TRAFFIC IMPACT ANALYSIS REPORT

Proposed Mixed-Use Development
(249 Residential Apartments and 111,339 Square Feet of Retail/Commercial)
8150 Sunset Boulevard
Hollywood, California

Prepared for:
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in the project vicinity. Finally, some or all of the related projects may be required to implement
trip-reduction programs that could reduce the forecast traffic volumes in the study area, or
construct roadway and/or traffic signal improvements which could improve the operations of
some of the study intersections compared to the conditions shown in Tables 9(a) and 9(b),
although for purposes of this study, no such related project improvements were assumed.

Similar to the conditions described previously for the “Existing (2013) With Project” conditions,
the anticipated changes in site-related traffic and travel patterns resulting from the development
of the proposed project are expected to further affect the operations of the study intersections
under the forecast “Future (2018) With Project” conditions beyond those changes noted above
due to ambient traffic growth and new traffic generated by other ongoing development. As also
shown in Tables 9(a) and 9(b), the addition of net new project-related traffic to the forecast
future “without project” conditions is generally expected to result in only nominal changes in the
CMA or vehicular delay at most of the study intersections during either of the peak hours, again
with the exception of the unsignalized intersection of Fountain Avenue and Havenhurst Drive,
which could experience a potential increase in vehicular delay of nearly 80 seconds per vehicle
during the PM peak hour. However, unlike the results of the “existing” conditions analysis
discussed earlier, which identified no project-related changes in the operational levels (LOS) of
any of the 15 study intersections, the addition of the incremental project traffic to the forecast
future year 2018 “without project” conditions could result in a change in the levels of service at
the intersection of Fountain Avenue and Sweetzer Avenue, which could be reduced from its
forecast year 2018 “without project” LOS A conditions to still-acceptable LOS B operations
during the PM peak hour, while continuing to exhibit LOS A conditions during the AM peak hour.
No other project-related changes in LOS are expected at any of the other study intersections
within either the City of Los Angeles or City of West Hollywood during either peak hour.

Intersection Impact Significance Criteria

However, the potential changes to intersection levels of service described earlier for both the
“Existing With Project” and “Future With Project” scenarios are not the sole standard for
evaluating the “significance” of a project’s incremental traffic impacts. For intersections located
within the City of Los Angeles or otherwise operated under its jurisdiction, LADOT defines a
significant traffic impact attributable to a project based on a “stepped scale”, with intersections
exhibiting high volume-to-capacity ratios being more sensitive to additional traffic than those
operating with available surplus capacity. The LADOT criteria, shown in Table 10, identifies a
significant impact as an increase in the CMA value, due to project-related traffic, of 0.010 or more when the final (“With Project”) intersection Level of Service is LOS E or F, a CMA increase of 0.020 or more when the final Level of Service is LOS D, or an increase of 0.040 or more at LOS C. No significant impacts are deemed to occur at LOS A or LOS B, as these operating conditions exhibit sufficient surplus capacities to accommodate traffic increases with little effect.

<table>
<thead>
<tr>
<th>LOS</th>
<th>Final (With Project) CMA Value</th>
<th>Project-Related Increase in CMA Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>A or B</td>
<td>≤ 0.700</td>
<td>No Impacts</td>
</tr>
<tr>
<td>C</td>
<td>&gt; 0.700 ≤ 0.800</td>
<td>≥ 0.040</td>
</tr>
<tr>
<td>D</td>
<td>&gt; 0.800 ≤ 0.900</td>
<td>≥ 0.020</td>
</tr>
<tr>
<td>E or F</td>
<td>&gt; 0.900</td>
<td>≥ 0.010</td>
</tr>
</tbody>
</table>

Using the intersection impact evaluation criteria and significance thresholds shown in Table 10, the proposed project’s incremental traffic impacts to the four intersections located within the City of Los Angeles, summarized earlier in Table 9(a), were reviewed. Based on these criteria, the development of the proposed project is not expected to result in significant impacts at any of these intersections during either the AM or PM peak hours. As a result, no traffic-related mitigation measures are required at any of the analyzed City of Los Angeles locations.

The City of West Hollywood also utilizes a variable threshold to evaluate the significance of a project’s incremental impacts to intersection operations, although that jurisdiction’s criteria are based on increases to either the total vehicular delay at the subject intersection (for signalized or four-way STOP-sign controlled intersections) or delays on individual intersection approaches (for unsignalized or two-way STOP-sign controlled intersections), rather than on increases in the intersection’s volume-to-capacity (CMA) ratios, as used by LADOT. Additionally, the City of West Hollywood intersection impact criteria identifies different significance thresholds for signalized intersections, depending on the classification of the intersecting roadways, with intersections comprised of two “commercial corridor” roadways exhibiting somewhat higher thresholds than those containing only one commercial corridor or two non-commercial corridors. Finally, no significant impacts are considered to occur at any intersections operating at LOS A through LOS C. The City of West Hollywood intersection impact criteria are shown in Table 11.
Using the intersection impact evaluation criteria and significance thresholds shown in Table 11, the proposed project’s incremental traffic impacts at the remaining 11 study intersections located within the City of West Hollywood, as summarized earlier in Table 9(b), were evaluated. Based on the significance criteria shown in Table 11, the proposed project is expected to result in only one significant impact, at the unsignalized intersection of Fountain Avenue and Havenhurst Drive during the PM peak hour, under both the “Existing (2013) With Project” and forecast “Future (2018) With Project” analysis scenarios, prior to mitigation. A discussion and analysis of potential mitigation measures to address this significant intersection impact is provided later in the “Mitigation” section of this report. However, Table 9(b) also shows that the proposed project’s potential traffic impacts at each of the remaining study intersections within the City of West Hollywood are well below the applicable “significance” thresholds during both peak hour periods, and as a result, no mitigation measures are warranted for these locations.

### Table 11
**City of West Hollywood**  
**Significant Traffic Impact Criteria for Signalized and Unsignalized Intersections**

<table>
<thead>
<tr>
<th>Intersection Control</th>
<th>Final (With Project) Level of Service</th>
<th>Intersection Roadway Classifications</th>
<th>Significant Impact If:</th>
</tr>
</thead>
<tbody>
<tr>
<td>All</td>
<td>A, B, or C</td>
<td>n/a</td>
<td>No Impacts</td>
</tr>
<tr>
<td>Signalized</td>
<td>D</td>
<td>Two Commercial Corridors [1]</td>
<td>Total intersection delay increased by 12 seconds or more</td>
</tr>
<tr>
<td>Signalized or 4-way STOP-sign</td>
<td>D</td>
<td>All Other Roadway Classification Intersections</td>
<td>Total intersection delay increased by 8 seconds or more</td>
</tr>
<tr>
<td>Unsignalized or 1- or 2-way STOP-sign</td>
<td>D, E, or F</td>
<td>All Roadway Classifications</td>
<td>Delay on most constrained intersection approach increased by 5 seconds or more</td>
</tr>
</tbody>
</table>

**Note:**
[1] Sunset Boulevard, Santa Monica Boulevard, Melrose Avenue, Beverly Boulevard, Doheny Drive, Robertson Boulevard, San Vicente Boulevard (at and/or south of Santa Monica Boulevard), La Cienega Boulevard, Fairfax Avenue, and La Brea Avenue