IV. Environmental Impact Analysis

K. Traffic, Access, and Parking

1. Introduction

This section analyzes the Project's potential impacts with regard to traffic, access, and parking. The analysis is based on the *Transportation Study for The Ford Theatres Project* (Traffic Study) prepared by Gibson Transportation Consulting Inc. (June 2014) included as Appendix L of this Draft EIR. As described throughout this Draft EIR, the Project Site is located within the City of Los Angeles (City) and is owned and operated by the County of Los Angeles (County). Accordingly, the scope of analysis for the Traffic Study was developed in consultation with and reviewed by both the Los Angeles County Department of Public Works (LACDPW) and the Los Angeles Department of Transportation (LADOT).

The Traffic Study prepared for the Project and summarized herein assessed existing traffic conditions and analyzed potential Project-generated traffic impacts on the street system surrounding the Project Site at Project buildout (2020). The following traffic scenarios have been analyzed:

- Existing Conditions—The analysis of existing traffic conditions includes a description of the street system serving the Project, existing traffic volumes, and an assessment of current operating conditions.

- Existing with Project Conditions—This analysis provides an assessment of the operating conditions of the street system under existing conditions with the addition of Project-generated traffic.

- Future (Year 2020) Conditions—This analysis projects future traffic growth and the operating conditions of the transportation network that could be expected as a result of regional growth and related projects in the vicinity of the Project Site by the year 2020, but without the Project. This analysis provides the future conditions by which Project impacts are evaluated at full buildout.

- Future (Year 2020) with Project Conditions—This analysis provides an assessment of the operating conditions of the street system under future conditions with the addition of Project-generated traffic.

The above scenarios were evaluated based on the weekday A.M. and weekday P.M. commuter peak periods and pre-event weekday and weekend peak hour conditions (presented as weekday evening, weekend midday, and weekend evening), as described in further detail below.

2. Environmental Setting

a. Regulatory Framework

(1) Regional

(a) Congestion Management Program

The Congestion Management Program (CMP) is a State-mandated program enacted by the state legislature to address the increasing concern that urban congestion is affecting the economic vitality of the State and diminishing the quality of life in some communities. Within Los Angeles County, the Los Angeles County Metropolitan Transportation Authority (Metro) is responsible for planning and managing vehicular congestion and coordinating regional transportation policies. On October 28, 2010, the Metro Board adopted the 2010 CMP. The CMP is intended to address vehicular congestion relief by linking land use, transportation and air quality decisions.

The CMP requires that a Traffic Impact Analysis be performed for all CMP arterial monitoring intersections where a project would add 50 or more trips during either the morning or afternoon weekday peak hours and all CMP mainline freeway monitoring locations where a project would add 150 or more trips (in either direction) during the morning or afternoon weekday peak hours. The analysis of potential impacts to the CMP arterial and freeway monitoring stations was performed in accordance with the Traffic Impact Analysis guidelines referenced in the CMP. The CMP also requires that a transit system analysis be performed to determine whether a project adds transit riders in numbers that exceed the capacity of the transit system.

(b) Southern California Association of Government's 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy

The 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy (2012–2035 RTP/SCS) presents a long-term vision for the region's transportation system. Specific goals within the 2012–2035 RTP/SCS are intended to link the issue of mobility with the promotion of economic development, protection of the environment, reductions in energy consumption, the creation of transportation-friendly development patterns, and encouragement of fair and equitable access to residents affected by socio-economic, geographic and commercial limitations. The 2012–2035 RTP/SCS places a greater

emphasis on sustainability and integrated planning compared to previous versions of the RTP and identifies mobility, economy, and sustainability as the three principles most critical to the future of the region. As part of this new approach, the 2012–2035 RTP/SCS establishes commitments to: reduce emissions from transportation sources in order to comply with Senate Bill (SB) 375; improve public health; and meet the National Ambient Air Quality Standards. Refer to Section IV.H, Land Use, of this Draft EIR for a discussion of the Project's consistency with the 2012–2035 RTP/SCS.

(2) Local

As previously described, while the Project Site is located within the City of Los Angeles, the Ford Theatres property is owned and operated by the County of Los Angeles. As such, development of the Project Site is governed by the County General Plan and the Los Angeles County Code. Notwithstanding, as the street system surrounding the Project Site is within the jurisdiction of the City of Los Angeles and in accordance with City consultation procedures, a discussion of the City General Plan Transportation Chapter and the Los Angeles Municipal Code also is provided below.

(a) County of Los Angeles General Plan

The Transportation Element of the County General Plan sets forth policies for the continued development of a comprehensive transportation system for Los Angeles County. The Transportation Element concurs with the policy positions of the Los Angeles County Metropolitan Transit Authority (Metro) and the Southern California Association of Governments (SCAG) on the need for the continued development and construction of a comprehensive public transportation system. The Transportation Element also reflects the location of existing and future transit corridors. Key features of the Transportation Element are the Transportation Plan, Highway Plan, and Bikeway Plan, as well as the associated Transportation Policy Map and the Highway Policy Map. These policy maps depict the existing transportation system and identify needed additions and improvements, in accordance with the General Plan's growth and development policies. Refer to Section IV.H, Land Use, of this Draft EIR for a listing of the General Plan policies that pertain to traffic, access, and parking. As discussed therein, the Project would be consistent with the applicable General Plan polices related to traffic, access, and parking.

(b) Los Angeles County Code

With regard to construction traffic, Section 12.08.440 of the Los Angeles County Code prohibits noise-generating construction activities between the hours of 7:00 P.M. and 7:00 A.M. Monday through Friday, before 8:00 A.M. or after 6:00 P.M. on Saturday, and anytime on Sundays or legal holidays in the absence of certain emergencies.

(c) City of Los Angeles General Plan

The primary goals of the Transportation Chapter of the General Plan Framework are to provide adequate accessibility to commerce, work opportunities, and essential services, and to maintain acceptable levels of mobility for all those who live, work, travel, or move goods in the City. The Transportation Chapter is implemented through the Transportation Element of the General Plan. In February 2014, the City released a Public Review Draft of the Mobility Plan 2035, which is a proposed update to the General Plan's Transportation Element. Please refer to Section IV.H, Land Use, of this Draft EIR for a discussion of the Project's consistency with relevant policies of the Transportation Chapter of the General Plan Framework.

(d) City of Los Angeles Municipal Code

Section 41.40 of the Los Angeles Municipal Code limits construction activities to the hours from 7:00 A.M. to 9:00 P.M. on weekdays and from 8:00 A.M. to 6:00 P.M. on Saturdays and national holidays. No construction is permitted on Sundays. Construction activity hours may be extended, including on Sundays, with written permission of the Board of Police Commissioners through its Executive Director.

b. Existing Conditions

For purposes of the Project's transportation analysis, the study area encompasses a geographic area approximately two miles (north-south) by approximately one-half mile (east-west). Major arterials serving the study area include Cahuenga Boulevard East, Cahuenga Boulevard West, Highland Avenue, and Barham Boulevard. Primary regional access to and from the study area is provided by the Hollywood Freeway (US-101) adjacent to the Project Site. The streets in the study area are under the jurisdiction of the City of Los Angeles and freeways in the study area are under the jurisdiction of the California Department of Transportation (Caltrans). The local roadway system and other transportation facilities serving the Project Site are described in more detail below.

(1) Streets

- Cahuenga Boulevard East is a local street that runs northwest-southeast. It is located adjacent to the Project Site and provides two travel lanes and left-turn lanes at study intersections. Parking is generally not permitted. The posted speed limit is 40 miles per hour (mph).

- Cahuenga Boulevard West is a Major Class Highway II that runs northwest-southeast. It is located west of the Project Site and provides three to four travel lanes, one to two in each direction, and left-turn lanes at intersections. Parking is generally not permitted. The posted speed limit is 40 mph.

- North Cahuenga Boulevard is a Major Highway Class II that runs northwest-southeast. It is located south of the Project Site and provides four travel lanes, two in each direction, and left-turn lanes at intersections. Parking is generally provided along both sides of the street. The posted speed limit is 40 mph.

- Barham Boulevard is a Major Highway Class II that runs northeast-southwest. It is located northwest of the Project Site and provides four to five travel lanes, two to three in each direction, and left-turn lanes at intersections. Parking is available on the east side of the street with peak hour restrictions. The posted speed limit is 35 mph.

- Highland Avenue is a modified Major Highway Class II that runs north-south. It is located southwest of the Project Site and provides six travel lanes, three in each direction, and left-turn lanes at intersections. Parking is generally not permitted within the vicinity of the Project Site. The posted speed limit is 40 mph.

- Pilgrimage Bridge is an east-west roadway that connects Cahuenga Boulevard West and Cahuenga Boulevard East near the Project Site. It provides access to the Project Site with two travel lanes, one in each direction. Parking is not permitted. The posted speed limit is 35 mph.

- Odin Avenue is a Major Highway Class II that runs northeast-southwest. It is located south of the Project Site and provides four travel lanes, two in each direction, and left-turn lanes at intersections. Parking is not permitted. The posted speed limit is 40 mph.

(2) Regional Transportation System

(a) Freeways

- Hollywood Freeway (US-101) generally runs north-south. It is located directly west of the Project Site and, in the study area, it provides four to six lanes in each direction. Access to and from the Hollywood Freeway is available via interchanges at Cahuenga Boulevard East and Cahuenga Boulevard West.

(b) Public Transit

The general study area is served by Metro bus and rail service and LADOT buses. Bus transit service in the vicinity of the Project Site is available along Cahuenga Boulevard East, Cahuenga Boulevard West, North Cahuenga Boulevard, Odin Avenue, Highland Avenue, Barham Boulevard, and the Hollywood Freeway. The following public transit lines provide service in the Project area:

- Metro Red Line travels underground east-west on Hollywood Boulevard in the vicinity of the Project Site with average headways of 10 minutes during the

morning and afternoon peak hours. The line travels from downtown Los Angeles to North Hollywood and provides service to downtown Los Angeles, Hollywood, and Universal City. The Metro Red Line also provides direct connections to the Metro light rail system including the Metro Blue and Gold lines, and to the Metrolink regional commuter rail system.

- Metro Local Line 222 travels north-south on Cahuenga Boulevard in the vicinity of the Project Site with average headways of 47 minutes during the morning peak hours and 37 minutes during the afternoon peak hours. Line 222 travels from downtown Sun Valley to Hollywood via Hollywood Way, Barham Boulevard, and Cahuenga Boulevard.

- Metro Local Line 156 travels north-south on Cahuenga Boulevard in the vicinity of the Project Site with average headways of 31 minutes during the morning peak hours and 34 minutes during the afternoon peak hours. Line 156 travels from Van Nuys to Hollywood through North Hollywood and Studio City.

- LADOT Commuter Express 422 travels north-south on the Hollywood Freeway in the vicinity of the Project Site with average headways of 20 minutes during the morning peak hours and 24 minutes during the afternoon peak hours. Commuter Express 422 travels from Thousand Oaks to downtown Los Angeles in the morning and from downtown Los Angeles to Thousand Oaks in the evening through the Hollywood Freeway.

(c) Congestion Management Program Facilities

As described above, the Hollywood Freeway (US-101) is located directly west of the Project Site. In addition, two CMP arterial monitoring stations are located in close proximity to the Project Site. The closest CMP arterial monitoring station is located approximately one and half-miles south of the Project Site at the intersection of Santa Monica Boulevard and Highland Avenue. Another CMP arterial monitoring station is located at the intersection of Cahuenga Boulevard and Lankershim Boulevard, approximately two and one-quarter miles northwest of the Project Site.

(3) Access and Circulation

Access to the Project Site is available via four driveways along the east side of Cahuenga Boulevard East. Principal access to the Project Site is provided from the driveway at Pilgrimage Bridge and Cahuenga Boulevard East. During events, this driveway is used for patrons accessing the Project Site via passenger vehicle and for shuttle access from the Universal City/Studio City Metro Red Line Station. During non-event times, this driveway serves as the main ingress and egress point for employees and vendors. The northernmost driveway, located north of the intersection of Cahuenga Boulevard East and Pilgrimage Bridge, is primarily used for egress at the end of events and

is occasionally used for overflow stacked parking. The southern driveways, located south of the intersection of Cahuenga Boulevard East and Pilgrimage Bridge, are primarily used for egress at the end of events. During events, the internal roadway that leads from Pilgrimage Bridge to the circular driveway at the secondary entrance at the Amphitheatre level serves as the performer entrance to the lower level Amphitheatre support spaces, shuttle and vehicular loading and unloading, and Americans with Disabilities Act (ADA) parking and media truck parking. The circular driveway also provides access for trash pickup and fire truck staging.

Pedestrian access to the Project Site is available from several locations along Cahuenga Boulevard East, including via the four driveways described as well as a walkway located in front of the former motel. Within the Project Site, pedestrian access to the Amphitheatre is available from the main entrance located at the bottom of Edison Plaza, adjacent to the box office, and from a secondary entrance located at the Amphitheatre level, adjacent to the circular driveway.

(4) Pedestrian and Bicycle Facilities

(a) Pedestrian Facilities

Off-site pedestrian facilities in the vicinity of the Project Site are limited and do not provide proper connectivity and adequate widths for a comfortable and safe pedestrian environment. Specifically, sidewalks provided on the east side of Cahuenga Boulevard East, in front of the Project Site, are narrow and terminate just north of the main driveway at Cahuenga Boulevard East and Pilgrimage Bridge. In addition, extending south from the main driveway, a narrow sidewalk continues that provides connectivity to the neighborhoods to the south. Further, the signalized intersection at Cahuenga Boulevard East and Pilgrimage Bridge, which provides primary access to the Project Site, does not provide marked crosswalks across Cahuenga Boulevard East or Pilgrimage Bridge. Therefore, pedestrian connectivity to the Project Site via Pilgrimage Bridge to and from areas west of Cahuenga Boulevard East is deficient. Generally, in the overall study area, sidewalks provide limited connectivity to pedestrian crossings at intersections. The signalized intersections in the study area provide marked pedestrian crossings, pedestrian phasing, crosswalk striping, and ADA wheelchair ramps.

(b) Bicycle Facilities

Based on the 2010 Bicycle Plan, adopted by the City of Los Angeles Department of City Planning on March 1, 2011, the existing bicycle system in the study area consists of a limited coverage of bicycle lanes (Class II) and bicycle routes (Class III). Bicycle lanes are dedicated lanes for bicycles and are separated from vehicular traffic with street striping. Bicycle routes are identified as bicycle-friendly streets where motorists and cyclists share

the roadway and there is no dedicated striping of a bicycle lane. Bicycle routes are preferred on collector and lower volume arterial streets. In the study area, bicycle lanes currently exist on North Cahuenga Boulevard between Odin Avenue and Yucca Street. Within the study area, there are two streets designated as bicycle routes: Odin Avenue between Highland Avenue and North Cahuenga Boulevard and Wilcox Avenue south of North Cahuenga Boulevard.

(5) Parking

The Project Site includes three surface parking areas comprised of both asphalt and dirt areas. Two surface parking lots, referred to herein as the north parking lot and the south parking lot, are located along Cahuenga Boulevard East. A third surface parking lot, providing ADA parking spaces, is located adjacent to the secondary entrance at the Amphitheatre level. On non-event days and times, parking for employees and visitors is accommodated within the surface parking areas throughout the Project Site. During events, the surface parking areas within the Project Site can accommodate approximately 350 to 380 vehicles in a stacked parking configuration. During events, additional parking is available off-site at the Universal City/Studio City Metro Red Line Station where a shuttle is provided to and from the station parking and the Project Site. As detailed in the Traffic Study, observed pre-event loading and parking operations conditions indicate that the stacked parking configuration requires patrons to wait for vehicles parked in front of them to move in order to exit the parking areas, thereby contributing to an inefficient parking system from both a patron experience and operational standpoint. Observed conditions during pre-event loading and parking operations are detailed in Appendix A of the Traffic Study included as Appendix L of this Draft EIR.

3. Approach and Methodology

As previously noted, while the Ford Theatres are owned and operated by the County of Los Angeles, the street system surrounding the Project Site, including the study intersections, are within the jurisdiction of the City of Los Angeles. In consultation with the County of Los Angeles Department of Public Works, it was determined that the Traffic Study for the Project be prepared in accordance with the City of Los Angeles Department of Transportation's Traffic Study Policies and Procedures (May 2012). LADOT's Traffic Study Policies and Procedures establish the guidelines for determining the appropriate traffic analysis for a project, analysis methodologies, and significance thresholds. The scope of analysis included in the Traffic Study was developed in consultation with both the LACDPW and LADOT staff. In addition, the base assumptions and technical methodologies (i.e., trip generation, study locations, analysis methodology, etc.) were identified as part of the Traffic Study approach and were reviewed and approved by LACDPW staff.

a. Study Intersections

The study area, as described above, includes a total of eight intersections, which are located along the primary access routes to and from the Project Site and are those locations expected to be most directly impacted by Project traffic. The eight intersections analyzed are illustrated in Figure IV.K-1 on page IV.K-10 and are as follows:

1. Cahuenga Boulevard West & Barham Boulevard
2. Cahuenga Boulevard East & Barham Boulevard
3. Cahuenga Boulevard West & Pilgrimage Bridge (unsignalized)
4. Cahuenga Boulevard East & Pilgrimage Bridge
5. Highland Avenue & Hollywood Bowl Road/US-101 Southbound On-Ramp
6. US-101 Northbound Off-Ramp & North Cahuenga Boulevard
7. Highland Avenue & Odin Avenue
8. North Cahuenga Boulevard & Odin Avenue

b. Level of Service Methodology

As required by the LADOT's Traffic Study Policies and Procedures, existing and future operations for the signalized study intersections were analyzed using the Critical Movement Analysis (CMA) method of intersection capacity calculation. The CMA methodology determines the peak-hour intersection volume-to-capacity (V/C) ratio by comparing existing traffic volumes to standard per-lane street capacities. The V/C ratio is then used to determine the corresponding level of service (LOS) value. LOS is a qualitative measure used to describe the condition of traffic flow on the street system, ranging from excellent conditions at LOS A to overloaded conditions at LOS F. Table IV.K-1 on page IV.K-11 defines the range of V/C ratios and their corresponding LOS grades for signalized intersections.

Unsignalized intersections are analyzed using the *Highway Capacity Manual* (HCM) Two-Way Stop Controlled methodology and HCM unsignalized methodology. These methodologies determine the average vehicle delay of the worst approach during the peak hour to find the corresponding LOS, as defined below in Table IV.K-2 on page IV.K-12. Per the traffic study guidelines from the LADOT, a signal warrant analysis was also conducted.

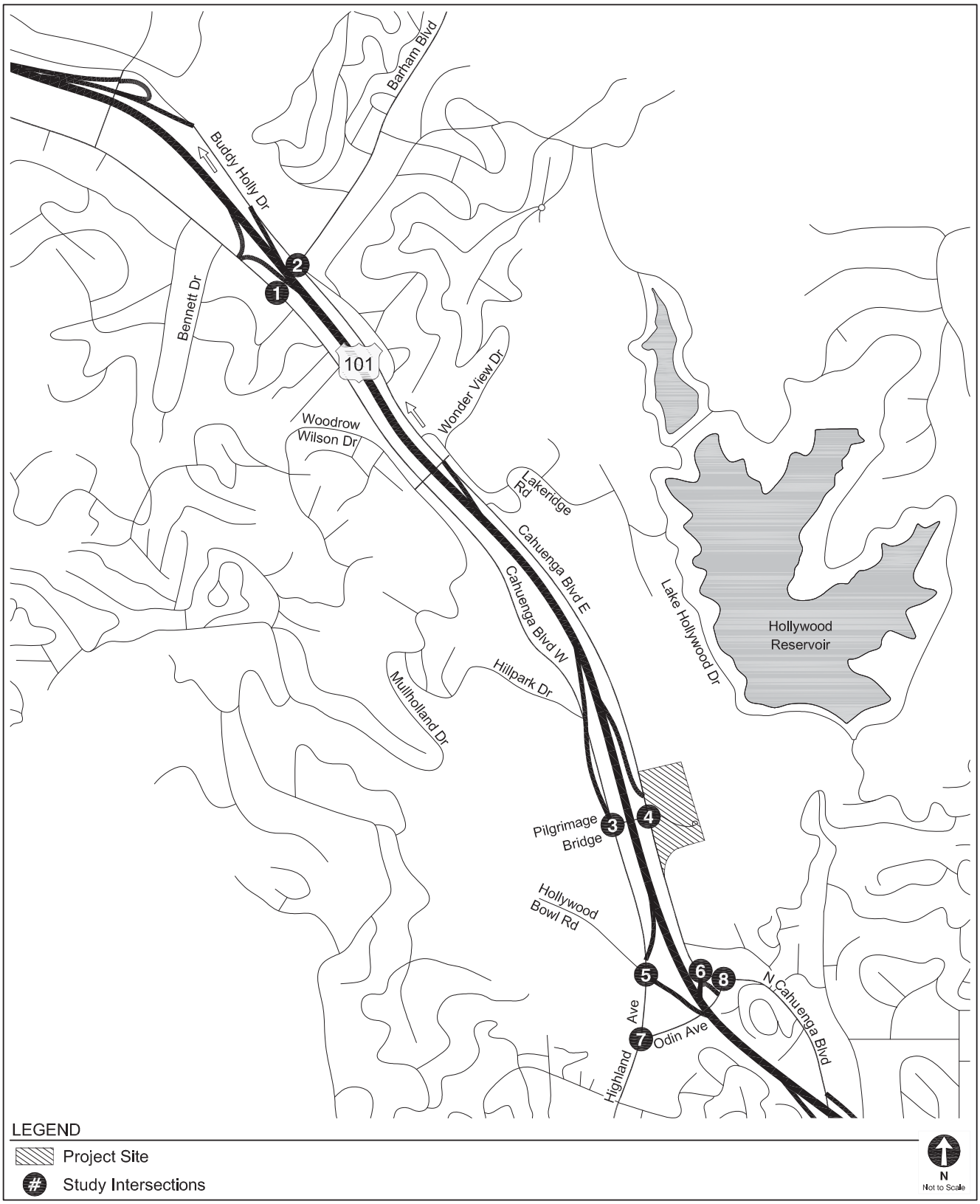

Figure IV.K-1
Study Area and Analyzed Intersections

Source: Gibson Transportation Consulting, Inc., 2014.

Table IV.K-1
Level of Service Definitions for Signalized Intersections

Level of Service	*Intersection Capacity Utilization*	*Definition*
A	*0.000–0.600*	*EXCELLENT. No Vehicle waits longer than one red light and no approach phase is fully used.*
B	*0.601–0.700*	*VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.*
C	*0.701–0.800*	*GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.*
D	*0.801–0.900*	*FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.*
E	*0.901–1.000*	*POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.*
F	*> 1.000*	*FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.*

Source: Transportation Research Circular No. 212, Interim Materials on Highway Capacity, Transportation Research Board, 1980.

c. Computer Traffic Signal Control

The City of Los Angeles currently operates a computerized traffic control system called ATSAC (Automated Traffic Surveillance and Control) which is a centralized control system that provides for the coordination of traffic signal timing to maximize the street capacities and to minimize traffic delays on City streets. LADOT estimates that implementation of this system improves intersection capacity by an average of seven percent. In addition to ATSAC, the City also implements ATCS (Adaptive Traffic Control System) in some areas. ATCS uses enhanced surveillance and control technologies to adapt traffic signal timings to respond to actual traffic conditions on the ground to further improve the effectiveness of the ATSAC system by minimizing the number of stops and the amount of delay with improved traffic signal coordination throughout the network. LADOT estimates that implementation of this system improves intersection capacity by an additional three percent over those operating under the ATSAC system alone.

Table IV.K-2
Level of Service Definitions for Unsignalized Intersections

Level of Service	Average Total Delay
A	≤ 10.0
B	≥ 10.0 and ≤ 15.0
C	≥ 15.0 and ≤ 25.0
D	≥ 25.0 and ≤ 35.0
E	≥ 35.0 and ≤ 50.0
F	≥ 50.0

Source: Transportation Research Board, Highway Capacity Manual, Special Report 209, *2000.*

The City's ATSAC and ATCS control all of the signalized study intersections (Intersections 1, 2, and 4 through 8). Intersection No. 3 at Cahuenga Boulevard West & Pilgrimage Bridge is unsignalized and, as such, does not operate under the City's ATSAC and ATCS control. In accordance with standard LADOT procedures, a capacity increase of 10 percent (0.10 V/C adjustment) was applied at Intersections 1, 2, and 4 through 8 to reflect the intersection capacity benefits of ATCS and ATSAC at these intersections.

d. Scenarios Analyzed

As previously discussed, the Traffic Study evaluated the following scenarios: Existing Conditions; Existing with Project Conditions; Future (Year 2020) Conditions; and Future (Year 2020) with Project Conditions. Each of the four scenarios and the peak periods that were considered for the analysis are further discussed below:

(1) Existing Conditions

Intersection turning movement counts were conducted at the eight study area intersections in September 2013 when both the Ford Theatres and Hollywood Bowl were holding events. As required by LADOT's *Traffic Study Policies and Procedures*, the traffic analysis focused on the weekday and weekend peak hours (i.e., the time periods in which congestion is at its greatest levels), which generally corresponds to the highest hour on a weekday during the morning and afternoon commuter periods and the midday peak hour on a weekend. In addition, as the attendance and traffic volumes associated with the Ford Theatres is highest during evening events, an analysis of the weekday and weekend evening pre-event peak period was also conducted. Consistent with LADOT's guidelines, to identify the peak hours for each intersection, the traffic counts were collected during the following periods:

- Weekday morning commuter peak period between 7:00 A.M. to 10:00 A.M.;
- Weekday afternoon commuter peak period between 4:00 P.M. to 6:00 P.M.;
- Weekday evening (pre-event) peak period between 6:00 P.M. to 9:00 P.M.;
- Saturday midday peak period between 11:00 A.M. to 1:00 P.M.; and
- Saturday evening (pre-event) peak period between 6:00 P.M. to 9:00 P.M.

Existing intersection traffic volumes and summary data worksheets of turning movement counts at the study intersections are identified in Figure 5A, Figure 5B, and Figure 5C of the Traffic Study included as Appendix L of this Draft EIR.

(2) Existing with Project Conditions

Existing with Project Conditions measures transportation impacts of the Project on the existing environment and reflects traffic generated as a result of the Project without accounting for the potential ambient growth in traffic or traffic growth from related projects.

(a) Trip Generation

Trip generation estimates are typically based on trip generation rates identified for various land use types in the *Trip Generation, 9th Edition* manual developed by the Institute of Transportation Engineers (ITE). Traffic Study Policies and Procedures guidelines for Los Angeles indicate that for unique developments or land uses for which ITE trip-generation rates are unavailable or based on a few studies, an alternative to ITE trip-generation rates is appropriate. Currently, there is not an ITE land use category that corresponds well to the unique use and operational characteristics of the Ford Theatres. Consequently, the trips generated by the Project were conservatively estimated based on specific information provided by the Ford Theatre Foundation and County staff with regard to the anticipated unique operational characteristics of the Ford Theatres (i.e., attendance levels; anticipated visitor arrival and departure patterns during weekdays and weekends; events, educational, and other programming; employees, etc.). The number of trips expected to be generated by the typical land use components of the Project (e.g., restaurant use) was estimated using rates published in the *Trip Generation, 9th Edition* by ITE. Trip generation for the office uses is based on the number of existing and proposed employees and conservatively assumes an average vehicle ridership (AVR) of 1.0 per employee vehicle. Detailed assumptions and information regarding the Project trip generation estimates is provided in the Traffic Study included as Appendix L of this Draft EIR.

(b) Trip Distribution and Traffic Assignment

The geographic distribution of trips generated by the Project is dependent on characteristics of the street system serving the Project Site, the level of accessibility of routes to and from the Project Site, the locations of nearby residential, entertainment and employment centers, existing intersection traffic volumes, Project Site ingress/egress availability based on the proposed site access and circulation scheme, the location of the existing and proposed driveways, anticipated visitor arrival and departure information provided by the Ford Theatres, as well as the traffic counts conducted at the site driveways. Based on these considerations, traffic both entering and exiting the Project Site was assigned to the surrounding street system based on the following general distribution pattern: approximately 50 percent to/from the north; approximately 50 percent to/from the south; and approximately 60 percent to/from the US-101.

(3) Future (Year 2020) Conditions

The traffic volumes projected for the future (Year 2020) without Project scenario consider the expected changes in traffic over existing conditions from two primary sources: ambient growth in the existing traffic volumes due to the effects of overall regional growth and development outside the study area; and traffic generated by specific development projects in, or in the vicinity of, the study area. The change in traffic volumes as a result of improvements to the street network was also considered. These factors used to predict Future (Year 2020) Conditions are described below.

(a) Ambient Growth

Based on historical trends and LADOT's *Traffic Study Policies and Procedures*, an ambient growth factor of one percent per year compounded was applied to the traffic volumes under the Existing Conditions to reflect the effects of regional growth and development by the year 2020.

(b) Related Projects

As discussed in Section III, Environmental Setting, of this Draft EIR, in consultation with the Department of City Planning and LADOT, a total of 27 related projects have been identified in relation to the Project by way of location and development completion dates.

(i) Trip Generation

Trip generation estimates for the related projects were provided by LADOT and were calculated using a combination of previous study findings and the trip generation rates contained in *Trip Generation, 9th Edition*. The trip generation projections are conservative,

or higher than can be reasonably expected, since they do not, in every case, account for either the existing uses that may be removed or the possible use of non-motorized travel modes (transit, walk, etc).

(ii) Trip Distribution and Traffic Assignment

The geographic distribution of the traffic generated by the related projects is dependent on several factors, including the type and density of the proposed land uses, the geographic distribution of population from which employees/residents and potential patrons of proposed developments may be drawn, and the location of these projects in relation to the surrounding street system. These factors are considered along with logical travel routes through the street system to develop a pattern of trip distribution. Using the above trip-generation and trip-distribution patterns, traffic generated by the related projects was assigned to the street network.

(c) Future Infrastructure Improvements

Programmed improvements to the street network in the study area were also considered in estimating the traffic volumes for the future (Year 2020) without Project scenario and are described as follows:

- Roadway Improvements—Based on discussions with LADOT, there are no future roadway improvements (either programmed improvements or as mitigation for other approved developments) in the study area that are anticipated to be fully funded and constructed prior to Project buildout (2020). In addition, while future improvements are being planned for the study area, such as the Barham Bridge improvement project and freeway ramp improvements, no future roadway improvements were included as part of the future base scenario in order to provide a conservative, or "worst case", analysis of intersection operations.

- Bicycle System—The future bicycle system in the study area would be expanded to create a more integrated network, as proposed in the City's *2010 Bicycle Plan*. In the vicinity of the Project Site, the *2010 Bicycle Plan* envisions bicycle lanes along Cahuenga Boulevard East, Cahuenga Boulevard West, and North Cahuenga Boulevard. However, none of these proposed bicycle facilities are definitively scheduled for implementation, and they are not expected to be fully built prior to Project completion.

(4) Future (Year 2020) with Project Conditions

The methodologies described above represent the Future without Project Conditions scenario. To develop the Future with Project Conditions scenario, the Project traffic volumes were added to the future without Project Conditions scenario traffic projections.

e. Congestion Management Program

(1) CMP Freeway Analysis

The potential impacts of the Project on CMP monitoring locations were analyzed in accordance with the Transportation Impact Analysis procedures outlined for the Los Angeles County CMP analysis. The freeway system analysis determines if project-generated trips would exceed the CMP thresholds requiring additional analysis of CMP freeway or intersection locations.

(2) CMP Transit Analysis

Potential increases in transit person trips generated by the Project were estimated using Section B.8.4 and Appendix B-4 of the 2010 CMP, which provides a methodology for estimating the number of transit trips expected to result from a proposed project based on the projected number of vehicle trips. This methodology assumes an average vehicle occupancy (AVO) factor of 1.4 in order to estimate the number of person trips to and from a project site and provides the type of use (commercial, residential, etc.) and the proximity to transit services. The CMP guidelines estimate that approximately 3.5 percent of total Project person trips may use public transit to travel to and from the Project Site based on the type of use of the Project.

4. Existing Intersection Conditions

Table IV.K-3 on page IV.K-17 summarizes the V/C ratios and corresponding LOS results for the study intersections during the analyzed weekday and weekend periods previously described. As shown therein, five of the eight analyzed intersections are currently operating at LOS D or better during one or more of the analyzed periods. The remaining three intersections are currently operating at LOS E or LOS F during at least one of the five analyzed periods:

1. Cahuenga Boulevard West & Barham Boulevard
2. Cahuenga Boulevard East & Barham Boulevard
5. Highland Avenue & Hollywood Bowl Road/US-101 Southbound On-Ramp

5. Future (2020) Intersection Conditions

Table IV.K-4 on page IV.K-19 summarizes the Future (Year 2020) Conditions V/C ratios and corresponding LOS results for the study intersections during the analyzed periods. As shown therein, four of the eight study intersections are projected to operate at

Table IV.K-3
Existing Intersection Level of Service

No	Intersection	Peak Hour	Existing	
			Delay/ V/C	LOS
1.	Cahuenga Boulevard West & Barham Boulevard	Weekday A.M.	0.902	E
		Weekday P.M.	0.887	D
		Weekday Event	0.916	E
		Saturday Midday Event	0.661	B
		Saturday Evening Event	0.671	B
2.	Cahuenga Boulevard East & Barham Boulevard	Weekday A.M.	1.040	F
		Weekday P.M.	0.888	D
		Weekday Event	0.933	E
		Saturday Midday Event	0.501	A
		Saturday Evening Event	0.557	A
3.	Cahuenga Boulevard W & Pilgrimage Bridge	Weekday A.M.	1.7	A
		Weekday P.M.	1.1	A
		Weekday Event	2.0	A
		Saturday Midday Event	0.7	A
		Saturday Evening Event	2.3	A
4.	Cahuenga Boulevard East & Pilgrimage Bridge	Weekday A.M.	0.532	A
		Weekday P.M.	0.583	A
		Weekday Event	0.641	B
		Saturday Midday Event	0.217	A
		Saturday Evening Event	0.541	A
5.	Highland Avenue & Hollywood Bowl Rd/US-101 SB On-Ramp	Weekday A.M.	0.931	E
		Weekday P.M.	0.975	E
		Weekday Event	0.912	E
		Saturday Midday Event	0.706	C
		Saturday Evening Event	0.853	D
6.	US-101 Northbound Off-Ramp & North Cahuenga Boulevard	Weekday A.M.	0.403	A
		Weekday P.M.	0.806	D
		Weekday Event	0.677	B
		Saturday Midday Event	0.342	A
		Saturday Evening Event	0.428	A
7.	Highland Avenue & Odin Avenue	Weekday A.M.	0.580	A
		Weekday P.M.	0.611	B
		Weekday Event	0.534	A
		Saturday Midday Event	0.511	A
		Saturday Evening Event	0.484	A

Table IV.K-3 (Continued)
Existing Intersection Level of Service

No	Intersection	Peak Hour	Existing	
			Delay/ V/C	LOS
8.	North Cahuenga Boulevard & Odin Avenue	Weekday A.M.	0.377	A
		Weekday P.M.	0.659	B
		Weekday Event	0.547	A
		Saturday Midday Event	0.247	A
		Saturday Evening Event	0.502	A

[a] *V/C ratio applies to signalized Intersection Nos. 1, 2, and 4 through 8. Delay applies to unsignalized Intersection No. 3.*

Source: Gibson Transportation Consulting, Inc., 2014.

LOS D or better during the analyzed periods. The remaining four intersections are projected to operate at LOS E or F during one or more of the analyzed periods:

1. Cahuenga Boulevard West & Barham Boulevard
2. Cahuenga Boulevard East & Barham Boulevard
5. Highland Avenue & Hollywood Bowl Road/US-101 Southbound On-Ramp
6. US-101 Northbound Off-Ramp & North Cahuenga Boulevard

As compared to Existing Conditions, traffic conditions at Intersection No. 6 are projected to worsen under Future Conditions. In addition, Intersection Nos. 1, 2, and 5, which are operating at LOS E or LOS F under Existing Conditions, are projected to operate at LOS E or LOS F during additional peak periods or worsen from LOS E to LOS F during some peak periods.

6. Environmental Impacts

a. Thresholds of Significance

(1) CEQA Guidelines

Based on Appendix G of the CEQA Guidelines, Project impacts with regard to transportation/traffic would be significant if the Project would:

Table IV.K-4
Future (Year 2020) Conditions Intersection Level of Service

No	Intersection	Peak Hour	Future	
			Delay/ V/C	LOS
1.	Cahuenga Boulevard West & Barham Boulevard	Weekday A.M.	1.062	F
		Weekday P.M.	1.031	F
		Weekday Event	1.064	F
		Saturday Midday Event	0.841	D
		Saturday Evening Event	0.851	D
2.	Cahuenga Boulevard East & Barham Boulevard	Weekday A.M.	1.123	F
		Weekday P.M.	0.959	E
		Weekday Event	1.007	F
		Saturday Midday Event	0.544	A
		Saturday Evening Event	0.604	B
3.	Cahuenga Boulevard West & Pilgrimage Bridge	Weekday A.M.	1.9	A
		Weekday P.M.	0.9	A
		Weekday Event	1.7	A
		Saturday Midday Event	0.6	A
		Saturday Evening Event	2.0	A
4.	Cahuenga Boulevard East & Pilgrimage Bridge	Weekday A.M.	0.679	B
		Weekday P.M.	0.720	C
		Weekday Event	0.783	C
		Saturday Midday Event	0.386	A
		Saturday Evening Event	0.733	C
5.	Highland Avenue & Hollywood Bowl Rd/US-101 SB On-Ramp	Weekday A.M.	1.123	F
		Weekday P.M.	1.211	F
		Weekday Event	1.081	F
		Saturday Midday Event	0.983	E
		Saturday Evening Event	1.081	F
6.	US-101 Northbound Off-Ramp & North Cahuenga Boulevard North	Weekday A.M.	0.583	A
		Weekday P.M.	0.996	E
		Weekday Event	0.857	D
		Saturday Midday Event	0.586	A
		Saturday Evening Event	0.679	B
7.	Highland Avenue & Odin Avenue	Weekday A.M.	0.768	C
		Weekday P.M.	0.804	D
		Weekday Event	0.711	C
		Saturday Midday Event	0.789	C
		Saturday Evening Event	0.739	C

Table IV.K-4 (Continued)
Future (Year 2020) Conditions Intersection Level of Service

No	Intersection	Peak Hour	Future	
			Delay/ V/C	LOS
8.	North Cahuenga Boulevard & Odin Avenue	Weekday A.M.	0.487	A
		Weekday P.M.	0.845	D
		Weekday Event	0.725	C
		Saturday Midday Event	0.491	A
		Saturday Evening Event	0.545	A

[a] *V/C ratio applies to signalized Intersection Nos. 1, 2, and 4 through 8. Delay applies to unsignalized Intersection No. 3.*

Source: Gibson Transportation Consulting, Inc., 2014.

- Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit;

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

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

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

- Result in inadequate emergency access; or

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

Appendix G of the CEQA Guidelines does not include a sample threshold of significance for parking impacts. The prior checklist question regarding inadequate parking capacity was deleted in 2010 pursuant to a number of amendments to the CEQA Guidelines that went into effect on March 18, 2010. However, given the importance of this

issue on the Project Site and within the City , an analysis of parking capacity is provided herein.

As discussed in the Initial Study prepared for the Project, provided in Appendix A of this Draft EIR, the Project Site is not located within the vicinity of a public or private airport or planning boundary of any airport land use plan. In addition, no high-rise structures are proposed as part of the Project which would increase or change air traffic patterns or increase levels of risk with respect to air traffic. Therefore, no significant impacts with regard to air traffic patterns would occur. Further, implementation of the Project would continue the existing theatre uses within the Project Site and provide for recreational opportunities and, as such, would not include incompatible land uses. Additionally, the Project would not create sharp curves or dangerous intersections. Thus, impacts with regard to traffic hazards would be less than significant. As such, no further analysis of these issues is necessary.

(2) Congestion Management Program

The CMP guidelines state that a CMP freeway analysis be conducted if 150 or more trips attributable to the proposed development are added to a mainline freeway monitoring location in either direction during the weekday morning or afternoon commuter peak hours.

The CMP guidelines also state that a CMP arterial monitoring station analysis be conducted if 50 or more peak hour project trips are added to a CMP arterial monitoring station during the weekday morning or afternoon commuter peak hours.

A significant project-related CMP impact would occur if the CMP facility is projected to operate at LOS F (V/C > 1.00) and if the project traffic causes an incremental change in the V/C ratio of 0.02 or greater. A proposed development would not be considered to have a regionally significant impact, regardless of the increase in V/C ratio, if the analyzed facility is projected to operate at LOS E or better after the addition of project traffic.

b. Project Design Features

Project Design Feature K-1: Construction Management Plan

The Ford Theatre Foundation shall prepare a construction traffic management plan, including haul routes and staging plans, as necessary and satisfactory to the County. The construction traffic management plan would be based on the nature and timing of the specific construction activities and shall include the following elements as appropriate:

- Prohibition of construction worker parking and other construction-related vehicles on adjacent residential streets.
- Provisions to prohibit construction equipment or material deliveries within the public right-of-way.
- Provisions for temporary traffic control during all construction activities adjacent to public rights-of-way to improve traffic flow on public roadways (e.g., flag persons).
- Scheduling of construction activities to reduce the effect on traffic flow on surrounding arterial streets.
- Provisions of safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers, as appropriate.
- Provisions to accommodate the equipment storage and truck staging on-site.
- Scheduling of construction-related deliveries, haul trips, etc., so as to occur outside of the commuter peak hours to the extent feasible.
- Obtaining the required permits for truck haul routes from the City prior to issuance of any permit for the Project.

Project Design Feature K-2: The Ford Theatre's shall stagger the start times of simultaneous events to be held in the Amphitheatre and the 299-seat theatre on weekday evenings after 6:00 p.m. by a minimum of 45 minutes so as to separate the arrival patterns of each theatre's patrons.

Project Design Feature K-3: Parking and Traffic Management Plan

The Ford Theatre Foundation shall prepare a Parking and Traffic Management Plan including parking and traffic management measures and transportation demand management strategies. The Parking and Traffic Management Plan could include, but not be limited to, the following:

- Provide directions and location maps with the parking options available for visitors in web postings, real time mobile applications, marketing, notification and media materials, etc.
- Post directions and maps showing truck routes for deliveries, construction vehicles, and other trucks.
- Encourage alternate travel options (, transit and shuttle service) for visitors in event-related marketing/media information.

- Manage the use of all parking spaces in the on-site parking garages to maximize parking efficiency and avoid underutilization of parking spaces.
- Identify locations for bus drop-off/pick-up and staging.
- Provide valet assist parking in at least one parking garage to maximize parking circulation and capacity where possible during large events.
- Require employees and staff to park within designated areas.
- Implement Transportation Demand Management strategies for employees to reduce trips during the congested periods and travel via other modes beside driving alone (e.g., carpooling, flexible or alternative work schedules, transit incentives, parking incentives for carpools and vanpools, etc.)
- Provide bicycle amenities (bicycle racks, lockers, etc.).

c. Analysis of Project Impacts

(1) Traffic

(a) Construction

Construction activities would include demolition of some existing uses, grading and excavation, construction of new structures and related infrastructure, and building and landscaping finishes. As described in Section II, Project Description, of this Draft EIR, the Project would be implanted in several phases and may be completed as early as 2020. To provide a worst-case analysis, the Project is assumed to be constructed in a single phase.

The Project construction would comply with County Code requirements, which prohibits noise-generating construction activities between the hours of 7:00 P.M. and 7:00 A.M. Monday through Friday, before 8:00 A.M. or after 6:00 P.M. on Saturday, and anytime on Sundays or legal holidays if such noise would create a noise disturbance across a residential or commercial real-property line.

(i) Construction Workers

Construction worker traffic is determined based on the number of construction workers employed during various construction phases as well as the travel mode and travel time of workers. As part of the Project, it is anticipated that most, if not all, of the construction worker trips would occur outside of typical commuter peak periods since the hours of construction typically require workers to be on-site before the weekday morning commuter peak period and depart before or after the afternoon commuter peak period (i.e.,

arrive at a site prior to 7:00 A.M. and depart before 4:00 P.M. or after 6:00 P.M.). The number of construction workers on-site would vary based on the phase of construction (e.g., demolition, grading, building construction, etc.) and is estimated to range between approximately 10 and 100 workers on-site daily. Accounting for some level of carpooling among the construction workers (average vehicle ridership of 1.135 persons per vehicle), the number of construction worker trips during the construction phase requiring the largest number of workers (e.g., 100 construction workers during building construction) would generate approximately 176 trips (88 inbound/88 outbound). As previously stated, these trips would occur outside of the peak traffic periods.

(ii) Haul Trucks and Equipment/Material Delivery Trucks

The Project's combined excavation, demolition, and other construction activities are expected to generate approximately 107,094 cubic yards of material that would be exported off-site. Assuming 12-14 cubic yard trucks are used to export the material, the Project would generate approximately 64 haul truck trips per day (32 inbound/32 outbound) during construction.

With regard to construction material delivery trucks, it is estimated that an average of between less than 10 and 30 delivery trucks could access the Project Site on a daily basis depending on the construction phase. The construction phase requiring the largest number of deliveries (e.g., 30 delivery trucks during building construction) would generate approximately 30 daily delivery truck trips (15 inbound/15 outbound).

(iii) Truck Routes

Based on the proximity of the Hollywood Freeway to the Project Site, it is anticipated that haul trucks and delivery trucks would access the Project Site traveling northbound on Cahuenga Boulevard East from the Hollywood Freeway (US-101) and would exit the Project Site onto Cahuenga Boulevard East and travel northbound on Cahuenga Boulevard East to the Hollywood Freeway.

(iv) Potential Construction Traffic Impacts

As described above, during the most intense construction phase, it is anticipated that construction activities would generate approximately 176 daily construction worker trips. In addition, based on a passenger car equivalency factor of 2.0, the 64 haul truck trips per day and the 30 daily delivery truck trips would be equivalent to 188 passenger car trips per day. Therefore, Project construction could generate a total of approximately 364 trips per day based on the construction phase. However, as discussed above, given the typical construction hours the Project would comply with, the majority of these trips would occur during off-peak hours. As such, Project construction would not be expected to

result in a significant impact at any of the analyzed intersections. In addition, the Project would include implementation of a Construction Management Plan to minimize the amount and effect of construction traffic. As outlined above in Project Design Feature K-1, the Construction Management Plan would prohibit construction workers, haul trucks and delivery trucks from parking, staging, or queuing along the surrounding residential streets.

(b) Operation

(i) Project Trip Generation

As previously described, the number of trips expected to be generated by the Project was estimated based on specific information provided by the Ford Theatre Foundation and County staff with regard to the anticipated unique operational characteristics of the Ford Theatres (i.e., attendance levels; anticipated visitor arrival and departure patterns during weekdays and weekends; events, educational, and other programming; employees, etc.). In addition, the number of trips expected to be generated by the typical land use components of the Project (e.g., restaurant use) was estimated using rates published in the *Trip Generation, 9th Edition* by ITE. Trip generation for the office uses is based on the number of existing and proposed employees and conservatively assumes an average vehicle ridership of 1.0 per employee vehicle. Table IV.K-5 on page IV.K-26 provides a summary of the existing and anticipated trip-generation estimates for the Project during the analyzed periods described previously.

As shown in Table IV.K-5, the Project is anticipated to generate the following estimated net new trips during the corresponding analysis periods:

- Weekday 7:00 A.M. to 10:00 A.M.: 35 trips (34 inbound/1 outbound)
- Weekday 4:00 P.M. to 6:00 P.M.: 60 trips (17 inbound/43 outbound)
- Weekday 6:00 P.M. to 9:00 P.M.: 18 trips (13 inbound/5 outbound)
- Saturday 11:00 A.M. to 1:00 P.M.: 92 trips (78 inbound/14 outbound)
- Saturday 6:00 P.M. to 9:00 P.M.: 92 trips (79 inbound/13 outbound)

(ii) Trip Distribution and Traffic Assignment

The second and third components of the travel demand analysis includes an estimation of the geographical distribution of origins and destinations for the trips generated by the Project (trip distribution) and the assignment of these trips to the study area roadway system (traffic assignment). As stated above, the geographic distribution of trips generated by the Project is dependent on characteristics of the street system serving the Project Site,

Table IV.K-5
Project Trip Generation

John Anson Ford Theatre Project															
		Weekday A.M. Peak Hour			Weekday P.M. Peak Hour[a]			Weekday Evening Event Peak Hour[b]			Saturday Midday Peak Hour			Saturday Evening Peak Hour		
Land Use	**Size**	**In**	**Out**	**Total**	**In**	**Out**	**Total**	**In**	**Out**	**Total**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
Ford Theatres	1,598 seats	0	0	0	35	22	57	364	64	428	343	26	368	343	26	368
Quality Restaurant	5,400 sf	0	0	0	27	13	40	27	13	40	17	12	29	34	24	58
Less Internal Capture[c]	50%	0	0	0	(14)	(7)	(20)	(14)	(7)	(20)	(9)	(6)	(15)	(17)	(12)	(29)
Less Transit Use[d]	15%	0	0	0	(4)	(2)	(6)	(4)	(2)	(6)	(3)	(2)	(4)	(5)	(4)	(9)
Total		0	0	0	9	5	14	9	5	14	6	4	10	12	8	20
Office[e]	50 employees	50	0	50	0	50	50	0	0	0	0	0	0	0	0	0
Hiking Trail	100 daily hikers	4	1	5	1	4	5	0	0	0	5	5	10	0	0	0
Subtotal Project Trips		**54**	**1**	**55**	**45**	**81**	**126**	**373**	**69**	**442**	**354**	**35**	**389**	**355**	**34**	**389**
Existing Uses																
		Weekday A.M. Peak Hour			Weekday P.M. Peak Hour			Weekday Evening Event Peak Hour			Saturday Midday Peak Hour			Saturday Evening Event Peak Hour		
Land Use	**Size**	**In**	**Out**	**Total**	**In**	**Out**	**Total**	**In**	**Out**	**Total**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
Ford Theatres	1,287 seats	0	0	0	28	18	46	360	64	424	276	21	297	276	21	297
Office[e]	20 employees	20	0	20	0	20	20	0	0	0	0	0	0	0	0	0
Subtotal Existing Trips		**20**	**0**	**20**	**28**	**38**	**66**	**360**	**64**	**424**	**276**	**21**	**297**	**276**	**21**	**297**
Net New Trips (Project Trips - Existing Trips)		**34**	**1**	**35**	**17**	**43**	**60**	**13**	**5**	**18**	**78**	**14**	**92**	**79**	**13**	**92**

[a] *Ford Theatre traffic volumes during the Weekday P.M. Peak Hour include staff (e.g., employees, setup crews, production managers, etc.) trips associated with operations of the theatres (Amphitheatre, 299-seat theatre, & multi-purpose flex space).*

[b] *Weekday Evening Event Peak Hour reflects the Project Design Feature staggering of event start times between Amphitheatre and 299-seat theatre. Thus, a total of 1,299 seats is included for analysis, representing full occupancy of Amphitheatre and multi-purpose flex space (1,200 + 99 seats).*

[c] *The restaurant uses will primarily support the Ford Theatres, but will be open to the public. Thus, an internal capture credit was applied to account for patrons also attending an event at the Ford Theatres.*

[d] *Transit reduction to account for patrons and employees that may use transit, based on the improved Transit Plaza and continued presence of a shuttle to/from the Universal City/Studio City Metro Red Line Station.*

[e] *Based on information provided by Ford Theatre as part of the Project a total of 85 employees will be on-site, including 50 Ford Theatre employees (8:00 A.M. to 5:00 P.M.) and 35 Parks & Recreation employees that arrive and depart outside of the commuter peak periods (arrive by 6:00 A.M., depart before 4:00 P.M.). It should be noted that the employee numbers are overly conservative, as they do not account for the existing 140 LA Phil employees that will be replaced by other County employees relocated onsite with the Project.*

Source: Gibson Transportation Consulting, Inc., 2014.

the level of accessibility of routes to and from the Project Site, and the locations of nearby residential, entertainment and employment centers. Based on the observed distribution of traffic in the vicinity of the Project Site, Project traffic was assigned to the surrounding streets as follows: approximately 50 percent of the total Project traffic was assigned to the north of the Project Site; approximately 50 percent of the total Project traffic was assigned to the south of the Project Site; and approximately 60 percent of the Project traffic was assigned to/from the US-101 and the Project Site.

(iii) Existing with Project Intersection Conditions

The Existing with Project analysis assumes the Project is constructed, to full buildout, and added to existing traffic conditions. The Existing with Project analysis does not include ambient traffic growth, related project traffic growth, future roadway and infrastructure improvements, or mitigation. Existing with Project intersection operating conditions during the analyzed periods are shown in Table IV.K-6 on page IV.K-28.

As provided therein, five of the eight intersections are projected to operate at LOS D or better during the analyzed periods. The remaining three intersections are projected to operate at LOS E or F during one or more of the analyzed periods. It is noted that these three intersections are the same intersections currently operating at LOS E or F under Existing Conditions, as previously identified above (Intersection Nos. 1, 2, and 5). Asshown in Table IV.K-6, the addition of Project traffic to the study intersections would not exceed applicable significance thresholds. Therefore, the Project would not result in a significant impact at any of the study intersections during the analyzed periods under Existing with Project Conditions.

(iv) Future (Year 2020) with Project Intersection Conditions

The Future (Year 2020) with Project analysis assumes the Project is constructed, to full buildout, in year 2020 and added to future baseline conditions, which, as previously described, comprises baseline traffic and ambient and related project traffic growth, but does not include any mitigation. Future (Year 2020) with Project intersection operating conditions during the analyzed hours are shown in Table IV.K-7 on page IV.K-30. As shown therein, four of the eight study intersections are projected to operate at LOS D or better during the analyzed periods under Future (Year 2020) with Project Conditions. The remaining four intersections are projected to operate at LOS E or F during one or more of the analyzed periods. It is noted that these four intersections are the same intersections projected to operate at LOS E or F under Future Conditions (without the Project), as previously identified (Intersection Nos. 1, 2, 5, and 6). As summarized in Table IV.K-7, similar to the Existing with Project Conditions scenario above, Project traffic would contribute a small increase in the V/C ratios at most study intersections. Therefore, the

Table IV.K-6
Existing with Project Conditions Intersection Level of Service

No	Intersection	Peak Hour	Existing with Project			
			Delay/ V/C	LOS	∆ in Delay/ V/C	Significant Impact?
1.	Cahuenga Boulevard West & Barham Boulevard	Weekday A.M.	0.902	E	0.000	No
		Weekday P.M.	0.887	D	0.000	No
		Weekday Event	0.916	E	0.000	No
		Saturday Midday Event	0.661	B	0.000	No
		Saturday Evening Event	0.671	B	0.000	No
2.	Cahuenga Boulevard East & Barham Boulevard	Weekday A.M.	1.041	F	0.001	No
		Weekday P.M.	0.890	D	0.002	No
		Weekday Event	0.933	E	0.000	No
		Saturday Midday Event	0.504	A	0.003	No
		Saturday Evening Event	0.560	A	0.003	No
3.	Cahuenga Boulevard West & Pilgrimage Bridge	Weekday A.M.	1.7	A	0.0	No
		Weekday P.M.	1.1	A	0.0	No
		Weekday Event	2.0	A	0.0	No
		Saturday Midday Event	0.8	A	0.1	No
		Saturday Evening Event	2.5	A	0.2	No
4.	Cahuenga Boulevard East & Pilgrimage Bridge	Weekday A.M.	0.532	A	0.000	No
		Weekday P.M.	0.583	A	0.000	No
		Weekday Event	0.641	B	0.000	No
		Saturday Midday Event	0.217	A	0.000	No
		Saturday Evening Event	0.541	A	0.000	No
5.	Highland Avenue & Hollywood Bowl Rd/US-101 SB On-Ramp	Weekday A.M.	0.931	E	0.000	No
		Weekday P.M.	0.977	E	0.002	No
		Weekday Event	0.913	E	0.001	No
		Saturday Midday Event	0.707	C	0.001	No
		Saturday Evening Event	0.854	D	0.001	No
6.	US-101 Northbound Off-Ramp & North Cahuenga Boulevard North	Weekday A.M.	0.411	A	0.009	No
		Weekday P.M.	0.811	D	0.005	No
		Weekday Event	0.680	B	0.003	No
		Saturday Midday Event	0.363	A	0.021	No
		Saturday Evening Event	0.449	A	0.021	No
7.	Highland Avenue & Odin Avenue	Weekday A.M.	0.580	A	0.000	No
		Weekday P.M.	0.614	B	0.003	No
		Weekday Event	0.535	A	0.001	No
		Saturday Midday Event	0.511	A	0.001	No
		Saturday Evening Event	0.487	A	0.003	No

Table IV.K-6 (Continued)
Existing with Project Conditions Intersection Level of Service

No	Intersection	Peak Hour	Existing with Project			
			Delay/ V/C	LOS	Δ in Delay/ V/C	Significant Impact?
8.	North Cahuenga Boulevard & Odin Avenue	Weekday A.M.	0.378	A	0.001	No
		Weekday P.M.	0.660	B	0.001	No
		Weekday Event	0.547	A	0.000	No
		Saturday Midday Event	0.252	A	0.005	No
		Saturday Evening Event	0.509	A	0.007	No

[a] *V/C ratio applies to signalized Intersection Nos. 1, 2, and 4 through 8. Delay applies to unsignalized Intersection No. 3.*

Source: Gibson Transportation Consulting, Inc., 2014.

Project would not result in a significant impact at any of the study intersections during the analyzed periods under Future with Project Conditions.

(2) Congestion Management Program

(a) CMP Freeway Analysis

As stated above, the geographic distribution of trips generated by the Project is dependent on characteristics of the street system serving the Project Site, the level of accessibility of routes to and from the Project Site, and the locations of nearby residential, entertainment and employment centers. Based on the observed distribution of traffic in the vicinity of the Project Site, approximately 60 percent of the Project traffic was assigned to/from the US-101 and the Project Site. According to the trip generation estimates shown above in Table IV.K-5 on page IV.K-26, the Project is expected to generate approximately 35 net new trips in the weekday A.M. peak hour, approximately 60 net new trips in the weekday P.M. peak hour, approximately 18 net new trips in the weekday evening peak hour, approximately 92 net new trips in the Saturday midday peak hour, and approximately 92 net new trips in the Saturday evening peak hour. As detailed in the Project trip distribution patterns illustrated in Figures 10A, 10B, and 10C of the Traffic Study provided as Appendix L of this Draft EIR, the Project would add fewer than 150 trips in either direction during the weekday morning and afternoon peak hours. Therefore, no CMP impact would occur and no additional analysis of freeway segments is required per the CMP criteria.

Table IV.K-7
Future (Year 2020) with Project Conditions Intersection Level of Service

No	Intersection	Peak Hour	Future With Project			
			Delay/ V/C	LOS	Δ in Delay/ V/C	Significant Impact?
1.	Cahuenga Boulevard West & Barham Boulevard	Weekday A.M.	1.062	F	0.000	No
		Weekday P.M.	1.031	F	0.000	No
		Weekday Event	1.064	F	0.000	No
		Saturday Midday Event	0.841	D	0.000	No
		Saturday Evening Event	0.851	D	0.000	No
2.	Cahuenga Boulevard East & Barham Boulevard	Weekday A.M.	1.124	F	0.001	No
		Weekday P.M.	0.961	E	0.002	No
		Weekday Event	1.008	F	0.001	No
		Saturday Midday Event	0.546	A	0.002	No
		Saturday Evening Event	0.607	B	0.003	No
3.	Cahuenga Boulevard West & Pilgrimage Bridge	Weekday A.M.	2.0	A	0.1	No
		Weekday P.M.	0.9	A	0.0	No
		Weekday Event	1.7	A	0.0	No
		Saturday Midday Event	0.7	A	0.1	No
		Saturday Evening Event	2.2	A	0.2	No
4.	Cahuenga Boulevard East & Pilgrimage Bridge	Weekday A.M.	0.679	B	0.000	No
		Weekday P.M.	0.720	C	0.000	No
		Weekday Event	0.783	C	0.000	No
		Saturday Midday Event	0.386	A	0.000	No
		Saturday Evening Event	0.733	C	0.000	No
5.	Highland Avenue & Hollywood Bowl Rd/US-101 SB On-Ramp	Weekday A.M.	1.123	F	0.000	No
		Weekday P.M.	1.211	F	0.000	No
		Weekday Event	1.082	F	0.001	No
		Saturday Midday Event	0.983	E	0.000	No
		Saturday Evening Event	1.082	F	0.001	No
6.	US-101 Northbound Off-Ramp & North Cahuenga Boulevard North	Weekday A.M.	0.592	A	0.009	No
		Weekday P.M.	1.001	F	0.005	No
		Weekday Event	0.861	D	0.004	No
		Saturday Midday Event	0.607	B	0.021	No
		Saturday Evening Event	0.700	B	0.021	No
7.	Highland Avenue & Odin Avenue	Weekday A.M.	0.768	C	0.000	No
		Weekday P.M.	0.807	D	0.003	No
		Weekday Event	0.712	C	0.001	No
		Saturday Midday Event	0.790	C	0.001	No
		Saturday Evening Event	0.742	C	0.003	No

Table IV.K-7 (Continued)
Future (Year 2020) with Project Conditions Intersection Level of Service

No	Intersection	Peak Hour	Future With Project			
			Delay/ V/C	LOS	Δ in Delay/ V/C	Significant Impact?
8.	North Cahuenga Boulevard & Odin Avenue	Weekday A.M.	0.489	A	0.001	No
		Weekday P.M.	0.846	D	0.001	No
		Weekday Event	0.726	C	0.001	No
		Saturday Midday Event	0.496	A	0.005	No
		Saturday Evening Event	0.552	A	0.007	No

[a] *V/C ratio applies to signalized Intersection Nos. 1, 2, and 4 through 8. Delay applies to unsignalized Intersection No. 3.*

Source: Gibson Transportation Consulting, Inc., 2014.

(b) CMP Arterial Monitoring Stations

As previously described, the CMP arterial monitoring stations closest to the Project Site include Santa Monica Boulevard & Highland Avenue and Cahuenga Boulevard & Lankershim Boulevard. Based on the Project trip generation and trip distribution patterns illustrated in Figures 10A, 10B, and 10C of the Traffic Study included as Appendix L of this Draft EIR, the Project is estimated to add fewer than five trips to each of the arterial monitoring stations during the morning and afternoon peak hours. Therefore, the Project would not add more than 50 vehicle trips during the morning and afternoon peak hours at CMP arterial monitoring stations. Therefore, the Project's CMP arterial impacts are considered to be less than significant, and no further analysis is required.

(c) CMP Transit Analysis

(i) Construction

Project construction would not require the relocation or removal of the existing Metro transit stop adjacent to the Project Site or other transit stops in the vicinity of the Project Site. As such, Project development would not result in significant impacts on transit access.

(ii) Operation

According to the trip generation estimates shown above in Table IV.K-5 on page IV.K-26, the Project is expected to generate approximately 35 net new trips during weekday morning peak hour and 60 trips during weekday afternoon peak hour. Per

the methodology presented in the CMP, applying the average vehicle ridership factor of 1.4 to the estimated net new vehicle trips results in an estimated increase of approximately 49 new person trips during the weekday morning peak hour and 84 new person trips during the afternoon peak hour. The CMP provides that, of the total net person trips of a project that is not primarily residential or commercial, 3.5 percent of the total person trips attributable to the Project be assigned astransit riders. Following this approach, the Project would generate an estimated increase in transit riders of approximately three net new transit trips in the weekday morning peak hour and two net new transit trips in the weekday afternoon peak hour. As detailed above, the study area is served by numerous established transit routes, including the Metro Red Line, two Metro bus lines, and one LADOT bus line. Distribution of the Project transit trips to the transit routes available in the area would result in less than one new transit user for each transit line during the peak hours. Consequently, the total available capacity of the transit lines within the study area during the morning and afternoon peak hours is anticipated to more than accommodate the limited net additional trips during the morning and afternoon peak periods. Therefore, Project impacts on existing or future transit services in the study area would be less than significant.

(3) Access and Circulation

(a) Emergency Access

(i) Construction

Construction activities for the Project would be concentrated within the Project Site with limited off-site activities for implementation of any necessary utility improvements. As outlined above in Project Design Feature K-1, a Construction Management Plan would be implemented during construction to provide for temporary traffic controls, including provisions to prohibit construction equipment or material deliveries within the public right-of-way and the use of flag persons to improve traffic flow. Implementation of such provisions would ensure adequate emergency access to residences adjacent to the Project Site. In addition, the drivers of emergency vehicles normally have a variety of options for avoiding traffic, such as using sirens to clear a path of travel or driving in the lanes of opposing traffic. Further, access to the Project Site would continue to be available during construction of the Project. Thus, any potential emergency access impacts from Project-related construction would be less than significant.

(ii) Operation

As described in Section II, Project Description, of this Draft EIR, upon implementation of the Project, access to the Project Site would continue to be available via the four existing driveways along the eastside of Cahuenga Boulevard East with improved internal configuration and circular modifications to accommodate the Project. Specifically,

to facilitate access and circulation within the proposed Transit Center, the Project includes one new driveway between the northernmost driveway and the main entrance at the intersection of Cahuenga Boulevard East and Pilgrimage Bridge. The existing circular driveway at the upper gate would also be modified to form the Service Court, which would provide a loading dock and stage loading area to serve events and general facility maintenance such as trash and recycling pickup as well as fire department access. In addition, the Project would incorporate specific emergency access recommendations provided by the County Fire Department and the City of Los Angeles Fire Department as set forth in Project Design Feature J.1-2 included in Section IV.J.1, Public Services—Fire Protection, of this Draft EIR. In addition, as discussed above, traffic generated by the Project would not result in significant impacts to Project area intersections, including intersections along the closest City-designated disaster route along Highland Avenue. Notwithstanding, the drivers of emergency vehicles normally have a variety of options for avoiding traffic, such as using sirens to clear a path of travel or driving in the lanes of opposing traffic. Further, the Project would be designed in accordance with emergency vehicle access, clearance, and staging recommendations set forth by the County Fire Department and LAFD. Therefore, the Project would not result in inadequate emergency access and impacts would be less than significant.

(b) Bicycle and Pedestrian Access

(i) Construction

Construction of the Project would primarily be contained within the boundaries of the Project Site and would not affect the adjacent street system. In addition, as outlined above in Project Design Feature K-1, a Construction Management Plan would be implemented during construction to provide for temporary traffic controls and address any temporary lane or sidewalk closures, if necessary. Thus, any potential access impacts from Project-related construction would be less than significant.

(ii) Operation

Existing pedestrian facilities would remain with implementation of the Project. As such, pedestrian access to the Project Site would continue to be available from the sidewalks currently provided along Cahuenga Boulevard East. In addition, as part of the Project, on-site pedestrian circulation would be improved by accommodating parking within two new parking structures and providing designated pedestrian pathways to and from the parking structures and the on-site uses, thereby eliminating the pedestrian-vehicular conflicts associated with a stacked parking configuration. With the implementation of the Transit Center and modifications to the driveways described above, the Project would also improve access and circulation for vehicles and shuttles.

As previously described, bicycle lanes in the study area currently exist on North Cahuenga Boulevard between Odin Avenue and Yucca Street. In addition, there are two streets designated as bicycle routes: Odin Avenue between Highland Avenue and North Cahuenga Boulevard and Wilcox Avenue south of North Cahuenga Boulevard. As these facilities do not cross the access locations to the Project Site, the Project would not affect existing designated bicycle lanes and routes in the study area. Notwithstanding, the existing sidewalks, access driveways, and lane configurations would be maintained with the Project. In addition, the Project would include bicycle amenities (e.g., bicycle parking and bicycle-friendly amenities) located throughout the Project Site.

In summary, the Project would not decrease the performance or safety of the existing circulation system and no significant impacts with regard to pedestrian and bicycle facilities are expected to result due to the design or placement of Project access points.

(4) Parking

(a) Construction

During construction of the Project, parking for employees and construction workers would be provided on-site. In addition, the Construction Management Plan outlined above in Project Design Feature K-1, would address and manage on-site parking for employees and construction workers within the Project Site. Therefore, Project construction would not result in a significant impact with regard to the availability of parking.

(b) Operation

The parking demands of the Project would fluctuate depending on the activities, programs, and events held; time of the year (e.g., holidays); day of the week (weekdays and weekends); and time of the day. Therefore, an assessment of parking demand was conducted for several potential scenarios, including on a non-event day and during event days with varying attendance levels. The peak parking demand for the Project during the peak parking demand scenarios analyzed was estimated based on a combination of the Project's unique operational characteristics, including attendance levels, anticipated visitor arrival and departure patterns, empirical data from existing operations, industry-wide parking demand rates, average vehicle ridership rates, mode split (e.g., arriving by transit, walk, bicycle, etc.), internal capture (e.g., between the restaurant and the theatre uses), and employee data. A detailed summary of the parking demand for different operational scenarios is provided in Table 10 through Table 13 of the Traffic Study included in Appendix L of this DEIR. A summary of the parking demand scenarios analyzed and the results of the parking demand analysis is as follows:

- Non-event—This scenario assumes only office employees (e.g., Ford Theatre Foundation, Los Angeles County Arts Commission, Parks and Recreation staff), restaurant patrons, restaurant employees, and hikers would be on-site. It is also assumed that all restaurant patrons would be on-site simultaneously. During a non-event day, a peak parking demand of 291 spaces would be required.

- Event (attendance up to 1,100 patrons)—This scenario assumes an attendance level of up to 1,100 patrons in a combination of the theatres, along with the associated employees and restaurant use. During an event day with up to 1,100 patrons, a peak parking demand of 427 spaces would be required.

- Event (attendance of 1,101 to 1,300 patrons)—This scenario assumes an attendance level of 1,101 to 1,300 patrons in a combination of the theatres, along with the associated employees and restaurant use. During an event day with an attendance level of 1,101 to 1,300 patrons, a peak parking demand of 484 spaces would be required.

- Event (attendance of 1,301 to 1,598 patrons)—This scenario assumes an attendance level of 1,301 to 1,598 patrons, representing a sold out condition within all theatres, along with the associated employees and restaurant use. During an event day with an attendance level of 1,301 to 1,598 patrons, a peak parking demand of 568 spaces would be required.

As part of the Project, parking is proposed within two new parking structures, which are proposed to provide a total of 500 parking spaces (250 parking spaces in each structure). Parking within the parking structures could be expanded by approximately 75 spaces with the use of attendant assisted parking for a total of 575 parking spaces provided on-site. Additional parking at the Universal City/Studio City Metro Red Line Station would also continue to be available to accommodate the parking needs of the Project. Further, as outlined above in Project Design Feature K-3, the Project would include implementation of a Parking and Traffic Management Plan to address the varying parking needs of the Project. As summarized in Table 14 of the Traffic Study included as Appendix L of this Draft EIR, the peak parking demand for the different operation conditions would be accommodated based on the number of parking spaces to be provided and with implementation of the strategies set forth in the Parking and Traffic Management Plan, including a combination of existing on-site parking facilities, operational measures to increase parking supply such as attendant-assisted parking, employee parking management, and continued use of the parking spaces and shuttle from the Universal City/Studio City Metro Red Line Station for employees and patrons. Therefore, a sufficient number of parking spaces would be available to serve the estimated peak parking demand during a non-event day and during the analyzed event day scenarios, and Project impacts with regard to parking would be less than significant. Additionally, because the Project would increase the number of parking spaces within the Project Site and enhance

circulation and accessibility within the Project Site, it is anticipated that the Project would reduce the incentive for patrons to park on adjacent neighborhood streets.

(5) Summary of Impact Analysis

As provided by the analysis presented above, the Project would not result in significant impacts with regard to the local or regional transportation system, including intersections, highways, transit, and pedestrian and bicycle facilities. As such, the Project would not conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, or conflict with an applicable congestion management program. In addition, the Project would not result in inadequate emergency access. Therefore, as demonstrated in the analysis above, impacts with regard to these topics would be less than significant.

(6) Consistency with Regulatory Framework

As analyzed above, the Project would not result in significant impacts to public transit, bicycle, or pedestrian facilities and therefore would not decrease the performance or safety of such facilities. In addition, with implementation of the Project, the County would continue to promote several modes of transportation including walking, biking, or public transportation. Therefore, the Project would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities and such impacts would be less than significant.

7. Cumulative Impacts

a. Traffic

(1) Construction

As shown in Figure III-1 in Section III, Environmental Setting, of this Draft EIR, the related projects, the closest of which is approximately 0.8 mile southwest of the Project Site, are not located in close proximity to the Project Site and may or may not be developed within the same construction schedule as the Project. In addition, as all of the related projects are located within the jurisdiction of LADOT, per standard City practice, the construction of large development projects would occur in accordance with project-specific construction management plans, as is the case with the Project. As the construction management plans are reviewed and approved by LADOT, it is anticipated that through this process, LADOT would coordinate construction activities among the related projects that would have the potential to result in cumulative intersection impacts. In addition, as analyzed above, the Project would not result in significant impacts at any of the

intersections within the study area during construction. Further, implementation of the Construction Management Plan, as outlined above in Project Design Feature K-1, would manage construction-related traffic in the study area. Thus, given the distance of the Project Site to the related Projects and the construction management plans that would be in place for the Project and the related projects, the Project's contribution to cumulative construction-related traffic impacts would not be cumulatively considerable and cumulative impacts would be less than significant.

(2) Operation

Implementation of the Project in conjunction with the related projects identified in Section III, Environmental Setting, of this Draft EIR, and projected regional growth would increase the amount of traffic in the study area. As described above in the Approach and Methodology subsection, the analysis of Future (Year 2020) with Project Conditions reflects both Project-specific and future cumulative traffic impacts related to intersection LOS. As detailed above in Table IV.K-4 on page IV.K-19, cumulative conditions (Future (Year 2020) Conditions) demonstrate four of the eight study intersections are projected to operate at LOS D or better during the analyzed periods. The remaining four intersections are projected to operate at LOS E or F during one or more of the analyzed periods. As shown in Table IV.K-7 on page IV.K-30, the Project would not contribute to any significant impacts to these intersections and the Project's contribution to cumulative impacts would not be cumulatively considerable. As such, cumulative impacts would be less than significant.

b. Congestion Management Program

As described above, the Project would not add more than 50 vehicle trips during the A.M. and P.M. peak hours at the CMP arterial monitoring stations nearest to the Project Site. In addition, the Project would add less than 150 trips along the nearest freeway segment serving the Project Site in either direction during either peak hour. Further, the Project would not result in significant impacts to public transit. Thus, no CMP impact would occur under the Project and, as a result, the Project's contribution to cumulative impacts would not be cumulatively considerable. Thus, the Project's cumulative impacts would be less than significant.

c. Access and Circulation

(1) Emergency Access

Project implementation in addition to some of the related projects and regional growth (depending on proximity to the Project Site) would contribute to an increase in the amount of traffic around the Project area. As described above, the analysis of the Future

(Year 2020) with Project Conditions reflects both Project-specific and future cumulative traffic impacts related to intersection LOS in the study area. This analysis concluded that the Project would result in less-than-significant impacts to study intersections, including intersections along the closest City-designated disaster route along Highland Avenue. Therefore, the Project's cumulative impacts would not be cumulatively considerable. In addition, as with the Project, it is anticipated that related projects would continue to consult with the applicable Police and Fire departments regarding emergency access requirements and implement specific emergency access requirements. Additionally, the drivers of emergency vehicles normally have a variety of options for avoiding traffic, such as using sirens to clear a path of travel or driving in the lanes of opposing traffic. Therefore, the Project's cumulative impacts to emergency would be less than significant.

(2) Bicycle and Pedestrian Access

As provided above, Project impacts to bicycle and pedestrian access would be less than significant. Based on the proximity of the Project Site to the related projects, the closest of which is approximately 0.8 mile southwest of the Project Site, development of the Project in conjunction with the related projects would not be expected to impact any existing shared bicycle and pedestrian facilities. Additionally, as with the Project, the applicants of the related projects would be required to design and construct their projects in conformance with applicable standards regarding sight distance, sidewalks, crosswalks, and pedestrian movement controls. Therefore, cumulative impacts would be less than significant.

d. Parking

The parking demand associated with the Project would not contribute to the cumulative demand for parking in the vicinity of the Project Site as a result of development of the Project and related projects. Specifically, as shown in Figure III-1 in Section III, Environmental Setting, of this Draft EIR, the related projects are sufficiently separated from the Project Site such that they would not share parking supplies. Additionally, because the Project would increase the number of parking spaces within the Project Site and enhance circulation and accessibility within the Project Site, it is anticipated that the Project would reduce the incentive for patrons to park on adjacent neighborhood streets. Therefore, cumulative parking impacts would be less than significant.

8. Mitigation Measures

The Project would result in less than significant impacts to traffic, access, and parking. No mitigation measures would be required.

9. Conclusion

a. Traffic

The Project would not result in significant impacts during Project construction or operation along the analyzed intersections under Existing with Project Conditions or Future (Year 2020) with Project Conditions.

b. Congestion Management Plan

No significant impacts to CMP arterial monitoring stations or freeway segments would occur. In addition, the Project's transit impacts would be less than significant.

c. Access and Circulation

Project access impacts as well as impacts related to pedestrian/bicycle facilities would be less than significant.

d. Parking

Project impacts related to parking would be less than significant.