	-	-
		Shopping Center	820	3.8	k.s.f.	-	-	-	-	14	7	7	-	-	-
		Coffee/Donut Shop without Drive-Through Window	936	0.800	k.s.f. ⁶	-	-	-	-	64	33	31	-	-	-
		Total					602	94	41	53	96	51	45	53	31

**Table 3.8-7
Area/Cumulative Projects Trip Generation**

Map ID	Location	Land Use	ITE Code	Intensity	Units	Daily Total	AM Peak Hour			Mid-Day Peak Hour ¹			PM Peak Hour		
							Total	In	Out	Total	In	Out	Total	In	Out
112	375 N La Cienega Boulevard	Multifamily Housing (High-Rise)	222	125	d.u.	-	-	-	-	49	30	19	-	-	-
		Shopping Center	820	17.4	k.s.f.	-	-	-	-	66	32	34	-	-	-
		Total				168	55	8	47	115	62	53	45	34	11
113	915 N La Brea Avenue	Multifamily Housing (High-Rise)	222	179	d.u.	-	-	-	-	70	43	27	-	-	-
		Supermarket	850	33.5	k.s.f.	-	-	-	-	310	158	152	-	-	-
		Total				2,615	91	5	86	380	201	179	248	158	90
114	7901 W Beverly Boulevard	Multifamily Housing (High-Rise)	222	71	d.u.	-	-	-	-	28	17	11	-	-	-
		Shopping Center	820	11.454	k.s.f.	-	-	-	-	44	21	23	-	-	-
		Total				493	36	7	29	72	38	34	46	30	16
115	7002 W Clinton Street	Day Care Center	565	120	Students	-	-	-	-	97	46	51	-	-	-
		Elementary School	520	60	Students	-	-	-	-	20	9	11	-	-	-
		Total				155	38	20	18	117	55	62	23	11	12
116	936 N La Brea Avenue	General Office Building	710	33.19	k.s.f.	-	-	-	-	39	34	5	-	-	-
		Shopping Center	820	19.923	k.s.f.	-	-	-	-	76	36	40	-	-	-
		Total				911	29	24	5	115	70	45	51	14	37
117	8418 Sunset Boulevard	Multifamily Housing (High-Rise)	222	138	d.u.	-	-	-	-	54	33	21	-	-	-
		Shopping Center	820	75	k.s.f.	-	-	-	-	286	137	149	-	-	-
		Total				0	121	46	75	340	170	170	296	162	134
118	6701 W Sunset Boulevard	Multifamily Housing (High-Rise)	222	950	d.u.	-	-	-	-	371	230	141	-	-	-
		Hotel	310	308	Rm	-	-	-	-	188	109	79	-	-	-
		Shopping Center	820	120	k.s.f.	-	-	-	-	457	219	238	-	-	-
		Quality Restaurant	931	35	k.s.f.	-	-	-	-	290	177	113	-	-	-
		High Turnover Sit-Down Restaurant	932	35	k.s.f.	-	-	-	-	609	317	292	-	-	-
		Total				14,833	879	381	498	1,915	1,052	863	1,281	733	548
119	7219 W Sunset Boulevard	Hotel	310	93	Rm	-	-	-	-	57	33	24	-	-	-
		Shopping Center	820	2.8	k.s.f.	-	-	-	-	11	5	6	-	-	-
		Total				761	45	27	18	68	38	30	56	27	29
120	7500 W Sunset Boulevard	Multifamily Housing (High-Rise)	222	219	d.u.	-	-	-	-	85	53	32	-	-	-
		Shopping Center	820	20	k.s.f.	-	-	-	-	76	36	40	-	-	-
		High Turnover Sit-Down Restaurant	932	10	k.s.f.	-	-	-	-	174	90	84	-	-	-
		Total				2,049	188	63	125	335	179	156	178	117	61
121	7300 W Hollywood Boulevard ³	Synagogue	561	-	-	294	80	48	32	-	-	-	29	9	20
122	7900 W Hollywood Boulevard	Multifamily Housing (Mid-Rise)	221	50	d.u.	251	19	3	16	21	13	8	22	14	8
123	8052 W Beverly Boulevard	Multifamily Housing (High-Rise)	222	102	d.u.	-	-	-	-	40	25	15	-	-	-
		General Office Building	710	15	k.s.f.	-	-	-	-	17	15	2	-	-	-
		Shopping Center	820	1	k.s.f.	-	-	-	-	4	2	2	-	-	-
		Synagogue	561	5	k.s.f.	-	-	-	-	15	9	6	-	-	-
		Total				725	45	19	26	76	51	25	70	21	49

**Table 3.8-7
Area/Cumulative Projects Trip Generation**

Map ID	Location	Land Use	ITE Code	Intensity	Units	Daily Total	AM Peak Hour			Mid-Day Peak Hour ¹			PM Peak Hour		
							Total	In	Out	Total	In	Out	Total	In	Out
124	8000 W Beverly Boulevard	Multifamily Housing (Mid-Rise)	221	48	d.u.	-	-	-	-	20	12	8	-	-	-
		Shopping Center	820	7.4	k.s.f.	-	-	-	-	28	13	15	-	-	-
		Total				774	57	21	36	48	25	23	59	42	17
125	8001 W Beverly Boulevard	High Turnover Sit-Down Restaurant	932	22.6	k.s.f.	-	-	-	-	393	204	189	-	-	-
		General Office Building	710	11.358	Total	-	-	-	-	13	11	2	-	-	-
		Total				3,248	260	142	118	406	215	191	263	157	106
126	431 N La Cienega Boulevard	Multifamily Housing (Low-Rise)	220	72	d.u.	-409	1	-9	10	48	28	20	-34	-12	-22
127	1610 N Highland Avenue	Multifamily Housing (High-Rise)	222	248	d.u.	-	-	-	-	97	60	37	-	-	-
		Shopping Center	820	12.785	k.s.f.	-	-	-	-	49	24	25	-	-	-
		Total				1,805	112	22	90	146	84	62	150	96	54
128	1403 N Gardner Street	Assisted Living	254	44	Beds	56	6	3	3	15	7	8	7	4	3
129	750 Edinburgh Avenue	Single Family Residential	210	8	d.u.	23	2	1	1	8	5	3	3	2	1
130	8000 W 3rd Street	Multifamily Housing (Mid-Rise)	221	45	d.u.	-	-	-	-	18	11	7	-	-	-
		Affordable Housing (Family)	-	5	d.u.	-	-	-	-	2	1	1	-	-	-
		Shopping Center	820	6.252	k.s.f.	-	-	-	-	24	12	12	-	-	-
Total					428	26	9	17	44	24	20	36	23	13	
131	7007 W Romaine Street	General Office Building	710	28.486	k.s.f.	-	-	-	-	33	28	5	-	-	-
		High Turnover Sit-Down Restaurant	932	4.694	k.s.f.	-	-	-	-	82	43	39	-	-	-
		Total				598	60	42	18	115	71	44	60	24	36
132	6753 W Selma Avenue	Multifamily Housing (Mid-Rise)	221	51	d.u.	-	-	-	-	21	13	8	-	-	-
		Shopping Center	820	0.438	k.s.f.	-	-	-	-	2	1	1	-	-	-
		Total				286	18	5	13	23	14	9	24	14	10
<i>City of Los Angeles Total Subtotal</i>						45,514	3,264	1,261	2,003	7,521	4,082	3,439	4,604	2,673	1,931
Grand Total						67,679	4,518	1,892	2,627	9,782	5,387	4,395	6,679	3,788	2,891

Trip generation rates based on ITE Trip Generation Manual, 10th Edition, Institute of Transportation Engineers, 2017, unless otherwise noted. Slight discrepancy in AM Peak Hour total is due to rounding.

¹ Mid-Day rates calculated using "PM Peak Hour Generator" estimates. ITE Trip Generation Manual, 10th Edition, Institute of Transportation Engineers, 2012, unless otherwise noted.

² d.u. = dwelling units, k.s.f. = 1,000 square feet of floor area.

³ Mid-Day rates for this land use are calculated using "PM Adjacent Street" estimates. ITE Trip Generation Manual, 10th Edition, Institute of Transportation Engineers, 2017.

⁴ Mid-Day rates for this land use are calculated using "AM Adjacent Street" estimates. ITE Trip Generation Manual, 10th Edition, Institute of Transportation Engineers, 2017.

⁵ Trip generation estimates from traffic study for "8550 Santa Monica Boulevard," City of West Hollywood.

⁶ Mid-Day rates for this land use are calculated using "AM Peak Hour Generator" estimates. ITE Trip Generation Manual, 10th Edition, Institute of Transportation Engineers, 2017.

⁷ Trip generation AM/PM Peak "Total" from traffic study for "8497 Sunset Boulevard," City of West Hollywood.

⁸ Trip generation estimates from traffic study for "7965-7985 Santa Monica Boulevard," City of West Hollywood.

⁹ Trip generation estimates from traffic study for "8430 Sunset Boulevard," City of West Hollywood.

¹⁰ Trip generation estimates from traffic study for "8555 Santa Monica Boulevard," City of West Hollywood.

¹¹ Trip Generation AM/PM Peak "Total" Rates Source: Los Angeles Department of Transportation (LADOT) Case Logging and Tracking System (CLATS), 11/9/2018. Mid-day peak period trips calculated using ITE Trip Generation Manual, 10th Edition.

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The future traffic volumes were estimated from the cumulative projects listed above and utilizing an annual traffic growth rate of 1% per year for a factor of 1.05 for ambient growth over existing traffic volumes. Figures 3.8-10, 3.8-11, and 3.8-12 illustrate the future 2021 without-project traffic volumes for each study scenario. Figure 3.8-13 illustrates the daily estimated volumes of the study street segments under future conditions without the proposed project. The future 2021 traffic volumes were assigned to the study area intersections and street segments to provide a level of service analysis. The results of the future 2021 without project peak hour intersection level of service and street segment analysis are provided in the Section 3.8.5.

3.8.3 Relevant Plans, Policies, and Ordinances

Federal

There are no federal laws or regulations related to transportation and traffic that are applicable to the proposed project.

State

SB 743

SB 743 has been formally adopted by the State of California at the time of this analysis. The provisions of the law have not yet been fully implemented and the California Office of Planning and Research (OPR) has adopted Vehicle Miles Traveled (VMT) as their method of assessing a development Project's significant impact thresholds under CEQA by 2020. VMT was calculated for the proposed project using the methodology adopted by the California Emission Estimator Model (CalEEMod). A summary of VMT analysis is provided in the traffic study in Appendix F and under analysis of threshold TRANS-2.

Local

Congestion Management Program

The Congestion Management Program (CMP) was created statewide because of Proposition 111 and was implemented locally by the Los Angeles County Metropolitan Transportation Authority (Metro). The CMP for Los Angeles County requires that the traffic impact of individual development projects of potentially regional significance be analyzed (Metro 2010). A specific system of arterial roadways plus all freeways comprises the CMP system. Per CMP Transportation Impact Analysis (TIA) Guidelines, a traffic impact analysis is conducted where:

- At CMP arterial monitoring intersections, including freeway on-ramps or off-ramps, where the proposed project will add 50 or more vehicle trips during either AM or PM weekday peak hours.

- At CMP mainline freeway-monitoring locations, where the project will add 150 or more trips, in either direction, during the either the AM or PM weekday peak hours.

Since the threshold related to CMP has been removed from the 2019 CEQA guidelines, the proposed project was analyzed for its potential to trigger the CMP thresholds, only for informational purposes.

The nearest CMP arterial monitoring intersections located approximately within 1 mile from the project site is:

- CMP ID #161 Santa Monica Boulevard and La Cienega Boulevard.

Based on the project trip generation, distribution and total number of project trips assigned along Santa Monica Boulevard from the project site, it is not expected that 50 or more new trips per hour would be added at CMP location #161, therefore no further analysis is needed.

The nearest CMP mainline freeway-monitoring locations to the project site are:

- CMP ID #1011 I-10, east of Overland Avenue
- CMP ID #1012 I-10, east of La Brea Avenue

Based on the project trip generation, distribution and traffic assignment, the proposed project is expected to add less than 150 new trips per hour to the freeway segments near the project site. Therefore, no further analysis of CMP freeway monitoring stations is required.

City of West Hollywood General Plan

The Mobility Element of the General Plan sets forth goals and policies to address congestion and lack of parking in the City. As described in this element, the City has high levels of traffic congestion. However, much of this traffic comes from non-City residents passing through the City on their way to outside areas. The City has several major east-west roadways (Santa Monica Boulevard, Sunset Boulevard, Beverly Boulevard, Fountain Avenue, and Melrose Avenue) that carry a large volume of traffic through the City to reach points to the east and west. The most severe traffic congestion problems occur during morning and evening commuting hours. The Mobility Element describes ways of addressing traffic and parking issues that are within the City's control.

A conventional way of addressing traffic congestion is to improve intersections through widening. However, these conventional methods, as explained in the Mobility Element, are often not feasible in the City as they could “negatively impact the character of the City's streets and sidewalks, which are one of the community's most important assets and serve as meeting

and gathering places,” and due to the built-out nature of the City. As such, the City has adopted a mobility strategy of creating a balanced and multi-modal transportation system. The Mobility Element sets forth strategies for many different components of the multi-modal transportation system, such as enhancements to the pedestrian and bicycle network, improvements to public transit, land use strategies to improve transit use, transportation demand management (TDM), and innovative parking solutions. Together, these strategies are intended to reduce traffic congestion by discouraging the use of single occupancy vehicles on city streets while creating a more efficient and healthy transportation system (City of West Hollywood 2011).

While many of the policies in the Mobility Element primarily involve City-wide actions or coordination on regional transportation solutions and collaboration with transit agencies, there are several policies that apply to new development in the City:

- **Policy M-1.3:** Consider requiring development projects to include transit amenities and transit incentive programs.
- **Policy M-3.9:** Require new commercial development to provide for the construction of pedestrian rights of way to allow convenient and unimpeded circulation to, through, and within the property being developed.
- **Policy M-3.10:** Require design measures as appropriate to accommodate access by pedestrians, bicycles, and transit within new development and to provide connections to adjacent development.
- **Policy M-4.2:** As feasible, ensure that new development of commercial and multi-family residential uses enhance the City’s bicycle network and facilities.
- **Policy M-5.8:** Allow for the collection of fees from developers to undertake the following infrastructure projects to support new development: sidewalk improvements, landscaping, bicycle infrastructure, traffic calming devices, traffic signals, and other improvements that promote/maintain the pedestrian-oriented character of the community (i.e., traffic calming devices and TDM programs).
- **Policy M-5.9:** Require new development to pay its share of transportation improvements necessitated by that development.
- **Policy M-8.3:** Encourage, promote, and allow shared and off-site parking arrangements in all commercial areas.
- **Policy M-8.7:** Encourage shared parking and seek to create a program to pool shared public and private parking spaces in key commercial districts to help create “park once” environments.
- **Policy M-8.8:** Consider requiring new commercial developments to place their parking spaces in shared parking pools.

- **Policy M-8.9:** Require all new development to provide adequate parking whether on-site, off-site, through shared parking or park-once strategies, or other methods.
- **Policy M-8.14:** Maintain demand-responsive pricing of all public on- and off-street parking in commercial corridors.
- **Policy M-8.15:** Require private parking operators in commercial areas to post information about parking prices, time restrictions, and availability in a consistent manner for all commercial parking.
- **Policy M-8.16:** Encourage building owners and/or managers of new multi-family and commercial buildings to make parking spaces available to qualified car-share operators, and to allow public access to the car-share vehicles.

2017 Pedestrian and Bicycle Mobility Plan

The West Hollywood Pedestrian and Bicycle Mobility Plan provides a vision and set of prioritized strategies and tools to enhance the City’s streets to be more comfortable, safe, and inviting to pedestrians and bicyclists of all ages and abilities. The Plan offers a balanced strategy for providing transportation alternatives (walking, bicycling, transit riding, driving, etc.) in the public realm, by using a “Complete Network Approach.” The goal of this plan is to enhance the City’s street network to be comfortable, safe, and inviting to pedestrians and bicycles of all ages and abilities (City of West Hollywood 2017).

City of West Hollywood Municipal Code (Parking)

The City of West Hollywood provides standards within the Municipal Code for parking requirements. Parking requirements are set forth based on land use type in Section 19.28.040. Based on these requirements, the proposed project would be required to have 130 spaces and 2 loading spaces. The proposed project would be required to have 16 bicycle parking spaces and five electric vehicle parking spaces.

3.8.4 Thresholds of Significance

The significance criteria used to evaluate the project impacts to traffic and circulation are based on Appendix G of the CEQA Guidelines. According to Appendix G of the 2019 CEQA Guidelines, a significant impact related to traffic and circulation would occur if the project would:

- TRANS-1** Conflict with an applicable plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?
- TRANS -2** Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

TRANS -3 Substantially increase hazards due to a geometric design feature (e.g., sharp curves, or dangerous intersections) or incompatible uses (e.g., farm equipment).

TRANS -4 Result in inadequate emergency access.

As part of the Initial Study (see Appendix A), it was determined that the proposed project would have a less than significant effect on air traffic patterns and would have a less than significant effect on emergency access. Accordingly, these issues and thresholds are not analyzed in the EIR. Per 2019 CEQA Guidelines, thresholds related to congestion management program and air traffic impacts have been removed. The threshold related to conflict with adopted policies, plans or programs regarding public transit, bicycles, or pedestrian facilities has been included in threshold TRANS-1. Further, since the City has not adopted VMT as a metric for transportation impact analysis, threshold TRANS-2 is provided only for informational purposes. Therefore, based on project’s Initial Study and 2019 CEQA Guidelines, analysis for thresholds TRANS-1, TRANS-2 and TRANS-3 is provided below.

City of West Hollywood Significant Impact Criteria

The City of West Hollywood has established specific thresholds for project related increases in the delay of signalized study intersections, made up by two commercial corridors, other signalized intersections and four-way stop-controlled intersections, and unsignalized intersections. Table 3.8-8 provides the increases in peak hour delay that are considered significant impacts.

**Table 3.8-8
City of West Hollywood Significant Impact Criteria**

City of West Hollywood Significant Impact Criteria		
Level of Service (without project)	Final Delay (without project)	Project Related Delay Increase
<i>Signalized Intersections made up by Two Commercial Corridors</i>		
D	35 – 55 seconds	12 seconds or greater
E and F	55 seconds or more	8 seconds or greater
<i>Other Signalized Intersections and 4-way Stop-Controlled Intersections</i>		
D	25 – 35 seconds	8 seconds or greater
E and F	35 seconds or more	5 seconds or greater
<i>Unsignalized Intersections (one- or two-way stops)</i>		
D, E, or F	25 seconds or more	5 seconds or greater

Note: Final delay is the delay at an intersection, considering impacts from the project, ambient and related project growth, and without proposed traffic impact mitigations.

Source: KOA Corporation 2019

City of Los Angeles Significant Impact Criteria

Table 3.8-9 provides the increases in peak hour V/C ratios that are considered significant impacts based on City of Los Angeles Department of Transportation guidelines.

**Table 3.8-9
City of Los Angeles Significant Impact Criteria**

Level of Service	Final V/C	Project Related V/C Increase
C	< 0.700–0.800	Equal to or greater than 0.040
D	< 0.800–0.900	Equal to or greater than 0.020
E and F	0.901 or more	Equal to or greater than 0.010

Note: Final V/C is the V/C ratio at an intersection, considering impacts from the project, ambient and related project growth, and without proposed traffic impact mitigations.

Source: KOA Corporation 2019

Determination of Traffic Impacts on Residential Streets

The City of West Hollywood has established specific thresholds for determining the significance of traffic impact on neighborhood streets based on a combination of the Cities of Los Angeles and Beverly Hills standards. The methodology and thresholds for average daily traffic (ADT) volumes for residential streets are as follows:

- Baseline (no project) ADT is less than 2,000 and the project will increase the ADT by 12%
- Baseline (no project) ADT is 2,001 or greater but less than or equal to 3,000 and the project will increase the ADT by 10%
- Baseline (no project) ADT is 3,001 or greater but less than or equal to 6,749 and the project will increase the ADT by 8%
- Baseline (no project) ADT is 6,750 or greater and the project will increase the ADT by 6.25%

For CMP facilities, a significant impact would occur if the proposed project increases traffic demand on a CMP facility by 2% of capacity ($V/C \geq 0.02$), causing LOS F ($V/C > 1.00$); if the facility is already at LOS F, a significant impact occurs when the proposed project increases traffic demand on a CMP facility by 2% of capacity ($V/C \geq 0.02$) (Metro 2010).

Vehicle Miles Traveled Significance Thresholds

A key provision of SB 743, passed in September 2013, is the elimination of vehicle delay and LOS as a CEQA significance criterion in urban areas. The basic reason for this change at the State level is the recognition that there can be conflicts between improvements that benefit automobiles versus those that benefit other modes of transportation in urban areas (e.g., widening streets to improve automobile LOS can often be to the detriment of pedestrians), that continued reliance on automobiles is at odds with State objectives to reduce greenhouse gas emissions (through reductions in vehicle miles of travel), and that mitigation for increased vehicle delay often involves measures which may increase auto use and discourage alternative forms of transportation. When employed in isolation, LOS can lead to ad hoc roadway expansions that deteriorate conditions on

the network as a whole, or discourage transportation improvements that improve street function overall, by providing better service for transit pedestrians or bicycles, but decreasing level of service for vehicles. Among the issues with vehicle LOS identified by the Governor’s Office of Planning and Research (OPR) are the following:

- LOS is biased against “last in” development;
- LOS scale of analysis is too small;
- LOS mitigation is problematic (e.g., physical constraints limit roadway capacity upgrades);
- LOS mischaracterizes transit, bicycle and pedestrian improvements as detrimental to transportation (i.e., improvements for pedestrians may result in degraded vehicle LOS);
- Use of LOS thresholds implies false precision; and,
- As a measurement of delay, LOS measures motorist convenience, but not a physical impact to the environment.

According to the legislative intent contained in SB 743, changes to the current practice of using LOS are necessary to, “More appropriately balance the needs of congestion management with statewide goals related to infill development, promotion of public health through active transportation, and reduction of greenhouse gas emissions.” Pursuant to SB743, the focus of transportation analysis changes from vehicle delay to vehicle miles traveled (VMT). OPR released two rounds of draft proposals for updating the CEQA Guidelines related to evaluating transportation impacts and, after further study and consideration of public comment, submitted a final set of revisions to the Natural Resources Agency in November 2017. This was followed by a rulemaking process that would implement the requirements of the legislation. The updates to the CEQA Guidelines required under SB 743 were approved on December 28, 2018. OPR’s regulatory text indicates that a public agency may immediately commence implementation of the new transportation impact guidelines, and that the guidelines must be implemented statewide by January 1, 2020.

Based on OPR’s review of the applicable research, and an assessment by the California Air Resources Board, OPR recommends that a per capita or per employee VMT that is 15% below that of the existing development may be a reasonable threshold.

The City of West Hollywood has not yet adopted local VMT criteria therefore this section is based on traffic impact study that provides a delay based level of service analysis for the proposed project.

3.8.5 Impact Analysis

Threshold TRANS-1. Would the project conflict with an applicable plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Project Traffic

Project Trip Generation

Traffic volumes that are expected to be generated by the project during the weekday AM, mid-day, and PM peak hours and daily periods were estimated based on trip rates defined in the Institute of Transportation Engineers Trip Generation (10th Edition). Vehicle trips generated by existing uses that are currently active were applied to the gross trip generation estimates as trip credits. The trip rates and the traffic generation forecast for the proposed project are provided in Table 3.8-10.

The project is estimated to gross 1,424 weekday daily trips, including 69 weekday AM peak-hour trips, 92 weekday mid-day peak-hour trips, and 113 weekday PM peak-hour trips. Taking into consideration existing uses that would be removed and internal trip capture credits, the project is estimated to generate a net total of 1,019 weekday daily trips including 52 weekday AM peak-hour trips, 71 weekday mid-day peak-hour trips and 67 weekday PM peak-hour trips.

Project Trip Distribution and Assignment

Project trip distribution was based on the general geographic distribution of population and employment from which the project trips would originate or terminate as well as development trends in the area, local and sub-regional traffic routes, and regional traffic flows. Figures 3.8-14A, 3.8-14B, 3.8-14C, and 3.8-14D illustrate the intersection trip distribution percentages by residential and commercial use, respectively, and in/out direction for the proposed project during the peak hour study periods.

The final product is the trip assignment process, which takes a full accounting of project trips by direction and turning movement at the study intersections. Figures 3.8-15, 3.8-16, and 3.8-17 illustrate the project trip assignment to the study intersections for the weekday AM, mid-day and PM peak hours, respectively. Figure 3.8-18 provides the project trip assignment on the study street segments.

**Table 3.8-10
Project Trip Generation Estimates**

Land Use	ITE Code	Intensity	Units	Daily Total	AM Peak Hour			Mid-Day Peak Hour			PM Peak Hour		
					Total	In	Out	Total	In	Out	Total	In	Out
<i>Trip Generation Rates</i>													
Quality Restaurant ¹	931	-	-	83.84	0.73	80%	20%	4.47	80%	20%	7.80	67%	33%
Museum	580	-	-	6.60	0.28	86%	14%	0.66	71%	29%	0.18	16%	84%
Hotel	310	-	-	8.36	0.47	59%	41%	0.61	58%	42%	0.60	51%	49%
Multifamily (Mid-Rise)	221	-	-	5.44	0.36	26%	74%	0.32	27%	73%	0.44	61%	39%
Gym	492	-	-	28.82	1.31	51%	49%	1.40	46%	54%	3.45	57%	43%
<i>Proposed Project Trip Generation Estimates</i>													
Quality Restaurant	931	3.756	ksf	315	3	2	1	17	14	3	29	19	10
Art Gallery	580	1.381	ksf	9	1	1	0	1	1	0	1	0	1
Hotel	310	86	rms	719	40	24	16	52	30	22	52	27	25
Multifamily (Mid-Rise)	221	70	units	381	25	7	18	22	6	16	31	19	12
<i>Proposed Project Subtotal</i>				1,424	69	34	35	92	51	41	113	65	48
<i>Internal Capture</i>													
Restaurant (25%)				-79	-1	-1	0	-5	-4	-1	-8	-5	-3
External Project Trips				1,345	68	33	35	87	47	40	105	60	45
<i>Former Use Trip Credit</i>													
Gym	492	10.000	ksf	-288	-13	-7	-6	-14	-6	-8	-35	-20	-15
Multifamily (Mid-Rise)	221	7	units	-38	-3	-1	-2	-2	-1	-1	-3	-2	-1
<i>Former Use Trip Credit</i>				-326	-16	-8	-8	-16	-7	-9	-38	-22	-16
Total				1,019	52	25	27	71	40	31	67	38	29

Trip generation rates based on ITE Trip Generation Manual, 10th Edition, Institute of Transportation Engineers, 2017, unless otherwise noted. Mid-day Peak rates from Peak Hour of Generator.

¹ Quality Restaurant AM In/Out ratio from AM Peak Hour of Generator.

Source: KOA Corporation 2019.

Project Traffic Impacts – Existing Plus Project

Traffic impacts created by the project are calculated by comparing Existing conditions to Existing Plus Project conditions. Table 3.8-11 provides a comparison of Existing and Existing Plus Project conditions under the weekday AM, mid-day, and PM peak hours, respectively. Figure 3.8-19, Figure 3.8-20, and Figure 3.8-21 provides the Existing Plus Project weekday AM, mid-day and PM peak hour traffic volumes

**Table 3.8-11
Existing Plus Project Peak Hour Impact Summary**

Study Intersections		Peak Hour	Existing		Existing Plus Project		Sig. Threshold	Change in V/C or Delay	Sig. Impact?
			V/C or Delay	LOS	V/C or Delay	LOS			
<i>City of West Hollywood</i>									
1	Fairfax Avenue & Fountain Avenue (A)	AM	28.8	C	29.0	C	-	0.2	No
		Noon	28.0	C	28.3	C	-	0.3	No
		PM	61.5	E	62.8	E	5.0	1.3	No
2	Orange Grove Avenue & Fountain Avenue (A)*	AM	18.7	C	19.3	C	-	0.6	No
		Noon	1.8	A	1.8	A	-	0.0	No
		PM	9.6	A	10.3	B	-	0.7	No
3	Ogden Drive and Fountain Avenue (A)*	AM	8.7	A	9.2	A	-	0.5	No
		Noon	2.2	A	2.2	A	-	0.0	No
		PM	130.4	F	130.4	F	5.0	0.0	No
4	Fairfax Avenue & Santa Monica Boulevard	AM	49.8	D	50.8	D	12.0	1.0	No
		Noon	36.9	D	37.2	D	12.0	0.3	No
		PM	59.6	E	62.4	E	8.0	2.8	No
5	Orange Grove Avenue & Santa Monica Boulevard*	AM	1.0	A	1.2	A	-	0.2	No
		Noon	0.5	A	0.7	A	-	0.2	No
		PM	0.7	A	0.9	A	-	0.2	No
6(a)	Ogden Drive and Santa Monica Boulevard (North Leg)*	AM	1.4	A	1.9	A	-	0.5	No
		Noon	1.2	A	1.6	A	-	0.4	No
		PM	3.7	A	3.8	A	-	0.1	No
6(b)	Ogden Drive and Santa Monica Boulevard (South Leg)*	AM	1.5	A	1.5	A	-	0.0	No
		Noon	0.7	A	0.7	A	-	0.0	No
		PM	1.9	A	1.9	A	-	0.0	No
7	Genesee Avenue & Santa Monica Boulevard	AM	8.9	A	9.0	A	-	0.1	No
		Noon	7.2	A	7.3	A	-	0.1	No
		PM	9.5	A	9.6	A	-	0.1	No
8	Fairfax Avenue & Romaine Street*	AM	35.3	E	36.9	E	5.0	1.6	No
		Noon	2.9	A	3.0	A	-	0.1	No
		PM	46.2	E	49.8	E	5.0	3.6	No

**Table 3.8-11
Existing Plus Project Peak Hour Impact Summary**

Study Intersections		Peak Hour	Existing		Existing Plus Project		Sig. Threshold	Change in V/C or Delay	Sig. Impact?
			V/C or Delay	LOS	V/C or Delay	LOS			
<i>City of Los Angeles</i>									
1	Fairfax Avenue & Fountain Avenue (A)	AM	0.644	B	0.645	B	-	0.001	No
		PM	0.840	D	0.847	D	0.020	0.007	No

Source: KOA Corporation 2019.

Notes:

Sig. – Significance/Significant

Bold = operates at poor LOS

* Unsignalized Intersection, (A) Shared Intersection

Under Existing plus Project conditions, the following intersections operate at poor LOS values of E or F during at least one of the peak hours:

- 1 Fairfax Avenue/Fountain Avenue (LOS E during PM peak hour): Project causes less than 5 seconds of change in delay or less than 0.02 V/C increase per applicable significance criteria.
- 3 Ogden Drive/ Fountain Avenue (LOS F during PM peak hour): Project causes less than 5 seconds of change in delay per applicable significance criteria.
- 4 Fairfax Avenue/ Santa Monica Boulevard (LOS E during PM peak hour): Project causes less than 8 seconds of change in delay per applicable significance criteria.
- 8 Fairfax Avenue/ Romaine Street (LOS E during AM and PM peak hour): Project causes less than 5 seconds of change in delay per applicable significance criteria.

As indicated in Table 3.8-11 and discussed above, based on the traffic forecasts, the level of service analysis, and significant impact thresholds set forth by the respective cities, the project would not create a significant traffic impact at any of the study intersections, thus mitigation measures are not recommended.

Figure 3.8-22 illustrates Existing Plus Project street segment traffic volumes, and Table 3.8-12 provides a comparison of the Existing and Existing Plus Project daily traffic for the study roadway segments. Traffic impacts created by the project are calculated by comparing the increase in percentage of project traffic against the existing traffic volumes. As indicated in Table 3.8-12, per City of West Hollywood’s applicable significance thresholds, the project would not create a significant traffic impact at any residential roadway segment; no mitigation measures are required.

**Table 3.8-12
Existing Plus Project Roadway Segment Impact Summary**

Segment		Existing ADT	Project Only	Existing w/ Project ADT	Sig. Threshold	Inc. (%)	Sig. Impact?
1	Orange Grove Avenue Between Fountain Avenue and Santa Monica Boulevard	2,022	157	2,179	10%	7.8%	No
2	Ogden Drive Between Fountain Avenue and Santa Monica Boulevard	1,976	14	1,990	12%	0.7%	No

Source: KOA Corporation 2019.

Note: Sig. – Significance/Significant.

Project Traffic Impacts – Future 2021 with Project

Traffic impacts created by the project are calculated by comparing “Future 2021 Without-Project” conditions to “Future 2021 With-Project” conditions. Figures 3.8-23, 3.8-24, and 3.8-25 illustrate the 2021 with project traffic volumes for the weekday AM, weekday mid-day, and weekday PM peak hour intersection traffic volumes, respectively.

Under Future 2021 with Project conditions, the following intersections operate at poor LOS values of E or F during at least one of the peak hours:

- 1 Fairfax Avenue/ Fountain Avenue (LOS E during PM peak hour): Project causes less than 5 seconds of change in delay or less than 0.02 V/C increase per applicable significance criteria.
- 2 Orange Grove Avenue/ Fountain Avenue (LOS F during AM peak hour and LOS E during PM peak hour): Project causes less than 5 seconds of change in delay per applicable significance criteria.
- 3 Ogden Drive/ Fountain Avenue (LOS F during PM peak hour): Project causes less than 5 seconds of change in delay per applicable significance criteria.
- 4 Fairfax Avenue/Santa Monica Boulevard (LOS F during AM, noon and PM peak hour): Project causes less than 8 seconds of change in delay per applicable significance criteria.
- 8 Fairfax Avenue/ Romaine Street (LOS F during AM and PM peak hour): Project causes less than 5 seconds of change in delay per applicable significance criteria.

As indicated in Table 3.8-13 and discussed above, based on the traffic forecasts, the level of service analysis, and significant impact thresholds set forth by the respective cities, the project would not create a significant traffic impact at any of the study intersections, thus mitigation measures are not recommended.

It should be noted that the intersection of Fairfax Avenue and Santa Monica Boulevard is located at the intersection of two commercial corridors. Per City of West Hollywood thresholds, for project related increases at signalized study intersections made up by two commercial corridors, results in LOS E or F and is an increase in delay of 8 seconds or greater. The Fairfax Avenue/Santa Monica Boulevard intersection operates at LOS F during all the peak hours, under both future and future plus project conditions and the increase in delay is less than 8 seconds during all the peak hours. Therefore, per City of West Hollywood’s threshold, the project would not have a significant impact at the Fairfax Avenue/Santa Monica Boulevard intersection.

**Table 3.8-13
Future 2021 Plus Project Peak Hour Impact Summary**

Study Intersections	Peak Hour	Future		Future plus Project		Sig. Threshold	Change in V/C or Delay	Sig Impact?	
		V/C or Delay	LOS	V/C or Delay	LOS				
<i>City of West Hollywood</i>									
1	Fairfax Avenue & Fountain Avenue (A)	AM	32.0	C	32.2	C	-	0.2	No
		Noon	31.8	C	32.4	C	-	0.6	No
		PM	75.6	E	77.0	E	5.0	1.4	No
2	Orange Grove Avenue & Fountain Avenue (A)*	AM	51.3	F	54.9	F	5.0	3.6	No
		Noon	3.0	A	3.2	A	-	0.2	No
		PM**	46.3	E	46.5	E	5.0	0.2	No
3	Ogden Drive and Fountain Avenue (A)*	AM	9.3	A	12.3	B	-	3.0	No
		Noon	2.9	A	2.9	A	-	0.0	No
		PM**	415.1	F	415.1	F	5.0	0.0	No
4	Fairfax Avenue & Santa Monica Boulevard	AM	92.8	F	95.4	F	8.0	2.6	No
		Noon	147.2	F	150.9	F	8.0	3.7	No
		PM	167.7	F	173.2	F	8.0	5.5	No
5	Orange Grove Avenue & Santa Monica Boulevard*	AM	1.1	A	1.4	A	-	0.3	No
		Noon	0.6	A	0.8	A	-	0.2	No
		PM	0.8	A	1.0	A	-	0.2	No
6(a)	Ogden Drive and Santa Monica Boulevard (North Leg)*	AM	2.8	A	5.8	A	-	3.0	No
		Noon	3.6	A	8.2	A	-	4.6	No
		PM	3.5	A	6.6	A	-	3.1	No
6(b)	Ogden Drive and Santa Monica Boulevard (South Leg)*	AM	3.6	A	3.7	A	-	0.1	No
		Noon	0.8	A	0.8	A	-	0.0	No
		PM	5.5	A	5.6	A	-	0.1	No

**Table 3.8-13
Future 2021 Plus Project Peak Hour Impact Summary**

Study Intersections	Peak Hour	Future		Future plus Project		Sig. Threshold	Change in V/C or Delay	Sig Impact?	
		V/C or Delay	LOS	V/C or Delay	LOS				
7 Genesee Avenue & Santa Monica Boulevard	AM	11.3	B	11.4	B	-	0.1	No	
	Noon	20.7	C	21.5	C	-	0.8	No	
	PM	21.9	C	22.5	C	-	0.6	No	
8 Fairfax Avenue & Romaine Street*	AM	68.1	F	72.8	F	5.0	4.7	No	
	Noon	11.0	B	11.9	B	-	0.9	No	
	PM	128.5	F	133.4	F	5.0	4.9	No	
<i>City of Los Angeles</i>									
1 Fairfax Avenue & Fountain Avenue (A)	AM	0.690	B	0.691	B	-	0.001	No	
	PM	0.907	E	0.914	E	0.010	0.007	No	

Notes: LOS = Level of Service, V/C = volume-to-capacity Ratio.

Sig. – Significance/Significant

Bold = operates at poor LOS.

* Unsignalized Intersections

** Due to methodology limitations under Future PM peak hour conditions, east-west volumes were adjusted in order to yield delays and corresponding level-of-service results

(A) Shared Intersection

Source: KOA Corporation 2019.

Table 3.8-14 provides a comparison of the future without-project and future with-project daily traffic for the study roadway segments. Figure 3.8-26 illustrates the ADT volumes along the study street segments under future conditions with the addition of the proposed project. Traffic impacts created by the project are calculated by comparing the increase in percentage of project traffic against the future base traffic volumes with the threshold mentioned above. As indicated in Table 3.8-14, the project would not create a significant traffic impact at any residential roadway segment; no mitigation measures are required.

**Table 3.8-14
Future Plus Project Roadway Segment Impact Summary**

Segment	Existing ADT	Future w/o Project ADT	Project Only	Future w/ Project ADT	Sig. Threshold	Inc. (%)	Sig. Impact?
1 Orange Grove Avenue Between Fountain Avenue and Santa Monica Boulevard	2,022	2,146	157	2,303	10%	7.3%	No
2 Ogden Drive Between Fountain Avenue and Santa Monica Boulevard	1,976	2,098	14	2,112	10%	0.7%	No

Source: KOA Corporation 2019.

Note: Sig. – Significance/Significant.

Construction Traffic Impact

Potential traffic impacts that could be created by project construction trips, generated by both haul/delivery trucks and construction employee vehicle trips, during the peak period of construction were analyzed using both existing and future baseline conditions.

The following assumptions were applied to the project construction period trip generation analysis. This information was provided by the City and project applicant:

- Construction workers would total 40 persons
- Passenger vehicles traveling to and from the site on a daily basis would be 40
- 48 trucks per day are anticipated during peak construction

Table 3.8-15 provides the trip generation calculations that served as input to the impact analysis within this report section. Truck trips were multiplied by a passenger car equivalent factor of 2.5, consistent with truck studies in the region.

During the peak of project construction activities, employee and truck trips would total 320 trips on a daily basis, with 60 of those trips occurring during both the AM peak hour and the PM peak hour, and 30 occurring during the mid-day peak hour.

Truck trips were distributed to the U.S. Highway 101 and I-10 freeways along major arterial roadways connecting to the project site. Employee trips were distributed mainly to the north (towards U.S. Highway 101), south, and east.

The analysis of construction impacts with existing baseline conditions is provided in Table 3.8-16. The analysis of construction impacts with future baseline (Year 2021) conditions is provided in Table 3.8-17.

As indicated in Table 3.8-16 and Table 3.8-17, based on the traffic forecasts, the level of service analysis, and significant impact thresholds set forth by the respective cities, the project would not create a significant traffic impact at any of the study intersections, under either scenario.

No construction-related traffic is expected to enter residential roadway segments.

**Table 3.8-15
Construction Trip Generation Total**

Trip Generation	Average Daily Trips			AM Peak Hour						Mid-day Peak Hour						PM Peak Hour						
				Truck Trips*		Emp. Trips		Total Trips		Truck Trips*		Emp. Trips		Total Trips		Truck Trips*		Emp. Trips		Total Trips		
	Trucks*	Emp	Total	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Field Personnel	0	80	80	0	0	30	0	30	0	0	0	0	0	0	0	0	0	0	30	0	30	
Construction Truck	240	0	240	15	15	0	0	15	15	15	15	0	0	15	15	15	15	0	0	15	15	
Total Trips	240	80	320	15	15	30	0	45	15	15	15	15	0	0	15	15	15	15	0	30	15	45

Source: KOA Corporation 2019.

Table 3.8-16
Construction Impacts - Existing Plus Project

Study Intersections	Peak Hour	Existing (2016) Conditions		Existing (2016) with Construction		Sig. Threshold	Change in V/C or Delay	Sig Impact?	
		V/C or Delay	LOS	V/C or Delay	LOS				
<i>City of West Hollywood</i>									
1	Fairfax Avenue & Fountain Avenue (A)	AM	28.8	C	29.0	C	-	0.2	No
		Noon	28.0	C	28.0	C	-	0.0	No
		PM	61.5	E	61.5	E	5.0	0.0	No
2	Orange Grove Avenue & Fountain Avenue (A)*	AM	18.7	C	19.0	C	-	0.3	No
		Noon	1.8	A	1.8	A	-	0.0	No
		PM	9.6	A	9.6	A	-	0.0	No
3	Ogden Drive and Fountain Avenue (A)*	AM	8.7	A	9.1	A	-	0.4	No
		Noon	2.2	A	2.2	A	-	0.0	No
		PM	130.4	F	133.9	F	5.0	3.5	No
4	Fairfax Avenue & Santa Monica Boulevard	AM	49.8	E	50.3	F	8.0	0.5	No
		Noon	36.9	E	36.9	E	8.0	0.0	No
		PM	59.6	F	60.9	F	8.0	1.3	No
5	Orange Grove Avenue & Santa Monica Boulevard*	AM	1.0	A	1.0	A	-	0.0	No
		Noon	0.5	A	0.5	A	-	0.0	No
		PM	0.7	A	0.8	A	-	0.1	No
6(a)	Ogden Drive and Santa Monica Boulevard (North Leg)*	AM	1.4	A	1.5	A	-	0.1	No
		Noon	1.2	A	1.2	A	-	0.0	No
		PM	3.7	A	3.7	A	-	0.0	No
6(b)	Ogden Drive and Santa Monica Boulevard (South Leg)*	AM	1.5	A	1.5	A	-	0.0	No
		Noon	0.7	A	0.7	A	-	0.0	No
		PM	1.9	A	1.9	A	-	0.0	No
7	Genesee Avenue & Santa Monica Boulevard	AM	8.9	A	8.9	A	-	0.0	No
		Noon	7.2	A	7.2	A	-	0.0	No
		PM	9.5	A	9.7	A	-	0.2	No
8	Fairfax Avenue & Romaine Street*	AM	35.3	E	35.3	E	5.0	0.0	No
		Noon	2.9	A	2.9	A	-	0.0	No
		PM	46.2	E	48.6	E	5.0	2.4	No
<i>City of Los Angeles</i>									
1	Fairfax Avenue & Fountain Avenue (A)	AM	0.644	B	0.644	B	-	0.000	No
		PM	0.840	D	0.841	D	0.020	0.001	No

Notes: LOS = Level of Service, V/C = volume-to-capacity Ratio

Sig. – Significance/Significant

Bold = operates at poor LOS.

* Unsignalized Intersections (A) Shared Intersection

Source: KOA Corporation 2019

Table 3.8-17
Construction Impacts - Future With Project

Study Intersections	Peak Hour	Future (2020) No Project		Future (2020) With Project Construction		Sig. Threshold	Change in V/C or Delay	Sig Impact?	
		V/C or Delay	LOS	V/C or Delay	LOS				
<i>City of West Hollywood</i>									
1	Fairfax Avenue & Fountain Avenue (A)	AM	31.5	C	31.5	C	-	0.0	No
		Noon	31.3	C	31.3	C	-	0.0	No
		PM	73.5	E	73.5	E	5.0	0.0	No
2	Orange Grove Avenue & Fountain Avenue (A)*	AM	47.1	E	47.1	E	5.0	0.0	No
		Noon	3.0	A	3.0	A	-	0.0	No
		PM**	47.7	E	47.7	E	-	0.0	No
3	Ogden Drive and Fountain Avenue (A)*	AM	6.8	A	7.8	A	-	1.0	No
		Noon	2.6	A	2.6	A	-	0.0	No
		PM**	411.6	F	411.6	F	-	0.0	No
4	Fairfax Avenue & Santa Monica Boulevard	AM	90.5	F	91.5	F	8.0	1.0	No
		Noon	144.6	F	145.4	F	8.0	0.8	No
		PM	164.8	F	167.3	F	8.0	2.5	No
5	Orange Grove Avenue & Santa Monica Boulevard*	AM	1.1	A	1.1	A	-	0.0	No
		Noon	0.6	A	0.6	A	-	0.0	No
		PM	0.8	A	0.8	A	-	0.0	No
6(a)	Ogden Drive and Santa Monica Boulevard (North Leg)*	AM	2.8	A	3.0	A	-	0.2	No
		Noon	3.1	A	3.6	A	-	0.5	No
		PM	3.5	A	11.3	B	-	7.8	No
6(b)	Ogden Drive and Santa Monica Boulevard (South Leg)*	AM	3.6	A	3.6	A	-	0.0	No
		Noon	0.8	A	0.8	A	-	0.0	No
		PM	5.4	A	5.4	A	-	0.0	No
7	Genesee Avenue & Santa Monica Boulevard	AM	11.8	B	12.0	B	-	0.2	No
		Noon	22.2	C	22.6	C	-	0.4	No
		PM	20.4	C	20.4	C	-	0.0	No
8	Fairfax Avenue & Romaine Street*	AM	68.8	F	68.8	F	5.0	0.0	No
		Noon	10.3	B	10.3	B	-	0.0	No
		PM	119.5	F	119.5	F	5.0	0.0	No
<i>City of Los Angeles</i>									
1	Fairfax Avenue & Fountain Avenue (A)	AM	0.682	B	0.682	B	-	0.000	No
		PM	0.897	D	0.897	D	0.020	0.000	No

Notes: LOS = Level of Service, V/C = volume-to-capacity Ratio

Sig. – Significance/Significant

Bold = operates at poor LOS.

* Unsignalized Intersections

** Due to methodology limitations under Future PM peak hour conditions, east-west volumes were adjusted in order to yield delays and corresponding level-of-service results

(A) Shared Intersection

Source: KOA Corporation 2019.

Parking

The proposed project would be required by Section 19.28.040 of the Zoning Code of the City of West Hollywood to have 130 parking spaces, as calculated based on the land uses proposed for the project site. (See Parking Code Requirements and the associated calculations for required parking spaces in the traffic study provided in Appendix F). The proposed project would provide 175 parking spaces, resulting in a surplus of 45 spaces. The proposed project would also provide 2 loading spaces, which is in compliance with City parking code. The proposed project would include 16 bicycle parking spaces and five electric vehicle parking spaces.

Summary of Impacts to Roadways

Construction activities associated with the proposed project would result in a less than significant impact to study area intersections. Specifically, construction-related vehicle traffic would not conflict with measures of effectiveness for the vehicular circulation system in the City of West Hollywood or the City of Los Angeles under of construction impacts with future baseline (Year 2021) conditions. Construction impacts would be **less than significant**.

Operation of the proposed project would not result in any potentially significant impacts to intersections and residential street segments, as determined using City of West Hollywood or the City of Los Angeles significance thresholds for impacts. As such, impacts would be **less than significant**.

Summary of Impacts to Transit, Bicycles and Pedestrians

The City's mobility strategy per the West Hollywood General Plan 2035 Mobility Element is to create a balanced and multi-modal transportation system and make public transit the dominant form of travel for longer distances within and through West Hollywood. The project site is located in an area served by public transit. As shown in Table 3.8-4, Metro operates four bus lines and the City of West Hollywood operates citywide bus service near the project site. The proposed project would add vehicle trips to existing roads, some of which contain existing transit routes. However, impacts to all road segments and intersections analyzed in the study area would be less than significant and no mitigation is required. Further, for the purposes of transit system operations, the addition of trips associated with the proposed project would not lead to an appreciable decrease in the effectiveness of the transit system relative to existing conditions.

As mentioned in Section 3.8.3, the 2017 Bicycle and Mobility Plan provides a vision and set of prioritized strategies and tools to enhance the City's streets to be more comfortable, safe, and inviting to pedestrians and bicyclists. Currently, a signed bike route exists along Santa Monica Boulevard along project frontage and a bike route along Fountain in the vicinity of the site. The proposed project would not interfere with any of the City's goals for enhancing the bicycle network or promoting use

of bicycles. The proposed project would provide bicycle parking on site pursuant to the City's Municipal Code requirements. The nearby unsignalized intersections of Santa Monica Boulevard/Orange Grove Avenue and Santa Monica Boulevard/Ogden Drive both have striped crosswalks that provide for safe pedestrian movements across the intersections. The signalized intersection of Santa Monica Boulevard/Fairfax Avenue also provides crosswalks and pedestrian-phasing that allows for safe pedestrian movements. The project will also not be adding any additional curb-cuts or driveways along Santa Monica Boulevard. Overall, the existing sidewalk network, traffic signals at major intersections, and the pedestrian-oriented nature of the project provide a safe local pedestrian travel network. As such, the proposed project would not substantially exacerbate existing pedestrian safety issues. The existing sidewalk network, traffic signals at major intersections, and the pedestrian-oriented nature of the project were determined to provide a safe local pedestrian travel network.

For the reasons described above, the proposed project would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities. Impacts would be **less than significant**.

Threshold TRANS-2. Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

CEQA Guidelines Section 15064.3, subdivision (b), focuses on newly adopted criteria (vehicle miles traveled) for determining the significance of transportation impacts. It is further divided into four subdivisions: (1) land use projects, (2) transportation projects, (3) qualitative analysis, and (4) methodology.

Section 15064.3, subdivision (b)(1) for land use projects would apply to the proposed project, and states that “generally, projects within one-half mile of an existing major transit stop or an existing stop along a high quality transit corridor should be presumed to have a less-than-significant impact on VMT.”

Per the Technical Advisory, this presumption would not apply, however, if project-specific or location-specific information indicates that the project will still generate significant levels of VMT. For example, the presumption might not be appropriate if the project:

- Has a floor area ratio less than 0.75
- Includes more parking for use by residents, customers, or employees of the project than required by the jurisdiction (if the jurisdiction requires the project to supply parking)
- Is inconsistent with the applicable Sustainable Communities Strategy (as determined by the lead agency, with input from the Metropolitan Planning Organization)

As discussed in Section 2.4.3 (Land Use Designations) the project is within one-tenth of one mile of a major transit stop and would be developed with FAR greater than 0.75. Further, per Section 3.2.5 (Threshold AQ-1), vehicle trip generation and planned development for the project site are concluded to have been anticipated in the SCAG 2016 RTP/SCS growth projections for the project site. The project is an infill, mixed-use development located within the Transit Overlay Zone and the Mixed-Use Incentive Overlay Zone. The nature of the project's land use mix and site location would reduce VMT by being in proximity to complimentary land uses and employment centers, which could encourage use of alternative transportation methods such as transit, walking, or biking, or would result in shorter vehicle trips. Therefore, the project can be presumed to not conflict with CEQA Guidelines Section 15064.3 and would have a less than significant impact.

For informational purposes, VMT was calculated for this project using the methodology adopted by the California Emission Estimator Model (CalEEMod). CalEEMod was released by California Air Pollution Control Officers Association (CAPCOA) in 2011 and was most recently updated in 2013. The model is one of the VMT calculating tools recommended by the Office of Planning and Research in their Updating Transportation Impact Analysis in the CEQA Guidelines publication. The CalEEMod method utilized the ITE trip generation rates with average trip length by trip type from the 1999 Caltrans Statewide Travel Survey. For this project, the ITE trip generation rates and the average trip length in Los Angeles County were applied. There is currently no immediately available and more accurate average trip length source by trip type for the project's specific location in the more recent household survey or the regional models in Southern California. Therefore, the 1999 survey average trip length was still applied for the project.

For details of the CalEEMod VMT estimation method, please refer to Appendix A of the traffic study - Calculation Details for CalEEMod, of the CalEEMod v.2013.2 documentation. Based on the analysis provided in the traffic study (Table 19), the project's anticipated annual VMT would be 3,266,577, which translates to VMT of 8,950 per day.

The City of West Hollywood has not yet adopted local VMT criteria therefore this section is based on traffic impact study that provides a delay based level of service analysis for the proposed project. Therefore, the project would not conflict or be inconsistent with CEQA Guidelines Section 15064.3(b).

Threshold TRANS-3. Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves, or dangerous intersections) or incompatible uses (e.g., farm equipment)?

As mentioned previously, three driveways would provide access to the site: one full-movement driveway on Orange Grove Avenue (with restricted outbound right-turns), one full-movement, residential-only driveway on Ogden Drive (with restricted outbound left-turns), and ingress-only driveway on Santa Monica Boulevard. Northbound/Outbound movements would be restricted at

both Orange Grove and Ogden driveways – vehicles exiting the site would be required to travel southbound. This outbound movement restriction of project traffic along Orange Grove Avenue driveway and Ogden Drive driveway have been included as **PDF-TRANS-1** and **PDF-TRANS-2**.

The Orange Grove Avenue driveway would be located approximately 250 feet north from the intersection of Santa Monica Boulevard and Orange Grove Avenue. The driveway would be located on the western side of the project site. The roadway would continue to provide one traffic lane in each direction with on-street parking on both sides.

The Ogden Drive driveway would be located approximately 330 feet north from the intersection of Santa Monica Boulevard and Ogden Drive. The driveway would be located on the eastern side of the project site. The roadway would continue to provide one lane of traffic in each direction with on-street parking on both sides.

The Santa Monica Boulevard, ingress-only driveway would be located in the approximate center of the site, equidistant from both Orange Grove Avenue and Ogden Drive. The driveway would be located on the southern side of the project site, and no new striped left-turn pocket is proposed on Santa Monica Boulevard Drive for vehicles entering the project site; the travel lanes would remain in their pre-project configuration. The roadway would continue to provide two lanes of traffic in each direction with on-street parking on both sides.

The three driveways would be designed per City standards and the project would not add incompatible uses to the project area. The project's impact due to a design feature or incompatible use would be **less than significant**.

An analysis of vehicle queuing was conducted to measure roadway hazards that could occur due to vehicle delay and queuing at the proposed ingress/egress from the project site. The quantitative results of this study are shown in Appendix F and are summarized below.

Vehicle Delays and Queuing

Based on the vehicle delay and queuing analysis shown in the traffic study, all the driveways are expected to operate well and with minimal delays under Existing Plus Project conditions. Under future with project conditions, the vehicle delay for each movement would be similar for the Orange Grove and Ogden Driveways. However, left-turning vehicles at the Santa Monica Boulevard driveway would experience an increase in delay given traffic on Santa Monica Boulevard (due to ambient growth and area projects). However, the level of service for the Santa Monica Boulevard left-turn movement would be LOS C at the worst.

On-street and driveway vehicle queuing was also analyzed. As shown in Table 3.8-18, the vehicle queues due to project trips at all approaches are expected to be under one vehicle during

the peak hours. The project-related queues are not expected to cause any severe vehicle back-ups on either street or project driveways. As such, no major queuing issues are anticipated due to project traffic.

Table 3.8-18
Project Related Vehicle Delays and Queuing at Driveways

Driveway	Left Turn Movement	Delay (sec.) LOS		Queuing (Vehicles)	
		Existing + Project	Future With Project	Existing + Project	Future With Project
<i>AM Peak Hour</i>					
Orange Grove Avenue	Outbound (WB) LT	9.8 / A	9.9 / A	< 1	< 1
	Inbound (SB) LT	7.4 / A	7.4 / A	0	0
Ogden Drive	Inbound (NB) LT	7.5 / A	7.5 / A	0	0
Santa Monica Boulevard	Inbound (EB) LT	12.4 / B	15.5 / C	0	< 1
<i>Mid-day Peak Hour</i>					
Orange Grove Avenue	Outbound (WB) LT	9.4 / A	9.5 / A	< 1	< 1
	Inbound (SB) LT	7.4 / A	7.4 / A	0	0
Ogden Drive	Inbound (NB) LT	7.3 / A	7.3 / A	0	0
Santa Monica Boulevard	Inbound (EB) LT	11.1 / B	18.2 / C	< 1	< 1
<i>PM Peak Hour</i>					
Orange Grove Avenue	Outbound (WB) LT	9.8 / A	9.8 / A	< 1	< 1
	Inbound (SB) LT	7.4 / A	7.4 / A	0	0
Ogden Drive	Inbound (NB) LT	7.3 / A	7.4 / A	0	0
Santa Monica Boulevard	Inbound (EB) LT	11.2 / B	15.6 / C	< 1	< 1

Note: Delay and Vehicle Queue values are for each movement, not for the intersection as a whole. Proposed Project will restrict northbound/outbound movements from both Ogden Drive and Orange Grove Driveways.

Source: KOA Corporation 2019

The contribution of the project to roadway hazards associated with delay and queuing at the project driveways would therefore be **less than significant**.

3.8.6 Mitigation Measures and Project Design Features

The project would not result in a significant impact with regards to transportation; no mitigation is required. The following project design feature is proposed to reduce project traffic along Fountain Avenue.

PDF-TRANS-1 The proposed project will implement restriction of northbound/outbound right-turn movement of project traffic along Orange Grove Avenue driveway such that vehicles exiting the site will be required to travel southbound during the AM and PM peak hours. This feature can be implemented by using a sign at the project driveway and would help reduce project traffic at the unsignalized

intersections along Fountain Avenue and thereby not cause significant delay to some of the poorly operating movements.

PDF-TRANS-2 The proposed project will implement restriction of northbound/outbound left-turn movement of project traffic along Ogden Drive driveway such that vehicles exiting the site will be required to travel southbound during the PM peak hour. This feature can be implemented by using a sign at the project driveway and would help reduce project traffic at the unsignalized intersections along Fountain Avenue and thereby not cause significant delay to some of the poorly operating movements.

3.8.7 Level of Significance After Mitigation

Impacts to transportation would be less than significant, and no mitigation is required.

3.8.8 References Cited

KOA Corporation. 2019. *Traffic Impact Study for 7811 Santa Monica Boulevard – Orange Grove Mixed Use Project West Hollywood, CA*. November 10, 2017.

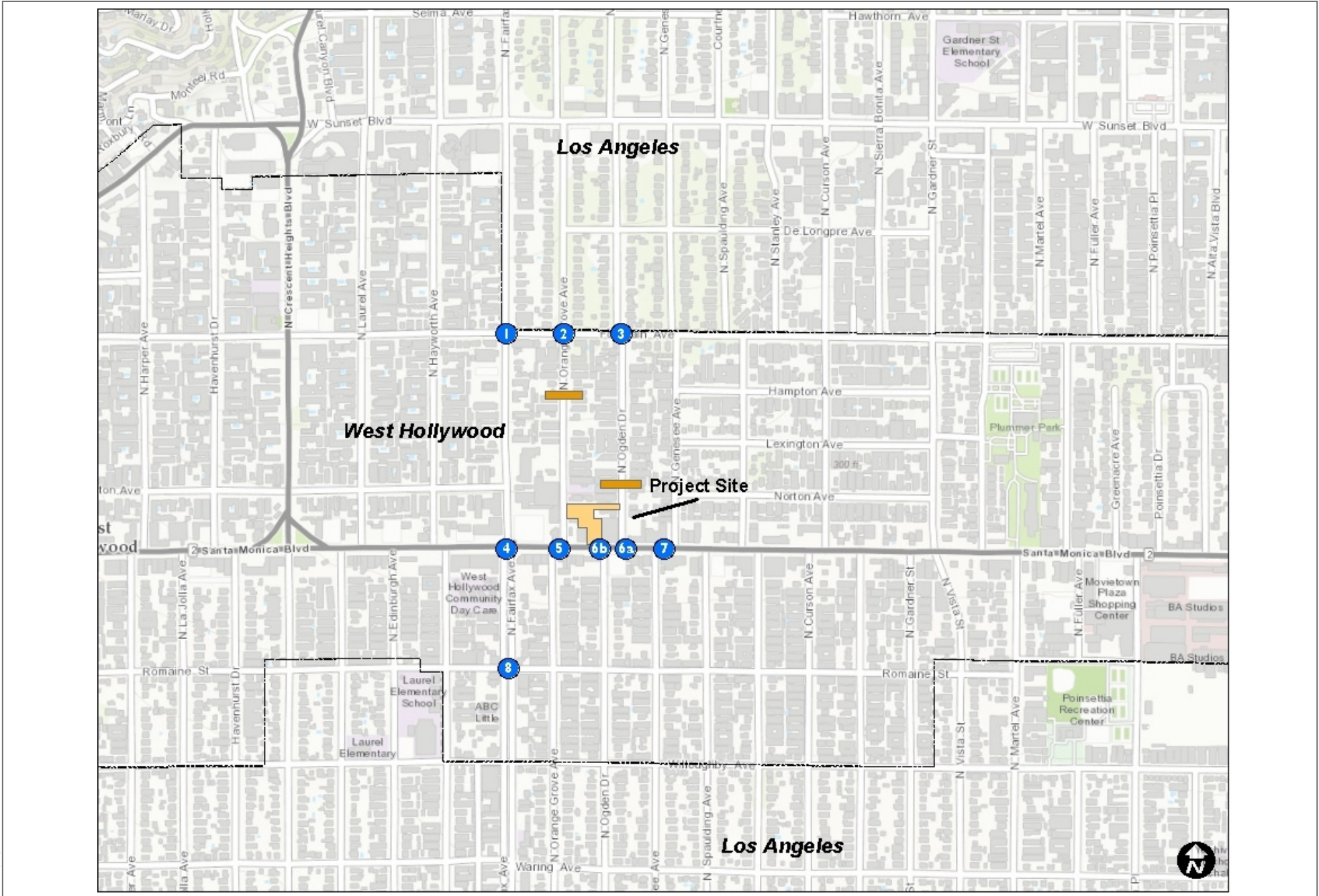
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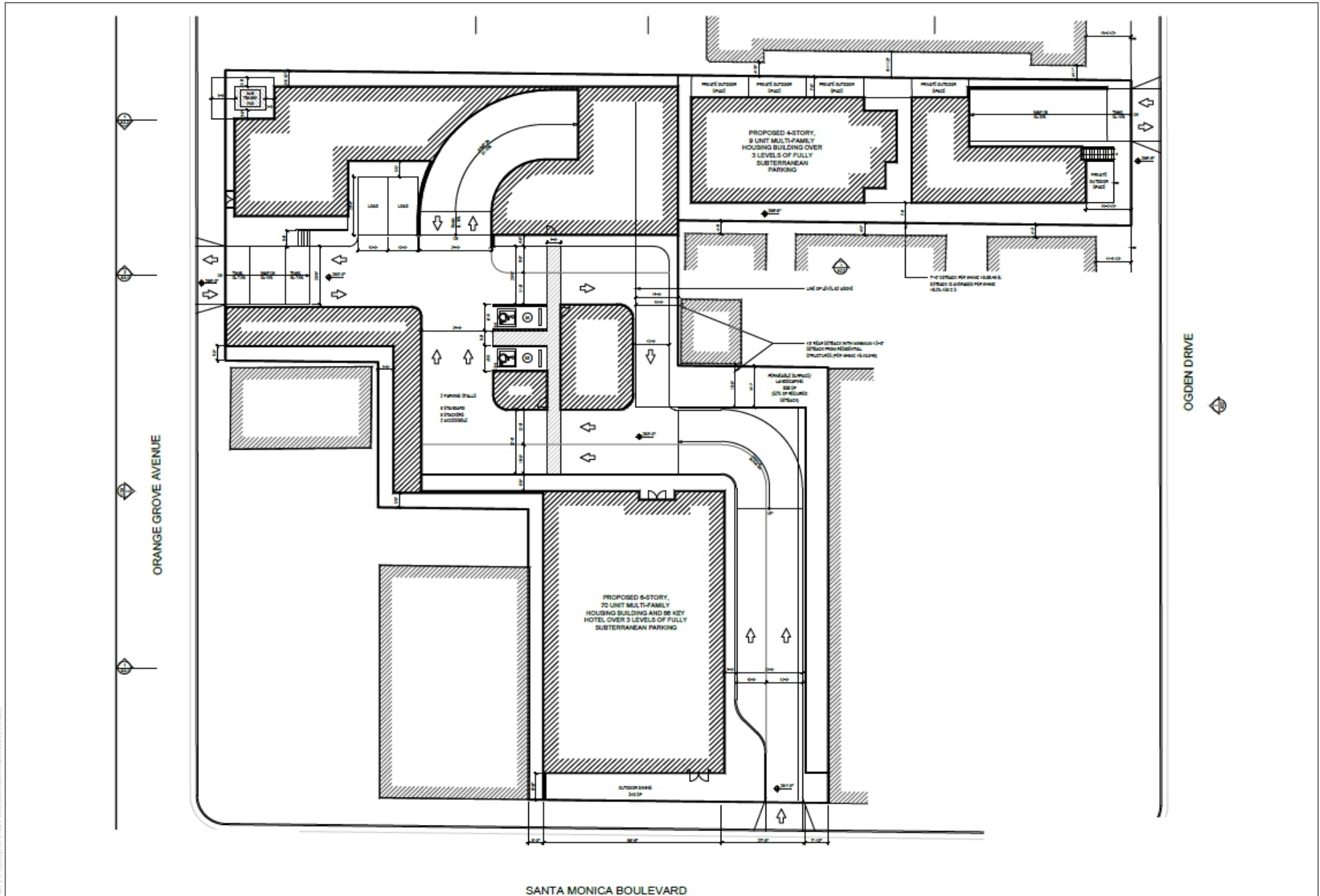
SOURCE: KOA, 2019

FIGURE 3.8-1

Study Area

The Bond Project

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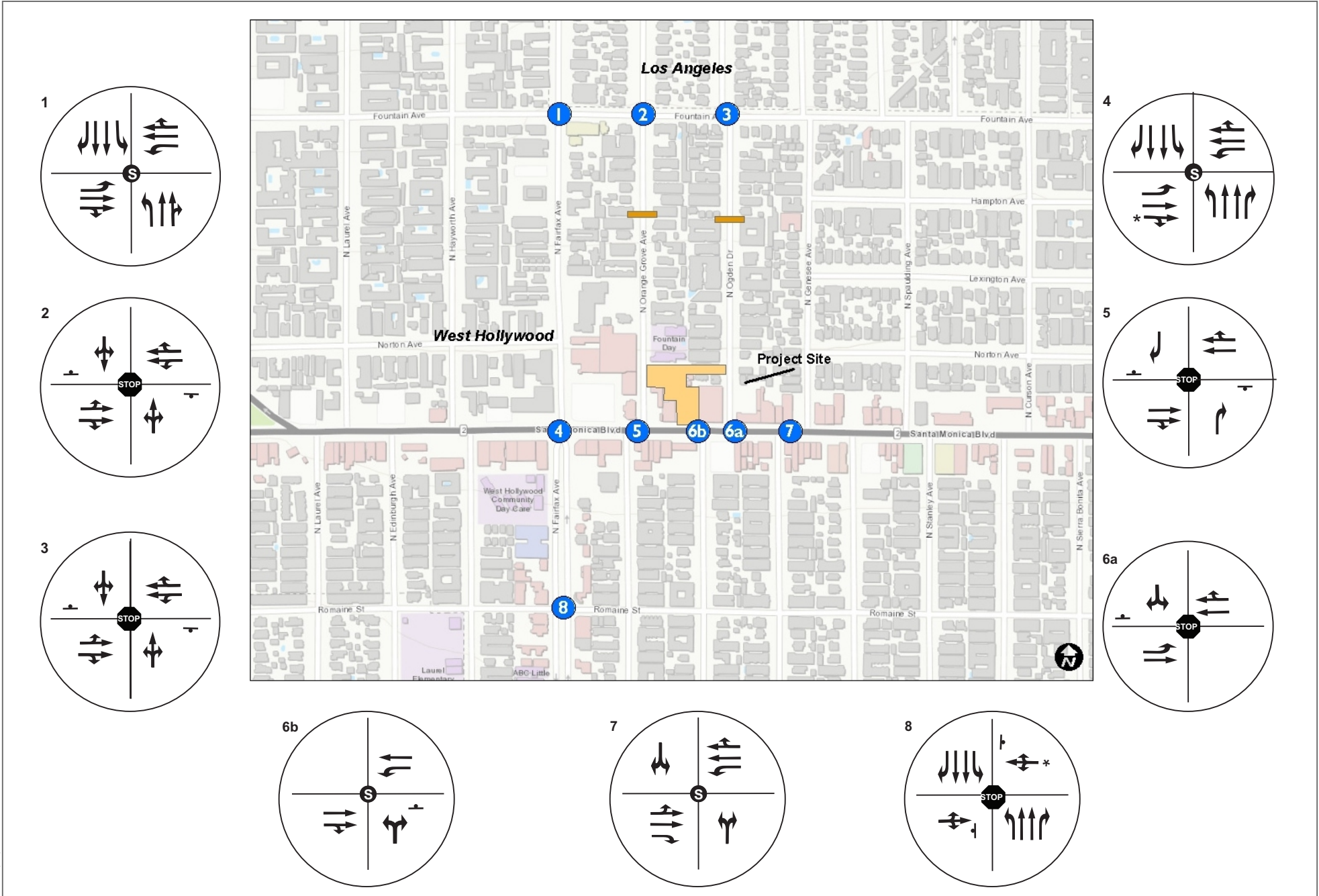


SOURCE: KOA, 2019



FIGURE 3.8.2
 Preliminary Site Plan
 The Bond Project

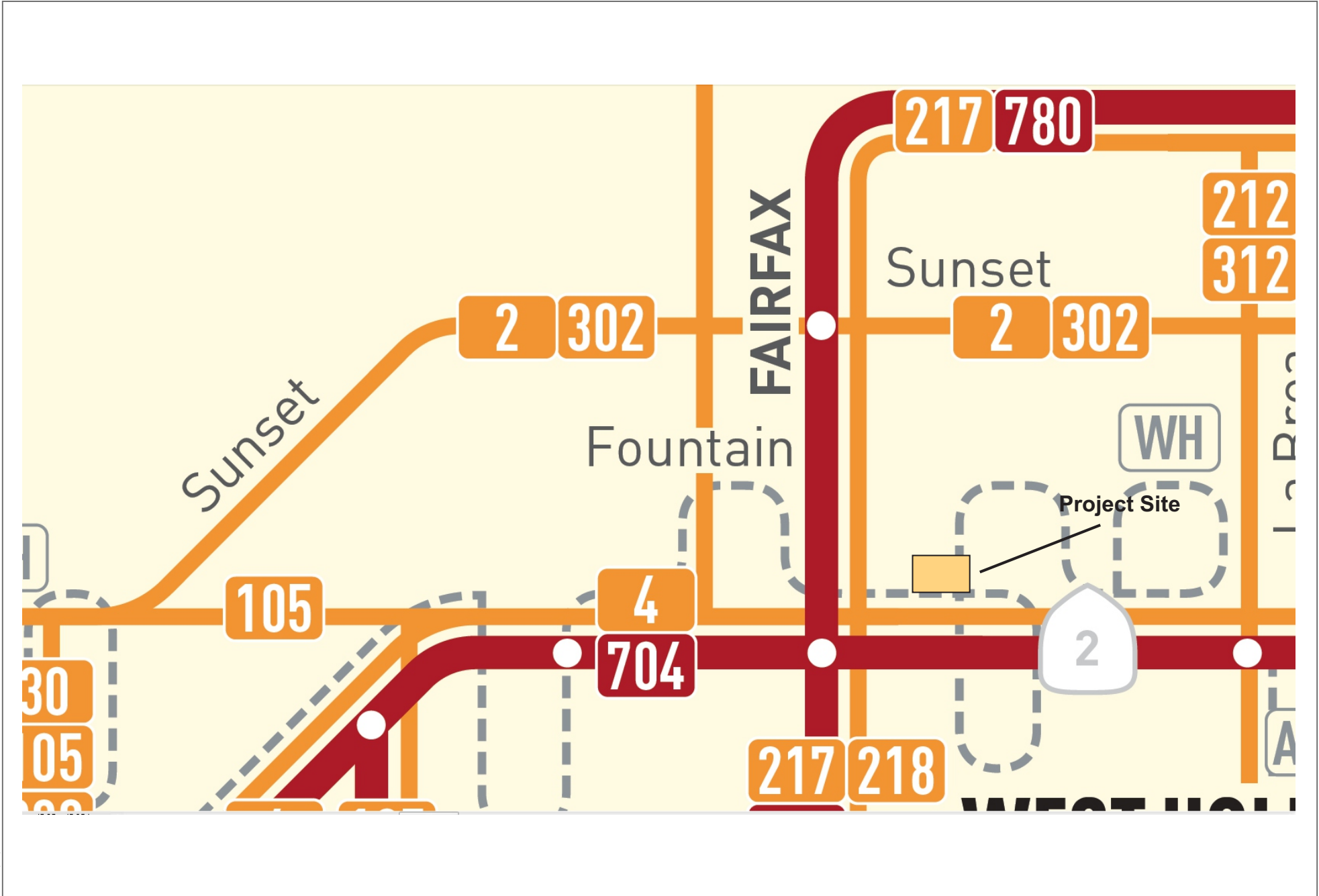
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SOURCE: KOA, 2019

FIGURE 3.8-3
Existing Intersection Geometry
The Bond Project

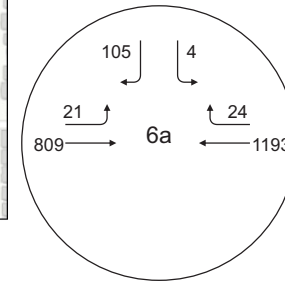
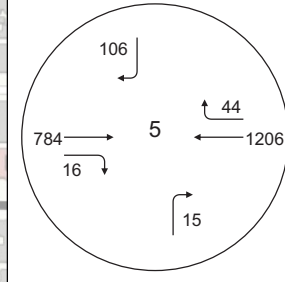
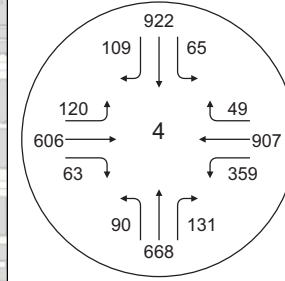
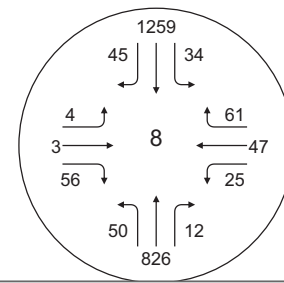
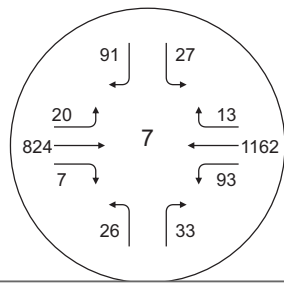
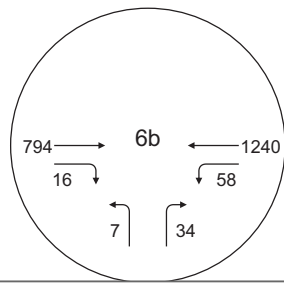
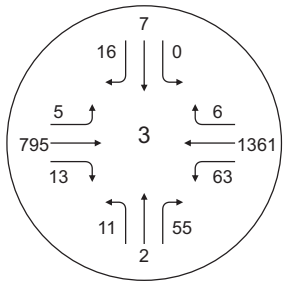
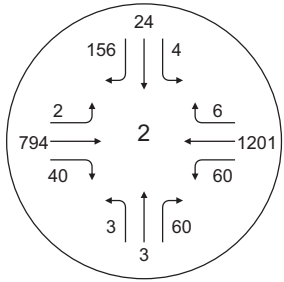
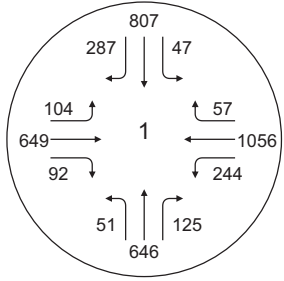
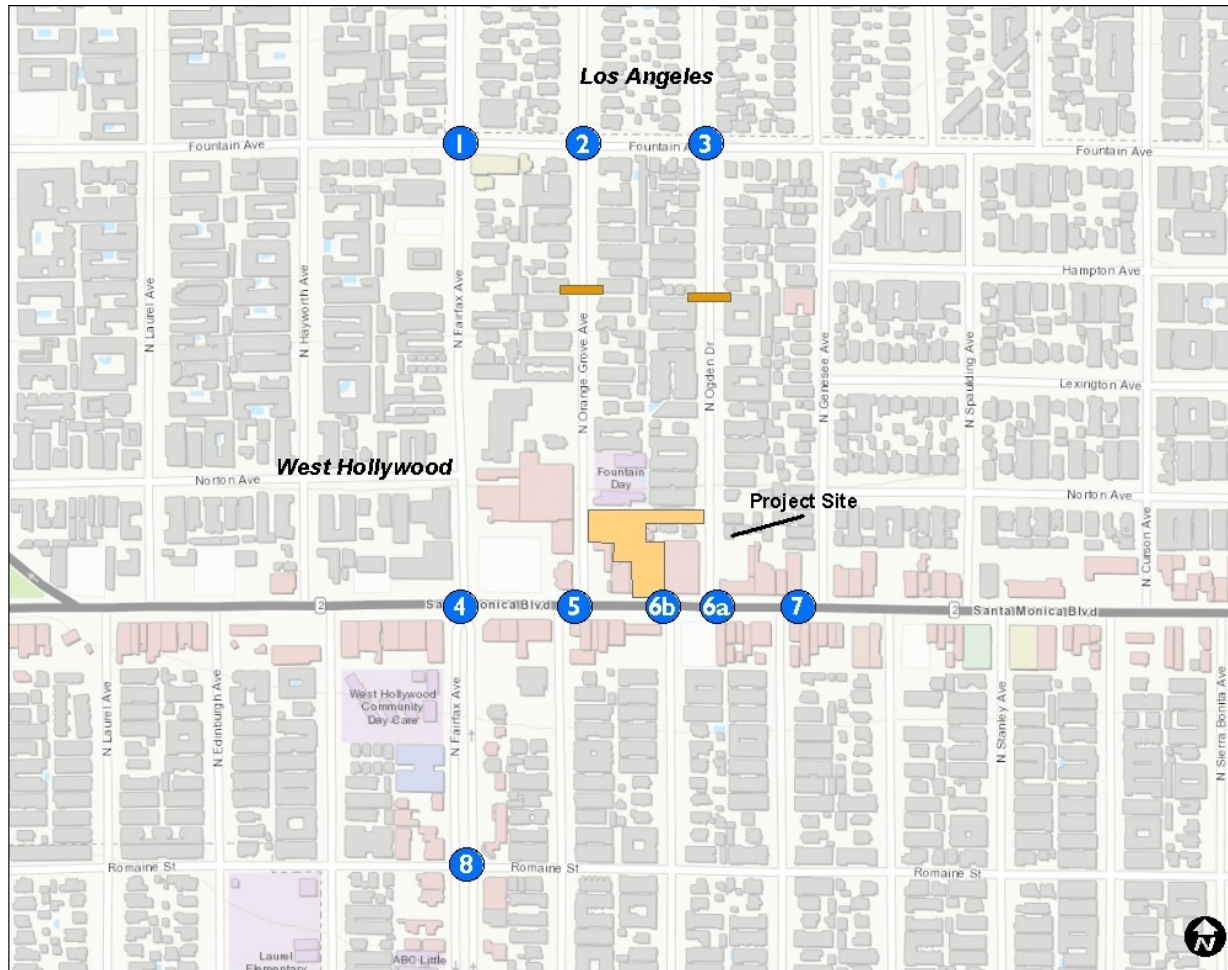
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
SOURCE: KOA, 2019

FIGURE 3.8-4
Existing Transit Lines
The Bond Project

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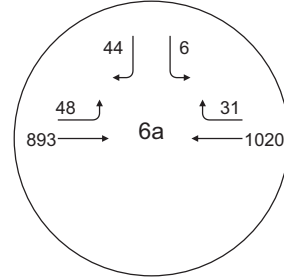
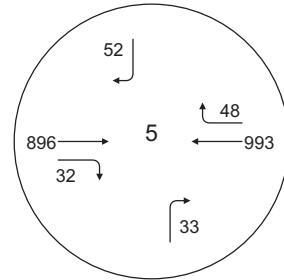
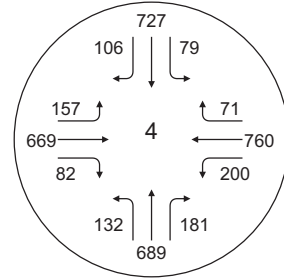
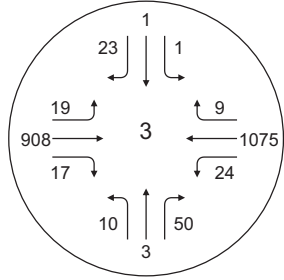
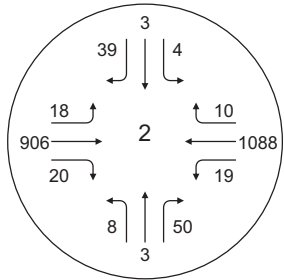
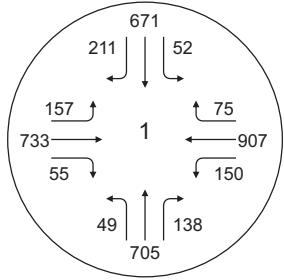
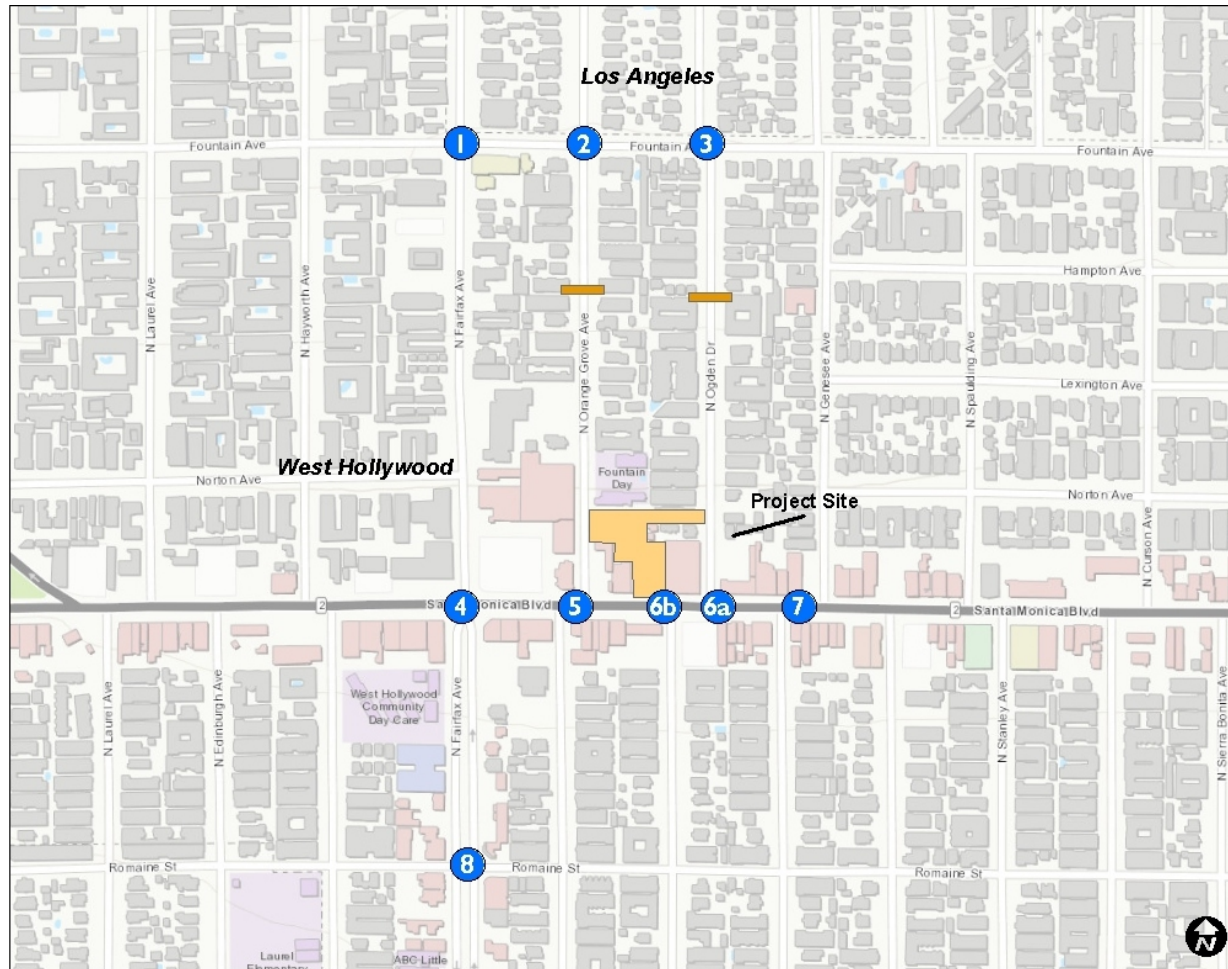
LEGEND

-  Project Site
-  Study Intersection
-  Study Roadway Segment
-  Intersection Turn Volumes

SOURCE: KOA, 2019

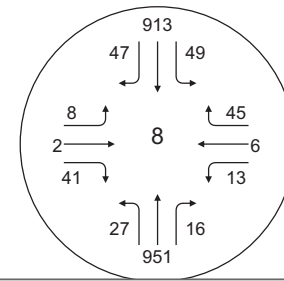
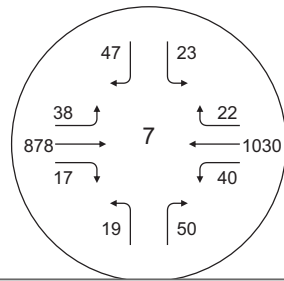
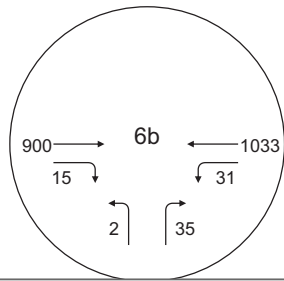
FIGURE 3.8-5
Existing Weekday AM Peak Hour Traffic Volumes

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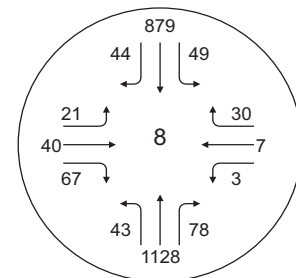
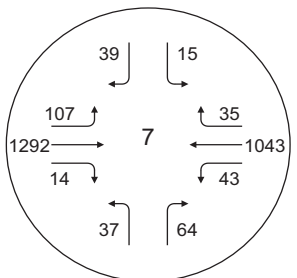
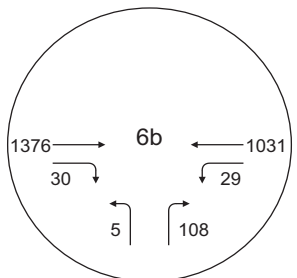
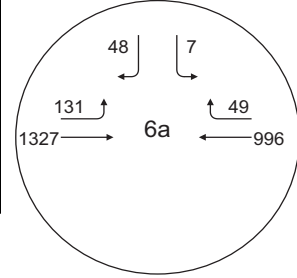
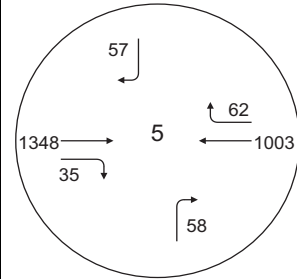
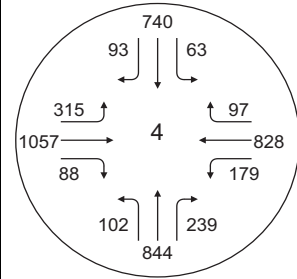
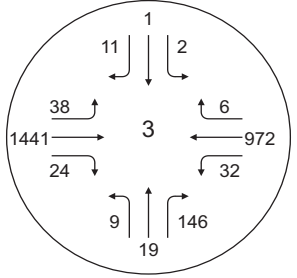
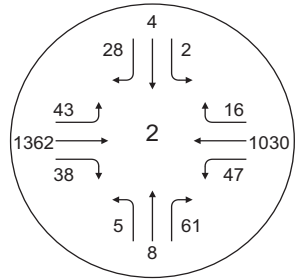
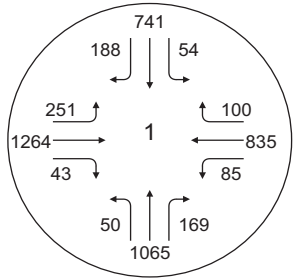
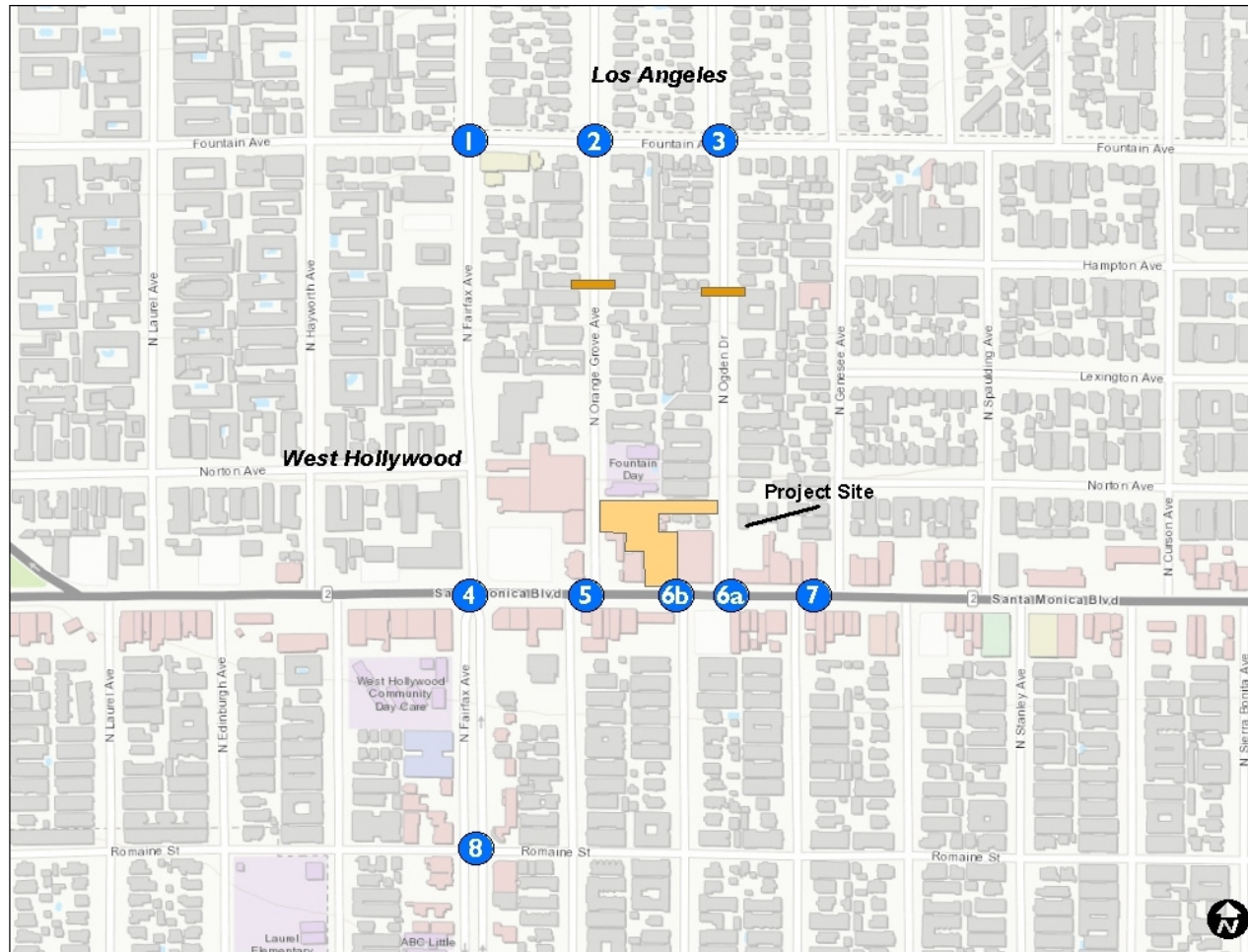
- Project Site
- Study Intersection
- Study Roadway Segment
- Intersection Turn Volumes



SOURCE: KOA, 2019

FIGURE 3.8-6
Existing Weekday Midday Peak Hour Traffic Volumes

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LEGEND

- Project Site
- Study Intersection
- Study Roadway Segment
- Intersection Turn Volumes

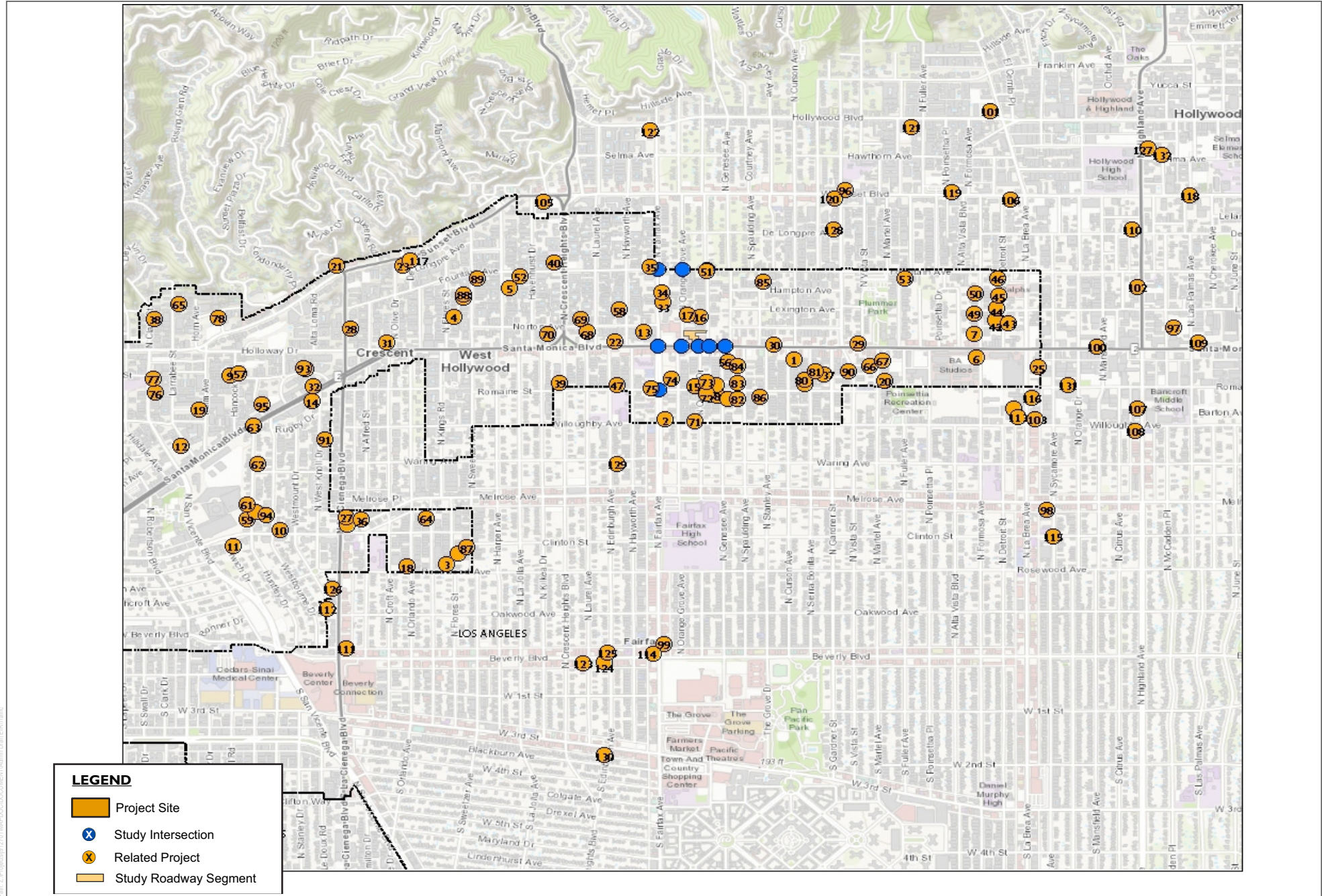
SOURCE: KOA, 2019

FIGURE 3.8-7

Existing Weekday PM Peak Hour Traffic Volumes

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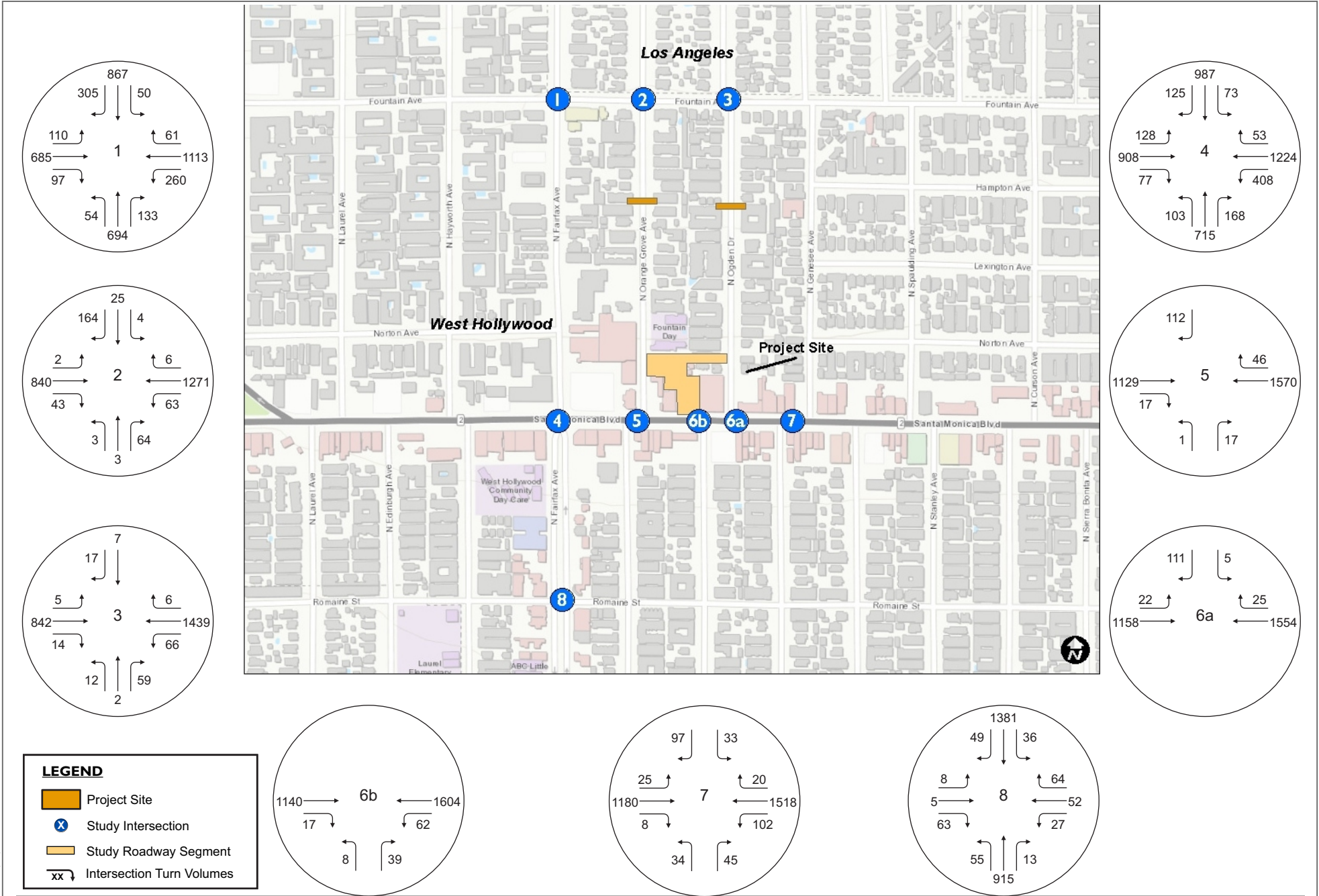


SOURCE: KOA, 2019

FIGURE 3.8-9

Location of Related Projects

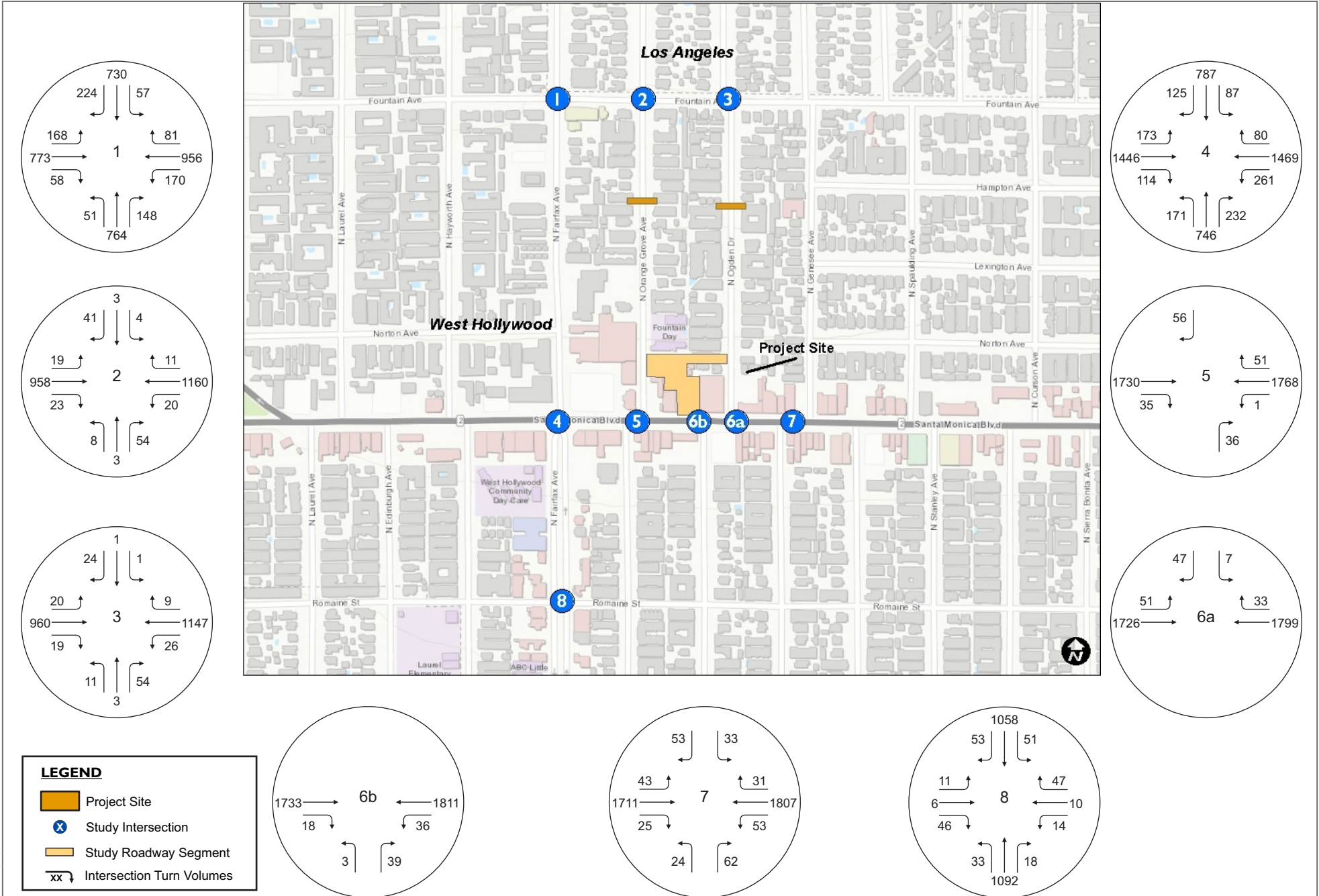
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SOURCE: KOA, 2019

FIGURE 3.8-10
Future 2021 Without Project Weekday AM Peak-Hour Traffic Volumes

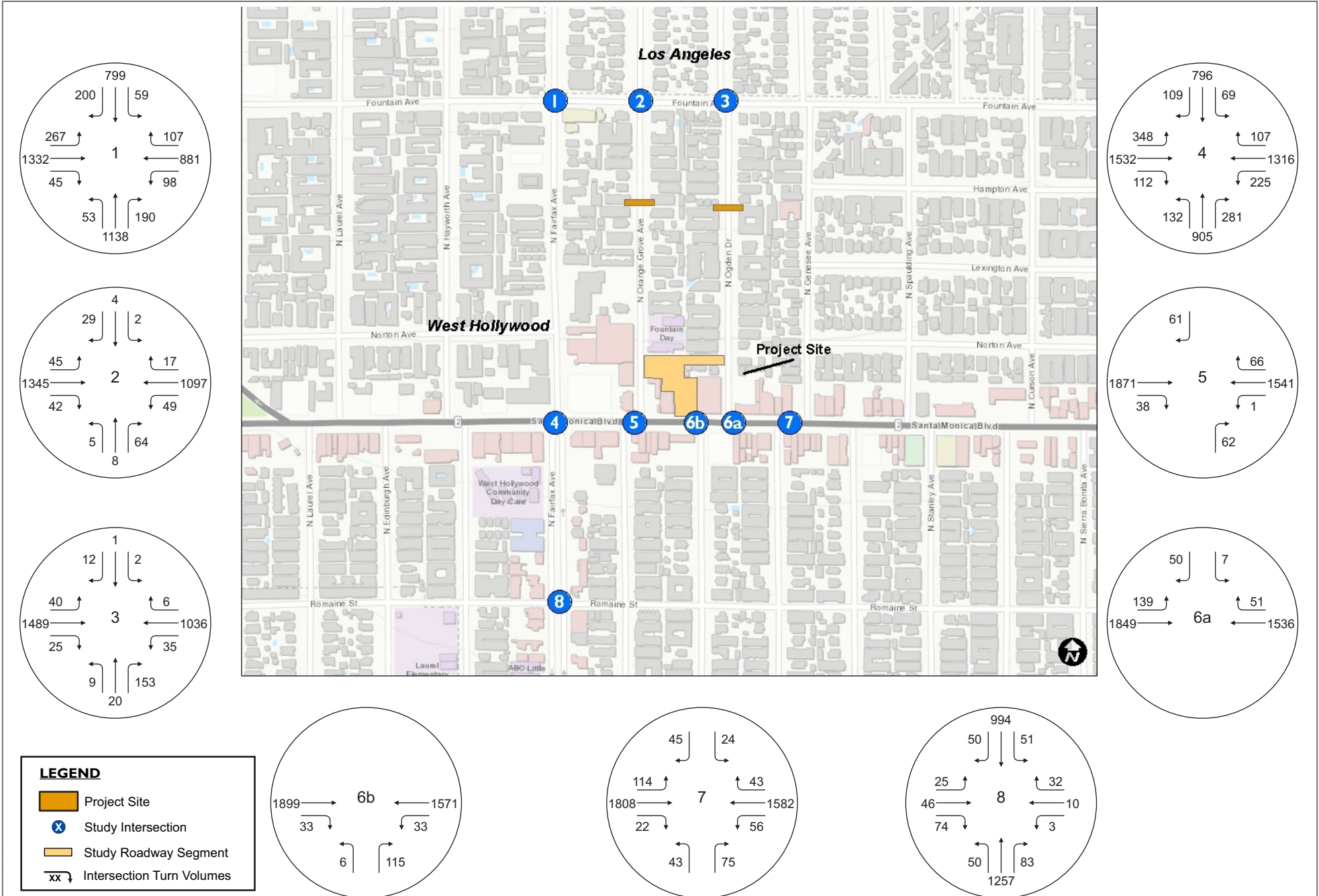
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SOURCE: KOA, 2019

FIGURE 3.8-11
Future 2021 Without Project Weekday Midday Peak-Hour Traffic Volumes

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SOURCE: KOA, 2019

FIGURE 3.8-12
Future 2021 Without Project Weekday PM Peak-Hour Traffic Volumes

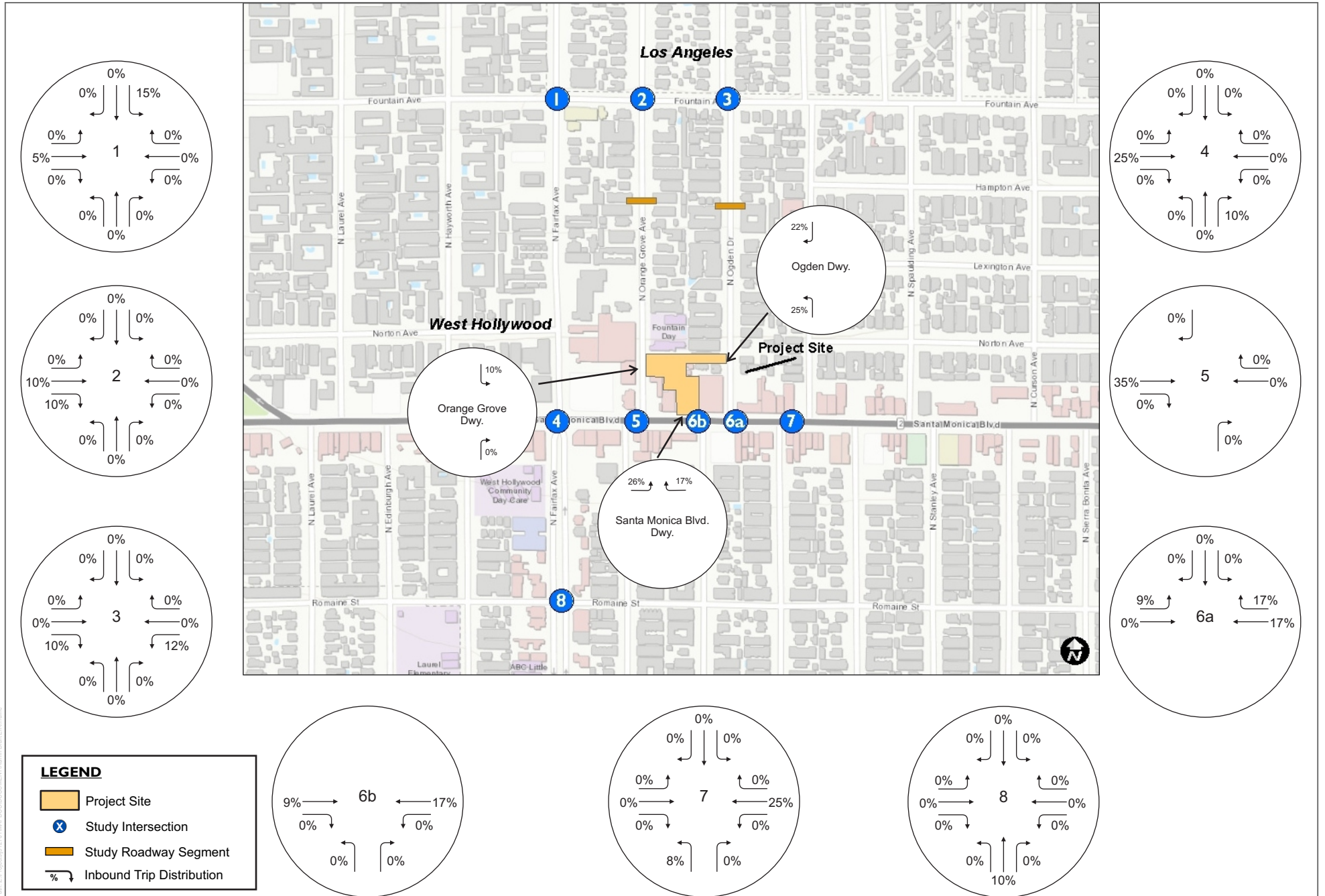
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SOURCE: KOA, 2019

FIGURE 3.8-13
Future 2021 Without Project Street Segment Traffic Volumes

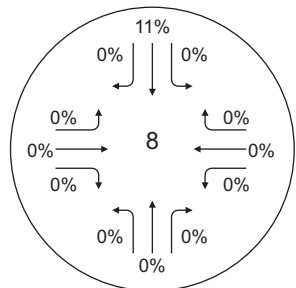
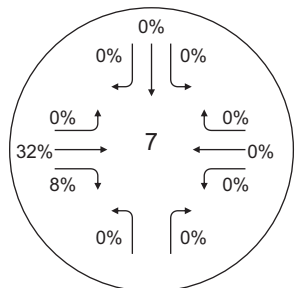
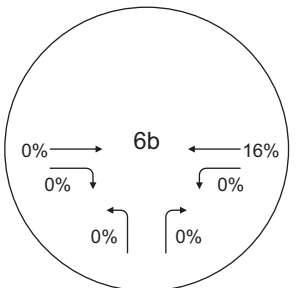
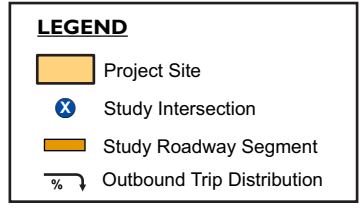
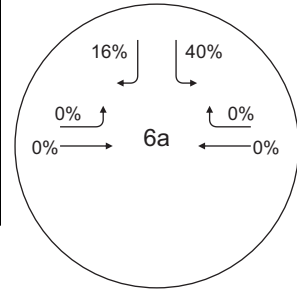
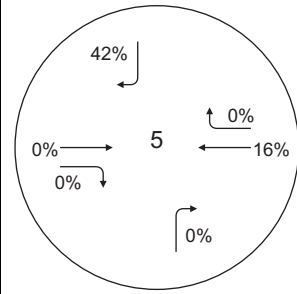
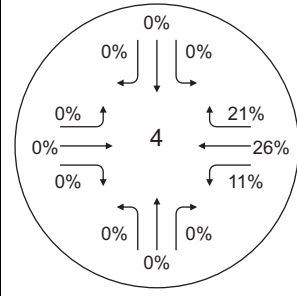
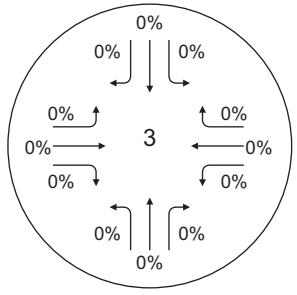
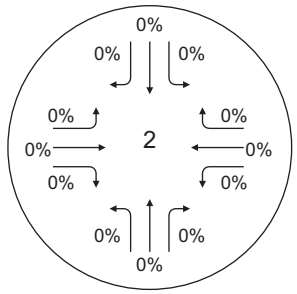
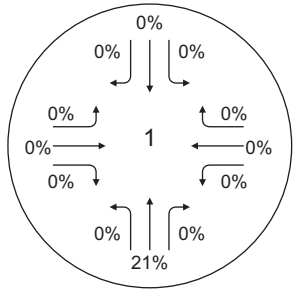
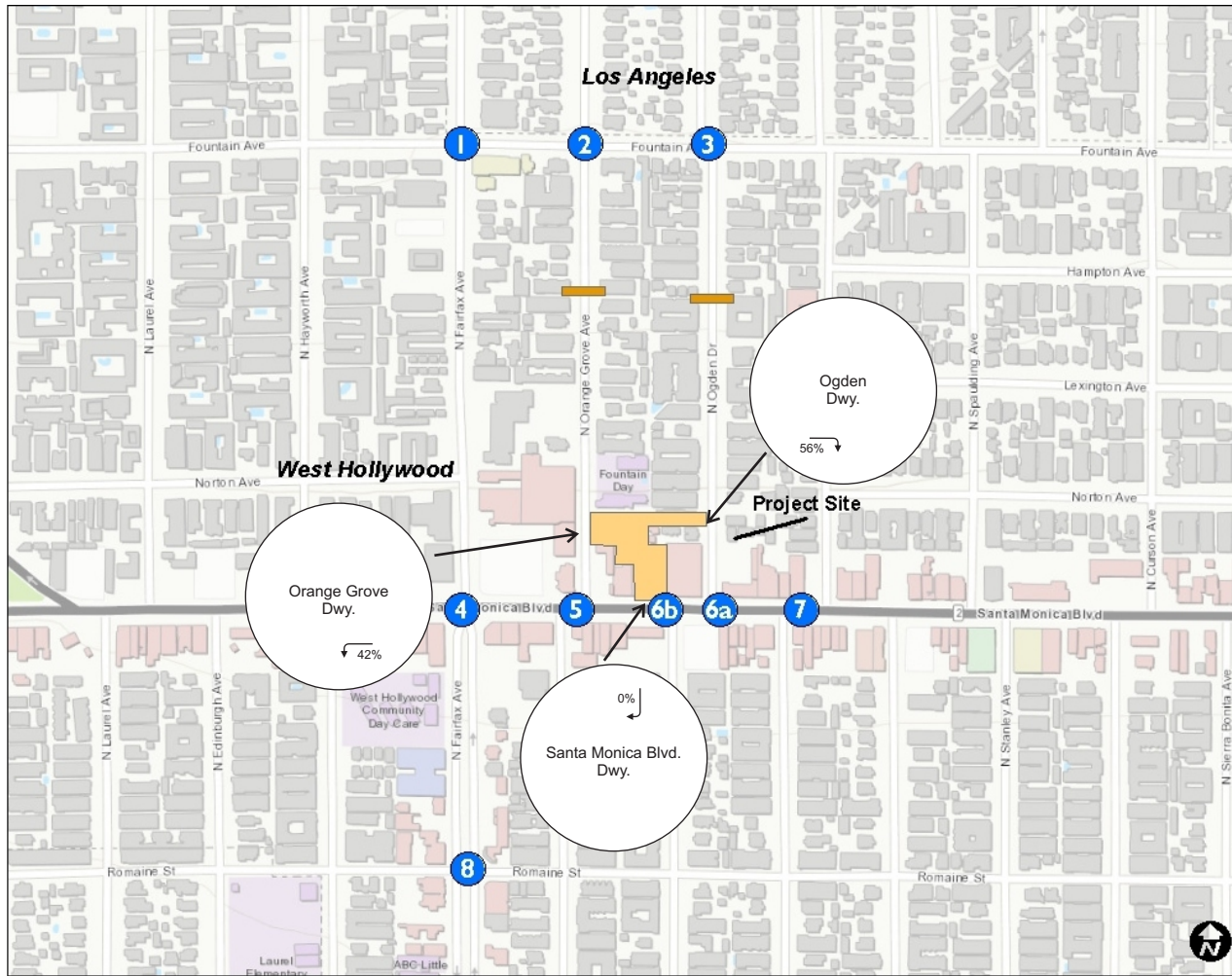
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SOURCE: KOA, 2019

FIGURE 3.8 -14A
Project Trip Distribution – Residential Inbound Trips

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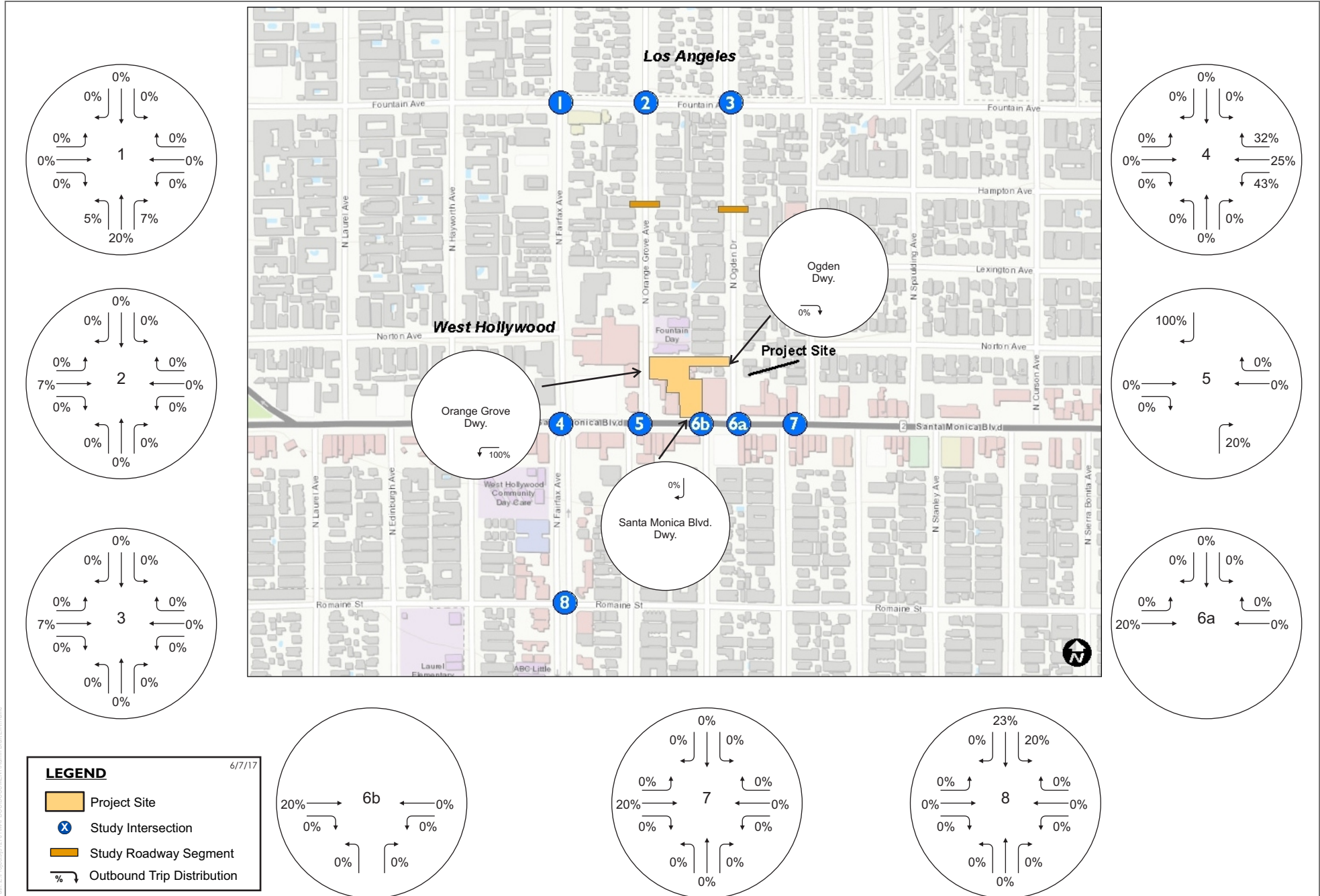
SOURCE: KOA, 2019

FIGURE 3.8-14B

Project Trip Distribution – Residential Outbound Trips

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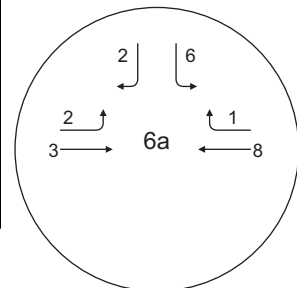
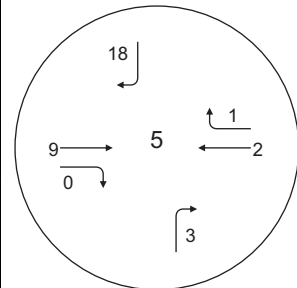
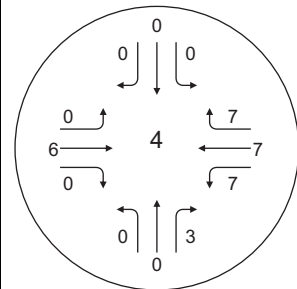
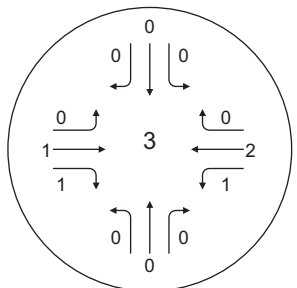
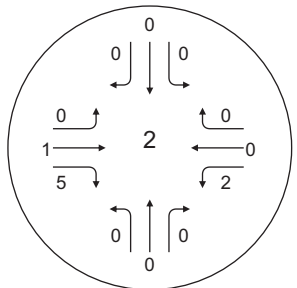
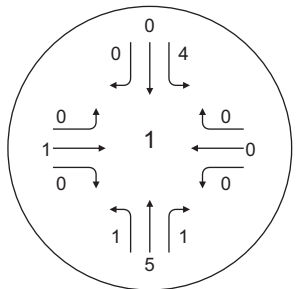
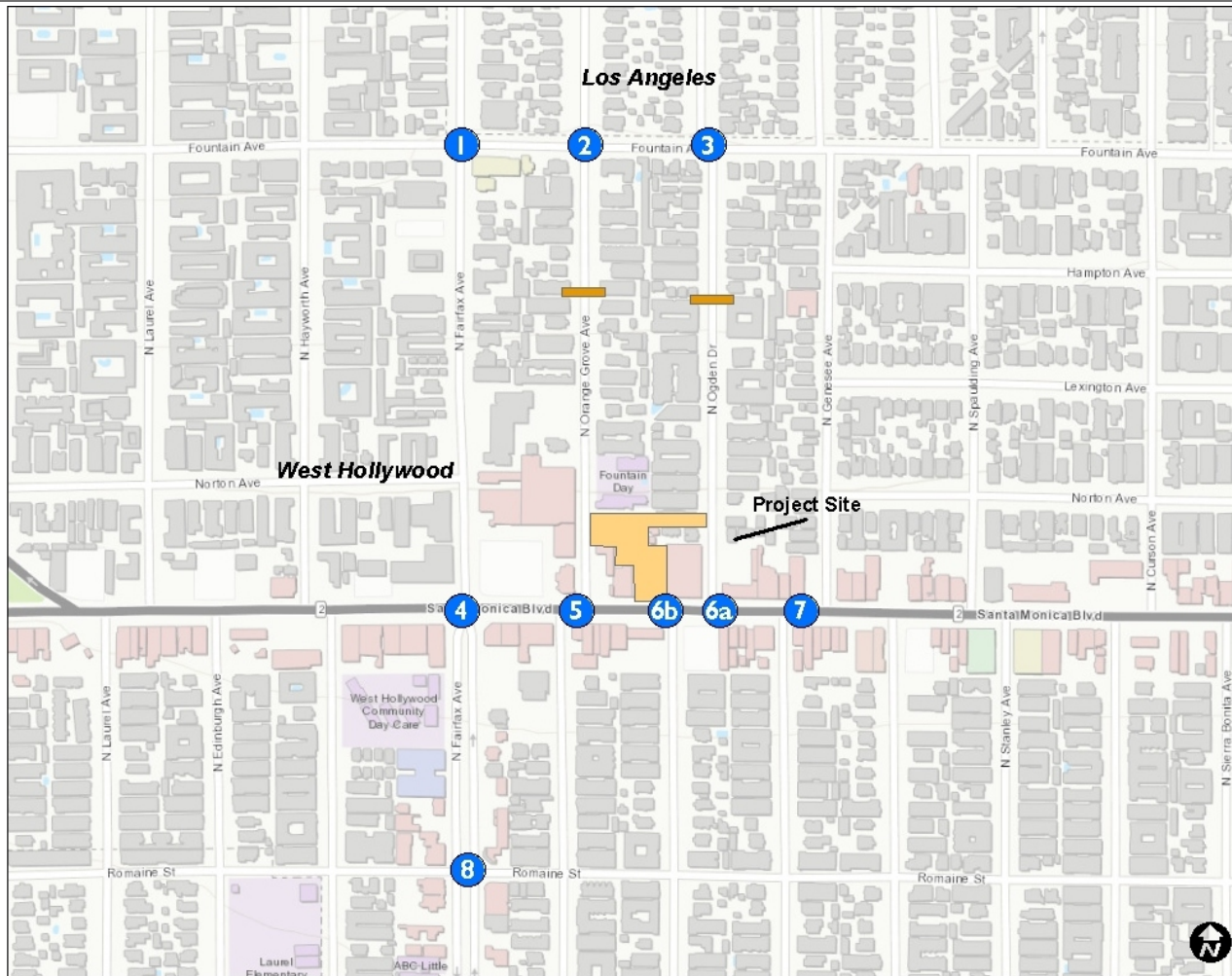
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SOURCE: KOA, 2019

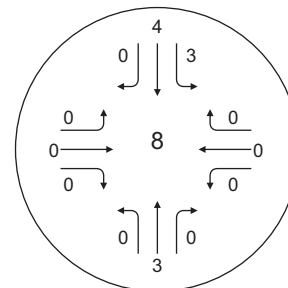
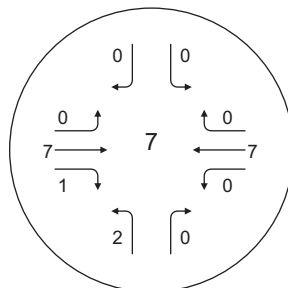
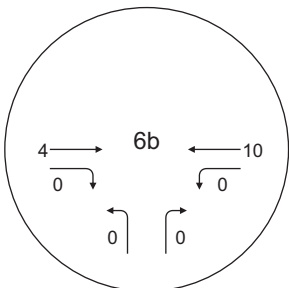
FIGURE 3.8-14D
Project Trip Distribution – Commercial Outbound Trips

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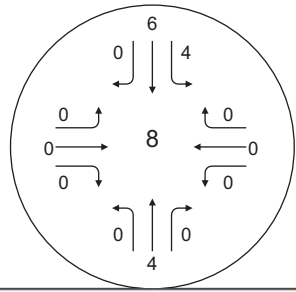
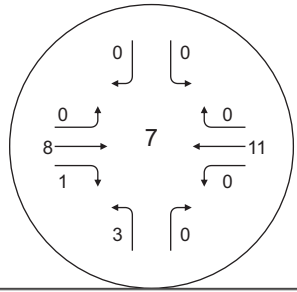
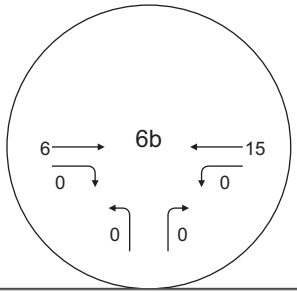
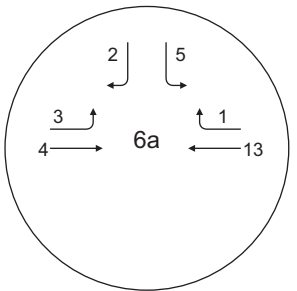
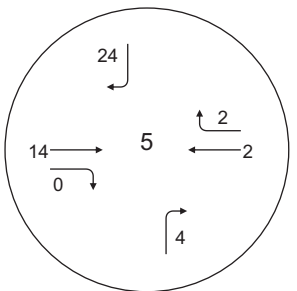
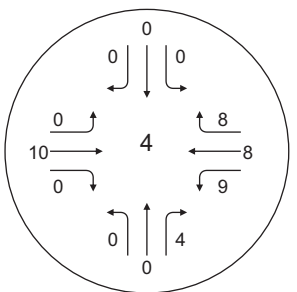
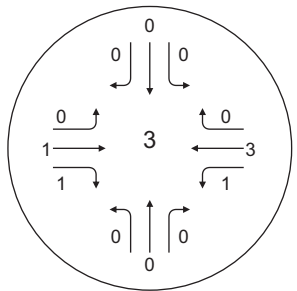
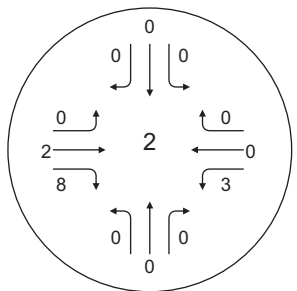
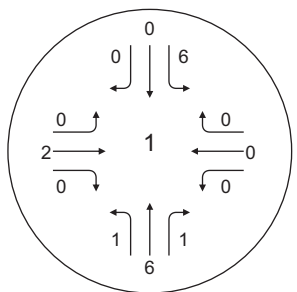
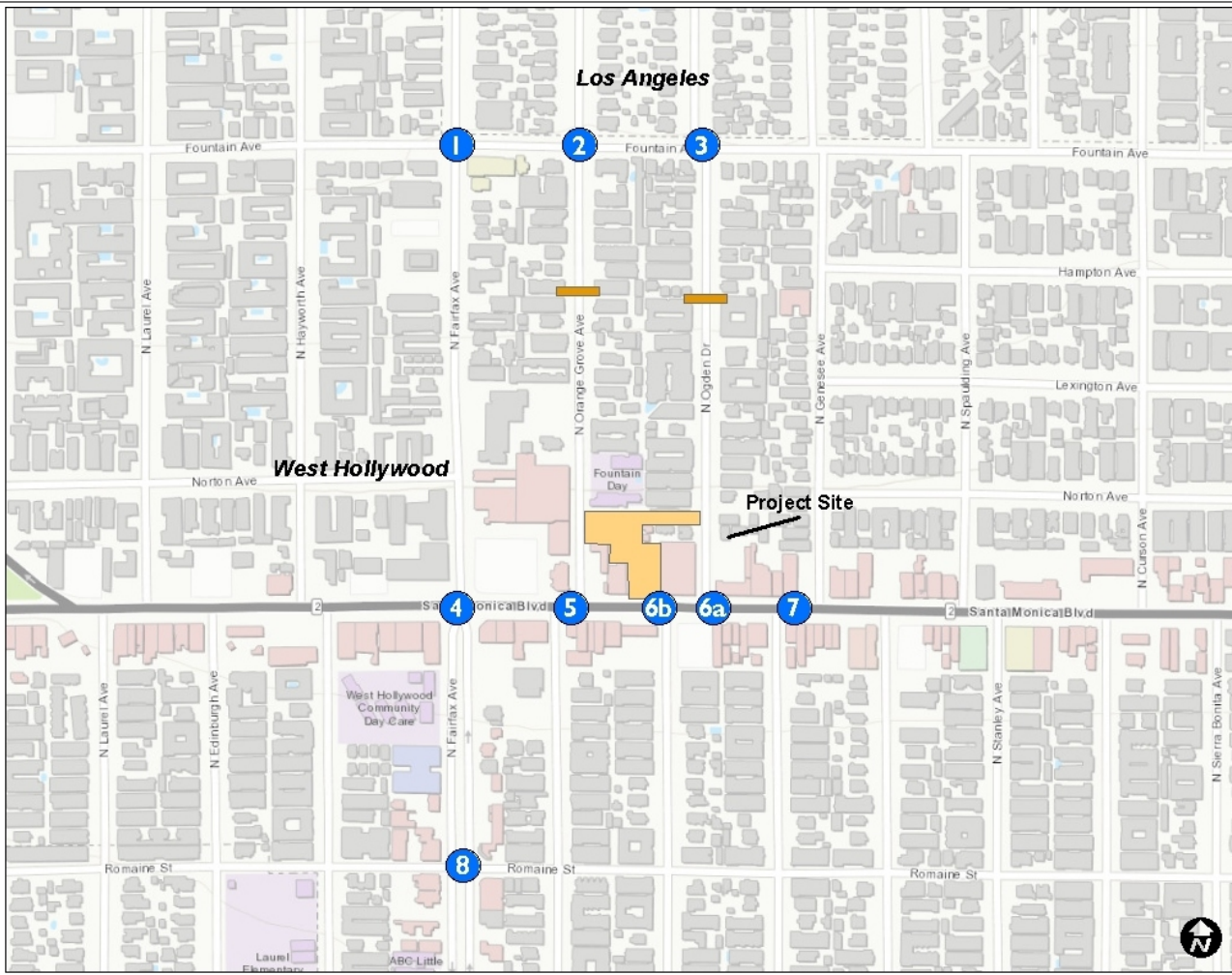
- Project Site
- Study Intersection
- Study Roadway Segment
- Intersection Turn Volumes



SOURCE: KOA, 2019

FIGURE 3.8-15
Weekday AM Peak Hour Project Only Traffic Volumes

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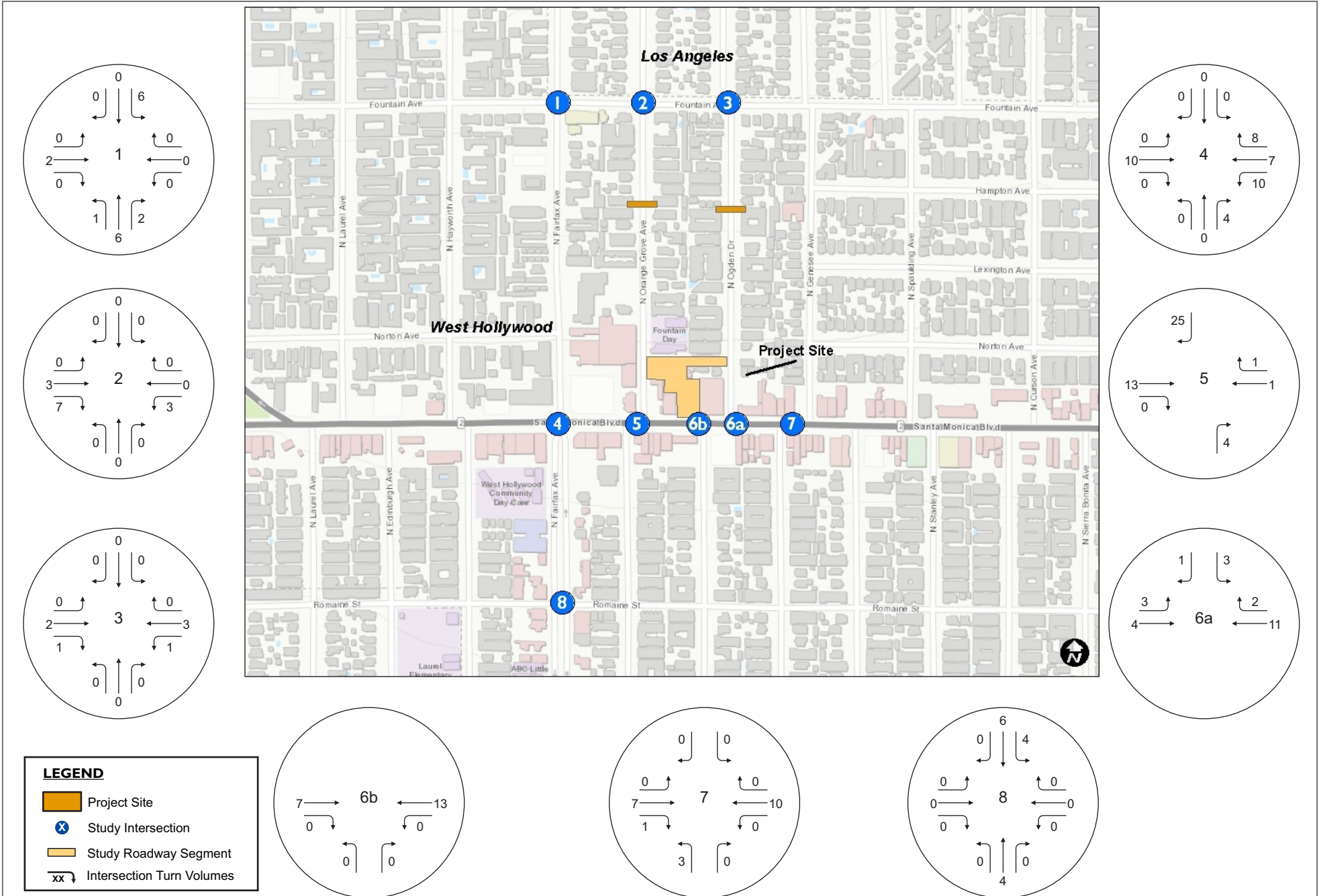
- Project Site
- Study Intersection
- Study Roadway Segment
- Intersection Turn Volumes

SOURCE: KOA, 2019



FIGURE 3.8-16
 Weekday Midday Peak Hour Project Only Traffic Volumes
 The Bond Project

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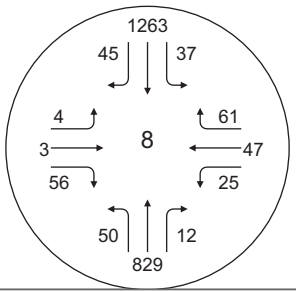
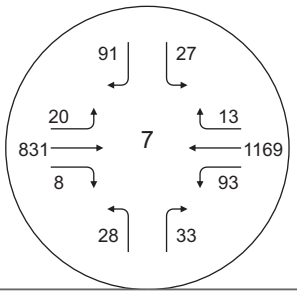
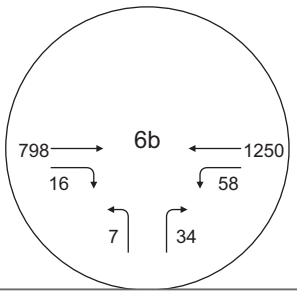
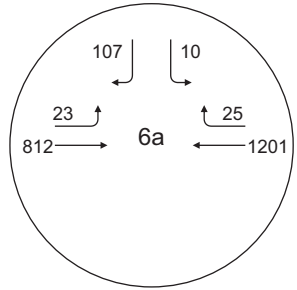
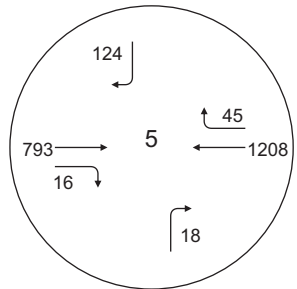
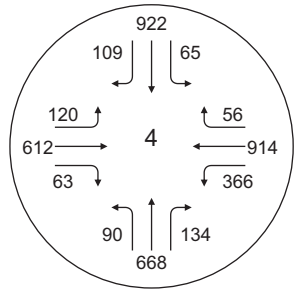
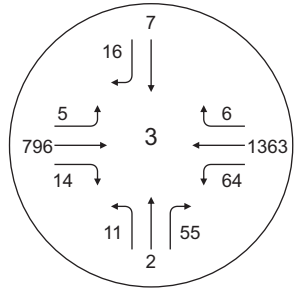
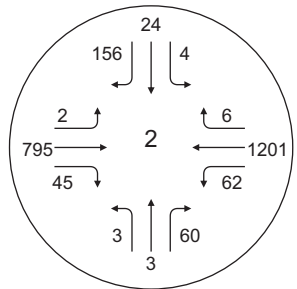
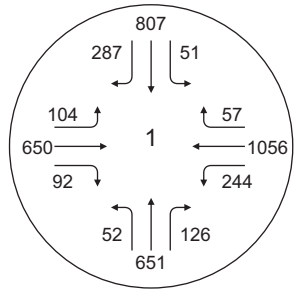
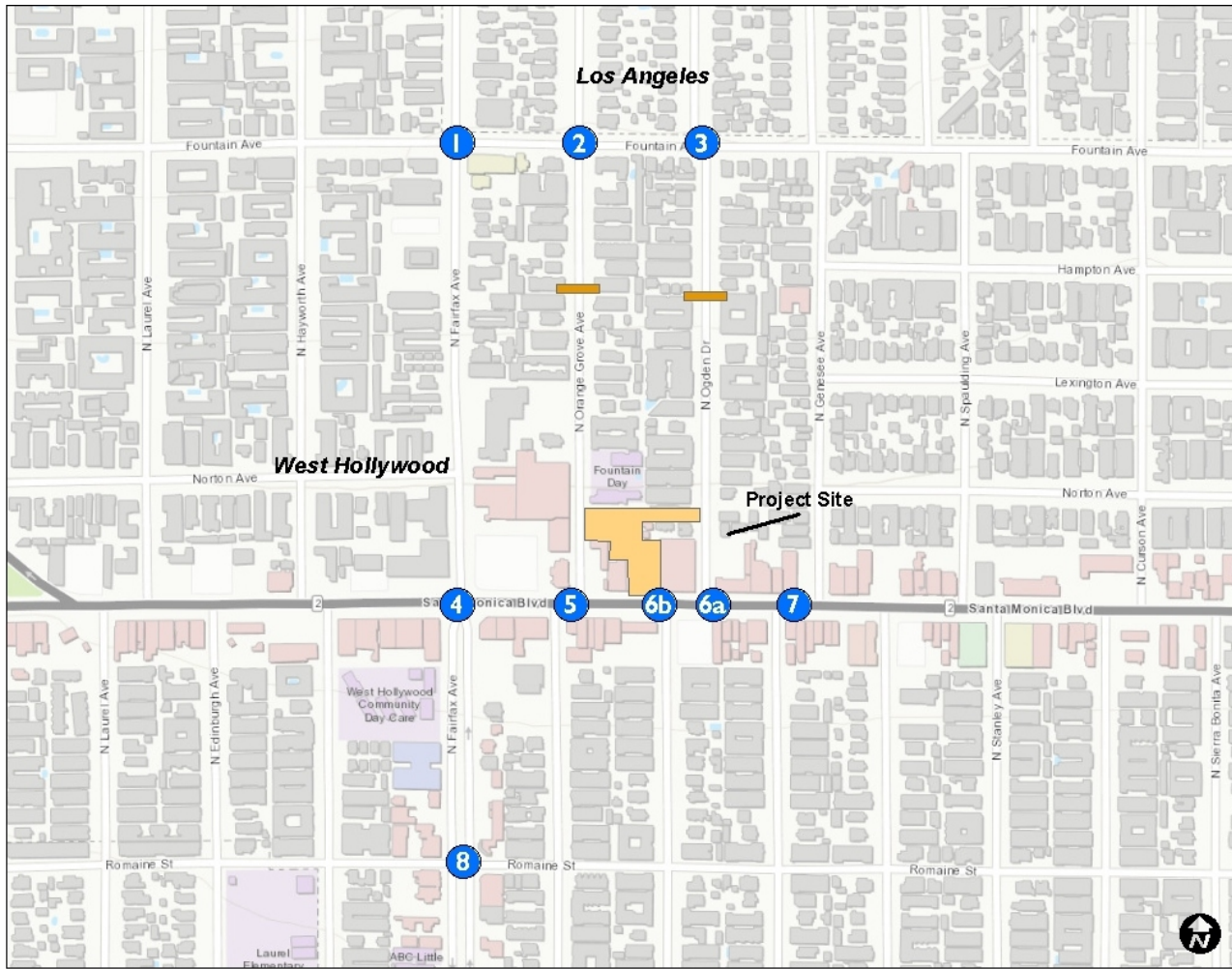


SOURCE: KOA, 2019

FIGURE 3.8-17
Weekday PM Peak Hour Project Only Traffic Volumes

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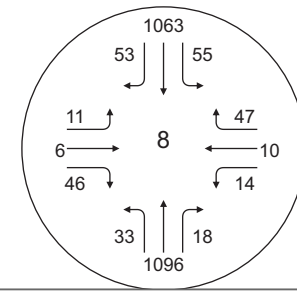
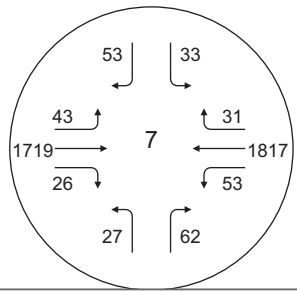
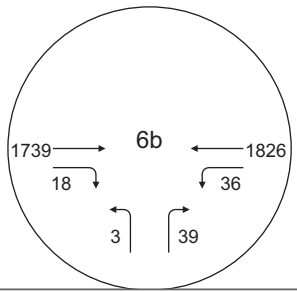
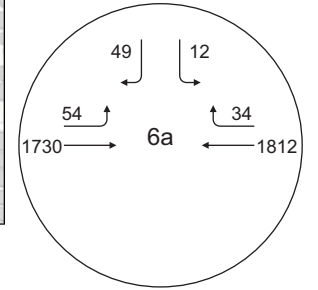
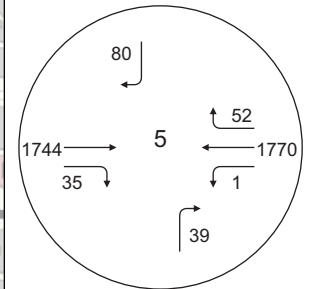
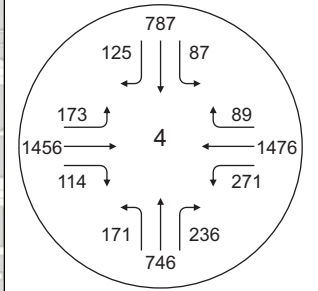
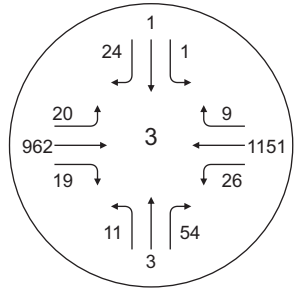
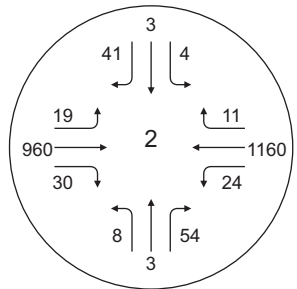
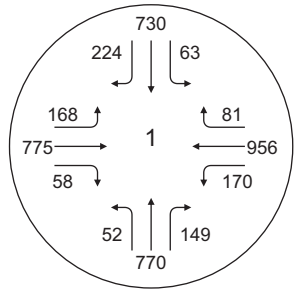
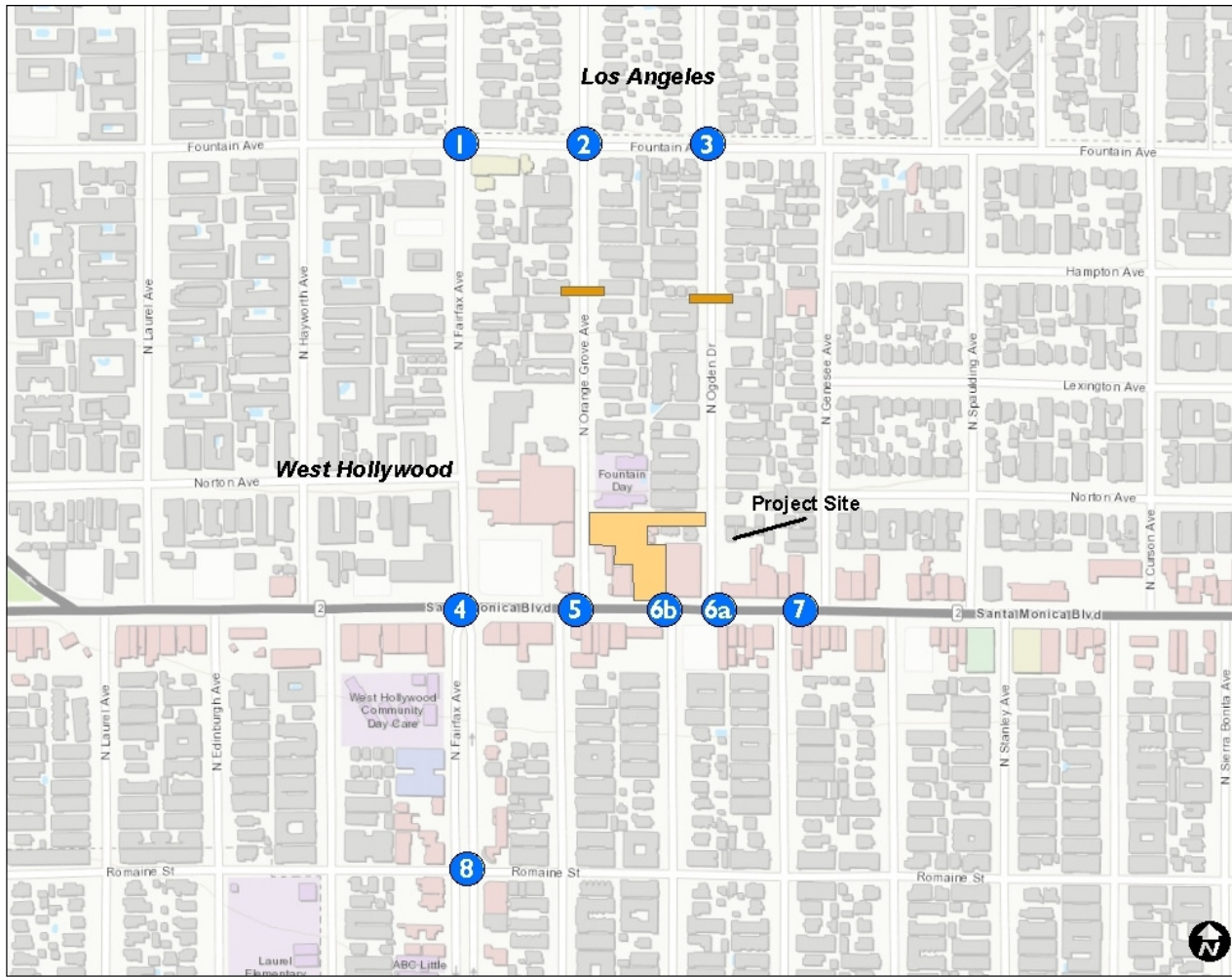
LEGEND

- Project Site
- Study Intersection
- Study Roadway Segment
- Intersection Turn Volumes

SOURCE: KOA, 2019

FIGURE 3.8-19
Existing Project Weekday AM Peak-Hour Traffic Volumes

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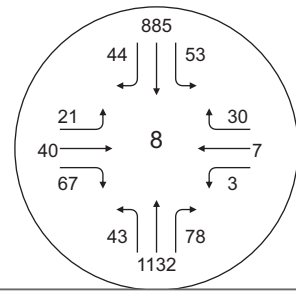
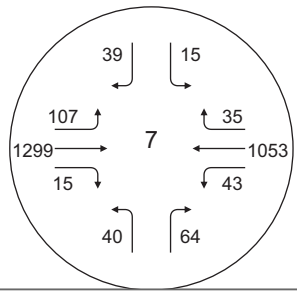
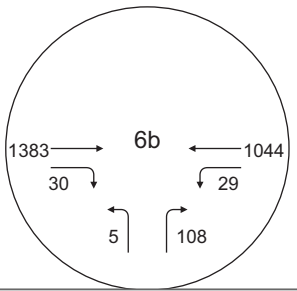
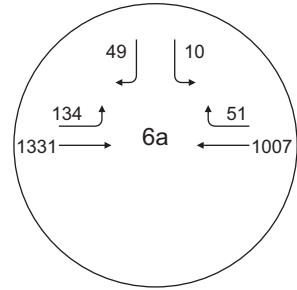
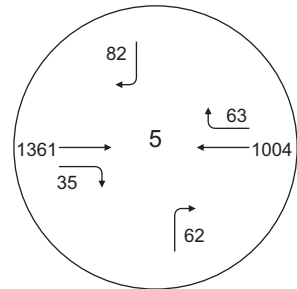
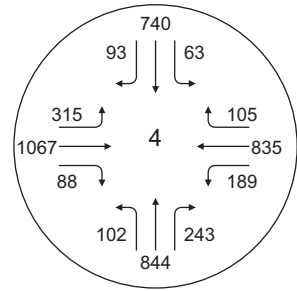
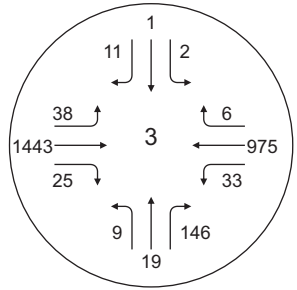
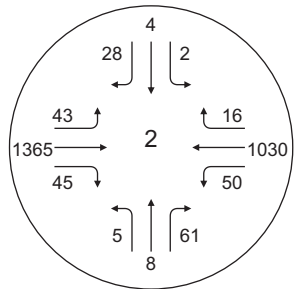
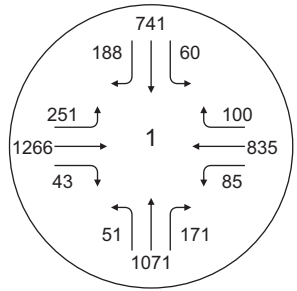
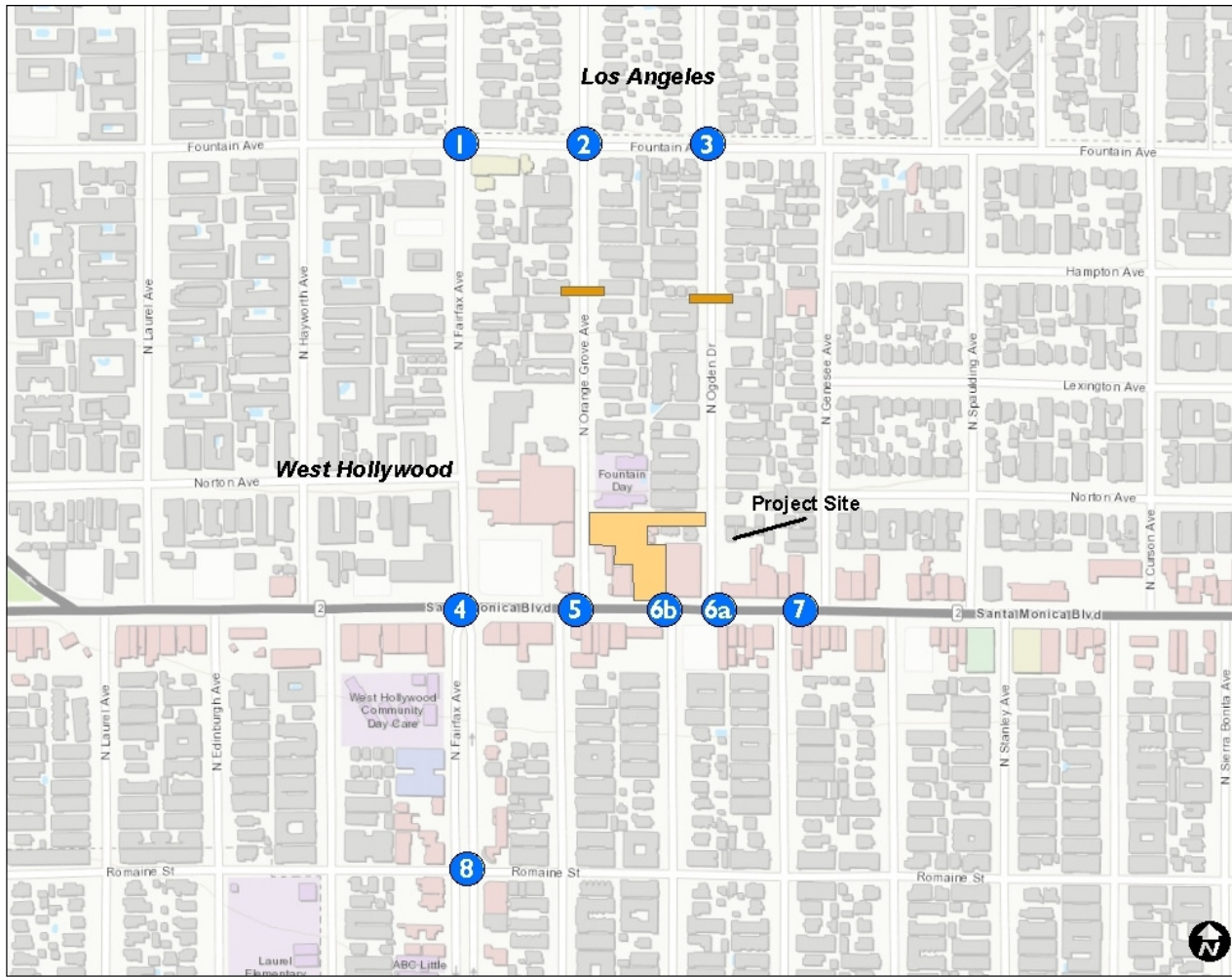
LEGEND

- Project Site
- Study Intersection
- Study Roadway Segment
- Intersection Turn Volumes

SOURCE: KOA, 2019

FIGURE 3.8-20
Existing Project Weekday Midday Peak-Hour Traffic Volumes

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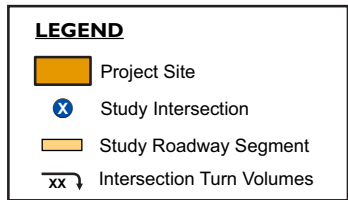
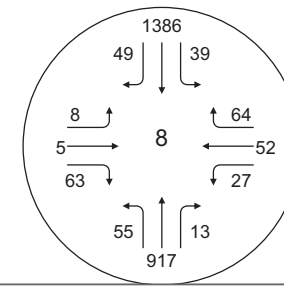
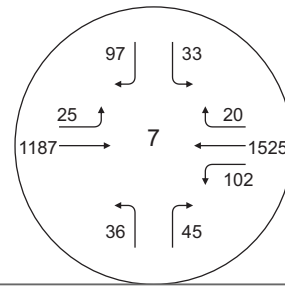
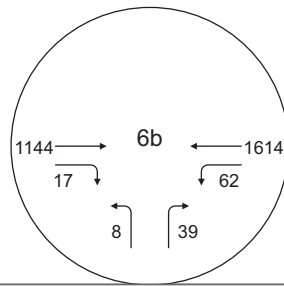
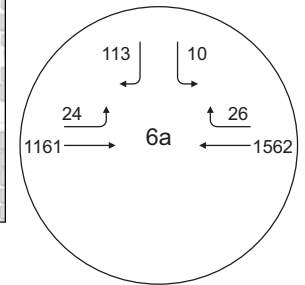
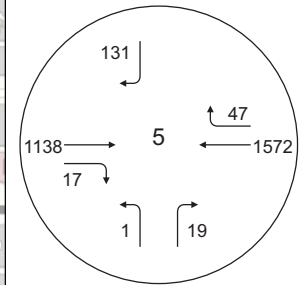
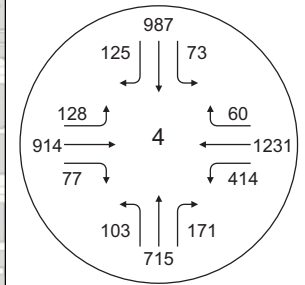
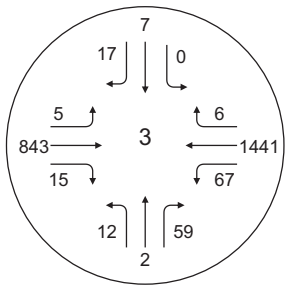
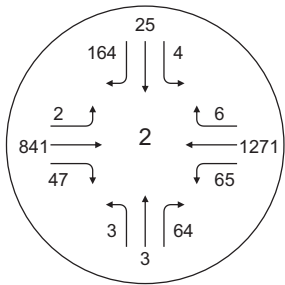
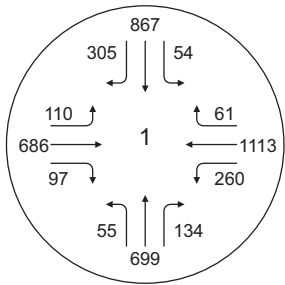
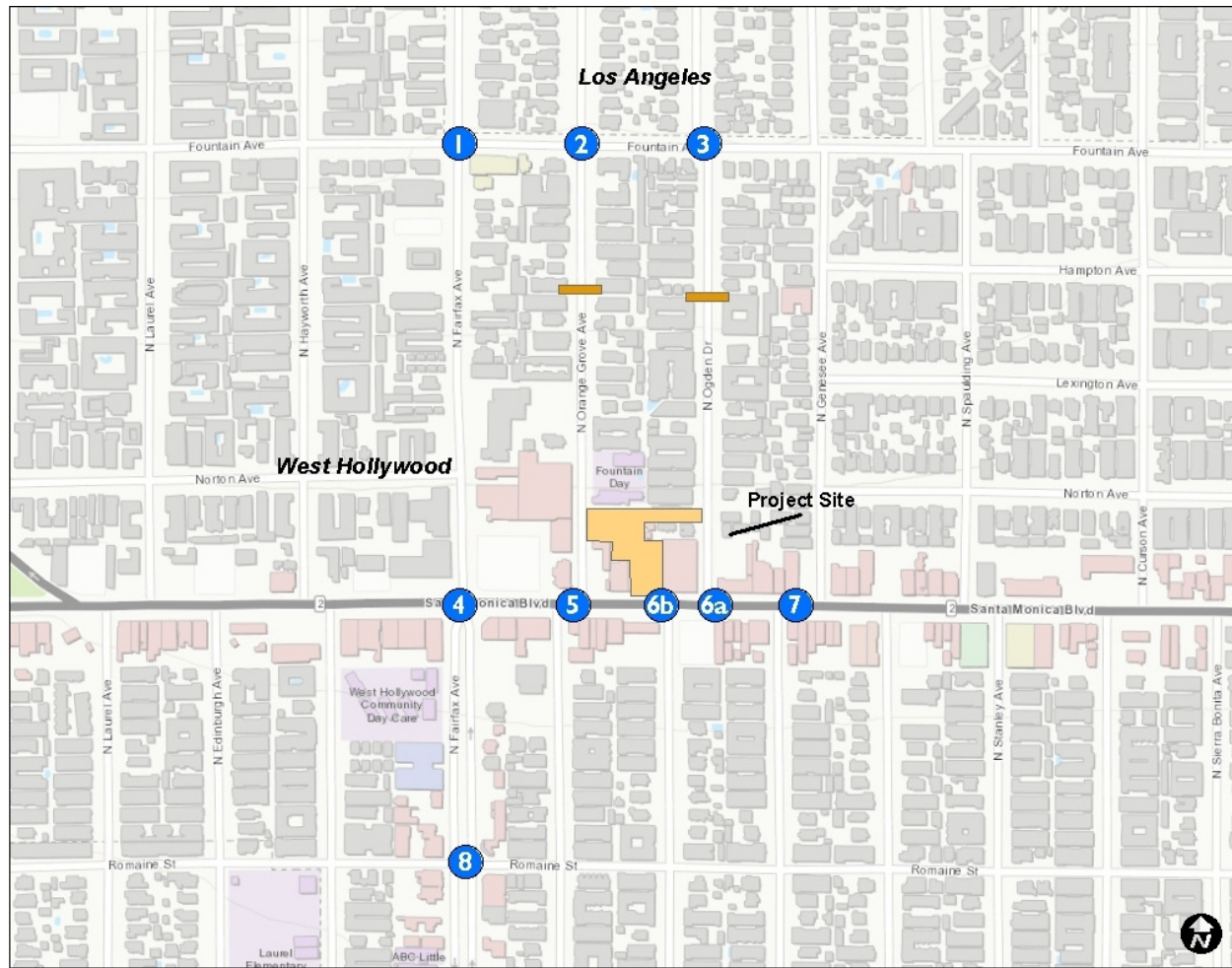
- Project Site
- Study Intersection
- Study Roadway Segment
- Intersection Turn Volumes

SOURCE: KOA, 2019

FIGURE 3.8-21
Existing Project Weekday PM Peak-Hour Traffic Volumes

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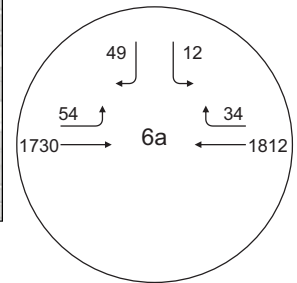
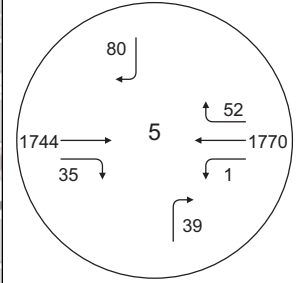
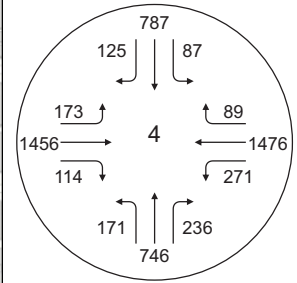
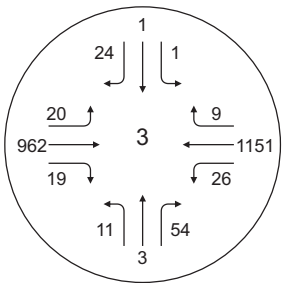
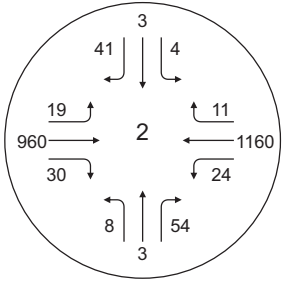
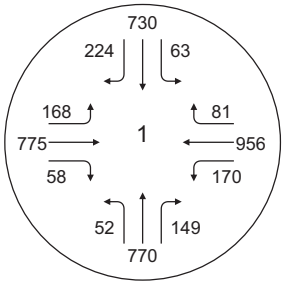
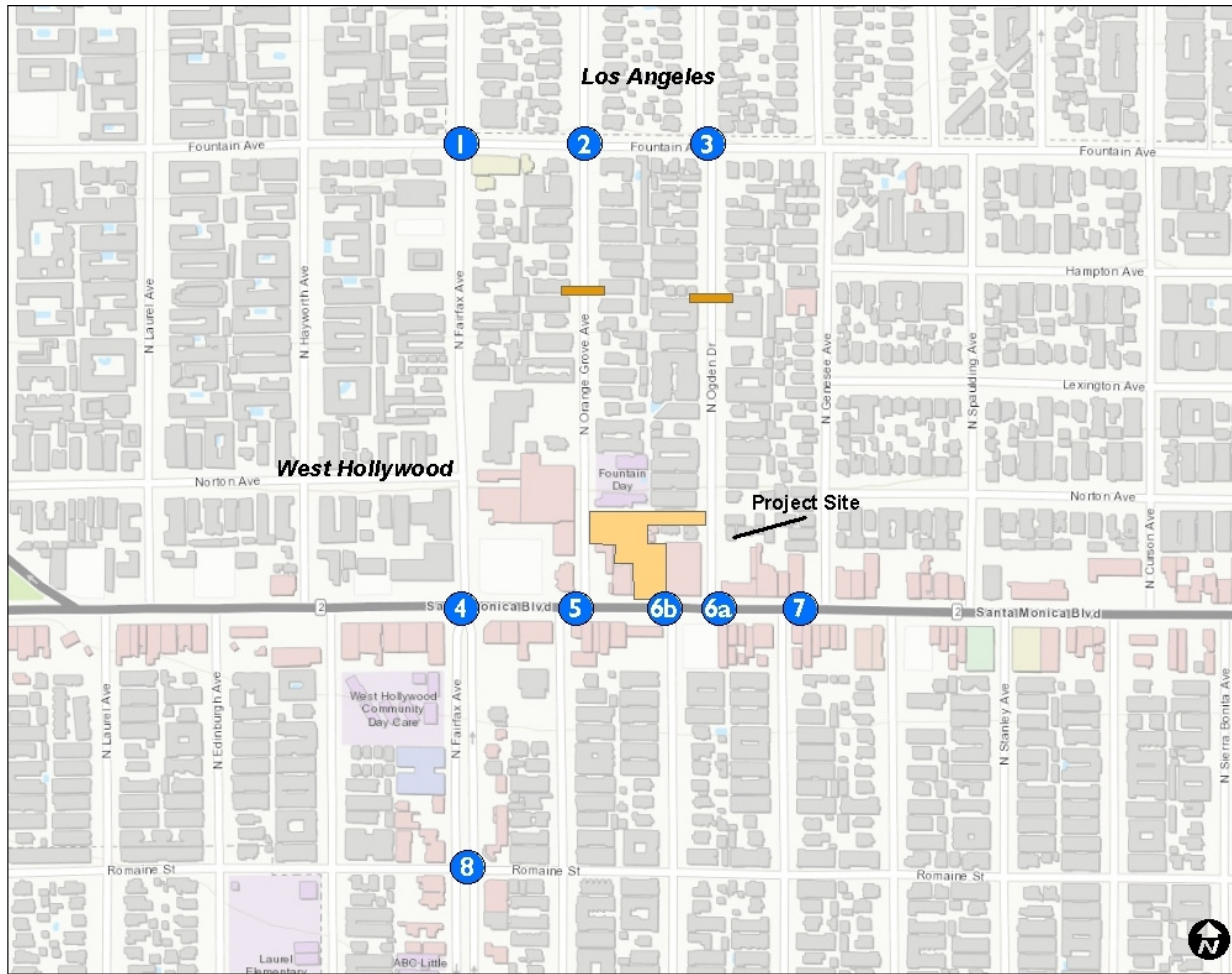
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SOURCE: KOA, 2019

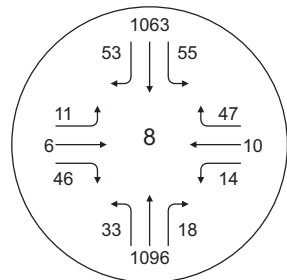
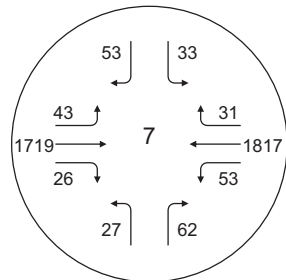
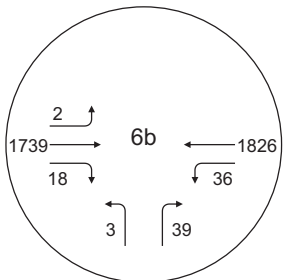
FIGURE 3.8-23
Future 2021 With Project Weekday AM Peak-Hour Traffic Volumes

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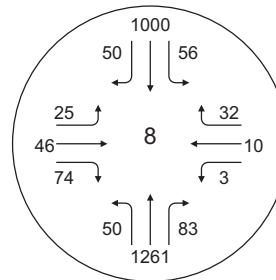
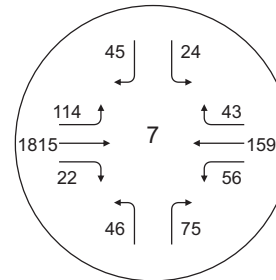
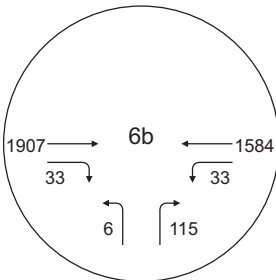
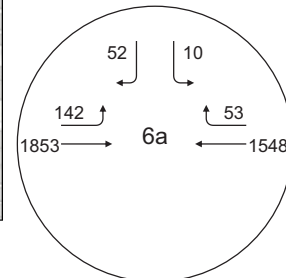
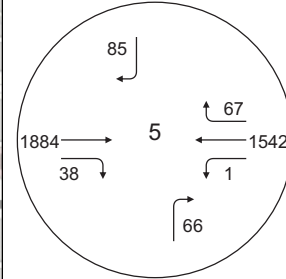
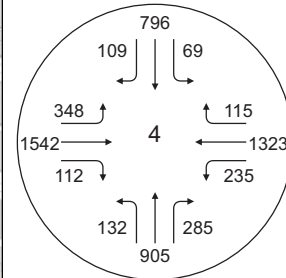
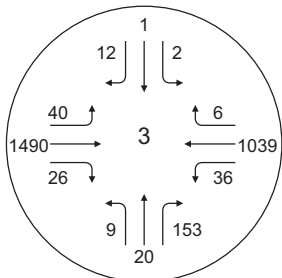
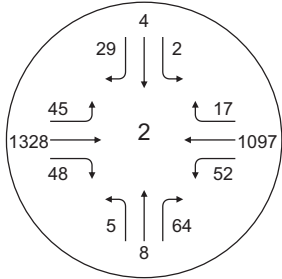
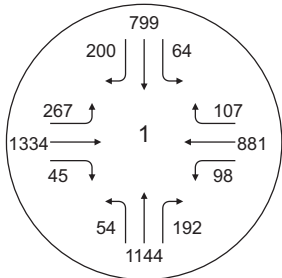
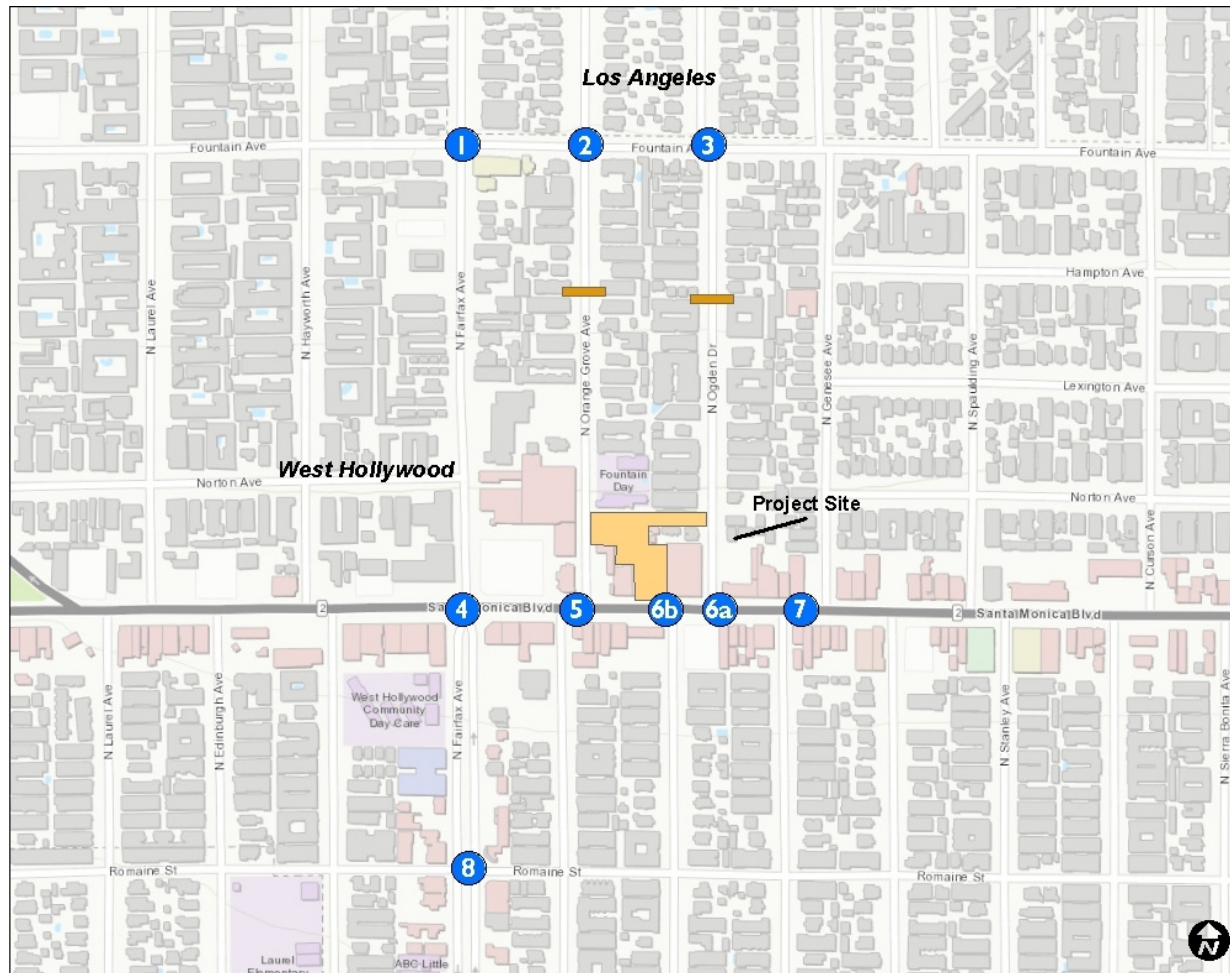
- Project Site
- Study Intersection
- Study Roadway Segment
- Intersection Turn Volumes



SOURCE: KOA, 2019

FIGURE 3.8-24
Future 2021 With Project Weekday Midday Peak-Hour Traffic Volumes

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LEGEND

- Project Site
- Study Intersection
- Study Roadway Segment
- Intersection Turn Volumes

SOURCE: KOA, 2019

FIGURE 3.8-25
Future 2021 With Project Weekday PM Peak-Hour Traffic Volumes

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