Addendum to the West Hollywood Park Master Plan Mitigated Negative Declaration

Prepared for:

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April 2014

TABLE OF CONTENTS

LIST OF FIGURES

LIST OF TABLES

Appendices

1.0 INTRODUCTION

SUMMARY

This is the Addendum to the Mitigated Negative Declaration (MND) for the West Hollywood Park Master Plan adopted October 4, 2004. This introduction describes the background of the planning and environmental review process conducted by the City of West Hollywood for the West Hollywood Park Master Plan project and the purpose and organization of this Addendum, which assesses the potential environmental effects of changes to the project that would result in a reduction in the square footage of park activities on a smaller area footprint.

PURPOSE OF AN ADDENDUM

When a Mitigated Negative Declaration (MND) has been adopted for a project, the California Environmental Quality Act (CEQA) and the *State CEQA Guidelines* define the standards and procedure for additional environmental review. Sections 15162 and 15164 of the *State CEQA Guidelines* define the standards for determining the level of additional environmental review required when an MND has been adopted for a project.

When it can be determined that neither the proposed changes to the project, changed circumstances, nor new information result in the identification of new significant impacts, and there has been no substantial increase in the severity of significant impacts identified in the adopted MND, an Addendum to an MND may be prepared. Public review of an Addendum is not required by CEQA. If new significant impacts or a substantial increase in the severity of significant impacts identified in the previous MND would result, then preparation and circulation of a Subsequent MND for additional public review is required.

This Addendum to the adopted West Hollywood Park MND has been prepared for the following reasons:

1. No substantial changes are proposed in the project that will require major revisions of the previous MND due to the occurrence of new significant effects.

2. No substantial changes in circumstances under which the project is undertaken will occur that will require major revisions of the previous MND due to the occurrence of new significant environmental effects or a substantial increase in the severity of previously identified effects.

3. No new information of substantial importance that was either not known and could not have been known with the exercise of reasonable diligence at the time the previous MND was prepared, shows any of the following:

    a. The project will have one or more significant effects not discussed in the previous MND.

b. Significant effects previously examined will be substantially more severe than shown in the previous [Mitigated Negative Declaration];

c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative, or

d. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

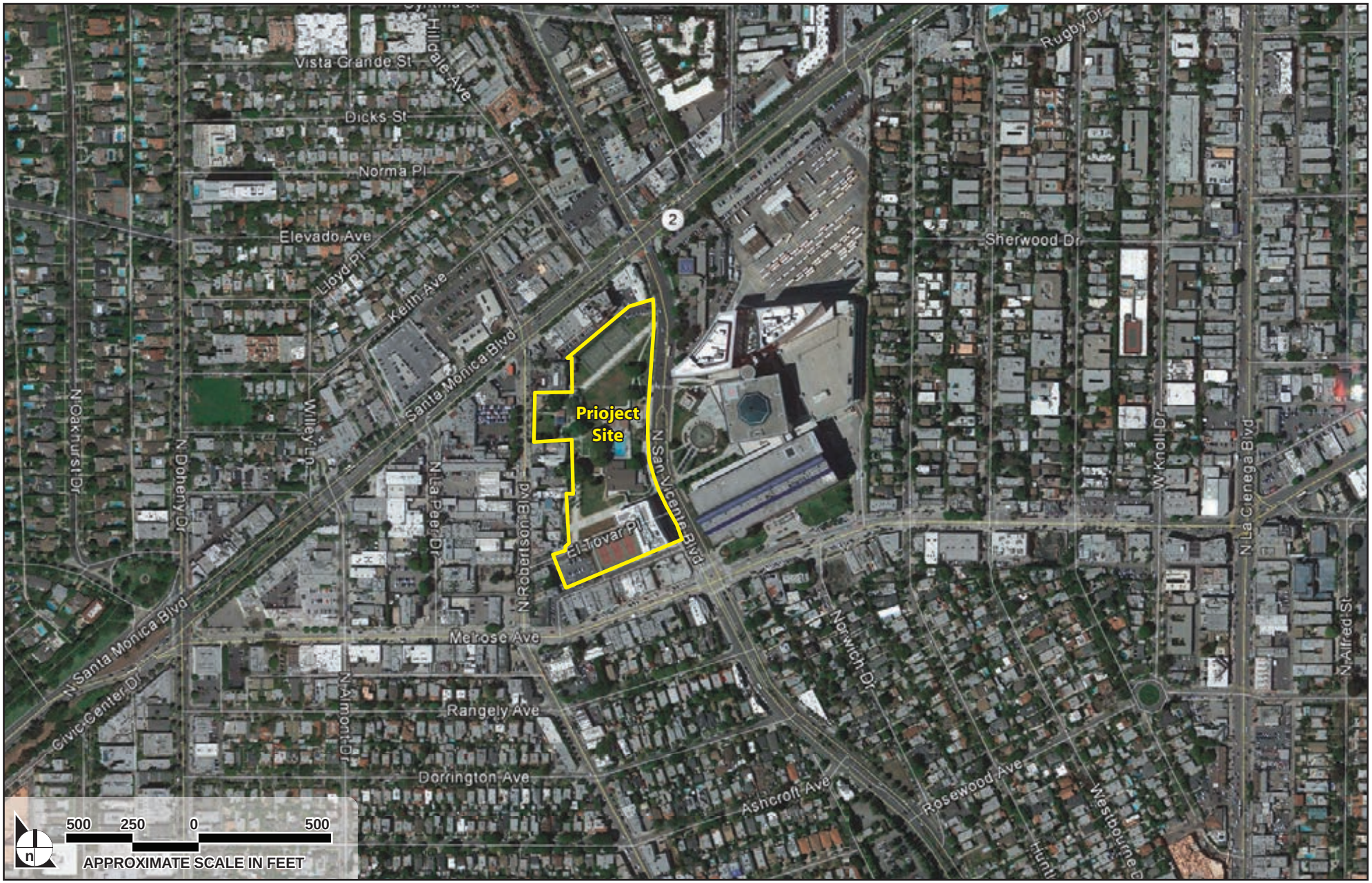
The analysis of the reduced area designed for park activities contained in this Addendum supports the conclusion that changes to the previously approved West Hollywood Park Master Plan project will not result in any new significant impacts, or any substantial increase impacts identified in the adopted West Hollywood Park Master Plan MND. Additionally, no new information of substantial importance has been identified that indicates that the change from reduced area designated for park activities as well as the continuance of existing restaurant uses (previously removed as a part of the Master Plan) would result in any new significant impacts identified in the adopted West Hollywood Park Master Plan MND.

This Addendum provides an update with respect to the change in reduced area designated for park activities as well as the continuance of existing restaurant uses (previously removed as a part of the Master Plan), and presents a comparison of the environmental impacts of this proposal with the impacts identified in the adopted MND. For each environmental topic addressed in the original MND, this Addendum provides a summary of impacts identified in the adopted MND, followed by an analysis of the change in area and park activities. These impacts are then compared with the impacts identified in the adopted MND.

Following this introduction, this Addendum describes the background of the West Hollywood Park Master Plan project, and provides an updated project description section outlining the proposed changes to the project. The updated environmental analysis follows the project description section.

BACKGROUND

The West Hollywood Park Master Plan project (referred to herein as the Master Plan) is located in the City of West Hollywood, which is located at: 8711–8715 W. El Tovar, 8711–8715 Melrose, 647 and 715 San Vicente Blvd., and 8900–8910 Santa Monica Blvd. As shown in **Figure 1.0-1, Project Vicinity Map**, the approximately 7.5-acre project site is located at the heart of the west side of the City in the midst of commercial uses and at the threshold of the City upon approach from the south along San Vicente from Beverly Hills and Los Angeles.



SOURCE: Impact Sciences, Inc., February 2014

FIGURE **1.0-1**

Project Vicinity Map

2.0 PROJECT DESCRIPTION

SUMMARY

The proposed change in the amount of recreational square footage and number of parking spaces would not result in new or substantially greater impacts than those identified in the Final MND.

PREVIOUSLY APPROVED WEST HOLLYWOOD PARK MASTER PLAN COMPARED TO THE PROPOSED PROJECT MODIFICATIONS

In October 2004, a Master Plan for West Hollywood Park was completed and adopted by the West Hollywood City Council. The West Hollywood Park Master Plan project originally contained 6.08 acres of parkland. The 2004 Master Plan included the West Hollywood Park site, Old Library, Ron Stone, El Tovar Cul de Sac, Werle Building, and privately owned parcels along Robertson Boulevard (Sur/Tortilla) sites. Since that time, given current community needs and economic conditions, the feasibility of the 2004 West Hollywood Park Master Plan is not attainable. The proposed amendment to the 2004 Master Plan includes the removal of the Werle Building, and privately owned parcels along Robertson Boulevard (Sur/Tortilla) sites from the Master Plan. The acreage differences between the approved 2004 Master Plan and proposed amendment are shown in **Table 2.0-1, West Hollywood Park Acreage**.

Table 2.0-1
West Hollywood Park Acreage

Description	Original Park Area	Park Area Per Master Plan (acres)	Park Area after Phase One (Actual Acreage)	Park Area After Phase Two (Proposed Acreage)
West Hollywood Park	6.08	6.08	6.08	6.08
Old Library		0.51	0.51	0.51
Ron Stone		0.50	0.50	0.50
El Tovar Cul de Sac		0.17		
Werle Building		0.13		
Sur/Tortilla Site		0.26		
El Tovar Lot		0.41		0.41
TOTAL	6.08	8.06	7.09	7.50

(Data from Appendix II of the West Hollywood Master Plan 2004

Since 2004, a portion of the Master Plan has been constructed. The completed portion of the project includes the library, parking structure, additional facilities, and rooftop tennis courts. The West Hollywood City Council has taken several actions as it pertains to the West Hollywood Park Master Plan.

On December 5, 2011 City Council directed staff to proceed into the development of a Feasibility Study for Phase II implementation of West Hollywood Park and indicated their desire to remove the city-owned Werle Building from the Master Plan and re-designate it as a stand-alone municipal facility. The West Hollywood Park Master Plan proposed to expand the size of the park and construct Plan elements through the purchase of properties at the south-west corner of West Hollywood Park and the use of the land now occupied by the City-owned Werle Building at the northeast corner of El Tovar Place and Robertson Boulevard. The Study confirmed that the Master Plan elements can be achieved without the purchase of land not currently owned by the City and will remove the use of land now occupied by the Werle Building from the scope of the Master Plan. The proposed improvements of the Phase II Project will occur within the boundary of West Hollywood Park and the City owned El Tovar Parking lot. The City Council confirmed this at its meeting of May 20, 2013.

Table 2.0-2, below, illustrates the West Hollywood Park Building Areas Master Plan, what has been constructed and what is proposed as a part of the project amendment. It should be noted that when the Master Plan was approved in 2004, the proposed building areas were approximations. No detailed engineering or architectural plans had been prepared for the Master Plan that would have provided exact acreages. Therefore, a direct comparison to proposed and actual building area is an "apple to oranges" comparison.

Table 2.0-2
West Hollywood Park Master Plan Building Areas

Description	Building Area Per Master Plan (square feet)[1]	Building Area After Phase One (actual square feet)[2]	Building Area After Phase Two (proposed square feet)[3]
Library	32,600*	44,921	
Additional Facilities	9,400*	Included above	
Parking Structure	35,000	31,560	
Aquatic Facility	n/a		n/a
Pool House	4,200		Included below
Park Support Facilities	4,200		18,000
Parking Structure	50,840		34,568
Recreation Facility	52,000		36,224
Rooftop Courts	51,500	23,474	
Parking Structure	77,500	113,969	

* *The West Hollywood Park Master Plan 2004 identifies the Library as both 48,000 sq. ft. (page 43) and 32,600 square feet plus 9,400 square feet (page 43)*

[1] *Data from West Hollywood Park Master Plan 2004*

[2] *Data from West Hollywood Park Phase I Johnson Favaro 100% Construction Documents (May 4, 2009)*

[3] *Data from West Hollywood Park Phase II Feasibility Study (May 1, 2013)*

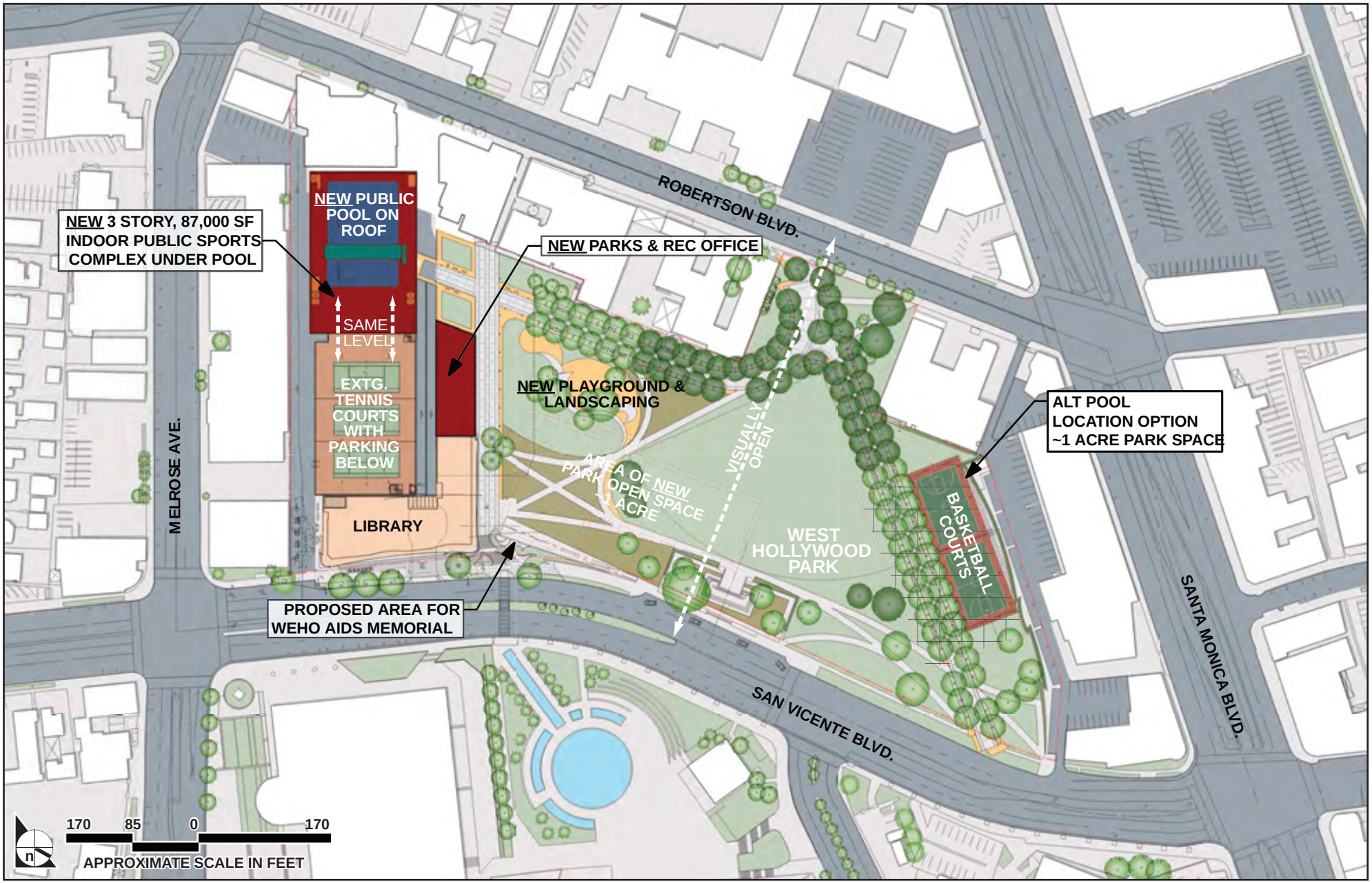
The 2004 West Hollywood Park Master Plan provided for 317,240 square feet of recreational and institutional uses on 8.06 acres. The proposed Master Plan Amendment would provide 302,716 square feet of recreational and institutional uses on 7.50 acres. All of the original uses as outlined in the 2004 Master Plan will be provided for in the proposed Amendment but in a different configuration and area than previously envisioned.

In summary the changes include:

- The Master Plan calls for the purchase of the properties at the southeast corner of El Tovar Place at Robertson Boulevard. The Amendment to the Park Master Plan would not purchase the properties and would no longer become a part of West Hollywood Park.
- The Master Plan calls for the incorporation of the Werle Building in the Park. The Amendment to the Park Master Plan would not become a part of West Hollywood Park.
- The Amendment to the Park Master Plan increases the parking from 460 spaces to 532 spaces. The 2013 Feasibility Study of the Park Master Plan and the basis of design for Phase II of the Master Plan Implementation Project increases the parking from 460 spaces to 532 spaces through efficiencies in use of space and building configurations. Final design plans may increase the number of parking spaces but not a substantial amount as space is limited.

As a result of this finding additional analysis was necessary to study environmental impacts that may have resulted with these parcels now not becoming part of the Parkland.

The proposed project is illustrated on **Figure 2.0-1**, **West Hollywood Park Master Plan Amendment Site Plan**.



SOURCE: Impact Sciences, Inc., February 2014

FIGURE **2.0-1**

West Hollywood Park Master Plan Amendment Site Plan

1024.004•02/14

3.0 IMPACT ANALYSIS

SUMMARY

This analysis section includes separate subsections for each environmental topic addressed in the adopted West Hollywood Park Master Plan MND. Each topical section first presents a summary of the information and conclusions of the analysis in the approved MND. Updated information reflecting any change in the environmental setting related to each topic is presented in each subsection followed by analysis of the environmental impacts of the Master Plan Amendment. For each topic a determination is also made on whether the modified project would result in any new significant impacts or any substantial increase in the severity of the impacts identified in the adopted West Hollywood Park Master Plan MND.

AESTHETICS

Summary of Analysis in the West Hollywood Park Master Plan MND

The MND acknowledged that the project is located within a highly urbanized area and West Hollywood Park is not located within a designated scenic vista and there are no scenic vistas in the project area. There are no rock outcroppings on the project site. The project site does not contain other locally recognized desirable natural features on it nor is the site within a city-designated scenic highway. (Historic buildings are discussed under Cultural Resources)

The MND concluded that implementation of the Master Plan would not create any impacts to aesthetic resources.

Analysis of the Proposed Project Modifications

The modified project would reduce the project area from 8.06 acres to 7.50 acres. Recreational and institutional uses would be reduced from 317,240 square feet to 302,716, a reduction of 14,524 square feet. Additionally, the number of parking spaces will increase from 460 to 532. The project site is presently urbanized and is park-like in its setting. The proposed structures and uses would be a continuation of those uses and structures already on-site or anticipated as a part of the West Hollywood Park Master Plan. The architectural features such as style, color, articulation, setback, building orientation and height would remain the same as the previously approved project. It is anticipated that construction activity would be similar as described in the MND for the Master Plan and therefore no new or substantially greater construction impacts would occur as a result of the proposed project modifications. Therefore no new or substantially greater visual impacts would occur as a result of the proposed modifications to the project.

AGRICULTURAL RESOURCES

Summary of Analysis in the West Hollywood Park Master Plan MND

There are no agricultural resources on the site, including Prime, Unique, or Farmland of Statewide Importance. There is no Williamson Act contract for the preservation of farmland covering the site. There are no agricultural resources near the project site that would be affected upon development of the project. Agricultural resources would not be impacted by the project.

Analysis of the Proposed Project Modifications

Similar to the previously prepared MND, there are no agricultural resources on the site, including Prime, Unique, or Farmland of Statewide Importance. There is no Williamson Act contract for the preservation of farmland covering the site. There are no agricultural resources near the project site that would be affected upon development of the project. Therefore, impacts to agricultural resources would be the same as the project.

AIR QUALITY

Summary of Analysis in the West Hollywood Park Master Plan MND

The environmental analysis prepared for the MND demonstrated that the project would not create any construction/demolition significant impacts. This conclusion was made because the project would be phased. Consequently, demolition for one of the phases would not happen simultaneously with another phase. Furthermore, construction impacts were determined to be phased and would not create a significant impact.

Operational/long-term impacts were determined to be less than significant.

Analysis of the Proposed Project Modifications

As discussed in the project description, the 2004 West Hollywood Park Master Plan provided for 317,240 square feet of recreational and institutional uses on 8.06 acres. The proposed Master Plan Amendment would provide 302,716 square feet of recreational and institutional uses on 7.50 acres. Therefore, the proposed project modifications would result in less construction due to less square footage and area associated with the modified project. Less construction and less graded project area and demolition would result in fewer air emissions when compared to the 2004 project. The provisions of CEQA in place at the time that the MND was adopted did not require the significance of greenhouse gas (GHG) emissions on global climate change to be evaluated. GHGs were not identified as air pollutants under the

federal Clean Air Act or the California Clean Air Act at the time of the MND. In December 2009, the Resources Agency adopted amendments to the *State CEQA Guidelines* that directed lead agencies to evaluate emissions of GHGs. As result, the report included an analysis of such GHG impacts.

Consistency with Air Quality Management Plan

Since the time of the MND, the South Coast Air Quality Management District (SCAQMD) and the California Air Resource Board (CARB) adopted the 2007 Air Quality Management Plan (AQMP), which is based on projections from the Southern California Association of Governments (SCAG) 2004 Regional Transportation Plan (RTP). The park while adding some additional trips (44 trips during the peak hour and 52 during the peak evening hour) of which 40 percent of these trips would assume to be new trips., resulting in 18 new trips in the AM, 21 new trips in the PM.[1] These additional trips are neither substantial nor significant and would not result in any new or substantially greater impacts and would not conflict with the applicable AQMP.

CO Hotspots

With respect to CO hotspots, the modified project would add some additional trips (44 trips during the peak hour and 52 during the peak evening hour) of which 40 percent of these trips would assume to be new trips., resulting in 18 new trips in the AM and 21 new trips in the PM when compared to the project originally assessed in the MND for the previously approved project. Given that the modified project would not significantly impact any intersection or Congestion Management Program (CMP) location, it can be concluded that no new or substantially greater impacts would occur.

Health Risks

With respect to health risks, the modified project would not include land uses that would emit toxic air contaminants (TACs) in measureable quantities. Sources of TACs from the modified recreational land uses may include solvents and cleaners and motor vehicle emissions. However, recreational land uses do not generate TAC emissions in quantities that would exceed the SCAQMD health risk thresholds. Additionally, the modified project would not attract a substantial number of diesel trucks and would not regularly use other types of diesel-fueled equipment. Therefore, the modified project would not result in TAC emissions that would cause new or substantially greater impacts. In addition, the modified project would not be located in close proximity to any off-site sources of TACs. Thus, the modified project would

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1 West Hollywood Park Master Plan Traffic Impact Study Update, Iteris, January 22, 2014.

not locate sensitive receptors on-site that would be exposed to TAC emissions, causing new or substantially greater health impacts.

Localized Significance Thresholds

In 2006, the SCAQMD adopted a new methodology to evaluate the significance of localized air quality impacts to sensitive receptors in the immediate vicinity of a project site as a result of construction and operational activities. As noted in the previously prepared MND, no sensitive receptors exist on or near the project site; therefore, no impacts would occur.

Odors

The modified project would not include any new types of land uses that would generate odorous emissions. Therefore, odor impacts for the modified project are adequately addressed in the MND for the previously approved project, and no new or substantially greater impacts would occur.

Greenhouse Gases

As previously discussed, GHGs were not identified as air pollutants under the federal Clean Air Act or the California Clean Air Act at the time that the MND for was adopted. In December 2009, the Resources Agency adopted amendments to the *State CEQA Guidelines* that directed lead agencies to evaluate emissions of GHGs. With respect to proposed project, the change to keep the restaurants does not add any new greenhouse gases than what exists on the ground today, and the scope of the park uses are now reduced, resulting in the fewer greenhouse gas emissions than what was previously proposed.

Nonetheless, the City of West Hollywood adopted a Climate Action Plan in 2012 providing a set of strategies intended to guide community efforts for reducing greenhouse gas emissions. The project modifications do not present a change to land use or zoning that would affect the Climate Action Plan. Furthermore, the proposed project is a less intensive project than that previously proposed and would generate fewer greenhouse gas emissions. Therefore, the proposed project is consistent the Climate Action Plan and there would be no impacts to Greenhouse Gases.

BIOLOGICAL RESOURCES

Summary of Analysis in the West Hollywood Park Master Plan MND

The project site is an existing park with developed recreational facilities and three small commercial buildings. Biological resources within the City are of an urban nature. All native vegetation was removed with original development of the project site. No riparian resources exist on the project site. There are no known candidate, sensitive, or special status species in local or regional plans, policies, or regulations by

the California Department of Fish and Wildlife, US Army Corps of Engineers, or US Fish and Wildlife Services.

The City of West Hollywood is not recognized as an existing or proposed Significant Ecological Area that links migratory wildlife. There is no natural community conservation plan; or other approved local, regional, or state habitat conservation plans that apply to the City. The MND concluded that there would be no significant impacts to biological services.

Analysis of the Proposed Project Modifications

The project modification would not create any greater impacts to biological resources when compared to the project. This conclusion is made because the modification to the project is on a smaller footprint when compared to the Master Plan project. That said, there are no significant biological resources on the project site. As a result, impacts to biological resources are the same as the project.

CULTURAL RESOURCES

Summary of Analysis in the West Hollywood Park Master Plan MND

The City of West Hollywood June 2010 General Plan Draft EIR and accompanying appendix do not list any of the buildings located on the project site as a designated Historical Resource or requiring Historical Treatment per a Development Agreement. The project MND concluded that impacts to Cultural Resources would be less than significant.

There are no known archaeological resources located on or near the project site. Additionally, it is highly doubtful that given the high degree of man-made disturbance at the project site, no archaeological resources with any integrity can remain on the project site. Therefore, the project would not create substantial adverse changes in the significance of an archaeological resource.

The potential for paleontological resources with any integrity to remain on the project site is considered very low. Mitigation was proposed addressing the potential for disturbance of paleontological resources as follows:

MM V.1: If excavations at the site must extend below the depth of previous man-made disturbance, a qualified paleontologist or expert shall monitor all excavation activities occurring below this depth. Any resources discovered during monitoring shall be treated in the following manner: the City shall follow recommended actions for mitigation of the exposed resource until the resource i[s] fully evaluated and any necessary data recovery of avoidance measures are implemented.

There are no known human remains on or near the project site. Although no other significant cultural resources were observed or recorded on the site, all grading activities and surface modifications must be confined to only those areas of absolute necessity to reduce any form of impact on unrecorded (buried) cultural resources that may exist within the confines of the project area. In the event that previously undetected archaeological, paleontological, and/or historical resources are found during construction, activity in the immediate area of the find shall stop and a qualified archaeologist or paleontologist, as applicable, shall be contacted to evaluate the resource(s). If the find is determined to be a historical or unique archaeological resource, as defined by CEQA, contingency funding and a time allotment sufficient to allow for implementation of avoidance measures or appropriate mitigation shall be provided. Construction work may continue on other parts of the construction site while historical/archaeological mitigation takes place, pursuant to *State CEQA Guidelines* Section 15064.5(f) and Public Resources Code Section 21083.2(i).

Analysis of the Proposed Project Modifications

The modified project includes a reduction of project area from 8.06 acres to 7.50 acres. Recreational and institutional uses would be reduced from 317,240 square feet to 302,716, a reduction of 14,524 square feet. Additionally, the number of parking spaces will increase from 460 to 532. The 2013 Feasibility Study of the Park Master Plan and the basis of design for Phase II of the Master Plan Implementation Project increases the parking from 460 spaces to 532 spaces through efficiencies in use of space and building configurations. Therefore, cultural, historical, paleontological, and archaeological resource impacts are the same as the project with implementation of **MM V.1**.

GEOLOGY AND SOILS

Summary of Analysis in the West Hollywood Park Master Plan MND

The project is not located on or near a rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State of California Geologist for the area, as illustrated on Figure 10-2, Seismic Hazard Zones of the City's Safety and Noise Element. Therefore, the potential for ground rupture on the site is considered minimal. As with most of Southern California, however it should be anticipated that the project site would be subject to strong seismically induced ground shaking during the life of the project.

Liquefaction is a condition that occurs when areas that contain high groundwater (generally less than 50 feet below ground surface) and loose, granular sediments are subjected to strong seismically induced ground shaking. According to the data provided on Figure 10-2 of the City's Safety and Noise Element,

the project site is located within a California Division of Mines and Geology (CDMG) Liquefaction Hazard Zone.

Based on the above, it is concluded that the potential for seismic hazards exist on the site. Mitigation was proposed to address this condition as follows:

MM V1.1: A comprehensive geotechnical investigation shall be required prior to engineering and design development of structures identified under Risk Class I & II, e.g., public facilities, as identified below:

- **Risk Class I & II, Structures Critically Needed after Disaster:** Structures that are critically needed after a disaster include important utility centers, fire stations, police stations, emergency communication facilities, hospitals, and critical transportation elements such as bridges and overpasses and smaller dams.
- **Acceptable Damage:** Minor non-structural; facility should remain operational and safe, or be suitable for quick restoration of service.
- **Resist minor earthquakes without damage;**
  - Resist moderate earthquakes without structural damage, but with some non-structural damage; or
  - Resist major earthquakes, of the intensity of severity of the strongest experienced in California, without collapse, but with some structural, as well as non-structural damage.

The Master Plan MND concluded that adequate building design and construction techniques have been developed that can reduce the potential for the exposure to people or structures to substantial risk of seismic hazards to a less than significant level. Compliance with applicable building codes, including the Uniform Building Code requirements of the site, is one component of the measures to ensure that the new park facilities will remain structurally sound during a seismic event. Thus, the incorporated mitigation would reduce impacts to less than significant.

Seismically induced landslides can occur when ground motion causes unstable or steeply sloping land loosely aggregated soils and rocks to move downslope under the force of gravity. The project site is located on relatively flat ground over 1 mile from the Santa Monica Mountains; therefore, it is concluded that the potential for landslides to affect the project site is less than significant.

The project is located in an area of the City that is relatively flat. Construction would proceed using best management practices to minimize soil erosion and the loss of topsoil. However, there is the potential for soil erosion during construction activities. However, over the long-term operational phase of the project,

the new structures, paving and landscaping will reduce the potential for soil erosion from the site to a less than significant level.

The proposed construction activities will affect less than 5 acres at any one time of construction. The project will comply with all standard requirements for a Storm Water Pollution Prevention Plan (SWPPP), which specified Best Management Practices that will prevent construction pollutant from contacting stormwater with the intent of keeping all products of erosion from moving off-site into receiving waters. No impacts would occur.

Native soils in the project area are known to be expansive. However, adequate design and construction techniques are available to reduce potential hazards associated with expansive soils to a less than significant level.

Analysis of the Proposed Project Modifications

The modified project includes a reduction of project area from 8.06 acres to 7.50 acres. Recreational and institutional uses would be reduced from 317,240 square feet to 302,716, a reduction of 14,524 square feet. Additionally, the number of parking spaces will increase from 460 to 532. Since the adoption of the Park MND, a comprehensive geotechnical investigation has been prepared for the project prior to issuance of grading and building permits. The conditions surrounding the project modifications are similar to that of the Park Master Plan. Therefore, with incorporation of mitigation measures and recommended measures provided in the comprehensive geotechnical investigation, impacts would be similar to the Park Master Plan MND.

HYDROLOGY AND WATER QUALITY

Summary of Analysis in the West Hollywood Park Master Plan MND

The MND presents an analysis of the hydromodification impacts associated with the project. The MND concluded that the Master Plan demolition and construction activities will have some potential to affect the quality of stormwater discharged from the site. However, compliance with standard regulations of the Storm Water Pollution Prevention Plan (SWPPP), which specifies Best Management Practices, will consequently prevent any potential impacts.

Compliance with existing regulations would ensure that no new or substantially greater impacts would occur as a result of the proposed project modifications.

The project does not propose the direct removal of groundwater and would be constructed to meet the City's non-permeable surface requirements.

Analysis of the Proposed Project Modifications

The modified project would reduce the area of recreational uses that would be developed. The proposed project would result in the replacement of existing hardscape with similar hardscape surfaces (building, pavement) will would not significantly increase runoff or alter present drainage patterns than that previously addressed in the MND. With the modified project, impervious surface on the project site would slightly decrease compared to the previously approved project, given the reduced project area. Further, the project would still be required to comply with Standard Urban Stormwater Mitigation Plan (SUSMP) requirements and would include source control, and treatment control best management practices (BMPs). The modified project would not appreciably change the amount of non-permeable surface area addressed in the MND. In fact, given the slightly smaller building footprint, the area of permeable surface area will be increased. In summary, all hydrology and water quality impacts were determined to be less than significant and there is no change with the modified project.

Like the proposed project, the modification does not proposed any residential uses to be located in a flood hazard zone, nor would the project be susceptible to a dam failure or seiche, tsunami or mudflow impact. Construction impacts would be minimized through compliance with the General Construction Permit. This permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP), which must include erosion and sediment control BMPs that would meet or exceed measures required by the General Construction Permit, as well as BMPs that control the other potential construction related pollutants. In summary, all hydrology and water quality impacts were determined to be less than significant with the proposed Project Design Features (PDFs) and SUSMP requirements.

LAND USE

Summary of Analysis in the West Hollywood Park Master Plan MND

The consistency of the West Hollywood Park Master Plan project with applicable land use plans and policies, and the compatibility of the project with surrounding land uses were analyzed in the West Hollywood Park Master Plan MND. This evaluation addressed the consistency of the project with the City of West Hollywood General Plan. The City of West Hollywood has designated the project site as PF-Public Park. No significant impacts related to inconsistencies with applicable land use plans and policies were identified in the MND.

Analysis of the Proposed Project Modifications

In summary, the modified project would reduce the project area from 8.06 acres to 7.50 acres. Recreational and institutional uses would be reduced from 317,240 square feet to 302,716, a reduction of 14,524 square feet. The number of parking spaces will increase from 460 to 532. No new land uses would be introduced into the project, nor would the basic character of the Master Plan change.

The proposed project modifications are consistent with General Plan Goal: PR-1: Improve, enhance, and expand parks throughout the City with associated Policy PR-1.3 Improve and update Plummer Park and West Hollywood Park according to the applicable Master Plans. The intent of Goal PR-1 is to enhance the attractiveness of City parks to all users, reduce the heat island effect, and increase park space; and Goal PR-3: Provide high quality, functional, safe, and well-maintained parks, open space, and recreation facilities. The intent of Goal PR-3 is to ensure that the community is provided with excellent parks and recreation facilities that meet its diverse needs and interests. The project modification is consistent with applicable Goal PR-1 and PR-3. Therefore, no new or substantially greater impacts would occur as a result of the proposed project modifications.

MINERAL RESOURCES

Summary of Analysis in the West Hollywood Park Master Plan MND

The project site is not located in an area used or available for mineral resource extraction, nor does it convert a potential future mineral extraction use to another use, nor does the project affect access to a site used for mineral resource extraction. The project site is not located within an area that is known to contain significant mineral deposits. Therefore, the proposed project would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state. The General Plan does not identify the project site as a potential location for future mineral resource recovery.

Analysis of Proposed Project Modifications

The modified project contains the same site conditions with regard to mineral resources as that discussed in the Master Plan MND. Consequently, like the Park Master Plan MND, there would be no impacts to mineral resources.

NOISE

Summary of Analysis in the West Hollywood Park Master Plan MND

Analysis of the potential for roadway and stationary source noise to impact the proposed recreational uses, as well as the potential construction noise impacts was assessed in the MND. Project construction activities will primarily include grading of the ground surface and the building of recreational uses. The site preparation phase, which includes excavation and grading of the site, tends to generate the highest noise levels because the nosiest construction equipment is earth-moving equipment such as backfillers, bulldozers, draglines, and front loaders, as well as compacting equipment such as compactors, scrapers, and graders. The closest existing residences in the vicinity of the project area are located more than 200 feet from the construction area. There are no intervening structures between these homes and the project site. The MND determined that "demolition and construction will generate noise levels between about 75 and 90 dB(A) at 50 feet from unmuffled equipment. Noise attenuation devices can reduce those noise levels by up to 10 dB(A). These potential noise increases will be temporary, sporadic and will not be health threatening. Compliance with the City's Noise Ordinance will minimize potential construction noise impacts to adjacent property."

Noise levels around the project site range from approximately 59.3 dB(A) Leq to about 70.6 dB(A) Leq at 50 feet from the roadway segments. The primary source of noise is traffic on the roadways. These noise levels are within the City's conditionally acceptable range for proposed and existing uses. The MND sourced a much larger project (having more than 1,000 more trips than the West Hollywood Park Master Plan) would result in project related traffic noise increases along roadway segments in the project vicinity that would be mostly minimal and negligible (0.1 and 0.4 A-weighted decibels [dB(A)] equivalent noise level [Leq]). The MND concluded that these increases are imperceptible and less than significant and therefore, impacts resulting from the Master Plan would be less than significant.

Analysis of the Proposed Project Modifications

Noise from the modified project would result from somewhat less activity in the area and traffic generated by the recreational uses. As discussed under the subheading Traffic below, the change in the project area and development would result in adding some additional trips (44 trips during the peak hour and 52 during the peak evening hour) of which 40 % of these trips would assume to be new trips., resulting in 18 new trips in the AM and 21 new trips in the PM, thereby resulting in a imperceptible increase in roadway noise.

Additional stationary sources could include point source noise such as people talking, and car doors slamming, etc. As the modified project would result in less recreational area and few additional traffic trips, operational noise impacts would be the same when compared to the previously approved project.

No substantive change in construction activities or the noise associated with construction would result from the modified project. The schedule could be shortened slightly due to the smaller project area that would be constructed; however, any decrease in construction activity would be negligible. Therefore, construction noise resulting from the modified project would not be substantially different from the construction noise analyzed in the MND for the previously approved project. The MND determined that the noise resulting from construction activities may be a short-term nuisance, but is not considered to be a significant impact. Therefore, no new or substantially greater impacts would occur as a result of the proposed project modifications.

Lastly, the project site is not located within an area covered by an airport land use plan or within 2 miles of an airport. Implementation of the modified project has no potential to result in the exposure of people to airport-related excessive noise levels. Therefore, no new or substantially greater impacts would occur as a result of the proposed project modifications.

POPULATION AND HOUSING

Summary of the Analysis in the West Hollywood Park Master Plan MND

The West Hollywood Park MND noted that the project involves the expansion and rehabilitation of a park. The project did not include the development of new homes or businesses and does not propose any new roads or infrastructure. No housing exists on the project site. The MND concluded that the project would not induce substantial population growth in the area either directly or indirectly, would not displace housing nor would any persons be displaced and therefore would not result in a significant impact.

Analysis of the Proposed Project Modifications

The modified project includes a reduction of project area from 8.06 acres to 7.50 acres. Recreational and institutional uses would be reduced from 317,240 square feet to 302,716, a reduction of 14,524 square feet. Additionally, the number of parking spaces will increase from 460 to 532. The project modifications are not significant enough to warrant any population changes either directly or indirectly and like the previously prepared MND would not displace any persons or housing on the project site. Therefore, no new or substantially greater impacts would occur as a result of the proposed project modifications.

PUBLIC SERVICES

Summary of Analysis in the West Hollywood Park Master Plan MND

Fire Protection

Fire protection services are provided to the City of West Hollywood through the Consolidated Fire Protection District by the Los Angeles County Fire Department (LACFD). The City of West Hollywood is located in Battalion 1, which comprises six fire stations (two located within City). Fire Station 7, located at 865 North San Vicente Boulevard, just north of Santa Monica Boulevard is the jurisdictional engine company for the project site. Fire Station 8 is located at 7643 Santa Monica Boulevard and would provide support to Fire Station 7 for the project site. The two stations within West Hollywood are staffed by more than 60 firefighters, a deputy chief, and an assistant chief. The City's contract with Los Angeles County also provides immediate access to the Urban Search and Rescue and HazMat teams, Air Operations, and other sophisticated resources.

LACFD participates in automatic and mutual aid agreements with several neighboring agencies. Automatic aid provides for the routine exchange of services across jurisdictional boundaries under predefined conditions, while mutual aid is designed to provide additional resources during unusual or catastrophic events. While these types of agreements are beneficial, they do not have a significant impact on the day-to-day provision of fire protection services in the City; Station #7 and Station #8 handle typical response calls within the City. Station #7 houses six personnel who staff a paramedic engine and paramedic squad. Station #8 houses 13 personnel who staff an engine, paramedic squad, and a "light force" that is made up of a truck and engine company.

LACFD generally operates three shifts of 20 personnel out of Fire Stations #7 and #8. LACFD is responsible for emergency medical calls, fire response, and inspection and plan check services. During 2009, LACFD had an average emergency response time for first arriving units of 3 minutes 55 seconds, and nonemergency response time of 5 minutes 20 seconds.

Given that uses are existing on the project site, no impacts to fire service is expected.

Analysis of the Proposed Project Modifications

LACFD generally operates three shifts of 20 personnel out of Fire Stations #7 and #8. LACFD is responsible for emergency medical calls, fire response, and inspection and plan check services. During

2009, LACFD had an average emergency response time for first arriving units of 3 minutes 55 seconds, and nonemergency response time of 5 minutes 20 seconds.[2]

The project modification would not change or impact service response times to the project site; therefore impacts would be similar to the project.

Summary of Analysis in the West Hollywood Park Master Plan MND

Police Protection

The Public Safety and Community Services Division of the City Manager's office oversees crime prevention services in West Hollywood. The Division coordinates with the Los Angeles County Sheriff's Department, which contracts with the City to provide police services out of the West Hollywood Sheriffs' Station.

The West Hollywood Sheriff's Station is located at 780 North San Vicente Boulevard in West Hollywood. Figure 3.12-1 of the City of West Hollywood General Plan 2035 shows the location of the Sheriff's station. This station has approximately 136 sworn personnel and 35 civilian personnel serving the City of West Hollywood.

In response to the community's unique demographics, West Hollywood Sheriff's Deputies use innovative and progressive law enforcement programs such as Community-Oriented Policing, Russian-Speaking Community Outreach, Domestic Violence Prevention Programs, and Hate Crimes Enforcement. The West Hollywood Sheriff's station has also created a Community Impact Team that provides specialized services, entertainment policing, and special events staffing.

As part of the Community-Oriented Policing Program, the City operates under the "broken window theory," which holds that broken windows, graffiti, and dirty neighborhoods invite and propagate crime and therefore should be repaired as soon as possible. Citizen involvement is also a vital component in crime prevention. There are several active Neighborhood Watch Groups within the City's 1.9 square miles. Most of those participate in the annual National Night Out Against Crime, an annual Citywide event to reinforce safe nightlife and public gathering. The City of West Hollywood also has an active Sheriff's Volunteer Program and Community Emergency Response Training composed of volunteer citizens trained to respond to emergencies and natural disasters, particularly providing assistance to the disable and elderly. The City also engages in a number of emergency preparedness outreach programs,

2 City of West Hollywood General Plan 2035

such as community fairs, handouts, and an emergency mass notification system. West Hollywood firefighters provide public education outreach to schools, residents, seniors, and staff and teach Community Emergency Response Training.

The West Hollywood Sheriff's Station currently has a sworn personnel-to-population ratio of 3.6 sworn personnel to 1,000 population. The current ratio is considered adequate. Growth within the service area of the West Hollywood station and crime trends require that the ratio of police officers to population be periodically reassessed. The Sheriff's Department officer-to-population standard is set by the Sheriff's Contract Law Enforcement Bureau and is based on a city's individual needs (County of Los Angeles Sheriff's Department 2010).

The Uniform Crime Report contains official data on crime that are reported to law enforcement agencies across the country, and then provided to the FBI. It is a summary-based reporting system, with data aggregated to the city, county, state, and other geographic levels. Part I crimes are reported into two categories: violent crimes and property crimes. Violent crimes include murder, forcible rape, robbery, and aggravated assault. Property crimes include burglary, larceny-theft, vehicle theft, and arson. In 2008, there were 1,805 Part I crimes committed in West Hollywood.

The West Hollywood Station's citywide response time to emergency calls for service is 3.4 minutes, and 6.6 minutes for priority calls for service. For routine calls, the station's goal is to respond to calls within 20 minutes. The response times are currently within established norms for emergency and priority calls. At the present time, there are no plans for a new station, new equipment, or increased manpower (County of Los Angeles Sheriff's Department 2010). The Los Angeles County Sheriff's Department has mutual aid agreements with the City of Los Angeles and the City of Beverly Hills police departments.[3]

The project site is located within Reporting District No. 0972 of the Sheriff's department. This district is roughly bounded by Beverly Boulevard to the south, La Cienega Boulevard to the east, Santa Monica Boulevard to the north and Doheny Drive to the west. The project is the expansion of an existing use. While the expansion will most likely attract more people to the site, libraries typically experience very little crime. The City has established standards that discourage crime (lighting, exterior areas open to view, etc.). Compliance with these standards are considered adequate to reduce the potential for crime to the greatest extent feasible.

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3 City of West Hollywood General Plan 2035

Analysis of the Proposed Project Modifications

The project modifications will not create any additional impacts not previously discussed in the Park Master Plan MND. The proposed project modifications are reduced in project area and use; therefore, police impacts would be slightly reduced but not materially changed when compared to the Park Master Plan MND.

Summary of Analysis in the West Hollywood Park Master Plan MND

Schools or Parks

As discussed in population/housing above, the project has no potential to generate students as it is not a residential project.

The project is the expansion of an existing public service. The purpose of the project is to expand the library, reconstruct the swimming pool, gymnasium, community rooms, and open space services in the City to meet current and anticipated future uses for these services. As such, the project is considered a public service benefit that will not adversely affect other public services. Therefore there are no impacts to schools or parks.

Analysis of the Proposed Project Modifications

The project modification, like the project would not generate students and it would continue to provide beneficial public benefit uses. The impacts to schools and parks are the same as the project.

RECREATION

Summary of Analysis in the West Hollywood Park Master Plan MND

The West Hollywood Master Plan proposed institutional and recreation uses that would serve to increase opportunities to the citizens of West Hollywood. The project would create a beneficial impact on recreational services.

Analysis of the Proposed Project Modifications

The modified project include a reduction of project area from 8.06 acres to 7.50 acres. Recreational and institutional uses would be reduced from 317,240 square feet to 302,716, a reduction of 14,524 square feet. Additionally, the number of parking spaces will increase from 460 to 532. The decrease in recreational area would not be substantive when compared to the Park Master Plan. Therefore, no new or substantially greater impacts would occur as a result of the proposed project modifications.

SOLID WASTE

Summary of Analysis in the West Hollywood Park Master Plan MND

Waste generated within the City is driven to a materials recovery facility near the City of Industry and then disposed of primarily in the Puente Hills Landfill in unincorporated Los Angeles County, next to the City of Whittier in the San Gabriel Valley. The Puente Hills Landfill has a currently permitted site capacity of 74 million cubic yards. As of 2009, 38.8 million cubic yards had been used, with a remaining capacity of 35.2 (48) million cubic yards. Estimated closure date is October 31, 2013. The maximum daily permitted capacity is 13,200 tons per day. In 2008, approximately 35,400 tons of municipal solid waste were generated by West Hollywood residents and disposed of primarily in the Puente Hills Landfill.[4] This represents a decrease from approximately 38,478 tons disposed of in 2007, 51,926 tons disposed of in 2006, and 45,132 tons disposed of 2005.[5]

The Puente Hills Landfill is scheduled to close in 2013. After closure, solid waste will be transferred by rail from Puente Hills to the Mesquite Regional Landfill in Imperial County and the Eagle Mountain Landfill in Riverside County. The Mesquite Regional Landfill is located on 4,245 acres of land in Imperial County. The landfill will provide capacity for approximately 600 million tons of residual municipal solid waste (approximately 100 years of capacity).[6] In the short term, demolition and construction activities will generate solid waste. Existing buildings on the site contain red brick, wood, asphalt, concrete and other inert materials that will be recycled. Standard development approval requires the preparation of a comprehensive plan to dispose of recyclable materials generated from demolition would reduce impacts to less than significant.

Analysis of Proposed Project Modifications

The modified project includes a reduction of project area from 8.06 acres to 7.50 acres. Recreational and institutional uses would be reduced from 317,240 square feet to 302,716, a reduction of 14,524 square feet. Additionally, the number of parking spaces will increase from 460 to 532. The modified project would create less construction waste if only due to the reduced construction area. However, general impacts would be similar to the Park Master Plan MND.

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4 City of West Hollywood General Plan 2035, June 2010

5 City of West Hollywood General Plan 2035, June 2010

6 City of West Hollywood General Plan 2035, June 2010

TRAFFIC

Summary of Analysis in the West Hollywood Park Master Plan MND

The 2004 traffic impact study prepared for the project concludes that based on the City of West Hollywood's thresholds of significance; there would not be a significant traffic impact at any of the six intersections analyzed. The MND further states that because the Park Master Plan is primarily a plan to reconstruct existing park and recreation uses already existing on the site with the removal of some park and non-park uses, the number of new trips generated by the park would be approximately 146 daily trips. Of these trips, 88 trips are expected to be from vehicles already in the project area that would not stop at the renovated park and new library with only 58 trips considered to be new trips. A total of approximately 30 net trips would occur during the morning peak hour and 117 trips during the evening peak hour. Given the low number of project generated trips, the Congestion Management Plan thresholds for analysis were not triggered. Furthermore, the project is not located in close proximity to any airport to impact air traffic patterns and would not affect roadway design. Emergency access would not be impeded with the Master Plan; consequently there were no associated impacts.

Analysis of the Proposed Project Modifications

A traffic analysis report was prepared by Iteris (**Appendix 1.0**) to determine the potential for new or additional impacts to occur as a result of the modified project. Please see **Table 3.0-1**, Project Trip Generation.

Table 3.0-1 demonstrates that many of the uses and activities are anticipated to attract the same number of people/users as existing in both the morning and afternoon peak hours. No trips from restaurant uses were removed for the analysis as they are now proposed to remain adjacent to the project. The increase is anticipated due to the new recreation and community center and also the additional tennis court. **Table 3.0-1** summarizes the total net trips associated with the project modification. Without counting the existing library trips, a total of approximately 44 trips are anticipated to occur during the morning peak hours and 52 during the evening peak hour, with approximately 595 daily trips. Of these trips it was estimated that approximately 60 percent would be trips that are already on the street network, which would divert to the Park after completion of the project. An example would be instead of returning home after work (prior to completion of the project) someone may stop at the library to check-out/return a book or utilize the recreation center and return home. The remaining 40 percent were assumed to be new trips being generated by the project.

Table 3.0-1
Project Trip Generation

Land Use	Future Size	Existing Size	Increase	Daily Rate	AM Peak Hour Rates In%	AM Peak Hour Rates Out%	AM Peak Hour Rates Rate	PM Peak Hour Rates In%	PM Peak Hour Rates Out%	PM Peak Hour Rates Rate	Daily Trips	AM Peak Hour Trips In	AM Peak Hour Trips Out	AM Peak Hour Trips Total	PM Peak Hour Trips In	PM Peak Hour Trips Out	PM Peak Hour Trips Total
Park Master Plan Uses																	
Park Open Space	5.23 acres	1.86 acres	3.37 acres														
Person Trips (any given time period)	12 persons	12 persons	Same as existing.	[a]			[a]			[a]	-	-	-	-	-	-	-
Library	32.647 ksf	5.1 ksf	27.547 ksf	54.00	72%	28%	1.06	48%	52%	7.09	1,488	21	8	29	50	52	102
Recreation/Community Center	70.0 ksf	[b]															
Person Trips (any given time period) [c]	70-95 persons	10-55 persons	25-60 persons	[a]			[a]			[a]	NA	42	0	42	28	18	46
Swimming Pools	2 pools	1 pool	1 pool														
Person Trips (any given time period)	15-35 persons	15-35 persons	Same as existing.	[a]			[a]			[a]	-	-	-	-	-	-	-
Tennis Courts	3 courts	2 courts	1 court														
Person Trips (any given time period) [c]	10-12 persons	8 persons	2-4 persons	[a]			[a]			[a]	NA	2	0	2	4	2	6
Outdoor Basketball Courts	1 full +2 half courts	2 courts															
Person Trips (any given time period)	[d]	10 persons	Same as existing.								-	-	-	-	-	-	-
Softball Field	[e]										-	-	-	-	-	-	-
Tiny Tot Building			Same as existing.	[a]			[a]			[a]	-	-	-	-	-	-	-
Summer Day Camp			Same as existing.	[a]			[a]			[a]	-	-	-	-	-	-	-
Total Park Master Plan Trips											**1,488**	**65**	**8**	**73**	**82**	**72**	**154**
Total Trips to be Removed											**0**	**0**	**0**	**0**	**0**	**0**	**0**
Total Net Trips (Includes Library)											**1,488**	**65**	**8**	**73**	**82**	**72**	**154**
Number of Diverted Trips/Pass By Trips	60%										893	39	5	44	49	43	93
Number of New Trips (Includes Library)	40%										595	26	3	29	33	29	62
Total Net Trips (Excludes Library)											**595**	**44**	**0**	**44**	**32**	**20**	**52**
Number of Diverted Trips/Pass By Trips	60%										357	26	0	26	19	12	31
Number of New Trips (Includes Library)	40%										238	18	0	18	13	8	21

Notes
a. Based on existing and projected attendance/operational data (see Appendix A for detailed list).
b. Future Gym/Meeting Rooms compared to existing auditorium and Sky Room.
c. Assumes each person drives alone.
d. Assumes that future outdoor courts will attract same number of people as existing.
e. Eliminated with Master Plan - assume no change in trips during morning and evening peak hours.
f. Abandoned County Facility - no trip credit.
g. Current uses/activity will continue at new park.
h. Assumes use will change but no trip credit
Source for Trip Generation Rates is Institute of Transportation Engineers' Trip Generation, 6th Edition.

Of particular concern, is how, or if, the additional traffic generated by the project will affect area intersections. **Table 3.0-2** summarizes the intersection significant impact determination analysis for the project comparing the change between without the project and with the project. As is indicated in **Table 3.0-2**, none of the intersections are projected to be significantly impacted with construction of the project.

A CMP analysis is required to determine the traffic impact of the project from a regional significance standard if certain conditions are met. A CMP traffic impact analysis is required given the following conditions:

- CMP arterial monitoring intersections, including freeway on/off-ramps, where the proposed project would add 50 or more trips during either the AM or PM weekday peak hours.
- CMP freeway monitoring locations where the proposed project would add 150 or more trips, in either direction, during either the AM or PM weekday peak hours.

According to the CMP guidelines, a significant impact occurs when a proposed project increases traffic demand on a CMP facility by 2 percent of capacity (V/C> 0.02 for arterial locations or D/C > 0.02 for freeway locations), causing LOS F (V/C >1.00 for arterial locations or D/C > 1.00 for freeway locations).

None of the proposed study area intersections are part of the 164 CMP monitoring locations, nor does the project add 50 or more peak hour trips to any of these locations in the project vicinity. Therefore, no CMP intersection analysis was required. Additionally, because the project does not add 150 or more peak hour trips to any CMP freeway monitoring stations. Therefore, no CMP mainline freeway segment analysis was conducted in this report.

Table 3.0-2
Intersection Significance Determination

	Location	Peak Hour	Existing^ V/C Ratio	LOS	Future w/o Project* V/C Ratio	LOS	Future w/ Project* V/C Ratio	LOS	Change in V/C	Significant Impact
1	Robertson Blvd & Santa Monica Blvd	AM	0.709	C	0.811	D	0.811	D	0.000	No
		PM	0.715	C	0.849	D	0.850	D	0.001	No
2	Robertson Blvd & Melrose Ave	AM	0.601	B	0.655	B	0.656	B	0.001	No
		PM	0.624	B	0.680	B	0.681	B	0.001	No
3	San Vicente Blvd & Santa Monica Blvd	AM	0.876	D	1.010	F	1.012	F	0.002	No
		PM	0.840	D	0.992	E	0.996	E	0.004	No
4	San Vicente Blvd & PDC Driveway	AM	0.217	A	0.240	A	0.240	A	0.000	No
		PM	0.329	A	0.367	A	0.368	A	0.001	No
5	San Vicente Blvd & Melrose Ave	AM	0.725	C	0.786	C	0.787	C	0.001	No
		PM	0.652	B	0.725	C	0.728	C	0.003	No
6	La Cienega Blvd & Melrose Ave	AM	0.951	E	1.082	F	1.085	F	0.003	No
		PM	0.900	D	1.062	F	1.063	F	0.001	No

Notes:
V/C = Volume to Capacity Ratio, LOS = Level of Service.
1 = Stop-controlled intersection analyzed as a signal for significant impact determination using ICU methodology.

WATER

Summary of Analysis in the West Hollywood Park Master Plan MND

The City of Beverly Hills is the water purveyor for the City of West Hollywood. Water in the City of West Hollywood is supplied by the City of Beverly Hills and the Los Angeles Department of Water and Power (LADWP).

City of Beverly Hills

The City of Beverly Hills provides water service to 368 acres of the western portion of West Hollywood, bounded on the west by Doheny Drive, on the North by Sunset Boulevard, and on the south by Beverly Boulevard. The eastern boundary of the Beverly Hills water service areas varies, as indicated in Figure 3.12-3 of the City of West Hollywood General Plan 2035. A total of 17.8 miles of water lines exist in the portion of West Hollywood served by the Beverly Hills water service area.

The following water discussion is taken from the most recently adopted 2005 City of Beverly Hills Urban Water Management Plan, and the 2009/2010 City of Beverly Hills Capital Improvement Program.

The Water Service Division of the City of Beverly Hills Public Works and Transportation Department operates the water distribution system. The Beverly Hills water distribution system is gravity based and consists of 13 separate pressure zones, two of which supply a portion of the City of West Hollywood. Beverly Hills has 10 water storage reservoirs, including aboveground and belowground reservoirs, providing a storage capacity of 44.2 million gallons (MG). Beverly Hills' water system includes two emergency interconnections with the LADWP water system. These emergency interconnections are established for emergency water supply for the mutual benefit of both municipalities.

The City of Beverly Hills provided water to the equivalent of approximately 8,000 people in the City of West Hollywood in 2000 (which includes residential, commercial, and other uses as explained below). According to SCAG, the population of West Hollywood in 2000 was 35,851 people. This indicates that Beverly Hills served approximately 22.3 percent of the West Hollywood population. The City of Beverly Hills Urban Water Management Plan (UWMP) calculates water demand projections based on average gallons per capita per day. This assumption does not express the amount of water actually used by an individual, because it includes all categories of urban water use, including residential, commercial, industrial, firefighting, and other water uses. Therefore, the Beverly Hills UWMP water calculations include all categories of water use.

The City of Beverly Hills receives approximately 90 percent of its water supply from imported surface water purchased from the Metropolitan Water District (MWD). Based on historic agreements, the City of Beverly Hills has a preferential right to 1.01 percent of all MWD water. MWD imports its water from the State Water Project (SWP) and the Colorado River. In addition to imported surface water from MWD, the City of Beverly Hills is currently operating four groundwater wells, Nos. 2, 4, 5, and 6, that pump water from the Hollywood Basin. Beverly Hills' reverse osmosis treatment plant, which has a capacity of 3 million gallons per day (mgd), treats all of the groundwater Beverly Hills produces. The plant supplies the City of Beverly Hills water service area with approximately 10 percent of the average annual consumption, or approximately 1,500 acre-feet per year (afy). The City of Beverly Hills beneficially uses approximately 88 percent of the total annual water supplied to it by MWD. West Hollywood receives the remaining 12 percent from the City of Beverly Hills.

The City of Beverly Hill's Capital Improvement Program (CIP) allocates ongoing funding to repair and replace water infrastructure in the service area. The 2009/2010 adopted CIP includes funding and programs to replace and/or rehabilitate undersized, deteriorated, or old water mains. In addition, the CIP contains funding and programs to investigate new sources of water and repair and rehabilitate wells to ensure maximum production of the Hollywood Basin. The City of Beverly Hills has drilled an exploratory borehole at a property in West Hollywood to see if a deep well is feasible at this site. Should the West Hollywood borehole prove to be successful, the City of Beverly Hills would begin designing a well at this location. The City of Beverly Hills is also replacing the existing Coldwater Canyon Reservoir with a larger reservoir with almost an additional 1 MG of storage.[7] The City of Beverly Hills charges system connection and water usage fees to its customers. These fees are used to secure adequate water sources and distribution facilities. Payment of these fees is considered adequate mitigation for potential impacts to the system.

Los Angeles Department of Water and Power

LADWP provides water service to approximately 78 percent of the City of West Hollywood. LADWP water mains within West Hollywood were installed between 1915 and 1975. The major trunk line in Sunset Boulevard was installed in 1916 and a cement mortar line in 1962. While the smaller distribution mains were installed in the 1920s, the majority of the pipe network was installed in 1960 (City of West Hollywood 1988).

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7 City of West Hollywood General Plan 2035

The LADWP water service area is larger than the legal boundary of the City of Los Angeles and consists of 295,000 acres of land. LADWP provides water service to Los Angeles, portions of West Hollywood, Culver City, and minor portions adjacent to the Los Angeles City limits.

The following discussion is based on the most recently adopted 2005 LADWP UWMP.

Water Supply

The Los Angeles Aqueduct (LAA), local groundwater, and supplemental water purchased from MWD are the primary sources of water supply for the City of Los Angeles water service area. These three sources have historically delivered an adequate and reliable supply to serve the water service area's needs. Implementation of recycled water projects is progressing and is expected to fill a larger role in Los Angeles' water supply portfolio. Conservation programs have been effective in decreasing water use within LADWP's service area.

Los Angeles Aqueduct

The LAA system extends approximately 340 miles from the Mono Basin to Los Angeles. Water is conveyed the entire distance by gravity alone. There are seven reservoirs in the system with a combined storage capacity of 300,560 acre-feet (af).

The LAA is fed by runoff from the eastern slopes of the Sierra Nevada. Runoff from this watershed peaks during late spring and summer, after most of the year's precipitation has already occurred. During very wet years, the LAA can provide more than 400,000 AF annually, while very dry years can produce less than 95,000 AF. From 1995 through 2004, LAA deliveries supplied about half of the City of Los Angeles' water needs.[8]

Analysis of Proposed Project Modifications

The modified project would reduce the project area from 8.06 acres to 7.50 acres. Recreational and institutional uses would be reduced from 317,240 square feet to 302,716, a reduction of 14,524 square feet. The number of parking spaces will increase from 460 to 532. Given the reduced square footage it can be assumed that there would be slightly less water used during construction and operation. The water demand change would be negligible or the same as the proposed project.

8 City of West Hollywood General Plan 2035

Summary

As described above, the revisions to the Park Master Plan not only reduces the project area, but also reduces the project size. The analysis of the reduced area designed for park activities contained in this Addendum supports the conclusion that changes to the previously approved West Hollywood Park Master Plan project will not result in any new significant impacts, or any substantial increase impacts identified in the adopted West Hollywood Park Master Plan MND. Additionally, no new information of substantial importance has been identified that indicates that the change from reduced area designated for park activities as well as the continuance of existing restaurant uses (previously removed as a part of the Master Plan) would result in any new significant impacts identified in the adopted West Hollywood Park Master Plan MND.

An Addendum is the appropriate environmental vehicle for the proposed amendment to the adopted West Hollywood Park MND because:

- No substantial changes are proposed in the project that will require major revisions of the previous MND due to the occurrence of new significant effects.
- No substantial changes in circumstances under which the project is undertaken will occur that will require major revisions of the previous MND due to the occurrence of new significant environmental effects or a substantial increase in the severity of previously identified effects.
- No new information of substantial importance that was either not known and could not have been known with the exercise of reasonable diligence at the time the previous MND was prepared, shows any of the following:

    a. The project will have one or more significant effects not discussed in the previous MND.

    b. Significant effects previously examined will be substantially more severe than shown in the previous [Mitigated Negative Declaration];

    c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative, or

    d. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

The environmental analysis outlined above in **Section 3.0, Impact Analysis**, demonstrates that the project amendment would result in similar or reduced impacts when compared to the adopted Mitigated Negative Declaration.

The 2004 West Hollywood Park Master must be amended to delete reference to the Werle building parcel and the other private parcels of land along Robertson Boulevard.

APPENDIX 1.0

Traffic Study

Submitted by:

ITERIS

WEST HOLLYWOOD PARK MASTER PLAN

Traffic Impact Study Update

Final Report

Submitted to:

City of West Hollywood

February 14, 2014

17J13-17A9

TABLE OF CONTENTS

APPENDICES

Appendix A: Traffic Count Data
Appendix B: LOS Calculation Sheets
Appendix C: Cumulative Projects Trip Generation

LIST OF TABLES

LIST OF FIGURES

1.0 INTRODUCTION

The purpose of this report is to document a Traffic Impact Study for the proposed West Hollywood Park Master Plan Phase II, in accordance with the transportation impact review guidelines for the City of West Hollywood. This report identifies the estimated traffic impacts of the proposed development and summarizes the procedures and findings of this analysis.

West Hollywood Park lies within the block formed by Santa Monica Boulevard on the north, Melrose Avenue on the South, San Vicente Boulevard on the east, and Robertson Boulevard on the west in the City of West Hollywood. This Project will complete the implementation of the West Hollywood Park Master Plan. The public library has already been built but is included as part of Phase II of the project. Other major project elements as part of the Phase II implementation include a new Recreation Center of approximately 70,000 square feet with parking, a gymnasium, a competition and a recreation swimming pool, locker rooms and offices/meeting rooms; a new Parks & Recreation Building of approximately 12,000 square feet with office, meeting space and a Tiny Tot facility.

In addition to the Phase II project related impact analysis, this report also includes analysis of one additional scenario as discussed later in the report.

Figure 1 shows the location of the proposed project site in relation to the surrounding street system while **Figure 2** illustrates the Master Plan when complete. The proposed buildout year, or opening year, for the project is 2018.

1.1 PROJECT SCOPE

In conjunction with City of West Hollywood staff, a total of six (6) intersections were identified and are analyzed in the traffic study for typical weekday morning and evening peak hour conditions, and include the following:

- Robertson Boulevard and Santa Monica Boulevard
- Robertson Boulevard and Melrose Avenue
- San Vicente Boulevard and Santa Monica Boulevard
- San Vicente Boulevard and Pacific Design Center (PDC) Driveway
- San Vicente Boulevard and Melrose Avenue
- La Cienega Boulevard and Melrose Avenue

The six study intersections are consistent with the 2004 Traffic Impact Study prepared for the West Hollywood Park Master Plan. All six of the analyzed intersections are controlled by traffic signals. An analysis of the project access points was included as part of the Phase I traffic study and has not been included with this update.

The following report provides key traffic information regarding existing traffic volumes, an analysis of impacts at study intersections and roadway segments, and a determination of resulting Levels of Service (LOS).

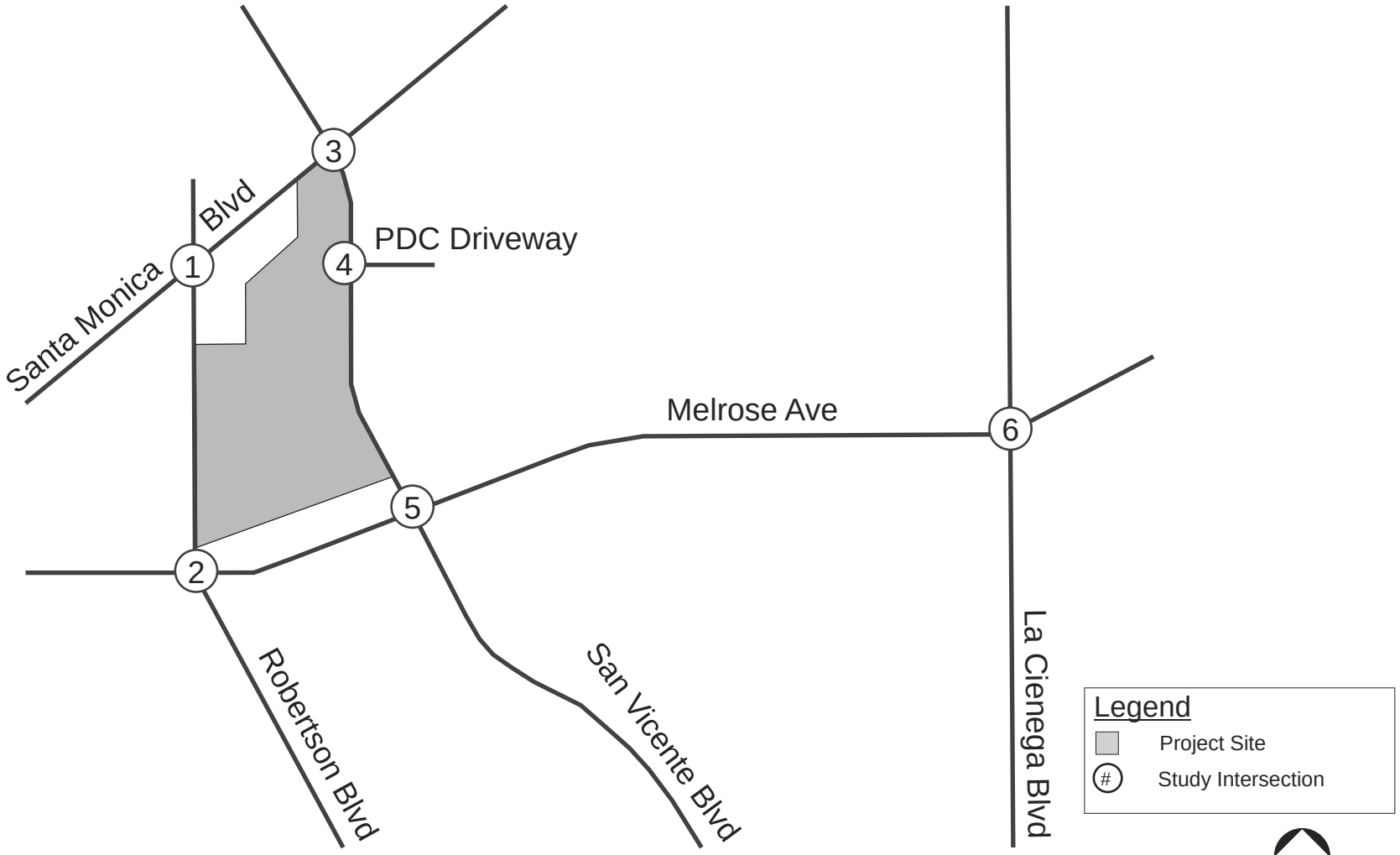

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FIGURE 1
Study Area

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FIGURE 2
Site Plan

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1.2 STUDY PERIODS

Traffic Operations are evaluated for each of the following scenarios during AM and PM peak hour conditions:

- Existing Conditions;
- Opening Year 2018 Without Project Conditions; and
- Opening Year 2018 With Project Conditions.

2.0 ENVIRONMENTAL SETTING

This section presents an overview of the existing roadway system within the study area and the methodology used to determine existing traffic volumes.

2.1 ROADWAY CONFIGURATIONS

The existing configurations of the roadways within the study area are described below:

Santa Monica Boulevard – Santa Monica Boulevard is a major arterial located north of the park. The curb-to-curb width along this segment is approximately 60 feet. West of Orlando Avenue it travels in a northeast-southwest direction with a varying roadway width. From Orlando Avenue to La Cienega Boulevard it is about 95 feet wide. West of La Cienega it is about 75 feet wide with an additional 5 feet available on both sides of the road to provide space for curbside parking. However, this 5 feet is not available near the intersections. West of Doheny the roadway width expands to about 120 feet with a landscaped median. Santa Monica Boulevard has two through lanes in each direction with a raised median. There is also a bike lane in each direction from Doheny Drive to La Cienega Boulevard. Commercial/retail land use fronts both sides of the street.

Melrose Avenue – Melrose Avenue is an east-west roadway that travels south of the park. From Fairfax Avenue to West Knoll Drive there are two through lanes in each direction and a striped center two-way left-turn lane. From West Knoll Drive to Doheny Drive, Melrose Avenue provides one through lane in each direction with the median lane eliminated west of Norwich Drive. Metered parking is permitted along every street segment. Land use along Melrose Avenue is primarily commercial/retail.

La Cienega Boulevard - La Cienega Boulevard is a north-south roadway with two through lanes in each direction. North of Santa Monica Boulevard the roadway width is about 65 feet and parking is not allowed. South of Santa Monica Boulevard curbside parking is permitted and the street width is approximately 70 feet. Land use along La Cienega Boulevard is primarily commercial/retail with multi-dwelling residential units north of Holloway Drive.

San Vicente Boulevard - San Vicente Boulevard is a north-south roadway that forms the eastern border of West Hollywood Park. Two through lanes are provided in each direction. Between Santa Monica Boulevard and Beverly Boulevard a raised median divides the street. North of Santa Monica Boulevard travel lanes are divided by a striped double yellow median. South of Beverly Boulevard, there is a

striped center two-way left-turn lane. The existing angled parking which is provided along San Vicente Boulevard in front of the park is planned to be removed as part of the Park Master Plan.

Robertson Boulevard – Robertson Boulevard is a north-south street located west of the project site. It is approximately 60 feet wide and has one through lane and curbside parking in each direction. The posted speed limit is 30 MPH. Land use along Robertson Boulevard is generally commercial/retail.

3.0 TRAFFIC OPERATIONS ANALYSIS METHODOLOGY

Consistent with the Traffic Impact Report previously prepared in 2004 for the West Hollywood Park Master Plan, traffic operating conditions in the vicinity of the project were analyzed using intersection capacity-based methodology known as the Circular 212 "Critical Movement Analysis" which referred to hereinafter as the CMA Method.

The efficiency of traffic operations at a location is measured in terms of Level of Service (LOS). Level of service is a description of traffic performance at intersections. The level of service concept is a measure of average operating conditions at intersections during an hour. It is based on volume-to-capacity (V/C) ratio. Levels range from A to F with a representing excellent (free-flow) conditions and F representing extreme congestion. The CMA methodology compares the demand to the amount of traffic an intersection is able to process (the capacity) to the level of traffic during the peak hours (volume). Intersections with vehicular volumes which are at or near capacity, experience greater congestion and longer vehicle delays.

Table 1 describes the LOS concept and the operating conditions for signalized intersections.

TABLE 1: INTERSECTION LEVEL OF SERVICE DEFINITIONS

Level of Service	Description	Signalized Intersection Volume to Capacity (V/C) Ratio
A	Excellent operation. All approaches to the intersection appear quite open, turning movements are easily made, and nearly all drivers find freedom of operation.	0.000-0.600
B	Very good operation. Many drivers begin to feel somewhat restricted within platoons of vehicles. This represents stable flow. An approach to an intersection may occasionally be fully utilized and traffic queues start to form.	>0.600-0.700
C	Good operation. Occasionally drivers may have to wait more than 60 seconds, and back-ups may develop behind turning vehicles. Most drivers feel somewhat restricted.	>0.700-0.800
D	Fair operation. Cars are sometimes required to wait more than 60 seconds during short peaks. There are no long-standing traffic queues.	>0.800-0.900
E	Poor operation. Some long-standing vehicular queues develop on critical approaches to intersections. Delays may be up to several minutes.	>0.900-1.000
F	Forced flow. Represents jammed conditions. Backups form locations downstream or on the cross street may restrict or prevent movement of vehicles out of the intersection approach lanes; therefore, volumes carried are not predictable. Potential for stop and go type traffic flow.	> 1.000

Source: Highway Capacity Manual 2000, Transportation Research Board, Washington, D.C., 2000.

3.1 THRESHOLDS OF SIGNIFICANCE

Per California Environmental Quality Act (CEQA), any significant project related impacts are required to be identified in the environmental document. Significant traffic impacts are determined based on threshold of significance set by respective agencies. The proposed Park Master Plan falls under the jurisdiction of the City of West Hollywood. Therefore, the City of West Hollywood's significance criteria were applied to the analyzed locations to determine potential impacts.

Consistent with the criteria previously used in the 2004 Traffic Impact Report for the West Hollywood Park Master Plan, a project is considered to create a significant impact if there is a change in the V/C ratio of 0.020 or more at intersections operating at LOS E or F with the project. This criteria was applied to the six analyzed intersections.

4.0 PROPOSED PROJECT

4.1 PROJECT TRIP GENERATION

The first step in analyzing the future traffic conditions with the project is to estimate the number of new trips expected to be generated by the proposed project. This section of the report describes the estimation of future traffic generation of the West Hollywood Park Master Plan.

As described previously, this Project will complete the implementation of the West Hollywood Park Master Plan. The public library has already been built but is included as part of Phase II of the project. Other major project elements as part of the Phase II implementation include a new Recreation Center of approximately 70,000 square feet with parking, a gymnasium, a competition and a recreation swimming pool, locker rooms and offices/meeting rooms; a new Parks & Recreation Building of approximately 12,000 square feet with office, meeting space and a Tiny Tot facility.

The trip generation estimates for the proposed Master Plan were developed by comparing the future uses/activities to the existing uses and utilizing the increase to determine the number of new trips. Attendance/program data (for existing and projected uses) were utilized to develop the trip estimates for the Park Master Plan.

Table 2 summarizes the trip generation estimates for each land use/activity that make up the Park Master Plan. As noted in the first part of the table, the trips for all the Master Plan uses except for the library were developed based on the existing and projected attendance/program data.

It can also be seen on **Table 2** that many of the uses and activities are anticipated to attract the same number of people/users as existing during the morning and evening peak hours. This includes the park open space, swimming pools, outdoor basketball courts, Tiny Tot program, and the Summer Day Camp. As shown, there is an increase in trips anticipated due to the new recreation and community center and also the additional tennis courts.

The bottom of **Table 2** summarizes the total net trips associated with the Park Master Plan. This would include the anticipated increase in trips associated with the project. Without counting the existing library trips, a total of approximately 44 trips are anticipated to occur during the morning peak hour and 52 during the evening peak hour. Of these trips, it was estimated that approximately 60% would be trips that are already on the street network, which would divert to the Park after completion of the Master Plan. An example would be instead of returning home after work (prior to the completion of the Master Plan) someone may stop at the new library to check-out/return a book or utilize the recreation center and then return home. The remaining 40% were assumed to be new trips being generated by the Master Plan.

TABLE 2: PROJECT TRIP GENERATION

Land Use	Future Size	Existing Size	Increase	Daily Rate	AM Peak Hour Rates In%	AM Peak Hour Rates Out%	AM Peak Hour Rates Rate	PM Peak Hour Rates In%	PM Peak Hour Rates Out%	PM Peak Hour Rates Rate	Daily Trips	AM Peak Hour Trips In	AM Peak Hour Trips Out	AM Peak Hour Trips Total	PM Peak Hour Trips In	PM Peak Hour Trips Out	PM Peak Hour Trips Total
Park Master Plan Uses																	
Park Open Space	5.23 acres	1.86 acres	3.37 acres														
Person Trips (any given time period)	12 persons	12 persons	Same as existing.	[a]			[a]			[a]	-	-	-	-	-	-	-
Library	32.647 ksf	5.1 ksf	27.547 ksf	54.00	72%	28%	1.06	48%	52%	7.09	1,488	21	8	29	50	52	102
Recreation/Community Center	70.0 ksf	[b]															
Person Trips (any given time period) [c]	70-95 persons	10-55 persons	25-60 persons	[a]			[a]			[a]	NA	42	0	42	28	18	46
Swimming Pools	2 pools	1 pool	1 pool														
Person Trips (any given time period)	15-35 persons	15-35 persons	Same as existing.	[a]			[a]			[a]	-	-	-	-	-	-	-
Tennis Courts	3 courts	2 courts	1 court														
Person Trips (any given time period) [c]	10-12 persons	8 persons	2-4 persons	[a]			[a]			[a]	NA	2	0	2	4	2	6
Outdoor Basketball Courts	1 full +2 half courts	2 courts															
Person Trips (any given time period)	[d]	10 persons	Same as existing.								-	-	-	-	-	-	-
Softball Field	[e]										-	-	-	-	-	-	-
Tiny Tot Building			Same as existing.	[a]			[a]			[a]	-	-	-	-	-	-	-
Summer Day Camp			Same as existing.	[a]			[a]			[a]	-	-	-	-	-	-	-
Total Park Master Plan Trips											**1,488**	**65**	**8**	**73**	**82**	**72**	**154**
Total Trips to be Removed											**0**	**0**	**0**	**0**	**0**	**0**	**0**
Total Net Trips (Includes Library)											**1,488**	**65**	**8**	**73**	**82**	**72**	**154**
Number of Diverted Trips/Pass By Trips	60%										893	39	5	44	49	43	93
Number of New Trips (Includes Library)	40%										595	26	3	29	33	29	62
Total Net Trips (Excludes Library)											**595**	**44**	**0**	**44**	**32**	**20**	**52**
Number of Diverted Trips/Pass By Trips	60%										357	26	0	26	19	12	31
Number of New Trips (Includes Library)	40%										238	18	0	18	13	8	21

Notes

a. Based on existing and projected attendance/operational data (see Appendix A for detailed list).
b. Future Gym/Meeting Rooms compared to existing auditorium and Sky Room.
c. Assumes each person drives alone.
d. Assumes that future outdoor courts will attract same number of people as existing.
e. Eliminated with Master Plan - assume no change in trips during morning and evening peak hours.
f. Abandoned County Facility - no trip credit.
g. Current uses/activity will continue at new park.
h. Assumes use will change but no trip credit
Source for Trip Generation Rates is Institute of Transportation Engineers' Trip Generation, 6th Edition.

Project Trip Distribution and Assignment

The next step in the forecast of project traffic is the anticipated distribution of the trip estimates. The trip distribution assumptions are used to determine the origin and destination of the new vehicle trips associated with the project. The geographic distribution of trips generated by the project is based on the demographics of the area, the street system that serves the site, and the level of accessibility of the routes to and from the project site. Based on these parameters, a trip distribution pattern for the proposed project was developed. The general distribution pattern developed for the project trips assumes approximately 15% to/from the north; 20% to/from the south; 10% to/from the west; and 55% to/from the east. Based on the project trip generation and the trip distribution pattern, the project only traffic volumes were assigned to the street network. **Figure 3** illustrates the resulting project only morning and evening peak hour traffic volumes at the analyzed intersections. The peak hour volumes represent the new trips associated with the Master Plan (including library trips).

5.0 EXISTING CONDITIONS

The existing conditions scenario consist of the existing weekday AM and PM peak hour intersection operating conditions.

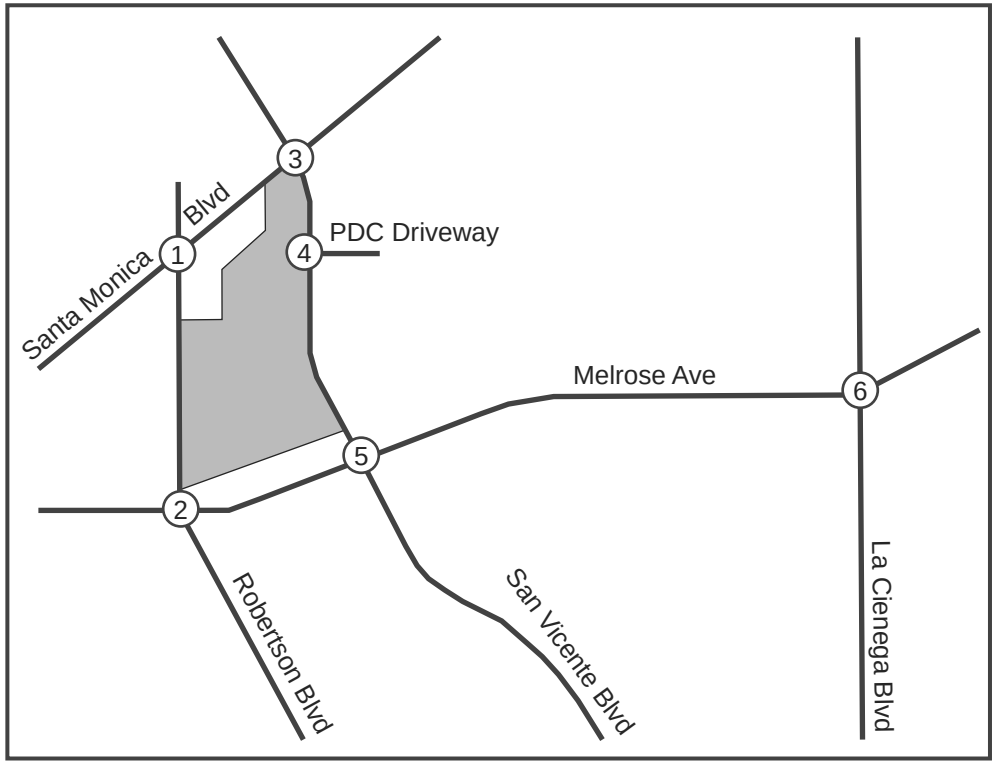
5.1 EXISTING TRAFFIC VOLUMES

Intersection turning movement counts were conducted during the weekday AM peak period (7:00 AM to 9:00 AM) and PM peak period (4:00 PM. to 6:00 PM.) at the 6 study area intersections (5th Nov, 2013). The hour with the highest total traffic volume at each intersection was taken to be the peak hour for that peak period. **Figure 4** summarizes the existing intersection lane configurations. Detailed vehicle turning movement data are included in **Appendix A** and are illustrated in **Figure 5.**

Since the library was already constructed, the traffic counts include the patron trips going to and from the library. Additional counts were provided by the City of West Hollywood which captured the trips (in and out) from the parking structure constructed and dedicated to Library Patrons. These trips were removed from the existing counts to develop a "pre-library" existing condition. Detailed vehicle turning movement data for the "pre-library" existing condition are illustrated in **Figure 6.**

5.2 EXISTING INTERSECTION LEVELS OF SERVICE – PRE-LIBRARY CONDITIONS

A level of service analysis was conducted to evaluate existing intersection operations (pre-library conditions) during the AM and PM peak hours at the six study intersections. **Table 3** summarizes the existing level of service at the study intersections. Level of service calculation worksheets are included in **Appendix B**.



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	Project Site
#	Study Intersection
XX(YY)	AM (PM) Peak Hour Volumes

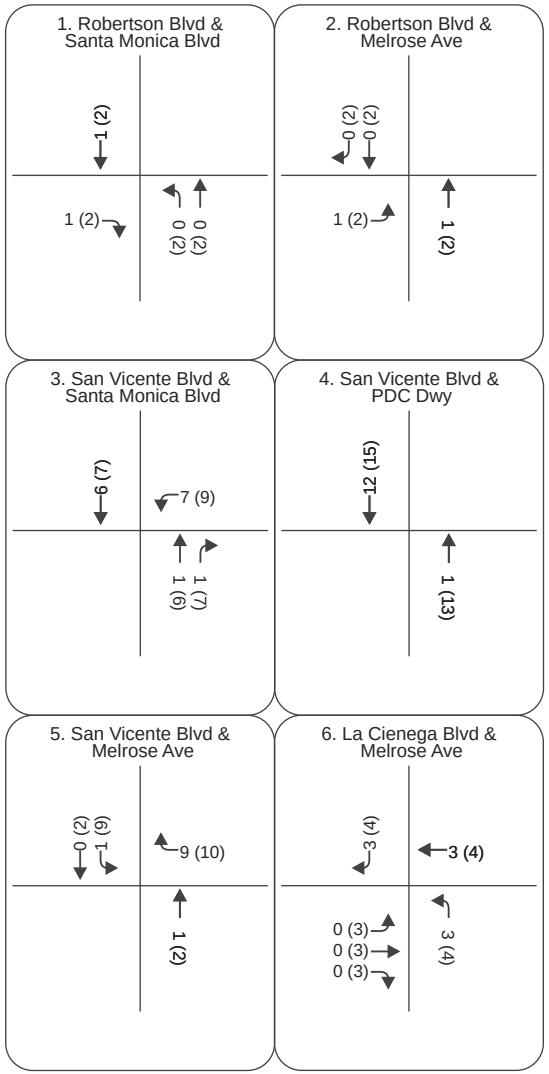

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FIGURE 3
Project Trip Assignment

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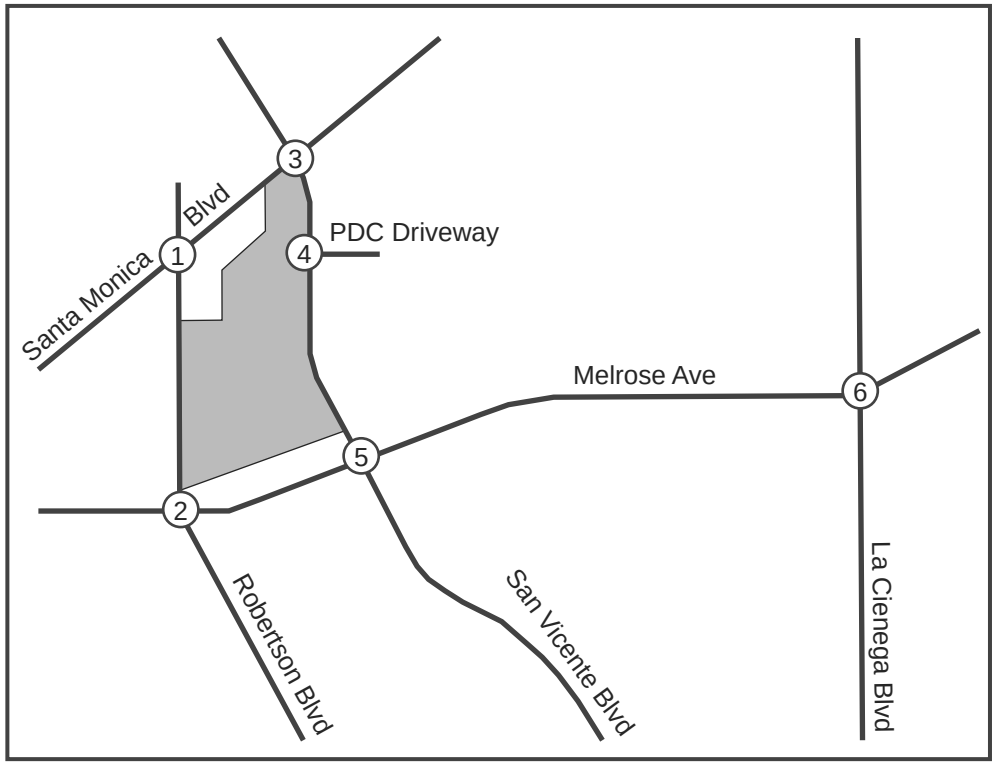

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Project Site

Study Intersection

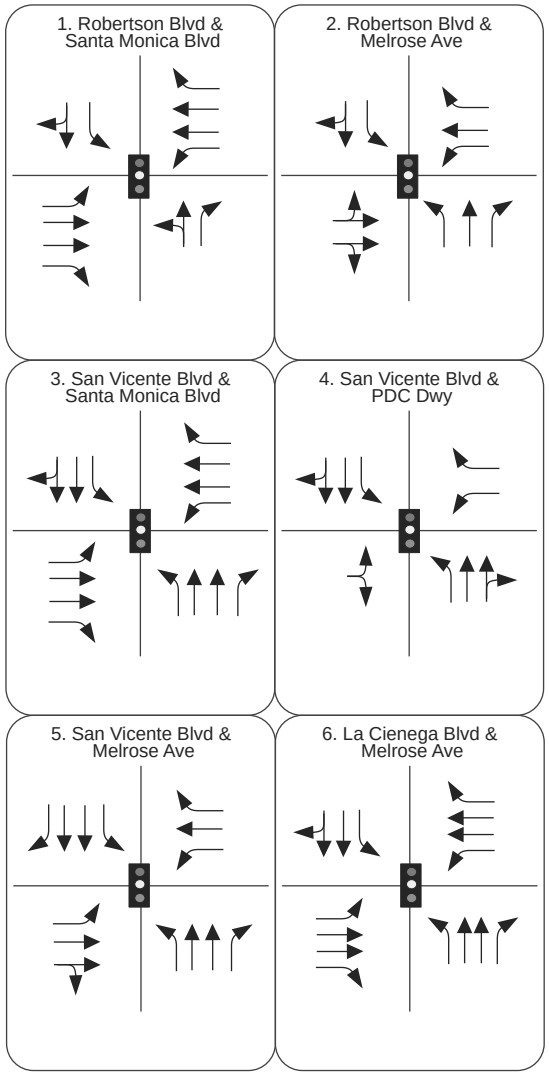

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FIGURE 4
Existing Lane Configurations

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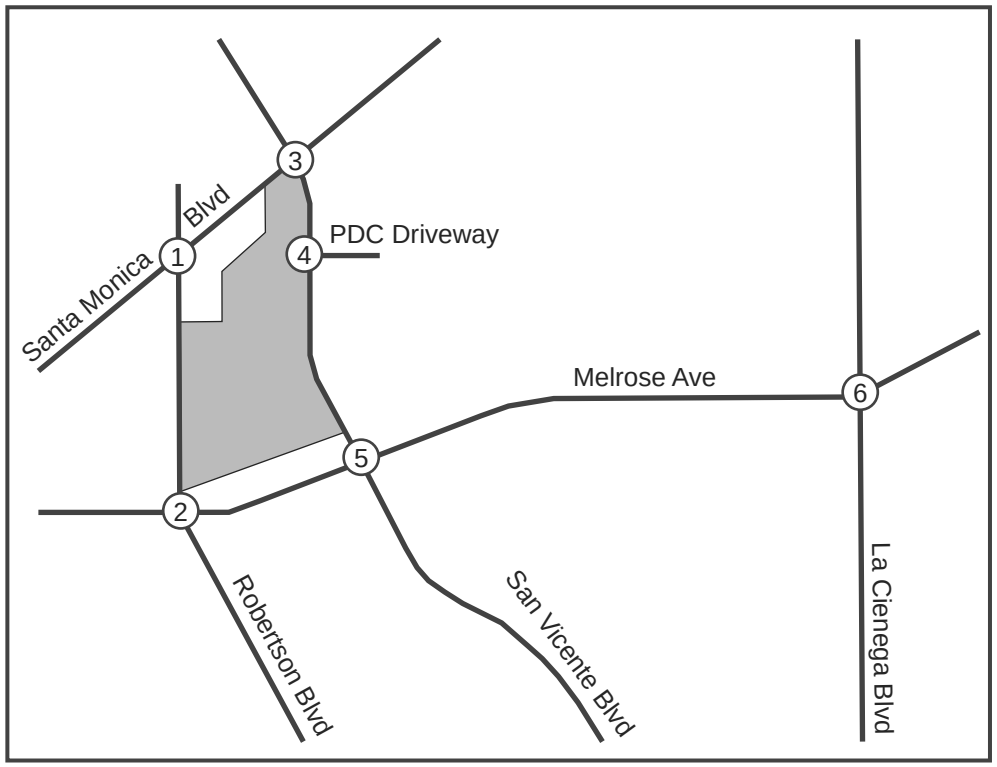

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- Project Site
- (#) Study Intersection
- XX(YY) AM (PM) Peak Hour Volumes

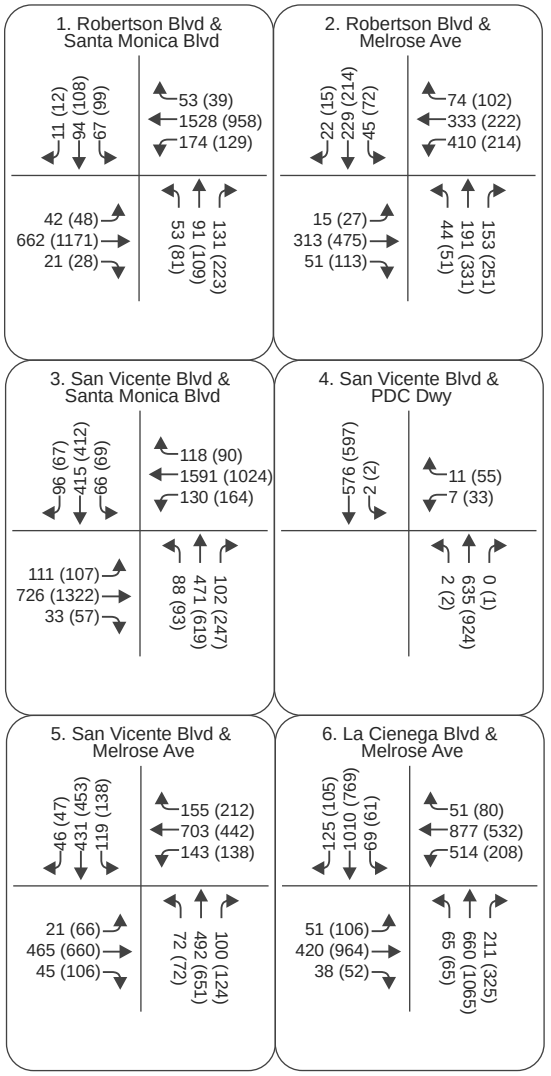

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FIGURE 5
Existing (With Library) Peak Hour Traffic Volumes

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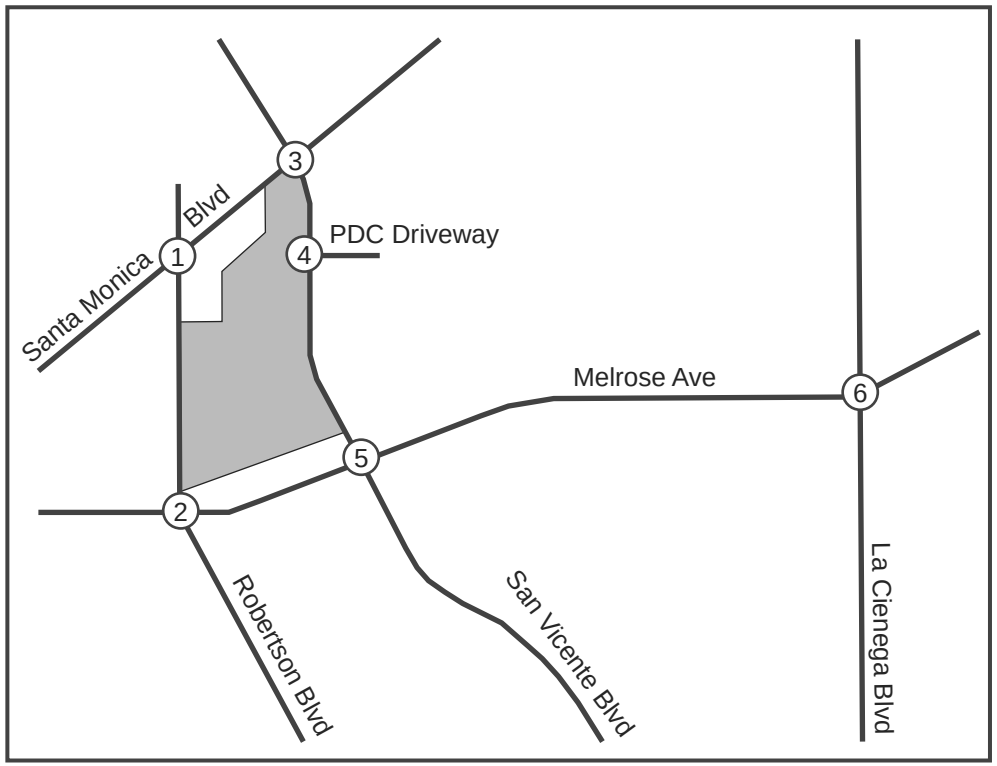

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- Project Site
- (#) Study Intersection
- XX(YY) AM (PM) Peak Hour Volumes

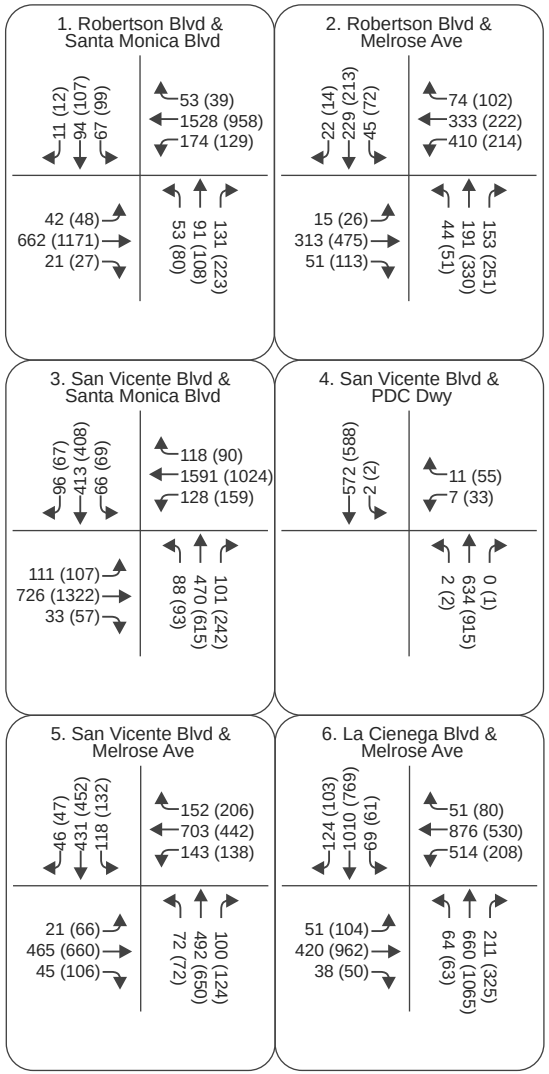

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FIGURE 6
Existing (Pre Library) Peak Hour Traffic Volumes

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TABLE 3: EXISTING INTERSECTION PEAK HOUR LOS - PRE-LIBRARY CONDITIONS

Location		Peak Hour	Year 2013 Conditions	
			V/C Ratio	LOS
1	Robertson Blvd & Santa Monica Blvd	AM	0.709	C
		PM	0.715	C
2	Robertson Blvd & Melrose Ave	AM	0.601	B
		PM	0.624	B
3	San Vicente Blvd & Santa Monica Blvd	AM	0.876	D
		PM	0.840	D
4	San Vicente Blvd & PDC Driveway	AM	0.217	A
		PM	0.329	A
5	San Vicente Blvd & Melrose Ave	AM	0.725	C
		PM	0.652	B
6	La Cienega Blvd & Melrose Ave	AM	0.951	E
		PM	0.900	D

Notes:
V/C = Volume to Capacity Ratio, LOS = Level of Service.

As can be seen from the above table, only one intersection, La Cienega Boulevard and Melrose Avenue is currently operating at or near capacity in the AM peak hour.

5.3 EXISTING INTERSECTION LEVELS OF SERVICE – WITH LIBRARY CONDITIONS

A level of service analysis was conducted to evaluate existing intersection operations (with library conditions) during the AM and PM peak hours at the 6 study intersections. **Table 4** summarizes the existing level of service at the study intersections. Level of service calculation worksheets are included in **Appendix B**.

TABLE 4: EXISTING INTERSECTION PEAK HOUR LOS - WITH LIBRARY CONDITIONS

Location		Peak Hour	Year 2013 Conditions	
			V/C Ratio	LOS
1	Robertson Blvd & Santa Monica Blvd	AM	0.709	C
		PM	0.716	C
2	Robertson Blvd & Melrose Ave	AM	0.601	B
		PM	0.625	B
3	San Vicente Blvd & Santa Monica Blvd	AM	0.877	D
		PM	0.845	D
4	San Vicente Blvd & PDC Driveway	AM	0.218	A
		PM	0.332	A
5	San Vicente Blvd & Melrose Ave	AM	0.726	C
		PM	0.656	B
6	La Cienega Blvd & Melrose Ave	AM	0.952	E
		PM	0.901	D

Notes:
V/C = Volume to Capacity Ratio, LOS = Level of Service.

As can be seen from the above table, only one intersection, La Cienega Boulevard and Melrose Avenue is currently operating at or near capacity in the AM peak hour.

5.4 EXISTING PLUS PROJECT ANALYSIS – PRE-LIBRARY

Table 5 summarizes the intersection significant impact determination analysis for the proposed project, comparing the change in V/C ratio between the Existing conditions (pre Library) and the Existing + project conditions (Phase II project trips). None of the intersections are projected to be significantly impacted with the construction of the Project in Phase II.

TABLE 5: DETERMINATION OF SIGNIFICANT IMPACTS – EXISTING (PRE-LIBRARY) PLUS PROJECT

Location		Peak Hour	Existing^		Existing w/ Project*		Change in V/C	Significant Impact
			V/C Ratio	LOS	V/C Ratio	LOS		
1	Robertson Blvd & Santa Monica Blvd	AM	0.709	C	0.709	C	0.000	No
		PM	0.715	C	0.716	C	0.001	No
2	Robertson Blvd & Melrose Ave	AM	0.601	B	0.602	B	0.001	No
		PM	0.624	B	0.627	B	0.003	No
3	San Vicente Blvd & Santa Monica Blvd	AM	0.876	D	0.879	D	0.003	No
		PM	0.840	D	0.848	D	0.008	No
4	San Vicente Blvd & PDC Driveway	AM	0.217	A	0.218	A	0.001	No
		PM	0.329	A	0.333	A	0.004	No
5	San Vicente Blvd & Melrose Ave	AM	0.725	C	0.726	C	0.001	No
		PM	0.652	B	0.659	B	0.007	No
6	La Cienega Blvd & Melrose Ave	AM	0.951	E	0.954	E	0.003	No
		PM	0.900	D	0.901	D	0.001	No

^ represents 2013 conditions (pre library trips)

* represents 2013 conditions

The Project includes all trips in Phase 2 (inc Lib)

5.5 EXISTING PLUS PROJECT ANALYSIS – WITH LIBRARY

Table 6 summarizes the intersection significant impact determination analysis for the proposed project, comparing the change in V/C ratio between the Existing conditions (With Library) and the Existing + project conditions (Phase II project trips). None of the intersections are projected to be significantly impacted with the construction of the Project in Phase II.

TABLE 6: DETERMINATION OF SIGNIFICANT IMPACTS – EXISTING (WITH LIBRARY) PLUS PROJECT

Location		Peak Hour	Existing^		Existing w/ Project*		Change	Significant
			V/C Ratio	LOS	V/C Ratio	LOS	in V/C	Impact
1	Robertson Blvd & Santa Monica Blvd	AM	0.709	C	0.709	C	0.000	No
		PM	0.716	C	0.717	C	0.001	No
2	Robertson Blvd & Melrose Ave	AM	0.601	B	0.602	B	0.001	No
		PM	0.625	B	0.628	B	0.003	No
3	San Vicente Blvd & Santa Monica Blvd	AM	0.877	D	0.879	D	0.002	No
		PM	0.845	D	0.853	D	0.008	No
4	San Vicente Blvd & PDC Driveway	AM	0.218	A	0.218	A	0.000	No
		PM	0.332	A	0.336	A	0.004	No
5	San Vicente Blvd & Melrose Ave	AM	0.726	C	0.727	C	0.001	No
		PM	0.656	B	0.663	B	0.007	No
6	La Cienega Blvd & Melrose Ave	AM	0.952	E	0.955	E	0.003	No
		PM	0.901	D	0.902	D	0.001	No

^ represents 2013 conditions (with library trips)

* represents 2013 conditions

The Project includes all trips in Phase 2 (inc Lib)

6.0 OPENING YEAR 2018 WITHOUT PROJECT CONDITIONS

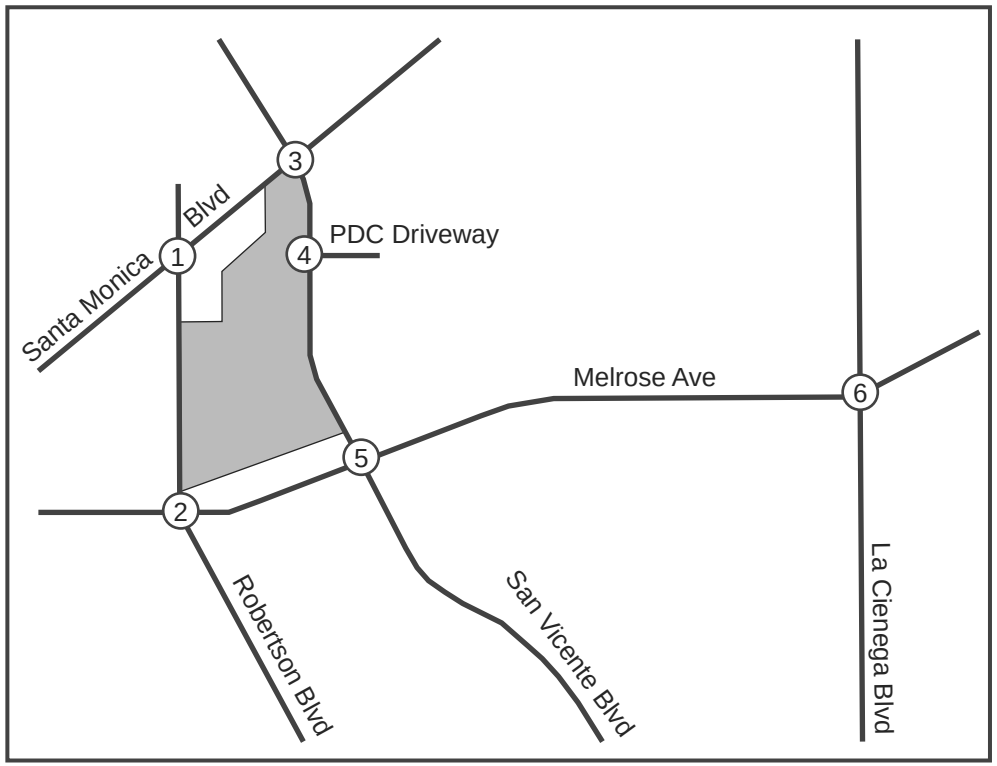
The Phase II project opening year is 2018. This section analyzes opening year 2018 traffic conditions without the proposed project. Opening year 2018 without project traffic volumes were developed by considering traffic increases due to ambient growth and specific, planned or approved development projects in the study area, without consideration of the proposed project.

6.1 AMBIENT GROWTH

Ambient traffic growth is the traffic growth that will occur in the study area due to general employment growth, housing growth and growth in regional through trips in Southern California. An ambient growth rate of 1.0 percent per year in the study area was assumed.

6.2 CUMULATIVE PROJECT GROWTH

Cumulative project traffic growth is growth due to specific, known development projects in the area surrounding the study locations that may affect traffic circulation. A list of cumulative projects within the region was provided by the City of West Hollywood. Detailed trip generation data for these 55 cumulative projects within the vicinity of the project site is provided in **Appendix C**. The peak hour vehicle trips expected to be generated by these developments are shown in **Figure 7**. Trip distribution for the cumulative projects were assigned depending on the type of development, residential or non-residential, and location with respect to freeways and major arterials.



Legend

- Project Site
- (#) Study Intersection
- XX(YY) AM (PM) Peak Hour Volumes

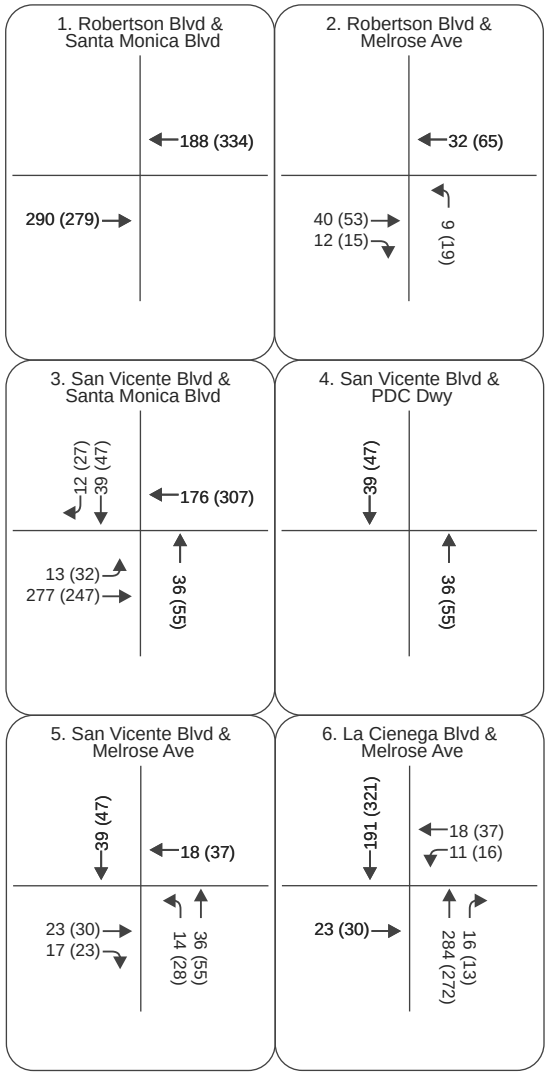


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FIGURE 7
Cumulative Projects Trip Assignment

Q:\2013\17\Jobs\J13-17A9 WeHo Park TIA\Gra\

6.3 Opening Year 2018 Without Project (Pre-Library) Intersection Levels of Service

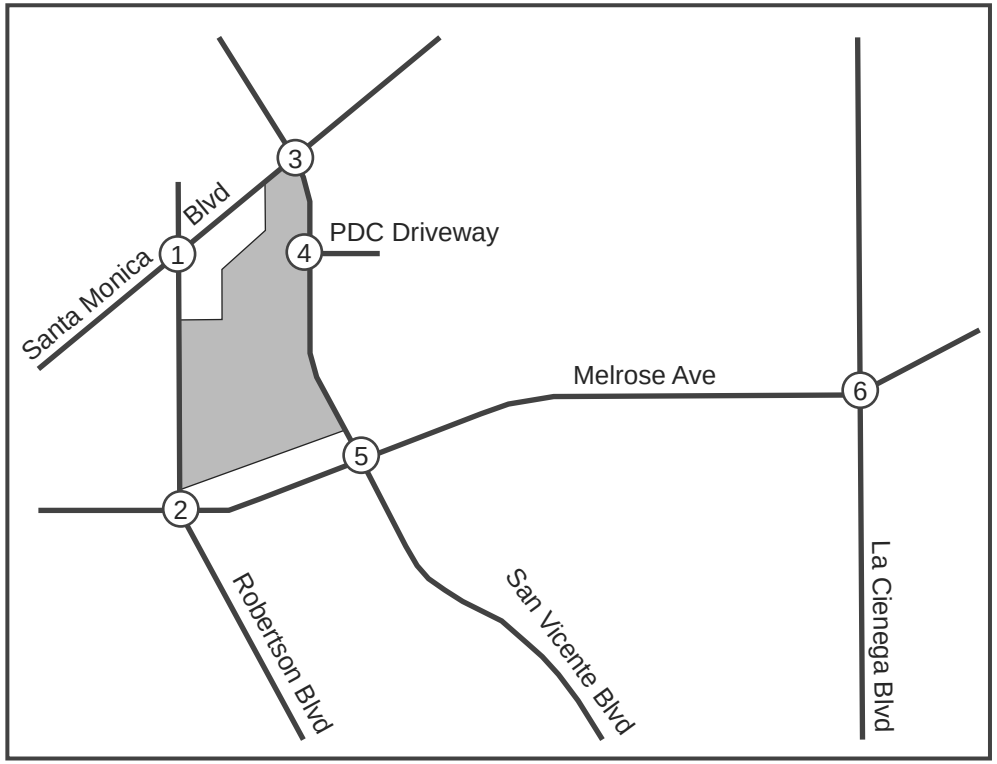
A level of service analysis was conducted to evaluate year 2018 without project intersection operations during the AM and PM peak hours. This scenario does not include the library trips. **Figure 8** shows the forecast year 2018 without project peak hour volumes at the study intersections. **Table 7** summarizes the forecast year 2018 without project levels of service at the study intersections. Level of service calculation worksheets are included in **Appendix C**.

Table 7: Opening Year 2018 Without Project (Pre-Library) Peak Hour Intersection LOS

Location		Peak Hour	Year 2018 Conditions	
			V/C Ratio	LOS
1	Robertson Blvd & Santa Monica Blvd	AM	0.810	D
		PM	0.848	D
2	Robertson Blvd & Melrose Ave	AM	0.654	B
		PM	0.679	B
3	San Vicente Blvd & Santa Monica Blvd	AM	1.009	F
		PM	0.987	E
4	San Vicente Blvd & PDC Driveway	AM	0.240	A
		PM	0.363	A
5	San Vicente Blvd & Melrose Ave	AM	0.785	C
		PM	0.720	C
6	La Cienega Blvd & Melrose Ave	AM	1.081	F
		PM	1.062	F

Notes:
V/C = Volume to Capacity Ratio, LOS = Level of Service.

As can be seen from the above table, two intersections, San Vicente Boulevard and Santa Monica Boulevard, and La Cienega Boulevard and Melrose Avenue are projected to operate at or near capacity in both the AM and PM peak hours.



Legend

- Project Site
- (#) Study Intersection
- XX(YY) AM (PM) Peak Hour Volumes

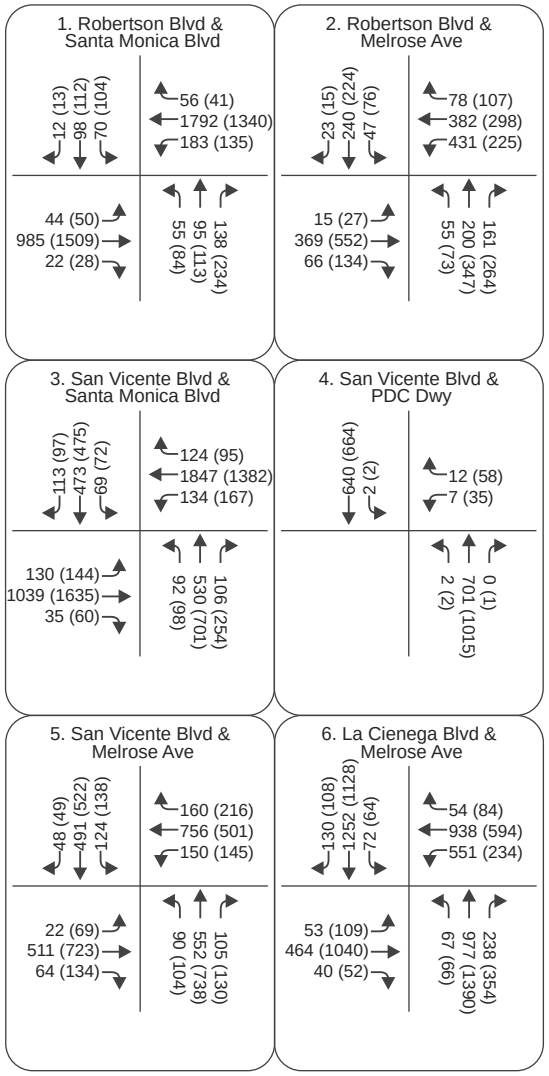


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FIGURE 8
2018 Without Project (Pre Library) Peak Hour Traffic Volumes

Q:\2013\17\Jobs\J13-17A9 WeHo Park TIA\Gra\

6.4 Opening Year 2018 Without Project (With Library) Intersection Levels of Service

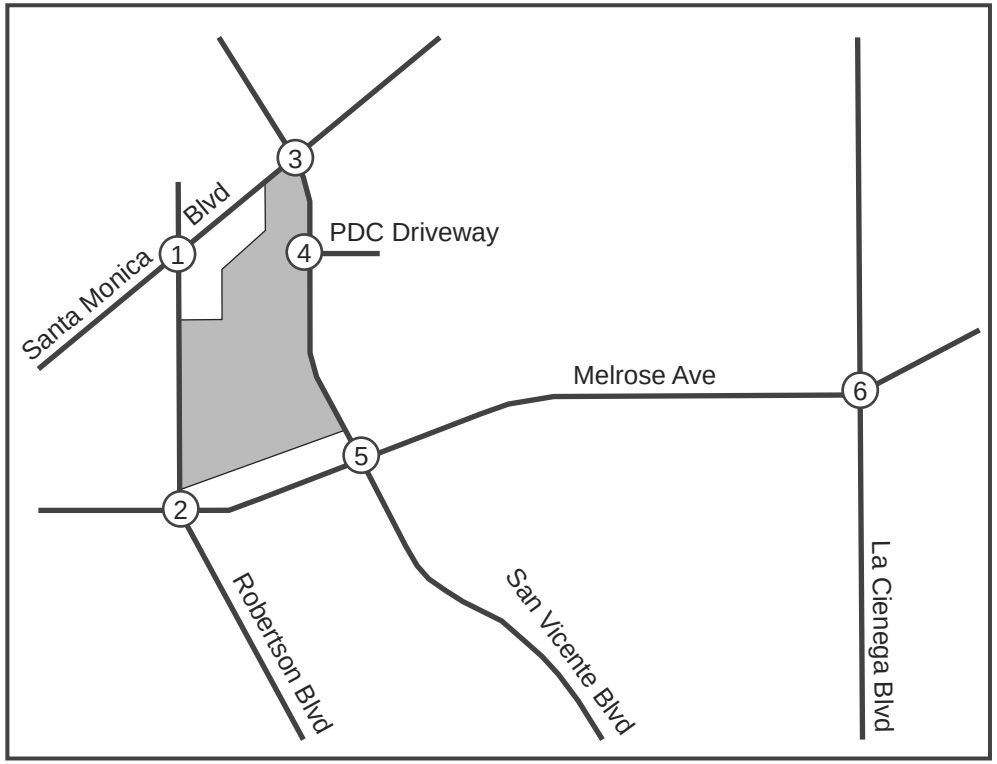
A level of service analysis was conducted to evaluate year 2018 without project intersection operations during the AM and PM peak hours. This scenario includes the existing library trips. **Figure 9** shows the forecast year 2018 without project peak hour volumes at the study intersections. **Table 8** summarizes the forecast year 2018 without project levels of service at the study intersections. Level of service calculation worksheets are included in **Appendix C**.

Table 8: Opening Year 2018 Without Project (With Library) Peak Hour Intersection LOS

Location		Peak Hour	Year 2018 Conditions	
			V/C Ratio	LOS
1	Robertson Blvd & Santa Monica Blvd	AM	0.811	D
		PM	0.849	D
2	Robertson Blvd & Melrose Ave	AM	0.655	B
		PM	0.680	B
3	San Vicente Blvd & Santa Monica Blvd	AM	1.010	F
		PM	0.992	E
4	San Vicente Blvd & PDC Driveway	AM	0.240	A
		PM	0.367	A
5	San Vicente Blvd & Melrose Ave	AM	0.786	C
		PM	0.725	C
6	La Cienega Blvd & Melrose Ave	AM	1.082	F
		PM	1.062	F

Notes:
V/C = Volume to Capacity Ratio, LOS = Level of Service.

As can be seen from the above table, two intersections, San Vicente Boulevard and Santa Monica Boulevard, and La Cienega Boulevard and Melrose Avenue are projected to operate at or near capacity in both the AM and PM peak hours.



Legend

- Project Site
- (#) Study Intersection
- XX(YY) AM (PM) Peak Hour Volumes

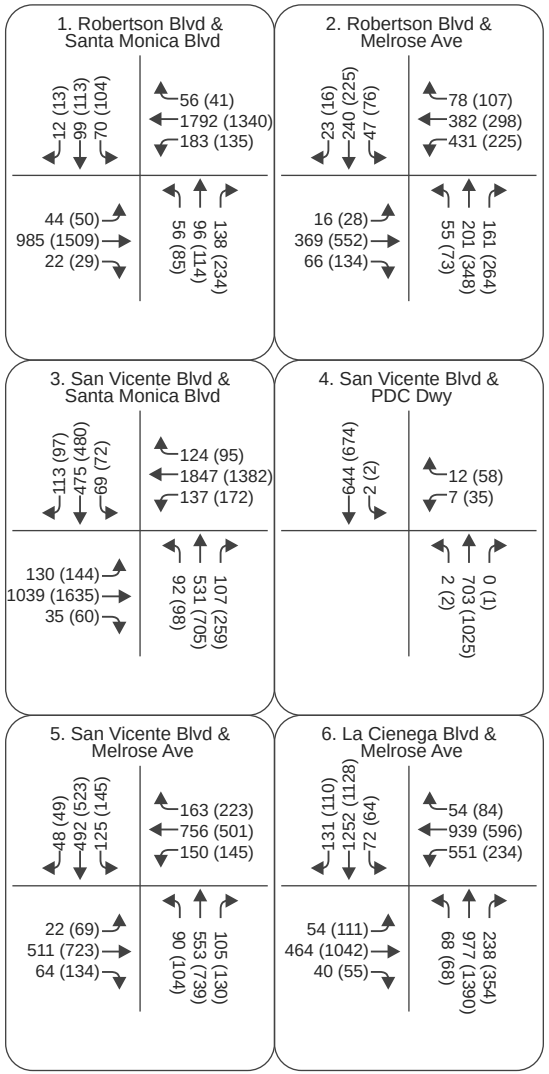


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FIGURE 9
2018 Without Project (With Library) Peak Hour Traffic Volumes

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7.0 OPENING YEAR 2018 WITH PROJECT CONDITIONS

Opening year 2018 with project conditions were developed by adding trips generated by the proposed project (Phase II project trips as illustrated in Figure 3), as described in Section 4, to opening year 2018 without project volumes, as described in Section 6.

7.1 OPENING YEAR 2018 WITH PROJECT INTERSECTION LEVELS OF SERVICE

Figure 10 illustrates the opening year 2018 with project traffic volumes at the study intersections under the scenario in which the library trips were part of the without project scenario. **Figure 11** illustrates the opening year 2018 with project traffic volumes at the study intersections under the scenario in which the library trips were part of both the without project scenario and the Phase II project trips. A level of service analysis was conducted to evaluate opening year 2018 with project intersection operations during the AM and PM peak hours at the six study intersections. **Table 9** summarizes the opening year 2018 with project level of service at the study intersections for both the with project scenarios. Level of service calculation worksheets are included in **Appendix C**.

TABLE 9: OPENING YEAR 2018 WITH PROJECT INTERSECTION PEAK HOUR LOS

Location		Peak Hour	Year 2018 Conditions^		Year 2018 Conditions*	
			V/C Ratio	LOS	V/C Ratio	LOS
1	Robertson Blvd & Santa Monica Blvd	AM	0.811	D	0.811	D
		PM	0.850	D	0.851	D
2	Robertson Blvd & Melrose Ave	AM	0.656	B	0.656	B
		PM	0.681	B	0.683	B
3	San Vicente Blvd & Santa Monica Blvd	AM	1.012	F	1.012	F
		PM	0.996	E	1.001	F
4	San Vicente Blvd & PDC Driveway	AM	0.240	A	0.241	A
		PM	0.368	A	0.371	A
5	San Vicente Blvd & Melrose Ave	AM	0.787	C	0.787	C
		PM	0.728	C	0.732	C
6	La Cienega Blvd & Melrose Ave	AM	1.085	F	1.086	F
		PM	1.063	F	1.064	F

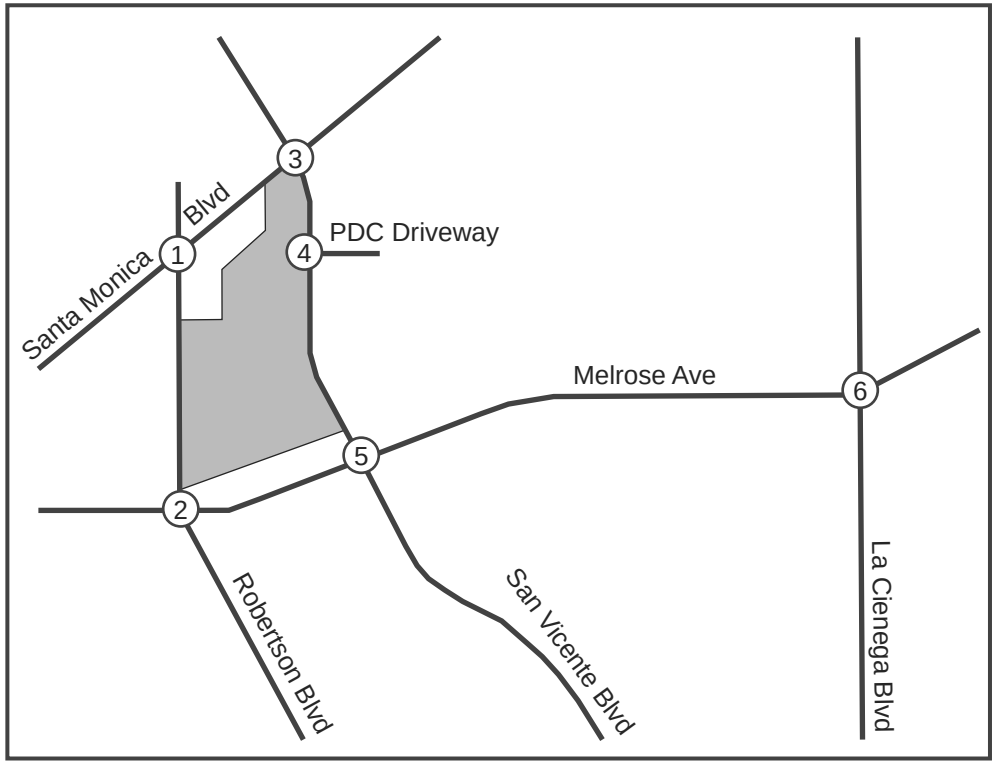
^ Includes Library trips once

* Includes Library trips twice

Notes:

V/C = Volume to Capacity Ratio, LOS = Level of Service.

As can be seen from Table 9, two intersections, San Vicente Boulevard and Santa Monica Boulevard, and La Cienega Boulevard and Melrose Avenue are projected to operate at or near capacity in both the AM and PM peak hours.



Legend

- Project Site
- (#) Study Intersection
- XX(YY) AM (PM) Peak Hour Volumes

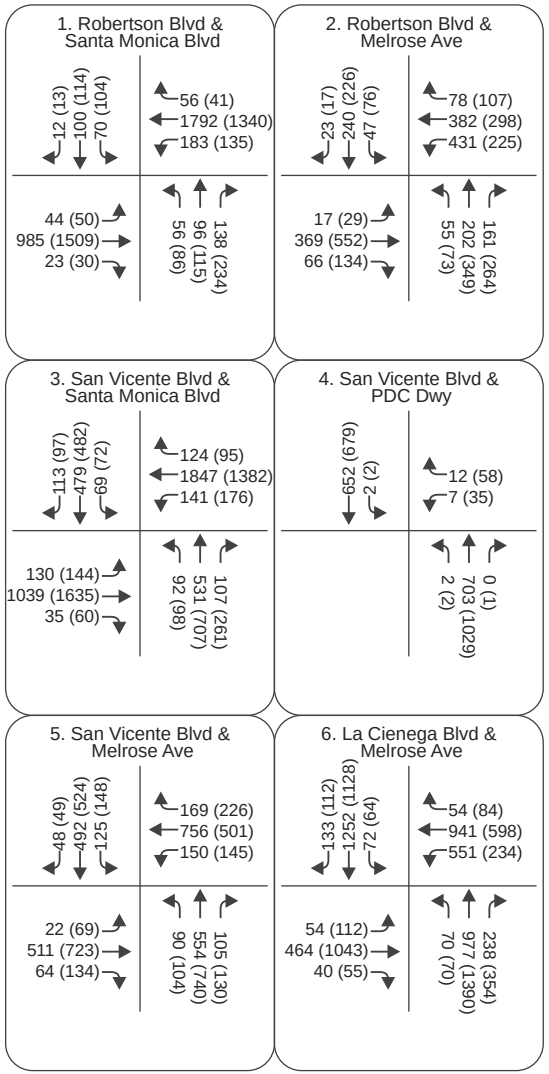


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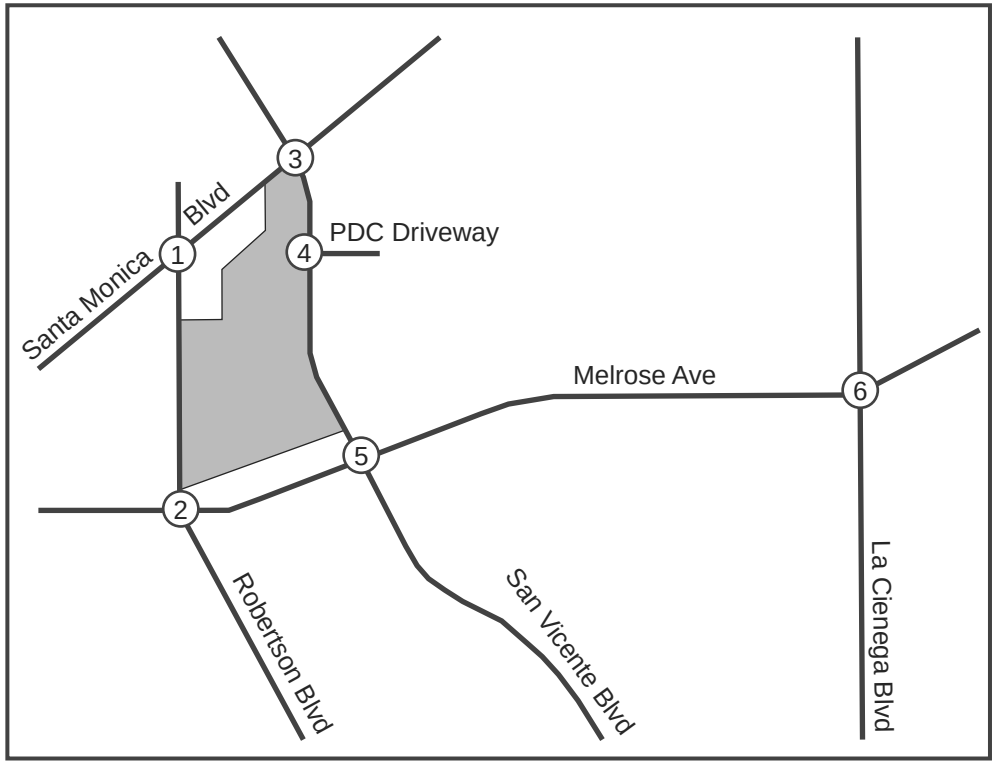
FIGURE 10
2018 With Project (Pre Library) Peak Hour Traffic Volumes

Q:\2013\17\Jobs\J13-17A9 WeHo Park TIA\Gra\



Legend

- Project Site
- (#) Study Intersection
- XX(YY) AM (PM) Peak Hour Volumes

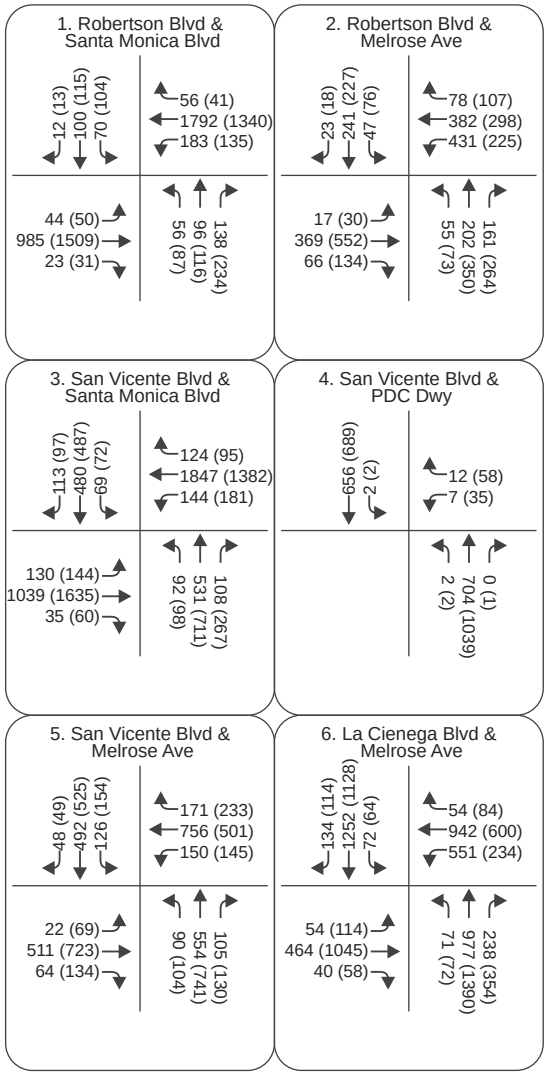


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FIGURE 11
2018 With Project (With Library) Peak Hour Traffic Volumes

Q:\2013\17\Jobs\J13-17A9 WeHo Park TIA\Gra\

8.0 SIGNIFICANT IMPACT DETERMINATION

Table 10 summarizes the intersection significant impact determination analysis for the proposed project, comparing the change in V/C ratio between the without project (excludes library) conditions and the with project conditions during opening year 2018. None of the intersections are projected to be significantly impacted with the construction of the Project. **Table 11** summarizes the intersection significant impact determination analysis for the proposed project, comparing the change in V/C ratio between the without project (includes library) conditions and the with project conditions during opening year 2018. None of the intersections are projected to be significantly impacted with the construction of the Project.

9.0 CONGESTION MANAGEMENT PROGRAM (CMP) ANALYSIS

The Congestion Management Program (CMP) was created statewide as a result of Proposition 111 and has been implemented locally by the Los Angeles County Metropolitan Transportation Authority (Metro). The CMP for Los Angeles County requires that the traffic impact of individual development projects of potential regional significance be analyzed. A specific system of arterial roadways plus all freeways comprise the CMP system. A total of 164 intersections are identified for monitoring on the system in Los Angeles County. This section describes the analysis of project-related impacts on the CMP system. The analysis has been conducted according to the guidelines set forth in the 2004 Congestion Management Program for Los Angeles County. According to the CMP Traffic Impact Analysis (TIA) Guidelines developed by Metro, a CMP traffic impact analysis is required given the following conditions:

- CMP arterial monitoring intersections, including freeway on- or off-ramps, where the proposed project would add 50 or more trips during either the AM or PM weekday peak hours.
- CMP freeway monitoring locations where the proposed project would add 150 or more trips, in either direction, during either the AM or PM weekday peak hours.

According to the CMP guidelines, a significant impact occurs when a proposed project increases traffic demand on a CMP facility by 2% of capacity (V/C ≥ 0.02 for arterial locations or D/C ≥ 0.02 for freeway locations), causing LOS F (V.C > 1.00 for arterial locations or D/C > 1.00 for freeway locations).

9.1 CMP INTERSECTION ANALYSIS

None of the proposed study area intersections are part of the 164 CMP arterial monitoring locations, nor does the project add 50 or more peak hour trips to any of these locations in the project vicinity. Therefore, no CMP intersection analysis was conducted in this report.

9.2 CMP MAINLINE FREEWAY SEGMENT ANALYSIS

The project does not add 150 or more peak hour trips to any CMP freeway monitoring stations. Therefore, no CMP mainline freeway segment analysis was conducted in this report.

TABLE 10: DETERMINATION OF SIGNIFICANT IMPACTS (LIBRARY TRIPS EXCLUDED IN THE WITHOUT PROJECT)

Location		Peak Hour	Existing^		Future w/o Project*		Future w/ Project*		Change in V/C	Significant Impact
			V/C Ratio	LOS	V/C Ratio	LOS	V/C Ratio	LOS		
1	Robertson Blvd & Santa Monica Blvd	AM	0.709	C	0.810	D	0.811	D	0.001	No
		PM	0.715	C	0.848	D	0.850	D	0.002	No
2	Robertson Blvd & Melrose Ave	AM	0.601	B	0.654	B	0.656	B	0.002	No
		PM	0.624	B	0.679	B	0.681	B	0.002	No
3	San Vicente Blvd & Santa Monica Blvd	AM	0.876	D	1.009	F	1.012	F	0.003	No
		PM	0.840	D	0.987	E	0.996	E	0.009	No
4	San Vicente Blvd & PDC Driveway	AM	0.217	A	0.240	A	0.240	A	0.000	No
		PM	0.329	A	0.363	A	0.368	A	0.005	No
5	San Vicente Blvd & Melrose Ave	AM	0.725	C	0.785	C	0.787	C	0.002	No
		PM	0.652	B	0.720	C	0.728	C	0.008	No
6	La Cienega Blvd & Melrose Ave	AM	0.951	E	1.081	F	1.085	F	0.004	No
		PM	0.900	D	1.062	F	1.063	F	0.001	No

^ represents 2013 conditions (no library trips)

* represents 2018 conditions

The Project includes all trips(inc Lib)

Notes:

V/C = Volume to Capacity Ratio, LOS = Level of Service.

TABLE 11: DETERMINATION OF SIGNIFICANT IMPACTS (LIBRARY TRIPS INCLUDED IN THE WITHOUT PROJECT)

Location		Peak Hour	Existing^		Future w/o Project*		Future w/ Project*		Change in V/C	Significant Impact
			V/C Ratio	LOS	V/C Ratio	LOS	V/C Ratio	LOS		
1	Robertson Blvd & Santa Monica Blvd	AM	0.709	C	0.811	D	0.811	D	0.000	No
		PM	0.715	C	0.849	D	0.851	D	0.002	No
2	Robertson Blvd & Melrose Ave	AM	0.601	B	0.655	B	0.656	B	0.001	No
		PM	0.624	B	0.680	B	0.683	B	0.003	No
3	San Vicente Blvd & Santa Monica Blvd	AM	0.876	D	1.010	F	1.012	F	0.002	No
		PM	0.840	D	0.992	E	1.001	F	0.009	No
4	San Vicente Blvd & PDC Driveway	AM	0.217	A	0.240	A	0.241	A	0.001	No
		PM	0.329	A	0.367	A	0.371	A	0.004	No
5	San Vicente Blvd & Melrose Ave	AM	0.725	C	0.786	C	0.787	C	0.001	No
		PM	0.652	B	0.725	C	0.732	C	0.007	No
6	La Cienega Blvd & Melrose Ave	AM	0.951	E	1.082	F	1.086	F	0.004	No
		PM	0.900	D	1.062	F	1.064	F	0.002	No

^ represents 2013 conditions (inc library trips)

* represents 2018 conditions

The Project includes all trips(inc Lib)

Notes:

V/C = Volume to Capacity Ratio, LOS = Level of Service.

10.0 ADDITIONAL SCENARIO ANALYSIS

In addition to the significant impact analysis conducted above for Phase II of the project, one additional scenario analysis was conducted based on discussions with the City of West Hollywood. This additional scenario includes the traffic analysis without trip credits from the restaurants (as assumed in the previous 2004 traffic study).

10.1 ADDITIONAL SCENARIO 1 IMPACT ANALYSIS

Table 12 summarizes the intersection significant impact determination analysis for the proposed project, comparing the change in V/C ratio between the without project conditions (2004 study) and the with project conditions (without restaurant trip credits). None of the intersections are projected to be significantly impacted with the construction of the Project.

TABLE 12: DETERMINATION OF SIGNIFICANT IMPACTS – ADDITIONAL SCENARIO 1

Location	Peak Hour	Future w/o Project^		Future w/ Project*		Change in V/C	Significant Impact
		V/C Ratio	LOS	V/C Ratio	LOS		
1 Robertson Blvd & Santa Monica Blvd	AM	0.883	D	0.884	D	0.001	No
	PM	0.964	E	0.966	E	0.002	No
2 Robertson Blvd & Melrose Ave	AM	0.976	E	0.980	E	0.004	No
	PM	0.982	E	1.001	E	0.019	No
3 San Vicente Blvd & Santa Monica Blvd	AM	1.101	F	1.101	F	0.000	No
	PM	1.253	F	1.267	F	0.014	No
4 San Vicente Blvd & PDC Driveway	AM	0.452	A	0.440	A	-0.012	No
	PM	0.561	A	0.531	A	-0.030	No
5 San Vicente Blvd & Melrose Ave	AM	0.908	E	0.911	E	0.003	No
	PM	1.114	F	1.130	F	0.016	No
6 La Cienega Blvd & Melrose Ave	AM	1.175	F	1.179	F	0.004	No
	PM	1.224	F	1.224	F	0.000	No

^ from previous study (2004 data)

* without displaced restaurant trip credits

11.0 CONCLUSIONS

Iteris has evaluated six intersections, located in the City of West Hollywood, for potential significant impacts resulting from the complete construction of the proposed West Hollywood Park Master Plan. After a detailed operational analysis was completed for all the scenarios, the following observations can be made regarding traffic related impacts:

- Using the CMA methodology to estimate the level of service, it has been determined that only one intersection, La Cienega Boulevard and Melrose Avenue is currently operating at or near capacity in the AM peak hour.

- Under opening year 2018 Without Project Conditions, the results indicate that two intersections, San Vicente Boulevard and Santa Monica Boulevard, and La Cienega Boulevard and Melrose Avenue are projected to operate at or near capacity in both the AM and PM peak hours.

- Under opening year 2018 With Project Conditions, the results indicate that the same two intersections, San Vicente Boulevard and Santa Monica Boulevard, and La Cienega Boulevard and Melrose Avenue are projected to operate at or near capacity in both the AM and PM peak hours.

- Based on City of West Hollywood's thresholds of significance criteria, no significant intersection impacts are forecast to occur with implementation of the proposed project.

- With no significant traffic-related impacts resulting from the proposed West Hollywood Park Master Plan, no mitigation measures are required.

- The project does not have any Congestion Management Program impacts, and does not have any freeway impacts based on Caltrans requirements.

- In addition to the cumulative conditions analysis conducted for 2018, one additional scenario analysis was performed based on discussions with the City of West Hollywood.

- None of the intersections are projected to be significantly impacted with the construction of the Project under Additional Scenario 1.

APPENDIX A: TRAFFIC COUNT DATA

ITM Peak Hour Summary

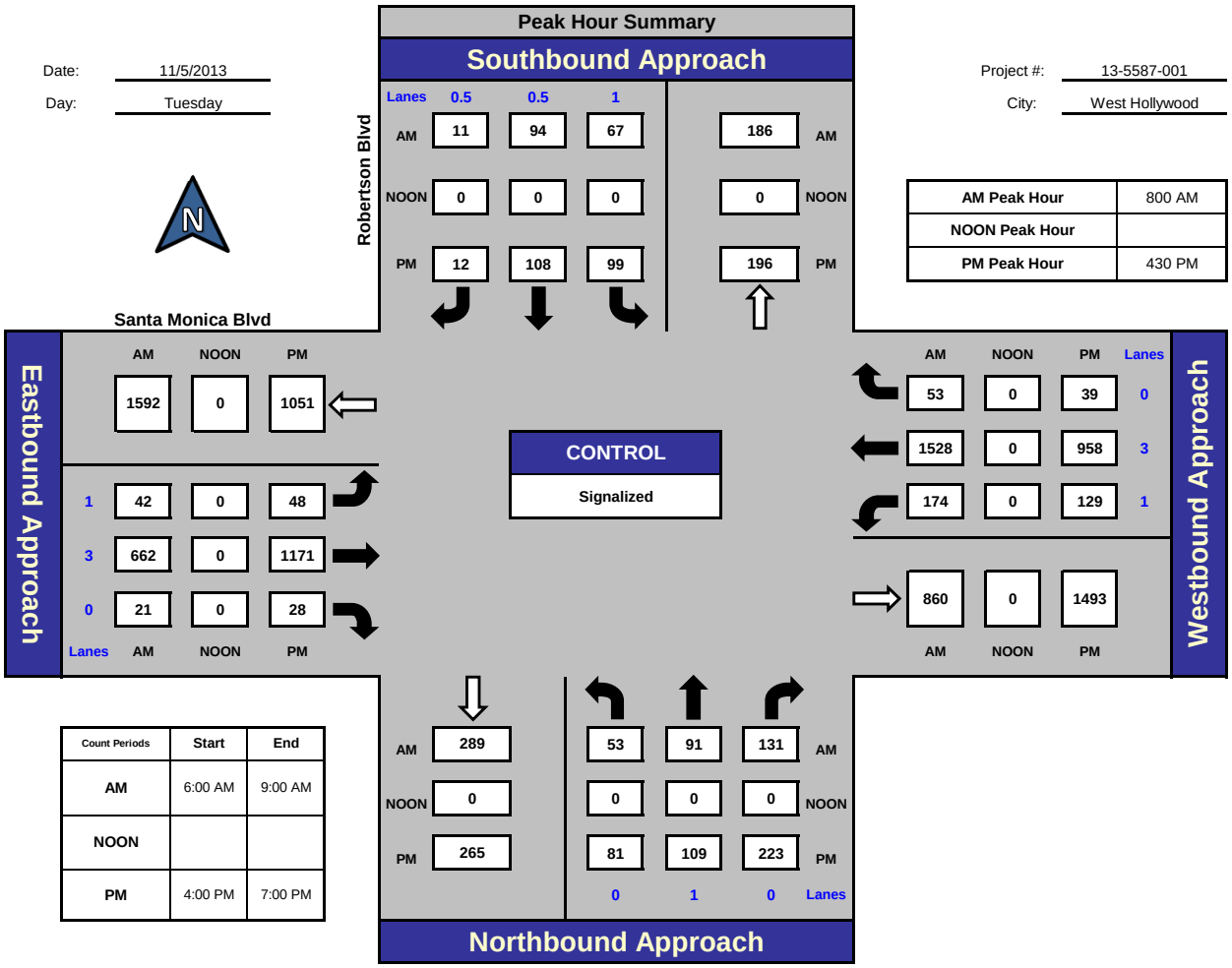
Prepared by:

National Data & Surveying Services

Robertson Blvd and Santa Monica Blvd , West Hollywood

Date: 11/5/2013
Day: Tuesday
Project #: 13-5587-001
City: West Hollywood

AM Peak Hour	800 AM
NOON Peak Hour	
PM Peak Hour	430 PM



Count Periods	Start	End
AM	6:00 AM	9:00 AM
NOON		
PM	4:00 PM	7:00 PM

Total Ins & Outs

	North Leg		
	172	186	AM
	0	0	NOON
	219	196	PM

West Leg				East Leg		
AM	NOON	PM		AM	NOON	PM
1592	0	1051		1755	0	1126
725	0	1247		860	0	1493

	South Leg	
AM	289	275
NOON	0	0
PM	265	413

Total Volume Per Leg

North Leg	
358	AM
0	NOON
415	PM

West Leg			East Leg		
AM	NOON	PM	AM	NOON	PM
2317	0	2298	2615	0	2619

South Leg	
AM	564
NOON	0
PM	678

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Robertson Blvd and Melrose Ave , West Hollywood

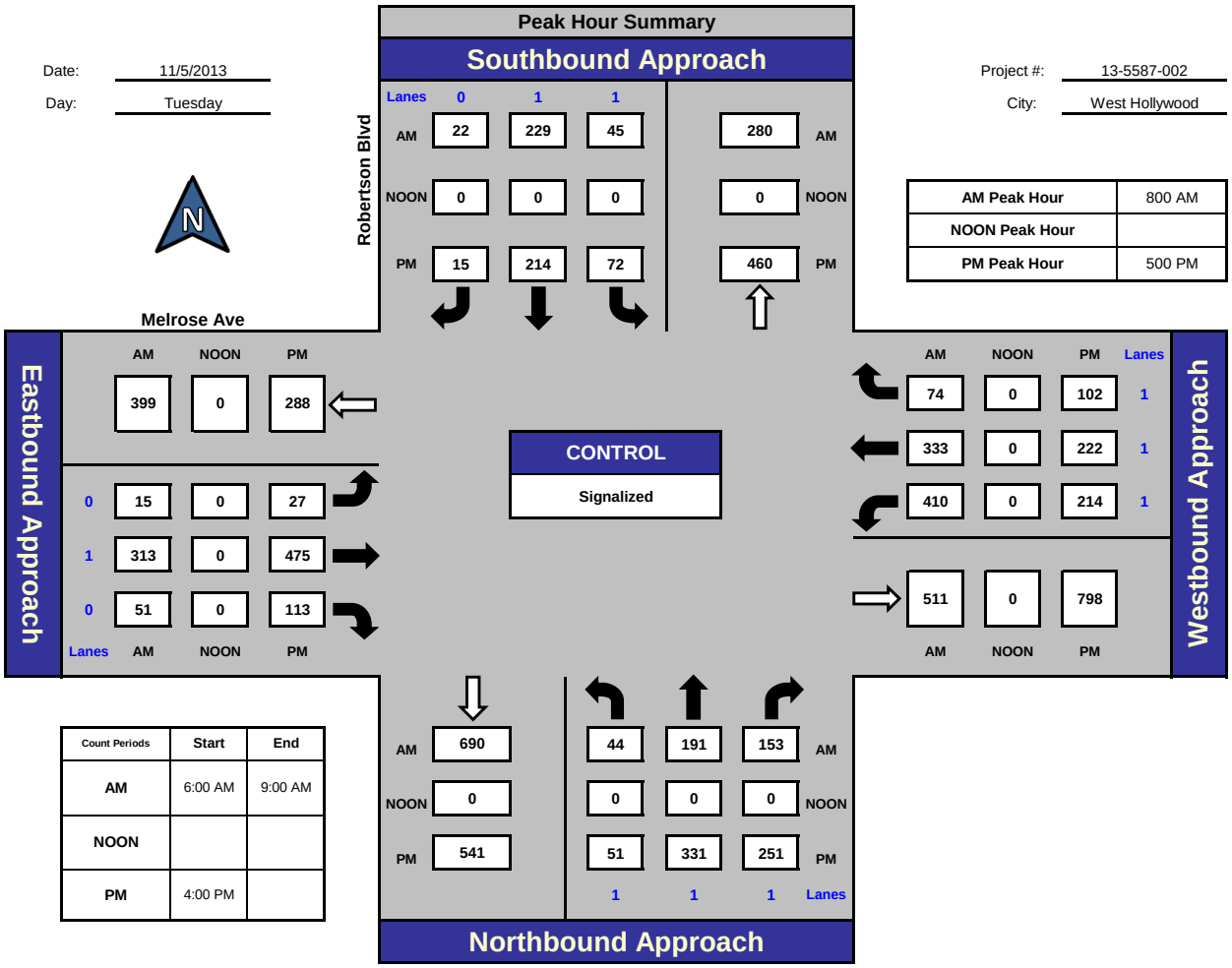
Date: 11/5/2013

Day: Tuesday

Project #: 13-5587-002

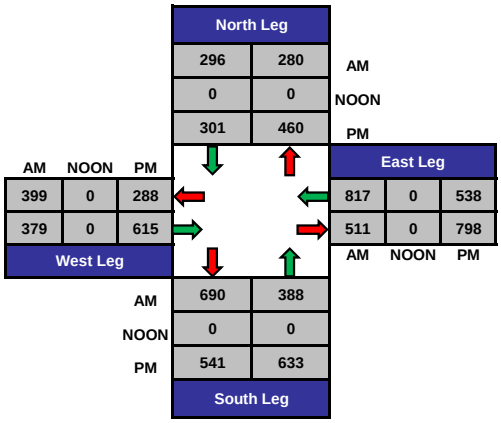
City: West Hollywood

AM Peak Hour	800 AM
NOON Peak Hour	
PM Peak Hour	500 PM

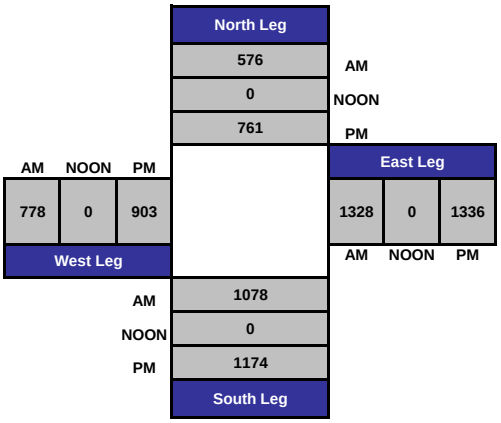


Count Periods	Start	End
AM	6:00 AM	9:00 AM
NOON		
PM	4:00 PM	

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

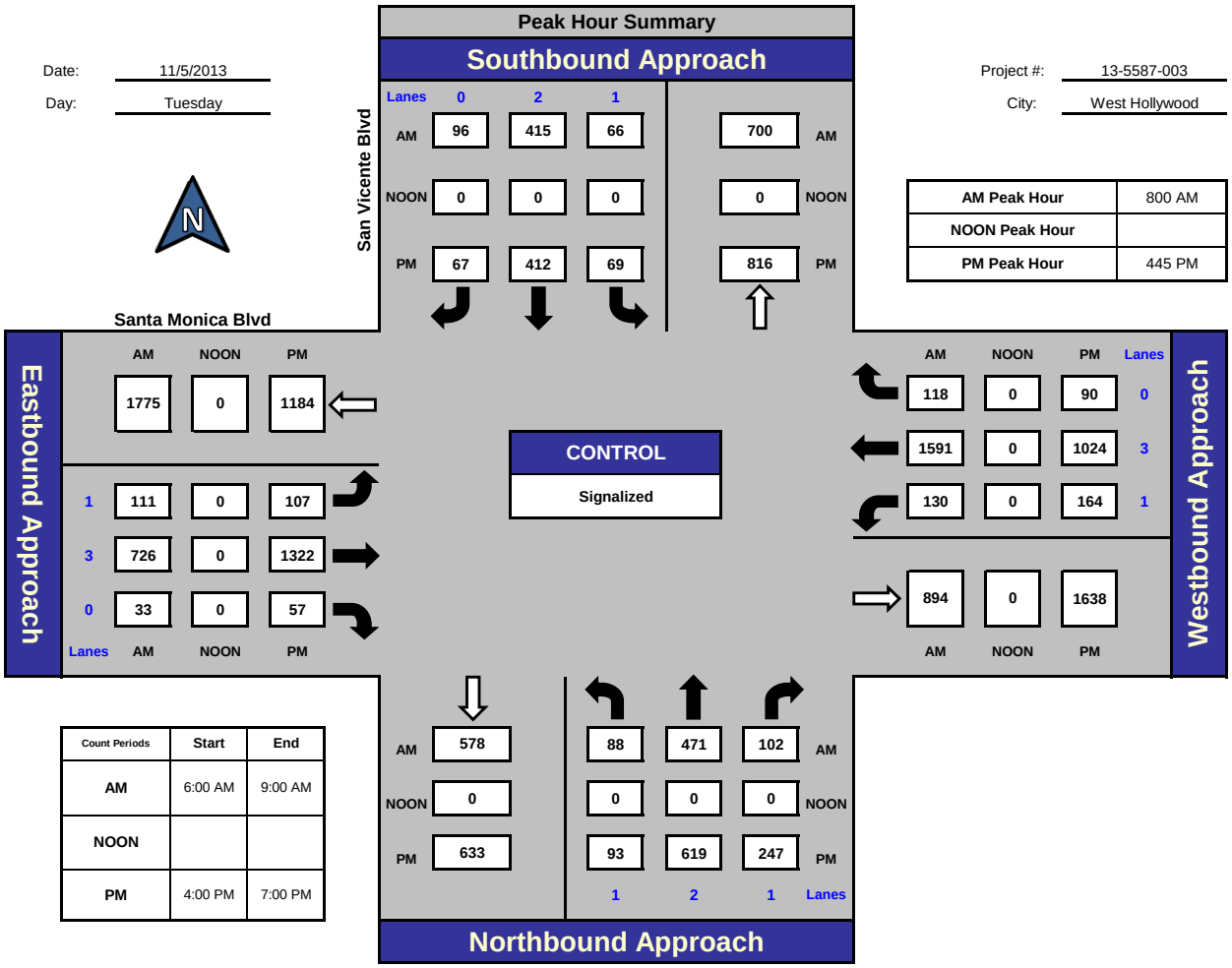
Prepared by:

National Data & Surveying Services

San Vicente Blvd and Santa Monica Blvd , West Hollywood

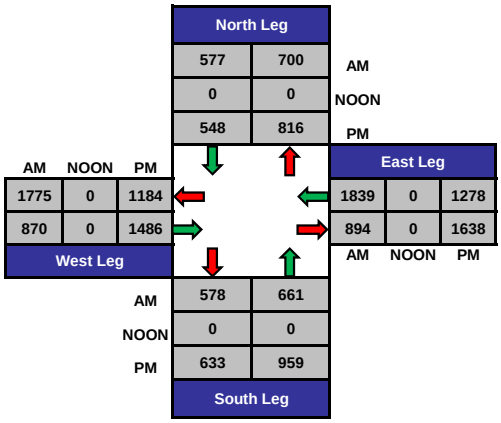
Date: 11/5/2013
Day: Tuesday
Project #: 13-5587-003
City: West Hollywood

AM Peak Hour	800 AM
NOON Peak Hour	
PM Peak Hour	445 PM

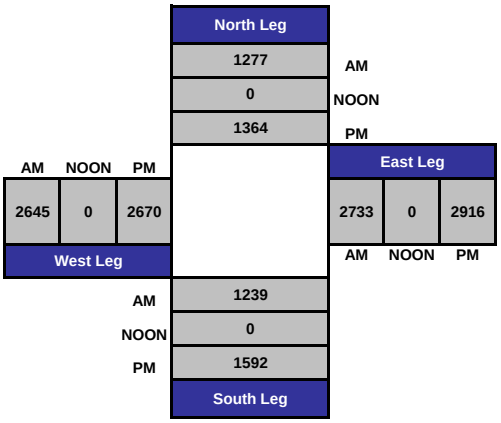


Count Periods	Start	End
AM	6:00 AM	9:00 AM
NOON		
PM	4:00 PM	7:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

San Vicente Blvd and Pacific Design Center Driveway , West Hollywood

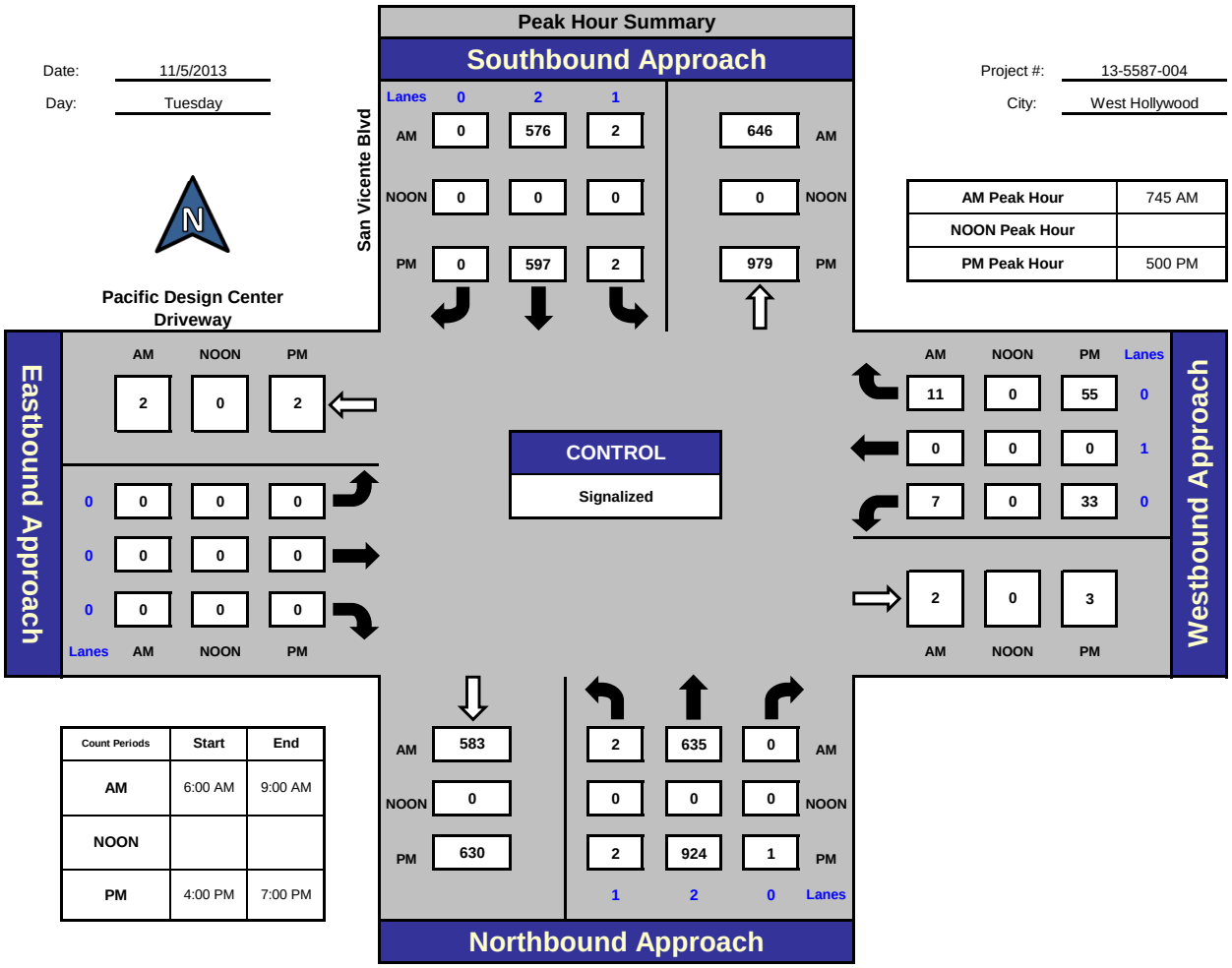
Date: 11/5/2013

Day: Tuesday

Project #: 13-5587-004

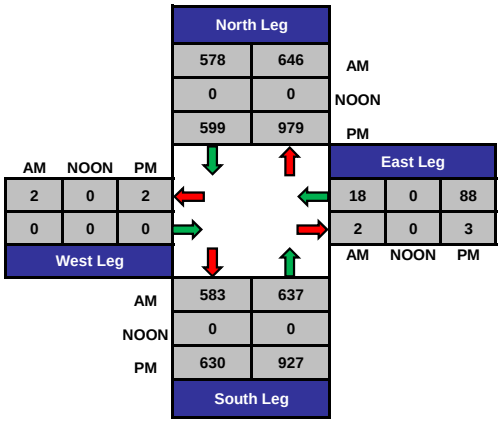
City: West Hollywood

AM Peak Hour	745 AM
NOON Peak Hour	
PM Peak Hour	500 PM

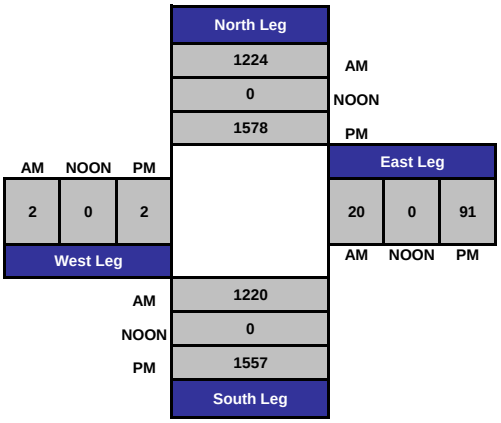


Count Periods	Start	End
AM	6:00 AM	9:00 AM
NOON		
PM	4:00 PM	7:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

San Vicente Blvd and Melrose Ave , West Hollywood

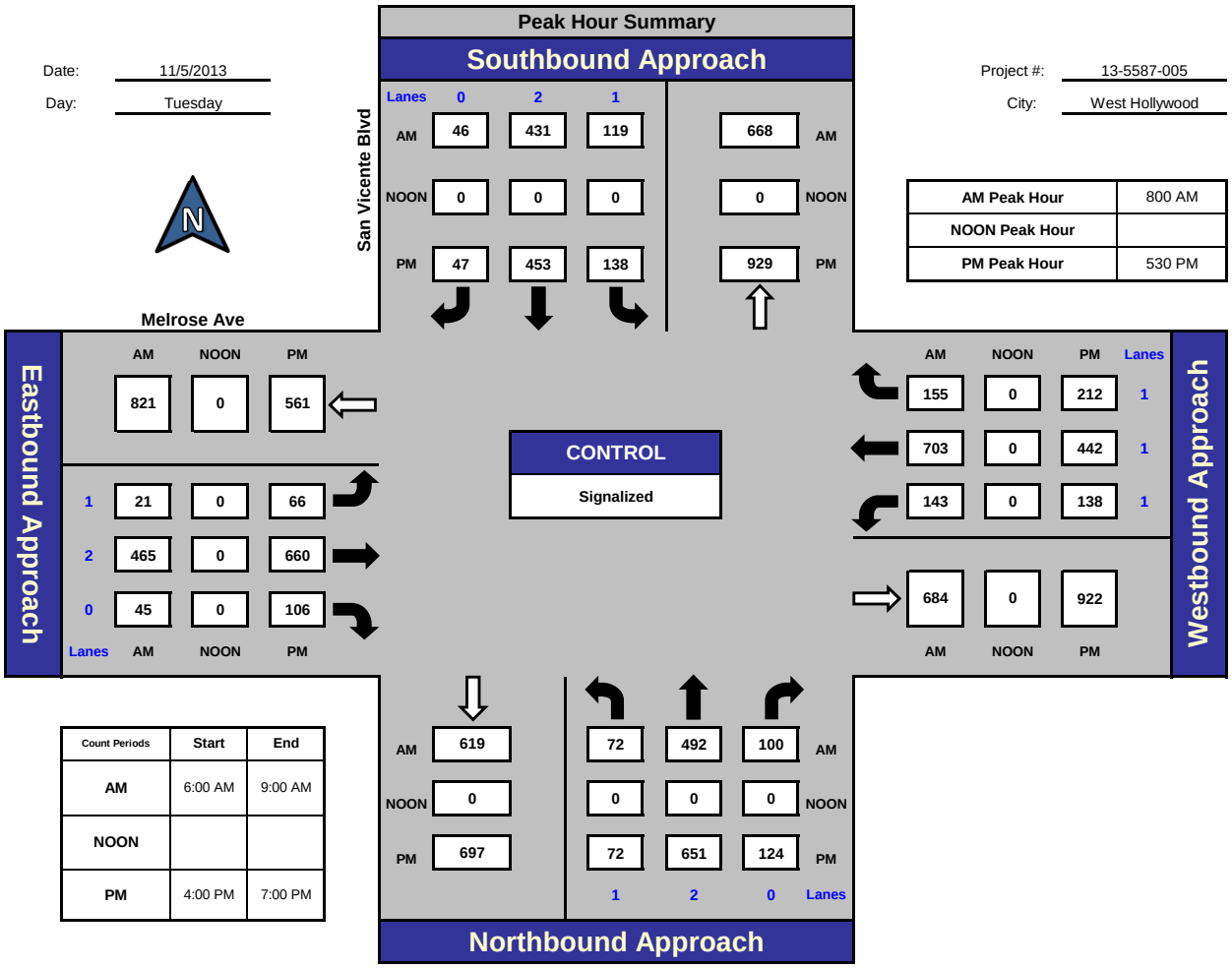
Date: 11/5/2013

Day: Tuesday

Project #: 13-5587-005

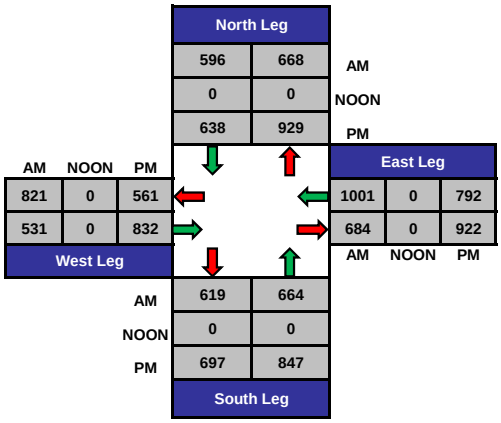
City: West Hollywood

AM Peak Hour	800 AM
NOON Peak Hour	
PM Peak Hour	530 PM

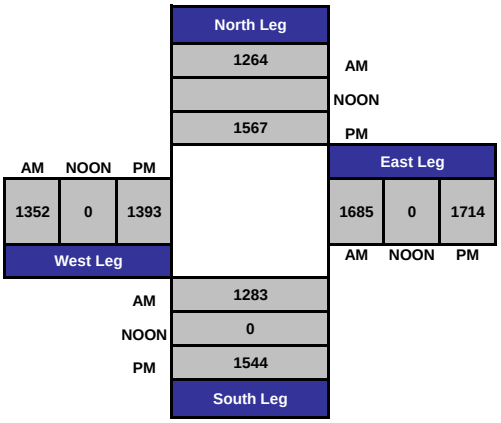


Count Periods	Start	End
AM	6:00 AM	9:00 AM
NOON		
PM	4:00 PM	7:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

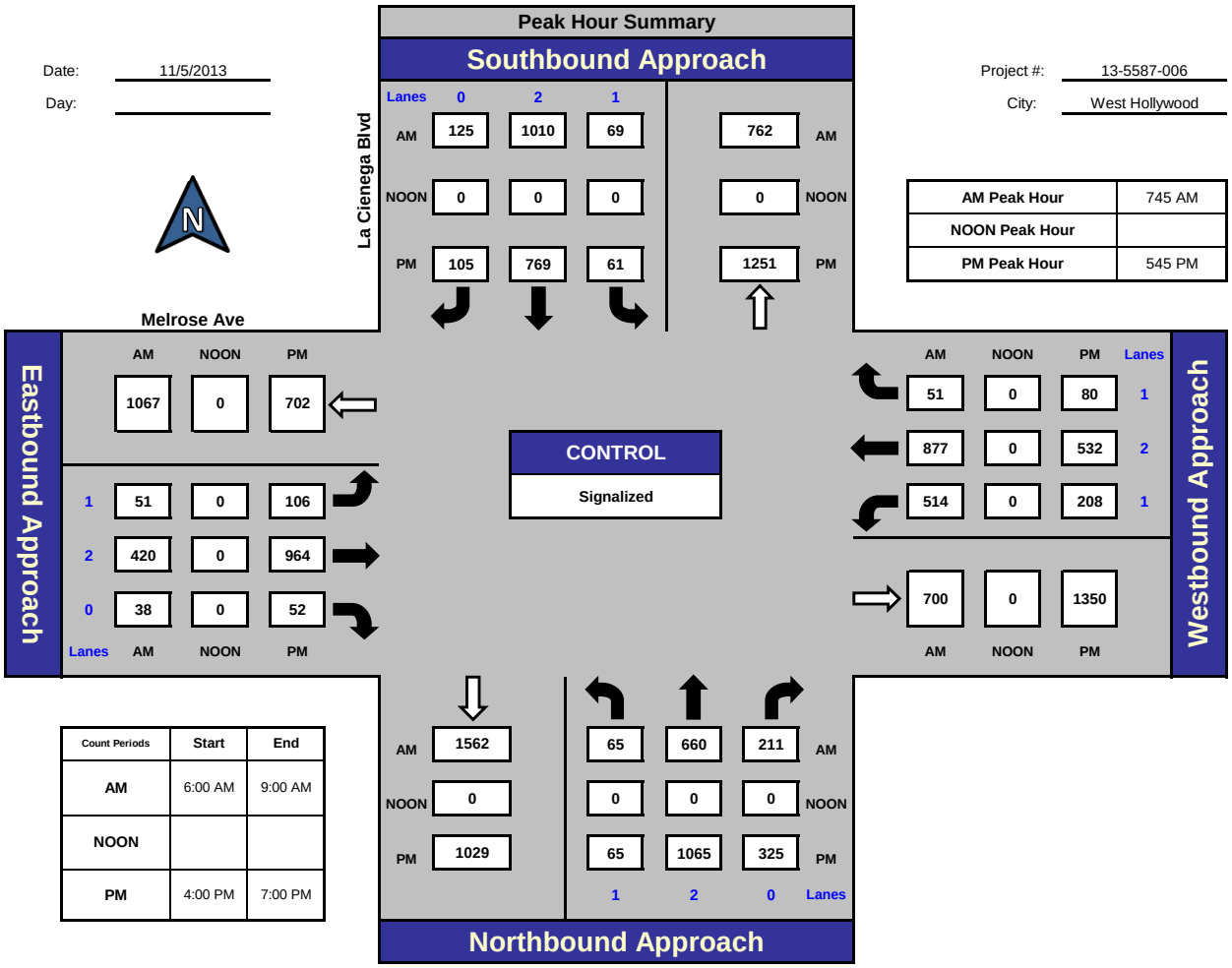
La Cienega Blvd and Melrose Ave , West Hollywood

Date: 11/5/2013

Day:

Project #: 13-5587-006

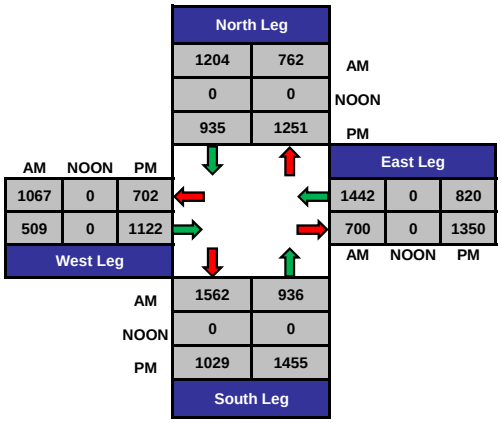
City: West Hollywood



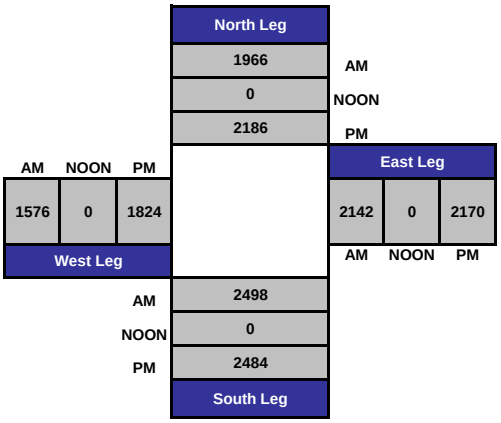
AM Peak Hour	745 AM
NOON Peak Hour	
PM Peak Hour	545 PM

Count Periods	Start	End
AM	6:00 AM	9:00 AM
NOON		
PM	4:00 PM	7:00 PM

Total Ins & Outs



Total Volume Per Leg



APPENDIX B: LOS CALCULATION SHEETS

WEST HOLLYWOOD PARK MASTER PLAN
LEVEL OF SERVICE WORKSHEET
CMA Method

Intersection:	Santa Monica and Robertson	Analysist:	BDM
Time Period:	AM Peak Hour	Date:	2/4/14
Scenario:	Existing (Pre Library)		

Movement	No of Lanes	Total Volume	Per Lane Volume	Critical Move
NB Left	0	53	53	
NB Through	2	91	138	138
NB Right	0	131	--	
SB Left	1	67	67	67
SB Through	1	94	105	
SB Right	0	11	--	
EB Left	1	42	42	42
EB Through	2	662	331	
EB Right	1	21	21	
WB Left	1	174	174	
WB Through	2	1,528	764	764
WB Right	1	53	53	

Total Critical Volume:				1,011
Split Phase:	N/S ?	N	E/W ? N	
Number of Critical Phases:	3	Intersection Capacity		1,425

V/C Ratio	**0.709**
Level of Service	**C**

WEST HOLLYWOOD PARK MASTER PLAN
LEVEL OF SERVICE WORKSHEET
CMA Method

Intersection:	Melrose and Robertson	Analysist:	BDM
Time Period:	AM Peak Hour	Date:	2/4/14
Scenario:	Existing (Pre Library)		

Movement	No of Lanes	Total Volume	Per Lane Volume	Critical Move
NB Left	1	44	44	44
NB Through	1	191	191	
NB Right	1	153	153	
SB Left	1	45	45	
SB Through	1	229	251	251
SB Right	0	22	--	
EB Left	0	15	15	
EB Through	2	313	197	197
EB Right	0	51	--	
WB Left	1	410	410	410
WB Through	1	333	333	
WB Right	1	74	74	

Total Critical Volume:			902
Split Phase:	N/S ? N	E/W ? N	
Number of Critical Phases:	2	Intersection Capacity	1,500

V/C Ratio	**0.601**
Level of Service	**B**

WEST HOLLYWOOD PARK MASTER PLAN
LEVEL OF SERVICE WORKSHEET
CMA Method

Intersection:	Santa Monica and San Vicente	Analysist:	BDM
Time Period:	AM Peak Hour	Date:	2/4/14
Scenario:	Existing (Pre Library)		

Movement	No of Lanes	Total Volume	Per Lane Volume	Critical Move
NB Left	1	88	88	88
NB Through	2	470	235	
NB Right	1	101	101	
SB Left	1	66	66	
SB Through	2	413	255	255
SB Right	0	96	--	
EB Left	1	111	111	111
EB Through	2	726	363	
EB Right	1	33	33	
WB Left	1	128	128	
WB Through	2	1,591	796	796
WB Right	1	118	118	

Total Critical Volume:			1,249
Split Phase:	N/S ? N	E/W ? N	
Number of Critical Phases:	3	Intersection Capacity	1,425

V/C Ratio	**0.876**
Level of Service	**D**

WEST HOLLYWOOD PARK MASTER PLAN
LEVEL OF SERVICE WORKSHEET
CMA Method

Intersection:	San Vicente and PDC	Analysist:	BDM
Time Period:	AM Peak Hour	Date:	2/4/14
Scenario:	Existing (Pre Library)		

Movement	No of Lanes	Total Volume	Per Lane Volume	Critical Move
NB Left	1	2	2	
NB Through	2	634	317	317
NB Right	0	0	--	
SB Left	1	2	2	2
SB Through	2	572	286	
SB Right	0	0	--	
EB Left	0	0	0	
EB Through	1	0	0	0
EB Right	0	0	--	
WB Left	1	7	7	7
WB Through	0	0	0	
WB Right	1	11	11	!

Total Critical Volume:				326
Split Phase:	N/S ? N		E/W ? N	
Number of Critical Phases:	2	Intersection Capacity		1,500

V/C Ratio	**0.217**
Level of Service	**A**

WEST HOLLYWOOD PARK MASTER PLAN
LEVEL OF SERVICE WORKSHEET
CMA Method

Intersection:	Melrose and San Vicente	Analysist:	BDM
Time Period:	AM Peak Hour	Date:	2/4/14
Scenario:	Existing (Pre Library)		

Movement	No of Lanes	Total Volume	Per Lane Volume	Critical Move
NB Left	1	72	72	
NB Through	2	492	246	246
NB Right	1	100	100	
SB Left	1	118	118	118
SB Through	2	431	216	
SB Right	1	46	46	
EB Left	1	21	21	21
EB Through	2	465	255	
EB Right	0	45	--	
WB Left	1	143	143	
WB Through	1	703	703	703
WB Right	1	152	152	

Total Critical Volume:				1,088
Split Phase:	N/S ? N		E/W ? N	
Number of Critical Phases:	2	Intersection Capacity		1,500

V/C Ratio	**0.725**
Level of Service	**C**

WEST HOLLYWOOD PARK MASTER PLAN
LEVEL OF SERVICE WORKSHEET
CMA Method

Intersection:	Melrose and La Cienega	Analysist:	BDM
Time Period:	AM Peak Hour	Date:	2/4/14
Scenario:	Existing (Pre Library)		

Movement	No of Lanes	Total Volume	Per Lane Volume	Critical Move
NB Left	1	64	64	64
NB Through	2	660	330	
NB Right	1	211	211	
SB Left	1	69	69	
SB Through	2	1,010	567	567
SB Right	0	124	--	
EB Left	1	51	51	
EB Through	2	420	210	210
EB Right	1	38	38	
WB Left	1	514	514	514
WB Through	2	876	438	
WB Right	1	51	51	

Total Critical Volume:			1,355
Split Phase:	N/S ? N	E/W ? N	
Number of Critical Phases:	3	Intersection Capacity	1,425

V/C Ratio	**0.951**
Level of Service	**E**

LEVEL OF SERVICE WORKSHEET
CMA Method

Intersection:	Santa Monica and Robertson	Analysist:	BDM
Time Period:	PM Peak Hour	Date:	2/4/14
Scenario:	Existing (Pre Library)		

Movement	No of Lanes	Total Volume	Per Lane Volume	Critical Move
NB Left	0	80	80	
NB Through	2	108	206	206
NB Right	0	223	--	
SB Left	1	99	99	99
SB Through	1	107	119	
SB Right	0	12	--	
EB Left	1	48	48	
EB Through	2	1,171	586	586
EB Right	1	27	27	
WB Left	1	129	129	129
WB Through	2	958	479	
WB Right	1	39	39	

Total Critical Volume:			1,019
Split Phase:	N/S ? N	E/W ? N	
Number of Critical Phases:	3	Intersection Capacity	1,425

V/C Ratio	**0.715**
Level of Service	**C**

WEST HOLLYWOOD PARK MASTER PLAN
LEVEL OF SERVICE WORKSHEET
CMA Method

Intersection:	Melrose and Robertson	Analysist:	BDM
Time Period:	PM Peak Hour	Date:	2/4/14
Scenario:	Existing (Pre Library)		

Movement	No of Lanes	Total Volume	Per Lane Volume	Critical Move
NB Left	1	51	51	
NB Through	1	330	330	330
NB Right	1	251	251	
SB Left	1	72	72	72
SB Through	1	213	227	
SB Right	0	14	--	
EB Left	0	26	26	
EB Through	2	475	320	320
EB Right	0	113	--	
WB Left	1	214	214	214
WB Through	1	222	222	
WB Right	1	102	102	

Total Critical Volume:				936
Split Phase:	N/S ?	N	E/W ? N	
Number of Critical Phases:	2	Intersection Capacity		1,500

V/C Ratio	**0.624**
Level of Service	**B**

WEST HOLLYWOOD PARK MASTER PLAN
LEVEL OF SERVICE WORKSHEET
CMA Method

Intersection:	Santa Monica and San Vicente	Analysist:	BDM
Time Period:	PM Peak Hour	Date:	2/4/14
Scenario:	Existing (Pre Library)		

Movement	No of Lanes	Total Volume	Per Lane Volume	Critical Move
NB Left	1	93	93	
NB Through	2	615	308	308
NB Right	1	242	242	
SB Left	1	69	69	69
SB Through	2	408	238	
SB Right	0	67	--	
EB Left	1	107	107	
EB Through	2	1,322	661	661
EB Right	1	57	57	
WB Left	1	159	159	159
WB Through	2	1,024	512	
WB Right	1	90	90	

Total Critical Volume:				1,197
Split Phase:	N/S ?	N	E/W ? N	
Number of Critical Phases:	3	Intersection Capacity		1,425

V/C Ratio	**0.840**
Level of Service	**D**

WEST HOLLYWOOD PARK MASTER PLAN
LEVEL OF SERVICE WORKSHEET
CMA Method

Intersection:	San Vicente and PDC	Analysist:	BDM
Time Period:	PM Peak Hour	Date:	2/4/14
Scenario:	Existing (Pre Library)		

Movement	No of Lanes	Total Volume	Per Lane Volume	Critical Move
NB Left	1	2	2	
NB Through	2	915	458	458
NB Right	0	1	--	
SB Left	1	2	2	2
SB Through	2	588	294	
SB Right	0	0	--	
EB Left	0	0	0	
EB Through	1	0	0	0
EB Right	0	0	--	
WB Left	1	33	33	33
WB Through	0	0	0	
WB Right	1	55	55	!

Total Critical Volume:			493
Split Phase:	N/S ? N	E/W ? N	
Number of Critical Phases:	2	Intersection Capacity	1,500

V/C Ratio	**0.329**
Level of Service	**A**

WEST HOLLYWOOD PARK MASTER PLAN
LEVEL OF SERVICE WORKSHEET
CMA Method

Intersection:	Melrose and San Vicente	Analysist:	BDM
Time Period:	PM Peak Hour	Date:	2/4/14
Scenario:	Existing (Pre Library)		

Movement	No of Lanes	Total Volume	Per Lane Volume	Critical Move
NB Left	1	72	72	
NB Through	2	650	325	325
NB Right	1	124	124	
SB Left	1	132	132	132
SB Through	2	452	226	
SB Right	1	47	47	
EB Left	1	66	66	
EB Through	2	660	383	383
EB Right	0	106	--	
WB Left	1	138	138	138
WB Through	1	442	442	
WB Right	1	206	206	

Total Critical Volume:				978
Split Phase:	N/S ?	N	E/W ? N	
Number of Critical Phases:	2	Intersection Capacity		1,500

V/C Ratio	**0.652**
Level of Service	**B**

WEST HOLLYWOOD PARK MASTER PLAN
LEVEL OF SERVICE WORKSHEET
CMA Method

Intersection:	Melrose and La Cienega	Analysist:	BDM
Time Period:	PM Peak Hour	Date:	2/4/14
Scenario:	Existing (Pre Library)		

Movement	No of Lanes	Total Volume	Per Lane Volume	Critical Move
NB Left	1	63	63	
NB Through	2	1,065	533	533
NB Right	1	325	325	
SB Left	1	61	61	61
SB Through	2	769	436	
SB Right	0	103	--	
EB Left	1	104	104	
EB Through	2	962	481	481
EB Right	1	50	50	
WB Left	1	208	208	208
WB Through	2	530	265	
WB Right	1	80	80	

Total Critical Volume:			1,283
Split Phase:	N/S ? N	E/W ? N	
Number of Critical Phases:	3	Intersection Capacity	1,425

V/C Ratio	**0.900**
Level of Service	**D**

WEST HOLLYWOOD PARK MASTER PLAN
LEVEL OF SERVICE WORKSHEET
CMA Method

Intersection:	Santa Monica and Robertson	Analysist:	BDM
Time Period:	AM Peak Hour	Date:	1/22/14
Scenario:	Existing (With Library)		

Movement	No of Lanes	Total Volume	Per Lane Volume	Critical Move
NB Left	0	53	53	
NB Through	2	91	138	138
NB Right	0	131	--	
SB Left	1	67	67	67
SB Through	1	94	105	
SB Right	0	11	--	
EB Left	1	42	42	42
EB Through	2	662	331	
EB Right	1	21	21	
WB Left	1	174	174	
WB Through	2	1,528	764	764
WB Right	1	53	53	

Total Critical Volume:				1,011
Split Phase:	N/S ?	N	E/W ? N	
Number of Critical Phases:	3	Intersection Capacity		1,425

V/C Ratio	**0.709**
Level of Service	**C**

WEST HOLLYWOOD PARK MASTER PLAN
LEVEL OF SERVICE WORKSHEET
CMA Method

Intersection:	Melrose and Robertson	Analysist:	BDM
Time Period:	AM Peak Hour	Date:	1/22/14
Scenario:	Existing (With Library)		

Movement	No of Lanes	Total Volume	Per Lane Volume	Critical Move
NB Left	1	44	44	44
NB Through	1	191	191	
NB Right	1	153	153	
SB Left	1	45	45	
SB Through	1	229	251	251
SB Right	0	22	--	
EB Left	0	15	15	
EB Through	2	313	197	197
EB Right	0	51	--	
WB Left	1	410	410	410
WB Through	1	333	333	
WB Right	1	74	74	

Total Critical Volume:			902
Split Phase:	N/S ? N	E/W ? N	
Number of Critical Phases:	2	Intersection Capacity	1,500

V/C Ratio	**0.601**
Level of Service	**B**

WEST HOLLYWOOD PARK MASTER PLAN
LEVEL OF SERVICE WORKSHEET
CMA Method

Intersection:	Santa Monica and San Vicente	Analysist:	BDM
Time Period:	AM Peak Hour	Date:	1/22/14
Scenario:	Existing (With Library)		

Movement	No of Lanes	Total Volume	Per Lane Volume	Critical Move
NB Left	1	88	88	88
NB Through	2	471	236	
NB Right	1	102	102	
SB Left	1	66	66	
SB Through	2	415	256	256
SB Right	0	96	--	
EB Left	1	111	111	111
EB Through	2	726	363	
EB Right	1	33	33	
WB Left	1	130	130	
WB Through	2	1,591	796	796
WB Right	1	118	118	

Total Critical Volume:				1,250
Split Phase:	N/S ?	N	E/W ? N	
Number of Critical Phases:	3	Intersection Capacity		1,425

V/C Ratio	**0.877**
Level of Service	**D**

WEST HOLLYWOOD PARK MASTER PLAN
LEVEL OF SERVICE WORKSHEET
CMA Method

Intersection:	San Vicente and PDC	Analysist:	BDM
Time Period:	AM Peak Hour	Date:	1/22/14
Scenario:	Existing (With Library)		

Movement	No of Lanes	Total Volume	Per Lane Volume	Critical Move
NB Left	1	2	2	
NB Through	2	635	318	318
NB Right	0	0	--	
SB Left	1	2	2	2
SB Through	2	576	288	
SB Right	0	0	--	
EB Left	0	0	0	
EB Through	1	0	0	0
EB Right	0	0	--	
WB Left	1	7	7	7
WB Through	0	0	0	
WB Right	1	11	11	!

Total Critical Volume:				327
Split Phase:	N/S ?	N	E/W ? N	
Number of Critical Phases:	2	Intersection Capacity		1,500

V/C Ratio	**0.218**
Level of Service	**A**

WEST HOLLYWOOD PARK MASTER PLAN
LEVEL OF SERVICE WORKSHEET
CMA Method

Intersection:	Melrose and San Vicente	Analysist:	BDM
Time Period:	AM Peak Hour	Date:	1/22/14
Scenario:	Existing (With Library)		

Movement	No of Lanes	Total Volume	Per Lane Volume	Critical Move
NB Left	1	72	72	
NB Through	2	492	246	246
NB Right	1	100	100	
SB Left	1	119	119	119
SB Through	2	431	216	
SB Right	1	46	46	
EB Left	1	21	21	21
EB Through	2	465	255	
EB Right	0	45	--	
WB Left	1	143	143	
WB Through	1	703	703	703
WB Right	1	155	155	

Total Critical Volume:			1,089
Split Phase:	N/S ? N	E/W ? N	
Number of Critical Phases:	2	Intersection Capacity	1,500

V/C Ratio	**0.726**
Level of Service	**C**

WEST HOLLYWOOD PARK MASTER PLAN
LEVEL OF SERVICE WORKSHEET
CMA Method

Intersection:	Melrose and La Cienega	Analysist:	BDM
Time Period:	AM Peak Hour	Date:	1/22/14
Scenario:	Existing (With Library)		

Movement	No of Lanes	Total Volume	Per Lane Volume	Critical Move
NB Left	1	65	65	65
NB Through	2	660	330	
NB Right	1	211	211	
SB Left	1	69	69	
SB Through	2	1,010	568	568
SB Right	0	125	--	
EB Left	1	51	51	
EB Through	2	420	210	210
EB Right	1	38	38	
WB Left	1	514	514	514
WB Through	2	877	439	
WB Right	1	51	51	

Total Critical Volume:				1,357
Split Phase:	N/S ?	N	E/W ? N	
Number of Critical Phases:	3	Intersection Capacity		1,425

V/C Ratio	**0.952**
Level of Service	**E**

WEST HOLLYWOOD PARK MASTER PLAN
LEVEL OF SERVICE WORKSHEET
CMA Method

Intersection:	Santa Monica and Robertson	Analysist:	BDM
Time Period:	PM Peak Hour	Date:	1/22/14
Scenario:	Existing (With Library)		

Movement	No of Lanes	Total Volume	Per Lane Volume	Critical Move
NB Left	0	81	81	
NB Through	2	109	207	207
NB Right	0	223	--	
SB Left	1	99	99	99
SB Through	1	108	120	
SB Right	0	12	--	
EB Left	1	48	48	
EB Through	2	1,171	586	586
EB Right	1	28	28	
WB Left	1	129	129	129
WB Through	2	958	479	
WB Right	1	39	39	

Total Critical Volume:				1,020
Split Phase:	N/S ?	N	E/W ? N	
Number of Critical Phases:	3	Intersection Capacity		1,425

V/C Ratio	**0.716**
Level of Service	**C**

WEST HOLLYWOOD PARK MASTER PLAN
LEVEL OF SERVICE WORKSHEET
CMA Method

Intersection:	Melrose and Robertson	Analysist:	BDM
Time Period:	PM Peak Hour	Date:	1/22/14
Scenario:	Existing (With Library)		

Movement	No of Lanes	Total Volume	Per Lane Volume	Critical Move
NB Left	1	51	51	
NB Through	1	331	331	331
NB Right	1	251	251	
SB Left	1	72	72	72
SB Through	1	214	229	
SB Right	0	15	--	
EB Left	0	27	27	
EB Through	2	475	321	321
EB Right	0	113	--	
WB Left	1	214	214	214
WB Through	1	222	222	
WB Right	1	102	102	

Total Critical Volume:			938
Split Phase:	N/S ? N	E/W ? N	
Number of Critical Phases:	2	Intersection Capacity	1,500

V/C Ratio	**0.625**
Level of Service	**B**

WEST HOLLYWOOD PARK MASTER PLAN
LEVEL OF SERVICE WORKSHEET
CMA Method

Intersection:	Santa Monica and San Vicente	Analysist:	BDM
Time Period:	PM Peak Hour	Date:	1/22/14
Scenario:	Existing (With Library)		

Movement	No of Lanes	Total Volume	Per Lane Volume	Critical Move
NB Left	1	93	93	
NB Through	2	619	310	310
NB Right	1	247	247	
SB Left	1	69	69	69
SB Through	2	412	240	
SB Right	0	67	--	
EB Left	1	107	107	
EB Through	2	1,322	661	661
EB Right	1	57	57	
WB Left	1	164	164	164
WB Through	2	1,024	512	
WB Right	1	90	90	

Total Critical Volume:				1,204
Split Phase:	N/S ? N		E/W ? N	
Number of Critical Phases:	3	Intersection Capacity		1,425

V/C Ratio	**0.845**
Level of Service	**D**

WEST HOLLYWOOD PARK MASTER PLAN
LEVEL OF SERVICE WORKSHEET
CMA Method

Intersection:	San Vicente and PDC	Analysist:	BDM
Time Period:	PM Peak Hour	Date:	1/22/14
Scenario:	Existing (With Library)		

Movement	No of Lanes	Total Volume	Per Lane Volume	Critical Move
NB Left	1	2	2	
NB Through	2	924	463	463
NB Right	0	1	--	
SB Left	1	2	2	2
SB Through	2	597	299	
SB Right	0	0	--	
EB Left	0	0	0	
EB Through	1	0	0	0
EB Right	0	0	--	
WB Left	1	33	33	33
WB Through	0	0	0	
WB Right	1	55	55	!

Total Critical Volume:				498
Split Phase:	N/S ?	N	E/W ? N	
Number of Critical Phases:	2	Intersection Capacity		1,500

V/C Ratio	**0.332**
Level of Service	**A**

WEST HOLLYWOOD PARK MASTER PLAN
LEVEL OF SERVICE WORKSHEET
CMA Method

Intersection:	Melrose and San Vicente	Analysist:	BDM
Time Period:	PM Peak Hour	Date:	1/22/14
Scenario:	Existing (With Library)		

Movement	No of Lanes	Total Volume	Per Lane Volume	Critical Move
NB Left	1	72	72	
NB Through	2	651	326	326
NB Right	1	124	124	
SB Left	1	138	138	138
SB Through	2	453	227	
SB Right	1	47	47	
EB Left	1	66	66	
EB Through	2	660	383	383
EB Right	0	106	--	
WB Left	1	138	138	138
WB Through	1	442	442	
WB Right	1	212	212	

Total Critical Volume:				985
Split Phase:	N/S ?	N	E/W ?	N
Number of Critical Phases:	2	Intersection Capacity		1,500

V/C Ratio	**0.656**
Level of Service	**B**

WEST HOLLYWOOD PARK MASTER PLAN
LEVEL OF SERVICE WORKSHEET
CMA Method

Intersection:	Melrose and La Cienega	Analysist:	BDM
Time Period:	PM Peak Hour	Date:	1/22/14
Scenario:	Existing (With Library)		

Movement	No of Lanes	Total Volume	Per Lane Volume	Critical Move
NB Left	1	65	65	
NB Through	2	1,065	533	533
NB Right	1	325	325	
SB Left	1	61	61	61
SB Through	2	769	437	
SB Right	0	105	--	
EB Left	1	106	106	
EB Through	2	964	482	482
EB Right	1	52	52	
WB Left	1	208	208	208
WB Through	2	532	266	
WB Right	1	80	80	

Total Critical Volume:				1,284
Split Phase:	N/S ? N		E/W ? N	
Number of Critical Phases:	3	Intersection Capacity		1,425

V/C Ratio	**0.901**
Level of Service	**E**

WEST HOLLYWOOD PARK MASTER PLAN
LEVEL OF SERVICE WORKSHEET
CMA Method

Intersection:	Santa Monica and Robertson	Analysist:	BDM
Time Period:	AM Peak Hour	Date:	2/4/14
Scenario:	Existing (exc Lib) + Project		

Movement	No of Lanes	Total Volume	Per Lane Volume	Critical Move
NB Left	0	53	53	
NB Through	2	91	138	138
NB Right	0	131	--	
SB Left	1	67	67	67
SB Through	1	95	106	
SB Right	0	11	--	
EB Left	1	42	42	42
EB Through	2	662	331	
EB Right	1	21	21	
WB Left	1	174	174	
WB Through	2	1,528	764	764
WB Right	1	53	53	

Total Critical Volume:				1,011
Split Phase:	N/S ?	N	E/W ? N	
Number of Critical Phases:	3	Intersection Capacity		1,425

V/C Ratio	**0.709**
Level of Service	**C**

WEST HOLLYWOOD PARK MASTER PLAN
LEVEL OF SERVICE WORKSHEET
CMA Method

Intersection:	Melrose and Robertson	Analysist:	BDM
Time Period:	AM Peak Hour	Date:	2/4/14
Scenario:	Existing (exc Lib) + Project		

Movement	No of Lanes	Total Volume	Per Lane Volume	Critical Move
NB Left	1	44	44	44
NB Through	1	192	192	
NB Right	1	153	153	
SB Left	1	45	45	
SB Through	1	229	251	251
SB Right	0	22	--	
EB Left	0	16	16	
EB Through	2	313	198	198
EB Right	0	51	--	
WB Left	1	410	410	410
WB Through	1	333	333	
WB Right	1	74	74	

Total Critical Volume:			903
Split Phase:	N/S ? N	E/W ? N	
Number of Critical Phases:	2	Intersection Capacity	1,500

V/C Ratio	**0.602**
Level of Service	**B**

WEST HOLLYWOOD PARK MASTER PLAN
LEVEL OF SERVICE WORKSHEET
CMA Method

Intersection:	Santa Monica and San Vicente	Analysist:	BDM
Time Period:	AM Peak Hour	Date:	2/4/14
Scenario:	Existing (exc Lib) + Project		

Movement	No of Lanes	Total Volume	Per Lane Volume	Critical Move
NB Left	1	88	88	88
NB Through	2	471	236	
NB Right	1	102	102	
SB Left	1	66	66	
SB Through	2	419	258	258
SB Right	0	96	--	
EB Left	1	111	111	111
EB Through	2	726	363	
EB Right	1	33	33	
WB Left	1	135	135	
WB Through	2	1,591	796	796
WB Right	1	118	118	

Total Critical Volume:			1,252
Split Phase:	N/S ? N	E/W ? N	
Number of Critical Phases:	3	Intersection Capacity	1,425

V/C Ratio	**0.879**
Level of Service	**D**

WEST HOLLYWOOD PARK MASTER PLAN
LEVEL OF SERVICE WORKSHEET
CMA Method

Intersection:	San Vicente and PDC	Analysist:	BDM
Time Period:	AM Peak Hour	Date:	2/4/14
Scenario:	Existing (exc Lib) + Project		

Movement	No of Lanes	Total Volume	Per Lane Volume	Critical Move
NB Left	1	2	2	
NB Through	2	635	318	318
NB Right	0	0	--	
SB Left	1	2	2	2
SB Through	2	584	292	
SB Right	0	0	--	
EB Left	0	0	0	
EB Through	1	0	0	0
EB Right	0	0	--	
WB Left	1	7	7	7
WB Through	0	0	0	
WB Right	1	11	11	!

Total Critical Volume:				327
Split Phase:	N/S ?	N	E/W ? N	
Number of Critical Phases:	2	Intersection Capacity		1,500

V/C Ratio	**0.218**
Level of Service	**A**

WEST HOLLYWOOD PARK MASTER PLAN
LEVEL OF SERVICE WORKSHEET
CMA Method

Intersection:	Melrose and San Vicente	Analysist:	BDM
Time Period:	AM Peak Hour	Date:	2/4/14
Scenario:	Existing (exc Lib) + Project		

Movement	No of Lanes	Total Volume	Per Lane Volume	Critical Move
NB Left	1	72	72	
NB Through	2	493	247	247
NB Right	1	100	100	
SB Left	1	119	119	119
SB Through	2	431	216	
SB Right	1	46	46	
EB Left	1	21	21	21
EB Through	2	465	255	
EB Right	0	45	--	
WB Left	1	143	143	
WB Through	1	703	703	703
WB Right	1	161	161	

Total Critical Volume:				1,090
Split Phase:	N/S ? N		E/W ? N	
Number of Critical Phases:	2	Intersection Capacity		1,500

V/C Ratio	**0.726**
Level of Service	**C**

WEST HOLLYWOOD PARK MASTER PLAN
LEVEL OF SERVICE WORKSHEET
CMA Method

Intersection:	Melrose and La Cienega	Analysist:	BDM
Time Period:	AM Peak Hour	Date:	2/4/14
Scenario:	Existing (exc Lib) + Project		

Movement	No of Lanes	Total Volume	Per Lane Volume	Critical Move
NB Left	1	67	67	67
NB Through	2	660	330	
NB Right	1	211	211	
SB Left	1	69	69	
SB Through	2	1,010	569	569
SB Right	0	127	--	
EB Left	1	51	51	
EB Through	2	420	210	210
EB Right	1	38	38	
WB Left	1	514	514	514
WB Through	2	879	440	
WB Right	1	51	51	

Total Critical Volume:			1,360
Split Phase:	N/S ? N	E/W ? N	
Number of Critical Phases:	3	Intersection Capacity	1,425

V/C Ratio	**0.954**
Level of Service	**E**

LEVEL OF SERVICE WORKSHEET
CMA Method

Intersection:	Santa Monica and Robertson	Analysist:	BDM
Time Period:	PM Peak Hour	Date:	2/4/14
Scenario:	Existing (exc Lib) + Project		

Movement	No of Lanes	Total Volume	Per Lane Volume	Critical Move
NB Left	0	82	82	
NB Through	2	110	208	208
NB Right	0	223	--	
SB Left	1	99	99	99
SB Through	1	109	121	
SB Right	0	12	--	
EB Left	1	48	48	
EB Through	2	1,171	586	586
EB Right	1	29	29	
WB Left	1	129	129	129
WB Through	2	958	479	
WB Right	1	39	39	

Total Critical Volume:				1,021
Split Phase:	N/S ?	N	E/W ? N	
Number of Critical Phases:	3	Intersection Capacity		1,425

V/C Ratio	**0.716**
Level of Service	**C**

WEST HOLLYWOOD PARK MASTER PLAN
LEVEL OF SERVICE WORKSHEET
CMA Method

Intersection:	Melrose and Robertson	Analysist:	BDM
Time Period:	PM Peak Hour	Date:	2/4/14
Scenario:	Existing (exc Lib) + Project		

Movement	No of Lanes	Total Volume	Per Lane Volume	Critical Move
NB Left	1	51	51	
NB Through	1	332	332	332
NB Right	1	251	251	
SB Left	1	72	72	72
SB Through	1	215	231	
SB Right	0	16	--	
EB Left	0	28	28	
EB Through	2	475	322	322
EB Right	0	113	--	
WB Left	1	214	214	214
WB Through	1	222	222	
WB Right	1	102	102	

Total Critical Volume:			940
Split Phase:	N/S ? N	E/W ? N	
Number of Critical Phases:	2	Intersection Capacity	1,500

V/C Ratio	**0.627**
Level of Service	**B**

WEST HOLLYWOOD PARK MASTER PLAN
LEVEL OF SERVICE WORKSHEET
CMA Method

Intersection:	Santa Monica and San Vicente	Analysist:	BDM
Time Period:	PM Peak Hour	Date:	2/4/14
Scenario:	Existing (exc Lib) + Project		

Movement	No of Lanes	Total Volume	Per Lane Volume	Critical Move
NB Left	1	93	93	
NB Through	2	621	311	311
NB Right	1	249	249	
SB Left	1	69	69	69
SB Through	2	415	241	
SB Right	0	67	--	
EB Left	1	107	107	
EB Through	2	1,322	661	661
EB Right	1	57	57	
WB Left	1	168	168	168
WB Through	2	1,024	512	
WB Right	1	90	90	

Total Critical Volume:				1,209
Split Phase:	N/S ?	N	E/W ? N	
Number of Critical Phases:	3	Intersection Capacity		1,425

V/C Ratio	**0.848**
Level of Service	**D**

WEST HOLLYWOOD PARK MASTER PLAN
LEVEL OF SERVICE WORKSHEET
CMA Method

Intersection:	San Vicente and PDC	Analysist:	BDM
Time Period:	PM Peak Hour	Date:	2/4/14
Scenario:	Existing (exc Lib) + Project		

Movement	No of Lanes	Total Volume	Per Lane Volume	Critical Move
NB Left	1	2	2	
NB Through	2	928	465	465
NB Right	0	1	--	
SB Left	1	2	2	2
SB Through	2	603	302	
SB Right	0	0	--	
EB Left	0	0	0	
EB Through	1	0	0	0
EB Right	0	0	--	
WB Left	1	33	33	33
WB Through	0	0	0	
WB Right	1	55	55	!

Total Critical Volume:			500
Split Phase:	N/S ? N	E/W ? N	
Number of Critical Phases:	2	Intersection Capacity	1,500

V/C Ratio	**0.333**
Level of Service	**A**

WEST HOLLYWOOD PARK MASTER PLAN
LEVEL OF SERVICE WORKSHEET
CMA Method

Intersection:	Melrose and San Vicente	Analysist:	BDM
Time Period:	PM Peak Hour	Date:	2/4/14
Scenario:	Existing (exc Lib) + Project		

Movement	No of Lanes	Total Volume	Per Lane Volume	Critical Move
NB Left	1	72	72	
NB Through	2	652	326	326
NB Right	1	124	124	
SB Left	1	141	141	141
SB Through	2	454	227	
SB Right	1	47	47	
EB Left	1	66	66	
EB Through	2	660	383	383
EB Right	0	106	--	
WB Left	1	138	138	138
WB Through	1	442	442	
WB Right	1	216	216	

Total Critical Volume:				988
Split Phase:	N/S ?	N	E/W ? N	
Number of Critical Phases:	2	Intersection Capacity		1,500

V/C Ratio	**0.659**
Level of Service	**B**

WEST HOLLYWOOD PARK MASTER PLAN
LEVEL OF SERVICE WORKSHEET
CMA Method

Intersection:	Melrose and La Cienega	Analysist:	BDM
Time Period:	PM Peak Hour	Date:	2/4/14
Scenario:	Existing (exc Lib) + Project		

Movement	No of Lanes	Total Volume	Per Lane Volume	Critical Move
NB Left	1	67	67	
NB Through	2	1,065	533	533
NB Right	1	325	325	
SB Left	1	61	61	61
SB Through	2	769	438	
SB Right	0	107	--	
EB Left	1	107	107	
EB Through	2	965	483	483
EB Right	1	53	53	
WB Left	1	208	208	208
WB Through	2	534	267	
WB Right	1	80	80	

Total Critical Volume:			1,284
Split Phase:	N/S ? N	E/W ? N	
Number of Critical Phases:	3	Intersection Capacity	1,425

V/C Ratio	**0.901**
Level of Service	**E**

LEVEL OF SERVICE WORKSHEET
CMA Method

Intersection:	Santa Monica and Robertson	Analysist:	BDM
Time Period:	AM Peak Hour	Date:	2/4/14
Scenario:	Existing (inc Lib) + Project		

Movement	No of Lanes	Total Volume	Per Lane Volume	Critical Move
NB Left	0	53	53	
NB Through	2	91	138	138
NB Right	0	131	--	
SB Left	1	67	67	67
SB Through	1	95	106	
SB Right	0	11	--	
EB Left	1	42	42	42
EB Through	2	662	331	
EB Right	1	21	21	
WB Left	1	174	174	
WB Through	2	1,528	764	764
WB Right	1	53	53	

Total Critical Volume:				1,011
Split Phase:	N/S ?	N	E/W ?	N
Number of Critical Phases:	3	Intersection Capacity		1,425

V/C Ratio	**0.709**
Level of Service	**C**

WEST HOLLYWOOD PARK MASTER PLAN
LEVEL OF SERVICE WORKSHEET
CMA Method

Intersection:	Melrose and Robertson	Analysist:	BDM
Time Period:	AM Peak Hour	Date:	2/4/14
Scenario:	Existing (inc Lib) + Project		

Movement	No of Lanes	Total Volume	Per Lane Volume	Critical Move
NB Left	1	44	44	44
NB Through	1	192	192	
NB Right	1	153	153	
SB Left	1	45	45	
SB Through	1	229	251	251
SB Right	0	22	--	
EB Left	0	16	16	
EB Through	2	313	198	198
EB Right	0	51	--	
WB Left	1	410	410	410
WB Through	1	333	333	
WB Right	1	74	74	

Total Critical Volume:				903
Split Phase:	N/S ?	N	E/W ? N	
Number of Critical Phases:	2	Intersection Capacity		1,500

V/C Ratio	**0.602**
Level of Service	**B**

WEST HOLLYWOOD PARK MASTER PLAN
LEVEL OF SERVICE WORKSHEET
CMA Method

Intersection:	Santa Monica and San Vicente	Analysist:	BDM
Time Period:	AM Peak Hour	Date:	2/4/14
Scenario:	Existing (inc Lib) + Project		

Movement	No of Lanes	Total Volume	Per Lane Volume	Critical Move
NB Left	1	88	88	88
NB Through	2	472	236	
NB Right	1	103	103	
SB Left	1	66	66	
SB Through	2	421	259	259
SB Right	0	96	--	
EB Left	1	111	111	111
EB Through	2	726	363	
EB Right	1	33	33	
WB Left	1	137	137	
WB Through	2	1,591	796	796
WB Right	1	118	118	

Total Critical Volume:			1,253
Split Phase:	N/S ? N	E/W ? N	
Number of Critical Phases:	3	Intersection Capacity	1,425

V/C Ratio	**0.879**
Level of Service	**D**

WEST HOLLYWOOD PARK MASTER PLAN
LEVEL OF SERVICE WORKSHEET
CMA Method

Intersection:	San Vicente and PDC	Analysist:	BDM
Time Period:	AM Peak Hour	Date:	2/4/14
Scenario:	Existing (inc Lib) + Project		

Movement	No of Lanes	Total Volume	Per Lane Volume	Critical Move
NB Left	1	2	2	
NB Through	2	636	318	318
NB Right	0	0	--	
SB Left	1	2	2	2
SB Through	2	588	294	
SB Right	0	0	--	
EB Left	0	0	0	
EB Through	1	0	0	0
EB Right	0	0	--	
WB Left	1	7	7	7
WB Through	0	0	0	
WB Right	1	11	11	!

Total Critical Volume:				327
Split Phase:	N/S ?	N	E/W ? N	
Number of Critical Phases:	2	Intersection Capacity		1,500

V/C Ratio	**0.218**
Level of Service	**A**

WEST HOLLYWOOD PARK MASTER PLAN
LEVEL OF SERVICE WORKSHEET
CMA Method

Intersection:	Melrose and San Vicente	Analysist:	BDM
Time Period:	AM Peak Hour	Date:	2/4/14
Scenario:	Existing (inc Lib) + Project		

Movement	No of Lanes	Total Volume	Per Lane Volume	Critical Move
NB Left	1	72	72	
NB Through	2	493	247	247
NB Right	1	100	100	
SB Left	1	120	120	120
SB Through	2	431	216	
SB Right	1	46	46	
EB Left	1	21	21	21
EB Through	2	465	255	
EB Right	0	45	--	
WB Left	1	143	143	
WB Through	1	703	703	703
WB Right	1	164	164	

Total Critical Volume:				1,091
Split Phase:	N/S ? N		E/W ? N	
Number of Critical Phases:	2	Intersection Capacity		1,500

V/C Ratio	**0.727**
Level of Service	**C**

WEST HOLLYWOOD PARK MASTER PLAN
LEVEL OF SERVICE WORKSHEET
CMA Method

Intersection:	Melrose and La Cienega	Analysist:	BDM
Time Period:	AM Peak Hour	Date:	2/4/14
Scenario:	Existing (inc Lib) + Project		

Movement	No of Lanes	Total Volume	Per Lane Volume	Critical Move
NB Left	1	68	68	68
NB Through	2	660	330	
NB Right	1	211	211	
SB Left	1	69	69	
SB Through	2	1,010	569	569
SB Right	0	128	--	
EB Left	1	51	51	
EB Through	2	420	210	210
EB Right	1	38	38	
WB Left	1	514	514	514
WB Through	2	880	440	
WB Right	1	51	51	

Total Critical Volume:			1,361
Split Phase:	N/S ? N	E/W ? N	
Number of Critical Phases:	3	Intersection Capacity	1,425

V/C Ratio	**0.955**
Level of Service	**E**

WEST HOLLYWOOD PARK MASTER PLAN
LEVEL OF SERVICE WORKSHEET
CMA Method

Intersection:	Santa Monica and Robertson	Analysist:	BDM
Time Period:	PM Peak Hour	Date:	2/4/14
Scenario:	Existing (inc Lib) + Project		

Movement	No of Lanes	Total Volume	Per Lane Volume	Critical Move
NB Left	0	83	83	
NB Through	2	111	209	209
NB Right	0	223	--	
SB Left	1	99	99	99
SB Through	1	110	122	
SB Right	0	12	--	
EB Left	1	48	48	
EB Through	2	1,171	586	586
EB Right	1	30	30	
WB Left	1	129	129	129
WB Through	2	958	479	
WB Right	1	39	39	

Total Critical Volume:				1,022
Split Phase:	N/S ?	N	E/W ? N	
Number of Critical Phases:	3	Intersection Capacity		1,425

V/C Ratio	**0.717**
Level of Service	**C**

WEST HOLLYWOOD PARK MASTER PLAN
LEVEL OF SERVICE WORKSHEET
CMA Method

Intersection:	Melrose and Robertson	Analysist:	BDM
Time Period:	PM Peak Hour	Date:	2/4/14
Scenario:	Existing (inc Lib) + Project		

Movement	No of Lanes	Total Volume	Per Lane Volume	Critical Move
NB Left	1	51	51	
NB Through	1	333	333	333
NB Right	1	251	251	
SB Left	1	72	72	72
SB Through	1	216	233	
SB Right	0	17	--	
EB Left	0	29	29	
EB Through	2	475	323	323
EB Right	0	113	--	
WB Left	1	214	214	214
WB Through	1	222	222	
WB Right	1	102	102	

Total Critical Volume:				942
Split Phase:	N/S ?	N	E/W ? N	
Number of Critical Phases:	2	Intersection Capacity		1,500

V/C Ratio	**0.628**
Level of Service	**B**

WEST HOLLYWOOD PARK MASTER PLAN
LEVEL OF SERVICE WORKSHEET
CMA Method

Intersection:	Santa Monica and San Vicente	Analysist:	BDM
Time Period:	PM Peak Hour	Date:	2/4/14
Scenario:	Existing (inc Lib) + Project		

Movement	No of Lanes	Total Volume	Per Lane Volume	Critical Move
NB Left	1	93	93	
NB Through	2	625	313	313
NB Right	1	254	254	
SB Left	1	69	69	69
SB Through	2	419	243	
SB Right	0	67	--	
EB Left	1	107	107	
EB Through	2	1,322	661	661
EB Right	1	57	57	
WB Left	1	173	173	173
WB Through	2	1,024	512	
WB Right	1	90	90	

Total Critical Volume:				1,216
Split Phase:	N/S ?	N	E/W ? N	
Number of Critical Phases:	3	Intersection Capacity		1,425

V/C Ratio	**0.853**
Level of Service	**D**

WEST HOLLYWOOD PARK MASTER PLAN
LEVEL OF SERVICE WORKSHEET
CMA Method

Intersection:	San Vicente and PDC	Analysist:	BDM
Time Period:	PM Peak Hour	Date:	2/4/14
Scenario:	Existing (inc Lib) + Project		

Movement	No of Lanes	Total Volume	Per Lane Volume	Critical Move
NB Left	1	2	2	
NB Through	2	937	469	469
NB Right	0	1	--	
SB Left	1	2	2	2
SB Through	2	612	306	
SB Right	0	0	--	
EB Left	0	0	0	
EB Through	1	0	0	0
EB Right	0	0	--	
WB Left	1	33	33	33
WB Through	0	0	0	
WB Right	1	55	55	!

Total Critical Volume:			504
Split Phase:	N/S ? N	E/W ? N	
Number of Critical Phases:	2	Intersection Capacity	1,500

V/C Ratio	**0.336**
Level of Service	**A**

WEST HOLLYWOOD PARK MASTER PLAN
LEVEL OF SERVICE WORKSHEET
CMA Method

Intersection:	Melrose and San Vicente	Analysist:	BDM
Time Period:	PM Peak Hour	Date:	2/4/14
Scenario:	Existing (inc Lib) + Project		

Movement	No of Lanes	Total Volume	Per Lane Volume	Critical Move
NB Left	1	72	72	
NB Through	2	653	327	327
NB Right	1	124	124	
SB Left	1	147	147	147
SB Through	2	455	228	
SB Right	1	47	47	
EB Left	1	66	66	
EB Through	2	660	383	383
EB Right	0	106	--	
WB Left	1	138	138	138
WB Through	1	442	442	
WB Right	1	222	222	

Total Critical Volume:				995
Split Phase:	N/S ?	N	E/W ? N	
Number of Critical Phases:	2	Intersection Capacity		1,500

V/C Ratio	**0.663**
Level of Service	**B**

WEST HOLLYWOOD PARK MASTER PLAN
LEVEL OF SERVICE WORKSHEET
CMA Method

Intersection:	Melrose and La Cienega	Analysist:	BDM
Time Period:	PM Peak Hour	Date:	2/4/14
Scenario:	Existing (inc Lib) + Project		

Movement	No of Lanes	Total Volume	Per Lane Volume	Critical Move
NB Left	1	69	69	
NB Through	2	1,065	533	533
NB Right	1	325	325	
SB Left	1	61	61	61
SB Through	2	769	439	
SB Right	0	109	--	
EB Left	1	109	109	
EB Through	2	967	484	484
EB Right	1	55	55	
WB Left	1	208	208	208
WB Through	2	536	268	
WB Right	1	80	80	

Total Critical Volume:			1,285
Split Phase:	N/S ? N	E/W ? N	
Number of Critical Phases:	3	Intersection Capacity	1,425

V/C Ratio	**0.902**
Level of Service	**E**

WEST HOLLYWOOD PARK MASTER PLAN
LEVEL OF SERVICE WORKSHEET
CMA Method

Intersection:	Santa Monica and Robertson	Analysist:	SRP
Time Period:	AM Peak Hour	Date:	2/4/14
Scenario:	Future No Project		

Movement	No of Lanes	Total Volume	Per Lane Volume	Critical Move
NB Left	0	55	55	
NB Through	2	95	144	144
NB Right	0	138	--	
SB Left	1	70	70	70
SB Through	1	98	110	
SB Right	0	12	--	
EB Left	1	44	44	44
EB Through	2	985	493	
EB Right	1	22	22	
WB Left	1	183	183	
WB Through	2	1,792	896	896
WB Right	1	56	56	

Total Critical Volume:				1,154
Split Phase:	N/S ?	N	E/W ? N	
Number of Critical Phases:	3	Intersection Capacity		1,425

V/C Ratio	**0.810**
Level of Service	**D**

WEST HOLLYWOOD PARK MASTER PLAN
LEVEL OF SERVICE WORKSHEET
CMA Method

Intersection:	Melrose and Robertson	Analysist:	SRP
Time Period:	AM Peak Hour	Date:	2/4/14
Scenario:	Future No Project		

Movement	No of Lanes	Total Volume	Per Lane Volume	Critical Move
NB Left	1	55	55	55
NB Through	1	200	200	
NB Right	1	161	161	
SB Left	1	47	47	
SB Through	1	240	263	263
SB Right	0	23	--	
EB Left	0	15	15	
EB Through	2	369	233	233
EB Right	0	66	--	
WB Left	1	431	431	431
WB Through	1	382	382	
WB Right	1	78	78	

Total Critical Volume:			982
Split Phase:	N/S ? N	E/W ? N	
Number of Critical Phases:	2	Intersection Capacity	1,500

V/C Ratio	**0.654**
Level of Service	**B**

WEST HOLLYWOOD PARK MASTER PLAN
LEVEL OF SERVICE WORKSHEET
CMA Method

Intersection:	Santa Monica and San Vicente	Analysist:	SRP
Time Period:	AM Peak Hour	Date:	2/4/14
Scenario:	Future No Project		

Movement	No of Lanes	Total Volume	Per Lane Volume	Critical Move
NB Left	1	92	92	92
NB Through	2	530	265	
NB Right	1	106	106	
SB Left	1	69	69	
SB Through	2	473	293	293
SB Right	0	113	--	
EB Left	1	130	130	130
EB Through	2	1,039	520	
EB Right	1	35	35	
WB Left	1	134	134	
WB Through	2	1,847	924	924
WB Right	1	124	124	

Total Critical Volume:				1,439
Split Phase:	N/S ?	N	E/W ?	N
Number of Critical Phases:	3	Intersection Capacity		1,425

V/C Ratio	**1.009**
Level of Service	**F**

WEST HOLLYWOOD PARK MASTER PLAN
LEVEL OF SERVICE WORKSHEET
CMA Method

Intersection:	San Vicente and PDC	Analysist:	SRP
Time Period:	AM Peak Hour	Date:	2/4/14
Scenario:	Future No Project		

Movement	No of Lanes	Total Volume	Per Lane Volume	Critical Move
NB Left	1	2	2	
NB Through	2	701	351	351
NB Right	0	0	--	
SB Left	1	2	2	2
SB Through	2	640	320	
SB Right	0	0	--	
EB Left	0	0	0	
EB Through	1	0	0	0
EB Right	0	0	--	
WB Left	1	7	7	7
WB Through	0	0	0	
WB Right	1	12	12	!

Total Critical Volume:				360
Split Phase:	N/S ?	N	E/W ? N	
Number of Critical Phases:	2	Intersection Capacity		1,500

V/C Ratio	**0.240**
Level of Service	**A**

WEST HOLLYWOOD PARK MASTER PLAN
LEVEL OF SERVICE WORKSHEET
CMA Method

Intersection:	Melrose and San Vicente	Analysist:	SRP
Time Period:	AM Peak Hour	Date:	2/4/14
Scenario:	Future No Project		

Movement	No of Lanes	Total Volume	Per Lane Volume	Critical Move
NB Left	1	90	90	
NB Through	2	552	276	276
NB Right	1	105	105	
SB Left	1	124	124	124
SB Through	2	491	246	
SB Right	1	48	48	
EB Left	1	22	22	22
EB Through	2	511	288	
EB Right	0	64	--	
WB Left	1	150	150	
WB Through	1	756	756	756
WB Right	1	160	160	

Total Critical Volume:				1,178
Split Phase:	N/S ? N		E/W ? N	
Number of Critical Phases:	2	Intersection Capacity		1,500

V/C Ratio	**0.785**
Level of Service	**C**

WEST HOLLYWOOD PARK MASTER PLAN
LEVEL OF SERVICE WORKSHEET
CMA Method

Intersection:	Melrose and La Cienega	Analysist:	SRP
Time Period:	AM Peak Hour	Date:	2/4/14
Scenario:	Future No Project		

Movement	No of Lanes	Total Volume	Per Lane Volume	Critical Move
NB Left	1	67	67	67
NB Through	2	977	489	
NB Right	1	238	238	
SB Left	1	72	72	
SB Through	2	1,252	691	691
SB Right	0	130	--	
EB Left	1	53	53	
EB Through	2	464	232	232
EB Right	1	40	40	
WB Left	1	551	551	551
WB Through	2	938	469	
WB Right	1	54	54	

Total Critical Volume:				1,541
Split Phase:	N/S ?	N	E/W ? N	
Number of Critical Phases:	3	Intersection Capacity		1,425

V/C Ratio	**1.081**
Level of Service	**F**

WEST HOLLYWOOD PARK MASTER PLAN
LEVEL OF SERVICE WORKSHEET
CMA Method

Intersection:	Santa Monica and Robertson	Analysist:	SRP
Time Period:	PM Peak Hour	Date:	2/4/14
Scenario:	Future No Project		

Movement	No of Lanes	Total Volume	Per Lane Volume	Critical Move
NB Left	0	84	84	
NB Through	2	113	216	216
NB Right	0	234	--	
SB Left	1	104	104	104
SB Through	1	112	125	
SB Right	0	13	--	
EB Left	1	50	50	
EB Through	2	1,509	755	755
EB Right	1	28	28	
WB Left	1	135	135	135
WB Through	2	1,340	670	
WB Right	1	41	41	

Total Critical Volume:				1,209
Split Phase:	N/S ?	N	E/W ?	N
Number of Critical Phases:	3	Intersection Capacity		1,425

V/C Ratio	**0.848**
Level of Service	**D**

WEST HOLLYWOOD PARK MASTER PLAN
LEVEL OF SERVICE WORKSHEET
CMA Method

Intersection:	Melrose and Robertson	Analysist:	SRP
Time Period:	PM Peak Hour	Date:	2/4/14
Scenario:	Future No Project		

Movement	No of Lanes	Total Volume	Per Lane Volume	Critical Move
NB Left	1	73	73	
NB Through	1	347	347	347
NB Right	1	264	264	
SB Left	1	76	76	76
SB Through	1	224	239	
SB Right	0	15	--	
EB Left	0	27	27	
EB Through	2	552	370	370
EB Right	0	134	--	
WB Left	1	225	225	225
WB Through	1	298	298	
WB Right	1	107	107	

Total Critical Volume:			1,018
Split Phase:	N/S ? N	E/W ? N	
Number of Critical Phases:	2	Intersection Capacity	1,500

V/C Ratio	**0.679**
Level of Service	**B**

WEST HOLLYWOOD PARK MASTER PLAN
LEVEL OF SERVICE WORKSHEET
CMA Method

Intersection:	Santa Monica and San Vicente	Analysist:	SRP
Time Period:	PM Peak Hour	Date:	2/4/14
Scenario:	Future No Project		

Movement	No of Lanes	Total Volume	Per Lane Volume	Critical Move
NB Left	1	98	98	
NB Through	2	701	351	351
NB Right	1	254	254	
SB Left	1	72	72	72
SB Through	2	475	286	
SB Right	0	97	--	
EB Left	1	144	144	
EB Through	2	1,635	818	818
EB Right	1	60	60	
WB Left	1	167	167	167
WB Through	2	1,382	691	
WB Right	1	95	95	

Total Critical Volume:			1,407
Split Phase:	N/S ? N	E/W ? N	
Number of Critical Phases:	3	Intersection Capacity	1,425

V/C Ratio	**0.987**
Level of Service	**E**

WEST HOLLYWOOD PARK MASTER PLAN
LEVEL OF SERVICE WORKSHEET
CMA Method

Intersection:	San Vicente and PDC	Analysist:	SRP
Time Period:	PM Peak Hour	Date:	2/4/14
Scenario:	Future No Project		

Movement	No of Lanes	Total Volume	Per Lane Volume	Critical Move
NB Left	1	2	2	
NB Through	2	1,015	508	508
NB Right	0	1	--	
SB Left	1	2	2	2
SB Through	2	664	332	
SB Right	0	0	--	
EB Left	0	0	0	
EB Through	1	0	0	0
EB Right	0	0	--	
WB Left	1	35	35	35
WB Through	0	0	0	
WB Right	1	58	58	!

Total Critical Volume:			545
Split Phase:	N/S ? N	E/W ? N	
Number of Critical Phases:	2	Intersection Capacity	1,500

V/C Ratio	**0.363**
Level of Service	**A**

WEST HOLLYWOOD PARK MASTER PLAN
LEVEL OF SERVICE WORKSHEET
CMA Method

Intersection:	Melrose and San Vicente	Analysist:	SRP
Time Period:	PM Peak Hour	Date:	2/4/14
Scenario:	Future No Project		

Movement	No of Lanes	Total Volume	Per Lane Volume	Critical Move
NB Left	1	104	104	
NB Through	2	738	369	369
NB Right	1	130	130	
SB Left	1	138	138	138
SB Through	2	522	261	
SB Right	1	49	49	
EB Left	1	69	69	
EB Through	2	723	429	429
EB Right	0	134	--	
WB Left	1	145	145	145
WB Through	1	501	501	
WB Right	1	216	216	

Total Critical Volume:				1,081
Split Phase:	N/S ? N		E/W ? N	
Number of Critical Phases:	2	Intersection Capacity		1,500

V/C Ratio	**0.720**
Level of Service	**C**

WEST HOLLYWOOD PARK MASTER PLAN
LEVEL OF SERVICE WORKSHEET
CMA Method

Intersection:	Melrose and La Cienega	Analysist:	SRP
Time Period:	PM Peak Hour	Date:	2/4/14
Scenario:	Future No Project		

Movement	No of Lanes	Total Volume	Per Lane Volume	Critical Move
NB Left	1	66	66	
NB Through	2	1,390	695	695
NB Right	1	354	354	
SB Left	1	64	64	64
SB Through	2	1,128	618	
SB Right	0	108	--	
EB Left	1	109	109	
EB Through	2	1,040	520	520
EB Right	1	52	52	
WB Left	1	234	234	234
WB Through	2	594	297	
WB Right	1	84	84	

Total Critical Volume:				1,513
Split Phase:	N/S ?	N	E/W ? N	
Number of Critical Phases:	3	Intersection Capacity		1,425

V/C Ratio	**1.062**
Level of Service	**F**

WEST HOLLYWOOD PARK MASTER PLAN
LEVEL OF SERVICE WORKSHEET
CMA Method

Intersection:	Santa Monica and Robertson	Analysist:	SRP
Time Period:	AM Peak Hour	Date:	12/20/13
Scenario:	Future No Project		

Movement	No of Lanes	Total Volume	Per Lane Volume	Critical Move
NB Left	0	56	56	
NB Through	2	96	145	145
NB Right	0	138	--	
SB Left	1	70	70	70
SB Through	1	99	111	
SB Right	0	12	--	
EB Left	1	44	44	44
EB Through	2	985	493	
EB Right	1	22	22	
WB Left	1	183	183	
WB Through	2	1,792	896	896
WB Right	1	56	56	

Total Critical Volume:				1,155
Split Phase:	N/S ?	N	E/W ? N	
Number of Critical Phases:	3	Intersection Capacity		1,425

V/C Ratio	**0.811**
Level of Service	**D**

WEST HOLLYWOOD PARK MASTER PLAN
LEVEL OF SERVICE WORKSHEET
CMA Method

Intersection:	Melrose and Robertson	Analysist:	SRP
Time Period:	AM Peak Hour	Date:	12/20/13
Scenario:	Future No Project		

Movement	No of Lanes	Total Volume	Per Lane Volume	Critical Move
NB Left	1	55	55	55
NB Through	1	201	201	
NB Right	1	161	161	
SB Left	1	47	47	
SB Through	1	240	263	263
SB Right	0	23	--	
EB Left	0	16	16	
EB Through	2	369	234	234
EB Right	0	66	--	
WB Left	1	431	431	431
WB Through	1	382	382	
WB Right	1	78	78	

Total Critical Volume:			983
Split Phase:	N/S ? N	E/W ? N	
Number of Critical Phases:	2	Intersection Capacity	1,500

V/C Ratio	**0.655**
Level of Service	**B**

WEST HOLLYWOOD PARK MASTER PLAN
LEVEL OF SERVICE WORKSHEET
CMA Method

Intersection:	Santa Monica and San Vicente	Analysist:	SRP
Time Period:	AM Peak Hour	Date:	12/20/13
Scenario:	Future No Project		

Movement	No of Lanes	Total Volume	Per Lane Volume	Critical Move
NB Left	1	92	92	92
NB Through	2	531	266	
NB Right	1	107	107	
SB Left	1	69	69	
SB Through	2	475	294	294
SB Right	0	113	--	
EB Left	1	130	130	130
EB Through	2	1,039	520	
EB Right	1	35	35	
WB Left	1	137	137	
WB Through	2	1,847	924	924
WB Right	1	124	124	

Total Critical Volume:				1,440
Split Phase:	N/S ?	N	E/W ?	N
Number of Critical Phases:	3	Intersection Capacity		1,425

V/C Ratio	**1.010**
Level of Service	**F**

WEST HOLLYWOOD PARK MASTER PLAN
LEVEL OF SERVICE WORKSHEET
CMA Method

Intersection:	San Vicente and PDC	Analysist:	SRP
Time Period:	AM Peak Hour	Date:	12/20/13
Scenario:	Future No Project		

Movement	No of Lanes	Total Volume	Per Lane Volume	Critical Move
NB Left	1	2	2	
NB Through	2	703	352	352
NB Right	0	0	--	
SB Left	1	2	2	2
SB Through	2	644	322	
SB Right	0	0	--	
EB Left	0	0	0	
EB Through	1	0	0	0
EB Right	0	0	--	
WB Left	1	7	7	7
WB Through	0	0	0	
WB Right	1	12	12	!

Total Critical Volume:				361
Split Phase:	N/S ?	N	E/W ? N	
Number of Critical Phases:	2	Intersection Capacity		1,500

V/C Ratio	**0.240**
Level of Service	**A**

WEST HOLLYWOOD PARK MASTER PLAN
LEVEL OF SERVICE WORKSHEET
CMA Method

Intersection:	Melrose and San Vicente	Analysist:	SRP
Time Period:	AM Peak Hour	Date:	12/20/13
Scenario:	Future No Project		

Movement	No of Lanes	Total Volume	Per Lane Volume	Critical Move
NB Left	1	90	90	
NB Through	2	553	277	277
NB Right	1	105	105	
SB Left	1	125	125	125
SB Through	2	492	246	
SB Right	1	48	48	
EB Left	1	22	22	22
EB Through	2	511	288	
EB Right	0	64	--	
WB Left	1	150	150	
WB Through	1	756	756	756
WB Right	1	163	163	

Total Critical Volume:				1,180
Split Phase:	N/S ? N		E/W ? N	
Number of Critical Phases:	2	Intersection Capacity		1,500

V/C Ratio	**0.786**
Level of Service	**C**

WEST HOLLYWOOD PARK MASTER PLAN
LEVEL OF SERVICE WORKSHEET
CMA Method

Intersection:	Melrose and La Cienega	Analysist:	SRP
Time Period:	AM Peak Hour	Date:	12/20/13
Scenario:	Future No Project		

Movement	No of Lanes	Total Volume	Per Lane Volume	Critical Move
NB Left	1	68	68	68
NB Through	2	977	489	
NB Right	1	238	238	
SB Left	1	72	72	
SB Through	2	1,252	692	692
SB Right	0	131	--	
EB Left	1	54	54	
EB Through	2	464	232	232
EB Right	1	40	40	
WB Left	1	551	551	551
WB Through	2	939	470	
WB Right	1	54	54	

Total Critical Volume:			1,543
Split Phase:	N/S ? N	E/W ? N	
Number of Critical Phases:	3	Intersection Capacity	1,425

V/C Ratio	**1.082**
Level of Service	**F**

WEST HOLLYWOOD PARK MASTER PLAN
LEVEL OF SERVICE WORKSHEET
CMA Method

Intersection:	Santa Monica and Robertson	Analysist:	SRP
Time Period:	PM Peak Hour	Date:	12/20/13
Scenario:	Future No Project		

Movement	No of Lanes	Total Volume	Per Lane Volume	Critical Move
NB Left	0	85	85	
NB Through	2	114	217	217
NB Right	0	234	--	
SB Left	1	104	104	104
SB Through	1	113	126	
SB Right	0	13	--	
EB Left	1	50	50	
EB Through	2	1,509	755	755
EB Right	1	29	29	
WB Left	1	135	135	135
WB Through	2	1,340	670	
WB Right	1	41	41	

Total Critical Volume:				1,210
Split Phase:	N/S ?	N	E/W ? N	
Number of Critical Phases:	3	Intersection Capacity		1,425

V/C Ratio	**0.849**
Level of Service	**D**

WEST HOLLYWOOD PARK MASTER PLAN
LEVEL OF SERVICE WORKSHEET
CMA Method

Intersection:	Melrose and Robertson	Analysist:	SRP
Time Period:	PM Peak Hour	Date:	12/20/13
Scenario:	Future No Project		

Movement	No of Lanes	Total Volume	Per Lane Volume	Critical Move
NB Left	1	73	73	
NB Through	1	348	348	348
NB Right	1	264	264	
SB Left	1	76	76	76
SB Through	1	225	241	
SB Right	0	16	--	
EB Left	0	28	28	
EB Through	2	552	371	371
EB Right	0	134	--	
WB Left	1	225	225	225
WB Through	1	298	298	
WB Right	1	107	107	

Total Critical Volume:			1,020
Split Phase:	N/S ? N	E/W ? N	
Number of Critical Phases:	2	Intersection Capacity	1,500

V/C Ratio	**0.680**
Level of Service	**B**

WEST HOLLYWOOD PARK MASTER PLAN
LEVEL OF SERVICE WORKSHEET
CMA Method

Intersection:	Santa Monica and San Vicente	Analysist:	SRP
Time Period:	PM Peak Hour	Date:	12/20/13
Scenario:	Future No Project		

Movement	No of Lanes	Total Volume	Per Lane Volume	Critical Move
NB Left	1	98	98	
NB Through	2	705	353	353
NB Right	1	259	259	
SB Left	1	72	72	72
SB Through	2	480	289	
SB Right	0	97	--	
EB Left	1	144	144	
EB Through	2	1,635	818	818
EB Right	1	60	60	
WB Left	1	172	172	172
WB Through	2	1,382	691	
WB Right	1	95	95	

Total Critical Volume:				1,414
Split Phase:	N/S ?	N	E/W ? N	
Number of Critical Phases:	3	Intersection Capacity		1,425

V/C Ratio	**0.992**
Level of Service	**E**

WEST HOLLYWOOD PARK MASTER PLAN
LEVEL OF SERVICE WORKSHEET
CMA Method

Intersection:	San Vicente and PDC	Analysist:	SRP
Time Period:	PM Peak Hour	Date:	12/20/13
Scenario:	Future No Project		

Movement	No of Lanes	Total Volume	Per Lane Volume	Critical Move
NB Left	1	2	2	
NB Through	2	1,025	513	513
NB Right	0	1	--	
SB Left	1	2	2	2
SB Through	2	674	337	
SB Right	0	0	--	
EB Left	0	0	0	
EB Through	1	0	0	0
EB Right	0	0	--	
WB Left	1	35	35	35
WB Through	0	0	0	
WB Right	1	58	58	!

Total Critical Volume:			550
Split Phase:	N/S ? N	E/W ? N	
Number of Critical Phases:	2	Intersection Capacity	1,500

V/C Ratio	**0.367**
Level of Service	**A**

WEST HOLLYWOOD PARK MASTER PLAN
LEVEL OF SERVICE WORKSHEET
CMA Method

Intersection:	Melrose and San Vicente	Analysist:	SRP
Time Period:	PM Peak Hour	Date:	12/20/13
Scenario:	Future No Project		

Movement	No of Lanes	Total Volume	Per Lane Volume	Critical Move
NB Left	1	104	104	
NB Through	2	739	370	370
NB Right	1	130	130	
SB Left	1	145	145	145
SB Through	2	523	262	
SB Right	1	49	49	
EB Left	1	69	69	
EB Through	2	723	429	429
EB Right	0	134	--	
WB Left	1	145	145	145
WB Through	1	501	501	
WB Right	1	223	223	

Total Critical Volume:				1,088
Split Phase:	N/S ? N		E/W ? N	
Number of Critical Phases:	2	Intersection Capacity		1,500

V/C Ratio	**0.725**
Level of Service	**C**

WEST HOLLYWOOD PARK MASTER PLAN
LEVEL OF SERVICE WORKSHEET
CMA Method

Intersection:	Melrose and La Cienega	Analysist:	SRP
Time Period:	PM Peak Hour	Date:	12/20/13
Scenario:	Future No Project		

Movement	No of Lanes	Total Volume	Per Lane Volume	Critical Move
NB Left	1	68	68	
NB Through	2	1,390	695	695
NB Right	1	354	354	
SB Left	1	64	64	64
SB Through	2	1,128	619	
SB Right	0	110	--	
EB Left	1	111	111	
EB Through	2	1,042	521	521
EB Right	1	55	55	
WB Left	1	234	234	234
WB Through	2	596	298	
WB Right	1	84	84	

Total Critical Volume:			1,514
Split Phase:	N/S ? N	E/W ? N	
Number of Critical Phases:	3	Intersection Capacity	1,425

V/C Ratio	**1.062**
Level of Service	**F**

WEST HOLLYWOOD PARK MASTER PLAN
LEVEL OF SERVICE WORKSHEET
CMA Method

Intersection:	Santa Monica and Robertson	Analysist:	SRP
Time Period:	AM Peak Hour	Date:	12/20/13
Scenario:	Future With Project		

Movement	No of Lanes	Total Volume	Per Lane Volume	Critical Move
NB Left	0	56	56	
NB Through	2	96	145	145
NB Right	0	138	--	
SB Left	1	70	70	70
SB Through	1	100	112	
SB Right	0	12	--	
EB Left	1	44	44	44
EB Through	2	985	493	
EB Right	1	23	23	
WB Left	1	183	183	
WB Through	2	1,792	896	896
WB Right	1	56	56	

Total Critical Volume:				1,155
Split Phase:	N/S ?	N	E/W ? N	
Number of Critical Phases:	3	Intersection Capacity		1,425

V/C Ratio	**0.811**
Level of Service	**D**

WEST HOLLYWOOD PARK MASTER PLAN
LEVEL OF SERVICE WORKSHEET
CMA Method

Intersection:	Melrose and Robertson	Analysist:	SRP
Time Period:	AM Peak Hour	Date:	12/20/13
Scenario:	Future With Project		

Movement	No of Lanes	Total Volume	Per Lane Volume	Critical Move
NB Left	1	55	55	55
NB Through	1	202	202	
NB Right	1	161	161	
SB Left	1	47	47	
SB Through	1	240	263	263
SB Right	0	23	--	
EB Left	0	17	17	
EB Through	2	369	235	235
EB Right	0	66	--	
WB Left	1	431	431	431
WB Through	1	382	382	
WB Right	1	78	78	

Total Critical Volume:			984
Split Phase:	N/S ? N	E/W ? N	
Number of Critical Phases:	2	Intersection Capacity	1,500

V/C Ratio	**0.656**
Level of Service	**B**

WEST HOLLYWOOD PARK MASTER PLAN
LEVEL OF SERVICE WORKSHEET
CMA Method

Intersection:	Santa Monica and San Vicente	Analysist:	SRP
Time Period:	AM Peak Hour	Date:	12/20/13
Scenario:	Future With Project		

Movement	No of Lanes	Total Volume	Per Lane Volume	Critical Move
NB Left	1	92	92	92
NB Through	2	531	266	
NB Right	1	107	107	
SB Left	1	69	69	
SB Through	2	479	296	296
SB Right	0	113	--	
EB Left	1	130	130	130
EB Through	2	1,039	520	
EB Right	1	35	35	
WB Left	1	142	142	
WB Through	2	1,847	924	924
WB Right	1	124	124	

Total Critical Volume:				1,442
Split Phase:	N/S ?	N	E/W ? N	
Number of Critical Phases:	3	Intersection Capacity		1,425

V/C Ratio	**1.012**
Level of Service	**F**

WEST HOLLYWOOD PARK MASTER PLAN
LEVEL OF SERVICE WORKSHEET
CMA Method

Intersection:	San Vicente and PDC	Analysist:	SRP
Time Period:	AM Peak Hour	Date:	12/20/13
Scenario:	Future With Project		

Movement	No of Lanes	Total Volume	Per Lane Volume	Critical Move
NB Left	1	2	2	
NB Through	2	703	352	352
NB Right	0	0	--	
SB Left	1	2	2	2
SB Through	2	652	326	
SB Right	0	0	--	
EB Left	0	0	0	
EB Through	1	0	0	0
EB Right	0	0	--	
WB Left	1	7	7	7
WB Through	0	0	0	
WB Right	1	12	12	!

Total Critical Volume:				361
Split Phase:	N/S ?	N	E/W ? N	
Number of Critical Phases:	2	Intersection Capacity		1,500

V/C Ratio	**0.240**
Level of Service	**A**

WEST HOLLYWOOD PARK MASTER PLAN
LEVEL OF SERVICE WORKSHEET
CMA Method

Intersection:	Melrose and San Vicente	Analysist:	SRP
Time Period:	AM Peak Hour	Date:	12/20/13
Scenario:	Future With Project		

Movement	No of Lanes	Total Volume	Per Lane Volume	Critical Move
NB Left	1	90	90	
NB Through	2	554	277	277
NB Right	1	105	105	
SB Left	1	125	125	125
SB Through	2	492	246	
SB Right	1	48	48	
EB Left	1	22	22	22
EB Through	2	511	288	
EB Right	0	64	--	
WB Left	1	150	150	
WB Through	1	756	756	756
WB Right	1	169	169	

Total Critical Volume:				1,180
Split Phase:	N/S ? N		E/W ? N	
Number of Critical Phases:	2	Intersection Capacity		1,500

V/C Ratio	**0.787**
Level of Service	**C**

WEST HOLLYWOOD PARK MASTER PLAN
LEVEL OF SERVICE WORKSHEET
CMA Method

Intersection:	Melrose and La Cienega	Analysist:	SRP
Time Period:	AM Peak Hour	Date:	12/20/13
Scenario:	Future With Project		

Movement	No of Lanes	Total Volume	Per Lane Volume	Critical Move
NB Left	1	70	70	70
NB Through	2	977	489	
NB Right	1	238	238	
SB Left	1	72	72	
SB Through	2	1,252	693	693
SB Right	0	133	--	
EB Left	1	54	54	
EB Through	2	464	232	232
EB Right	1	40	40	
WB Left	1	551	551	551
WB Through	2	941	471	
WB Right	1	54	54	

Total Critical Volume:			1,546
Split Phase:	N/S ? N	E/W ? N	
Number of Critical Phases:	3	Intersection Capacity	1,425

V/C Ratio	**1.085**
Level of Service	**F**

WEST HOLLYWOOD PARK MASTER PLAN
LEVEL OF SERVICE WORKSHEET
CMA Method

Intersection:	Santa Monica and Robertson	Analysist:	SRP
Time Period:	PM Peak Hour	Date:	12/20/13
Scenario:	Future With Project		

Movement	No of Lanes	Total Volume	Per Lane Volume	Critical Move
NB Left	0	86	86	
NB Through	2	115	218	218
NB Right	0	234	--	
SB Left	1	104	104	104
SB Through	1	113	126	
SB Right	0	13	--	
EB Left	1	50	50	
EB Through	2	1,509	755	755
EB Right	1	30	30	
WB Left	1	135	135	135
WB Through	2	1,340	670	
WB Right	1	41	41	

Total Critical Volume:				1,211
Split Phase:	N/S ?	N	E/W ? N	
Number of Critical Phases:	3	Intersection Capacity		1,425

V/C Ratio	**0.850**
Level of Service	**D**

WEST HOLLYWOOD PARK MASTER PLAN
LEVEL OF SERVICE WORKSHEET
CMA Method

Intersection:	Melrose and Robertson	Analysist:	SRP
Time Period:	PM Peak Hour	Date:	12/20/13
Scenario:	Future With Project		

Movement	No of Lanes	Total Volume	Per Lane Volume	Critical Move
NB Left	1	73	73	
NB Through	1	349	349	349
NB Right	1	264	264	
SB Left	1	76	76	76
SB Through	1	226	243	
SB Right	0	17	--	
EB Left	0	29	29	
EB Through	2	552	372	372
EB Right	0	134	--	
WB Left	1	225	225	225
WB Through	1	298	298	
WB Right	1	107	107	

Total Critical Volume:			1,022
Split Phase:	N/S ? N	E/W ? N	
Number of Critical Phases:	2	Intersection Capacity	1,500

V/C Ratio	**0.681**
Level of Service	**B**

WEST HOLLYWOOD PARK MASTER PLAN
LEVEL OF SERVICE WORKSHEET
CMA Method

Intersection:	Santa Monica and San Vicente	Analysist:	SRP
Time Period:	PM Peak Hour	Date:	12/20/13
Scenario:	Future With Project		

Movement	No of Lanes	Total Volume	Per Lane Volume	Critical Move
NB Left	1	98	98	
NB Through	2	707	354	354
NB Right	1	261	261	
SB Left	1	72	72	72
SB Through	2	483	290	
SB Right	0	97	--	
EB Left	1	144	144	
EB Through	2	1,635	818	818
EB Right	1	60	60	
WB Left	1	176	176	176
WB Through	2	1,382	691	
WB Right	1	95	95	

Total Critical Volume:				1,419
Split Phase:	N/S ?	N	E/W ? N	
Number of Critical Phases:	3	Intersection Capacity		1,425

V/C Ratio	**0.996**
Level of Service	**E**

WEST HOLLYWOOD PARK MASTER PLAN
LEVEL OF SERVICE WORKSHEET
CMA Method

Intersection:	San Vicente and PDC	Analysist:	SRP
Time Period:	PM Peak Hour	Date:	12/20/13
Scenario:	Future With Project		

Movement	No of Lanes	Total Volume	Per Lane Volume	Critical Move
NB Left	1	2	2	
NB Through	2	1,029	515	515
NB Right	0	1	--	
SB Left	1	2	2	2
SB Through	2	680	340	
SB Right	0	0	--	
EB Left	0	0	0	
EB Through	1	0	0	0
EB Right	0	0	--	
WB Left	1	35	35	35
WB Through	0	0	0	
WB Right	1	58	58	!

Total Critical Volume:			552
Split Phase:	N/S ? N	E/W ? N	
Number of Critical Phases:	2	Intersection Capacity	1,500

V/C Ratio	**0.368**
Level of Service	**A**

WEST HOLLYWOOD PARK MASTER PLAN
LEVEL OF SERVICE WORKSHEET
CMA Method

Intersection:	Melrose and San Vicente	Analysist:	SRP
Time Period:	PM Peak Hour	Date:	12/20/13
Scenario:	Future With Project		

Movement	No of Lanes	Total Volume	Per Lane Volume	Critical Move
NB Left	1	104	104	
NB Through	2	740	370	370
NB Right	1	130	130	
SB Left	1	148	148	148
SB Through	2	524	262	
SB Right	1	49	49	
EB Left	1	69	69	
EB Through	2	723	429	429
EB Right	0	134	--	
WB Left	1	145	145	145
WB Through	1	501	501	
WB Right	1	227	227	

Total Critical Volume:				1,092
Split Phase:	N/S ?	N	E/W ? N	
Number of Critical Phases:	2	Intersection Capacity		1,500

V/C Ratio	**0.728**
Level of Service	**C**

WEST HOLLYWOOD PARK MASTER PLAN
LEVEL OF SERVICE WORKSHEET
CMA Method

Intersection:	Melrose and La Cienega	Analysist:	SRP
Time Period:	PM Peak Hour	Date:	12/20/13
Scenario:	Future With Project		

Movement	No of Lanes	Total Volume	Per Lane Volume	Critical Move
NB Left	1	70	70	
NB Through	2	1,390	695	695
NB Right	1	354	354	
SB Left	1	64	64	64
SB Through	2	1,128	620	
SB Right	0	112	--	
EB Left	1	112	112	
EB Through	2	1,043	522	522
EB Right	1	56	56	
WB Left	1	234	234	234
WB Through	2	598	299	
WB Right	1	84	84	

Total Critical Volume:			1,515
Split Phase:	N/S ? N	E/W ? N	
Number of Critical Phases:	3	Intersection Capacity	1,425

V/C Ratio	**1.063**
Level of Service	**F**

WEST HOLLYWOOD PARK MASTER PLAN
LEVEL OF SERVICE WORKSHEET
CMA Method

Intersection:	Santa Monica and Robertson	Analysist:	SRP
Time Period:	AM Peak Hour	Date:	2/4/14
Scenario:	Future With Project		

Movement	No of Lanes	Total Volume	Per Lane Volume	Critical Move
NB Left	0	56	56	
NB Through	2	96	145	145
NB Right	0	138	--	
SB Left	1	70	70	70
SB Through	1	100	112	
SB Right	0	12	--	
EB Left	1	44	44	44
EB Through	2	985	493	
EB Right	1	23	23	
WB Left	1	183	183	
WB Through	2	1,792	896	896
WB Right	1	56	56	

Total Critical Volume:				1,155
Split Phase:	N/S ?	N	E/W ? N	
Number of Critical Phases:	3	Intersection Capacity		1,425

V/C Ratio	**0.811**
Level of Service	**D**

WEST HOLLYWOOD PARK MASTER PLAN
LEVEL OF SERVICE WORKSHEET
CMA Method

Intersection:	Melrose and Robertson	Analysist:	SRP
Time Period:	AM Peak Hour	Date:	2/4/14
Scenario:	Future With Project		

Movement	No of Lanes	Total Volume	Per Lane Volume	Critical Move
NB Left	1	55	55	55
NB Through	1	202	202	
NB Right	1	161	161	
SB Left	1	47	47	
SB Through	1	241	264	264
SB Right	0	23	--	
EB Left	0	17	17	
EB Through	2	369	235	235
EB Right	0	66	--	
WB Left	1	431	431	431
WB Through	1	382	382	
WB Right	1	78	78	

Total Critical Volume:			985
Split Phase:	N/S ? N	E/W ? N	
Number of Critical Phases:	2	Intersection Capacity	1,500

V/C Ratio	**0.656**
Level of Service	**B**

WEST HOLLYWOOD PARK MASTER PLAN
LEVEL OF SERVICE WORKSHEET
CMA Method

Intersection:	Santa Monica and San Vicente	Analysist:	SRP
Time Period:	AM Peak Hour	Date:	2/4/14
Scenario:	Future With Project		

Movement	No of Lanes	Total Volume	Per Lane Volume	Critical Move
NB Left	1	92	92	92
NB Through	2	531	266	
NB Right	1	108	108	
SB Left	1	69	69	
SB Through	2	480	297	297
SB Right	0	113	--	
EB Left	1	130	130	130
EB Through	2	1,039	520	
EB Right	1	35	35	
WB Left	1	144	144	
WB Through	2	1,847	924	924
WB Right	1	124	124	

Total Critical Volume:				1,442
Split Phase:	N/S ?	N	E/W ?	N
Number of Critical Phases:	3	Intersection Capacity		1,425

V/C Ratio	**1.012**
Level of Service	**F**

WEST HOLLYWOOD PARK MASTER PLAN
LEVEL OF SERVICE WORKSHEET
CMA Method

Intersection:	San Vicente and PDC	Analysist:	SRP
Time Period:	AM Peak Hour	Date:	2/4/14
Scenario:	Future With Project		

Movement	No of Lanes	Total Volume	Per Lane Volume	Critical Move
NB Left	1	2	2	
NB Through	2	704	352	352
NB Right	0	0	--	
SB Left	1	2	2	2
SB Through	2	656	328	
SB Right	0	0	--	
EB Left	0	0	0	
EB Through	1	0	0	0
EB Right	0	0	--	
WB Left	1	7	7	7
WB Through	0	0	0	
WB Right	1	12	12	!

Total Critical Volume:				361
Split Phase:	N/S ?	N	E/W ? N	
Number of Critical Phases:	2	Intersection Capacity		1,500

V/C Ratio	**0.241**
Level of Service	**A**

WEST HOLLYWOOD PARK MASTER PLAN
LEVEL OF SERVICE WORKSHEET
CMA Method

Intersection:	Melrose and San Vicente	Analysist:	SRP
Time Period:	AM Peak Hour	Date:	2/4/14
Scenario:	Future With Project		

Movement	No of Lanes	Total Volume	Per Lane Volume	Critical Move
NB Left	1	90	90	
NB Through	2	554	277	277
NB Right	1	105	105	
SB Left	1	126	126	126
SB Through	2	492	246	
SB Right	1	48	48	
EB Left	1	22	22	22
EB Through	2	511	288	
EB Right	0	64	--	
WB Left	1	150	150	
WB Through	1	756	756	756
WB Right	1	171	171	

Total Critical Volume:				1,181
Split Phase:	N/S ? N		E/W ? N	
Number of Critical Phases:	2	Intersection Capacity		1,500

V/C Ratio	**0.787**
Level of Service	**C**

WEST HOLLYWOOD PARK MASTER PLAN
LEVEL OF SERVICE WORKSHEET
CMA Method

Intersection:	Melrose and La Cienega	Analysist:	SRP
Time Period:	AM Peak Hour	Date:	2/4/14
Scenario:	Future With Project		

Movement	No of Lanes	Total Volume	Per Lane Volume	Critical Move
NB Left	1	71	71	71
NB Through	2	977	489	
NB Right	1	238	238	
SB Left	1	72	72	
SB Through	2	1,252	693	693
SB Right	0	134	--	
EB Left	1	54	54	
EB Through	2	464	232	232
EB Right	1	40	40	
WB Left	1	551	551	551
WB Through	2	942	471	
WB Right	1	54	54	

Total Critical Volume:				1,547
Split Phase:	N/S ?	N	E/W ? N	
Number of Critical Phases:	3	Intersection Capacity		1,425

V/C Ratio	**1.086**
Level of Service	**F**

WEST HOLLYWOOD PARK MASTER PLAN
LEVEL OF SERVICE WORKSHEET
CMA Method

Intersection:	Santa Monica and Robertson	Analysist:	SRP
Time Period:	PM Peak Hour	Date:	2/4/14
Scenario:	Future With Project		

Movement	No of Lanes	Total Volume	Per Lane Volume	Critical Move
NB Left	0	87	87	
NB Through	2	116	219	219
NB Right	0	234	--	
SB Left	1	104	104	104
SB Through	1	115	128	
SB Right	0	13	--	
EB Left	1	50	50	
EB Through	2	1,509	755	755
EB Right	1	31	31	
WB Left	1	135	135	135
WB Through	2	1,340	670	
WB Right	1	41	41	

Total Critical Volume:				1,212
Split Phase:	N/S ?	N	E/W ? N	
Number of Critical Phases:	3	Intersection Capacity		1,425

V/C Ratio	**0.851**
Level of Service	**D**

WEST HOLLYWOOD PARK MASTER PLAN
LEVEL OF SERVICE WORKSHEET
CMA Method

Intersection:	Melrose and Robertson	Analysist:	SRP
Time Period:	PM Peak Hour	Date:	2/4/14
Scenario:	Future With Project		

Movement	No of Lanes	Total Volume	Per Lane Volume	Critical Move
NB Left	1	73	73	
NB Through	1	350	350	350
NB Right	1	267	267	
SB Left	1	76	76	76
SB Through	1	227	245	
SB Right	0	18	--	
EB Left	0	30	30	
EB Through	2	552	373	373
EB Right	0	134	--	
WB Left	1	225	225	225
WB Through	1	298	298	
WB Right	1	107	107	

Total Critical Volume:			1,024
Split Phase:	N/S ? N	E/W ? N	
Number of Critical Phases:	2	Intersection Capacity	1,500

V/C Ratio	**0.683**
Level of Service	**B**

WEST HOLLYWOOD PARK MASTER PLAN
LEVEL OF SERVICE WORKSHEET
CMA Method

Intersection:	Santa Monica and San Vicente	Analysist:	SRP
Time Period:	PM Peak Hour	Date:	2/4/14
Scenario:	Future With Project		

Movement	No of Lanes	Total Volume	Per Lane Volume	Critical Move
NB Left	1	98	98	
NB Through	2	711	356	356
NB Right	1	267	267	
SB Left	1	72	72	72
SB Through	2	487	292	
SB Right	0	97	--	
EB Left	1	144	144	
EB Through	2	1,635	818	818
EB Right	1	60	60	
WB Left	1	181	181	181
WB Through	2	1,382	691	
WB Right	1	95	95	

Total Critical Volume:				1,426
Split Phase:	N/S ?	N	E/W ? N	
Number of Critical Phases:	3	Intersection Capacity		1,425

V/C Ratio	**1.001**
Level of Service	**F**

WEST HOLLYWOOD PARK MASTER PLAN
LEVEL OF SERVICE WORKSHEET
CMA Method

Intersection:	San Vicente and PDC	Analysist:	SRP
Time Period:	PM Peak Hour	Date:	2/4/14
Scenario:	Future With Project		

Movement	No of Lanes	Total Volume	Per Lane Volume	Critical Move
NB Left	1	2	2	
NB Through	2	1,039	520	520
NB Right	0	1	--	
SB Left	1	2	2	2
SB Through	2	689	345	
SB Right	0	0	--	
EB Left	0	0	0	
EB Through	1	0	0	0
EB Right	0	0	--	
WB Left	1	35	35	35
WB Through	0	0	0	
WB Right	1	58	58	!

Total Critical Volume:			557
Split Phase:	N/S ? N	E/W ? N	
Number of Critical Phases:	2	Intersection Capacity	1,500

V/C Ratio	**0.371**
Level of Service	**A**

WEST HOLLYWOOD PARK MASTER PLAN
LEVEL OF SERVICE WORKSHEET
CMA Method

Intersection:	Melrose and San Vicente	Analysist:	SRP
Time Period:	PM Peak Hour	Date:	2/4/14
Scenario:	Future With Project		

Movement	No of Lanes	Total Volume	Per Lane Volume	Critical Move
NB Left	1	104	104	
NB Through	2	741	371	371
NB Right	1	130	130	
SB Left	1	154	154	154
SB Through	2	525	263	
SB Right	1	49	49	
EB Left	1	69	69	
EB Through	2	723	429	429
EB Right	0	134	--	
WB Left	1	145	145	145
WB Through	1	501	501	
WB Right	1	233	233	

Total Critical Volume:			1,098
Split Phase:	N/S ? N	E/W ? N	
Number of Critical Phases:	2	Intersection Capacity	1,500

V/C Ratio	**0.732**
Level of Service	**C**

WEST HOLLYWOOD PARK MASTER PLAN
LEVEL OF SERVICE WORKSHEET
CMA Method

Intersection:	Melrose and La Cienega	Analysist:	SRP
Time Period:	PM Peak Hour	Date:	2/4/14
Scenario:	Future With Project		

Movement	No of Lanes	Total Volume	Per Lane Volume	Critical Move
NB Left	1	72	72	
NB Through	2	1,390	695	695
NB Right	1	354	354	
SB Left	1	64	64	64
SB Through	2	1,128	621	
SB Right	0	114	--	
EB Left	1	114	114	
EB Through	2	1,045	523	523
EB Right	1	58	58	
WB Left	1	234	234	234
WB Through	2	600	300	
WB Right	1	84	84	

Total Critical Volume:			1,516
Split Phase:	N/S ? N	E/W ? N	
Number of Critical Phases:	3	Intersection Capacity	1,425

V/C Ratio	**1.064**
Level of Service	**F**

APPENDIX C: CUMULATIVE PROJECTS TRIP GENERATION

Updated: Sept 2012

	Location	Project Description - Land Use	Intensity	Units	Weekday										Weekend Daily	Weekend Night-Time Peak Hour		
					Daily	AM Peak Hour			Mid-day Peak Hour			PM Peak Hour						
					Total	Total	In	Out	Total	In	Out	Total	In	Out		Total	In	Out
1	612 Croft Ave	Condominiums	11	du	64	5	1	4	5	1	4	6	4	2	62	5	3	2
2	1257 Detroit St	Condominiums	7	du	41	3	1	3	3	1	3	4	2	1	40	3	2	2
3	920 Fairfax Ave	Retail/Office			86	8	1	9	8	1	9	2	7	9	26	5	3	2
4	937 Fairfax Ave	Condominiums	17	du	100	7	1	6	7	1	6	9	6	3	96	8	4	4
5	1240 Fairfax Ave	Condominiums	23	du	135	10	2	8	10	2	8	12	8	4	130	11	6	5
6	1216 Flores St	Condominiums	14	du	82	6	1	5	6	1	5	7	5	2	79	7	4	3
7	1041 Formosa Ave (The Lot)	Office/Media Support			4,450	438	389	49	438	389	49	445	113	332	450	45	11	34
8	8210 Fountain Ave	Condominiums	9	du	53	4	1	3	4	1	3	5	3	2	51	4	2	2
9	1264 Harper Ave	Condominiums	16	du	94	7	1	6	7	1	6	8	5	3	91	8	4	4
10	1345 Havenhurst Dr	Condominiums	16	du	94	7	1	6	7	1	6	8	5	3	91	8	4	4
11	1342 Hayworth Ave	Condominiums	16	du	94	7	1	6	7	1	6	8	5	3	91	8	4	4
12	1211 Horn Ave	Condominiums	16	du	94	7	1	6	7	1	6	8	6	3	91	8	4	3
13	1217 Horn Ave	Condominiums	7	du	41	3	1	3	3	1	3	4	2	1	40	3	2	2
14	1125 Kngs Rd	Condominiums	10	du	59	4	1	4	4	1	4	5	3	2	57	5	3	2
15	1232 Kings Rd	Apartments	25	du	168	13	3	10	14	4	10	16	10	5	160	13	7	6
16	1145 La Brea Ave	Apartments/office			222	60	6	14	21	8	13	24	14	10	204	19	10	9
17	1222 La Brea Ave (Monarch)	Apartments	187	du	1,257	95	19	76	103	30	73	116	75	41	1,195	97	49	48
		Convenience Store	5,664	sf	251	8	5	3	39	19	20	15	7	8	238	28	16	12
		Restaurant	7,089	sf	901	82	43	39	96	48	48	77	39	38	1,123	142	71	71
		Coffee Shop	2,300	sf	292	26	14	12	31	16	15	25	13	12	364	46	23	23
		Bank	4,506	sf	200	5	3	2	39	20	19	42	21	21	18	6	3	3
		Subtotal			2,901	216	84	132	308	133	175	275	155	120	2,938	319	162	157
18	1201 La Brea Ave	Restaurant	4,575	sf	412	4	2	2	34	23	11	25	21	4	432	40	30	20
19	623 La Peer Dr	La Peer Hotel			876	52	28	24	68	36	32	68	36	32	876	68	36	32
20	1223 Larrabee St	Condominiums	8	du	47	4	1	3	4	1	3	4	3	1	45	4	2	2
21	8551 Melrose Ave	Retail	6,500	sf	288	9	5	4	44	21	23	18	8	10	273	33	18	15
22	8564 Melrose Ave	Retail/Commercial	28,474	sf	765	23	14	9	114	55	59	49	22	27	765	-	-	-
23	8583 Melrose Ave	Retail/Commercial	9,545	sf	561	28	16	12	74	38	36	44	22	22	579	58	29	29
24	8612 Melrose Ave	Restaurant	9,998	sf	899	8	4	4	56	35	21	75	50	25	943	108	64	44

25	8650 Melrose Ave	Retail	14,571	sf	646	19	11	8	100	48	52	39	17	22	613	73	41	32
26		Apartments	7	du	47	4	1	3	4	1	3	4	3	1	45	4	2	2
27		Subtotal			693	23	12	11	104	49	55	43	20	23	658	77	43	34
28	8687 Melrose Ave	Office	400,000	sf	4,404	620	546	74	620	310	310	548	93	455	948	-	-	-
29	8711 Melrose Ave	Commercial	21,565	sf	567	17	10	7	80	39	41	17	8	9	567	-	-	-
30	8008 Norton Ave	Condominiums	8	du	47	4	1	3	4	1	3	4	3	1	45	4	2	2
31	500 Orlando Ave	Apartments	4	du	27	2	0	2	2	1	1	2	1	1	26	2	1	1
32	507 Orlando Ave	Apartments	9	du	60	5	1	4	5	1	4	6	4	2	58	5	3	2
33	611 Orlando Ave	Condominiums	5	du	29	2	0	2	2	0	2	3	2	1	28	2	1	1
34	7113 Santa Monica Blvd (Monarch)	Apartments	184	du	1,236	94	19	75	101	29	72	114	74	40	1,176	96	48	48
		Convenience Store	3,300	sf	146	4	2	2	23	11	12	9	4	5	139	17	10	7
		Restaurant	4,800	sf	610	55	29	26	65	33	32	52	26	26	760	96	48	48
		Pharmacy	3,250	sf	287	9	5	4	26	13	13	28	14	14	287	26	13	13
		Bank	2,000	sf	89	2	1	1	17	9	8	19	10	9	8	3	2	1
		Subtotal			2,368	164	56	108	232	95	137	222	128	94	2,370	238	121	117
35	7144 Santa Monica Blvd	Mixed-use Project (Faith Plating)			1,630	96	24	72	152	60	92	140	88	52	1,583	147	81	66
36	7302 Santa Monica Blvd	Mixed-use Project (Movietown)			1,617	163	41	122	75	0	75	249	155	94	678	389	211	178
37	8120 Santa Monica Blvd	Mixed-use Project (Walgreens)			1,018	15	8	7	48	21	27	118	61	57	1,015	87	41	46
38	8350 Santa Monica Blvd	Kings Road Mixed-use			432	18	7	11	58	26	32	29	15	14	432	15	8	7
39	8550 Santa Monica Blvd	Retail/Restaurant			497	20	8	12	68	30	38	34	18	16	474	53	30	13
40	8555 Santa Monica Blvd	Mixed-use Project			2,914	135	56	79	322	153	168	233	131	102	3,019	141	75	66
41	9001 Santa Monica Blvd	Mixed-use Project			829	8	16	-8	58	49	9	47	31	16	829	51	29	22
42	9040,9060,9080, 9098 Santa Monica Blvd	Melrose Triangle			3,578	260	193	67	431	218	212	303	123	180	3,426	262	181	81
43	1040 Spaulding Ave	Condominiums	5	du	29	2	0	2	2	0	2	3	2	1	28	2	1	1
44	944 Stanley Ave	Condominiums	5	du	29	2	0	2	2	0	2	3	2	1	28	2	1	1
45	8240 Sunset Blvd	Condominiums	27	du	158	12	2	10	12	2	10	14	9	5	153	13	7	6
46	8305 Sunset Blvd	Retail/Restaurant			1,137	0	0	0	70	57	13	95	64	31	1,193	137	81	56
47	8418 Sunset Blvd	Sunset Time			2,226	122	67	55	150	82	68	190	114	76	1,471	178	128	50
48	8490 Sunset Blvd	Sunset Millenium			5,496	333	160	173	542	249	293	412	214	198	5,838	545	288	257
49	8497 Sunset Blvd	Mixed-use Project			898	16	8	8	86	50	36	55	39	16	885	101	59	42
50	8873 Sunset Blvd	Retail	9,995	sf	443	13	8	5	68	33	35	27	12	15	420	50	28	22
51	8950 Sunset Blvd	Hotel	196	or	1,748	131	76	55	125	69	56	137	67	70	2,058	171	86	85
		Apartments	4	du	27	2	0	2	2	1	1	2	1	1	26	2	1	1
		Subtotal			2,218	146	84	62	195	103	92	166	80	86	2,504	223	115	108
52	9040 Sunset Blvd	Hotel			2,986	126	71	55	112	63	49	234	126	108	3,462	307	169	138
53	1253 Sweetzer Ave	Condominiums	8	du	47	4	1	3	4	1	3	4	3	1	45	4	2	2
54	8565 West Knoll Dr	Condominiums	6	du	35	3	0	2	3	0	2	3	2	1	34	3	2	1
55	916 Westbourne Dr	Condominiums	8	du	47	4	1	3	4	1	3	4	3	1	45	4	2	2
					56,822	3,803	2,173	1,592	5,534	2,797	2,737	5,015	2,437	2,592	48,925	4,638	2,535	2,102