

Appendix G

Transportation Technical Memorandum

Technical Memorandum

Date: August 9, 2021
To: Karly Kaufman, Rincon Consultants, Inc.
From: Rachel Om and Miguel Núñez, AICP
Subject: Transportation Analysis for 8555 Santa Monica Boulevard Mixed-Use Project

LA19-3140

1. Executive Summary

On September 27, 2013, Governor Jerry Brown signed SB 743 into law, which initiated a process to change transportation impact analyses completed in support of CEQA documentation. SB 743 provides a new performance metric known as vehicle miles traveled (VMT). As a result, the State is shifting from measuring a project's impact to drivers to measuring the impact of driving (VMT) as it relates to achieving State goals of reducing greenhouse gas (GHG) emissions, encouraging infill development, and improving public health through active transportation. To help lead agencies with SB 743 implementation, the Governor's Office of Planning and Research (OPR) produced a *Technical Advisory*¹.

The City of West Hollywood staff used extensive studies and research, including OPR's *Technical Advisory*, to establish an approach that meets the City of West Hollywood's unique and densely built urban environment. This approach was reviewed at the City of West Hollywood Transportation Commission, Planning Commission and City Council meetings. The City of West Hollywood City Council adopted the VMT Guidelines and VMT Thresholds on November 16, 2020.

The first step of a VMT analysis is to determine what type of analysis, if any, is needed. Per OPR guidance, the City of West Hollywood is screening out all development projects, both residential and commercial, from CEQA transportation analysis that are 1) within an area that OPR defines as a high-quality-transit area (HQTA) and 2) do not trigger the five exclusion criteria discussed below.

As a result of the shift at the State and local level to include Vehicle Miles Traveled (VMT) as the primary performance metric in accordance with SB 743, this technical memorandum documents the assumptions, methodologies, and findings of a study conducted by Fehr & Peers to evaluate the potential transportation impacts and effects for the proposed mixed-use development located at

¹ Governor's Office of Planning and Research (OPR), *Technical Advisory on Evaluating Transportation Impacts in CEQA*, 2018.



8555 Santa Monica Boulevard on the northwest corner of Santa Monica Boulevard & West Knoll Drive in West Hollywood, California. This memorandum builds on the analysis presented in the Draft Environmental Impact Report that was circulated in 2019 and heard before the planning commission on March 7, 2019. The study area is shown in **Figure 1**.

The proposed project (Project) consists of six contiguous parcels and proposes to combine the lots into a single development. The Project site occupies approximately one third of the block face along Santa Monica Boulevard and is generally bordered by West Knoll Drive to the east and north, adjacent buildings to the west (Ramada Plaza and Wells Fargo), and Santa Monica Boulevard to the south. The Project involves the construction of a five-story commercial/residential mixed-use development containing 111 multi-family dwelling units; 3,938 square feet (sf) of ground floor restaurant space; 14,488 sf of ground floor retail space; 6,711 sf of creative office space; a 3,643 sf hair salon; and 12 live/work units. Parking is provided in a 346-space structure that will include a three-level parking garage with one subterranean parking level and two partially subterranean parking levels. Commercial uses are proposed on the first floor and partially on the second floor. Residential uses are proposed on the 2nd, 3rd, 4th, and 5th floors.

OPR's Technical Advisory states that certain projects (e.g. residential, retail, office projects, and projects that are a mix of these uses) proposed in a High Quality Transit Area (HQTA), defined as an area within 0.5 mile of an existing major transit stop or an existing stop along a high quality transit corridor, can be presumed to have a less-than-significant impact on VMT. A major transit stop is defined as a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. A high-quality transit corridor is defined as a corridor with fixed route bus service frequency of 15 minutes (or less) during peak commute hour. OPR's guidance is based on the California Code of Regulations Guidelines for Implementation of the California Environmental Quality Act, which state that projects within ½ mile of either an existing major transit stop or a stop along an existing high quality transit corridor should be presumed to cause a less than significant transportation impact .

The Project was evaluated to determine if it is within an area that OPR defines as a high-quality-transit area (HQTA) and does not trigger the five exclusion criteria. Per the Southern California Association of Governments (SCAG) and Los Angeles County Metro, the entire City of West Hollywood is within a HQTA (See **Figure 2** – City of West Hollywood High Quality Transit Corridors). The five exclusion criteria are listed below with Project-specific responses for each criterion.

1. A project with a floor area ratio (FAR) of less than 0.75;
 - a. The Project has a floor area ratio of 2.8, which is greater than 0.75.
2. A project with more than the required number of parking spaces;



- a. The Project is required to provide 359 parking spaces and will provide 346 parking spaces, which is less than the required number of parking spaces.
3. A project that is inconsistent with the applicable Sustainable Communities Strategy;
 - a. With its mix of land uses, the Project is consistent with and supports the Sustainable Communities Strategy that encourages a diverse mix of land uses in urban environments.
4. A project that replaces affordable residential units with fewer moderate- or high-income residential units.
 - a. The Project is not replacing affordable residential units with fewer moderate- or high-income residential units.
5. A project with the potential for significant regional draw.
 - a. The Project would not include uses that would require a skilled and specialized workforce that may draw employees from a greater distance in the region.

The first four criteria for projects are excluded from screening because they are identified in the Technical Advisory and are considered counter to the goals of SB 743 and other important State priorities, such as the production of affordable housing². The fifth exclusion category includes development projects that have potential for significant regional draw. These types of projects may require a skilled and specialized workforce, which could draw employees from greater distances in the region and would not be considered a low VMT generator. Examples of such projects include media production stage and studio projects (The Lot) and the Pacific Design Center. Project size is not an indication that a development project would have a significant regional draw. Projects that have a more typical work force, such as hotels, restaurants/bars, office buildings and event spaces would not be considered to have a significant regional draw³. The Project would not meet any of the exclusion criteria and therefore can be presumed to have a less-than-significant VMT impact. Section 4 also includes a review of potential conflicts with Plans, Programs, Ordinances, or Polices and review of increasing hazards due to a geometric design feature as part of the CEQA review.

In addition to the VMT and CEQA analysis, traffic volume development and residential street segment analysis are included as information-only to be considered outside of the CEQA process. The following seventeen intersections were identified for traffic volume development in consultation with West Hollywood staff.

1. San Vicente Boulevard & Santa Monica Boulevard
2. Horn Avenue/Holloway Drive & Sunset Boulevard

² California Code of Regulations, *Guidelines for Implementation of the California Environmental Quality Act*, Section 15064.3.

³ City of West Hollywood Planning & Development Services Department, *Adoption of Updates to the Local Transportation Guidelines Pursuant to the California Environmental Quality Act for the Purpose of Complying with California Senate Bill 743*, November 16, 2020.



3. Hancock Avenue & Holloway Drive
4. Hancock Avenue & Santa Monica Boulevard
5. Westbourne Drive & Santa Monica Boulevard
6. Westmount Drive & Holloway Drive
7. West Knoll Drive (north) & Santa Monica Boulevard
8. Miller Drive/La Cienega Boulevard & Sunset Boulevard
9. La Cienega Boulevard & Fountain Avenue
10. La Cienega Boulevard & Holloway Drive
11. La Cienega Boulevard & Santa Monica Boulevard
12. La Cienega Boulevard & Sherwood Drive (City of Los Angeles)
13. La Cienega Boulevard & Melrose Avenue
14. Holloway Drive/Croft Avenue & Santa Monica Boulevard
15. Kings Road & Santa Monica Boulevard
16. Westmount Drive & Santa Monica Boulevard
17. West Knoll Drive (south) & Santa Monica Boulevard

All study intersections are located within the City of West Hollywood with the exception of La Cienega Boulevard & Sherwood Avenue, which is fully within the City of Los Angeles's jurisdiction. Traffic volumes were developed for Existing, Future without-Project, and Future with-Project scenarios for the AM and PM peak hours.

Eight street segments were selected for residential street segment analysis:

1. Hancock Avenue between Holloway Drive and West Knoll Drive
2. Hancock Avenue between West Knoll Drive and Santa Monica Boulevard
3. West Knoll Drive between Hancock Avenue and Westbourne Drive
4. Westbourne Drive between West Knoll Drive and Santa Monica Boulevard
5. Westbourne Drive between Rugby Drive and Sherwood Drive
6. Sherwood Drive between Westbourne Drive and Westmount Drive
7. Westmount Drive between Holloway Drive and West Knoll Drive
8. West Knoll Drive between Westmount Drive and Santa Monica Boulevard

The street segment analysis was performed to assess the Project effects along adjacent neighborhood streets under typical weekday conditions. Compared to Future-without Project traffic volumes, the Project is projected to have no increase on traffic volumes on one segment and between 1% and 7.5% on the other seven study segments.

2. Introduction

This technical memorandum documents the assumptions, methodologies, and findings of a study conducted by Fehr & Peers to evaluate the potential transportation impacts and effects for the proposed mixed-use development located at 8555 Santa Monica Boulevard on the northwest



corner of Santa Monica Boulevard & West Knoll Drive in West Hollywood, California. This memorandum builds on the analysis presented in the Draft Environmental Impact Report that was circulated in 2019 and heard before the planning commission on March 7, 2019. The analysis has been updated to reflect the shift at the State and local level to include Vehicle Miles Traveled (VMT) as the primary performance metric in accordance with Senate Bill (SB) 743, the City of West Hollywood's VMT Guidelines, and the California Environmental Quality Act (CEQA) considerations for determining transportation impacts.

2.1 Project Description

The proposed project (Project) consists of six contiguous parcels and proposes to combine the lots into a single development. The Project site occupies approximately one third of the block face along Santa Monica Boulevard and is generally bordered by West Knoll Drive to the east and north, adjacent buildings to the west (Ramada Plaza and Wells Fargo), and Santa Monica Boulevard to the south. Figure 1 illustrates the location of the Project site in relation to the surrounding street system, study intersections and street segments.

The Project involves the construction of a five-story commercial/residential mixed-use development containing 111 multi-family dwelling units; 3,938 square feet (sf) of ground floor restaurant space; 14,488 sf of ground floor retail space; 6,711 sf of creative office space; a 3,643 sf hair salon; and 12 live/work units. Parking is provided in a 346-space structure that will include a three-level parking garage including one subterranean parking level and two partially subterranean parking levels. Commercial uses are proposed on the first floor and partially on the second floor. Residential uses are proposed on the 2nd, 3rd, 4th, and 5th floors.

Access to the Project site would be provided by one driveway on Santa Monica Boulevard and one driveway on West Knoll Drive. The Santa Monica Boulevard driveway will serve as the sole commercial entrance and would allow right and left-turns into the Project site and right-turns only out of the Project site. The driveway on West Knoll Drive would provide exclusive residential access and would allow left- and right-turn ingress and egress. Residential access would also be provided from the Santa Monica Boulevard driveway.

The demolition of existing land uses is required with the proposed project. Existing land uses include:

- Four single-family units
- 2,475 sf of high-turnover restaurant
- 10,426 sf of specialty retail
- 4,058 square feet of health club
- 4,211 sf of office



- 6,218 sf of hair salon
- 2 surface parking lots

Figure 3 illustrates the ground level site plan of the Project.

2.2 Site Access & Circulation

Site Access

Parking for the Project would be provided on one subterranean level, the ground floor level, and a mezzanine level. The ground and subterranean levels would serve retail and residential uses, while the mezzanine level would accommodate residential parking only. As shown in **Attachment A**, the driveway on Santa Monica Boulevard will provide commercial and residential site access while the driveway on West Knoll Drive will provide residential site access only. The driveways would serve both inbound and outbound traffic. The Santa Monica Boulevard driveway will allow right and left-turns in and only right-turns out. The West Knoll Drive driveway will allow left and right-turns for ingress and egress from the Project site, providing access to residential parking on the mezzanine level only.

Site Circulation

Driveways

WHMC Section 19.28.130 indicates that residential driveways may be a maximum width of 24 feet. The Santa Monica Boulevard driveway is shown as 22 feet wide. The driveway on West Knoll Drive is shown to be 20 feet wide.

Drive Aisles and Access Ramps

Inside the parking structure, the drive aisle widths vary from 24 to 28 feet, with two-way operation; the ramps providing access between the parking levels are 26 feet wide. **Attachment A** shows parking level floor plans.

In relation to circulation on an individual parking level, the drive aisle widths meet the minimum recommended width for two-way operation. In relation to circulation between parking levels, the ramps meet the recommended width for two-way operation of a ramp between floors.

Most of the proposed parking spaces are 8½ or 9 feet wide, with some at 8 feet wide, by 18 feet in length (most spaces appear to meet the minimum length of 18 feet for standard spaces), compliant with WHMC 19.28.090. There are a number of parking spaces labeled as “modified full” parking spaces that appear to be sixteen feet and two inches in length, which does not meet the code’s minimum parking space length. Forty-one of the proposed parking spaces are compact parking spaces, which can have a reduced minimum length of fifteen feet. To discourage traffic from passing too closely to the parked cars and support columns, yellow pavement markings out from the



columns should delineate parking from the travel lanes. The placement of support columns in the parking structure is such that they would allow for the visibility and maneuverability around turns and the accessibility into and out of parking spaces. City staff should closely review and consider these issues during the plan check review process.

Ramp and Parking Area Slopes

Section 19.28.110 of the WHMC requires ramps with greater than a 10% grade to have a transition at the top and bottom of the ramp. The Project ramps are designed to have a 20% grade with 8-foot, 10% grade transition at the top only. The ramp design meets design guidelines.

According to the code, the parking area slopes shall not exceed 5%. Design plans for all parking levels do not include proposed slopes. City staff should closely review and consider these issues during the plan check review process.

Loading Docks/Areas

The loading area, serving all uses on the Project site, would be accessed from Santa Monica Boulevard. Trucks would enter the Santa Monica Boulevard driveway and then reverse into the loading following a motion shown in **Attachment A**.

Based on the current design, the loading driveway turning radius and layout may require minor modifications to accommodate a delivery truck. A test was performed that determined a 30-foot single unit truck found in *A Policy on Geometric Design of Highways and Streets* (AASHTO 2004) was able to enter and exit the garage after traveling very closely to the raised median and walls; requiring inbound and outbound trucks to make wide turns for ingress and egress that may require partially crossing over into the adjacent lane of traffic for some portion of their turn in and out of the Santa Monica Boulevard driveway. The truck can enter and exit; however, the loading dock location may not be accessible to the 30-foot truck and they would need to load near the compactor area. Drawings showing the truck entering and exiting the site are provided in **Attachment A**. City staff should closely review and consider these issues during the plan check review process.

Bicycle Parking Access

Residential and employee bicycle parking is provided on the subterranean parking and mezzanine levels. As presented in **Table 1**, the guidelines established in section 19.28.150 of the WHMC require the Project to provide a total of eleven commercial bicycle parking spaces. The Project provides nine bicycle parking spaces on the mezzanine level and 113 bicycle parking spaces on the ground level. Commercial parking spaces are required to be conveniently located and generally within proximity to the main entrance of the structure. The site plan shows the subterranean and mezzanine bicycle parking spaces are located immediately adjacent to vehicle parking spaces and are separated from other areas as required by WHMC 19.28.150.



A total of 113 residential bicycle parking spaces are provided on the subterranean parking level and 9 residential bicycle parking spaces are provided on the mezzanine parking level, meeting the supply required by WHMC 19.28.150.

2.3 Parking

The parking system was analyzed by comparing the available supply to the applicable code requirements specified by the City of West Hollywood. Issues relating to the Project's proposed site access and internal circulation design were also evaluated using standard guides for the types of vehicles expected to use these facilities.

The proposed mixed-use development contains 111 multi-family dwelling units; 3,938 sf of ground floor restaurant space; 14,488 sf of ground floor retail space; 6,711 sf of creative office space; 12 live/work units; and a 3,643 sf hair salon.

Parking Code Analysis

Section 19.28.040 of the City of West Hollywood Municipal Code (WHMC) provides the minimum off-street parking requirements of new developments. The WHMC indicated the following requirements:

Land Use	Off-Street Vehicle Parking Requirements
Residential studio	1 space per dwelling unit
Residential one bedroom	1 space per dwelling unit
Residential two bedrooms	2 spaces per dwelling unit
Live/work	3.5 space per 1,000 sf
Restaurant space	9 spaces per 1,000 sf
Office space	3.5 spaces per 1,000 sf for the first 25,000 sf
General retail stores	3.5 spaces per 1,000 sf
Personal Services	5 spaces per 1,000 sf

Section 19.22.050 of the WHMC establishes a parking requirement of one space per dwelling unit for residential one-bedroom apartments and two spaces per dwelling unit for residential two-bedroom and three-bedroom apartments.

As shown in **Table 2**, the total parking requirement for the project would be 356 spaces including 229 spaces for residents and 127 spaces for commercial uses.

The site plans indicate that 346 spaces would be provided for the Project. This supply would provide less parking than the City requirement of 356 spaces.



Bicycle Parking Code Analysis

Section 19.28.150 of the WHMC provides the minimum bicycle parking requirements of new developments. The WHMC indicated the following requirements:

Land Use	Bicycle Parking Requirements
Residential	1 space per 4 dwelling units
Non-Residential	1 employee space per 7,500 sf
Non-Residential	1 visitor space per 10,000 sf

As shown in **Table 1**, the total bicycle parking requirement for the Project would be 39 spaces, including 28 spaces for residential use and 11 spaces for commercial use.

Section 19.28.150 of the WHMC requires two shower facilities for non-residential spaces between 25,000 and 124,999 sf and one clothes locker per employee bicycle parking space required. The non-residential portion of the project would require six clothing lockers to be made available.

The site plans indicate that 133 bicycle parking spaces would be provided for the Project across all three levels of the parking garage. This supply meets City requirements for the number of bicycle parking spaces. The Project plans do not clearly identify designated areas that will provide the minimum requirements of two shower spaces and six clothing lockers; staff should work with the applicant to confirm that the provision of required facilities and applicable ADA access requirements are met.

2.4 Project Location

A comprehensive data collection effort was undertaken to develop a detailed description of existing conditions in the study area. The assessment of conditions relevant to this study included an inventory of the existing street system, transit service, bike facilities, and pedestrian facilities.

Existing Street System

The study area, including the study intersections and street segments detailed in Section 2.2, was determined in consultation with City of West Hollywood staff. The study area for this analysis is generally bordered by Sunset Boulevard to the north, Kings Road to the east, Melrose Avenue to the south, and San Vicente Boulevard to the west. Primary regional access to the study area is provided by Santa Monica Boulevard, which runs east-west through the study area and the Hollywood Freeway (US 101), which generally runs northwest-southeast approximately two miles northeast of the project site. Access to the US 101 is provided at the Highland Avenue interchange.

For surface streets, north-south regional project access is provided by San Vicente Boulevard and La Cienega Boulevard, and east-west regional access is provided by Sunset Boulevard and Santa



Monica Boulevard. Localized access is provided by Fountain Avenue, Holloway Drive, Westbourne Drive, and West Knoll Drive.

The following is a brief description of the streets that serve the Project site:

- San Vicente Boulevard – San Vicente Boulevard is a north-south arterial south of Santa Monica Boulevard and a collector between Santa Monica Boulevard and Sunset Boulevard west of the Project site. It provides two lanes in each direction during the peak hours, along with turning lanes at major intersections. Parking is generally allowed on both sides of the street north of Santa Monica Boulevard. The posted speed limit is 35 miles per hour (mph).
- La Cienega Boulevard – La Cienega Boulevard is a north-south arterial south of Santa Monica Boulevard and a collector between Santa Monica Boulevard and Sunset Boulevard east of the Project site. It provides four travel lanes with two lanes in each direction. La Cienega also provides regional access with a connection to the I-10 ramps, south of the study area. Parking is generally allowed on both sides of the street in the project vicinity. The posted speed limit is 30 mph.
- Santa Monica Boulevard – Santa Monica Boulevard is an east-west arterial. In the Project area, it provides four travel lanes with two lanes in each direction. Parking is available but limited in the study area. The posted speed limit is 35 mph.
- Sunset Boulevard – Sunset Boulevard is an east-west arterial that provides four travel lanes during the peak periods, with two lanes in each direction. Parking is prohibited during the AM and PM peak periods and limited between the peak periods. The posted speed limit is 35 mph.
- Fountain Avenue – Fountain Avenue is an east-west collector. Four travel lanes are provided East of La Cienega Boulevard during the PM peak period in the study area. Parking is generally allowed in the study area between 7:00 AM and 4:00 PM without a permit. The posted speed limit is 35 mph.
- Holloway Drive – Holloway Drive is an east-west collector street north of the Project site. Two travel lanes are provided with one lane in each direction; parking is available on the street. The speed limit is 30 mph.
- Hancock Avenue – Hancock Avenue is a north-south local street to the north of the Project site. The speed limit is 25 mph. Two travel lanes are provided on the undivided roadway; parking is available on the street for permit holders only. The speed limit is 25 mph.
- Sherwood Drive – Sherwood Drive is an east-west local street to the south of the Project site. Two travel lanes are provided on the undivided roadway; parking is available on the street for permit holders only, except for a small portion of the street adjacent to La Cienega Boulevard, which allows for two-hour parking during the daytime and evening period. The speed limit is 25 mph.
- Westmount Drive – Westmount Drive is a north-south local street to the west of the Project site. Two travel lanes are provided on this undivided roadway; parking is available on the



street for permit holders only. The posted speed limit is 20 mph. Of note, this street has two sections, which are blocked off from each other to prevent through traffic. The first segment starts at Santa Monica Boulevard, where it continues north for approximately 225 feet. The second segment immediately picks up on the other side of a set of bollards and continues through a roundabout intersection with West Knoll Drive and lets out to Holloway Drive.

- Westbourne Drive – Westbourne Drive is a north-south local street to the west of the Project site. Two travel lanes are provided on the undivided roadway; parking is available on the street. The speed limit is 25 mph.
- West Knoll Drive – West Knoll Drive is a north-south local street to the east of the Project site. Two travel lanes are provided on the undivided roadway; parking is available on the street. The speed limit is 25 mph, except in the vicinity of the roundabout intersection with Westmount Drive, where it is 20 mph.

Existing Transit Service

The Los Angeles County Metropolitan Transportation Authority (Metro) and City of West Hollywood CityLine system provide existing public transit service in the vicinity of the Project. A number of bus routes serve the surrounding area, including municipal bus lines, Metro local service to and from downtown Los Angeles, east-west local services to other areas, north-south local service to other areas, limited service in the peak hours, and Metro Rapid service. The transit lines serving the study area are described below.

Metro Bus Lines

- Metro Line 2 – Line 2 is a local service that runs along Sunset Boulevard between downtown Los Angeles and Pacific Palisades. In the AM peak hour, the line operates with average fifteen-minute headways in the eastbound direction and average thirteen-minute headways in the westbound direction. In the PM peak hour, the line operates with average fifteen-minute headways in the eastbound direction and average fourteen-minute headways in the westbound direction.
- Metro Lines 4 and 704 – Line 4 is a local east-west line that travels from Santa Monica to downtown Los Angeles. Line 704 is a Metro Rapid line that provides limited-stop service along the same route. Line 4 and Line 704 provide service to Echo Park, Silver Lake, Hollywood, West Hollywood, Beverly Hills, Century City, Westwood and Santa Monica. Lines 4 and 704 both travel along Santa Monica Boulevard in the study area. In the AM peak hour, Line 4 operates with average fourteen-minute headways in the eastbound and westbound direction. Line 704 operates with average 22-minute headways in the eastbound direction and average nineteen-minute headways in the westbound direction. In the PM peak hour, Line 4 operates with average fourteen-minute headways in the eastbound direction and average thirteen-minute headways in the westbound direction. Line 704 operates with average fourteen-minute headway in the eastbound direction and average 21-minute headways in the westbound direction.



- Metro Line 10 – Line 10 is a local east-west line that travels from West Los Angeles to Downtown Los Angeles via Temple Street and Melrose Avenue. Line 10 travels along Melrose Avenue in the study area. In the AM peak hour, the line operates with average 23-minute headways in the eastbound direction and average 25-minute headways in the westbound direction. In the PM peak hour, the line operates at average 27-minute headways in the eastbound and average 24-minute headways westbound directions.
- Metro Line 30 – Line 30 is a local east-west line that travels from West Hollywood to east Los Angeles. Line 30 provides service to Mid-city, downtown Los Angeles, Boyle Heights, and east Los Angeles. Line 30 travels along San Vicente Boulevard in the study area. In the AM peak hour, Metro Line 30 operates at average 30-minute headways in the eastbound direction and average 28-minute headways in the westbound direction. In the PM peak hour, Line 30 operates at average 32-minute headways in the eastbound direction and average 28-minute headways in the westbound direction.
- Metro Line 105 – Line 105 is a local southeast-northwest line that travels from West Hollywood to Vernon. Line 105 provides service to West Hollywood, Beverly Hills, Baldwin Hills, Leimert Park, Exposition Park, and Vernon. Line 105 travels along La Cienega Boulevard in the study area. In the AM peak hour, Metro Line 105 operates at average nine-minute headways in the southbound/eastbound direction and average ten-minute headways in the westbound/northbound direction. In the PM peak hour, the line operates at average twelve-minute headways in the southbound/eastbound direction and ten-minute headways in the westbound/northbound direction.

West Hollywood CityLine

- Blue Route – The West Hollywood CityLine Blue Route provides local circulation service to the City of West Hollywood, traveling westbound and linking the east and west communities while primarily traveling on Santa Monica Boulevard. Near the Project site, the Blue Route stops include Santa Monica Boulevard & La Cienega Boulevard, Santa Monica Boulevard & West Knoll Drive, and Santa Monica Boulevard & Hancock Avenue. The Blue Route operates at average 30-minute headways during the day.
- Orange Route – The West Hollywood CityLine Orange Route provides local circulation service to the City of West Hollywood, traveling eastbound along the same path as the Cityline Blue Route. Near the Project site, the Orange Route stops include Santa Monica Boulevard & Westbourne Drive and Santa Monica Boulevard & La Cienega Boulevard. The Orange Route operates at average 30-minute headways during the day.
- Commuter Route – The West Hollywood CityLine Commuter Route provides service between the City of West Hollywood and the Hollywood & Highland Metro Red Line Station. Near the Project site, the Commuter Route stops include Santa Monica Boulevard & San Vicente Boulevard, Santa Monica Boulevard & Westbourne Drive, and Santa Monica Boulevard & La Cienega Boulevard. In the AM and PM peak periods, the Commuter Route operates at up 15-minute headways in the eastbound and westbound directions.



Existing Bicycle and Pedestrian Facilities

Bicycle Facilities

The existing bicycle network in the study area consists of Class II facilities (designated bicycle lane noted by striping and signage) on San Vicente Boulevard between Santa Monica Boulevard and Beverly Boulevard and on Santa Monica Boulevard between North Almont Drive and North Flores Street.

Pedestrian Facilities

The pedestrian network in the study area consists of crosswalks, pedestrian crossings, and sidewalks. Sidewalks are available on all streets bordering the Project site and all study intersections have a crosswalk on at least one approach, with the exception of La Cienega Boulevard & Sherwood Drive. Additionally, several of the stop-controlled intersections and mid-block locations in the study area have marked pedestrian crossings with high visibility signage and/or crosswalk markings.

3. City Guidelines

The City of West Hollywood City Council adopted VMT Guidelines, which include VMT Thresholds, in November 2020 to measure transportation impacts of proposed projects under CEQA. The VMT Guidelines supersede and replace the existing transportation thresholds for the City of West Hollywood that were adopted in 2009. The VMT Guidelines are separated into VMT Screening (CEQA) and supplemental analysis sections, which are described below.

3.1 CEQA Analysis

Vehicle Miles Traveled Screening

On September 27, 2013, Governor Jerry Brown signed SB 743 into law, which initiated a process to change transportation impact analyses completed in support of CEQA documentation. SB 743 provides a new performance metric which is vehicle miles traveled (VMT). As a result, the State is shifting from measuring a project's impact to drivers to measuring the impact of driving (VMT) as it relates to achieving State goals of reducing greenhouse gas (GHG) emissions, encouraging infill development, and improving public health through active transportation. To help lead agencies with SB 743 implementation, the Governor's Office of Planning and Research (OPR) produced a *Technical Advisory*⁴.

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⁴ Governor's Office of Planning and Research (OPR), *Technical Advisory on Evaluating Transportation Impacts in CEQA*, 2018.



Commission, Planning Commission and City Council meetings. The City of West Hollywood City Council adopted the VMT thresholds on November 16, 2020 and developed the West Hollywood Transportation Impact Study Guidelines that were released in April 2021.

The first step of a VMT analysis is to determine what type of analysis, if any, is needed. Per OPR guidance, the City of West Hollywood is screening out all development projects, both residential and commercial, from CEQA transportation analysis that are 1) within an area that OPR defines as a high-quality-transit area (HQTA) and 2) do not trigger five exclusion criteria, which are detailed below.

High Quality Transit Area

OPR's *Technical Advisory* states that certain projects (e.g. residential, retail, office projects, and projects that are a mix of these uses) proposed in a High Quality Transit Area (HQTA), defined as an area within ½ mile of an existing major transit stop or an existing stop along a high quality transit corridor, can be presumed to have a less-than-significant impact on VMT. A major transit stop is defined as a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. A high-quality transit corridor is defined as a corridor with fixed route bus service frequency of 15 minutes (or less) during peak commute hour⁵. OPR's guidance is based on the California Code of Regulations *Guidelines for Implementation of the California Environmental Quality Act*, which state that projects within ½ mile of either an existing major transit stop or a stop along an existing high quality transit corridor should be presumed to cause a less than significant transportation impact⁶. Per the Southern California Association of Governments (SCAG) and Los Angeles County Metro, the entire City of West Hollywood is within a HQTA. The HQTAs in the City of West Hollywood are shown in Figure 2.

Exclusion Criteria

The presumption that a project in a HQTA will have a less-than-significant impact on VMT would not apply, however, if project-specific or location-specific information indicates that the project will still generate significant levels of VMT. Therefore, based on OPR guidance, the City of West Hollywood has identified the following exclusion criteria that would prevent a project from screening out from the required VMT analysis:

1. A project with a floor area rate (FAR) of less than 0.75;
2. A project with more than the required number of parking spaces;
3. A project that is inconsistent with the applicable Sustainable Communities Strategy;

⁵ OPR, *Technical Advisory*, 13-14.

⁶ California Code of Regulations, *Guidelines for Implementation of the California Environmental Quality Act*, Section 15064.3.



4. A project that replaces affordable residential units with fewer, moderate- or high-income residential units.
5. A project with the potential for significant regional draw.

The first four types of projects are excluded from screening because they are identified in the *Technical Advisory* and are considered counter to the goals of SB 743 and other important State priorities, such as the production of affordable housing³. The fifth exclusion category includes development projects that have potential for significant regional draw. These types of projects may require a skilled and specialized workforce, which could draw employees from greater distances in the region and would not be considered a low VMT generator. Examples of such projects include media production stage and studio projects (The Lot) and the Pacific Design Center. Project size is not an indication that a development project would have a significant regional draw. Projects that have a more typical work force, such as hotels, restaurants/bars, office buildings and event spaces would not be considered to have a significant regional draw⁷.

Projects excluded from screening will need to conduct a VMT analysis. Per OPR guidance, the City of West Hollywood adopted a Local Threshold of Significance of 15% reduction below local average for all projects that are excluded from screening. Therefore, the level of project-generated VMT would be compared to the local average, based on the City's Travel Demand Model. If the number is not at least 15% below the local average VMT, the project would have a significant impact on transportation. The VMT Screening results for the proposed Project are documented in Section 4.1.

Site Plan, Access, & Circulation Review

The City of West Hollywood requires site plan review and analysis for informational purposes and to contribute to the CEQA determination related to consistency with Programs, Plans, Ordinances, and Policies and identification of project-related geometric hazards. The site plan review and analysis considers a project within the four corners of the project site, intersections that provide immediate access, and includes a discussion of the following components:

- Consistency with Programs, Plans, Ordinances, and Policies identified in the City of West Hollywood's General Plan Circulation Element, Pedestrian and Bicycle Master Plan, and Climate Action Plan and other local/regional documents such as the Southern California Association of Government Regional Transportation Plan/Sustainable Communities Strategies (SCAG RTP/SCS).
- Identification of on-site geometric hazards (i.e. sharp curves; conflict zones between pedestrians, bicyclists, and vehicles; sight-line issues; driveway queuing that creates hazards onsite).

⁷ City of West Hollywood Planning & Development Services Department, *Adoption of Updates to the Local Transportation Guidelines Pursuant to the California Environmental Quality Act for the Purpose of Complying with California Senate Bill 743*, November 16, 2020.



The site plan review and analysis are documented in Section 4.2.

3.2 Non-CEQA Informational Analysis

To provide a full range of information for the public and decision makers, the City of West Hollywood requires a Supplemental Report, which may include the following sections based on discussion with City staff:

- Residential street analysis
- Traffic operations and safety analysis
- Parking and on-site circulation

The Supplemental Report is information-only and considered in the evaluation of proposed projects outside of the CEQA process. Based on discussions with City staff, the Project Supplemental Report includes the development of traffic volumes and analysis of residential streets. Although the traffic volumes are for information only in this transportation assessment, the traffic volumes are relevant to other CEQA issue areas for the Project.

The development of traffic volumes scenarios include:

- Existing AM and PM peak hours
- Future without-Project AM and PM peak hours
- Future with-Project AM and PM peak hours

The traffic volume development is documented in sections 5 and 6.

The residential street analysis is intended to identify the effects of a commercial project on residential street segments. The analysis compares “before and after” conditions:

- The “before” scenario should consider all existing average daily traffic (ADT) before project implementation.
- The “after” scenario should consider existing ADT plus any new commercial trips related to the project.

If City staff determine that a neighborhood traffic management plan is necessary, a project may be required to include elements that address any adverse effects of commercial traffic on residential streets, such as:

- Traffic speed and volume management elements (e.g., curb extensions, speed bumps, speed tables, chicanes, medians, diverters, turn restrictions).



- Site plan adjustments (e.g., driveway locations, loading zones, access points for pick-up/drop-off).

Since the residential street analyses is for information-only purposes, the analysis results will not be considered for CEQA impact and will not be evaluated under any designated thresholds. The residential street analysis results are documented in section 7.

3.3 Study Scope

The scope of work for this study was developed in accordance with the City of West Hollywood VMT Guidelines and in conjunction with City of West Hollywood staff. The base assumptions and technical methodologies and geographic coverage were identified with City staff as part of the study approach. The study, which analyzes potential Project-generated VMT and traffic effects on the adjacent street system, anticipates that the Project would be completed by 2023. The analysis of future year traffic forecasts was based on projected conditions in 2023 both with and without the addition of Project traffic. The following traffic scenarios were developed and analyzed as part of this study:

- Existing (2019) Conditions – The existing traffic conditions are intended to provide a basis for the remainder of the study. The existing conditions include a description of the street system serving the site (presented in Section 2.4) and current traffic volumes at these locations.
- Cumulative Base (2023) Conditions – Future traffic conditions without the proposed Project were developed for the year 2023. The objective of this analysis is to project future traffic growth that could be expected to result from regional growth and related projects in the vicinity of the Project site by the year 2023.
- Cumulative (2023) plus Project Conditions – This traffic scenario provides projected traffic volumes under future conditions with the addition of Project-generated traffic.

Seventeen intersections were identified for volume development in consultation with West Hollywood staff. All study intersections are located within the City of West Hollywood with the exception of La Cienega Boulevard & Sherwood Avenue, which is fully within the City of Los Angeles's jurisdiction.

1. San Vicente Boulevard & Santa Monica Boulevard
2. Horn Avenue/Holloway Drive & Sunset Boulevard
3. Hancock Avenue & Holloway Drive
4. Hancock Avenue & Santa Monica Boulevard
5. Westbourne Drive & Santa Monica Boulevard
6. Westmount Drive & Holloway Drive
7. West Knoll Drive (north) & Santa Monica Boulevard
8. Miller Drive/La Cienega Boulevard & Sunset Boulevard



9. La Cienega Boulevard & Fountain Avenue
10. La Cienega Boulevard & Holloway Drive
11. La Cienega Boulevard & Santa Monica Boulevard
12. La Cienega Boulevard & Sherwood Drive (City of Los Angeles)
13. La Cienega Boulevard & Melrose Avenue
14. Holloway Drive/Croft Avenue & Santa Monica Boulevard
15. Kings Road & Santa Monica Boulevard
16. Westmount Drive & Santa Monica Boulevard
17. West Knoll Drive (south) & Santa Monica Boulevard

Of the 17 study intersections, 11 operate under traffic signal control while the seven remaining intersections of Hancock Avenue & Holloway Drive, Hancock Avenue & Santa Monica Boulevard, Westmount Drive & Holloway Drive, West Knoll Drive & Santa Monica Boulevard, La Cienega Boulevard & Sherwood Drive, and West Knoll Drive (Driveway) & Santa Monica Boulevard are stop-controlled.

Eight street segments were also selected for residential street analysis:

1. Hancock Avenue between Holloway Drive and West Knoll Drive
2. Hancock Avenue between West Knoll Drive and Santa Monica Boulevard
3. West Knoll Drive between Hancock Avenue and Westbourne Drive
4. Westbourne Drive between West Knoll Drive and Santa Monica Boulevard
5. Westbourne Drive between Rugby Drive and Sherwood Drive
6. Sherwood Drive between Westbourne Drive and Westmount Drive
7. Westmount Drive between Holloway Drive and West Knoll Drive
8. West Knoll Drive between Westmount Drive and Santa Monica Boulevard

The intersection lane configurations are provided in **Attachment B**.

4. CEQA Analysis

4.1 Vehicle Miles Traveled Analysis

The Project was analyzed under the VMT screening criteria outlined in Section 3.1. Since the entire City of West Hollywood is within a HQT, as shown in Figure 2, the Project was evaluated across the five exclusion criteria to determine if a VMT analysis is needed. The exclusion criteria are listed below with Project-specific responses for each criterion.

1. A project with a floor area rate (FAR) of less than 0.75;
 - a. The Project has a floor area ratio of 2.8, which is greater than 0.75.
2. A project with more than the required number of parking spaces;



- a. The Project is required to provide 359 parking spaces and will provide 346 parking spaces, which is less than the required number of parking spaces.
3. A project that is inconsistent with the applicable Sustainable Communities Strategy;
 - a. With its mix of land uses, the Project is consistent with and supports the Sustainable Communities Strategy that encourages a diverse mix of land uses in urban environments.
4. A project that replaces affordable residential units with fewer moderate- or high-income residential units.
 - a. The Project is not replacing affordable residential units with fewer moderate- or high-income residential units.
5. A project with the potential for significant regional draw.
 - a. The Project would not include uses that would require a skilled and specialized workforce that may draw employees from a greater distance in the region.

The Project would not meet any of the exclusion criteria and therefore can be presumed to have a less-than-significant VMT impact.

4.2 Site Plan, Access, and Circulation Review

As described in Section 2.1, the Project occupies approximately one third of the block face along Santa Monica Boulevard and is generally bordered by West Knoll Drive to the east and north, adjacent buildings to the west, and Santa Monica Boulevard to the south. The Project involves the construction of a five-story commercial/residential mixed-use development with a three-level parking garage that will replace single-family housing, commercial uses, office, and surface parking lots. Commercial uses are proposed on the first floor and partially on the second floor. Residential uses are proposed on the 2nd, 3rd, 4th, and 5th floors. The Project proposes one driveway on Santa Monica Boulevard for commercial and residential access and one driveway on West Knoll Drive for residential access. The Project site is accessible by people driving, walking, biking, and taking transit.

Site Plan Review for Consistency with Programs, Plans, Ordinances, and Policies

The City of West Hollywood's General Plan Mobility Element, Pedestrian and Bicycle Master Plan, Climate Action Plan and the SCAG RTP/SCS were reviewed to determine if the Project is consistent with relevant programs, plans, ordinances, and policies.

The Project's proposed mix of uses, location, and design support multimodal transportation and would be consistent with goals and policies that support active transportation, sustainability, and livability found in the City's Mobility Element, Pedestrian and Bicycle Master Plan, Climate Action Plan, and SCAG RTP/SCS. By locating commercial uses on the first floor and partially on the second floor, the Project supports the Mobility Element goal to maintain and enhance a pedestrian-



oriented city by activating the Project frontage along the sidewalk. By providing more bicycle parking spaces than required by City code, the Project supports the West Hollywood Pedestrian & Bicycle Mobility Plan goal to support multi-modal transportation options and improve the end-of-trip experience for bicyclists. The Project also supports the City's Climate Action Plan goal to increase pedestrian mode share and to establish mixed-used, pedestrian, and transit-oriented development along commercial corridors and in Transit Overlay Zones as it proposes a mix of uses, with commercial uses on the ground floor, and is located in a Transit Overlay Zone along Santa Monica Boulevard. The Project's mix of uses and location in a Transit Overlay Zone and High Quality Transit Area supports the SCAG RTP/SCS core vision to expand mobility choices by locating housing, jobs, and transit closer together. The project's design of the parking area, including parking spaces and aisle widths, complies with the City of West Hollywood Municipal Code.

Site Plan Evaluation of Potential On-Site Geometric Design Hazards

The Project's internal circulation and access points for vehicles, pedestrians, and bicyclists were reviewed to determine if there are potential on-site geometric design hazards.

As described in Section 2.2, the Project proposes one driveway on Santa Monica Boulevard for commercial and residential access and one driveway on West Knoll Drive for residential access. The driveway on Santa Monica Boulevard would intersect at a right angle and would have adequate sight distance for drivers to see pedestrians and oncoming traffic. This driveway will be designed consistent with City standards. The driveway is designed to include access gates that are located approximately 60 feet into the property. This would allow for two to three vehicles to queue in the driveway without encroaching into the street or travel lanes, should the storage space be required. The estimated inbound trip generation is estimated at 28 vehicles in the AM peak hour and 38 vehicles in the PM peak hour. Since some of these trips are residential trips that would utilize the West Knoll driveway. With peak inbound trip generation estimated to be up to 38 vehicles, vehicles would be arriving every minute and a half, on average, which is not expected to result in any additional queuing on streets in the City of West Hollywood.

The driveway on West Knoll Drive is located at a slight angle since the street is curved. As shown in **Attachment A**, the driveway on West Knoll Drive has a 30-foot apron and sidewalk that will be maintained clear of sight obstructions to help drivers see pedestrians and oncoming traffic. The driveway will be constructed to the City of West Hollywood's design standards and limited to residential access. This driveway is not anticipated to pose a geometric design hazard as driveway activity would be limited to residential access and drivers would have adequate sight distance.

Pedestrian entrances are separated from vehicular driveways as pedestrians would primarily access the Project site from Santa Monica Boulevard either from the sidewalk or through an entry plaza. The existing sidewalk on Santa Monica Boulevard is approximately 15 feet wide and would limit conflicts between pedestrians and vehicles as pedestrians would have sufficient space to see vehicles entering and exiting the Project site at the driveway along Santa Monica Boulevard.



Residents, visitors, patrons, and employees arriving to the Project site by bicycle would have the same access opportunities as pedestrians. Residential and employee bicycle parking is provided on the subterranean and mezzanine parking levels. The bicycle parking spaces are located immediately adjacent to vehicle parking spaces and are separated from other parking areas as required by WHMC 19.28.150. Based on the site access design and analysis of the pedestrian, vehicle, and bicycle entrances, the project is not anticipated to introduce a geometric design hazard.

Access and Circulation Review for Consistency with Programs, Plans, Ordinances, and Policies

The existing bicycle network in the study area consists of Class II facilities (designated bicycle lane noted by striping and signage) on San Vicente Boulevard between Santa Monica Boulevard and Beverly Boulevard and on Santa Monica Boulevard between North Almont Drive and North Flores Street. The pedestrian network in the study area consists of crosswalks, pedestrian crossings, and sidewalks. Sidewalks are available on all streets bordering the Project site. LA Metro and West Hollywood CityLine provide transit service with stops on Santa Monica Boulevard and La Cienega Boulevard. The existing bicycle network, pedestrian facilities, and transit service in the vicinity of the Project site support the City's Mobility Element, Pedestrian & Bicycle Mobility Plan, and Climate Action Plan goals to support multi-modal transportation. By providing a mix of uses, the Project supports the Mobility Element's goals to create a comprehensive bicycle network throughout the City, maintain and enhance a pedestrian-oriented City, and create an environmentally sustainable transportation network by creating additional destinations that encourage people to walk, bike, and take transit. The Project's location near the existing bicycle network, pedestrian facilities, and transit service also support the core vision of the SCAG RTP/SCS to foster Complete Streets and development of transit-oriented-communities.

Access and Circulation Evaluation of Potential Geometric Design Hazards

As described in this section, the driveways on Santa Monica Boulevard and West Knoll Drive would not pose any geometric design hazards. In the immediate vicinity of the Project site, West Knoll Drive and Westmount Drive intersect Santa Monica Boulevard at right angles and would not pose any geometric design hazards. Since West Knoll Drive is a residential street with relatively low speed limit and traffic volumes, West Knoll Drive is not anticipated to introduce geometric design hazards.

5. Project Trips

The development of traffic generation estimates for the proposed project involves the use of a three-step process.



5.1 Trip Credits

Two categories of trip credits (internal capture/transit/walk and pass-by reductions) were considered for application to the trip generation estimates; however, based on the intensity and mix of land uses and discussions with City staff, these trip credits were not applied in an effort to provide a conservative analysis.

Trip Credit from the Removal of Existing Land Uses

The project site currently contains the following land uses:

- Four single-family units
- 2,475 sf of high-turnover restaurant
- 10,426 sf of specialty retail
- 4,060 square feet of health club
- 4,211 sf of office
- 6,218 sf of hair salon

The land uses are active, and completion of the proposed project would require their removal. The removal of these existing trips from the street network would result in a trip credit for the proposed project. The trip credits and rates discussed above were applied to the existing on-site land use and are summarized in **Table 3**. During the weekday, this results in a trip credit of 1,072 daily trips, including 51 AM, 127 midday (MD), and 83 PM peak hour trips for the existing uses to be removed.

5.2 Trip Generation

The trip rates from *Trip Generation 10th Edition* were used to estimate the number of trips generated by the proposed project. No trip credits were applied other than those for the existing land uses. **Table 3** provides a summary of the proposed project trip generation. Before the existing land use credit, the project is estimated to generate 1,910 weekday trips, including 104 AM, 205 midday, and 143 PM peak hour trips.

With the existing land use credit, the project is estimated to generate a net increase of 838 daily trips; 53 AM peak hour trips (13 inbound, 40 outbound); 78 midday peak hour trips (28 inbound, 50 outbound), and 60 PM peak hour trips (38 inbound, 22 outbound).

5.3 Trip Distribution

The geographic distribution of trips generated by the proposed Project is dependent on the locations of employment and commercial centers to which residents of the residential component of the Project would be drawn; the locations of population centers from which employees of the Project's commercial uses would be drawn; characteristics of the street system serving the site; and



the level of accessibility of the routes to and from the proposed Project site. The general distribution pattern for this study was developed consistent with previous studies. **Figure 4** shows the regional trip distribution for the proposed Project.

The following is the regional trip distribution applied in the analysis of the Project:

- 16.5% to/from the north
- 28% to/from the south
- 24% to/from the east
- 31.5% to/from the west

5.4 Trip Assignment

The trip generation estimates summarized in **Table 3** and the distribution patterns illustrated in Figure 4 were used to assign the project-generated traffic to the local and regional street system. **Figure 5** illustrates the proposed project-generated peak hour traffic volumes at the 17 analyzed intersections during typical weekday AM, MD, and PM peak hours.

6. Development of Traffic Volumes

Traffic volumes development is included as information-only to be considered outside of the CEQA process. Although the traffic volumes are for information only in this transportation assessment, the traffic volumes are relevant to other CEQA issue areas for the Project. Traffic volumes were developed for the Existing, Future without-Project, and Future with-Project scenarios for the AM, MD, and PM peak hours.

6.1 Existing Traffic Volumes

The following sections discuss the methodology used to develop the intersection traffic volumes.

Existing Traffic Volumes – Intersections

Weekday AM, MD, and PM peak hour traffic counts were collected in May 2019 at all study intersections. **Figure 6** shows the existing intersection volumes for the AM, MD, and PM peak hours. Traffic counts are provided in **Attachment C**.

Westbourne Drive & Santa Monica Boulevard is a split intersection, meaning that the leg of Westbourne Drive north of Santa Monica Boulevard is offset to the west of the leg south of Santa Monica Boulevard. This required a separate set of counts to be performed. In some cases, the eastbound and westbound turning movement counts may correspond to multiple count sheets in **Attachment C**. In the interest of a conservative approach, the higher vehicle count was used as the baseline for all analyses.



Existing Traffic Volumes – Segments

Daily traffic counts were collected in May 2019 for eight study segments.

6.2 Future Traffic Volumes

Future traffic volume estimates were developed for future year 2023 with and without Project traffic. First, estimates of traffic growth were developed for the study area to forecast future conditions without the Project. These forecasts included traffic increases as a result of both regional ambient traffic growth and traffic generated by specific developments in the vicinity of the Project (related projects). These projected traffic volumes, identified herein as the cumulative base conditions, represent the future study year conditions without the proposed Project. The traffic generated by the proposed Project was then estimated and assigned to the surrounding street system. The Project traffic was added to the cumulative base to form the cumulative plus Project traffic conditions, which were analyzed to determine the incremental traffic effects attributable to the Project itself.

The assumptions and analysis methodology used to develop each of the future year scenarios discussed above are described in more detail in the following sections.

Cumulative Base Traffic Projections

The cumulative base traffic projections reflect growth in traffic over existing conditions from two sources. The first source is the ambient growth in traffic. Ambient growth reflects increases in traffic as a result of regional growth and development. The second source is growth due to traffic generated by specific projects in or near the study area. The methods and assumptions used to develop cumulative base traffic projections are described in more detail below.

Areawide Traffic Growth

Existing traffic is expected to increase between year 2019 and year 2023 as a result of general areawide and regional growth and development. Based on historical trends and in consultation with City of West Hollywood staff, an ambient growth factor of 1% per year was used to adjust the existing year 2019 traffic volumes to reflect the effects of regional growth and development by the year 2023. The result was a total adjustment of 4% applied from 2019 to 2023.

Cumulative Project Traffic Generation and Assignment

Cumulative base traffic forecasts include the effects of specific projects, called related projects, expected to be implemented in the vicinity of the study area prior to the buildout date of the proposed Project. The list of related projects was obtained from the City of West Hollywood, LADOT, the City of Beverly Hills, and other traffic studies conducted in the vicinity of the proposed project. A total of 118 related projects were identified, and details are provided in **Attachment D**.



Trip generation estimates for the related projects were calculated using a combination of previous study findings and the trip generation rates contained in *Trip Generation, 10th Edition* (Institute of Transportation Engineers, 2017). **Attachment D** shows that the 118 related projects would generate a combined approximate total of 57,993 daily trips. The estimated trip generation for these related projects total approximately 3,578 trips during the weekday AM peak hour, 5,575 trips during the weekday midday peak hour, and 5,517 trips during the weekday PM peak hour. Some of these projections are conservative in that they do not account for the existing uses to be removed, the use of alternative travel modes (transit, walk, etc.), or that some of these projects may not be constructed. **Figure 7** illustrates the locations of the related projects.

Traffic expected to be generated by the identified related projects was assigned to the street network using the following inputs: trip generation estimates and trip distribution patterns dependent on the type and density of the proposed land use; the geographic distribution of population from which the employees and potential patrons of proposed commercial projects could be drawn; the geographic distribution of employment and activity centers to which residents of proposed residential projects could be attracted; and the location of the projects in relation to the surrounding street system. These related project traffic volumes were then added to the existing traffic volumes after the adjustment for areawide growth to represent cumulative base conditions (i.e., future conditions without the proposed project). **Figure 8** illustrates the projected cumulative base traffic conditions for the weekday peak hours in 2023.

Cumulative Plus Project Traffic Projections

The project-generated traffic volumes shown in Figure 5 were added to the cumulative base traffic projections shown in Figure 8. **Figure 9** illustrates the resulting projected cumulative plus Project AM, MD, and PM peak hour traffic volumes. These volumes represent projected future weekday peak hour traffic conditions with the completion of the proposed Project.

Potential Infrastructure Improvements

Infrastructure improvements were investigated for the Westmount Drive & Holloway Drive intersection. Several infrastructure improvements were considered for this intersection, such as restriping of the approaches to provide turn-lanes or modifications to intersection traffic control. Reconfiguration of the intersection was considered and tested for its effect on intersection operations. One option that was tested was to restripe the northbound approach of Westmount Drive to include a left-turn or right-turn lane. The northbound approach of Westmount Drive is 30 feet wide with two travel lanes and parking on one side of the street. This reconfiguration is considered infeasible because with the removal of parking the street is not wide enough to accommodate a cross-section that would include two 12-foot lanes and one ten-foot lane for a total of 32 feet.



Another infrastructure improvement that was considered was signalization of this location and a signal warrant analysis was conducted accordingly. This analysis is intended to examine the general correlation between the planned level of cumulative development and the need to install new traffic signals. It estimates cumulative development-generated traffic compared against a sub-set of the standard traffic signal warrants recommended in the Manual on Uniform Traffic Control Devices and associated State guidelines. This analysis should not serve as the only basis for deciding whether and when to install a signal. To reach such a decision, the full set of warrants should be investigated based on field-measured, rather than forecast, traffic data and a thorough study of traffic and roadway conditions by an experienced engineer. Furthermore, the decision to install a signal should not be based solely upon the warrants, since the installation of signals can lead to certain types of collisions. The responsible state or local agency should undertake regular monitoring of actual traffic conditions and collision data, and timely re-evaluation of the full set of warrants in order to prioritize and program intersections for signalization. The intersection of Holloway Drive & Westmount Drive does not meet peak hour warrant 3A or 3B for existing or existing plus project (2019) conditions. The intersection of Holloway Drive & Westmount Drive meets one peak hour warrant (3B) during the midday and PM peak hours for future with and without project (2023) conditions due to background traffic growth during that time. The signal warrant analysis can be found in **Attachment E**.

These potential infrastructure improvements were determined to be infeasible based on the constrained right-of-way that precludes widening or the addition of vehicular capacity at this location. While signalization of the intersection was considered, the limited public right of way and presence of sidewalks, driveways, and curb ramps near the intersection would require further evaluation for feasibility and potential ADA impacts to adjacent pedestrian facilities. The sidewalks along Holloway Drive are generally five feet wide, with some sections including additional portions of landscaped frontage. Based on a conceptual review the primary ADA challenges would be the placement of signal poles that are both sufficiently proximate to the curb ramp and maintain a minimum ADA clearance at locations with narrow sidewalks, such as the southwest corner of this intersection. Additionally, the installation of signal poles may require modifications or relocation to the curb ramps. Depending on the location of the ramps and signal poles, the sidewalk may not be wide enough to construct ADA compliant slopes of two percent or less.

Cut-through traffic is also a common issue that was discussed at the Project scoping meeting and generated neighborhood letters for the initial Draft EIR. The addition of turn lanes or installation of a signal may induce additional traffic to travel through this area to utilize additional intersection capacity that facilitates additional travel through the intersection. One local example of a street used for cut-through is Willoughby Avenue, which is an alternative to Santa Monica Boulevard and Melrose Avenue. Two other streets, Romaine Street and Waring Avenue, are also parallel to these roadways; however, travelers tend to favor Willoughby Avenue because signals at large intersections facilitate through access and turning movements relative to other alternatives. The



City of West Hollywood and Project applicant are reviewing options for traffic calming measures near this intersection that minimize speeding and cut-through traffic in this area.

7. Residential Street Segment Analysis

A street segment analysis was performed to assess the Project effects along adjacent neighborhood streets under typical weekday conditions. In consultation with City of West Hollywood staff, eight segments were identified for analysis. The segments selected are located in the City of West Hollywood, as follows:

1. Hancock Avenue between Holloway Drive and West Knoll Drive
2. Hancock Avenue between West Knoll Drive and Santa Monica Boulevard
3. West Knoll Drive between Hancock Avenue and Westbourne Drive
4. Westbourne Drive between West Knoll Drive and Santa Monica Boulevard
5. Westbourne Drive between Rugby Drive and Sherwood Drive
6. Sherwood Drive between Westbourne Drive and Westmount Drive
7. Westmount Drive between Holloway Drive and West Knoll Drive
8. West Knoll Drive between Westmount Drive and Santa Monica Boulevard

As discussed in Section 6.1, 24-hour (daily) segment volumes data were used to perform this analysis.

7.1 Existing Traffic Volumes

The traffic volumes used to perform the existing street segment analysis were collected in May 2019. Project traffic volumes were added to the existing volumes to develop the existing plus project volumes. The segment volumes for the existing with project scenario were calculated using the trip distribution shown in Figure 4. **Table 4** summarizes the existing weekday ADT volumes used for this analysis.

7.2 Future Traffic Volumes

The traffic volumes used to perform the future street segment analysis were developed from the existing street segment counts. The existing volumes were factored to year 2023 (from 2019) levels and the daily traffic expected to be generated by the cumulative projects was added to the cumulative base conditions. Project traffic volumes were added to the cumulative base volumes to develop the cumulative plus Project volumes. The segment volumes for the future with Project scenario were calculated using the trip distribution shown in Figure 4. **Table 5** summarizes the future weekday ADT volumes used for this analysis.



8. Transportation Demand Management Ordinance

The City of West Hollywood Transportation Demand Management (TDM) Ordinance requires commercial or mixed-use projects with 10,000 sf or more to apply eight TDM strategies and residential projects with 20 or more units to implement a suite of five TDM strategies aimed at reducing vehicle trips and encouraging the use of alternative transportation options. The proposed Project includes more than 10,000 sf of commercial uses and more than 20 residential units. As a mixed-use development, the Project is required to implement a minimum of eight TDM strategies:

- TDM marketing, which includes an external website and on-site transportation information
- TDM plan with at least eight trip reduction strategies from the City's TDM Menu of Trip Reduction Strategies since the commercial uses total more than 10,000 sf
- Use of the trip reduction strategies outlined in the TDM plan to achieve a commercial-only Annual Vehicle Ridership (AVR) goal of 1.5
- Annual TDM survey to calculate the Project's estimated AVR
- Submit a Commercial and Mixed-Use Development Annual Report
- Maintain TDM Records

Based on the Project site plan, the Project is proposing the following TDM strategies found on the City's TDM Menu of Trip Reduction Strategies:

- Bike racks
- Secure bike storage
- Showers and lockers
- Ground floor activation

The applicant should work with City staff to ensure the Project will comply with the City's TDM Ordinance by considering provision of other TDM measures such as rideshare matching, carshare services, and/or transit subsidies.

Upon compliance with the TDM ordinance and based on the City's impact approach under SB 743, this project would be presumed to have a less than significant transportation impact.



REFERENCES

City of West Hollywood Municipal Code, City of West Hollywood, April 2009.

City of West Hollywood Transportation Demand Management Ordinance (Chapter 10.16), City of West Hollywood, 1993.

City of West Hollywood Transportation Impact Guidelines, City of West Hollywood, April 2021.

Highway Capacity Manual, Transportation Research Board, 2000.

Manual on Uniform Traffic Control Devices (MUTCD), Federal Highway Administration, 2003.

Metro Bicycle Transportation Strategic Plan, Metro.

Traffic Study Policies and Procedures, Los Angeles Department of Transportation, August 2014.

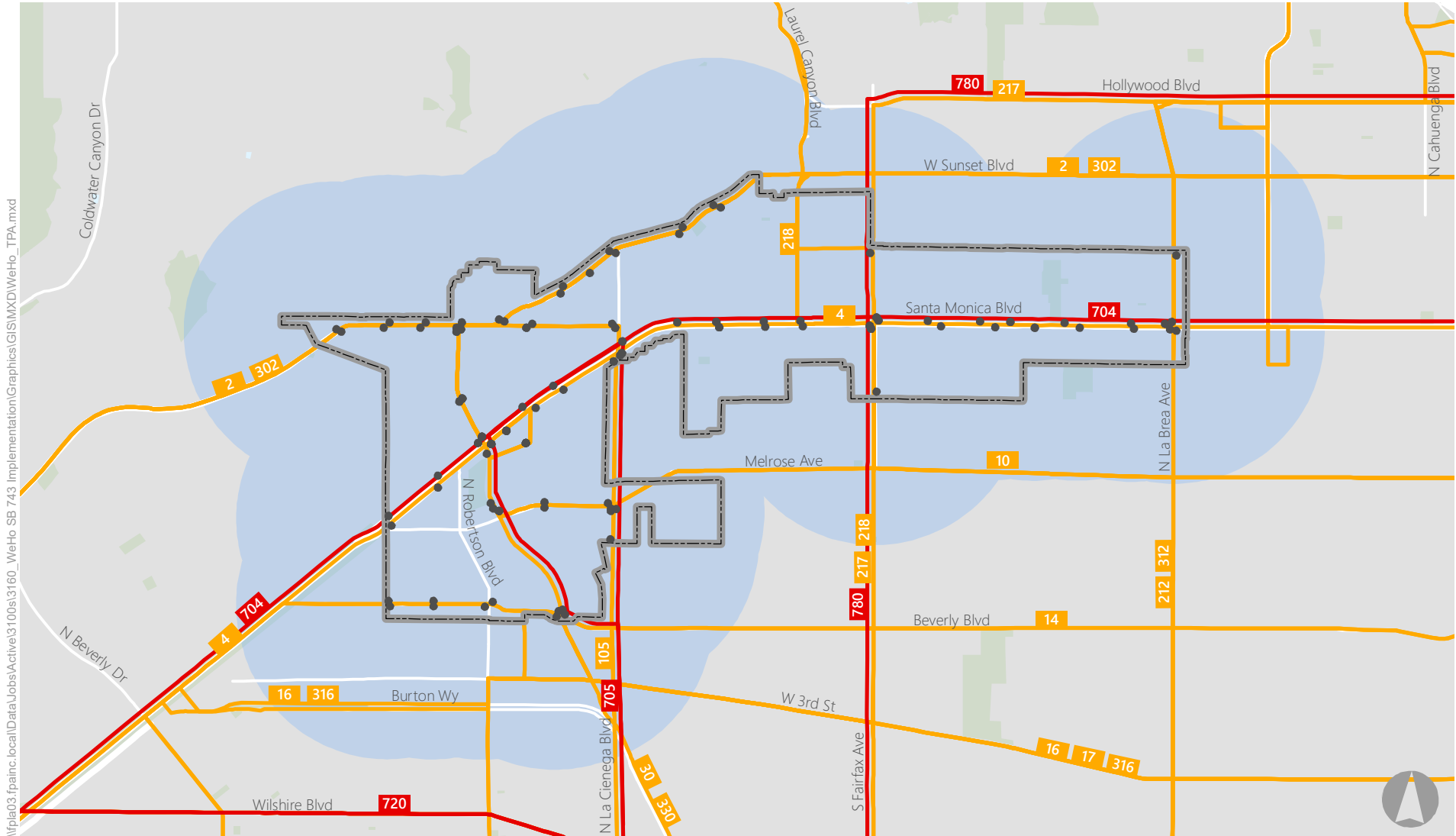
Transportation Assessment Guidelines, Los Angeles Department of Transportation, July 2020.






Transportation Research Circular Number 212, Interim Materials on Highway Capacity, Transportation Research Board, 1980.

Trip Generation, 10th Edition, Institute of Transportation Engineers, 2017.

West Hollywood Bicycle and Pedestrian Mobility Plan, City of West Hollywood, 2003.

West Hollywood VMT Guidelines, City of West Hollywood, 2020



-  City of West Hollywood
-  High Quality Transit Corridor
-  Bus Stops with Peak Service headways of 15 Minutes or Less
-  Metro Local
-  Metro Rapid

Notes:

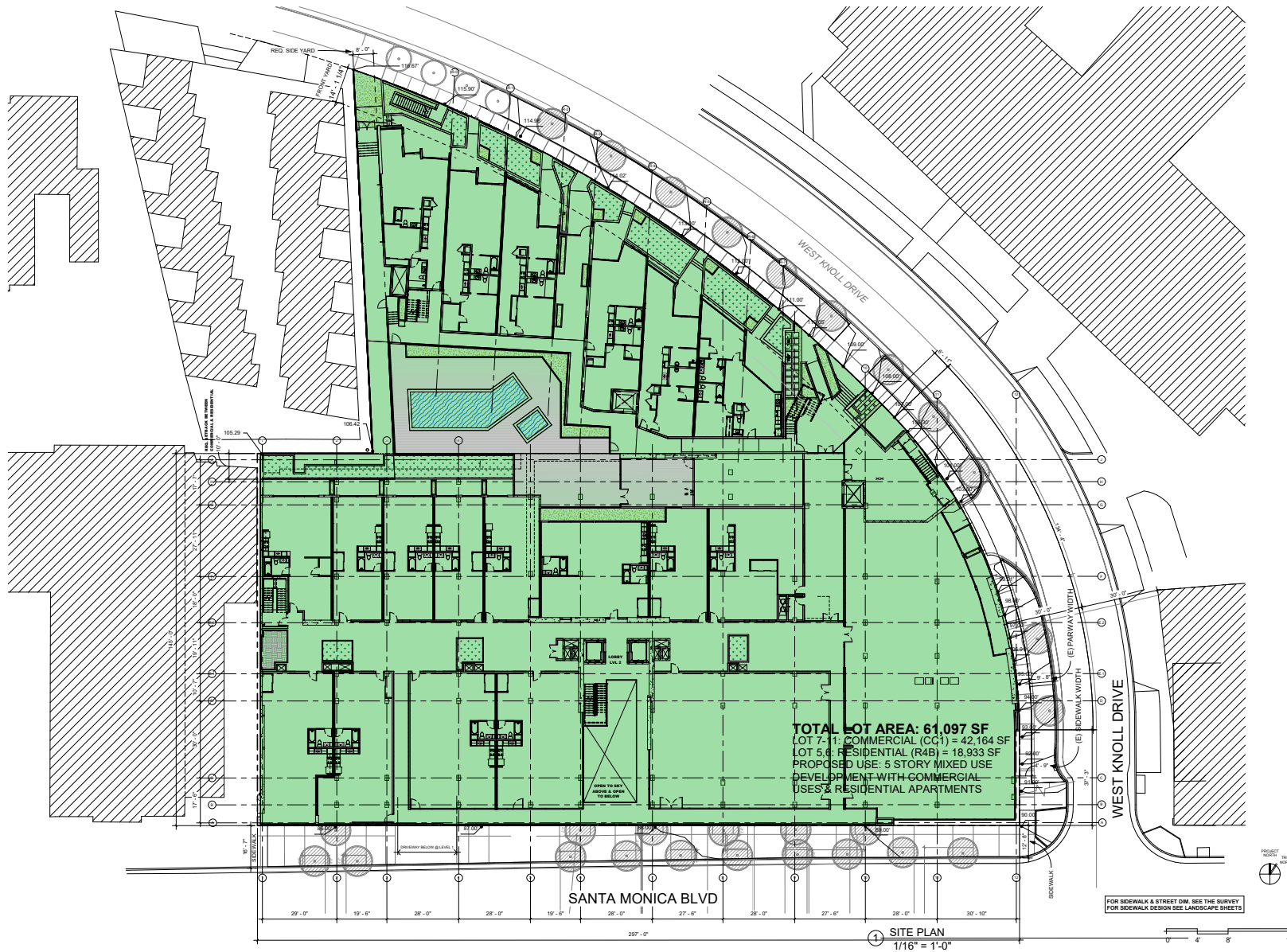
1. This map depicts High Quality Transit Corridors (HQTCs) defined by CA Pub. Resources Code § 21155 as a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours. Per CEQA Guidelines, § 15064.3(b)(1), "projects within one-half mile of either an existing major transit stop or a stop along an existing high quality transit corridor should be presumed to cause a less than significant transportation impact."
2. This analysis includes bus stops within the City of West Hollywood that have peak service headways of 15 minutes or less. Bus stops along the same bus corridors outside city boundaries may also have peak service headways of 15 minutes or less but were not included in this analysis.

Figure 2

City of West Hollywood High Quality Transit Corridors



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NOT FOR CONSTRUCTION

JOB TITLE
8555 SANTA MONICA
MIXED USE DEVELOPMENT

JOB ADDRESS
WEST HOLLYWOOD, CA 90069

SHEET TITLE
SITE PLAN

ISSUE FOR
REVIEW

JOB NO.
01020

DATE
AUG 12 2019

SCALE
1/16" = 1'-0"

SHEET **A1.10**

Information shown on this plan is for informational purposes only. It is not intended to be used for construction. Construction shall not be undertaken without the approval of the City of Los Angeles and compliance with all applicable laws and regulations. All dimensions and conditions shown on this plan shall be subject to the office for approval before proceeding with construction.

Source: DFH Architects



Figure 3
Site Plan

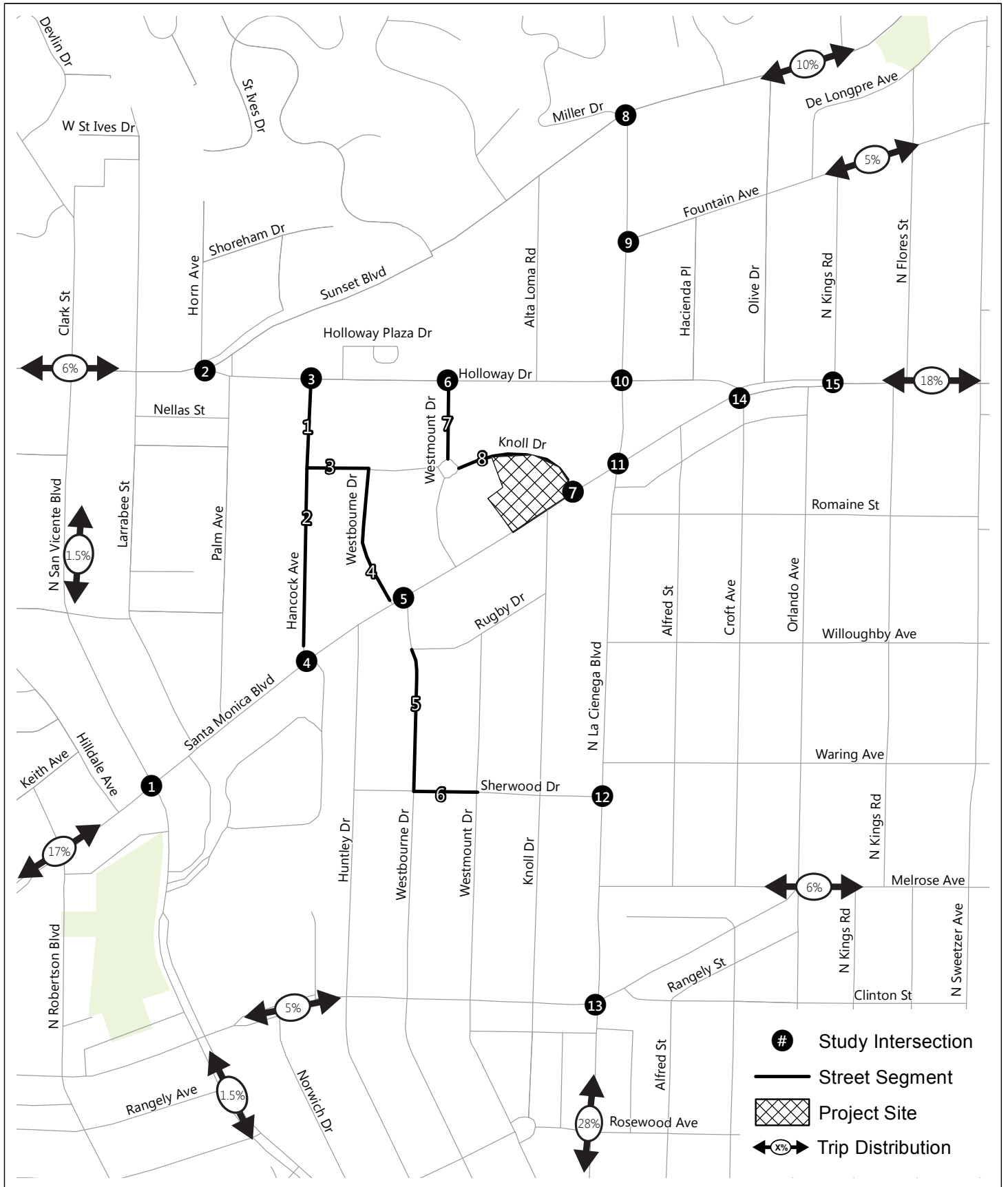
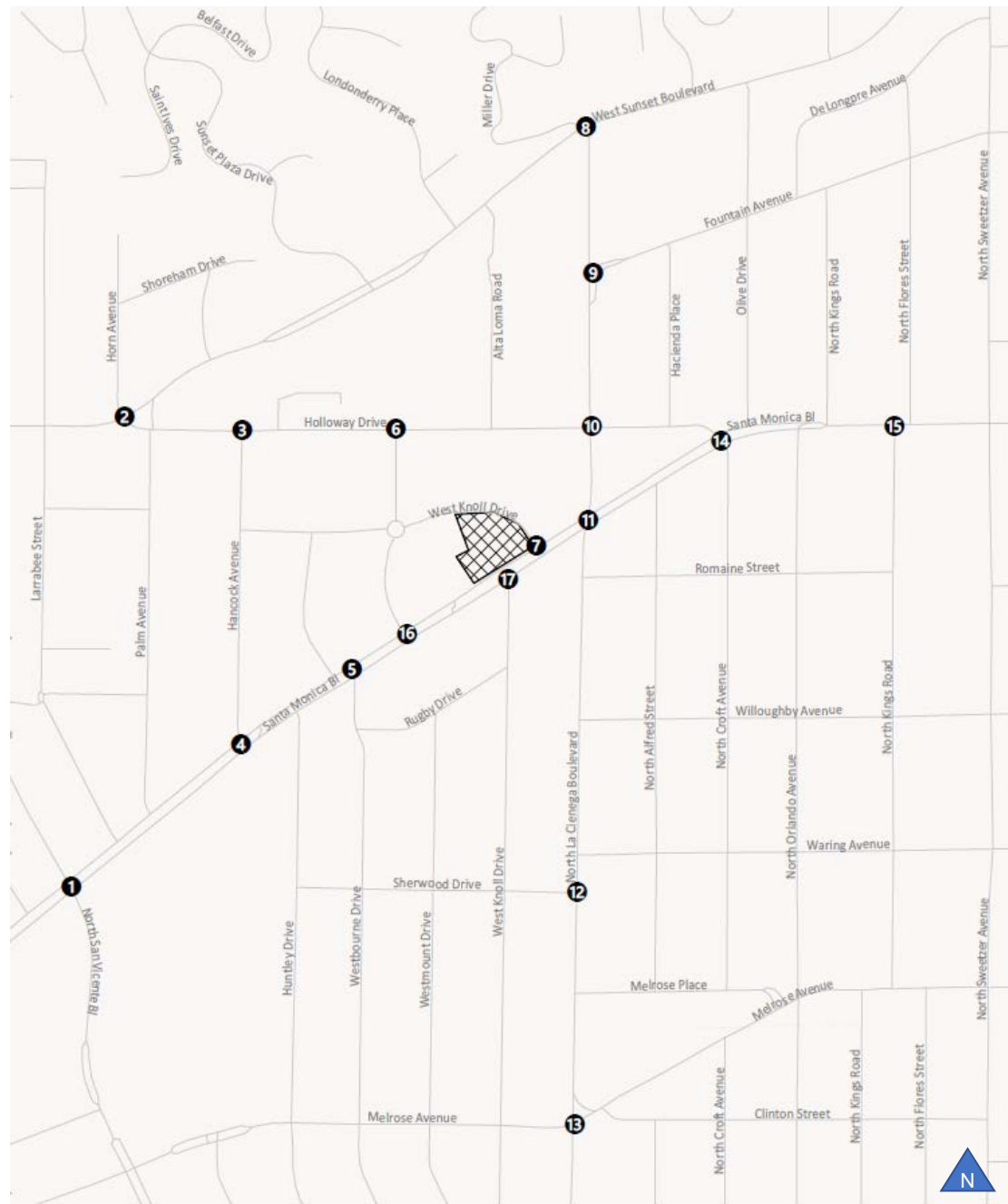


Figure 4
Trip Distribution

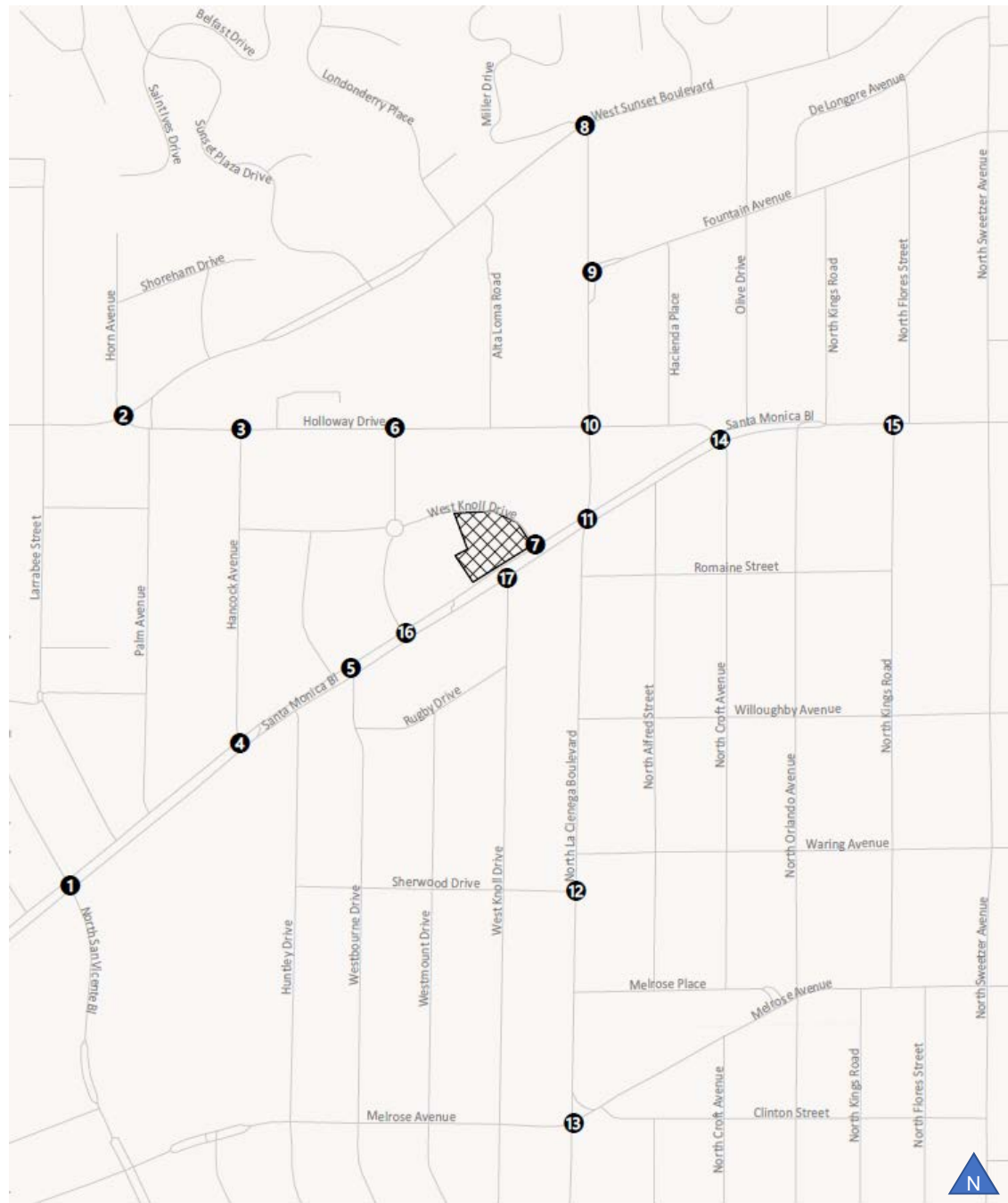


<p>1. San Vicente Blvd/Santa Monica Blvd</p> <p>Santa Monica Blvd</p> <p>San Vicente Blvd</p> <p>0 (0) [0] 0 (0) [0] 0 (1) [0]</p> <p>1 (0) [1] 8 (4) [10] 1 (0) [1]</p> <p>0 (0) [0] 3 (8) [6] 0 (0) [0]</p> <p>0 (0) [0] 0 (0) [0] 0 (1) [0]</p>	<p>2. Holloway Dr/Horn Ave/Sunset Blvd</p> <p>Sunset Blvd</p> <p>Holloway Dr/Horn Ave</p> <p>0 (0) [0] 0 (0) [0] 0 (0) [0]</p> <p>0 (0) [0] 0 (0) [0] 0 (1) [1]</p> <p>0 (0) [0] 0 (0) [0] 0 (0) [0]</p> <p>1 (1) [2] 0 (0) [0]</p>	<p>3. Hancock Ave/Holloway Dr</p> <p>Holloway Dr</p> <p>Hancock Ave</p> <p>0 (0) [0] 0 (0) [0] 0 (0) [0]</p> <p>0 (0) [0] 0 (1) [0]</p> <p>0 (0) [0] 0 (0) [0] 0 (0) [0]</p> <p>0 (0) [0] 0 (0) [0] 1 (1) [1]</p>	<p>4. Hancock Ave/Santa Monica Blvd</p> <p>Santa Monica Blvd</p> <p>Hancock Ave</p> <p>0 (0) [0]</p> <p>1 (1) [1] 9 (5) [11]</p> <p>0 (0) [0] 3 (9) [7] 0 (0) [0]</p>	<p>5. Westbourne Dr/Santa Monica Blvd</p> <p>Santa Monica Blvd</p> <p>Westbourne Dr</p> <p>0 (0) [0]</p> <p>1 (0) [1] 10 (6) [12] 11 (6) [14]</p> <p>1 (3) [2] 2 (6) [5] 0 (0) [0]</p> <p>0 (0) [0] 0 (0) [0] 1 (1) [1]</p>
<p>6. Westmount Dr/Holloway Dr</p> <p>Holloway Dr</p> <p>Westmount Dr</p> <p>0 (0) [0] 0 (0) [0]</p> <p>1 (1) [1] 0 (0) [0]</p> <p>1 (1) [2] 3 (2) [5]</p>	<p>7. West Knoll Dr/Santa Monica Blvd</p> <p>Santa Monica Blvd</p> <p>West Knoll Dr</p> <p>15 (7) [22]</p> <p>3 (13) [8] 6 (14) [12]</p> <p>15 (9) [18]</p>	<p>8. La Cienega Blvd/Sunset Blvd</p> <p>Sunset Blvd</p> <p>La Cienega Blvd</p> <p>0 (0) [0] 0 (0) [0] 0 (0) [0]</p> <p>0 (0) [0] 0 (0) [0] 0 (0) [0]</p> <p>0 (0) [0] 0 (0) [0] 0 (0) [0]</p> <p>0 (0) [0] 0 (0) [0] 4 (2) [5]</p>	<p>9. La Cienega Blvd/Fountain Ave</p> <p>Fountain Ave</p> <p>La Cienega Blvd</p> <p>0 (0) [0] 1 (4) [3]</p> <p>0 (0) [0] 0 (0) [0] 1 (2) [1]</p> <p>0 (0) [0]</p> <p>0 (0) [0] 4 (2) [5] 2 (1) [3]</p>	<p>10. La Cienega Blvd/Holloway Dr</p> <p>Holloway Dr</p> <p>La Cienega Blvd</p> <p>0 (0) [0] 2 (6) [4] 0 (0) [0]</p> <p>0 (0) [0] 0 (0) [0] 0 (0) [0]</p> <p>4 (2) [6] 0 (0) [0] 0 (0) [0]</p> <p>0 (0) [0] 2 (1) [2] 0 (0) [0]</p>
<p>11. La Cienega Blvd/Santa Monica Blvd</p> <p>Santa Monica Blvd</p> <p>La Cienega Blvd</p> <p>2 (6) [4] 0 (0) [0] 0 (0) [0]</p> <p>0 (0) [0] 2 (7) [5] 0 (0) [0]</p> <p>2 (2) [2] 7 (4) [9] 6 (3) [7]</p> <p>5 (14) [10] 0 (0) [0] 0 (0) [0]</p>	<p>12. La Cienega Blvd/Sherwood Dr</p> <p>Sherwood Dr</p> <p>La Cienega Blvd</p> <p>0 (0) [0] 6 (3) [7]</p> <p>0 (0) [0] 0 (0) [0]</p> <p>0 (0) [0] 5 (14) [10]</p>	<p>13. La Cienega Blvd/Melrose Ave</p> <p>Melrose Ave</p> <p>La Cienega Blvd</p> <p>0 (0) [0] 0 (0) [0] 0 (0) [0]</p> <p>1 (2) [2] 0 (0) [0] 0 (0) [0]</p> <p>0 (1) [1] 2 (1) [3] 6 (3) [7]</p> <p>0 (0) [0] 0 (0) [0] 4 (11) [8]</p> <p>0 (0) [0]</p>	<p>14. Croft Ave/Santa Monica Blvd</p> <p>Santa Monica Blvd</p> <p>Croft Ave</p> <p>0 (0) [0] 0 (0) [0] 0 (0) [0]</p> <p>0 (0) [0] 2 (7) [5]</p> <p>7 (4) [9] 0 (0) [0]</p> <p>0 (0) [0] 0 (0) [0] 0 (0) [0]</p>	<p>15. Kings Rd/Santa Monica Blvd</p> <p>Santa Monica Blvd</p> <p>Kings Rd</p> <p>0 (0) [0] 0 (0) [0] 0 (0) [0]</p> <p>0 (0) [0] 2 (7) [5] 0 (0) [0]</p> <p>0 (0) [0] 7 (4) [9] 0 (0) [0]</p> <p>0 (0) [0] 0 (0) [0] 0 (0) [0]</p>
<p>16. Westmount Dr/Santa Monica Blvd</p> <p>Santa Monica Blvd</p> <p>Westmount Dr</p> <p>0 (0) [0] 0 (0) [0]</p> <p>0 (0) [0] 21 (12) [26]</p> <p>0 (0) [0] 3 (8) [6]</p>	<p>17. West Knoll Dr/Santa Monica Blvd*</p> <p>Santa Monica Blvd</p> <p>West Knoll Dr</p> <p>21 (13) [22]</p> <p>6 (14) [12] 15 (7) [22]</p> <p>15 (9) [18] 0 (0) [0]</p> <p>0 (0) [0]</p>			

Figure 5
Peak Hour Traffic Volumes and Lane Configurations
Project Only (2019)



* Intersection 17 is stop controlled under existing conditions only.



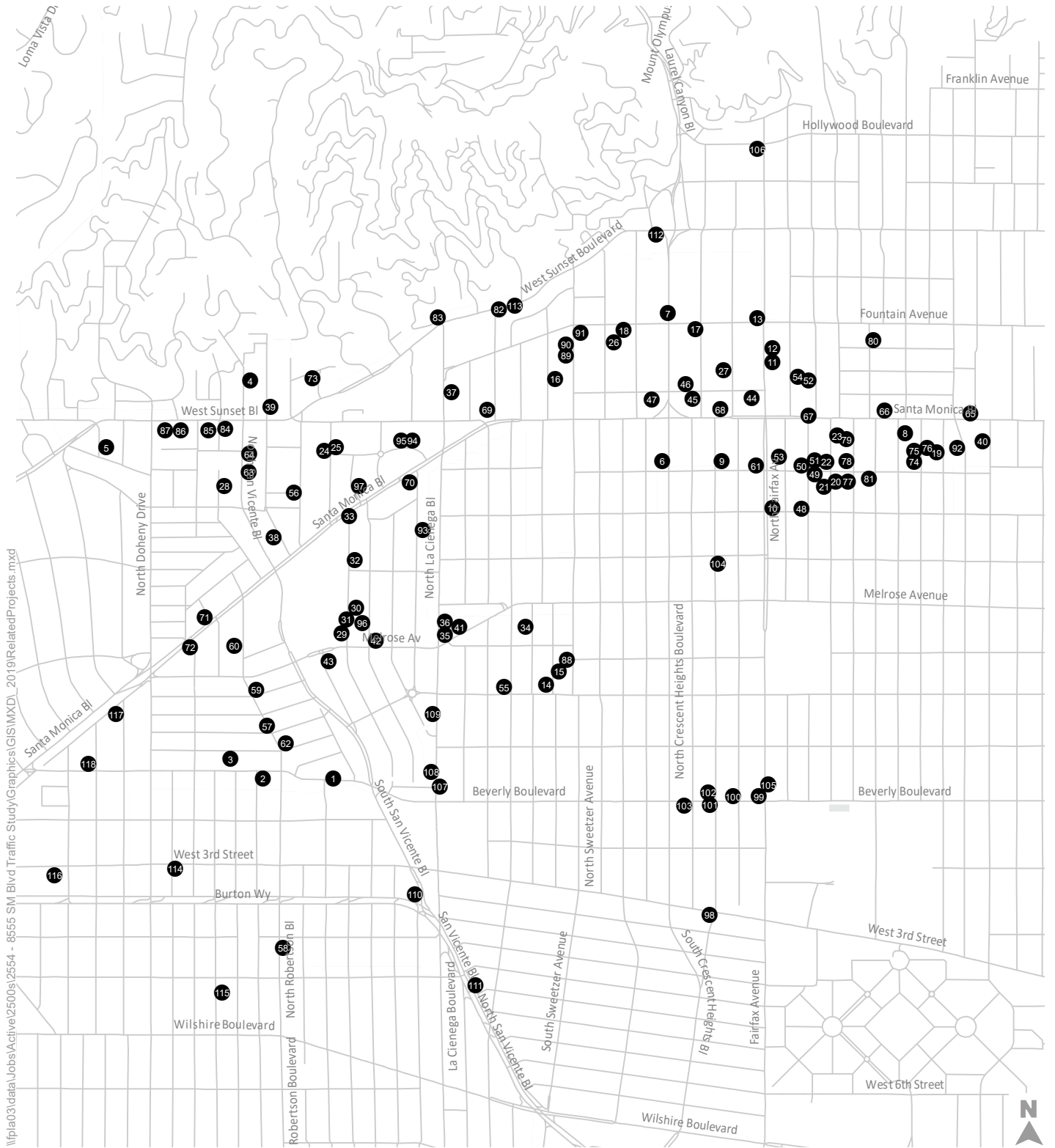
1. San Vicente Blvd/Santa Monica Blvd	2. Holloway Dr/Horn Ave/Sunset Blvd	3. Hancock Ave/Holloway Dr	4. Hancock Ave/Santa Monica Blvd	5. Westbourne Dr/Santa Monica Blvd
<p>San Vicente Blvd</p> <p>Santa Monica Blvd</p> <p>71 (70) [72] 324 (346) [361] 51 (72) [85]</p> <p>114 (60) [105] 1,567 (972) [955] 196 (169) [218]</p> <p>86 (94) [91] 711 (1,165) [910] 90 (101) [97]</p> <p>62 (122) [105] 423 (604) [429] 131 (303) [251]</p>	<p>Holloway Dr/Horn Ave</p> <p>Sunset Blvd</p> <p>59 (14) [24] 24 (17) [23] 17 (14) [14]</p> <p>10 (12) [10] 1,462 (1,105) [1,098]</p> <p>12 (39) [29] 991 (1,310) [955] 303 (511) [467]</p> <p>351 (236) [277] 12 (15) [14]</p>	<p>Hancock Ave</p> <p>Holloway Dr</p> <p>2 (22) [7] 1 (9) [2] 1 (6) [7]</p> <p>444 (347) [387] 55 (61) [89]</p> <p>362 (791) [546] 20 (43) [25]</p> <p>34 (25) [31] 0 (0) [0] 102 (64) [88]</p>	<p>Hancock Ave</p> <p>Santa Monica Blvd</p> <p>197 (117) [147]</p> <p>21 (66) [68] 1,645 (1,022) [1,161]</p> <p>55 (139) [99] 799 (1,477) [1,119] 59 (28) [35]</p>	<p>Westbourne Dr</p> <p>Santa Monica Blvd</p> <p>125 (60) [47]</p> <p>15 (43) [29] 1,494 (1,050) [1,174] 41 (75) [78]</p> <p>21 (38) [30] 804 (1,406) [1,054] 18 (46) [55]</p> <p>65 (61) [43] 3 (5) [7] 42 (76) [60]</p>
6. Westmount Dr/Holloway Dr	7. West Knoll Dr/Santa Monica Blvd	8. La Cienega Blvd/Sunset Blvd	9. La Cienega Blvd/Fountain Ave	10. La Cienega Blvd/Holloway Dr
<p>Holloway Dr</p> <p>608 (381) [461] 273 (50) [47]</p> <p>352 (847) [612] 15 (32) [35]</p> <p>7 (8) [13] 41 (95) [81]</p>	<p>West Knoll Dr</p> <p>Santa Monica Blvd</p> <p>44 (73) [84]</p> <p>54 (42) [52] 1,657 (1,210) [1,267]</p> <p>900 (1,700) [1,262]</p>	<p>La Cienega Blvd</p> <p>Sunset Blvd</p> <p>14 (6) [22] 8 (7) [17] 14 (12) [12]</p> <p>13 (10) [18] 1,270 (1,021) [1,015] 180 (239) [230]</p> <p>14 (15) [18] 958 (1,434) [821] 122 (207) [305]</p> <p>351 (242) [236] 16 (13) [8] 175 (282) [215]</p>	<p>La Cienega Blvd</p> <p>Fountain Ave</p> <p>1 (5) [6] 259 (627) [519]</p> <p>259 (148) [143] 4 (5) [4] 1,468 (601) [744]</p> <p>9 (20) [15]</p> <p>3 (7) [7] 297 (383) [375] 530 (1,229) [760]</p>	<p>La Cienega Blvd</p> <p>Holloway Dr</p> <p>545 (181) [248] 1,107 (800) [825] 54 (102) [112]</p> <p>45 (92) [91] 236 (165) [178] 56 (35) [37]</p> <p>125 (510) [277] 217 (325) [294] 86 (104) [139]</p> <p>87 (101) [87] 625 (1,076) [761] 48 (50) [49]</p>
11. La Cienega Blvd/Santa Monica Blvd	12. La Cienega Blvd/Sherwood Dr	13. La Cienega Blvd/Melrose Ave	14. Croft Ave/Santa Monica Blvd	15. Kings Rd/Santa Monica Blvd
<p>La Cienega Blvd</p> <p>Santa Monica Blvd</p> <p>488 (328) [361] 663 (630) [740]</p> <p>14 (21) [15] 1,012 (687) [744] 184 (181) [193]</p> <p>216 (516) [296] 590 (1,086) [808] 91 (136) [162]</p> <p>203 (168) [187] 557 (688) [611] 61 (112) [126]</p>	<p>La Cienega Blvd</p> <p>Sherwood Dr</p> <p>479 (142) [88] 825 (814) [958]</p> <p>9 (34) [19] 68 (97) [81]</p> <p>216 (116) [77] 865 (1,050) [887]</p>	<p>La Cienega Blvd</p> <p>Melrose Ave</p> <p>169 (122) [135] 735 (707) [781] 43 (60) [75]</p> <p>35 (65) [89] 845 (540) [544] 416 (316) [276]</p> <p>54 (97) [126] 398 (802) [588] 51 (64) [99]</p> <p>55 (71) [58] 742 (801) [806] 190 (485) [255]</p>	<p>Croft Ave</p> <p>Santa Monica Blvd</p> <p>18 (12) [12] 34 (54) [32] 256 (300) [347]</p> <p>227 (242) [237] 1,161 (881) [893]</p> <p>736 (1,248) [940] 8 (22) [22]</p> <p>22 (27) [19] 17 (60) [21] 37 (83) [28]</p>	<p>Kings Rd</p> <p>Santa Monica Blvd</p> <p>116 (50) [50] 12 (9) [2] 30 (47) [27]</p> <p>33 (64) [53] 1,271 (1,016) [1,164] 18 (8) [10]</p> <p>60 (96) [64] 964 (1,449) [1,227] 2 (4) [7]</p> <p>2 (2) [4] 2 (2) [3] 7 (8) [12]</p>
16. Westmount Dr/Santa Monica Blvd	17. West Knoll Dr/Santa Monica Blvd*			
<p>Westmount Dr</p> <p>Santa Monica Blvd</p> <p>63 (30) [85] 70 (76) [42]</p> <p>89 (81) [77] 1,474 (1,117) [1,209]</p> <p>43 (54) [83] 830 (1,477) [1,056]</p>	<p>West Knoll Dr</p> <p>Santa Monica Blvd</p> <p>0 (0) [0]</p> <p>8 (9) [10] 1,690 (1,273) [1,257]</p> <p>803 (1,543) [1,218] 1 (38) [2]</p> <p>88 (175) [90]</p>			

AM (PM) [MD]



* Intersection 17 is stop controlled under existing conditions only.

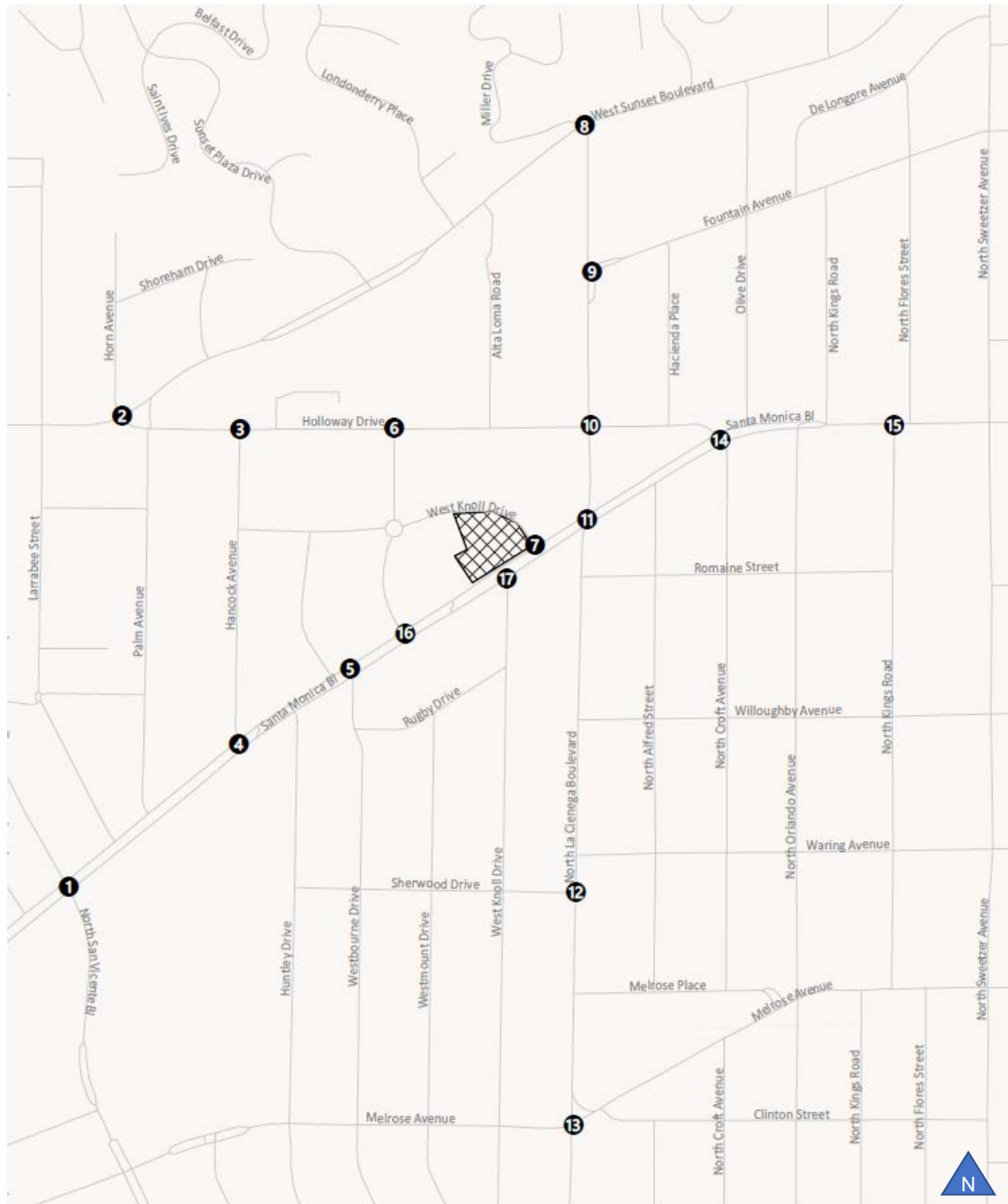
Figure 6
Peak Hour Traffic Volumes and Lane
Configurations Existing (2019) Conditions



\\plp03\data\Jobs\Active\2500s\2554 - 8555 SM Blvd Traffic Study\Graphics\GIS\MXD\ 2019\RelatedProjects.mxd



Figure 7
Related Projects

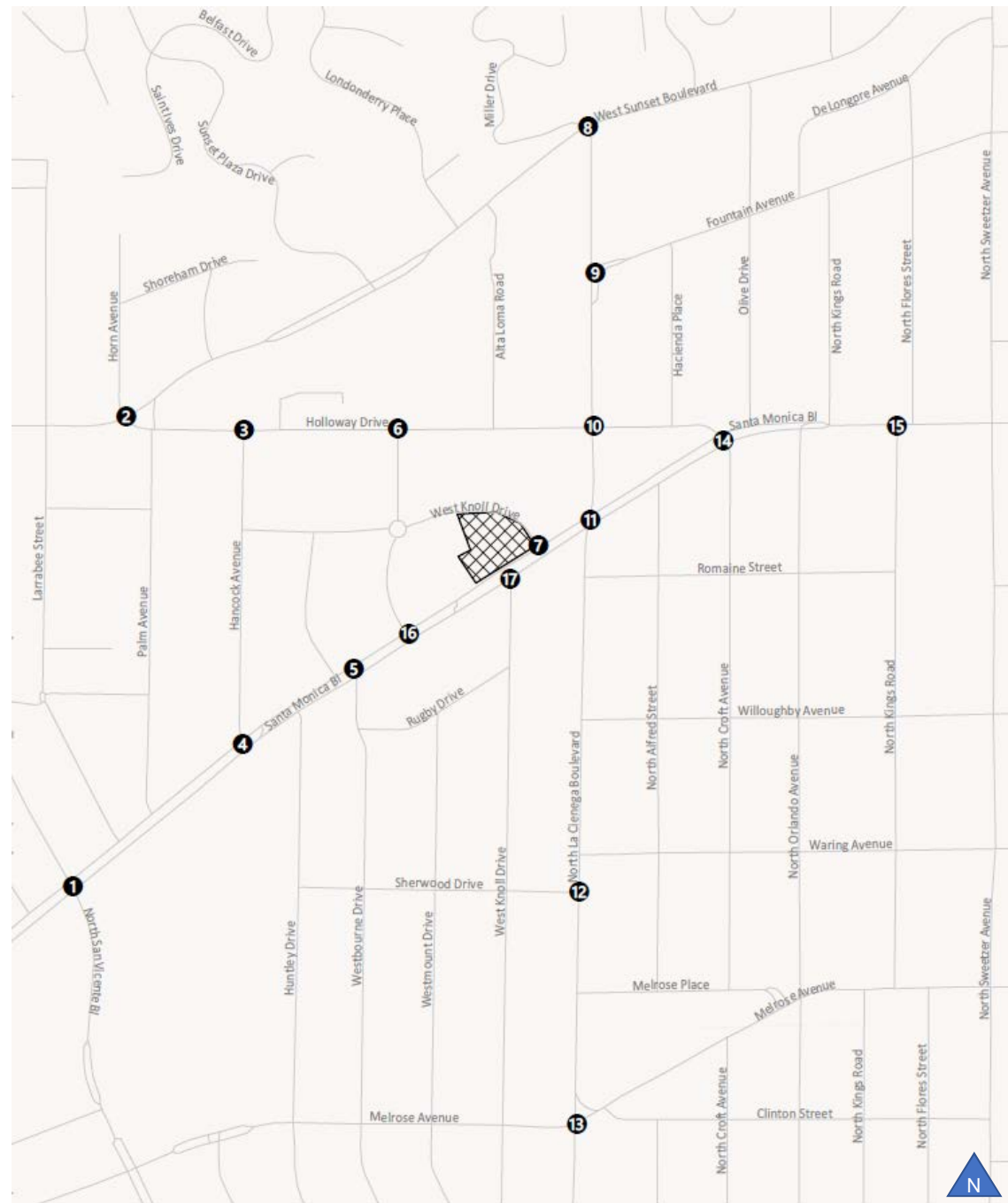


1. San Vicente Blvd/Santa Monica Blvd	2. Holloway Dr/Horn Ave/Sunset Blvd	3. Hancock Ave/Holloway Dr	4. Hancock Ave/Santa Monica Blvd	5. Westbourne Dr/Santa Monica Blvd
<p>San Vicente Blvd</p> <p>Santa Monica Blvd</p> <p>74 (73) [86] 506 (538) [463] 110 (108) [142]</p> <p>211 (170) [196] 1,865 (1,304) [1,425] 206 (308) [328]</p> <p>90 (89) [85] 976 (1,614) [1,438] 94 (105) [101]</p> <p>64 (127) [109] 518 (797) [583] 143 (217) [161]</p>	<p>Holloway Dr/Horn Ave</p> <p>Sunset Blvd</p> <p>61 (25) [25] 25 (26) [24] 18 (20) [15]</p> <p>10 (15) [10] 1,520 (1,365) [1,409]</p> <p>12 (45) [32] 1,082 (1,814) [1,287] 452 (613) [520]</p> <p>544 (490) [441] 12 (16) [15]</p>	<p>Hancock Ave</p> <p>Holloway Dr</p> <p>2 (26) [7] 1 (9) [4] 1 (5) [8]</p> <p>636 (551) [598] 58 (65) [65]</p> <p>512 (921) [662] 22 (50) [27]</p> <p>41 (30) [33] 0 (0) [0] 110 (69) [65]</p>	<p>Hancock Ave</p> <p>Santa Monica Blvd</p> <p>205 (122) [103]</p> <p>27 (73) [71] 2,125 (1,467) [1,600]</p> <p>57 (145) [113] 1,121 (1,508) [1,581] 61 (39) [46]</p>	<p>Westbourne Dr</p> <p>Santa Monica Blvd</p> <p>130 (82) [82]</p> <p>20 (48) [43] 2,072 (1,450) [1,703] 84 (110) [83]</p> <p>25 (52) [32] 1,124 (1,972) [1,582] 19 (48) [57]</p> <p>68 (64) [45] 3 (6) [8] 4 (7) [62]</p>
6. Westmount Dr/Holloway Dr	7. West Knoll Dr/Santa Monica Blvd	8. La Cienega Blvd/Sunset Blvd	9. La Cienega Blvd/Fountain Ave	10. La Cienega Blvd/Holloway Dr
<p>Holloway Dr</p> <p>757 (658) [653] 284 (54) [52]</p> <p>435 (1,080) [832] 16 (35) [36]</p> <p>8 (6) [14] 65 (100) [90]</p>	<p>West Knoll Dr</p> <p>Santa Monica Blvd</p> <p>80 (10) [67]</p> <p>65 (74) [55] 1,983 (1,434) [1,642]</p> <p>1,198 (2,073) [1,989]</p>	<p>La Cienega Blvd</p> <p>Sunset Blvd</p> <p>47 (41) [118] 71 (78) [228] 45 (49) [142]</p> <p>47 (88) [147] 1,480 (1,252) [1,197] 188 (330) [273]</p> <p>37 (52) [95] 1,007 (1,593) [1,143] 127 (241) [317]</p> <p>365 (832) [241] 143 (113) [232] 188 (427) [362]</p>	<p>La Cienega Blvd</p> <p>Fountain Ave</p> <p>1 (8) [5] 402 (60) [698]</p> <p>269 (163) [158] 4 (5) [4] 1,527 (812) [860]</p> <p>9 (21) [16]</p> <p>3 (7) [7] 376 (207) [828] 6 (0) [1,566] [864]</p>	<p>La Cienega Blvd</p> <p>Holloway Dr</p> <p>607 (245) [298] 1,151 (1,087) [1,218] 63 (108) [118]</p> <p>68 (108) [97] 351 (288) [286] 98 (38) [38]</p> <p>215 (531) [331] 309 (451) [415] 153 (141) [178]</p> <p>123 (144) [130] 79 (1,529) [1,175] 50 (60) [51]</p>
11. La Cienega Blvd/Santa Monica Blvd	12. La Cienega Blvd/Sherwood Dr	13. La Cienega Blvd/Melrose Ave	14. Croft Ave/Santa Monica Blvd	15. Kings Rd/Santa Monica Blvd
<p>La Cienega Blvd</p> <p>Santa Monica Blvd</p> <p>528 (442) [649] 853 (810) [917]</p> <p>16 (25) [19] 1,473 (965) [1,107] 409 (509) [524]</p> <p>273 (597) [410] 882 (1,372) [1,135] 113 (167) [168]</p> <p>228 (228) [216] 623 (1,076) [873] 373 (448) [471]</p>	<p>La Cienega Blvd</p> <p>Sherwood Dr</p> <p>688 (116) [92] 1,374 (1,377) [1,267]</p> <p>9 (35) [25] 89 (101) [92]</p> <p>245 (122) [81] 1,120 (1,856) [1,266]</p>	<p>La Cienega Blvd</p> <p>Melrose Ave</p> <p>202 (402) [349] 1,173 (1,106) [1,154] 98 (91) [122]</p> <p>79 (109) [134] 1,133 (776) [822] 526 (329) [325]</p> <p>211 (348) [320] 580 (1,184) [890] 69 (75) [115]</p> <p>65 (65) [82] 923 (1,345) [1,084] 228 (443) [301]</p>	<p>Croft Ave</p> <p>Santa Monica Blvd</p> <p>21 (12) [19] 36 (56) [33] 368 (361) [422]</p> <p>327 (351) [312] 1,592 (1,230) [1,288]</p> <p>846 (1,566) [1,405] 8 (26) [23]</p> <p>23 (33) [20] 18 (68) [22] 38 (34) [30]</p>	<p>Kings Rd</p> <p>Santa Monica Blvd</p> <p>121 (92) [92] 32 (60) [29]</p> <p>34 (67) [55] 1,502 (1,229) [1,514] 19 (6) [10]</p> <p>62 (100) [67] 1,079 (1,655) [1,559] 35 (44) [37]</p> <p>46 (77) [8] 22 (32) [8] 67 (66) [117]</p>
16. Westmount Dr/Santa Monica Blvd	17. West Knoll Dr/Santa Monica Blvd			
<p>Westmount Dr</p> <p>Santa Monica Blvd</p> <p>66 (51) [88] 73 (78) [44]</p> <p>93 (84) [80] 1,783 (1,252) [1,552]</p> <p>45 (56) [86] 1,023 (1,636) [1,424]</p>	<p>West Knoll Dr</p> <p>Santa Monica Blvd</p> <p>0 (0) [0]</p> <p>8 (9) [10] 1,378 (1,424) [1,752]</p> <p>985 (1,805) [1,568] 17 (40) [2]</p> <p>92 (182) [94]</p>			

AM (PM) [MD]



Figure 8
Peak Hour Traffic Volumes and Lane Configurations
Cumulative (2023) Conditions



1. San Vicente Blvd/Santa Monica Blvd	2. Holloway Dr/Horn Ave/Sunset Blvd	3. Hancock Ave/Holloway Dr	4. Hancock Ave/Santa Monica Blvd	5. Westbourne Dr/Santa Monica Blvd
<p>San Vicente Blvd</p> <p>Santa Monica Blvd</p> <p>74 (73) [86] 506 (538) [463] 110 (109) [140]</p> <p>212 (170) [137] 1,953 (1,308) [1,434] 207 (308) [329]</p> <p>90 (99) [95] 979 (1,622) [1,438] 94 (105) [101]</p> <p>64 (127) [109] 518 (797) [593] 143 (217) [201]</p>	<p>Holloway Dr/Horn Ave</p> <p>Sunset Blvd</p> <p>61 (25) [25] 25 (26) [24] 18 (20) [15]</p> <p>10 (15) [10] 1,520 (1,365) [1,409]</p> <p>12 (45) [32] 1,082 (1,814) [1,287] 452 (614) [521]</p> <p>545 (437) [443] 12 (16) [15]</p>	<p>Hancock Ave</p> <p>Holloway Dr</p> <p>2 (26) [7] 1 (9) [4] 1 (5) [8]</p> <p>637 (551) [600] 58 (65) [95]</p> <p>512 (921) [662] 22 (50) [27]</p> <p>41 (30) [33] 0 (0) [0] 111 (169) [94]</p>	<p>Hancock Ave</p> <p>Santa Monica Blvd</p> <p>205 (122) [103]</p> <p>28 (73) [72] 2,134 (1,472) [1,611]</p> <p>57 (145) [113] 1,124 (1,517) [1,588] 61 (39) [46]</p>	<p>Westbourne Dr</p> <p>Santa Monica Blvd</p> <p>130 (92) [92]</p> <p>20 (48) [46] 2,052 (1,456) [1,715] 95 (116) [97]</p> <p>26 (54) [34] 1,126 (1,978) [1,587] 19 (48) [57]</p> <p>68 (64) [45] 3 (6) [8] 44 (61) [64]</p>
6. Westmount Dr/Holloway Dr	7. West Knoll Dr/Santa Monica Blvd	8. La Cienega Blvd/Sunset Blvd	9. La Cienega Blvd/Fountain Ave	10. La Cienega Blvd/Holloway Dr
<p>Holloway Dr</p> <p>757 (658) [653] 284 (54) [53]</p> <p>436 (1,081) [833] 16 (36) [37]</p> <p>9 (9) [15] 88 (102) [95]</p>	<p>West Knoll Dr</p> <p>Santa Monica Blvd</p> <p>95 (109) [89]</p> <p>68 (87) [63] 1,989 (1,448) [1,654]</p> <p>1,213 (2,082) [2,008]</p>	<p>La Cienega Blvd</p> <p>Sunset Blvd</p> <p>47 (41) [118] 71 (78) [228] 45 (49) [142]</p> <p>47 (88) [147] 1,480 (1,252) [1,197] 189 (334) [276]</p> <p>37 (52) [95] 1,007 (1,593) [1,143] 127 (242) [317]</p> <p>365 (283) [261] 143 (113) [232] 130 (429) [367]</p>	<p>La Cienega Blvd</p> <p>Fountain Ave</p> <p>1 (8) [5] 404 (644) [662]</p> <p>269 (163) [158] 4 (5) [4] 1,527 (814) [861]</p> <p>9 (21) [16]</p> <p>3 (7) [7] 390 (709) [833] 612 (1,357) [867]</p>	<p>La Cienega Blvd</p> <p>Holloway Dr</p> <p>607 (245) [298] 1,155 (1,302) [1,223] 63 (109) [118]</p> <p>68 (108) [97] 351 (288) [286] 98 (38) [38]</p> <p>220 (533) [337] 309 (451) [415] 153 (141) [178]</p> <p>123 (144) [130] 793 (1,531) [1,177] 50 (60) [51]</p>
11. La Cienega Blvd/Santa Monica Blvd	12. La Cienega Blvd/Sherwood Dr	13. La Cienega Blvd/Melrose Ave	14. Croft Ave/Santa Monica Blvd	15. Kings Rd/Santa Monica Blvd
<p>La Cienega Blvd</p> <p>Santa Monica Blvd</p> <p>530 (448) [528] 853 (810) [917]</p> <p>16 (25) [19] 1,475 (971) [1,112] 409 (509) [524]</p> <p>275 (599) [412] 889 (1,376) [1,144] 118 (170) [175]</p> <p>232 (240) [226] 621 (1,076) [972] 372 (469) [471]</p>	<p>La Cienega Blvd</p> <p>Sherwood Dr</p> <p>688 (116) [92] 1,380 (1,360) [1,274]</p> <p>9 (35) [25] 89 (101) [92]</p> <p>245 (122) [81] 1,128 (1,875) [1,298]</p>	<p>La Cienega Blvd</p> <p>Melrose Ave</p> <p>292 (402) [349] 1,179 (1,109) [1,161] 98 (91) [122]</p> <p>80 (111) [136] 1,133 (776) [822] 526 (329) [325]</p> <p>211 (349) [321] 583 (1,186) [893] 75 (78) [122]</p> <p>66 (65) [82] 928 (1,356) [1,062] 232 (443) [301]</p>	<p>Croft Ave</p> <p>Santa Monica Blvd</p> <p>21 (12) [19] 36 (56) [33] 369 (361) [422]</p> <p>327 (351) [312] 1,594 (1,237) [1,293]</p> <p>853 (1,570) [1,414] 8 (26) [23]</p> <p>23 (33) [20] 18 (68) [22] 38 (34) [30]</p>	<p>Kings Rd</p> <p>Santa Monica Blvd</p> <p>121 (92) [92] 32 (60) [29]</p> <p>34 (67) [55] 1,504 (1,236) [1,519] 19 (6) [10]</p> <p>62 (100) [67] 1,086 (1,659) [1,568] 35 (44) [37]</p> <p>46 (77) [8] 22 (32) [8] 67 (66) [17]</p>
16. Westmount Dr/Santa Monica Blvd	17. West Knoll Dr/Santa Monica Blvd			
<p>Westmount Dr</p> <p>Santa Monica Blvd</p> <p>66 (51) [88] 73 (78) [44]</p> <p>93 (84) [80] 1,804 (1,264) [1,578]</p> <p>45 (56) [86] 1,026 (1,644) [1,431]</p>	<p>West Knoll Dr</p> <p>Santa Monica Blvd</p> <p>21 (13) [22]</p> <p>14 (24) [23] 1,993 (1,431) [1,774]</p> <p>1,000 (1,814) [1,587] 17 (40) [2]</p> <p>92 (82) [94]</p>			

AM (PM) [MD]



Figure 9
Peak Hour Traffic Volumes and Lane Configurations
Cumulative Plus Project (2023) Conditions

**TABLE 1
BICYCLE PARKING REQUIREMENT ESTIMATES**

Parking Ratio		
Land Use	Ratio	Category
Residential Dwelling Unit	0.25 per DU	
Commercial	0.13 per ksf	Employee Parking
Commercial	0.10 per ksf	Visitor Parking
Commercial	2.00 per 25 - 124.999 ksf	Bicycle Showers
Commercial	1.00 per employee bicycle space	Bicycle Lockers

Parking Requirements per Code		
Land Use	Size	Required Spaces
Apartment & Live/Work Units	111 DU	28
Non-residential	44.274 ksf	6 (Employee) 5 (Visitor)
TOTAL SPACES REQUIRED		39
TOTAL SPACES PROVIDED		133
TOTAL ADDITIONAL SPACES NEEDED		0
Bicycle Showers	44.274 ksf	2
TOTAL SHOWERS REQUIRED		2
TOTAL SHOWERS PROVIDED		0
TOTAL ADDITIONAL SHOWERS NEEDED		2
Bicycle Clothing Lockers	6 employee spaces	6
TOTAL LOCKERS REQUIRED		6
TOTAL LOCKERS PROVIDED		0
TOTAL ADDITIONAL LOCKERS NEEDED		6

Notes:

Source: West Hollywood Municipal Code, Sec 19.28.150, Updated February 16, 2007.

**TABLE 2
VEHICULAR PARKING REQUIREMENT ESTIMATES**

Parking Ratio	
Land Use	Ratio
Residential Dwelling Unit - Studio	1.00 per DU
Residential Dwelling Unit - 1 Bedroom	1.00 per DU
Residential Dwelling Unit - 2 Bedroom	2.00 per DU
Restaurant (High-Turnover Sit-Down)	9.00 per ksf
Office	3.50 per ksf
Live/Work Spaces	3.50 per ksf
General Retail	3.50 per ksf
Hair Salon (Personal Services)	5.00 per ksf

Parking Requirements per Code		
Land Use	Size	Required Spaces
Apartment - Studio	6 DU	6
Apartment - 1 Bedroom	41 DU	41
Apartment - 2 or 3 Bedroom	64 DU	128
Live/Work	15.494 KSF	55
High-Turnover Sit-Down Restaurant	3.983 KSF	36
Office	6.711 KSF	24
General Retail	14.488 KSF	51
Hair Salon (Personal Services)	3.643 KSF	18
TOTAL SPACES REQUIRED		359
TOTAL SPACES PROVIDED		346
TOTAL ADDITIONAL SPACES NEEDED		13

Notes:

Source: West Hollywood Municipal Code Sec 19.28.040, Tables 3-6 & Sec 19.22.050, Updated February 16,

2007

[a] The City of West Hollywood Municipal Code lists a parking requirement of 5 spaces per 1,000 square feet for personal services, with the exception that a personal service business, like a hair salon, can include an accessory retail sales area with 3.5 spaces per 1,000 square feet, provided the retail sales area does not exceed 25% of the total floor area. Applying the 3.5 spaces per 1,000 square foot to 25% of the floor area and applying 5 spaces per 1,000 square feet to the remaining salon results in a total parking requirement of 18 spaces. The resulting project parking requirement is 359 spaces with a provision of 346 spaces.

**TABLE 3
8555 SANTA MONICA BOULEVARD PROJECT
PROPOSED PROJECT TRIP GENERATION ESTIMATES**

Trip Generation Rates [a]												
Land Use	ITE#	Rate	Daily	AM Peak Hour			MD Peak Hour [b] [c]			PM Peak Hour		
				In	Out	Total	In	Out	Total	In	Out	Total
Apartment (Multi-family Housing Mid-Rise)	221	per dwelling unit	5.44	20%	80%	0.36	29%	71%	0.32	65%	35%	0.44
Single-Family Detached House	210	per dwelling unit	9.44	25%	75%	0.74	26%	74%	0.76	63%	37%	0.99
Condominium	230 (9th)	per dwelling unit	5.81	17%	83%	0.44	19%	81%	0.44	67%	33%	0.52
Health/Fitness Club	492	per 1,000 square feet	32.93	50%	50%	1.31	47%	53%	1.40	57%	43%	3.45
Office	710	per 1,000 square feet	13.68	88%	12%	0.83	88%	12%	0.91	17%	83%	0.87
Specialty Retail [d]	826 (9th)	per 1,000 square feet	44.32	62%	38%	0.70	48%	52%	6.84	44%	56%	2.71
Hair Salon [e]	918	per 1,000 square feet	16.47	100%	0%	1.21	100%	0%	1.21	17%	83%	1.45
High-Turnover Restaurant	932	per 1,000 square feet	112.18	55%	45%	9.94	53%	47%	14.04	60%	40%	9.77

Trip Generation Estimates												
Land Use	ITE#	Size	Weekday Daily	AM Peak Hour			MD Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total	In	Out	Total
Proposed Project												
Apartments	221	111 du	604	8	32	40	10	26	36	32	17	49
Live/Work [f]	230	12 units	70	1	4	5	1	4	5	4	2	6
Office	710	6.71 ksf	92	5	1	6	5	1	6	1	5	6
Specialty Retail	826	14.49 ksf	642	6	4	10	48	51	99	17	22	39
High-Turnover Restaurant	932	3.94 ksf	442	21	18	39	29	26	55	23	15	38
Hair Salon	918	3.64 ksf	60	4	0	4	4	0	4	1	4	5
SUBTOTAL			1,910	45	59	104	97	108	205	78	65	143
Existing Uses (to be removed)												
Single-Family Detached House	210	4 du	38	1	2	3	1	2	3	3	1	4
Health/Fitness Club	492	4.06 ksf	134	2	3	5	3	3	6	8	6	14
Office	710	4.21 ksf	58	3	0	3	4	0	4	1	3	4
Specialty Retail	826	10.43 ksf	462	4	3	7	34	37	71	12	16	28
Hair Salon	918	6.22 ksf	102	8	0	8	8	0	8	2	7	9
High-Turnover Restaurant	932	2.48 ksf	278	14	11	25	19	16	35	14	10	24
SUBTOTAL			1,072	32	19	51	69	58	127	40	43	83
NET NEW TRIPS			838	13	40	53	28	50	78	38	22	60

Notes:

[a] Source: ITE Trip Generation Manual, 10th Edition, 2017, unless otherwise noted in ITE# column.

[b] Weekday midday peak hour trip rate was assumed to be the AM peak hour of generator, unless otherwise noted in footnote [c].

[c] The AM peak hour generator is equivalent to the AM peak hour of adjacent street traffic for ITE 230 and 918.

[d] AM rate was derived from the proportional relationship of PM rates between ITE 814 and Shopping Center (ITE 820) and applied to ITE 820 AM rate.

[e] As no daily rate is provided for ITE 918, the daily rate was derived from the proportional relationship between peak hour trip rates for ITE 918 and ITE 932.

[f] Condominium trip generation is used for live/work space; there are 12 units total in the proposed project.

**TABLE 4
EXISTING PLUS PROJECT WEEKDAY ROADWAY SEGMENT IMPACT ANALYSIS**

Segment	Existing Daily Count (2019)	Proposed Project		
		Project Only Daily Traffic	Existing plus Project (2019)	% Increase
1. Hancock Avenue between Holloway Drive and West Knoll Drive	2,955	71	3,026	2.4%
2. Hancock Avenue between West Knoll Drive and Santa Monica Boulevard	3,489	35	3,524	1.0%
3. West Knoll Drive between Hancock Avenue and Westbourne Drive	1,433	35	1,468	2.5%
4. Westbourne Drive between West Knoll Drive and Santa Monica Boulevard	1,563	115	1,678	7.3%
5. Westbourne Drive between Rugby Drive and Sherwood Drive	2,295	110	2,405	4.8%
6. Sherwood Drive between Westbourne Drive and Westmount Drive	2,085	0	2,085	0.0%
7. Westmount Drive between Holloway Drive and West Knoll Drive	2,562	27	2,589	1.0%
8. West Knoll Drive between Westmount Drive and Santa Monica Boulevard	1,480	124	1,604	8.4%

Notes:

Impact criteria based on City of West Hollywood *Traffic Study Thresholds*, (October, 2009).

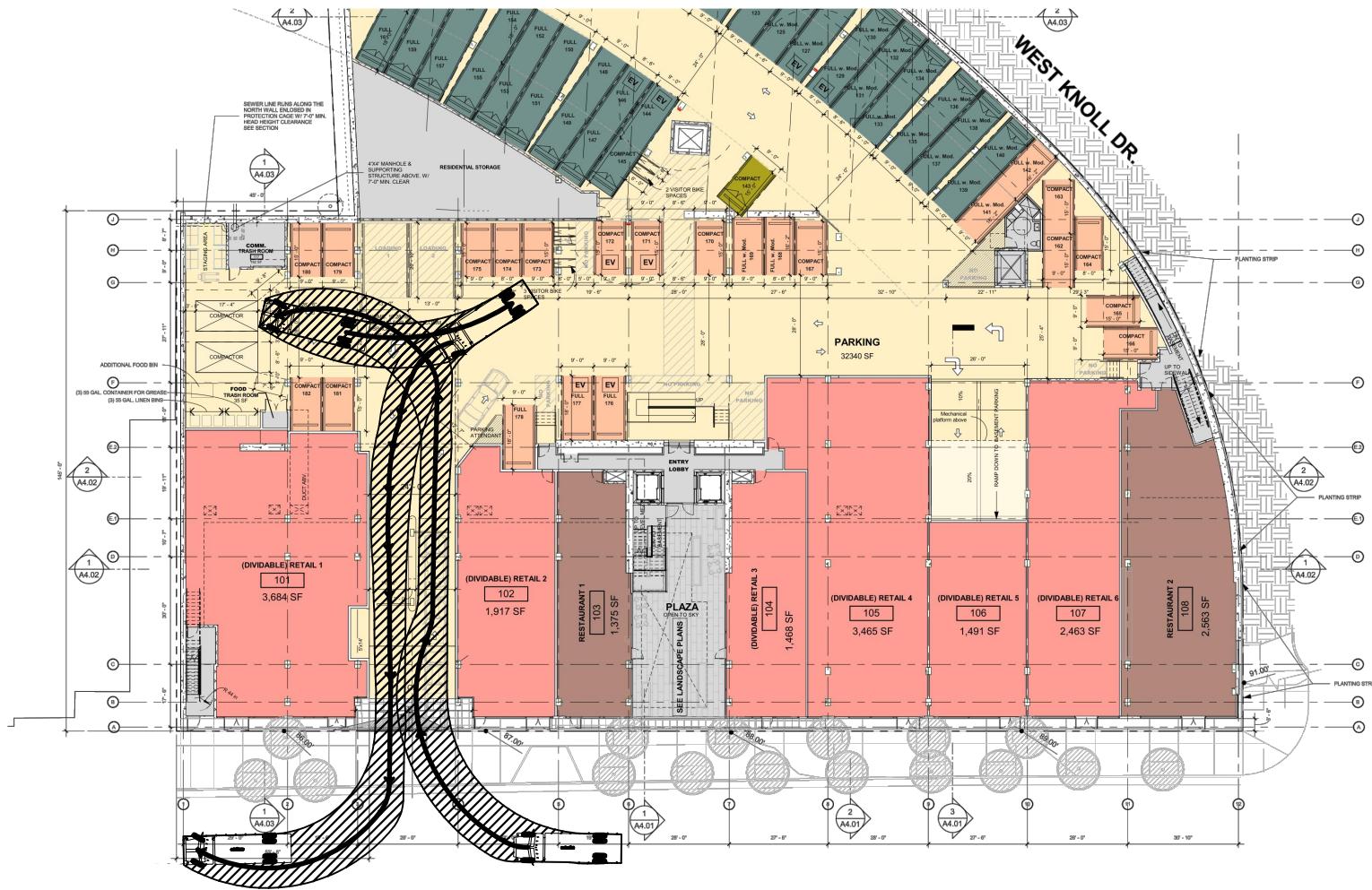
**TABLE 5
FUTURE WITH PROJECT WEEKDAY ROADWAY SEGMENT IMPACT ANALYSIS**

Segment	Jurisdiction	Existing Daily Count (2019)	Cumulative Base Daily Traffic	Proposed Project		
				Project Only ADT	Cumulative plus Project (2022)	% Increase
1. Hancock Avenue between Holloway Drive and West Knoll Drive	WH	2,955	3,142	71	3,213	2.2%
2. Hancock Avenue between West Knoll Drive and Santa Monica Boulevard	WH	3,489	3,680	35	3,716	1.0%
3. West Knoll Drive between Hancock Avenue and Westbourne Drive	WH	1,433	1,574	35	1,609	2.2%
4. Westbourne Drive between West Knoll Drive and Santa Monica Boulevard	WH	1,563	1,723	115	1,838	6.7%
5. Westbourne Drive between Rugby Drive and Sherwood Drive	LA	2,295	2,486	110	2,597	4.4%
6. Sherwood Drive between Westbourne Drive and Westmount Drive	LA	2,085	2,209	0	2,209	0.0%
7. Westmount Drive between Holloway Drive and West Knoll Drive	WH	2,562	2,761	27	2,787	1.0%
8. West Knoll Drive between Westmount Drive and Santa Monica Boulevard	LA	1,480	1,639	124	1,763	7.5%

Notes:

Impact criteria based on City of West Hollywood *Traffic Study Thresholds*, (October, 2009).

Attachment A: Project Site Plan



PARKING LEGEND

- LIVE/WORK PARKING STALL
- COMMERCIAL PARKING STALL
- RESIDENTIAL PARKING STALL

LEGEND

- PARKING
- ACCESS
- RETAIL
- RESTAURANT



Attachment A

TURNING TEMPLATE - SANTA MONICA BOULEVARD DRIVEWAY 30' SINGLE UNIT TRUCK

CONCEPTUAL - NOT FOR CONSTRUCTION. ADDITIONAL
DETAILED ANALYSIS AND ENGINEERING DESIGN REQUIRED.



Attachment B: Study Intersection Lane Configurations



<p>1. San Vicente Blvd/Santa Monica Blvd</p>	<p>2. Holloway Dr/Horn Ave/Sunset Blvd</p>	<p>3. Hancock Ave/Holloway Dr</p>	<p>4. Hancock Ave/Santa Monica Blvd</p>	<p>5. Westbourne Dr/Santa Monica Blvd</p>
<p>6. Westmount Dr/Holloway Dr</p>	<p>7. West Knoll Dr/Santa Monica Blvd</p>	<p>8. La Cienega Blvd/Sunset Blvd</p>	<p>9. La Cienega Blvd/Fountain Ave</p>	<p>10. La Cienega Blvd/Holloway Dr</p>
<p>11. La Cienega Blvd/Santa Monica Blvd</p>	<p>12. La Cienega Blvd/Sherwood Dr</p>	<p>13. La Cienega Blvd/Melrose Ave</p>	<p>14. Croft Ave/Santa Monica Blvd</p>	<p>15. Kings Rd/Santa Monica Blvd</p>
<p>16. Westmount Dr/Santa Monica Blvd</p>	<p>17. West Knoll Dr/Santa Monica Blvd*</p>			



* Intersection 17 is stop controlled under existing conditions only.

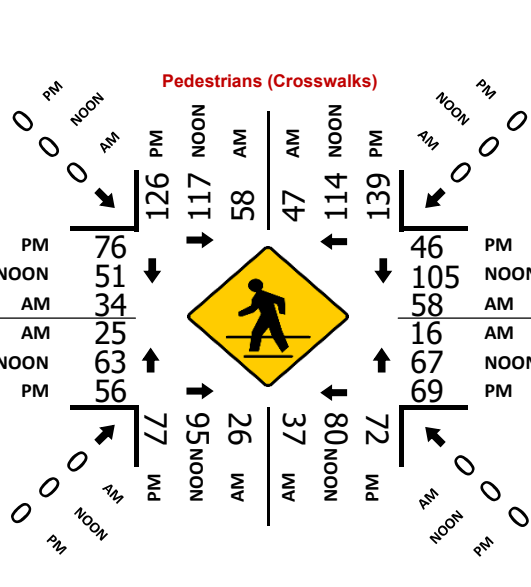
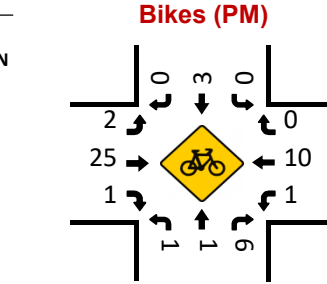
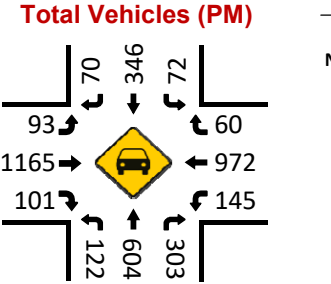
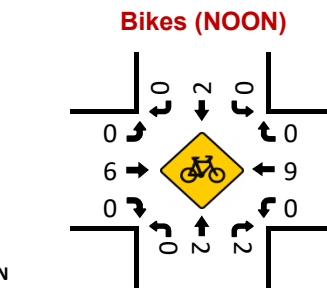
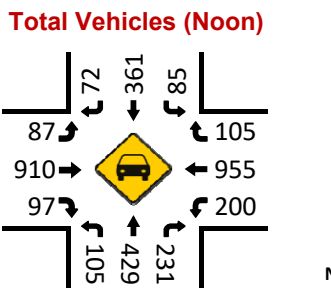
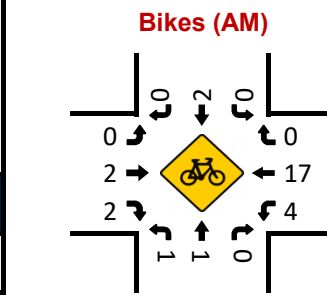
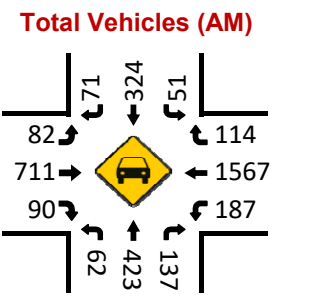
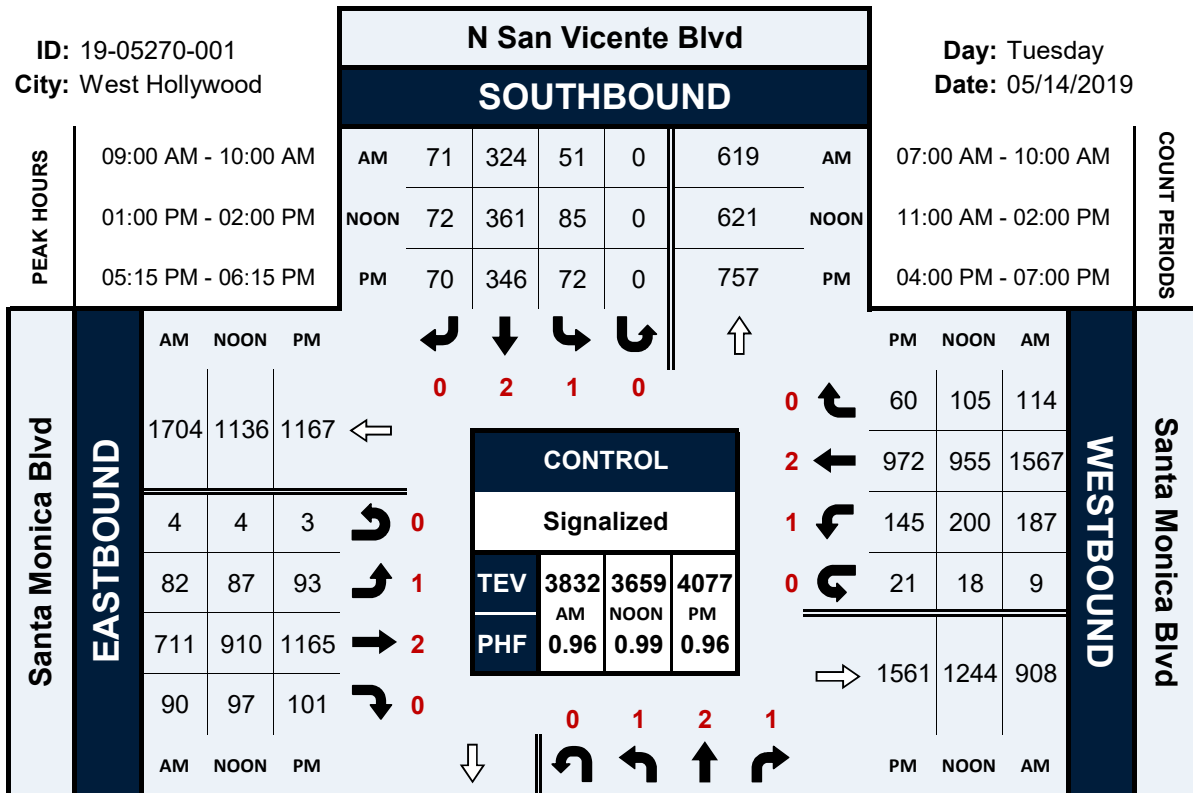
Attachment C: Study Intersection Counts

N San Vicente Blvd & Santa Monica Blvd

Peak Hour Turning Movement Count

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City: West Hollywood

Day: Tuesday
Date: 05/14/2019

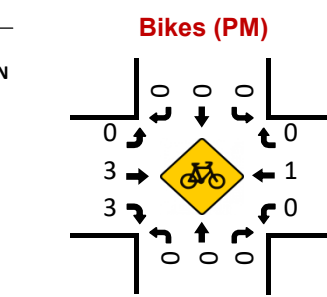
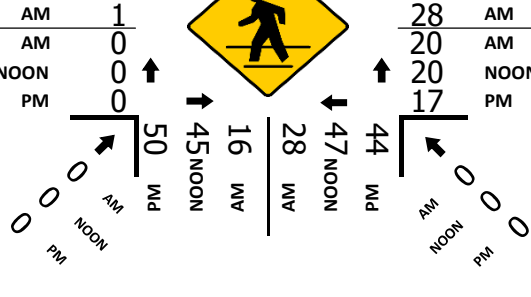
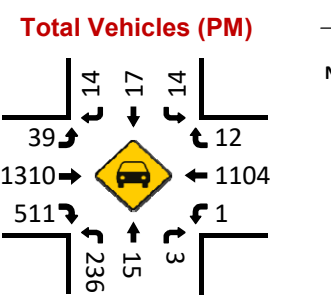
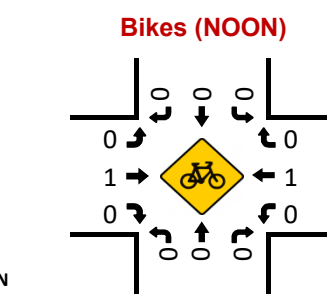
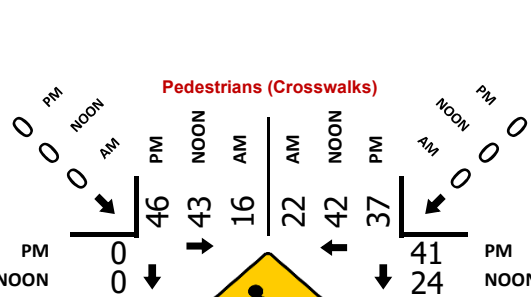
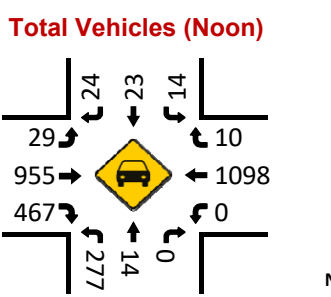
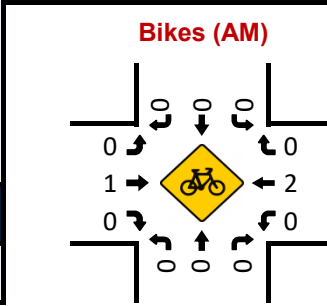
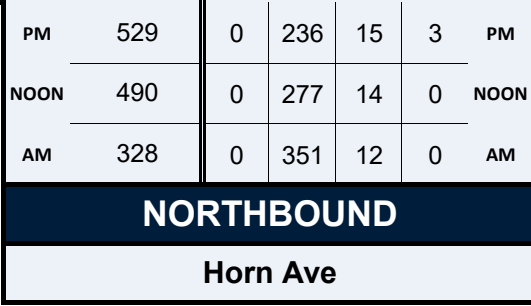
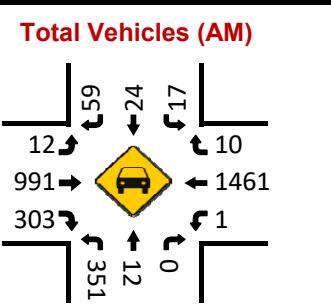
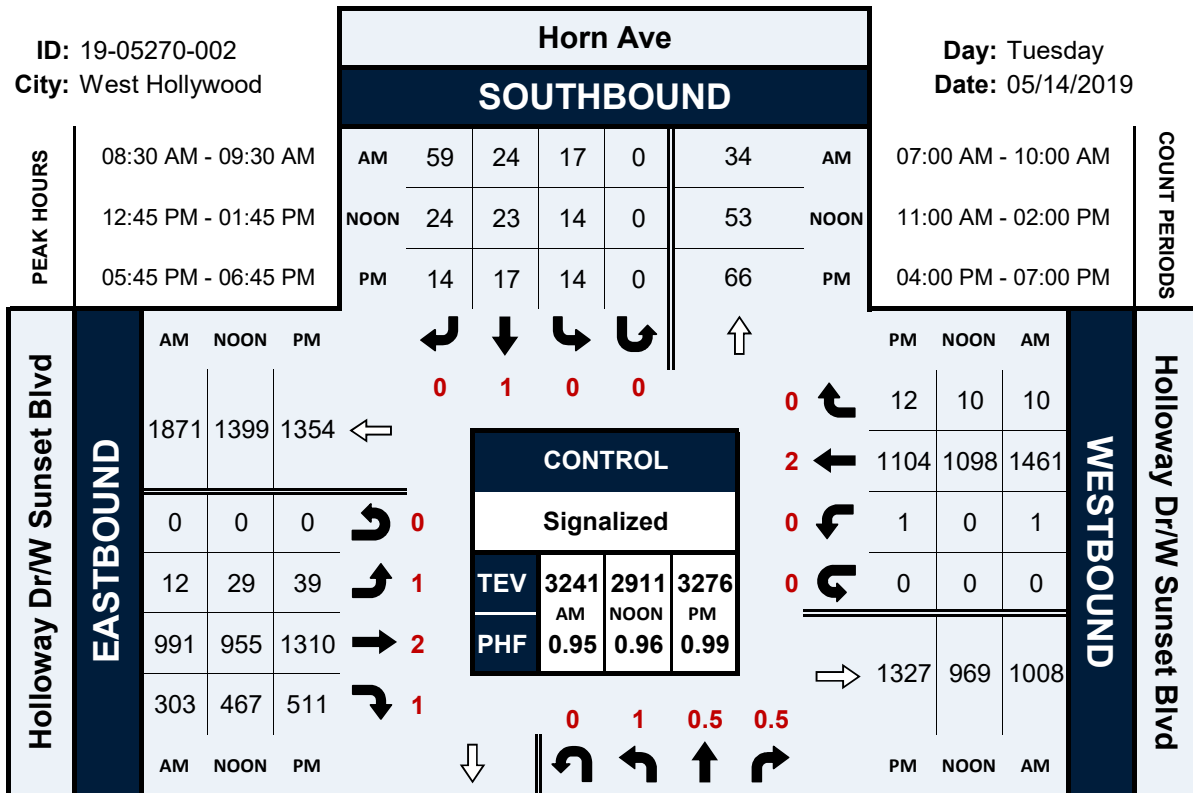


Horn Ave & Holloway Dr/W Sunset Blvd

Peak Hour Turning Movement Count

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City: West Hollywood

Day: Tuesday
Date: 05/14/2019

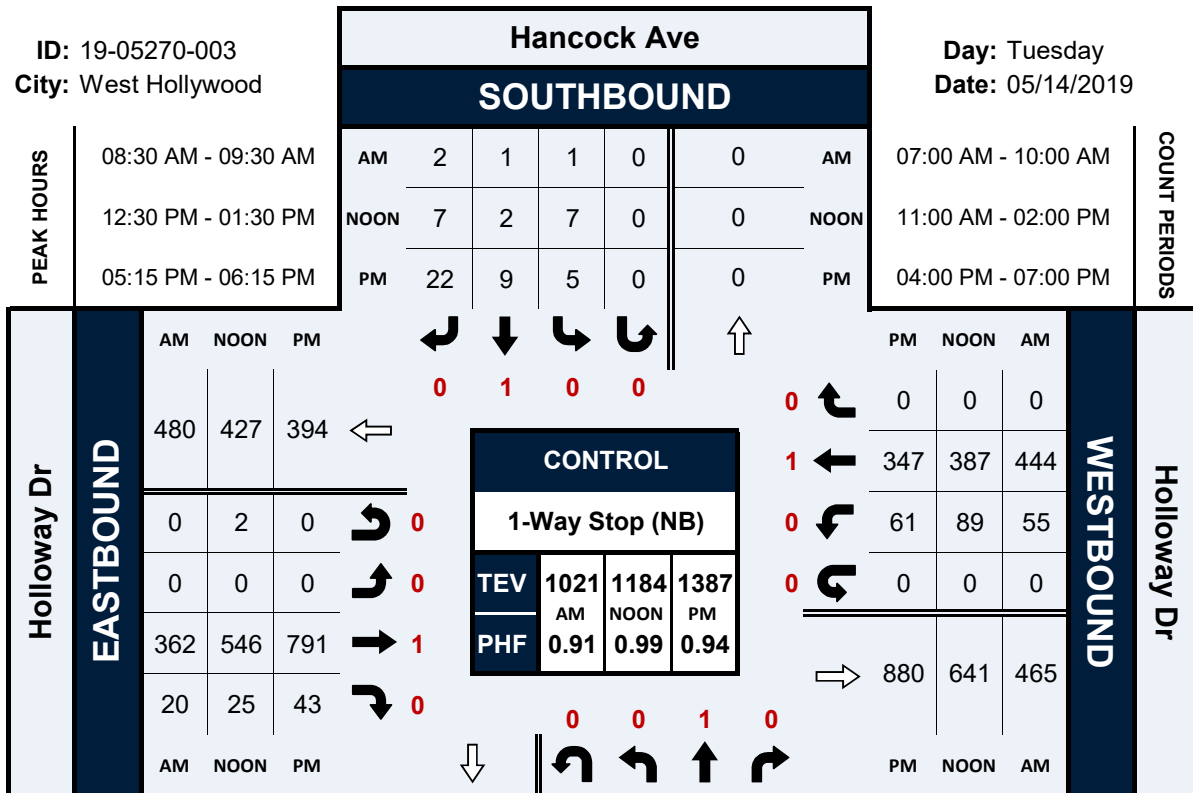


Hancock Ave & Holloway Dr

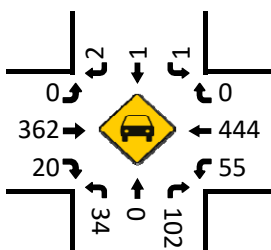
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City: West Hollywood

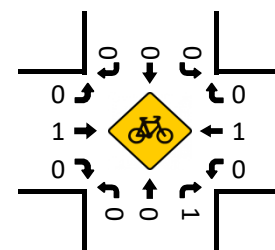
Day: Tuesday
Date: 05/14/2019



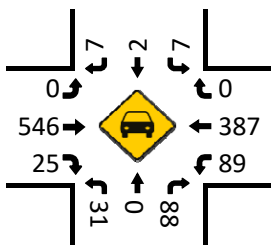
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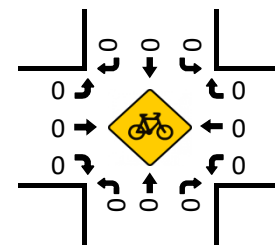
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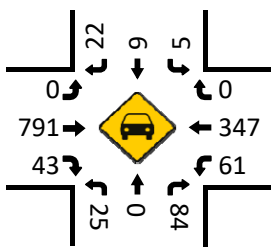
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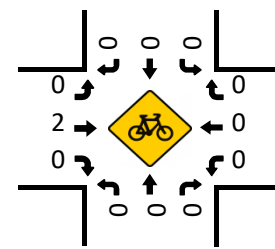
Bikes (NOON)



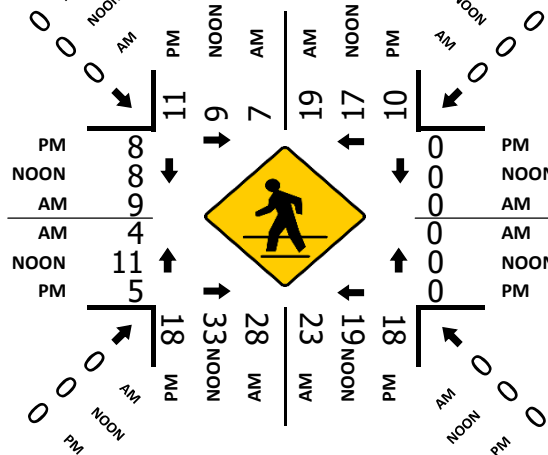
Total Vehicles (PM)



Bikes (PM)



Pedestrians (Crosswalks)

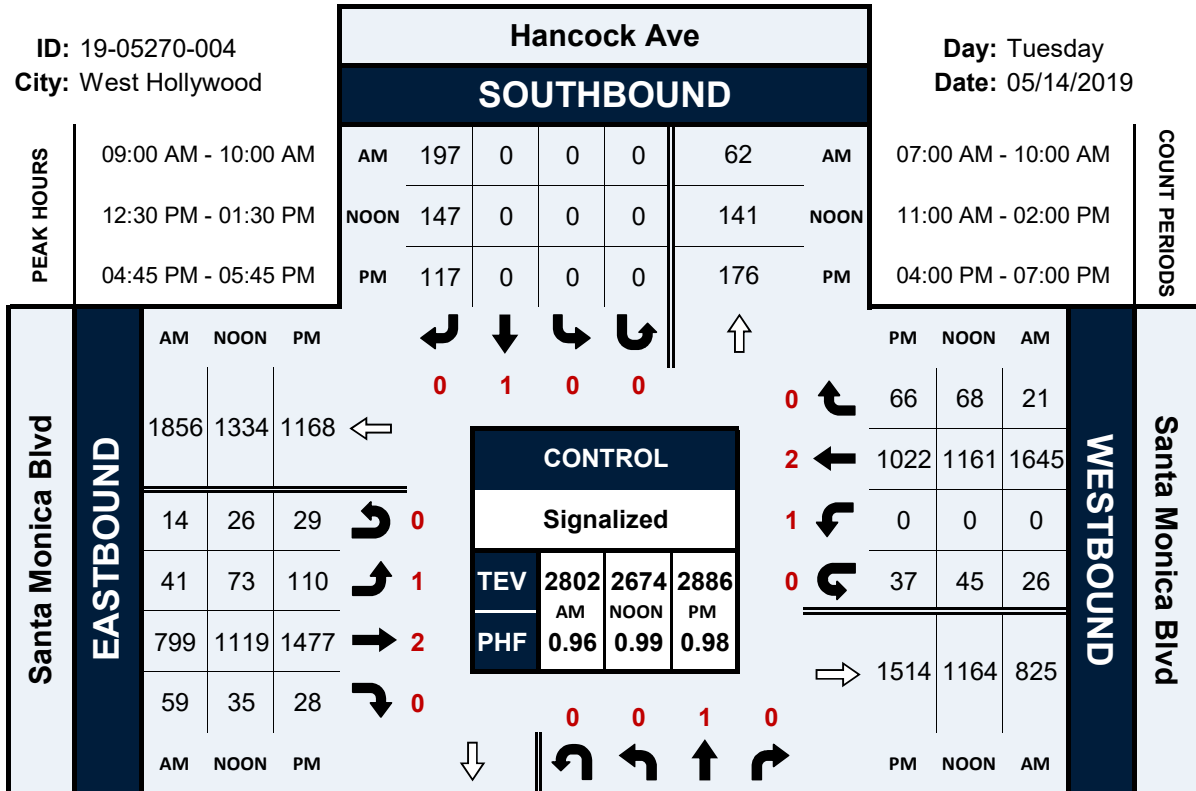


Hancock Ave & Santa Monica Blvd

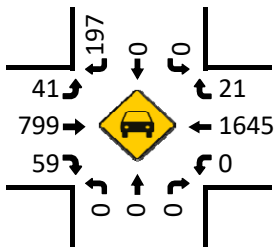
Peak Hour Turning Movement Count

ID: 19-05270-004
City: West Hollywood

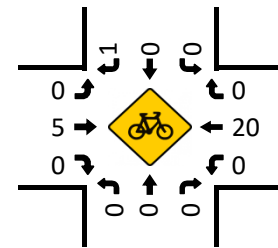
Day: Tuesday
Date: 05/14/2019



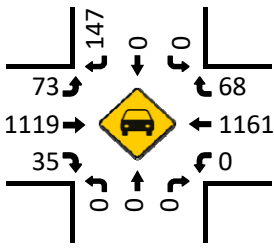
Total Vehicles (AM)



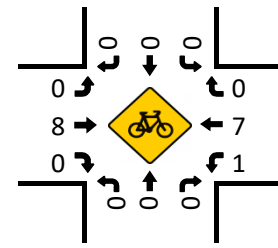
Bikes (AM)



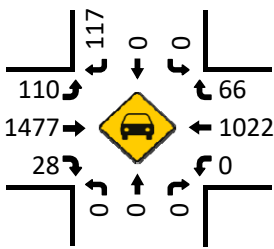
Total Vehicles (Noon)



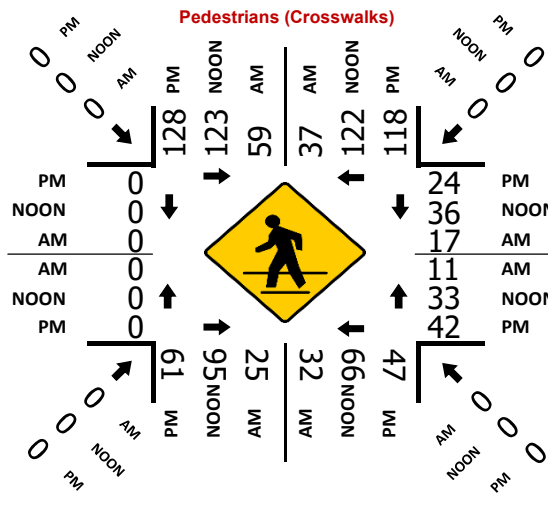
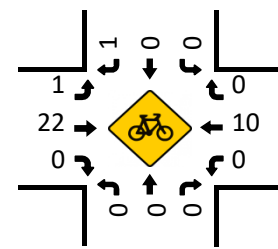
Bikes (NOON)



Total Vehicles (PM)



Bikes (PM)

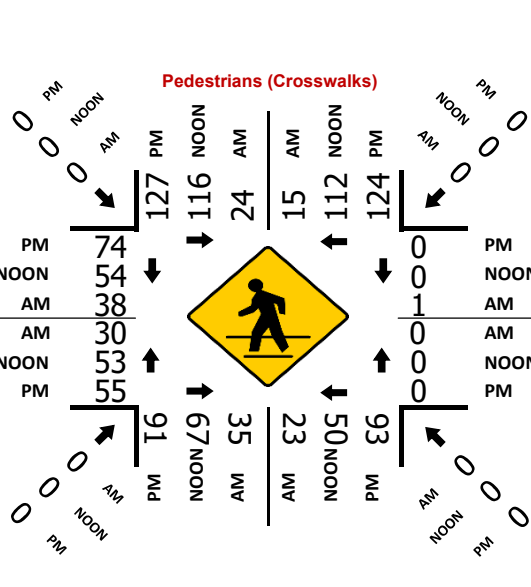
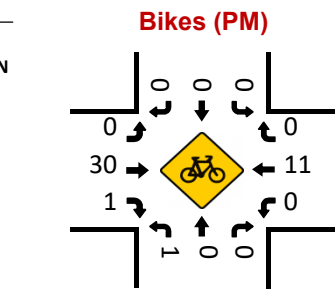
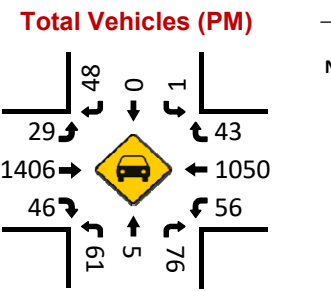
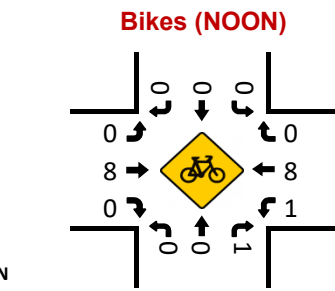
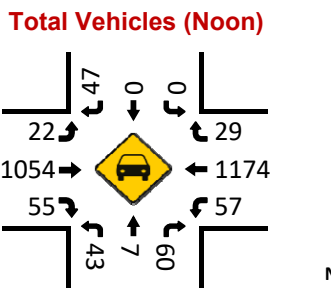
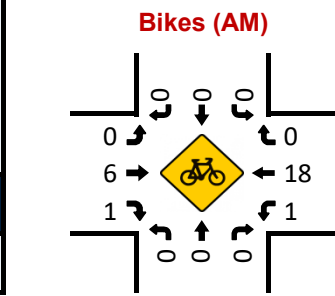
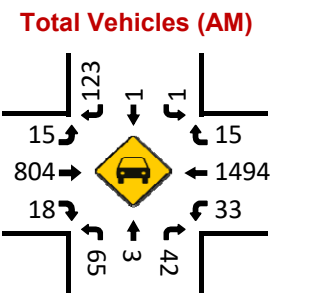
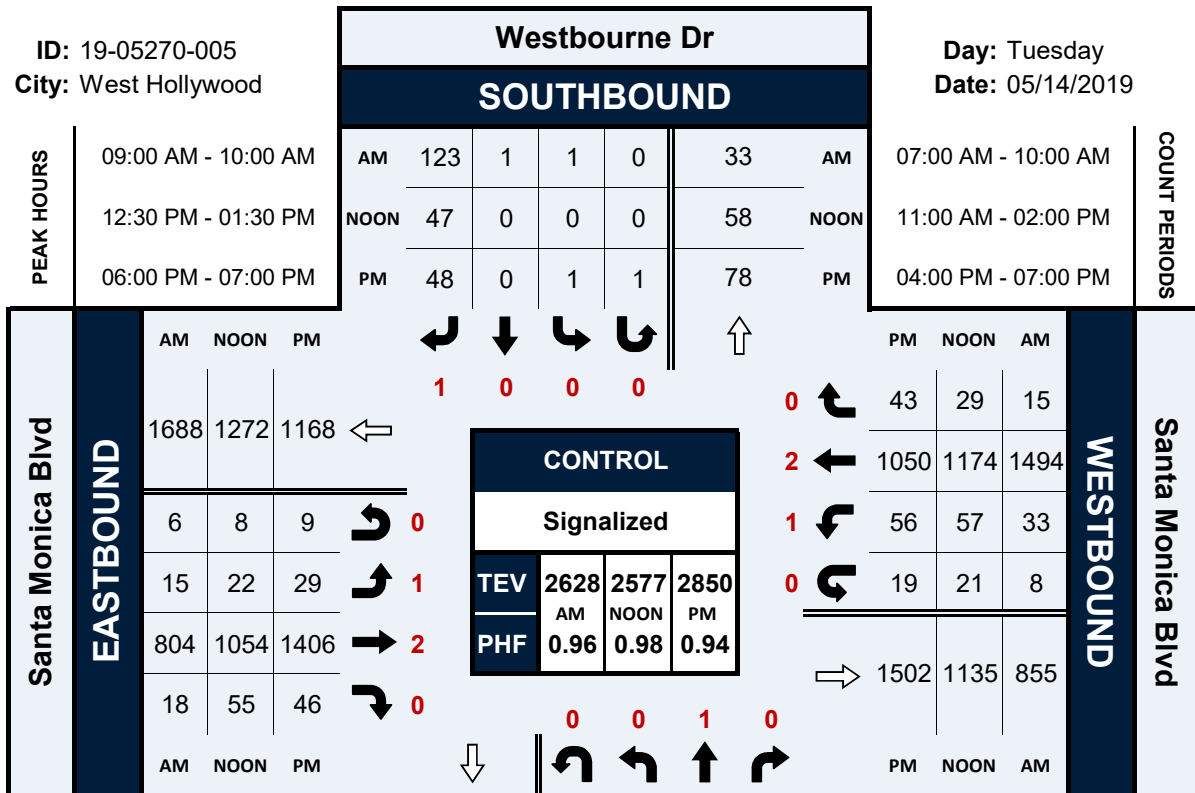


Westbourne Dr & Santa Monica Blvd

Peak Hour Turning Movement Count

ID: 19-05270-005
City: West Hollywood

Day: Tuesday
Date: 05/14/2019

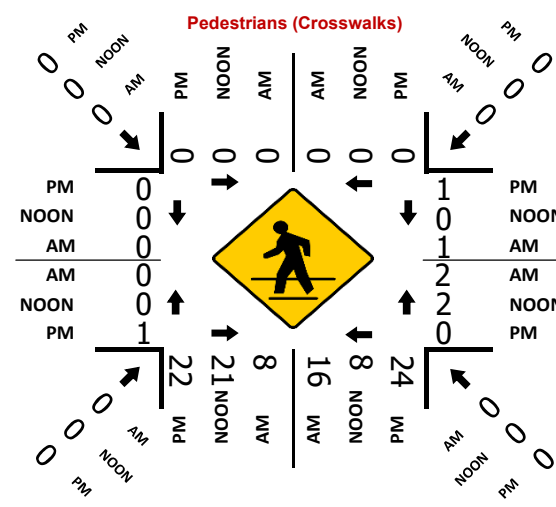
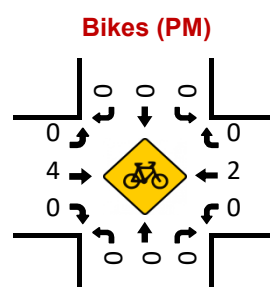
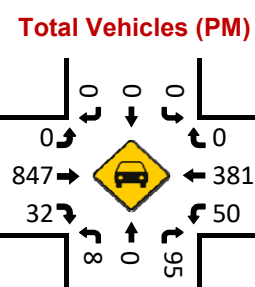
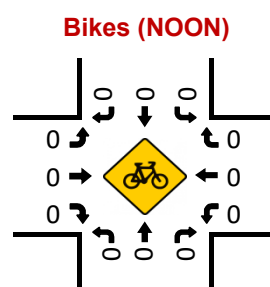
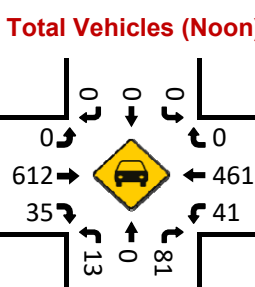
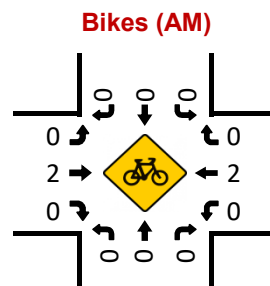
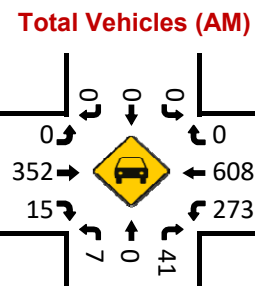
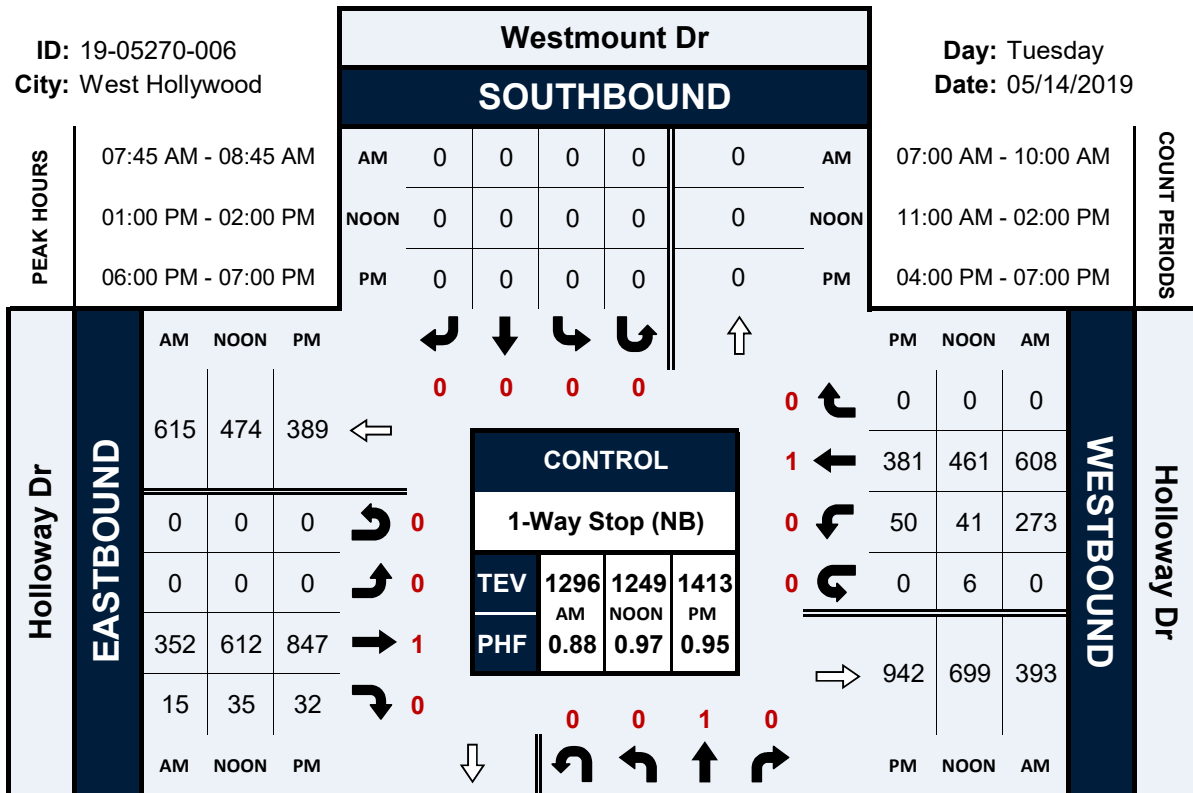


Westmount Dr & Holloway Dr

Peak Hour Turning Movement Count

ID: 19-05270-006
City: West Hollywood

Day: Tuesday
Date: 05/14/2019

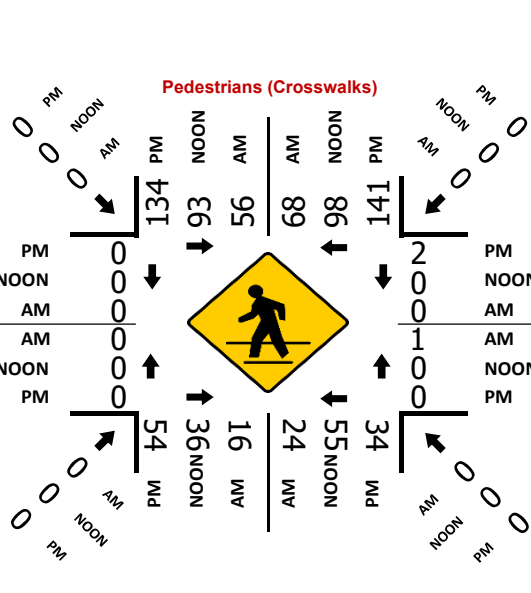
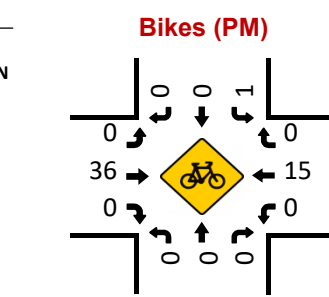
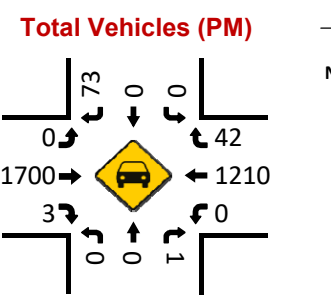
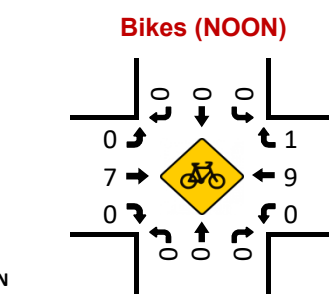
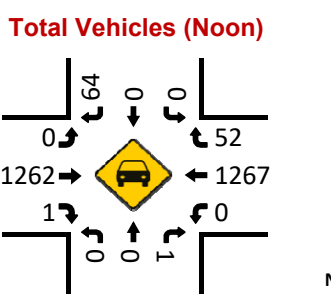
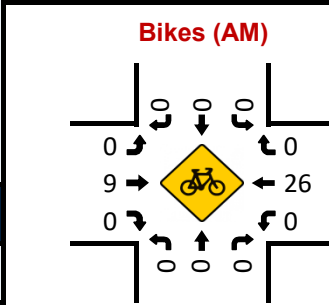
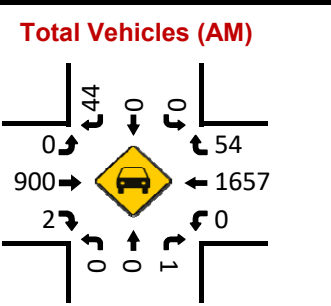
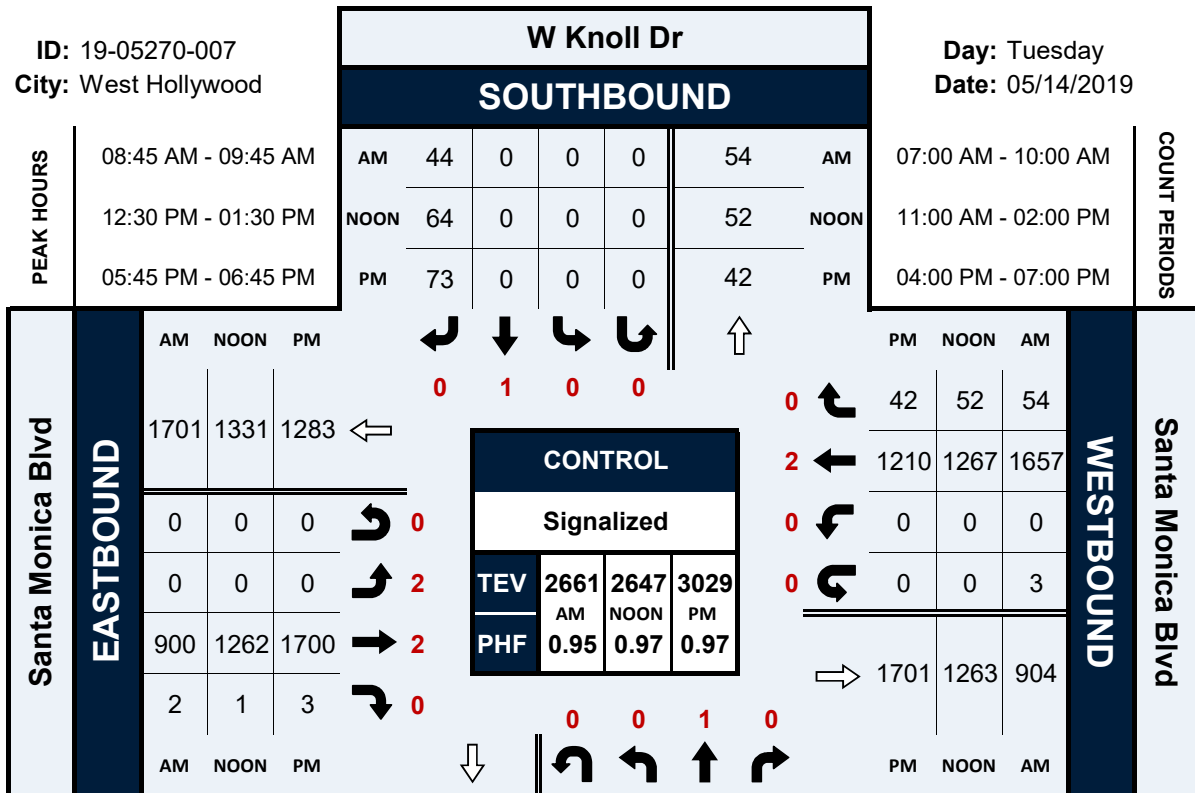


W Knoll Dr & Santa Monica Blvd

Peak Hour Turning Movement Count

ID: 19-05270-007
City: West Hollywood

Day: Tuesday
Date: 05/14/2019

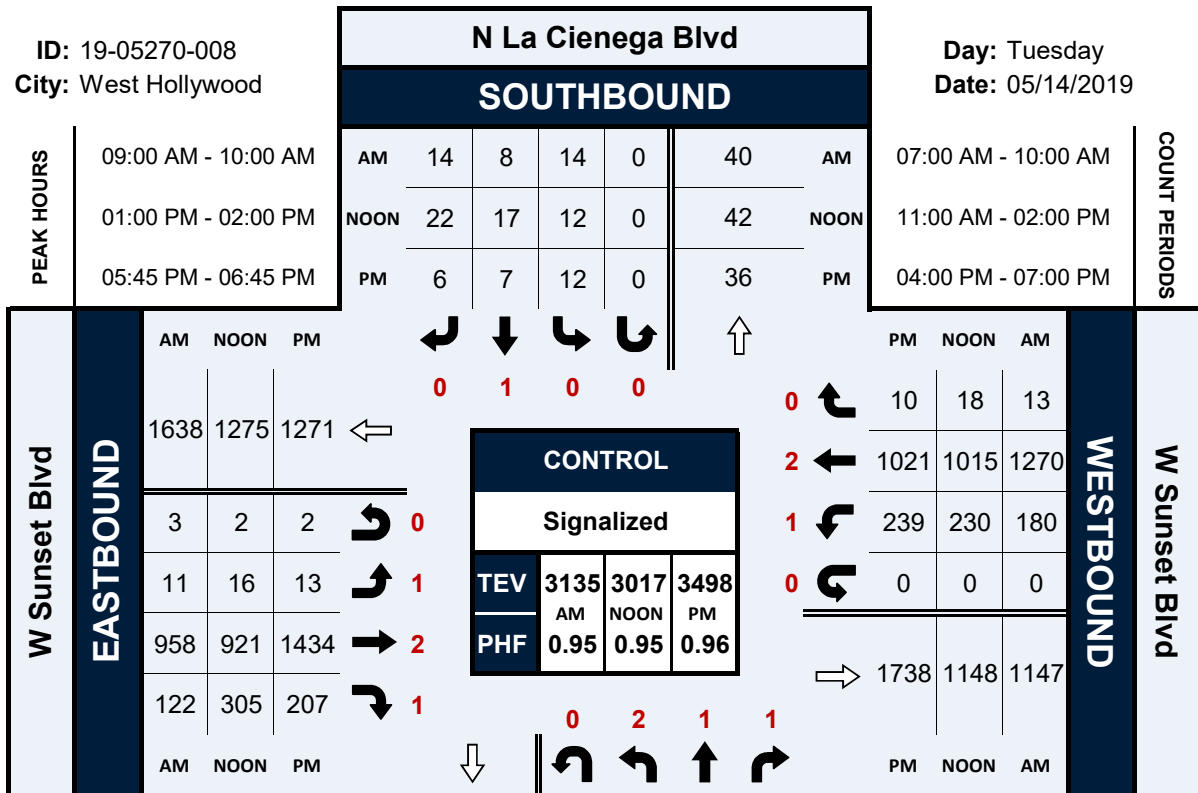


N La Cienega Blvd & W Sunset Blvd

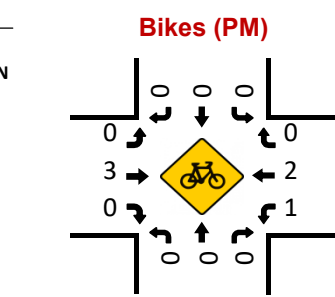
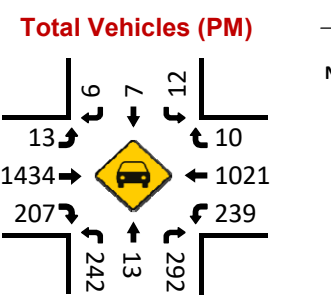
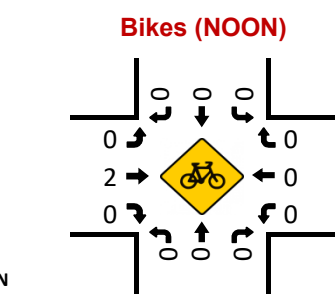
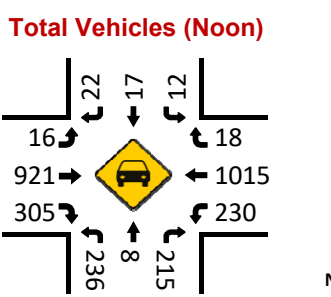
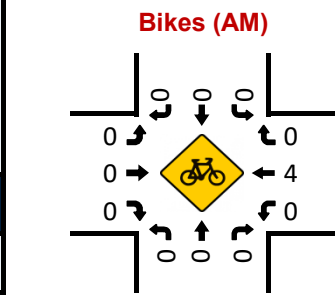
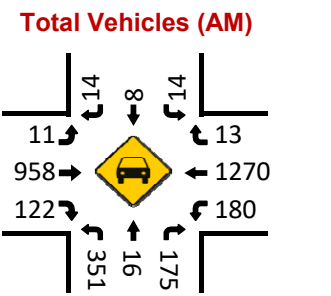
Peak Hour Turning Movement Count

ID: 19-05270-008
City: West Hollywood

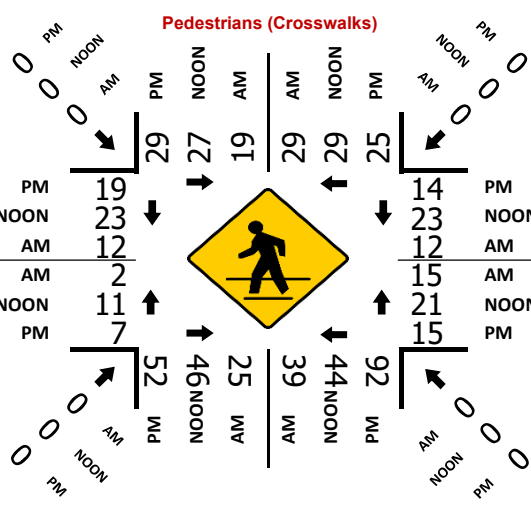
Day: Tuesday
Date: 05/14/2019



CONTROL			
Signalized			
TEV	3135	3017	3498
	AM	NOON	PM
PHF	0.95	0.95	0.96



		N La Cienega Blvd							
		NORTHBOUND							
	PM	453	0	242	13	292	PM		
	NOON	552	0	236	8	215	NOON		
	AM	310	0	351	16	175	AM		

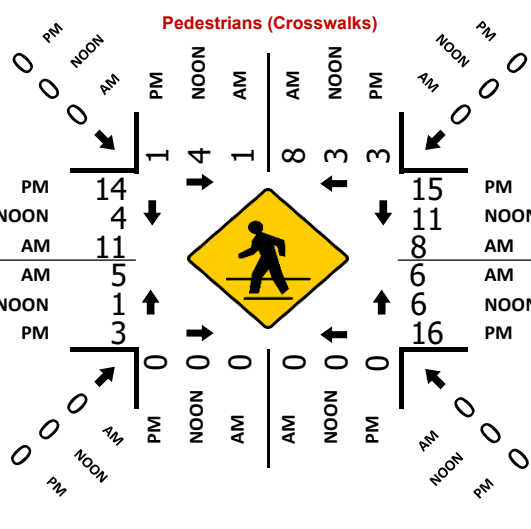
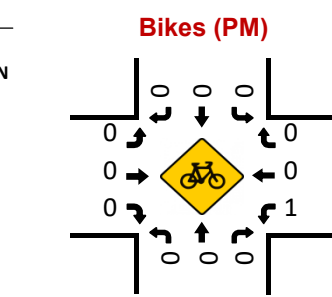
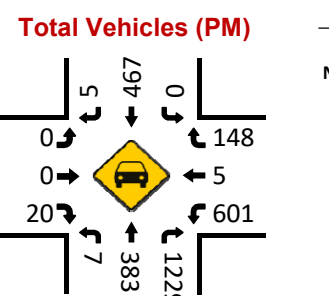
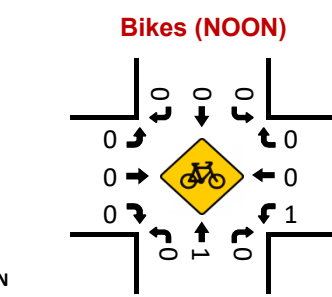
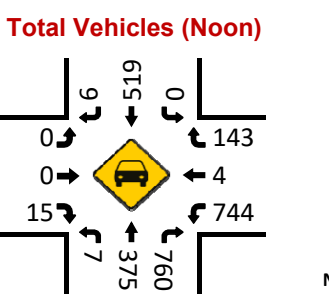
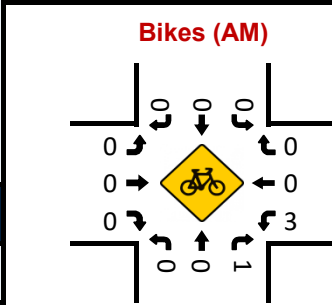
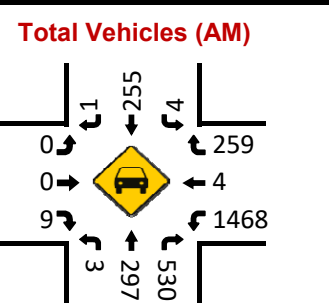
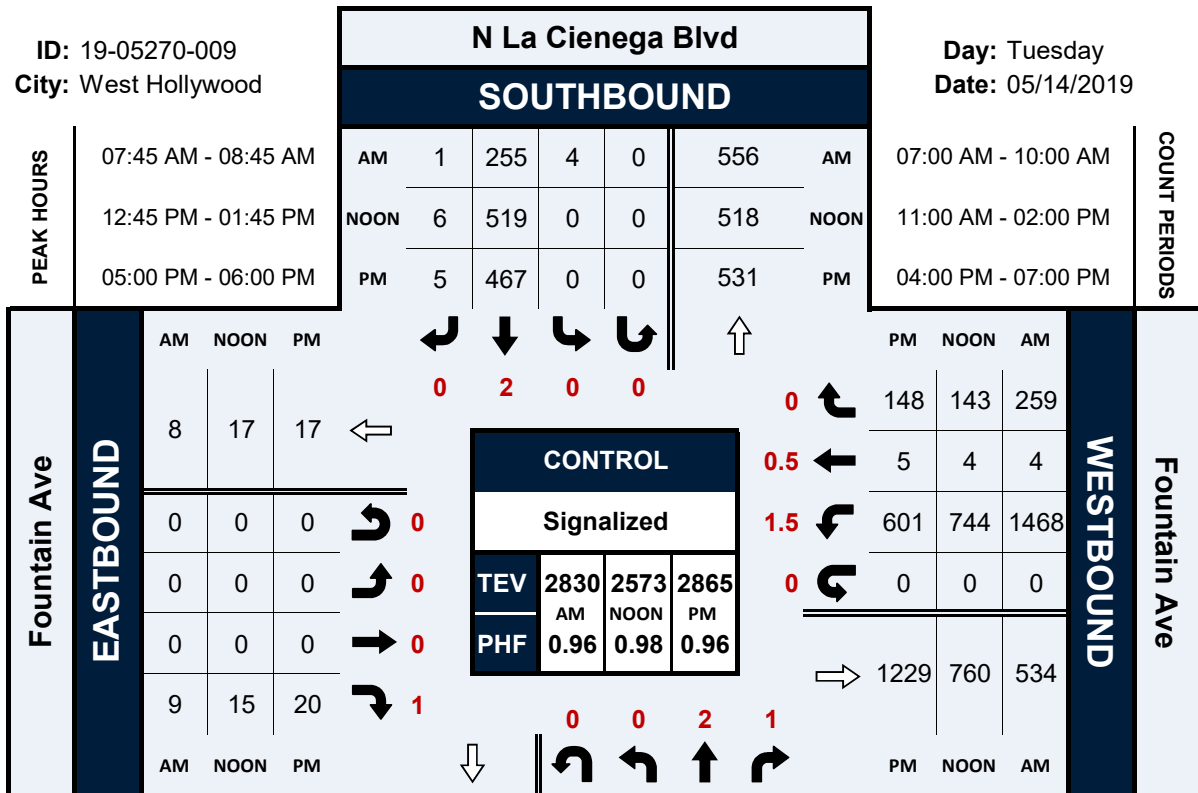


N La Cienega Blvd & Fountain Ave

Peak Hour Turning Movement Count

ID: 19-05270-009
City: West Hollywood

Day: Tuesday
Date: 05/14/2019

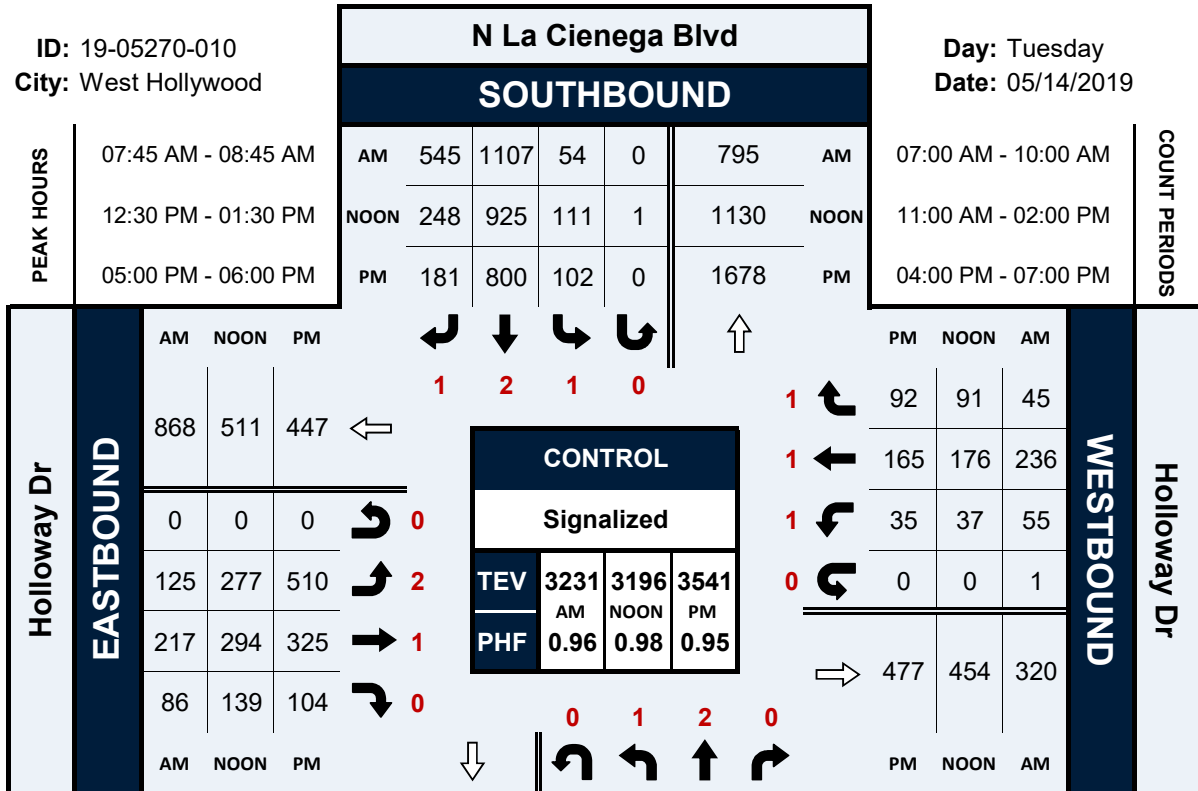


N La Cienega Blvd & Holloway Dr

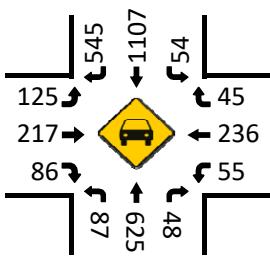
Peak Hour Turning Movement Count

ID: 19-05270-010
City: West Hollywood

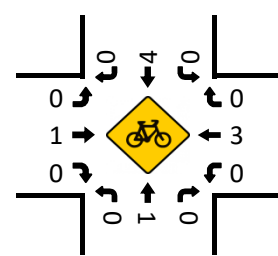
Day: Tuesday
Date: 05/14/2019



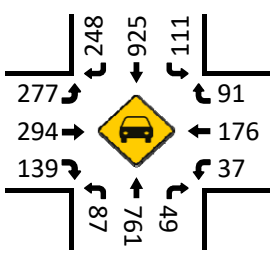
Total Vehicles (AM)



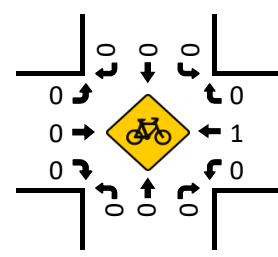
Bikes (AM)



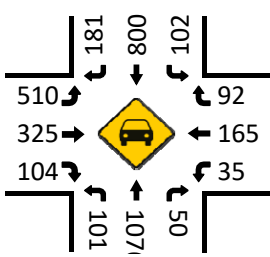
Total Vehicles (Noon)



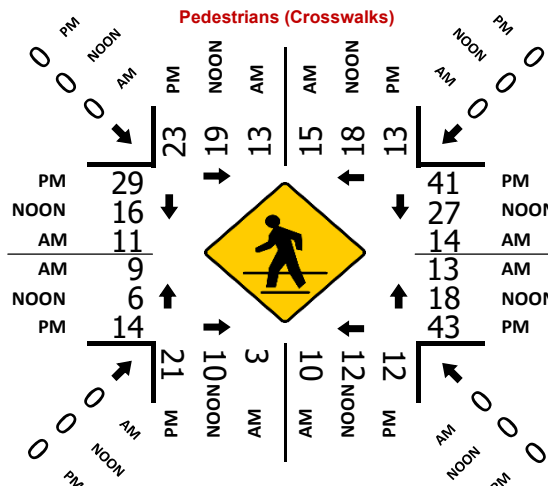
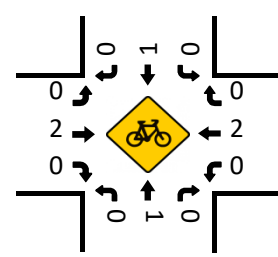
Bikes (NOON)



Total Vehicles (PM)



Bikes (PM)

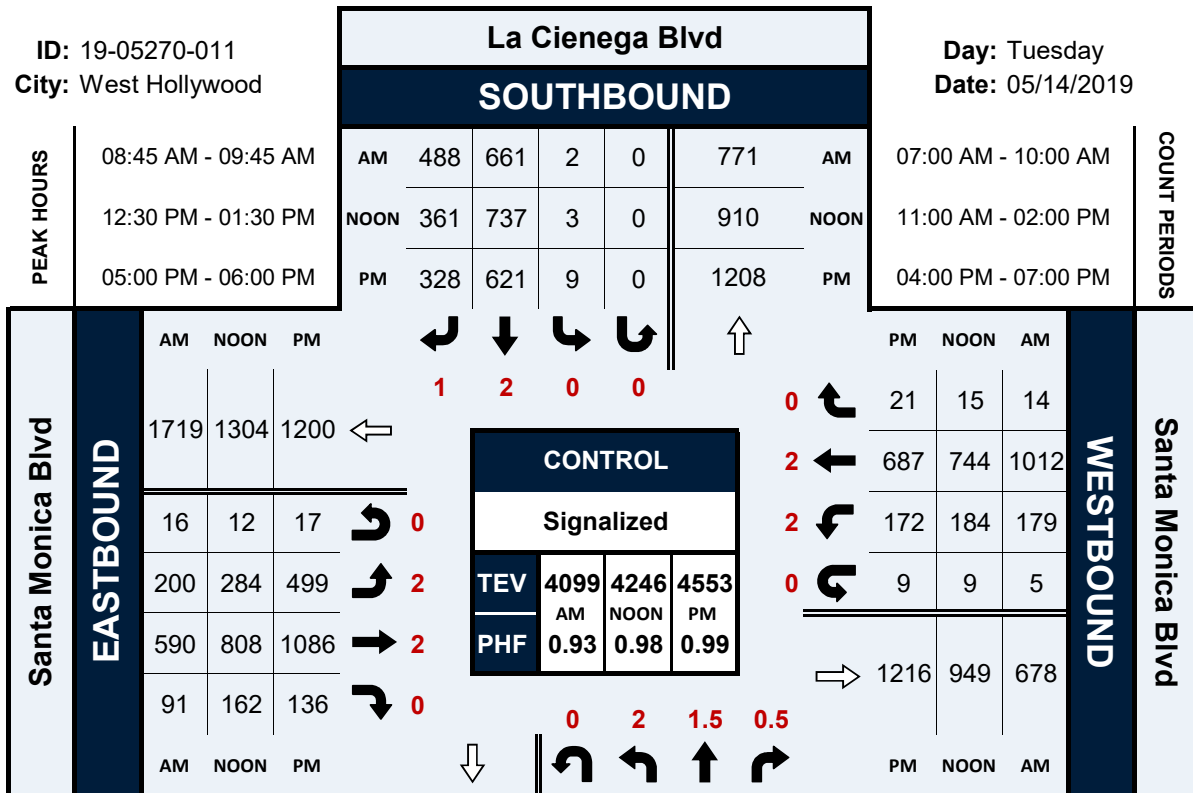


La Cienega Blvd & Santa Monica Blvd

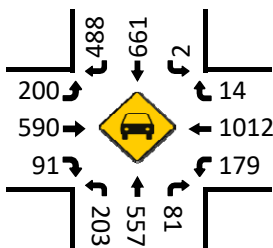
Peak Hour Turning Movement Count

ID: 19-05270-011
City: West Hollywood

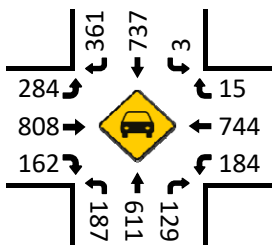
Day: Tuesday
Date: 05/14/2019



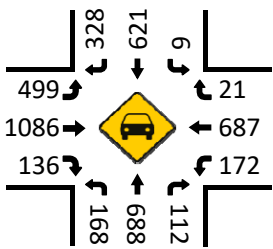
Total Vehicles (AM)



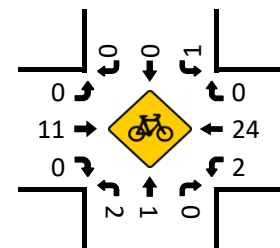
Total Vehicles (Noon)



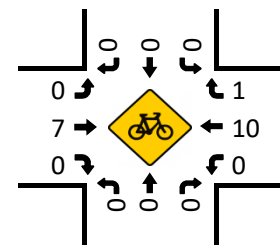
Total Vehicles (PM)



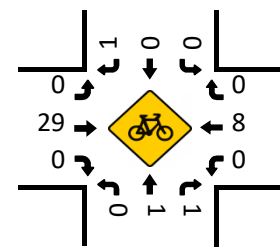
Bikes (AM)



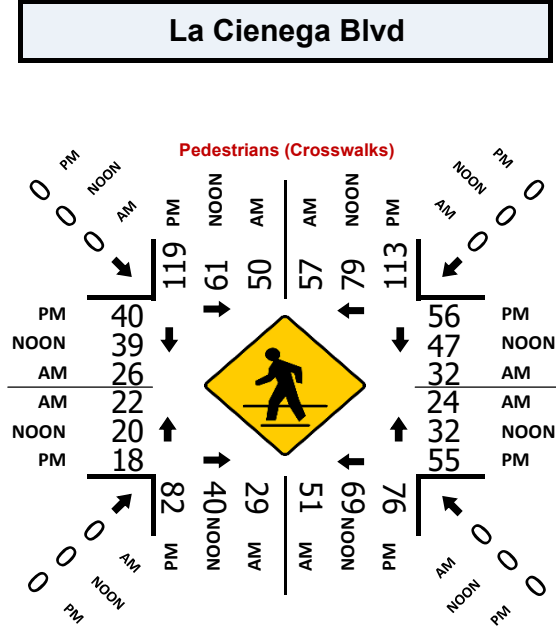
Bikes (NOON)



Bikes (PM)



NORTHBOUND

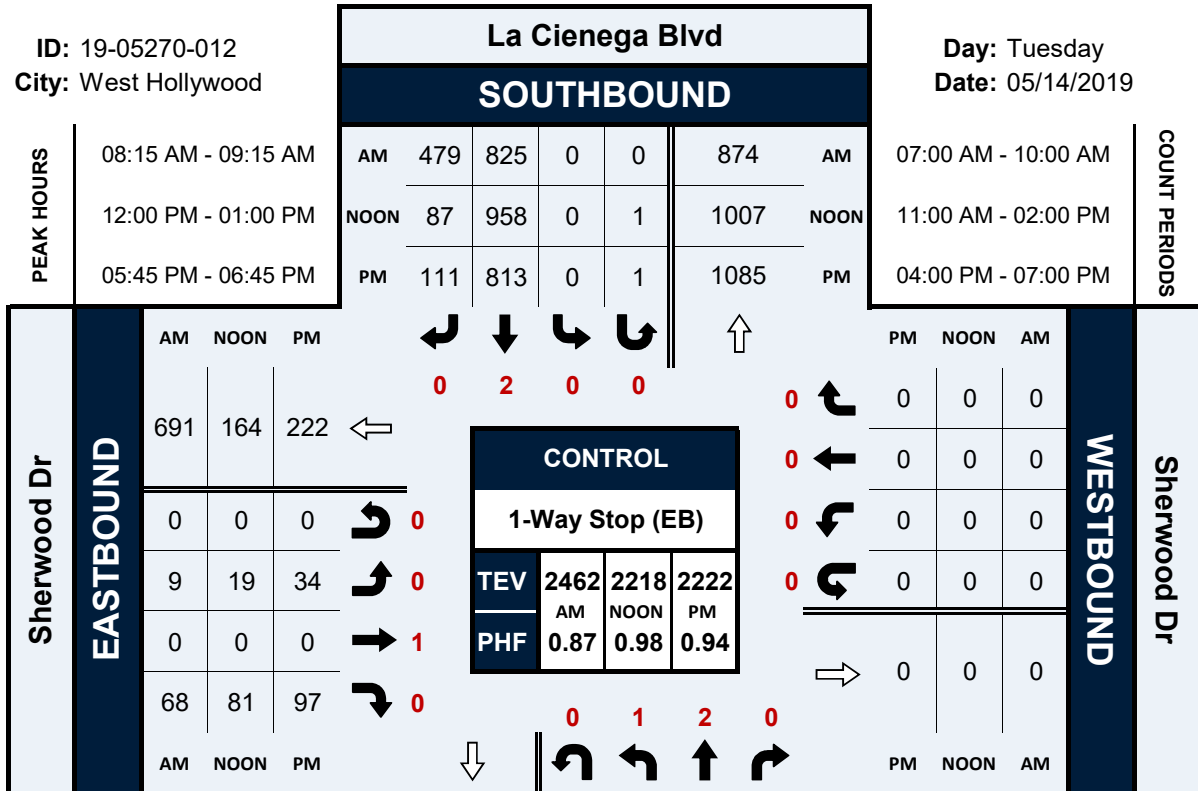


La Cienega Blvd & Sherwood Dr

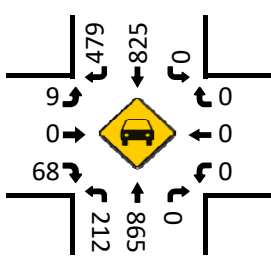
Peak Hour Turning Movement Count

ID: 19-05270-012
City: West Hollywood

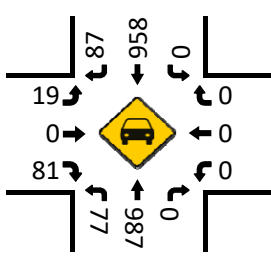
Day: Tuesday
Date: 05/14/2019



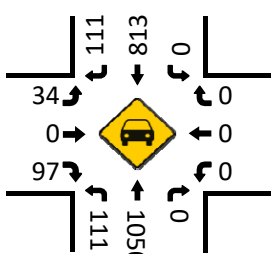
Total Vehicles (AM)



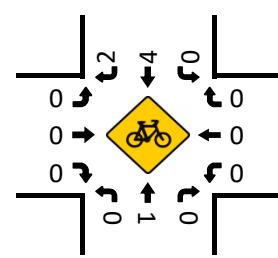
Total Vehicles (Noon)



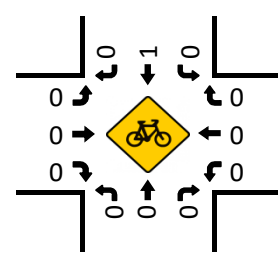
Total Vehicles (PM)



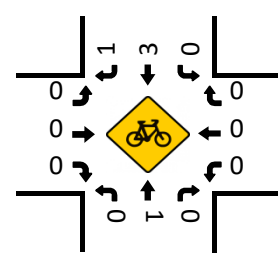
Bikes (AM)



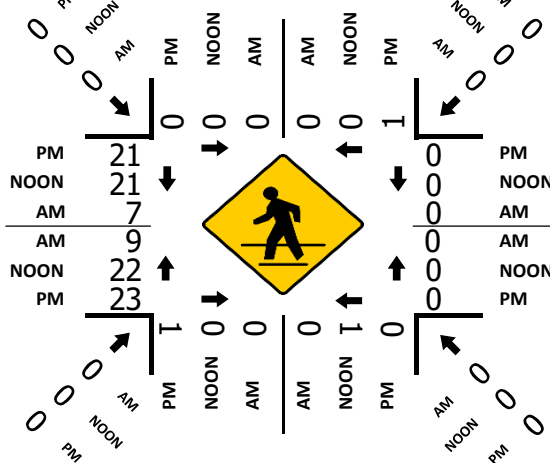
Bikes (NOON)



Bikes (PM)



Pedestrians (Crosswalks)

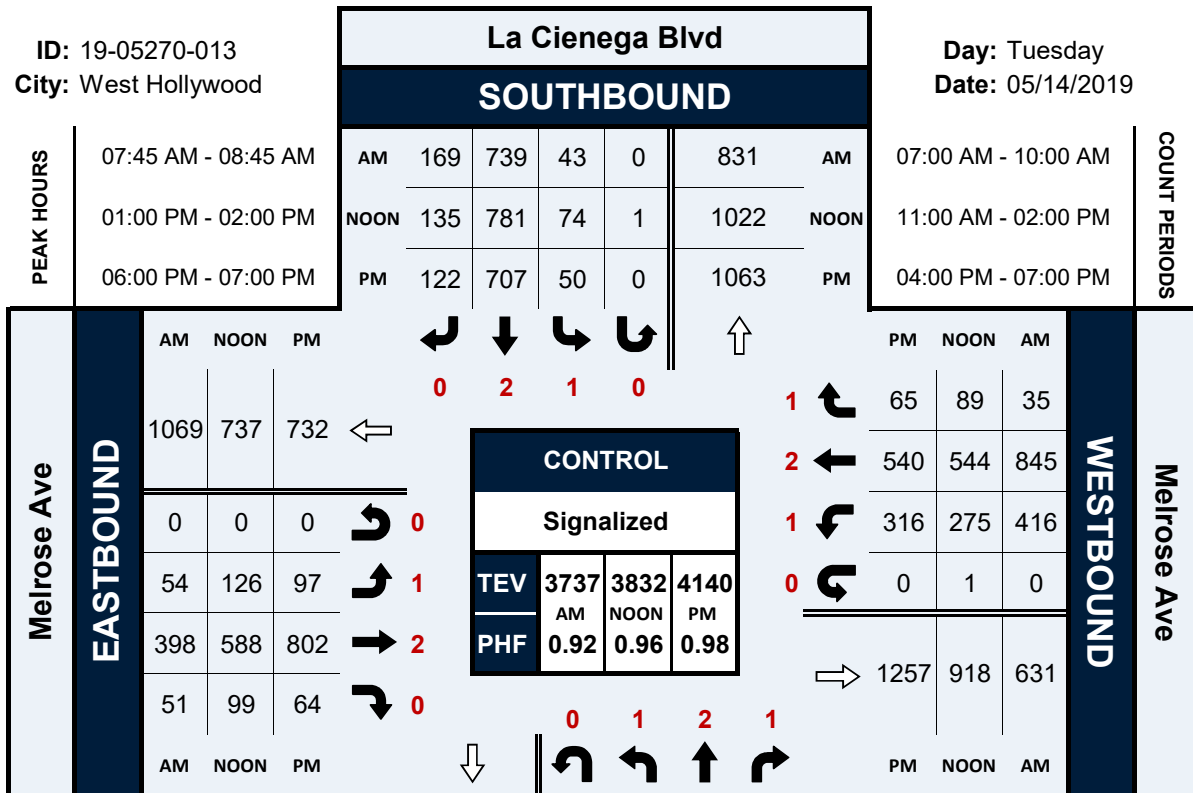


La Cienega Blvd & Melrose Ave

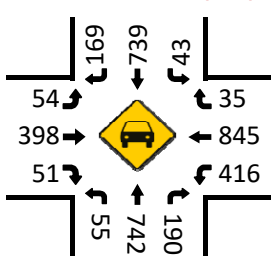
Peak Hour Turning Movement Count

ID: 19-05270-013
City: West Hollywood

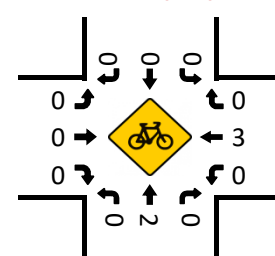
Day: Tuesday
Date: 05/14/2019



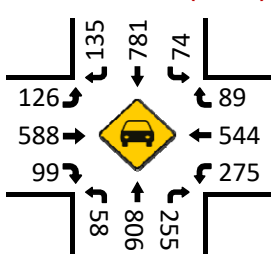
Total Vehicles (AM)



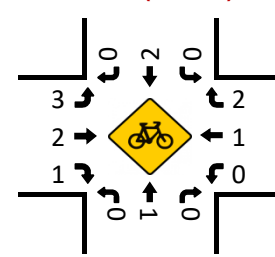
Bikes (AM)



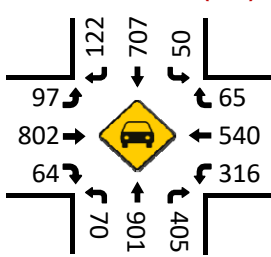
Total Vehicles (Noon)



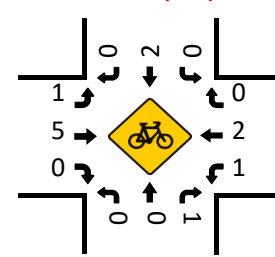
Bikes (NOON)



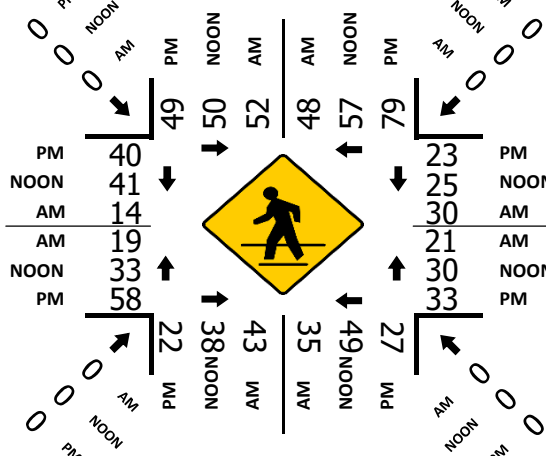
Total Vehicles (PM)



Bikes (PM)



Pedestrians (Crosswalks)

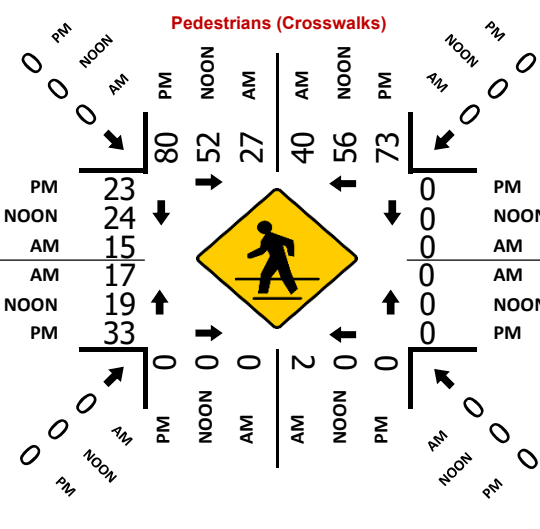
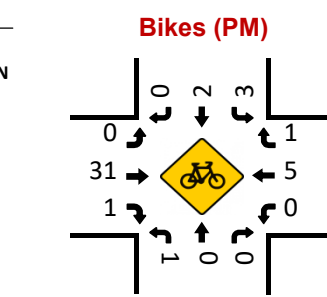
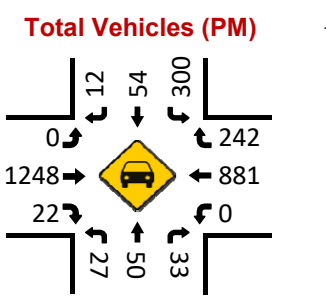
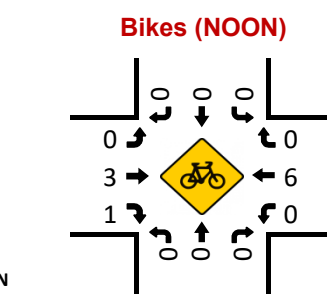
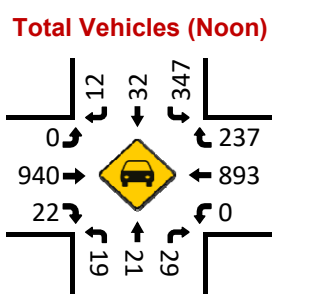
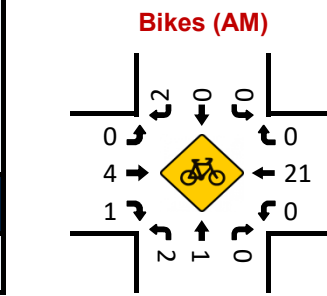
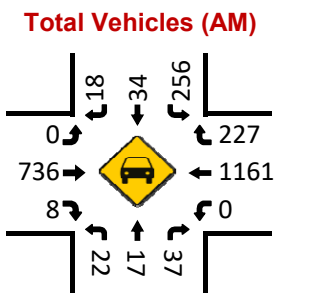
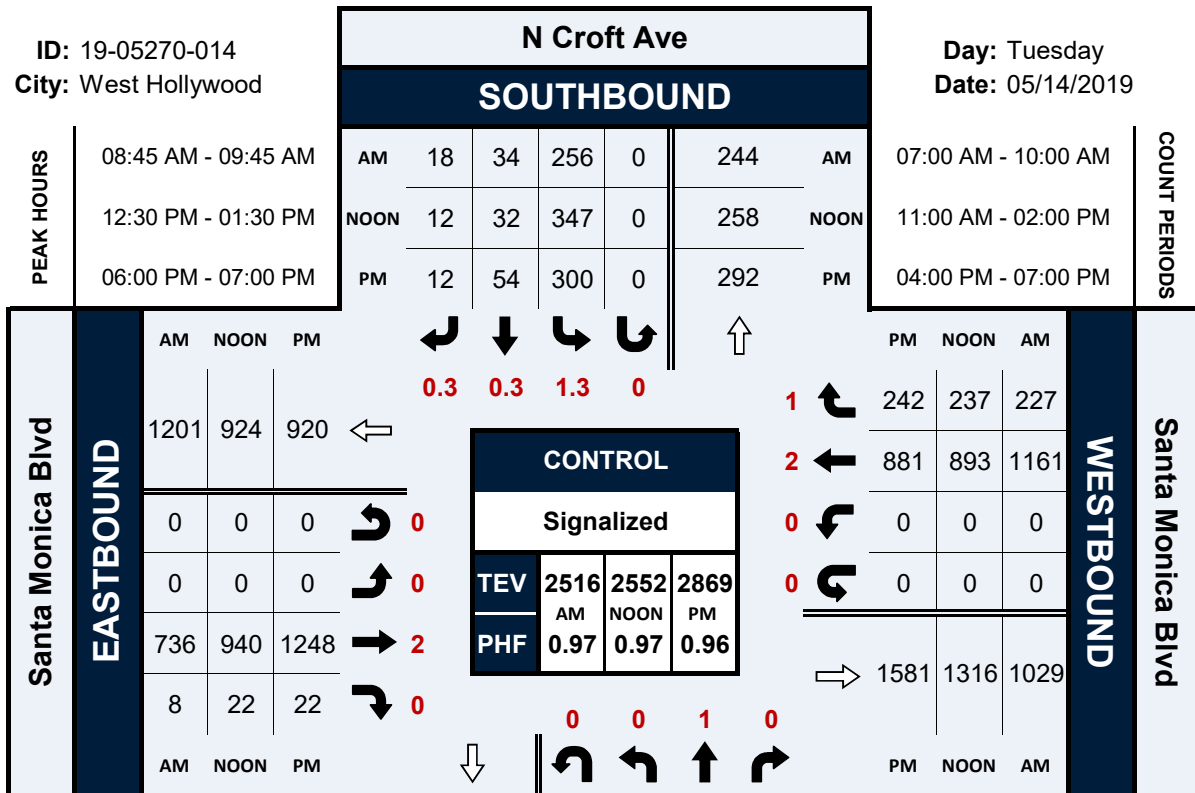


N Croft Ave & Santa Monica Blvd

Peak Hour Turning Movement Count

ID: 19-05270-014
City: West Hollywood

Day: Tuesday
Date: 05/14/2019

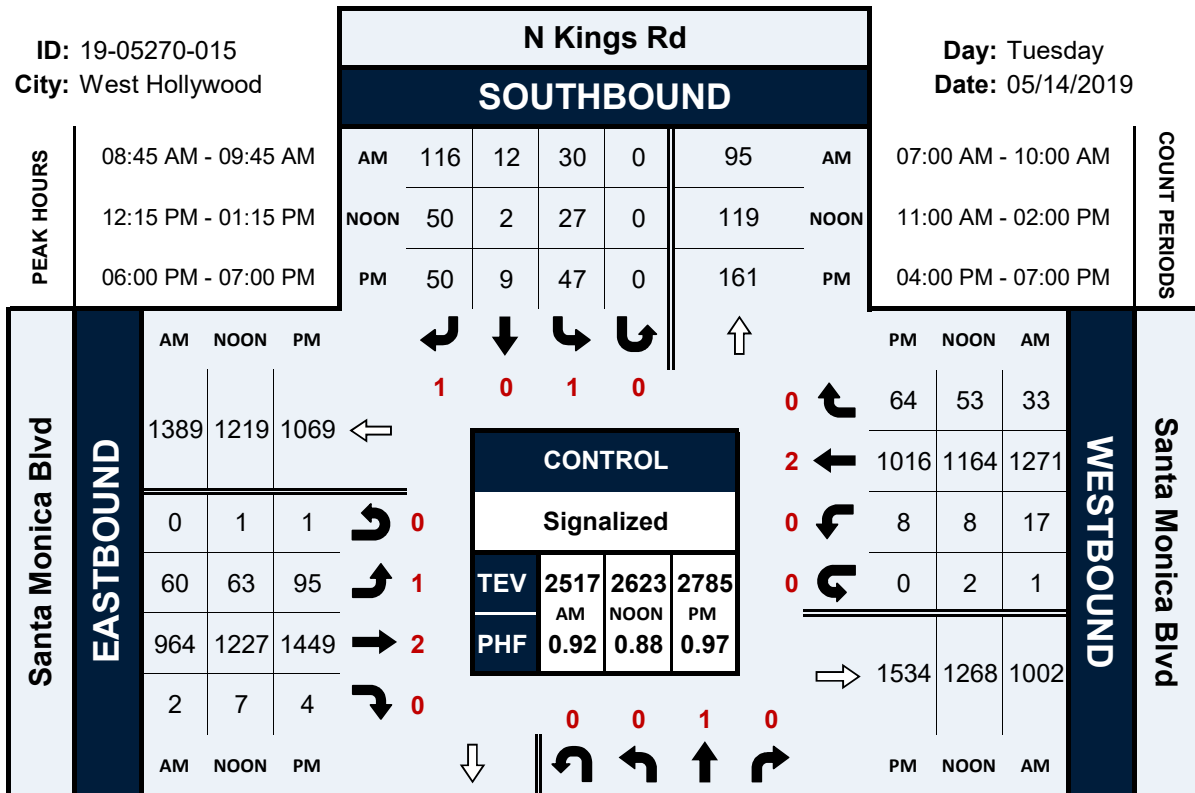


N Kings Rd & Santa Monica Blvd

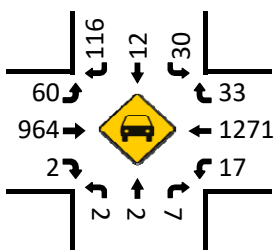
Peak Hour Turning Movement Count

ID: 19-05270-015
City: West Hollywood

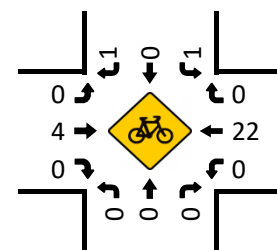
Day: Tuesday
Date: 05/14/2019



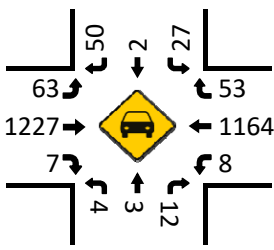
Total Vehicles (AM)



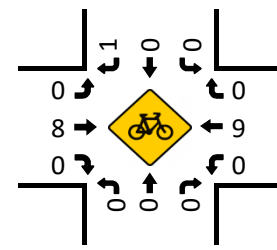
Bikes (AM)



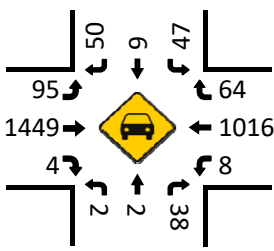
Total Vehicles (Noon)



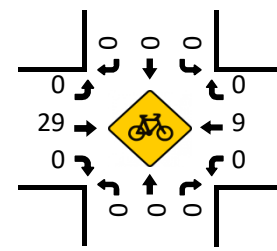
Bikes (NOON)



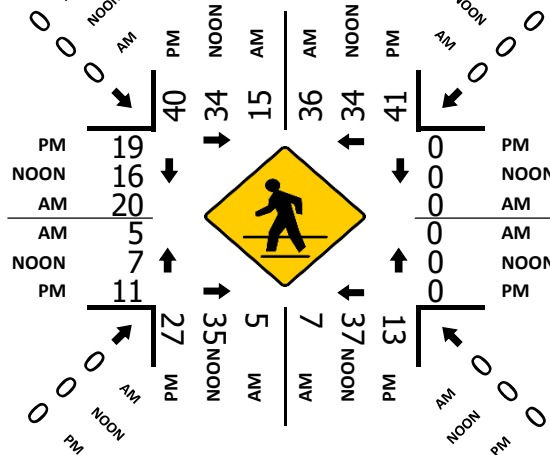
Total Vehicles (PM)



Bikes (PM)



Pedestrians (Crosswalks)

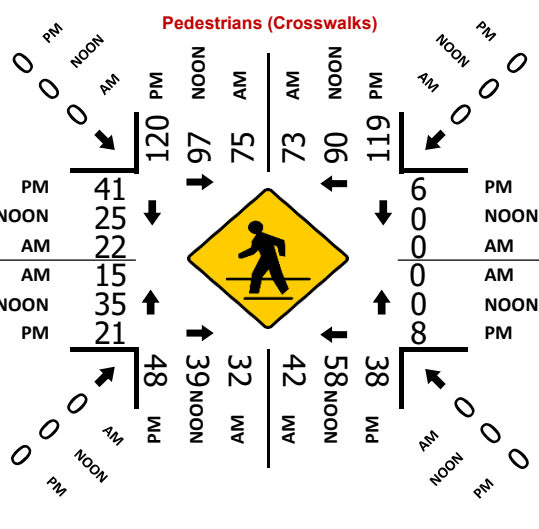
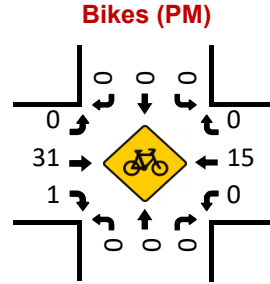
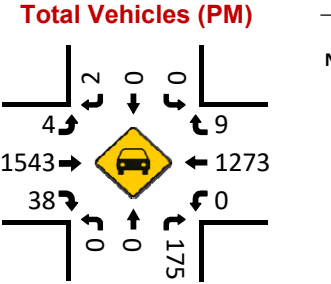
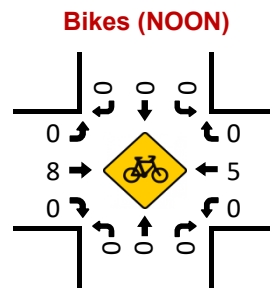
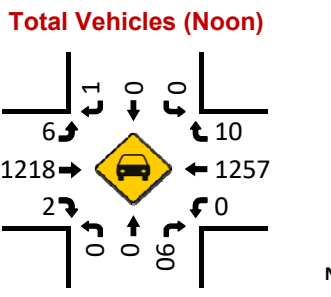
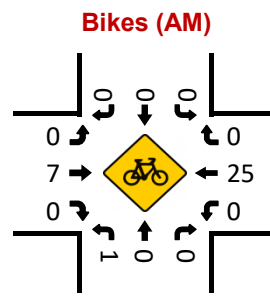
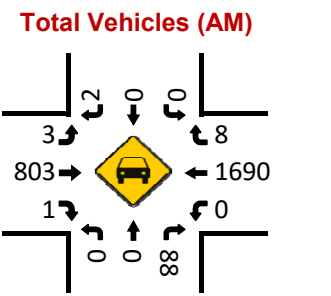
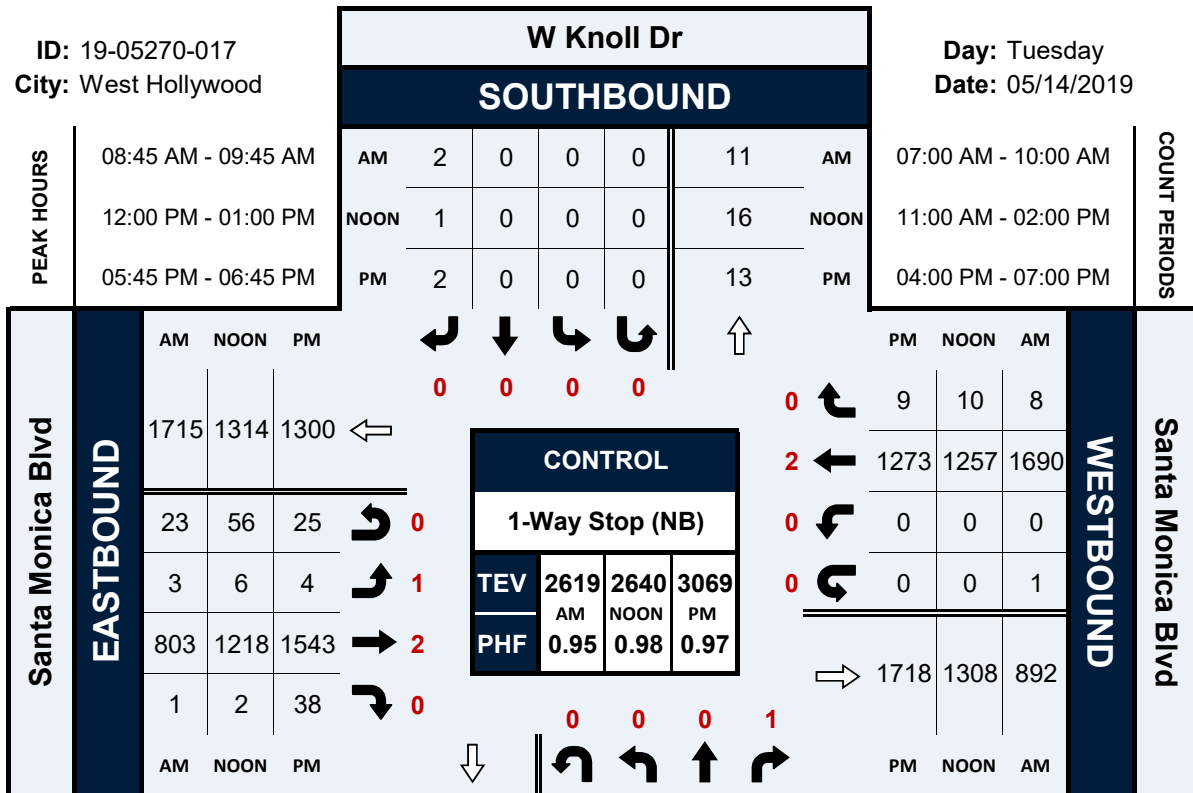


W Knoll Dr & Santa Monica Blvd

Peak Hour Turning Movement Count

ID: 19-05270-017
City: West Hollywood

Day: Tuesday
Date: 05/14/2019



VOLUME

Hancock Ave Bet. Holloway Dr & W Knoll Dr

Day: Tuesday
Date: 5/14/2019City: West Hollywood
Project #: CA19_5271_001

DAILY TOTALS					NB	SB	EB	WB	Total		
					1,461	1,494	0	0	2,955		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	5	4			9	12:00	24	26			50
00:15	4	1			5	12:15	20	15			35
00:30	9	2			11	12:30	19	22			41
00:45	4	22	2	9	6	12:45	27	90	25	88	52
01:00	3	2			5	13:00	35	20			55
01:15	4	0			4	13:15	31	36			67
01:30	2	0			2	13:30	16	23			39
01:45	7	16	0	2	7	13:45	21	103	21	100	42
02:00	5	1			6	14:00	21	20			41
02:15	1	0			1	14:15	14	21			35
02:30	4	1			5	14:30	21	23			44
02:45	5	15	0	2	5	14:45	25	81	24	88	49
03:00	2	0			2	15:00	42	20			62
03:15	0	0			0	15:15	23	28			51
03:30	4	2			6	15:30	27	23			50
03:45	1	7	0	2	1	15:45	23	115	25	96	48
04:00	2	0			2	16:00	31	15			46
04:15	1	1			2	16:15	33	19			52
04:30	1	3			4	16:30	26	27			53
04:45	1	5	3	7	4	16:45	28	118	18	79	46
05:00	3	2			5	17:00	25	34			59
05:15	0	3			3	17:15	32	40			72
05:30	3	4			7	17:30	20	24			44
05:45	4	10	9	18	13	17:45	22	99	18	116	40
06:00	3	9			12	18:00	20	31			51
06:15	4	17			21	18:15	23	25			48
06:30	5	22			27	18:30	27	22			49
06:45	7	19	16	64	23	18:45	25	95	26	104	51
07:00	9	15			24	19:00	20	24			44
07:15	4	19			23	19:15	22	27			49
07:30	8	20			28	19:30	28	24			52
07:45	9	30	25	79	34	19:45	23	93	24	99	47
08:00	13	15			28	20:00	34	22			56
08:15	27	12			39	20:15	18	16			34
08:30	47	15			62	20:30	20	11			31
08:45	31	118	11	53	42	20:45	16	88	15	64	31
09:00	21	16			37	21:00	12	15			27
09:15	27	30			57	21:15	24	13			37
09:30	16	37			53	21:30	18	12			30
09:45	19	83	27	110	46	21:45	9	63	13	53	22
10:00	18	26			44	22:00	13	9			22
10:15	23	20			43	22:15	6	6			12
10:30	11	16			27	22:30	6	12			18
10:45	10	62	44	106	54	22:45	8	33	9	36	17
11:00	19	19			38	23:00	4	8			12
11:15	17	22			39	23:15	9	11			20
11:30	19	21			40	23:30	5	2			7
11:45	15	70	33	95	48	23:45	8	26	3	24	11
TOTALS	457	547			1004	TOTALS	1004	947			1951
SPLIT %	45.5%	54.5%			34.0%	SPLIT %	51.5%	48.5%			66.0%

DAILY TOTALS					NB	SB	EB	WB	Total		
					1,461	1,494	0	0	2,955		
AM Peak Hour	08:15	09:15		09:15	PM Peak Hour	16:00	16:30		16:30		
AM Pk Volume	126	120		200	PM Pk Volume	118	119		230		
Pk Hr Factor	0.670	0.811		0.877	Pk Hr Factor	0.894	0.744		0.799		
7 - 9 Volume	148	132	0	0	280	4 - 6 Volume	217	195	0	0	412
7 - 9 Peak Hour	08:00	07:00		08:00	4 - 6 Peak Hour	16:00	16:30				16:30
7 - 9 Pk Volume	118	79	0	0	171	4 - 6 Pk Volume	118	119	0	0	230
Pk Hr Factor	0.628	0.790	0.000	0.000	0.690	Pk Hr Factor	0.894	0.744	0.000	0.000	0.799

VOLUME

Hancock Ave Bet. W Knoll Dr & Santa Monica Blvd

Day: Tuesday
Date: 5/14/2019

City: West Hollywood
Project #: CA19_5271_002

DAILY TOTALS					NB	SB	EB	WB	Total		
					1,684	1,805	0	0	3,489		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	7	5			12	12:00	35	33			68
00:15	7	0			7	12:15	20	20			40
00:30	6	1			7	12:30	24	25			49
00:45	4	24	2	8	32	12:45	30	109	27	105	214
01:00	2	2			4	13:00	37	23			60
01:15	4	0			4	13:15	27	51			78
01:30	2	0			2	13:30	40	31			71
01:45	5	13	0	2	15	13:45	28	132	32	137	269
02:00	4	3			7	14:00	25	20			45
02:15	1	0			1	14:15	23	17			40
02:30	4	0			4	14:30	24	17			41
02:45	4	13	0	3	16	14:45	31	103	13	67	170
03:00	2	0			2	15:00	42	22			64
03:15	0	0			0	15:15	30	28			58
03:30	4	2			6	15:30	31	26			57
03:45	1	7	1	3	10	15:45	35	138	22	98	236
04:00	1	0			1	16:00	33	26			59
04:15	0	1			1	16:15	39	29			68
04:30	1	3			4	16:30	41	23			64
04:45	1	3	2	6	9	16:45	30	143	24	102	245
05:00	1	4			5	17:00	32	22			54
05:15	1	4			5	17:15	42	29			71
05:30	3	5			8	17:30	49	34			83
05:45	6	11	9	22	33	17:45	43	166	27	112	278
06:00	4	3			7	18:00	37	22			59
06:15	3	8			11	18:15	46	24			70
06:30	4	28			32	18:30	35	24			59
06:45	7	18	19	58	76	18:45	28	146	20	90	236
07:00	3	29			32	19:00	32	20			52
07:15	7	25			32	19:15	33	29			62
07:30	7	32			39	19:30	26	15			41
07:45	8	25	46	132	157	19:45	30	121	12	76	197
08:00	15	61			76	20:00	35	16			51
08:15	14	57			71	20:15	21	21			42
08:30	17	57			74	20:30	16	11			27
08:45	12	58	40	215	273	20:45	23	95	12	60	155
09:00	14	47			61	21:00	16	14			30
09:15	16	50			66	21:15	20	14			34
09:30	15	56			71	21:30	22	11			33
09:45	21	66	42	195	261	21:45	10	68	14	53	121
10:00	11	39			50	22:00	15	9			24
10:15	21	19			40	22:15	9	6			15
10:30	13	19			32	22:30	5	10			15
10:45	16	61	43	120	181	22:45	8	37	9	34	71
11:00	28	16			44	23:00	6	6			12
11:15	17	22			39	23:15	9	12			21
11:30	26	29			55	23:30	8	4			12
11:45	24	95	15	82	177	23:45	9	32	3	25	57
TOTALS	394	846			1240	TOTALS	1290	959			2249
SPLIT %	31.8%	68.2%			35.5%	SPLIT %	57.4%	42.6%			64.5%

DAILY TOTALS					NB	SB	EB	WB	Total
					1,684	1,805	0	0	3,489

AM Peak Hour	11:30	07:45		07:45	PM Peak Hour	17:30	13:00		17:15
AM Pk Volume	105	221		275	PM Pk Volume	175	137		283
Pk Hr Factor	0.750	0.906		0.905	Pk Hr Factor	0.893	0.672		0.852
7 - 9 Volume	83	347	0	0	4 - 6 Volume	309	214	0	0
7 - 9 Peak Hour	08:00	07:45		07:45	4 - 6 Peak Hour	17:00	17:00		17:00
7 - 9 Pk Volume	58	221	0	0	4 - 6 Pk Volume	166	112	0	0
Pk Hr Factor	0.853	0.906	0.000	0.000	Pk Hr Factor	0.847	0.824	0.000	0.000

VOLUME

W Knoll Dr Bet. Hancock Ave & Westbourne Dr

Day: Tuesday
Date: 5/14/2019

City: West Hollywood
Project #: CA19_5271_003

DAILY TOTALS					NB	SB	EB	WB	Total		
					0	0	777	656	1,433		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00			0	1	1	12:00			10	11	21
00:15			1	2	3	12:15			4	16	20
00:30			3	1	4	12:30			10	13	23
00:45			1	5	2	12:45			5	29	19
01:00			1	1	2	13:00			8	11	19
01:15			2	1	3	13:15			7	13	20
01:30			1	0	1	13:30			8	12	20
01:45			1	5	1	13:45			6	29	23
02:00			3	0	3	14:00			6	10	16
02:15			0	0	0	14:15			4	15	19
02:30			0	0	0	14:30			4	10	14
02:45			0	3	0	14:45			5	19	24
03:00			0	0	0	15:00			6	12	18
03:15			0	0	0	15:15			10	16	26
03:30			0	0	0	15:30			9	13	22
03:45			1	1	1	15:45			3	28	19
04:00			0	0	0	16:00			6	15	21
04:15			1	0	1	16:15			9	17	26
04:30			1	0	1	16:30			6	17	23
04:45			0	2	2	16:45			12	33	23
05:00			2	1	3	17:00			9	15	24
05:15			1	1	2	17:15			3	17	20
05:30			1	2	3	17:30			11	23	34
05:45			2	6	6	17:45			7	30	25
06:00			4	3	7	18:00			5	21	26
06:15			4	0	4	18:15			7	17	24
06:30			4	0	4	18:30			5	18	23
06:45			7	19	7	18:45			6	23	20
07:00			14	2	16	19:00			3	13	16
07:15			13	1	14	19:15			7	16	23
07:30			14	4	18	19:30			7	17	24
07:45			28	69	30	19:45			7	24	17
08:00			39	1	40	20:00			7	12	19
08:15			34	4	38	20:15			10	5	15
08:30			54	7	61	20:30			6	6	12
08:45			43	170	47	20:45			4	27	11
09:00			37	4	41	21:00			3	9	12
09:15			48	4	52	21:15			5	2	7
09:30			23	4	27	21:30			4	6	10
09:45			29	137	33	21:45			5	17	11
10:00			27	3	30	22:00			5	6	11
10:15			9	7	16	22:15			1	2	3
10:30			9	4	13	22:30			3	2	5
10:45			10	55	16	22:45			3	12	5
11:00			8	6	14	23:00			1	2	3
11:15			2	7	9	23:15			3	2	5
11:30			8	5	13	23:30			2	4	6
11:45			8	26	14	23:45			2	8	3
TOTALS			498	105	603	TOTALS			279	551	830
SPLIT %			82.6%	17.4%	42.1%	SPLIT %			33.6%	66.4%	57.9%

DAILY TOTALS					NB	SB	EB	WB	Total
					0	0	777	656	1,433

AM Peak Hour			08:30	11:45	08:30	PM Peak Hour			16:15	17:15	17:30
AM Pk Volume			182	46	201	PM Pk Volume			36	79	109
Pk Hr Factor			0.843	0.719	0.824	Pk Hr Factor			0.750	0.859	0.801
7 - 9 Volume	0	0	239	25	264	4 - 6 Volume	0	0	63	133	196
7 - 9 Peak Hour			08:00	08:00	08:00	4 - 6 Peak Hour			16:15	17:00	17:00
7 - 9 Pk Volume	0	0	170	16	186	4 - 6 Pk Volume	0	0	36	73	103
Pk Hr Factor	0.000	0.000	0.787	0.571	0.762	Pk Hr Factor	0.000	0.000	0.750	0.793	0.757

VOLUME

Westbourne Dr Bet. W Knoll Dr & Santa Monica Blvd

Day: Tuesday
Date: 5/14/2019

City: West Hollywood
Project #: CA19_5271_004

DAILY TOTALS					NB	SB	EB	WB	Total		
					748	815	0	0	1,563		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	0	2			2	12:00	18	8			26
00:15	2	1			3	12:15	11	8			19
00:30	2	1			3	12:30	16	8			24
00:45	2	6	0	4	2	12:45	8	53	10	34	18
01:00	1	0			1	13:00	11	7			18
01:15	2	0			2	13:15	7	6			13
01:30	2	1			3	13:30	18	10			28
01:45	2	7	3	4	5	13:45	14	50	18	41	32
02:00	3	1			4	14:00	14	4			18
02:15	0	0			0	14:15	6	11			17
02:30	1	1			2	14:30	14	13			27
02:45	1	5	0	2	1	14:45	14	48	12	40	26
03:00	0	0			0	15:00	17	4			21
03:15	0	0			0	15:15	7	5			12
03:30	0	1			1	15:30	11	7			18
03:45	0	0	1		0	15:45	9	44	13	29	22
04:00	0	0			0	16:00	10	7			17
04:15	0	0			0	16:15	14	9			23
04:30	0	0			0	16:30	11	12			23
04:45	0	2	2		2	16:45	18	53	7	35	25
05:00	2	2			4	17:00	15	6			21
05:15	1	1			2	17:15	20	12			32
05:30	4	2			6	17:30	15	13			28
05:45	4	11	4	9	8	17:45	14	64	8	39	22
06:00	5	4			9	18:00	16	6			22
06:15	5	4			9	18:15	19	19			38
06:30	5	5			10	18:30	17	14			31
06:45	3	18	7	20	10	18:45	13	65	9	48	22
07:00	3	9			12	19:00	14	14			28
07:15	4	12			16	19:15	6	5			11
07:30	4	25			29	19:30	13	6			19
07:45	4	15	24	70	28	19:45	21	54	7	32	28
08:00	5	34			39	20:00	13	10			23
08:15	3	32			35	20:15	10	7			17
08:30	11	32			43	20:30	9	5			14
08:45	13	32	28	126	41	20:45	10	42	5	27	15
09:00	6	34			40	21:00	6	3			9
09:15	8	28			36	21:15	9	5			14
09:30	8	45			53	21:30	8	5			13
09:45	14	36	19	126	33	21:45	9	32	3	16	12
10:00	6	14			20	22:00	5	4			9
10:15	5	10			15	22:15	2	0			2
10:30	5	10			15	22:30	4	1			5
10:45	6	22	7	41	13	22:45	1	12	4	9	5
11:00	11	13			24	23:00	6	3			9
11:15	17	19			36	23:15	2	2			4
11:30	17	13			30	23:30	4	2			6
11:45	18	63	7	52	25	23:45	4	16	1	8	5
TOTALS	215	457			672	TOTALS	533	358			891
SPLIT %	32.0%	68.0%			43.0%	SPLIT %	59.8%	40.2%			57.0%

DAILY TOTALS					NB	SB	EB	WB	Total
					748	815	0	0	1,563

AM Peak Hour	11:15	08:45		08:45	PM Peak Hour	16:45	18:15		18:15		
AM Pk Volume	70	135		170	PM Pk Volume	68	56		119		
Pk Hr Factor	0.972	0.750		0.802	Pk Hr Factor	0.850	0.737		0.783		
7 - 9 Volume	47	196	0	0	243	4 - 6 Volume	117	74	0	0	191
7 - 9 Peak Hour	08:00	08:00		08:00	4 - 6 Peak Hour	16:45	17:00				16:45
7 - 9 Pk Volume	32	126	0	0	158	4 - 6 Pk Volume	68	39	0	0	106
Pk Hr Factor	0.615	0.926	0.000	0.000	0.919	Pk Hr Factor	0.850	0.750	0.000	0.000	0.828

VOLUME

Westbourne Dr Bet. Rugby Dr & Sherwood Dr

Day: Tuesday
Date: 5/14/2019

City: West Hollywood
Project #: CA19_5271_005

DAILY TOTALS					NB	SB	EB	WB	Total		
					1,235	1,060	0	0	2,295		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	2	2			4	12:00	16	15			31
00:15	3	1			4	12:15	20	30			50
00:30	3	3			6	12:30	28	23			51
00:45	3	11	3	9	6	12:45	32	96	18	86	50
01:00	1	0			1	13:00	22	25			47
01:15	3	1			4	13:15	29	24			53
01:30	0	2			2	13:30	36	30			66
01:45	1	5	0	3	1	13:45	27	114	18	97	45
02:00	2	2			4	14:00	8	17			25
02:15	0	1			1	14:15	10	9			19
02:30	3	5			8	14:30	12	15			27
02:45	0	5	0	8	0	14:45	12	42	15	56	27
03:00	0	1			1	15:00	11	17			28
03:15	1	1			2	15:15	21	16			37
03:30	0	1			1	15:30	11	13			24
03:45	0	1	1	4	1	15:45	17	60	12	58	29
04:00	0	0			0	16:00	21	15			36
04:15	0	1			1	16:15	22	19			41
04:30	3	3			6	16:30	23	21			44
04:45	0	3	1	5	1	16:45	17	83	20	75	37
05:00	3	0			3	17:00	31	21			52
05:15	1	3			4	17:15	27	15			42
05:30	5	1			6	17:30	25	18			43
05:45	11	20	4	8	15	17:45	41	124	21	75	62
06:00	2	7			9	18:00	31	26			57
06:15	4	3			7	18:15	49	23			72
06:30	6	4			10	18:30	29	12			41
06:45	4	16	5	19	9	18:45	20	129	34	95	54
07:00	6	11			17	19:00	21	12			33
07:15	10	7			17	19:15	23	16			39
07:30	14	8			22	19:30	25	16			41
07:45	17	47	7	33	24	19:45	14	83	12	56	26
08:00	19	7			26	20:00	8	16			24
08:15	19	9			28	20:15	14	16			30
08:30	27	11			38	20:30	11	23			34
08:45	22	87	11	38	33	20:45	12	45	14	69	26
09:00	21	13			34	21:00	8	9			17
09:15	23	17			40	21:15	7	6			13
09:30	29	16			45	21:30	8	13			21
09:45	19	92	18	64	37	21:45	4	27	10	38	14
10:00	7	14			21	22:00	6	7			13
10:15	13	8			21	22:15	1	9			10
10:30	9	13			22	22:30	8	8			16
10:45	11	40	12	47	23	22:45	4	19	6	30	10
11:00	15	15			30	23:00	2	1			3
11:15	21	10			31	23:15	2	2			4
11:30	22	20			42	23:30	1	5			6
11:45	21	79	31	76	52	23:45	2	7	3	11	5
TOTALS	406	314			720	TOTALS	829	746			1575
SPLIT %	56.4%	43.6%			31.4%	SPLIT %	52.6%	47.4%			68.6%

DAILY TOTALS					NB	SB	EB	WB	Total
					1,235	1,060	0	0	2,295

AM Peak Hour	08:45	11:45			11:45	PM Peak Hour	17:45	12:45			17:30
AM Pk Volume	95	99			184	PM Pk Volume	150	97			234
Pk Hr Factor	0.819	0.798			0.885	Pk Hr Factor	0.765	0.808			0.813
7 - 9 Volume	134	71	0	0	205	4 - 6 Volume	207	150	0	0	357
7 - 9 Peak Hour	08:00	08:00			08:00	4 - 6 Peak Hour	17:00	16:15			17:00
7 - 9 Pk Volume	87	38	0	0	125	4 - 6 Pk Volume	124	81	0	0	199
Pk Hr Factor	0.806	0.864	0.000	0.000	0.822	Pk Hr Factor	0.756	0.964	0.000	0.000	0.802

VOLUME

Sherwood Dr Bet. Westbourne Dr & Westmount Dr

Day: Tuesday
Date: 5/14/2019

City: West Hollywood
Project #: CA19_5271_006

DAILY TOTALS					NB	SB	EB	WB	Total					
					0	0	968	1,117	2,085					
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
00:00			2	0	2	12:00			11	16	27			
00:15			0	1	1	12:15			9	15	24			
00:30			3	1	4	12:30			11	10	21			
00:45			1	6	2	4	12:45		9	40	16	57	25	97
01:00			0	1	1	13:00			13	14	27			
01:15			0	0	0	13:15			11	18	29			
01:30			0	0	0	13:30			14	13	27			
01:45			0	0	1	0	13:45		9	47	14	59	23	106
02:00			0	0	0	14:00			17	14	31			
02:15			1	0	1	14:15			13	15	28			
02:30			0	2	2	14:30			10	13	23			
02:45			0	1	0	2	14:45		17	57	15	57	32	114
03:00			0	0	0	15:00			20	13	33			
03:15			0	0	0	15:15			19	11	30			
03:30			0	0	0	15:30			17	17	34			
03:45			0	0	0	15:45			19	75	12	53	31	128
04:00			0	0	0	16:00			26	8	34			
04:15			1	2	3	16:15			35	12	47			
04:30			0	3	3	16:30			34	13	47			
04:45			0	1	1	6	16:45		26	121	10	43	36	164
05:00			0	0	0	17:00			50	8	58			
05:15			1	1	2	17:15			43	11	54			
05:30			0	0	0	17:30			37	10	47			
05:45			2	3	1	2	17:45		45	175	11	40	56	215
06:00			0	4	4	18:00			49	5	54			
06:15			0	2	2	18:15			45	10	55			
06:30			2	7	9	18:30			46	9	55			
06:45			0	2	8	21	18:45		28	168	12	36	40	204
07:00			1	14	15	19:00			17	9	26			
07:15			2	11	13	19:15			33	6	39			
07:30			2	23	25	19:30			23	13	36			
07:45			3	8	30	78	19:45		10	83	9	37	19	120
08:00			6	38	44	20:00			9	9	18			
08:15			6	70	76	20:15			8	9	17			
08:30			4	57	61	20:30			14	10	24			
08:45			4	20	74	239	20:45		4	35	5	33	9	68
09:00			5	75	80	21:00			4	8	12			
09:15			9	54	63	21:15			5	6	11			
09:30			6	38	44	21:30			2	9	11			
09:45			6	26	22	189	21:45		5	16	5	28	10	44
10:00			5	18	23	22:00			2	5	7			
10:15			9	17	26	22:15			4	4	8			
10:30			5	15	20	22:30			6	2	8			
10:45			6	25	13	63	22:45		1	13	5	16	6	29
11:00			6	10	16	23:00			4	2	6			
11:15			7	13	20	23:15			2	0	2			
11:30			12	8	20	23:30			1	2	3			
11:45			12	37	18	49	23:45		2	9	0	4	2	13
TOTALS				129	654	783	TOTALS			839	463	1302		
SPLIT %				16.5%	83.5%	37.6%	SPLIT %			64.4%	35.6%	62.4%		

DAILY TOTALS					NB	SB	EB	WB	Total
					0	0	968	1,117	2,085

AM Peak Hour			11:30	08:15	08:15	PM Peak Hour			17:45	12:45	17:45
AM Pk Volume			44	276	295	PM Pk Volume			185	61	220
Pk Hr Factor			0.917	0.920	0.922	Pk Hr Factor			0.944	0.847	0.982
7 - 9 Volume	0	0	28	317	345	4 - 6 Volume	0	0	296	83	379
7 - 9 Peak Hour			08:00	08:00	08:00	4 - 6 Peak Hour			17:00	16:00	17:00
7 - 9 Pk Volume	0	0	20	239	259	4 - 6 Pk Volume	0	0	175	43	215
Pk Hr Factor	0.000	0.000	0.833	0.807	0.830	Pk Hr Factor	0.000	0.000	0.875	0.827	0.927

VOLUME

Westmount Dr Bet. Holloway Dr & W Knoll Dr

Day: Tuesday
Date: 5/14/2019

City: West Hollywood
Project #: CA19_5271_007

DAILY TOTALS					NB	SB	EB	WB	Total		
					1,123	1,439	0	0	2,562		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	0	2			2	12:00	22	15			37
00:15	2	2			4	12:15	19	11			30
00:30	3	5			8	12:30	15	15			30
00:45	2	7	5	14	21	12:45	10	66	17	58	124
01:00	4	4			8	13:00	15	18			33
01:15	2	1			3	13:15	17	20			37
01:30	1	2			3	13:30	23	11			34
01:45	0	7	2	9	16	13:45	27	82	19	68	150
02:00	3	5			8	14:00	17	16			33
02:15	0	0			0	14:15	19	16			35
02:30	1	0			1	14:30	13	17			30
02:45	2	6	0	5	11	14:45	23	72	21	70	142
03:00	0	1			1	15:00	20	9			29
03:15	0	1			1	15:15	13	19			32
03:30	0	1			1	15:30	20	16			36
03:45	0	1	4		4	15:45	14	67	17	61	128
04:00	1	0			1	16:00	20	9			29
04:15	0	1			1	16:15	24	12			36
04:30	3	0			3	16:30	17	11			28
04:45	0	4	2	3	7	16:45	17	78	15	47	125
05:00	0	5			5	17:00	23	11			34
05:15	0	1			1	17:15	23	12			35
05:30	3	2			5	17:30	25	17			42
05:45	2	5	4	12	17	17:45	25	96	21	61	157
06:00	7	6			13	18:00	20	16			36
06:15	3	7			10	18:15	29	16			45
06:30	8	9			17	18:30	30	20			50
06:45	9	27	11	33	60	18:45	26	105	20	72	177
07:00	7	13			20	19:00	24	17			41
07:15	6	24			30	19:15	16	10			26
07:30	6	25			31	19:30	16	10			26
07:45	11	30	45	107	137	19:45	24	80	10	47	127
08:00	12	93			105	20:00	22	13			35
08:15	11	52			63	20:15	9	16			25
08:30	11	76			87	20:30	13	12			25
08:45	18	52	51	272	324	20:45	11	55	13	54	109
09:00	19	55			74	21:00	14	20			34
09:15	16	53			69	21:15	11	8			19
09:30	14	69			83	21:30	11	5			16
09:45	13	62	34	211	273	21:45	9	45	12	45	90
10:00	16	32			48	22:00	10	11			21
10:15	13	9			22	22:15	7	7			14
10:30	11	15			26	22:30	9	9			18
10:45	19	59	16	72	131	22:45	6	32	10	37	69
11:00	15	21			36	23:00	2	4			6
11:15	16	20			36	23:15	5	4			9
11:30	20	10			30	23:30	6	1			7
11:45	21	72	15	66	138	23:45	1	14	2	11	25
TOTALS	331	808			1139	TOTALS	792	631			1423
SPLIT %	29.1%	70.9%			44.5%	SPLIT %	55.7%	44.3%			55.5%

DAILY TOTALS					NB	SB	EB	WB	Total
					1,123	1,439	0	0	2,562

AM Peak Hour	11:30	08:00		08:00	PM Peak Hour	18:15	17:45		18:15
AM Pk Volume	82	272		324	PM Pk Volume	109	73		182
Pk Hr Factor	0.932	0.731		0.771	Pk Hr Factor	0.908	0.869		0.910
7 - 9 Volume	82	379	0	0	4 - 6 Volume	174	108	0	0
7 - 9 Peak Hour	08:00	08:00		08:00	4 - 6 Peak Hour	17:00	17:00		
7 - 9 Pk Volume	52	272	0	0	4 - 6 Pk Volume	96	61	0	0
Pk Hr Factor	0.722	0.731	0.000	0.000	Pk Hr Factor	0.960	0.726	0.000	0.000

VOLUME

W Knoll Dr Bet. Westmount Dr & Santa Monica Blvd

Day: Tuesday
Date: 5/14/2019

City: West Hollywood
Project #: CA19_5271_008

DAILY TOTALS					NB	SB	EB	WB	Total		
					0	0	791	689	1,480		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00			0	0	0	12:00			15	10	25
00:15			2	4	6	12:15			16	11	27
00:30			2	3	5	12:30			16	12	28
00:45			5	9	14	12:45			9	56	65
01:00			1	1	2	13:00			14	11	25
01:15			0	3	3	13:15			16	10	26
01:30			4	2	6	13:30			16	9	25
01:45			2	7	9	13:45			14	60	74
02:00			2	2	4	14:00			17	11	28
02:15			0	0	0	14:15			5	1	6
02:30			0	1	1	14:30			17	11	28
02:45			0	2	2	14:45			16	55	71
03:00			2	1	3	15:00			18	15	33
03:15			2	0	2	15:15			15	8	23
03:30			1	0	1	15:30			16	12	28
03:45			0	5	5	15:45			14	63	77
04:00			0	0	0	16:00			15	12	27
04:15			0	0	0	16:15			16	14	30
04:30			0	1	1	16:30			7	16	23
04:45			0	1	1	16:45			16	54	70
05:00			1	1	2	17:00			12	8	20
05:15			2	3	5	17:15			13	13	26
05:30			1	2	3	17:30			15	10	25
05:45			2	6	8	17:45			18	58	76
06:00			3	2	5	18:00			22	17	39
06:15			0	1	1	18:15			13	10	23
06:30			1	5	6	18:30			18	5	23
06:45			3	7	10	18:45			12	65	77
07:00			4	5	9	19:00			13	6	19
07:15			2	6	8	19:15			11	9	20
07:30			3	8	11	19:30			13	15	28
07:45			6	15	21	19:45			9	46	55
08:00			9	9	18	20:00			16	16	32
08:15			9	7	16	20:15			10	8	18
08:30			12	17	29	20:30			8	7	15
08:45			11	41	52	20:45			9	43	52
09:00			13	15	28	21:00			9	1	10
09:15			14	22	36	21:15			3	4	7
09:30			7	7	14	21:30			2	8	10
09:45			12	46	58	21:45			9	23	32
10:00			17	13	30	22:00			8	11	19
10:15			10	10	20	22:15			5	4	9
10:30			11	9	20	22:30			3	6	9
10:45			14	52	66	22:45			0	16	16
11:00			12	10	22	23:00			5	1	6
11:15			11	9	20	23:15			2	5	7
11:30			16	11	27	23:30			3	3	6
11:45			10	49	59	23:45			3	13	16
TOTALS			239	252	491	TOTALS			552	437	989
SPLIT %			48.7%	51.3%	33.2%	SPLIT %			55.8%	44.2%	66.8%

DAILY TOTALS					NB	SB	EB	WB	Total		
					0	0	791	689	1,480		
AM Peak Hour			11:30	08:30	08:30	PM Peak Hour			17:45	16:00	17:15
AM Pk Volume			57	66	116	PM Pk Volume			71	53	119
Pk Hr Factor			0.891	0.750	0.806	Pk Hr Factor			0.807	0.828	0.763
7 - 9 Volume	0	0	56	67	123	4 - 6 Volume	0	0	112	95	207
7 - 9 Peak Hour			08:00	08:00	08:00	4 - 6 Peak Hour			17:00	16:00	16:00
7 - 9 Pk Volume	0	0	41	45	86	4 - 6 Pk Volume	0	0	58	53	107
Pk Hr Factor	0.000	0.000	0.854	0.662	0.741	Pk Hr Factor	0.000	0.000	0.806	0.828	0.892

Attachment D: Related Projects

**8555 SANTA MONICA BOULEVARD PROJECT
RELATED PROJECT TRIP GENERATION ESTIMATES**

PROJ	ADDRESS	CITY	ITE CODE	DESCRIPTION	SIZE	UNITS	ADT TOTAL	WEEKDAY								
								AM PEAK HOUR			PM PEAK HOUR			MD PEAK HOUR		
								TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT
1	City of West Hollywood [1]						450	24	9	15	42	22	20	42	22	20
2	8816 Beverly	West Hollywood, CA	931 890 720 760	Mixed-use Project Restaurant Furniture Showroom Medical Office Research and Development	12 20.8 24.7 7.7 9.2	DU KSF KSF KSF	-129 4,354	-48 209	-69 167	21 42	-37 419	17 178	-54 241	-37 419	17 178	-54 241
3	8899 Beverly	West Hollywood, CA	[1]	Mixed-use Project	12	DU	-129	-48	-69	21	-37	17	-54	-37	17	-54
4	1150 Clark	West Hollywood, CA	220	Apartments	7	DU	51	3	1	2	4	3	1	4	3	1
5	1012 Cory	West Hollywood, CA	220	Condominiums	6	DU	44	3	1	2	3	2	1	3	2	1
6	1011 Crescent Heights	West Hollywood, CA	220	Apartments	12	DU	88	6	1	5	7	4	3	7	4	3
7	1317 Crescent Heights	West Hollywood, CA	220	Apartments	75	DU	408	27	7	20	33	20	13	33	20	13
8	1048 Curson	West Hollywood, CA	220	Condominiums	5	DU	37	2	0	2	3	2	1	3	2	1
9	1006 Edinburgh	West Hollywood, CA	220	Condominiums	10	DU	73	5	1	4	6	4	2	6	4	2
10	900 Fairfax	West Hollywood, CA	220 820 932	Apartments Retail Restaurant	6 0.9 2.3	DU KSF KSF	336	27	15	12	28	17	11	28	17	11
11	1236 Fairfax	West Hollywood, CA	220	Apartments	7	DU	51	3	1	2	4	3	1	4	3	1
12	1250 Fairfax	West Hollywood, CA	221	Condominiums	53	DU	288	19	5	14	23	14	9	23	14	9
13	1301 Fairfax	West Hollywood, CA	220	Condominiums	10	DU	73	5	1	4	6	4	2	6	4	2
14	511 Flores	West Hollywood, CA	220	Apartments	10	DU	73	5	1	4	6	4	2	6	4	2
15	528 Flores	West Hollywood, CA	220	Apartments	4	DU	29	2	0	2	2	1	1	2	1	1
16	1216 Flores	West Hollywood, CA	220	Condominiums	14	DU	102	6	1	5	8	5	3	8	5	3
17	8000 Fountain	West Hollywood, CA	221	Apartments	30	DU	163	11	3	8	13	8	5	13	8	5
18	8210 Fountain	West Hollywood, CA	220	Condominiums	9	DU	66	4	1	3	5	3	2	5	3	2
19	1027 Gardner	West Hollywood, CA	220	Condominiums	5	DU	37	2	0	2	3	2	1	3	2	1
20	938 Genessee	West Hollywood, CA	220	Condominiums	5	DU	37	2	0	2	3	2	1	3	2	1
21	947 Genessee	West Hollywood, CA	220	Condominiums	10	DU	73	5	1	4	6	4	2	6	4	2
22	1005 Genessee	West Hollywood, CA	220	Condominiums	5	DU	37	2	0	2	3	2	1	3	2	1
23	1046 Genessee	West Hollywood, CA	220	Condominiums	5	DU	37	2	0	2	3	2	1	3	2	1
24	1003 Hancock	West Hollywood, CA	220	Apartments	3	DU	22	1	0	1	2	1	1	2	1	1
25	1006 Hancock	West Hollywood, CA	220	Apartments	6	DU	44	3	1	2	3	2	1	3	2	1
26	1264 Harper	West Hollywood, CA	220	Condominiums	14	DU	102	6	1	5	8	5	3	8	5	3
27	1223 Hayworth	West Hollywood, CA	220	Apartments	12	DU	88	6	1	5	7	4	3	7	4	3
28	926 Hilldale	West Hollywood, CA	220	Condominiums	3	DU	22	1	0	1	2	1	1	2	1	1
29	621 Huntley	West Hollywood, CA	220	Apartments	3	DU	22	1	0	1	2	1	1	2	1	1
30	634 Huntley	West Hollywood, CA	220	Apartments	3	DU	22	1	0	1	2	1	1	2	1	1
31	649 Huntley	West Hollywood, CA	220	Apartments	3	DU	22	1	0	1	2	1	1	2	1	1
32	812 Huntley	West Hollywood, CA	220	Apartments	5	DU	37	2	0	2	3	2	1	3	2	1
33	933 Huntley	West Hollywood, CA	220	Condominiums	5	DU	37	2	0	2	3	2	1	3	2	1
34	621 Kings	West Hollywood, CA	220	Apartments	4	DU	29	2	0	2	2	1	1	2	1	1
35	600 La Cienega	West Hollywood, CA	220 820 932	Apartments Retail Restaurant	5 5.3 7	DU KSF KSF	1,615	92	51	42	151	83	68	151	83	68
36	624 La Cienega	West Hollywood, CA	220 820	Apartments Retail	6 54.2	DU KSF	2,090	54	33	21	210	101	109	210	101	109
37	1136 La Cienega	West Hollywood, CA	220	Condominiums	23	DU	168	11	3	8	13	8	5	13	8	5
38	829 Larrabee	West Hollywood, CA	220	Apartments	13	DU	95	6	1	5	7	4	3	7	4	3
39	1120 Larrabee	West Hollywood, CA	220	Apartments	22	DU	161	10	2	8	12	8	4	12	8	4
40	1041 Martel	West Hollywood, CA	221	Condominiums	25	DU	136	9	2	7	11	7	4	11	7	4
41	8465 Melrose	West Hollywood, CA	820	Retail	4.1	KSF	155	4	2	2	16	8	8	16	8	8
42	8583 Melrose	West Hollywood, CA	820	Retail	9.5	KSF	359	9	6	3	36	17	19	36	17	19
43	8650 Melrose	West Hollywood, CA	220 820	Apartments Retail	7 15.5	DU KSF	636	18	10	8	63	31	32	63	31	32
44	7914 Norton	West Hollywood, CA	220	Apartments	8	DU	59	4	1	3	4	3	1	4	3	1
45	8008 Norton	West Hollywood, CA	220	Condominiums	8	DU	59	4	1	3	4	3	1	4	3	1
46	8017 Norton	West Hollywood, CA	221	Condominiums	34	DU	185	12	3	9	15	9	6	15	9	6
47	8116 Norton	West Hollywood, CA	220	Apartments	8	DU	59	4	1	3	4	3	1	4	3	1
48	901 Ogden	West Hollywood, CA	220	Apartments	4	DU	29	2	0	2	2	1	1	2	1	1
49	950 Ogden	West Hollywood, CA	220	Apartments	10	DU	73	5	1	4	6	4	2	6	4	2
50	1001 Ogden	West Hollywood, CA	220	Condominiums	5	DU	37	2	0	2	3	2	1	3	2	1
51	1008 Ogden	West Hollywood, CA	220	Condominiums	7	DU	51	3	1	2	4	3	1	4	3	1
52	1153 Ogden	West Hollywood, CA	220	Apartments	6	DU	44	3	1	2	3	2	1	3	2	1
53	1019 Orange Grove	West Hollywood, CA	220	Apartments	9	DU	66	4	1	3	5	3	2	5	3	2
54	1150 Orange Grove	West Hollywood, CA	220	Condominiums	7	DU	51	3	1	2	4	3	1	4	3	1
55	507 Orlando	West Hollywood, CA	220	Condominiums	9	DU	66	4	1	3	5	3	2	5	3	2
56	923 Palm	West Hollywood, CA	250	Senior Housing	49	DU	209	12	4	8	15	9	6	15	9	6
57	417 Robertson	West Hollywood, CA	820	Retail	7.5	KSF	283	7	4	3	29	14	15	29	14	15
58	460 Robertson	West Hollywood, CA	932	Restaurant	1.1	KSF	123	11	6	5	11	7	4	11	6	5
59	510 Robertson	West Hollywood, CA	932	Restaurant	0.7	KSF	79	7	4	3	7	4	3	7	4	3
60	645 Robertson	West Hollywood, CA	826 931 310 890 925	Retail Restaurant Hotel Showroom Drinking Place	18.1 33.3 241 10.3 3.8	KSF KSF RMS KSF KSF	3,351	148	94	54	238	134	104	238	134	104
61	7905 Romaine	West Hollywood, CA	221 932 710	Condominiums Restaurant Office	35 0.9 0.9	DU KSF KSF	300	23	9	14	25	15	10	25	15	10
62	8763 Rosewood	West Hollywood, CA	820	Retail	4.9	KSF	185	5	3	2	19	9	10	19	9	10
63	948 San Vicente	West Hollywood, CA	220	Condominiums	18	DU	132	8	2	6	10	6	4	10	6	4
64	972 San Vicente	West Hollywood, CA	565	School	72	STUDENTS	294	56	30	26	57	27	30	57	27	30
65	7401 Santa Monica	West Hollywood, CA	820	Retail	0.9	KSF	34	1	1	0	3	1	2	3	1	2
66	7617 Santa Monica	West Hollywood, CA	221 820 932	Condominiums Retail Restaurant	71 4.8 4.4	DU KSF KSF	1,061	75	34	41	92	55	37	92	55	37
67	7811 Santa Monica	West Hollywood, CA	221 931 310 580	Apartments Restaurant Hotel Museum	70 3.76 86 1.381	DU KSF RMS KSF	1,091	52	25	27	67	38	29	67	38	29
68	7965 Santa Monica	West Hollywood, CA	820 932 710 925	Retail Restaurant Office Drinking Place	1.3 14.3 54.6 2.7	KSF KSF KSF KSF	2,185	206	133	73	239	119	120	239	119	120
69	8445 Santa Monica	West Hollywood, CA	221 820 932 310 925	Condominiums Retail Restaurant Hotel Drinking Place	79 5.1 9.4 88 3	DU KSF KSF RMS KSF	2,413	167	85	82	233	136	97	233	136	97
70	8550 Santa Monica	West Hollywood, CA	[1]	Mixed-use Project	[1]	[1]	1,834	71	44	27	167	85	82	167	85	82
71	9001 Santa Monica	West Hollywood, CA	820 932	Retail Restaurant	9.8 9.8	KSF KSF	1,469	106	59	47	133	78	55	133	78	55
72	9040 Santa Monica	West Hollywood, CA	220 821 710 890 890 931	Apartments Retail Office Gallery Showroom Restaurant	76 45 137 16.4 12.3 8.2	DU KSF KSF KSF KSF KSF	3,578	260	193	67	303	123	180	303	123	180

**8555 SANTA MONICA BOULEVARD PROJECT
RELATED PROJECT TRIP GENERATION ESTIMATES**

PROJ	ADDRESS	CITY	ITE CODE	DESCRIPTION	SIZE	UNITS	ADT TOTAL	WEEKDAY								
								AM PEAK HOUR			PM PEAK HOUR			MD PEAK HOUR		
								TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT
73	8760 Shoreham	West Hollywood, CA	220	Apartments	11	DU	81	5	1	4	6	4	2	6	4	2
74	1011 Sierra Bonita	West Hollywood, CA	220	Condominiums	5	DU	37	2	0	2	3	2	1	3	2	1
75	1017 Sierra Bonita	West Hollywood, CA	220	Condominiums	5	DU	37	2	0	2	3	2	1	3	2	1
76	1030 Sierra Bonita	West Hollywood, CA	220	Condominiums	5	DU	37	2	0	2	3	2	1	3	2	1
77	939 Spaulding	West Hollywood, CA	220	Condominiums	22	DU	161	10	2	8	12	8	4	12	8	4
78	1013 Spaulding	West Hollywood, CA	220	Condominiums	5	DU	37	2	0	2	3	2	1	3	2	1
79	1041 Spaulding	West Hollywood, CA	220	Condominiums	14	DU	102	6	1	5	8	5	3	8	5	3
80	1236 Spaulding	West Hollywood, CA	220	Apartments	3	DU	22	1	0	1	2	1	1	2	1	1
81	943 Stanley	West Hollywood, CA	220	Apartments	5	DU	37	2	0	2	3	2	1	3	2	1
82	8430 Sunset	West Hollywood, CA	221	Condominiums	44	DU	2,430	122	67	35	216	131	85	216	131	85
			310	Hotel	149	RMS										
			820	Retail	1.89	KSF										
			925	Drinking Place	7.3	KSF										
			492	Spa	3.6	KSF										
			932	High-turnover Restaurant	1.87	KSF										
931	Quality Restaurant	4.25	KSF													
83	8497 Sunset	West Hollywood, CA	931 710	Restaurant Office	9.7 11.5	KSF KSF	800	10	17	-7	71	40	31	71	40	31
84	8920 Sunset	West Hollywood, CA	[1]	Mixed-use Project	[1]	[1]	1,961	122	103	19	159	68	91	159	68	91
85	8950 Sunset	West Hollywood, CA	220	Apartments	4	DU	4,208	330	184	146	321	183	138	330	184	146
			932	Apartments	29.7	KSF										
			310	Hotel	165	RMS										
86	9034 Sunset	West Hollywood, CA	220	Condominiums	10	DU	2,199	122	70	52	225	129	96	225	129	96
			932	Restaurant	11.4	KSF										
			310	Hotel	237	RMS										
87	9040 Sunset	West Hollywood, CA	[1]	Mixed-use Project	[1]	[1]	2,554	112	63	49	197	106	91	197	106	91
88	545 Sweetzer	West Hollywood, CA	220	Apartments	9	DU	66	4	1	3	5	3	2	5	3	2
89	1253 Sweetzer	West Hollywood, CA	220	Condominiums	8	DU	59	4	1	3	4	3	1	4	3	1
90	1257 Sweetzer	West Hollywood, CA	220	Condominiums	12	DU	88	6	1	5	7	4	3	7	4	3
91	1280 Sweetzer	West Hollywood, CA	220	Condominiums	9	DU	66	4	1	3	5	3	2	5	3	2
92	1035 Vista	West Hollywood, CA	220	Condominiums	4	DU	29	2	0	2	2	1	1	2	1	1
93	852 West Knoll	West Hollywood, CA	220	Condominiums	6	DU	44	3	1	2	3	2	1	3	2	1
94	8553 West Knoll	West Hollywood, CA	220	Condominiums	5	DU	37	2	0	2	3	2	1	3	2	1
95	8557 West Knoll	West Hollywood, CA	220	Condominiums	6	DU	44	3	1	2	3	2	1	3	2	1
96	629 Westbourne	West Hollywood, CA	220	Condominiums	3	DU	22	1	0	1	2	1	1	2	1	1
97	916 Westbourne	West Hollywood, CA	220	Condominiums	8	DU	59	4	1	3	4	3	1	4	3	1
City of Los Angeles [2]																
98	8000 West 3rd Street	Los Angeles, CA	220	Apartments	50	DU	428	26	9	17	36	23	13	36	23	13
			820	Retail	6.3	KSF										
99	7901 Beverly Boulevard	Los Angeles, CA	220	Apartments	71	DU	493	36	7	29	46	30	16	46	30	16
			820	Retail	11.5	KSF										
100	7951 Beverly Boulevard	Los Angeles, CA	220	Apartments	57	DU	782	62	30	32	66	40	26	66	40	26
			932	Restaurant	6.3	KSF										
			820	Retail	1.1	KSF										
101	8000 Beverly Boulevard	Los Angeles, CA	220	Apartments	48	DU	774	57	21	36	59	42	17	59	42	17
			932	Restaurant	7.4	KSF										
102	8001 Beverly Boulevard	Los Angeles, CA	932 710	Restaurant Office	22.6 11.4	KSF KSF	3,248	260	142	118	263	157	106	263	157	106
103	8052 Beverly Boulevard	Los Angeles, CA	[2]	Mixed-use Project	[2]	[2]	725	45	19	26	70	21	49	70	21	49
104	750 N Edinburg Avenue	Los Angeles, CA	220	Apartments	8	DU	23	2	1	1	3	2	1	3	2	1
105	320 Fairfax Avenue	Los Angeles, CA	[2]	Jewish Family Service	[2]	[2]	276	37	28	9	25	4	21	37	28	9
106	7900 Hollywood	Los Angeles, CA	220	Apartments	50	DU	251	19	3	16	22	14	8	22	14	8
107	316 N La Cienega Boulevard	Los Angeles, CA	220	Apartments	50	DU	119	20	5	15	26	15	11	26	15	11
			820	Retail	4.1	KSF										
108	333 S La Cienega Boulevard	Los Angeles, CA	220	Apartments	145	DU	2,020	106	35	71	191	114	77	191	114	77
			820	Retail	27.6	KSF										
			932	Restaurant	3.4	KSF										
109	431 N La Cienega Boulevard	Los Angeles, CA	220	Apartments	72	DU	-409	1	-9	10	-34	-12	-22	1	-9	10
110	333 San Vicente Boulevard	Los Angeles, CA	[2]	Mixed-use Project	[2]	[2]	650	43	11	32	53	32	21	53	32	21
111	488 San Vicente Boulevard	Los Angeles, CA	220	Apartments	53	DU	281	21	1	20	27	18	9	27	18	9
			820	Retail	6.6	KSF										
112	8150 Sunset	Los Angeles, CA	[2]	Mixed-use Project	[2]	[2]	18	-108	-108	0	123	115	8	123	115	8
113	8418 Sunset Boulevard	Los Angeles, CA	[2]	Sunset Time - Sunset Olive Mixed	[2]	[2]	0	121	46	75	296	162	134	296	162	134
114	300 S Wetherly Drive	Los Angeles, CA	220	Condominiums	140	DU	270	20	3	17	22	16	6	22	16	6
City of Beverly Hills [3]																
115	154-168 N La Peer Drive	Beverly Hills, CA	230	Apartments	16	DU	93	7	5	2	8	6	2	8	6	2
116	325 N Maple Drive	Beverly Hills, CA	710	Office	50	KSF	550	77	68	9	75	13	62	77	68	9
117	457 N Oakhurst Drive	Beverly Hills, CA	231	Condominiums	2	DU	34	4	1	3	4	2	2	4	2	2
			232	Condominiums	8	DU										
118	425 N Palm Drive	Beverly Hills, CA	230	Condominiums	20	DU	110	9	2	7	11	7	4	11	7	4
TOTAL							57,993	3,578	1,837	1,722	5,517	3,040	2,477	5,575	3,122	2,453

[1] Daily, AM peak hour, and PM peak hour trip generation estimates were provided by City of West Hollywood on 5/31/2019

[2] Daily, AM peak hour, and PM peak hour trip generation estimates were provided by City of Los Angeles on 5/29/2019

[3] Daily, AM peak hour, and PM peak hour trip generation estimates were provided by City of Beverly Hills staff on 5/31/2019

Attachment E: Signal Warrant Worksheets



Major Street Holloway Drive
 Minor Street Westmount Drive

Project 8555 Santa Monica Boulevard
 Scenario Existing Conditions
 Peak Hour AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	7	0	0	273
Through	0	0	352	608
Right	41	0	15	0
Total	48	0	367	881

Major Street Direction

	North/South
x	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	3

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	23.3
Approach with Worst Case Delay	NB
Total Vehicles on Approach	48

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	Peak Hour Volume on Minor Approach (vph)	Peak Hour Entering Volume Serviced (vph)
Existing Conditions	0.3	48	1,296
Limiting Value	4	100	650
Condition Satisfied?	Not Met	Not Met	Met
Warrant Met	<u>NO</u>		



Major Street Holloway Drive
 Minor Street Westmount Drive

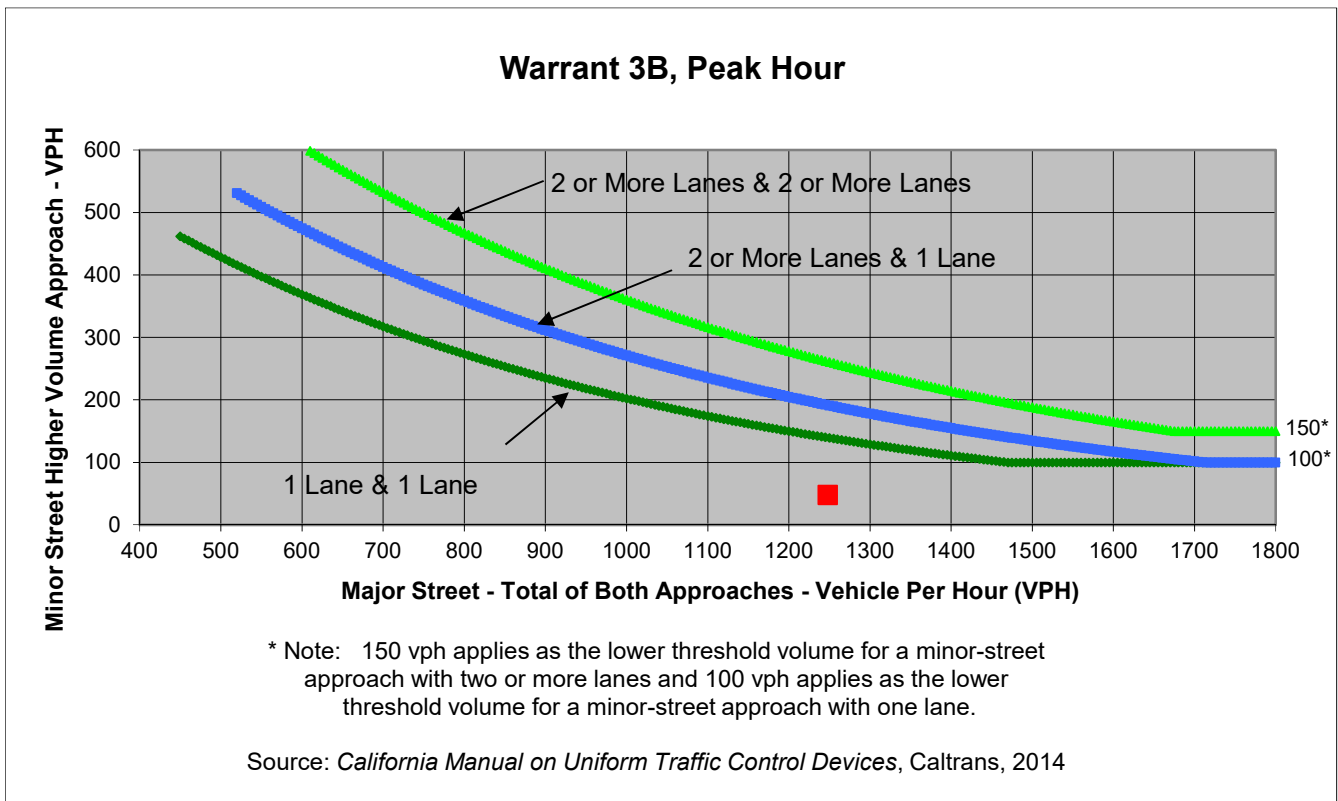
Project 8555 Santa Monica Boulevard
 Scenario Existing Conditions
 Peak Hour AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	7		0	273
Through	0		352	608
Right	41		15	0
Total	48	0	367	881

Major Street Direction

	North/South
x	East/West



	Major Street	Minor Street	Warrant Met
	Holloway Drive	Westmount Drive	
Number of Approach Lanes	1	1	<u>NO</u>
Traffic Volume (VPH) *	1,248	48	

* Note: Traffic Volume for Major Street is Total Volume of Both Approaches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.



Major Street Holloway Drive
 Minor Street Westmount Drive

Project 8555 Santa Monica Boulevard
 Scenario Existing Conditions
 Peak Hour MD

Turn Movement Volumes

	NB	SB	EB	WB
Left	13	0	0	47
Through	0	0	612	461
Right	81	0	35	0
Total	94	0	647	508

Major Street Direction

	North/South
x	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	3

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	17.4
Approach with Worst Case Delay	NB
Total Vehicles on Approach	94

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	Peak Hour Volume on Minor Approach (vph)	Peak Hour Entering Volume Serviced (vph)
Existing Conditions	0.5	94	1,249
Limiting Value	4	100	650
Condition Satisfied?	Not Met	Not Met	Met
Warrant Met	<u>NO</u>		



Major Street Holloway Drive
 Minor Street Westmount Drive

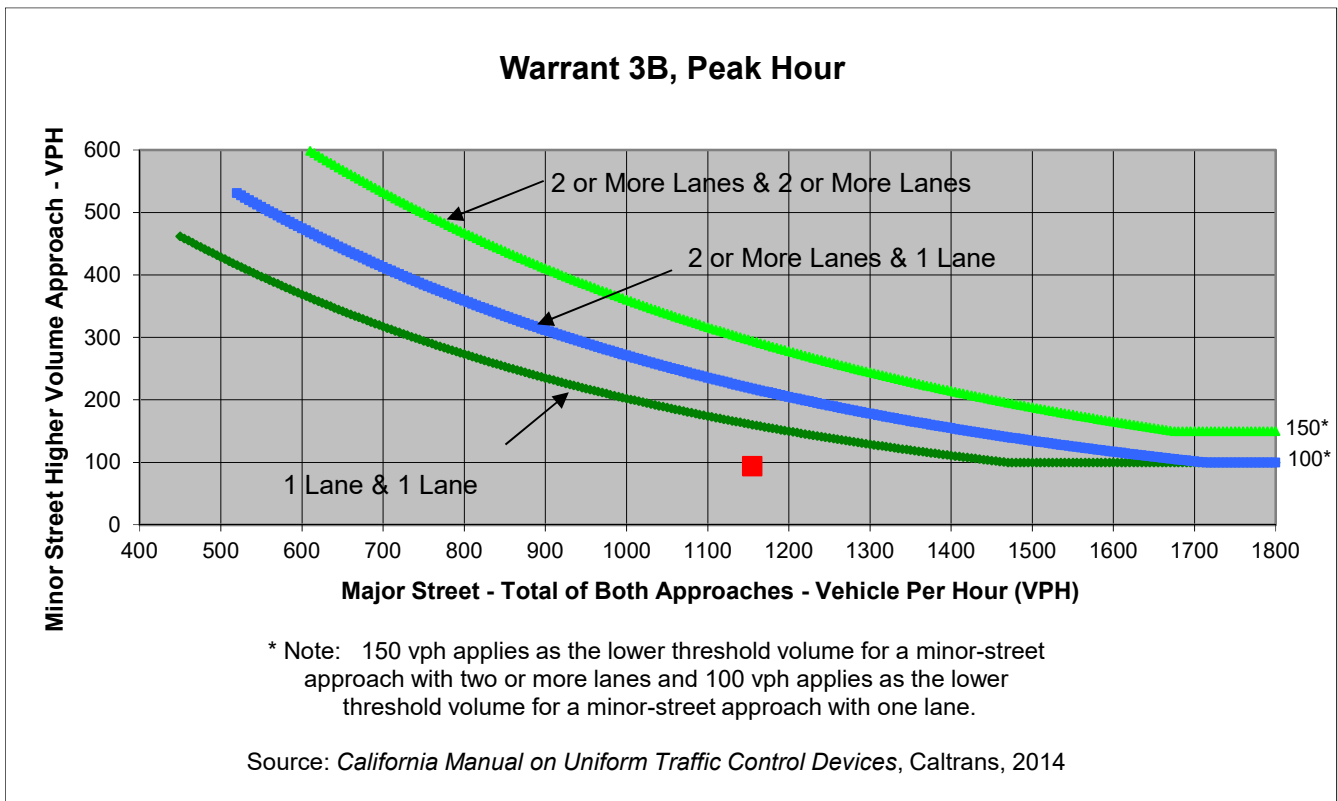
Project 8555 Santa Monica Boulevard
 Scenario Existing Conditions
 Peak Hour MD

Turn Movement Volumes

	NB	SB	EB	WB
Left	13		0	47
Through	0		612	461
Right	81		35	0
Total	94	0	647	508

Major Street Direction

	North/South
x	East/West



	Major Street	Minor Street	Warrant Met
	Holloway Drive	Westmount Drive	
Number of Approach Lanes	1	1	<u>NO</u>
Traffic Volume (VPH) *	1,155	94	

* Note: Traffic Volume for Major Street is Total Volume of Both Approaches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.



Major Street Holloway Drive
 Minor Street Westmount Drive

Project 8555 Santa Monica Boulevard
 Scenario Existing Conditions
 Peak Hour PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	8	0	0	50
Through	0	0	847	381
Right	95	0	32	0
Total	103	0	879	431

Major Street Direction

	North/South
x	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	3

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	23.6
Approach with Worst Case Delay	NB
Total Vehicles on Approach	103

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	Peak Hour Volume on Minor Approach (vph)	Peak Hour Entering Volume Serviced (vph)
Existing Conditions	0.7	103	1,413
Limiting Value	4	100	650
Condition Satisfied?	Not Met	Met	Met
Warrant Met	<u>NO</u>		



Major Street Holloway Drive
 Minor Street Westmount Drive

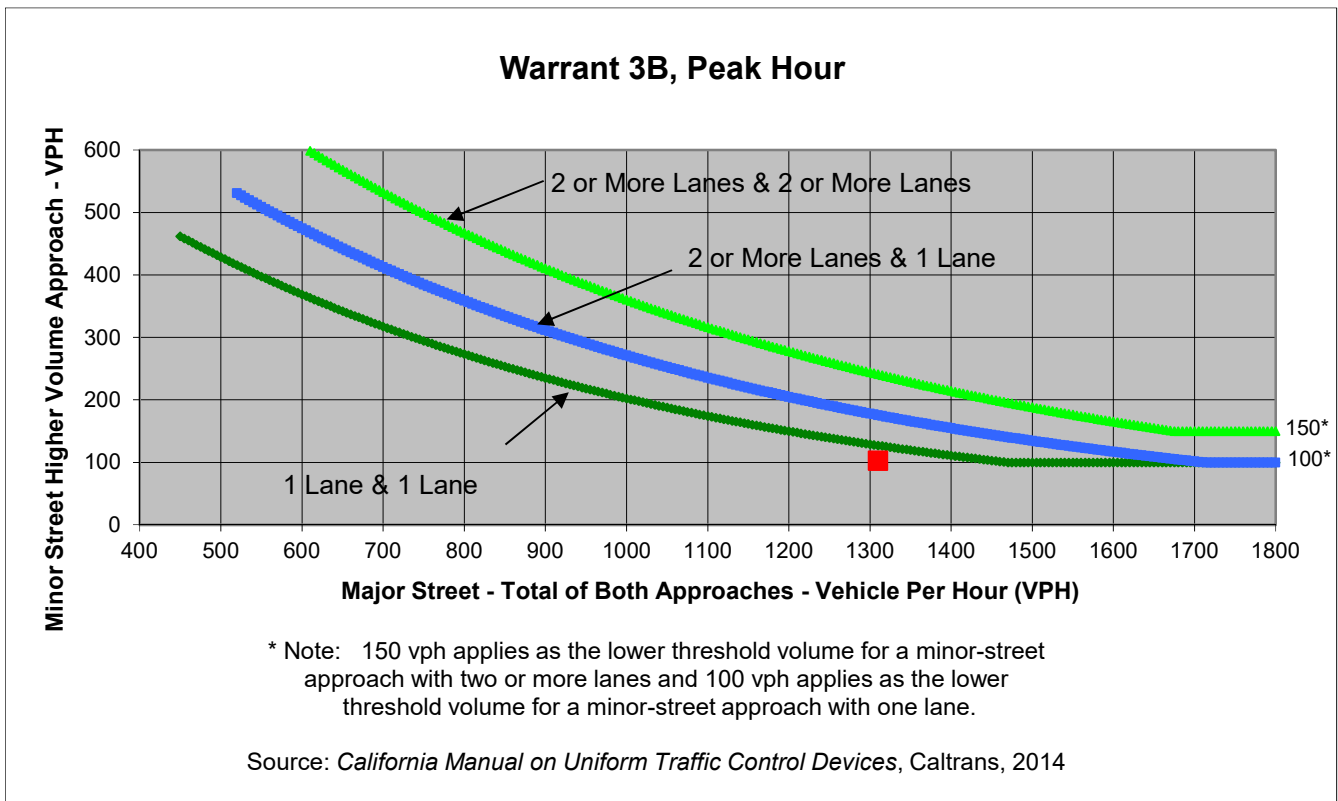
Project 8555 Santa Monica Boulevard
 Scenario Existing Conditions
 Peak Hour PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	8		0	50
Through	0		847	381
Right	95		32	0
Total	103	0	879	431

Major Street Direction

	North/South
x	East/West



	Major Street	Minor Street	Warrant Met
	Holloway Drive	Westmount Drive	
Number of Approach Lanes	1	1	NO
Traffic Volume (VPH) *	1,310	103	

* Note: Traffic Volume for Major Street is Total Volume of Both Approaches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.



Major Street Holloway Drive
 Minor Street Westmount Drive

Project 8555 Santa Monica Boulevard
 Scenario Existing + Project Conditions
 Peak Hour AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	8	0	0	273
Through	0	0	353	608
Right	44	0	15	0
Total	52	0	368	881

Major Street Direction

	North/South
x	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	3

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	24.5
Approach with Worst Case Delay	NB
Total Vehicles on Approach	52

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	Peak Hour Volume on Minor Approach (vph)	Peak Hour Entering Volume Serviced (vph)
Existing + Project Conditions	0.4	52	1,301
Limiting Value	4	100	650
Condition Satisfied?	Not Met	Not Met	Met
Warrant Met	<u>NO</u>		

Major Street Holloway Drive
 Minor Street Westmount Drive

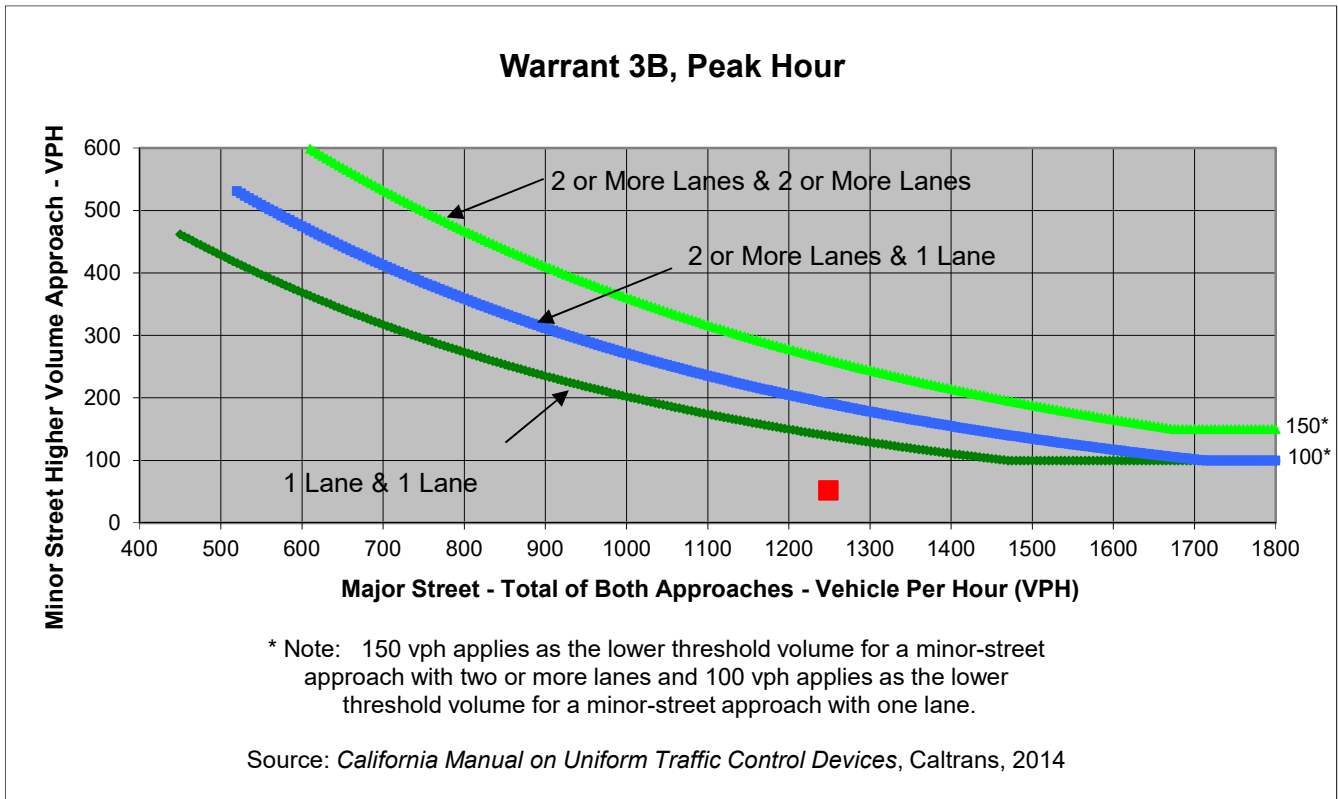
Project 8555 Santa Monica Boulevard
 Scenario Existing + Project Conditions
 Peak Hour AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	8		0	273
Through	0		353	608
Right	44		15	0
Total	52	0	368	881

Major Street Direction

North/South
x East/West



	Major Street	Minor Street	Warrant Met
	Holloway Drive	Westmount Drive	
Number of Approach Lanes	1	1	<u>NO</u>
Traffic Volume (VPH) *	1,249	52	

* Note: Traffic Volume for Major Street is Total Volume of Both Approaches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.



Major Street Holloway Drive
 Minor Street Westmount Drive

Project 8555 Santa Monica Boulevard
 Scenario Existing + Project Conditions
 Peak Hour MD

Turn Movement Volumes

	NB	SB	EB	WB
Left	15	0	0	47
Through	0	0	613	461
Right	86	0	35	0
Total	101	0	648	508

Major Street Direction

	North/South
x	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	3

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	17.9
Approach with Worst Case Delay	NB
Total Vehicles on Approach	101

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	Peak Hour Volume on Minor Approach (vph)	Peak Hour Entering Volume Serviced (vph)
Existing + Project Conditions	0.5	101	1,257
Limiting Value	4	100	650
Condition Satisfied?	Not Met	Met	Met
Warrant Met	<u>NO</u>		



Major Street Holloway Drive
 Minor Street Westmount Drive

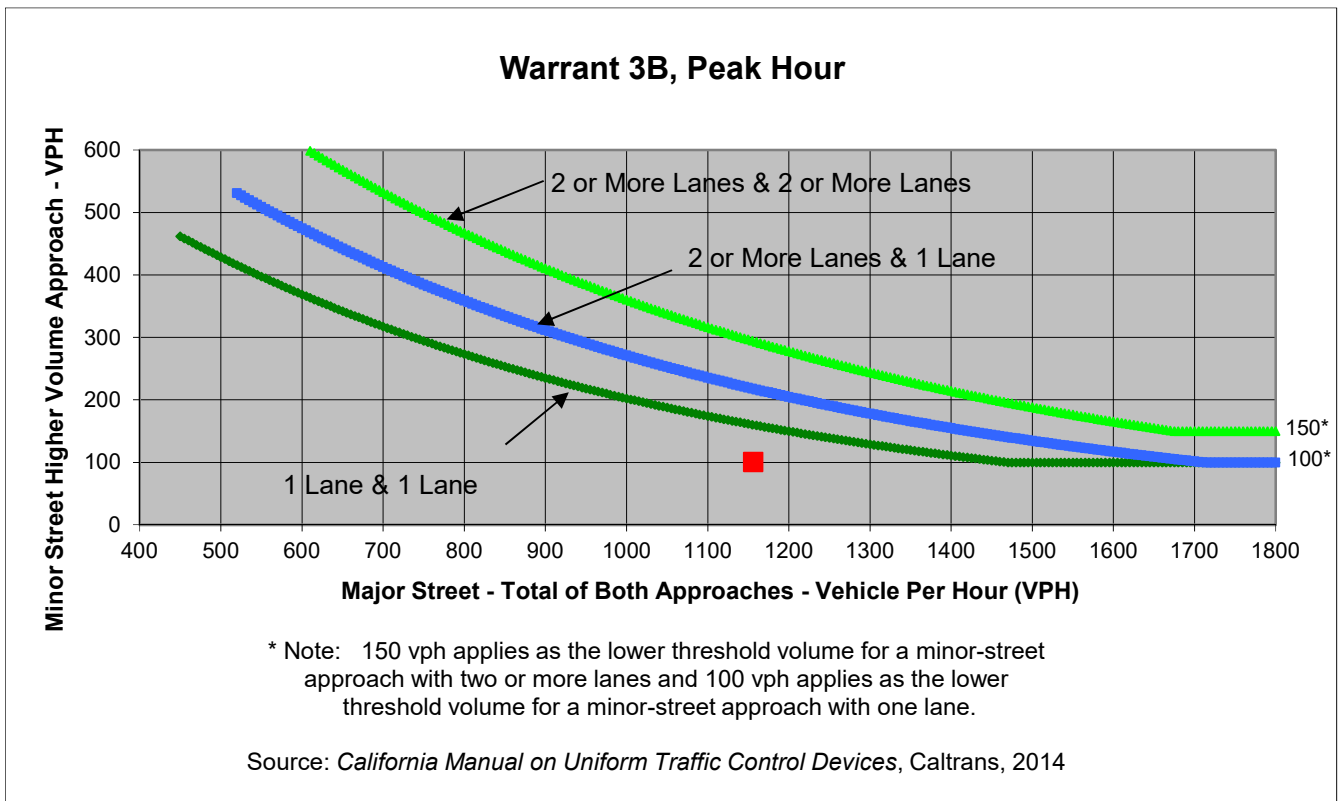
Project 8555 Santa Monica Boulevard
 Scenario Existing + Project Conditions
 Peak Hour MD

Turn Movement Volumes

	NB	SB	EB	WB
Left	15		0	47
Through	0		613	461
Right	86		35	0
Total	101	0	648	508

Major Street Direction

 North/South
 x East/West



	Major Street	Minor Street	Warrant Met
	Holloway Drive	Westmount Drive	
Number of Approach Lanes	1	1	<u>NO</u>
Traffic Volume (VPH) *	1,156	101	

* Note: Traffic Volume for Major Street is Total Volume of Both Approaches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.



Major Street Holloway Drive
 Minor Street Westmount Drive

Project 8555 Santa Monica Boulevard
 Scenario Cumulative Base Conditions
 Peak Hour AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	8	0	0	284
Through	0	0	435	757
Right	65	0	16	0
Total	73	0	451	1,041

Major Street Direction

	North/South
x	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	3

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	41.7
Approach with Worst Case Delay	NB
Total Vehicles on Approach	73

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	Peak Hour Volume on Minor Approach (vph)	Peak Hour Entering Volume Serviced (vph)
Cumulative Base Conditions	0.8	73	1,565
Limiting Value	4	100	650
Condition Satisfied?	Not Met	Not Met	Met
Warrant Met	<u>NO</u>		



Major Street Holloway Drive
 Minor Street Westmount Drive

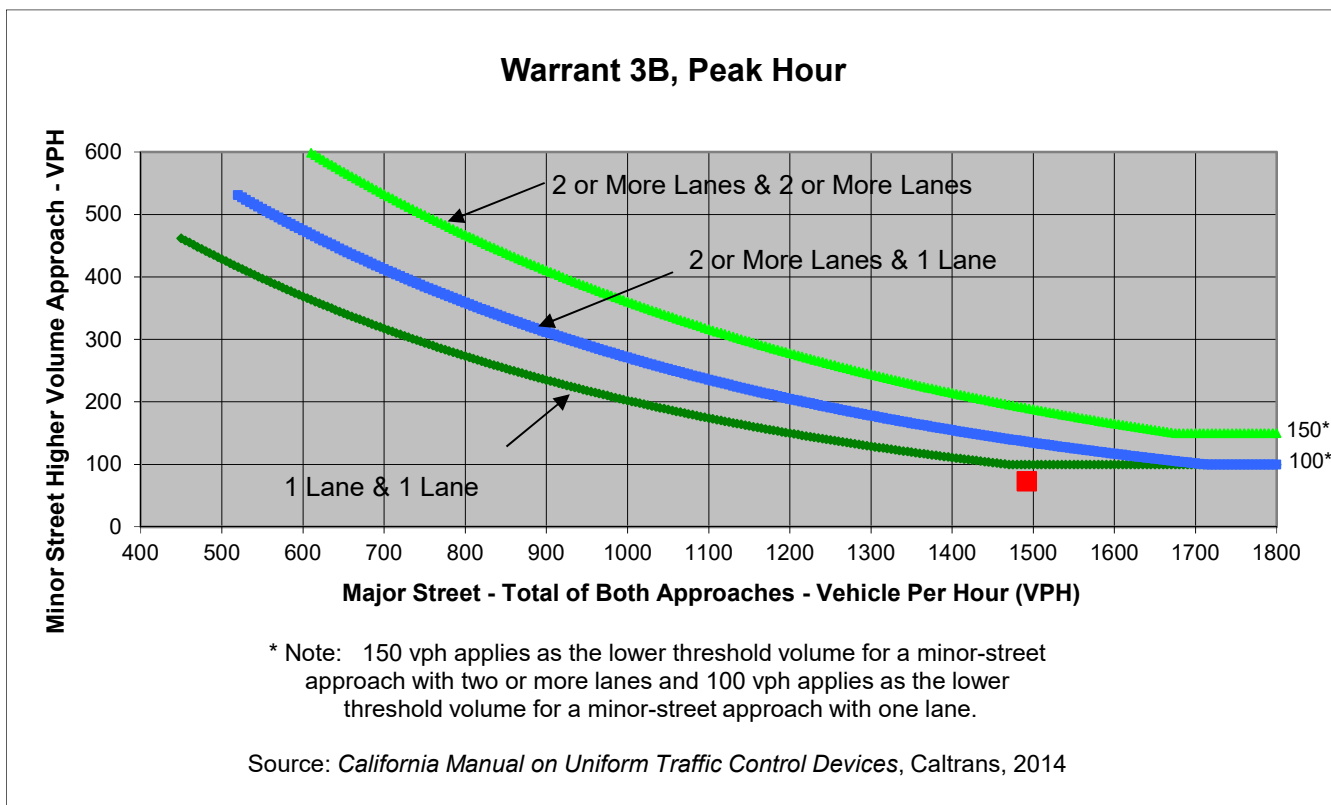
Project 8555 Santa Monica Boulevard
 Scenario Cumulative Base Conditions
 Peak Hour AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	8		0	284
Through	0		435	757
Right	65		16	0
Total	73	0	451	1,041

Major Street Direction

	North/South
x	East/West



	Major Street	Minor Street	Warrant Met
	Holloway Drive	Westmount Drive	
Number of Approach Lanes	1	1	<u>NO</u>
Traffic Volume (VPH) *	1,492	73	

* Note: Traffic Volume for Major Street is Total Volume of Both Approaches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.



Major Street Holloway Drive
 Minor Street Westmount Drive

Project 8555 Santa Monica Boulevard
 Scenario Cumulative Base Conditions
 Peak Hour MD

Turn Movement Volumes

	NB	SB	EB	WB
Left	14	0	0	52
Through	0	0	832	653
Right	90	0	36	0
Total	104	0	868	705

Major Street Direction

	North/South
x	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	3

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	28.8
Approach with Worst Case Delay	NB
Total Vehicles on Approach	104

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	Peak Hour Volume on Minor Approach (vph)	Peak Hour Entering Volume Serviced (vph)
Cumulative Base Conditions	0.8	104	1,677
Limiting Value	4	100	650
Condition Satisfied?	Not Met	Met	Met
Warrant Met	<u>NO</u>		



Major Street Holloway Drive
 Minor Street Westmount Drive

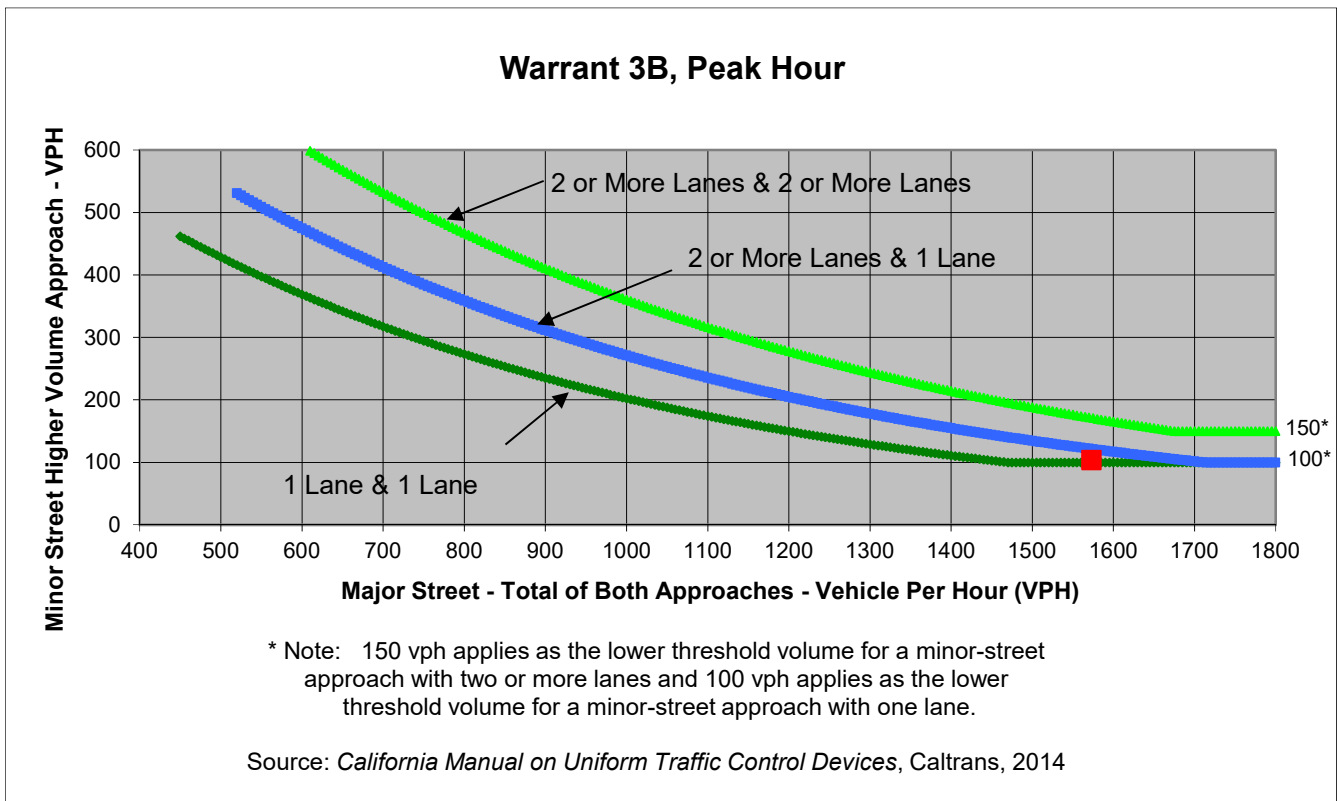
Project 8555 Santa Monica Boulevard
 Scenario Cumulative Base Conditions
 Peak Hour MD

Turn Movement Volumes

	NB	SB	EB	WB
Left	14		0	52
Through	0		832	653
Right	90		36	0
Total	104	0	868	705

Major Street Direction

	North/South
x	East/West



	Major Street	Minor Street	Warrant Met
	Holloway Drive	Westmount Drive	
Number of Approach Lanes	1	1	<u>YES</u>
Traffic Volume (VPH) *	1,573	104	

* Note: Traffic Volume for Major Street is Total Volume of Both Approaches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.



Major Street Holloway Drive
 Minor Street Westmount Drive

Project 8555 Santa Monica Boulevard
 Scenario Cumulative Base Conditions
 Peak Hour PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	8	0	0	54
Through	0	0	1,080	658
Right	100	0	35	0
Total	108	0	1,115	712

Major Street Direction

	North/South
x	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	3

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	46.9
Approach with Worst Case Delay	NB
Total Vehicles on Approach	108

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	Peak Hour Volume on Minor Approach (vph)	Peak Hour Entering Volume Serviced (vph)
Cumulative Base Conditions	1.4	108	1,935
Limiting Value	4	100	650
Condition Satisfied?	Not Met	Met	Met
Warrant Met	<u>NO</u>		



Major Street Holloway Drive
 Minor Street Westmount Drive

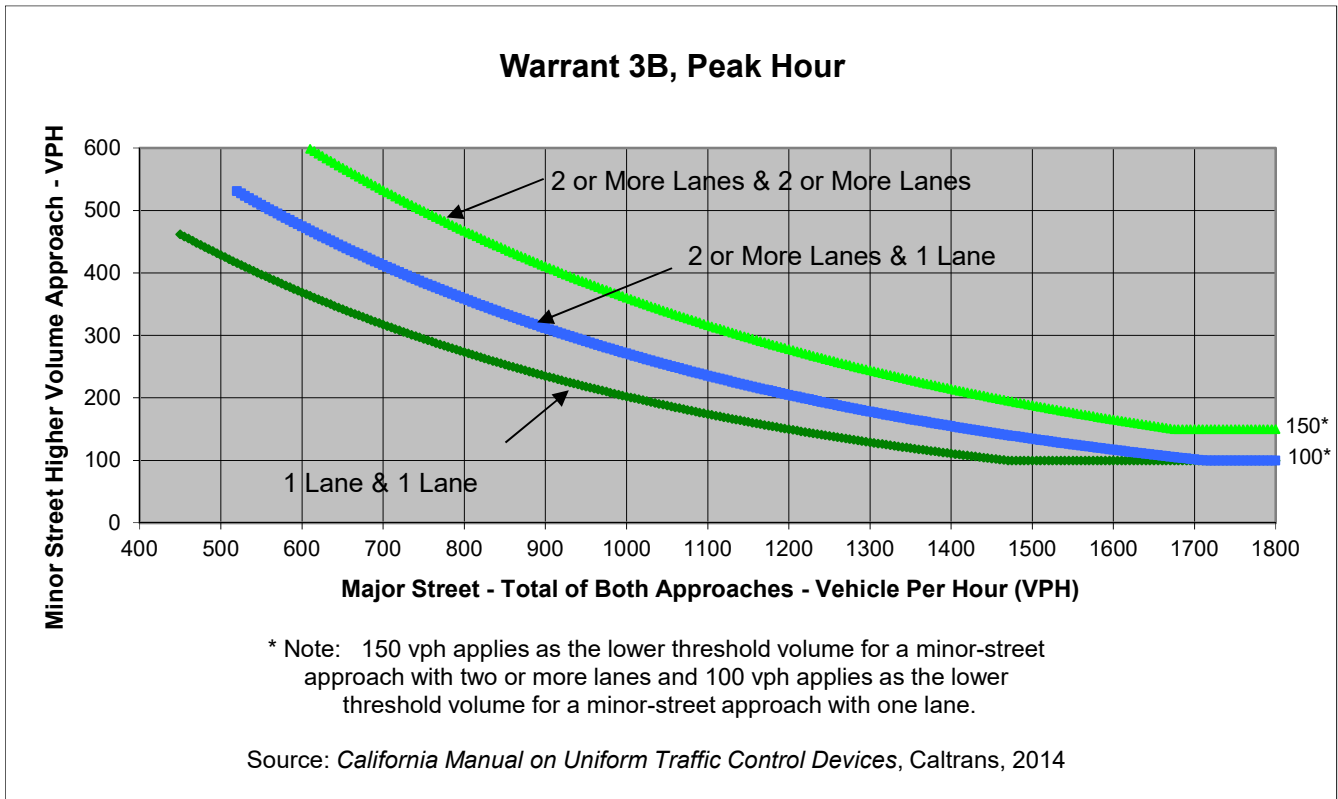
Project 8555 Santa Monica Boulevard
 Scenario Cumulative Base Conditions
 Peak Hour PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	8		0	54
Through	0		1,080	658
Right	100		35	0
Total	108	0	1,115	712

Major Street Direction

	North/South
x	East/West



	Major Street	Minor Street	Warrant Met
	Holloway Drive	Westmount Drive	
Number of Approach Lanes	1	1	<u>YES</u>
Traffic Volume (VPH) *	1,827	108	

* Note: Traffic Volume for Major Street is Total Volume of Both Approaches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.



Major Street Holloway Drive
 Minor Street Westmount Drive

Project 8555 Santa Monica Boulevard
 Scenario Cumulative + Project Conditions
 Peak Hour AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	9	0	0	284
Through	0	0	436	757
Right	69	0	16	0
Total	78	0	452	1,041

Major Street Direction

	North/South
x	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	3

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	46.7
Approach with Worst Case Delay	NB
Total Vehicles on Approach	78

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	Peak Hour Volume on Minor Approach (vph)	Peak Hour Entering Volume Serviced (vph)
Cumulative + Project Conditions	1	78	1,571
Limiting Value	4	100	650
Condition Satisfied?	Not Met	Not Met	Met
Warrant Met	<u>NO</u>		



Major Street Holloway Drive
 Minor Street Westmount Drive

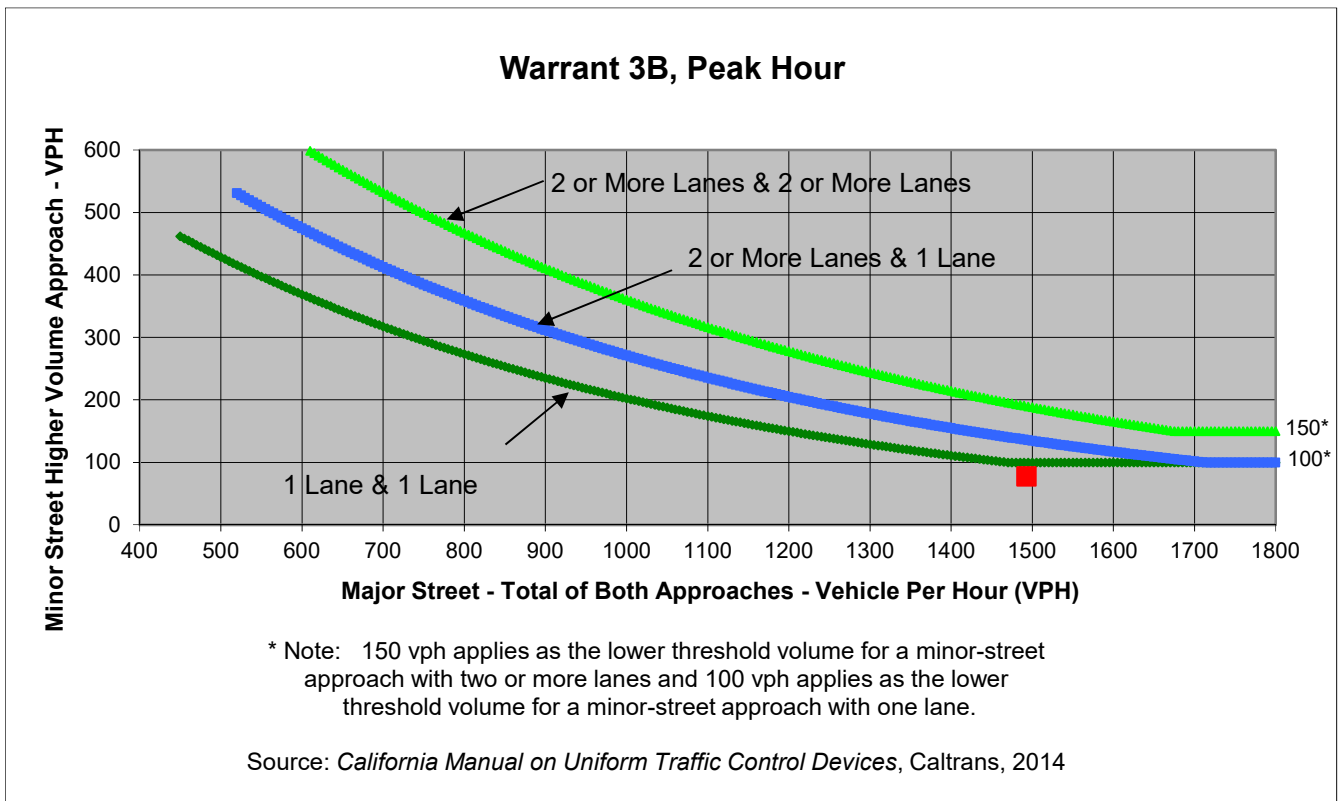
Project 8555 Santa Monica Boulevard
 Scenario Cumulative + Project Conditions
 Peak Hour AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	9		0	284
Through	0		436	757
Right	69		16	0
Total	78	0	452	1,041

Major Street Direction

	North/South
x	East/West



	Major Street	Minor Street	Warrant Met
	Holloway Drive	Westmount Drive	
Number of Approach Lanes	1	1	<u>NO</u>
Traffic Volume (VPH) *	1,493	78	

* Note: Traffic Volume for Major Street is Total Volume of Both Approaches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.



Major Street Holloway Drive
 Minor Street Westmount Drive

Project 8555 Santa Monica Boulevard
 Scenario Cumulative + Project Conditions
 Peak Hour MD

Turn Movement Volumes

	NB	SB	EB	WB
Left	15	0	0	53
Through	0	0	833	653
Right	95	0	37	0
Total	110	0	870	706

Major Street Direction

	North/South
x	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	3

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	30
Approach with Worst Case Delay	NB
Total Vehicles on Approach	110

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	Peak Hour Volume on Minor Approach (vph)	Peak Hour Entering Volume Served (vph)
Cumulative + Project Conditions	0.9	110	1,686
Limiting Value	4	100	650
Condition Satisfied?	Not Met	Met	Met
Warrant Met	<u>NO</u>		



Major Street Holloway Drive
 Minor Street Westmount Drive

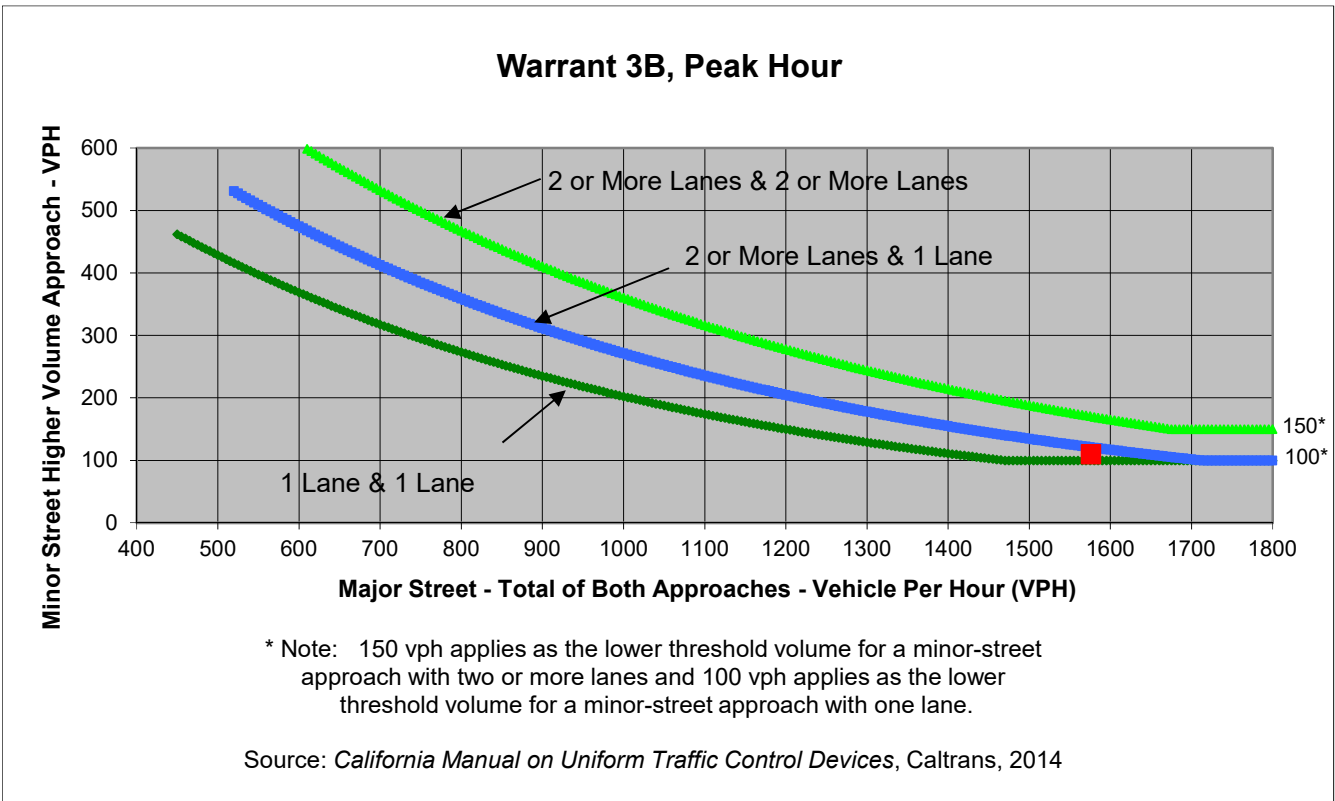
Project 8555 Santa Monica Boulevard
 Scenario Cumulative + Project Conditions
 Peak Hour MD

Turn Movement Volumes

	NB	SB	EB	WB
Left	15		0	53
Through	0		833	653
Right	95		37	0
Total	110	0	870	706

Major Street Direction

 North/South
 x East/West



	Major Street	Minor Street	Warrant Met
	Holloway Drive	Westmount Drive	
Number of Approach Lanes	1	1	YES
Traffic Volume (VPH) *	1,576	110	

* Note: Traffic Volume for Major Street is Total Volume of Both Approaches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.



Major Street Holloway Drive
 Minor Street Westmount Drive

Project 8555 Santa Monica Boulevard
 Scenario Cumulative + Project Conditions
 Peak Hour PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	9	0	0	54
Through	0	0	1,081	658
Right	102	0	36	0
Total	111	0	1,117	712

Major Street Direction

	North/South
x	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	3

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	49.7
Approach with Worst Case Delay	NB
Total Vehicles on Approach	111

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	Peak Hour Volume on Minor Approach (vph)	Peak Hour Entering Volume Serviced (vph)
Cumulative + Project Conditions	1.5	111	1,940
Limiting Value	4	100	650
Condition Satisfied?	Not Met	Met	Met
Warrant Met	<u>NO</u>		



Major Street Holloway Drive
 Minor Street Westmount Drive

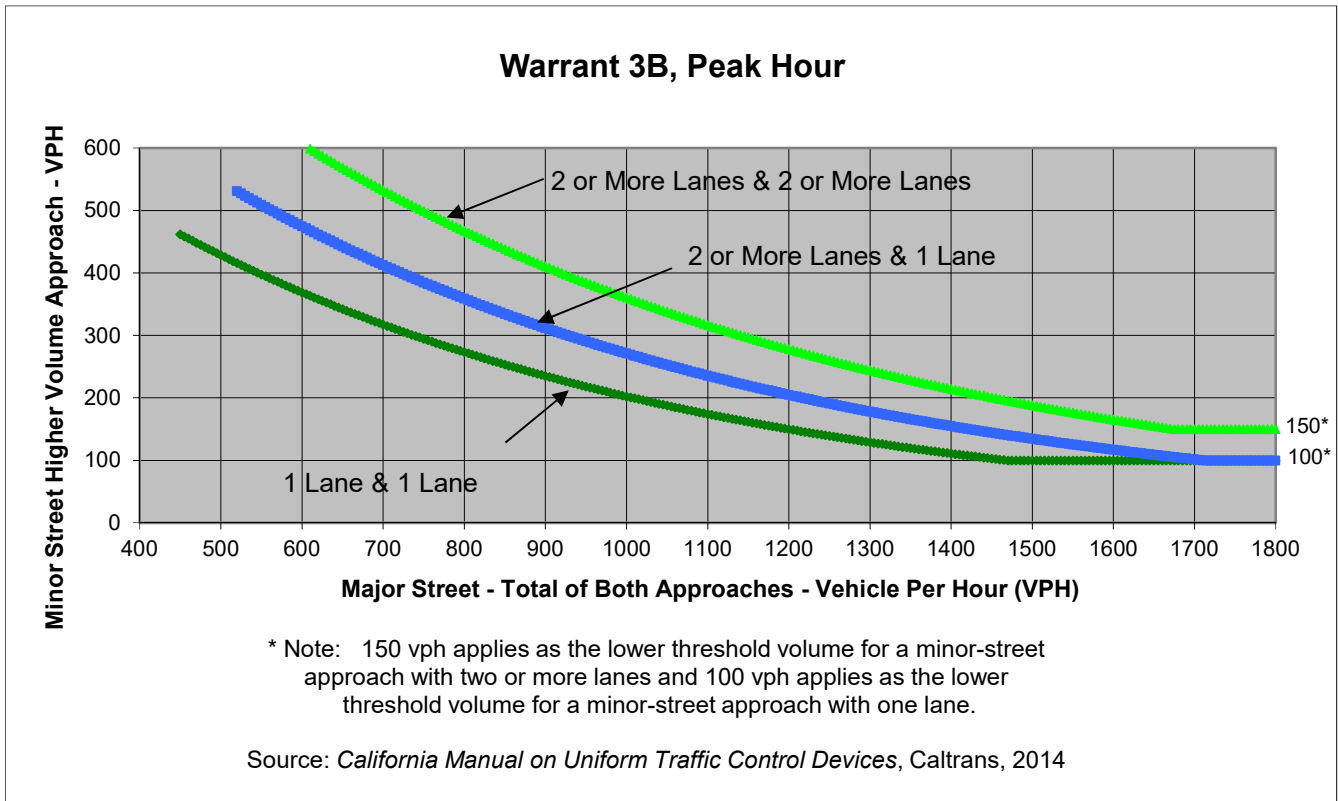
Project 8555 Santa Monica Boulevard
 Scenario Cumulative + Project Conditions
 Peak Hour PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	9		0	54
Through	0		1,081	658
Right	102		36	0
Total	111	0	1,117	712

Major Street Direction

 North/South
 x East/West



	Major Street	Minor Street	Warrant Met
	Holloway Drive	Westmount Drive	
Number of Approach Lanes	1	1	<u>YES</u>
Traffic Volume (VPH) *	1,829	111	

* Note: Traffic Volume for Major Street is Total Volume of Both Approaches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.