Appendix K

Transportation Analyses and LADOT Assessment Letters

Appendix K-1

Transportation Impact Analysis

CITY OF LOS ANGELES

INTER-DEPARTMENTAL MEMORANDUM

10822 West Wilshire Boulevard
LADOT Case No. WLA18-106728

Date: April 23, 2019

To: Luciralia Ibarra, Senior City Planner
Attention: Heather Bleemers
Department of City Planning

From: Hamed Sandoghdar, Transportation Engineer
Department of Transportation

Subject: **TRAFFIC IMPACT ASSESSMENT FOR THE PROPOSED ELDERCARE FACILITY AND DETACHED DAY CARE FACILITY PROJECT AT 10822 WEST WILSHIRE BOULEVARD**

Pursuant to the West Los Angeles Transportation Improvement and Mitigation Specific Plan Ordinance No. 171,492 (WLA TIMP), the Department of Transportation (DOT) has completed the traffic assessment of the proposed one hundred seventy-six (176) unit eldercare facility, and 9,599 square-foot day care center project to be located at 10822 West Wilshire Boulevard. This traffic assessment is based on a traffic study report prepared by Linscott, Law & Greenspan, Engineers, dated March 19, 2019. After a review of the pertinent data, DOT has determined that the traffic study adequately describes the project-related impacts of the proposed development.

PROJECT DESCRIPTION

The project proposes to construct a one hundred seventy-six (176) unit eldercare facility consisting of fifty-four (54) senior independent housing dwelling units, seventy-six (76) assisted living care housing guest rooms, and forty-six (46) Alzheimer's/dementia care housing guest rooms, and a detached 9,599 Square foot (105 student) dare care center. The project site is developed with a church that will remain on site, and an 8,750 square foot day care center that will be demolished along with a detach single family home to accommodate the proposed project. The project will provide parking on-site along with bicycle parking spaces, which includes long-term and short-term bicycle parking spaces, per the Los Angeles Municipal Code (LAMC). Vehicular access to the project site will be provided via driveways on Wilshire Boulevard and Ashton Avenue. The anticipated build-out year for the project is 2025.

DISCUSSION AND FINDINGS

Trip Generation

The project is expected to create a net increase of 732 daily trips, a net increase of 41 AM peak hour trips, and a net increase of 49 PM peak hour trips. The trip generation estimates are based on rates from Appendix "A" of the WLA TIMP and formulas published by the Institute of Transportation Engineers (ITE) Trip Generation, 10th Edition, 2017. A copy of the study report trip generation summary table (Table 7-1) is provided as **Attachment "A"** to this report.

Traffic Impact

Traffic impact analysis was conducted at six (6) intersections adjacent to the project site. Based on DOT's traffic impact criteria[1], the proposed development would **not** create a significant traffic impact at any of the studied signalized intersections, as shown in the report's summary of volume-to-capacity (V/C) ratios and levels of service (LOS) table (Table 9-1). A copy of the LOS summary table are provided as **Attachment "B"** to this report.

Congestion Management Program (CMP)

The CMP traffic impact analysis (TIA) guidelines require that intersection monitoring locations must be examined if the proposed project will add 50 or more trips to the intersection during either the AM or PM weekday peak hours. There are two (2) CMP monitoring stations within approximately two miles of the Project site. The CMP stations are as follows:

1. Santa Monica Boulevard and Wilshire Boulevard
2. Beverly Glen Boulevard and Wilshire Boulevard

Fewer than 50 peak hour trips would be added to that intersection, since the project generates fewer than 50 peak hour trips for both the AM and PM, therefore, no further analysis is required.

The nearest CMP freeway monitoring station, within approximately two miles of the project site, is as follows:

1. I-405 north of Venice Boulevard

Because the Project would generate fewer than 150 peak hour trips, it would not add 150 trips to the freeway mainline segment; therefore, no further analysis is required.

PROJECT REQUIREMENTS

In response to the findings of the traffic impact study, DOT recommends that the following project requirements be adopted as conditions of project approval.

A. Application Fee

Pursuant to Section 4.D of the WLA TIMP, the applicant shall pay an application processing fee based on the size and nature of the project.

B. Covenant and Agreement

Pursuant to Section 4.B of the WLA TIMP, the owner(s) of the property must sign and record a Covenant and Agreement prior to issuance of any building permit, acknowledging the contents and limitations of this Specific Plan in a form designed to run with the land.

C. Highway Dedication and Physical Street Improvements

Pursuant to Section 4.E.2 of the WLA TIMP, the applicant may be required to make highway dedications and improvements. The applicant should check with the Bureau of Engineering's (BOE) Land Development Group to determine the specific highway dedication, street widening and/or sidewalk requirements for this project. These requirements must be guaranteed before the issuance of any building permit through the B-permit process of the Bureau of Engineering,

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[1] Per LADOT Traffic Study Policies and Procedures, a significant impact is identified as an increase in the Critical Movement Analysis (CMA) value, due to project related traffic, of 0.010 or more when the final ("with project") Level of Service (LOS) is LOS E or F; an increase of 0.020 or more when the final LOS is LOS D; or an increase of 0.040 or more when the final LOS is LOS C.

Department of Public Works. They must be constructed and completed prior to the issuance of any certificate of occupancy to the satisfaction of DOT and the Bureau of Engineering.

D. Site Access and Internal Circulation

This determination does not include approval of the project's driveways, internal circulation and parking scheme. The applicant is advised to consult with DOT for driveway locations and specifications prior to the commencement of any architectural plans, as they may affect building design. Final DOT approval shall be obtained prior to issuance of any building permits. This should be accomplished by submitting detailed site/driveway plans, at a scale of at least 1" = 40', separately to DOT's WLA/Coastal Development Review Section at 7166 West Manchester Avenue, Los Angeles 90045 as soon as possible, but prior to submittal of building plans for plan check to the Department of Building and Safety.

E. Pedestrian Connectivity

Applicant shall consult with the Department of City Planning for any additional requirements pertaining to pedestrian walkability and connectivity, as described in the Walkability Checklist.

F. Construction Impacts

DOT recommends that a construction work site traffic control plan be submitted to DOT's Western District Office for review and approval prior to the start of any construction work. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. DOT also recommends that construction related traffic be restricted to off-peak hours.

DOT ASSESSMENT APPEAL PROCESS

Pursuant to Section 8.A of the WLA TIMP, an applicant or any other interested person adversely affected by the project who disputes any determination made by DOT pursuant to this Ordinance may appeal to the General Manager of DOT. This appeal must be filed within a 15 day period following the applicant's receipt date of this letter of determination. The appeal shall set forth specifically the basis of the appeal and the reasons why the determination should be reversed or modified.

If you have any questions, I can be reached at the LADOT West L.A. Planning Office, (213) 485-1062.

HS:er

Attachments

cc: Jay Greenstein, Hagu Solomon-Cary, Joseph Galloway, Fifth Council District
Sean Haeri, Mo Blorfroshan, Rudy Guevara, DOT
David Weintraub, DCP
Mike Patonai, Kevin Azarmahan, Oscar Gutierrez, BOE
Francesca Bravo, Linscott, Law & Greenspan, Engineers

Attachment "A"

Table 7-1
PROJECT TRIP GENERATION [1]

LAND USE	SIZE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
			IN	OUT	TOTAL	IN	OUT	TOTAL
Proposed Project								
Assisted Living [3]	122 Guest Rooms	505	15	7	22	18	17	35
Independent Living [4]	54 DU	200	4	7	11	2	2	4
Day Care Center [5],[6]	9,599 GSF [8]	457	56	50	106	62	69	131
- Less Pass-by Adjustment (10%) [7]		(46)	(6)	(5)	(11)	(6)	(7)	(13)
Subtotal Proposed Project		**1,116**	**69**	**59**	**128**	**76**	**81**	**157**
Less Existing Uses								
Day Care Center [5],[6]	(8,750) GSF	(417)	(51)	(45)	(96)	(56)	(63)	(119)
- Less Pass-by Adjustment (10%) [7]		42	5	5	10	6	6	12
Single Family Residence [9]	(1) DU	(9)	0	(1)	(1)	(1)	0	(1)
Subtotal Existing Uses		**(384)**	**(46)**	**(41)**	**(87)**	**(51)**	**(57)**	**(108)**
NET CHANGE		**732**	**23**	**18**	**41**	**25**	**24**	**49**

[1] Sources: ITE "Trip Generation Manual", 10th Edition, 2017 and West Los Angeles Transportation Improvement and Mitigation Program (WLA TIMP) Specific Plan, March 8, 1997.

[2] Trips are one-way traffic movements, entering or leaving.

[3] ITE Land Use Code 254 (Assisted Living) trip generation average rates.
- Daily Trip Rate: 4.14 trips/Occupied Bed; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.18 trips/Occupied Bed; 68% inbound/32% outbound
- PM Peak Hour Trip Rate: 0.29 trips/Occupied Bed; 50% inbound/50% outbound

The trip generation forecast is based on one occupied bed per guest room.

[4] ITE Land Use Code 252 (Senior Adult Housing - Attached) trip generation average rates.
- Daily Trip Rate: 3.70 trips/DU; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.20 trips/DU; 35% inbound/65% outbound
- PM Peak Hour Trip Distribution: 55% inbound/45% outbound
- WLA TIMP PM Peak Hour Trip Rate: 0.08 trips/DU

[5] ITE Land Use Code 565 (Day Care Center) trip generation average rates.
- Daily Trip Rate: 47.62 trips/1,000 SF of floor area; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 11.00 trips/1,000 SF of floor area; 53% inbound/47% outbound
- PM Peak Hour Trip Distribution: 47% inbound/53% outbound
- WLA TIMP PM Peak Hour Trip Rate: 13.62 trips/1,000 SF of floor area

[6] It should be noted that the existing Westwood Presbyterian Church sanctuary will remain and no changes are proposed as part of this project.

[7] Source: LADOT policy on pass-by trip adjustments, Transportation Impact Study Guidelines, LADOT, December 2016.
Pass-by trips are made as intermediate stops on the way from an origin to a primary trip destination without a route diversion.
Pass-by trips are attracted from the traffic passing the site on an adjacent street or roadway that offers direct access to the site.

[8] Measured within building walls, and not including 143 square feet of outdoor covered unoccupied areas.

[9] ITE Land Use Code 210 (Single-Family Detached Housing) trip generation average rates.
- Daily Trip Rate: 9.44 trips/dwelling unit; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.74 trips/dwelling units; 25% inbound/75% outbound
- PM Peak Hour Trip Distribution: 63% inbound/37% outbound
- WLA TIMP PM Peak Hour Trip Rate: 1.01 trips/dwelling units

Table 9-1
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
WEEKDAY AM AND PM PEAK HOURS

NO.	INTERSECTION	PEAK HOUR	[1] YEAR 2018 EXISTING V/C	LOS	[2] YEAR 2018 EXISTING WITH PROJECT V/C	LOS	CHANGE V/C [(2)-(1)]	SIGNIF. IMPACT [a]	[3] YEAR 2025 FUTURE W/O PROJECT V/C	LOS	[4] YEAR 2025 FUTURE WITH PROJECT V/C	LOS	CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT [a]
1	Westwood Boulevard/ Wilshire Boulevard	AM	0.837	D	0.841	D	0.004	No	0.885	D	0.890	D	0.005	No
		PM	0.959	E	0.963	E	0.004	No	1.021	F	1.025	F	0.004	No
2	Westwood Boulevard/ Wellworth Avenue	AM	0.549	A	0.552	A	0.003	No	0.572	A	0.575	A	0.003	No
		PM	0.671	B	0.673	B	0.002	No	0.715	C	0.718	C	0.003	No
3	Westwood Boulevard/ Santa Monica Boulevard	AM	1.294	F	1.295	F	0.001	No	1.366	F	1.367	F	0.001	No
		PM	1.189	F	1.190	F	0.001	No	1.302	F	1.303	F	0.001	No
4	Glendon Avenue/ Wilshire Boulevard	AM	0.865	D	0.868	D	0.003	No	0.889	D	0.892	D	0.003	No
		PM	1.020	F	1.024	F	0.004	No	1.059	F	1.063	F	0.004	No
5	Selby Avenue/ Wilshire Boulevard	AM	0.832	D	0.836	D	0.004	No	0.866	D	0.870	D	0.004	No
		PM	0.912	E	0.915	E	0.003	No	0.948	E	0.952	E	0.004	No
6	Westholme Avenue/ Wilshire Boulevard	AM	0.834	D	0.837	D	0.003	No	0.864	D	0.868	D	0.004	No
		PM	0.992	E	0.994	E	0.002	No	1.045	F	1.048	F	0.003	No

[a] According to LADOT's "Transportation Impact Study Guidelines," December 2016, a transportation impact on an intersection shall be deemed significant in accordance with the following table:

Final v/c	LOS	Project Related Increase in v/c
>0.701 - 0.800	C	equal to or greater than 0.040
>0.801 - 0.900	D	equal to or greater than 0.020
>0.901	E/F	equal to or greater than 0.010

LINSCOTT LAW & GREENSPAN engineers

TRANSPORTATION IMPACT STUDY

BELMONT VILLAGE SENIOR LIVING – WESTWOOD PRESBYTERIAN CHURCH PROJECT

City of Los Angeles, California
March 19, 2019

Prepared for:

Belmont Village
7660 Woodway Drive, Suite 400
Houston, Texas 77063

LLG Ref. 1-16-4165-1

Prepared by:
Francesca S. Bravo
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Under the Supervision of:
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TRANSPORTATION IMPACT STUDY

BELMONT VILLAGE SENIOR LIVING – WESTWOOD PRESBYTERIAN CHURCH PROJECT

City of Los Angeles, California
March 19, 2019

1.0 INTRODUCTION

This transportation analysis has been conducted to identify and evaluate the potential transportation impacts of the proposed Belmont Village Senior Living – Westwood Presbyterian Church project ("proposed project" herein) on the surrounding street system. The proposed project site is located in the Westwood area of the City of Los Angeles. The proposed project site and general vicinity are shown in ***Figure 1-1***.

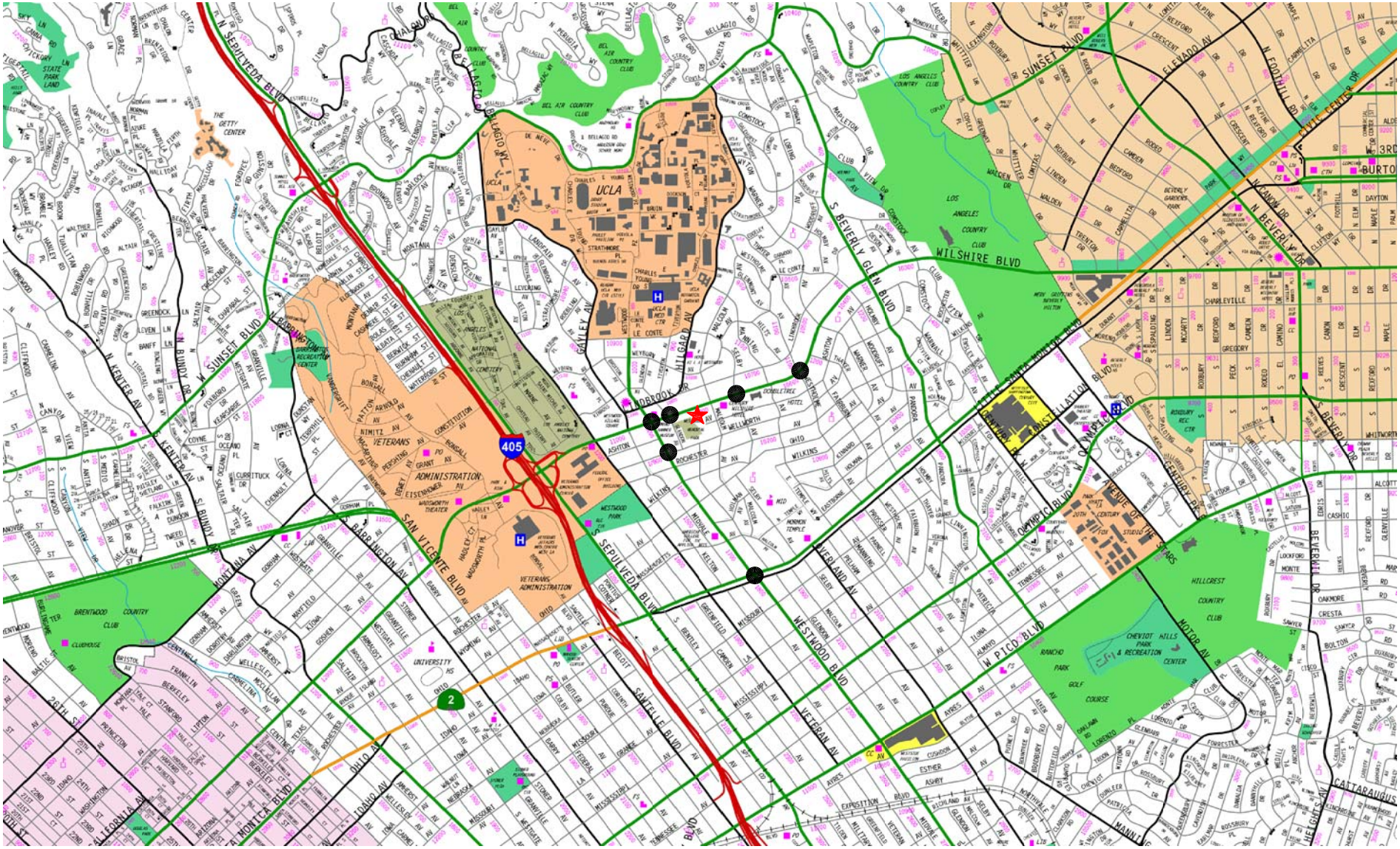
This transportation analysis follows current City of Los Angeles traffic study guidelines[1] and is consistent with transportation impact assessment guidelines set forth in the Los Angeles County Congestion Management Program.[2] This transportation analysis evaluates potential project-related impacts at six key intersections in the vicinity of the project site. The study intersections were determined in consultation with City of Los Angeles Department of Transportation (LADOT) staff. The Critical Movement Analysis method was used to determine Volume-to-Capacity ratios and corresponding Levels of Service for the six study intersections. A review also was conducted of Los Angeles County Metropolitan Transportation Authority (Metro) freeway and intersection monitoring stations to determine if a CMP transportation impact assessment analysis is required for the proposed project.

This study (i) presents existing traffic volumes, (ii) provides existing traffic volumes with the forecast traffic volumes from the proposed project, (iii) determines existing with project-related impacts; (iv) forecasts future cumulative baseline traffic volumes, (v) forecasts future cumulative traffic volumes with the proposed project, (vi) determines future forecast with project-related impacts, and (vii) recommends mitigation measures, where necessary.

1.1 Study Area

Upon coordination with LADOT staff, a total of six study intersections have been identified for evaluation during the weekday morning and afternoon peak hours. The study intersections provide local access to the study area and define the extent of the boundaries for this transportation impact analysis. Further discussion of the existing street system and study area is provided in Section 4.0.

[1] *Transportation Impact Study Guidelines*, City of Los Angeles Department of Transportation, December 2016.
[2] *2010 Congestion Management Program*, Los Angeles County Metropolitan Transportation Authority, October 2010.



MAP SOURCE: RAND MCNALLY & COMPANY

PROJECT SITE

STUDY INTERSECTION

NOT TO SCALE

FIGURE 1-1
VICINITY MAP

LINSCOTT, LAW & GREENSPAN, engineers

BELMONT VILLAGE SENIOR LIVING - WESTWOOD PRESBYTERIAN CHURCH PROJECT

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The general location of the project in relation to the study locations and surrounding street system is presented in *Figure 1–1*. The transportation analysis study area is generally comprised of those locations which have the greatest potential to experience significant transportation impacts due to the proposed project as defined by the City of Los Angeles as the Lead Agency pursuant to the California Environmental Act (Public Resources Code Section 21000 et seq.). In the traffic engineering practice, the study area generally includes those intersections that are:

a. Immediately adjacent or in close proximity to the project site;

b. In the vicinity of the project site that are documented to have current or projected future adverse operational issues; and

c. In the vicinity of the project site that are forecast to experience a relatively greater percentage of project-related vehicular turning movements.

The study intersections selected for analysis were based on the above criteria, the forecast project peak hour vehicle trip generation, the anticipated distribution of project vehicular trips and existing intersection/corridor operations. LADOT confirmed the appropriateness of the six study intersections when it entered into a traffic study Memorandum of Understanding (MOU) for the proposed project. The study intersections are identified in *Figure 1-1* and in the traffic study MOU, which is attached to this report as ***Appendix A***. The LADOT approved MOU indicated that the project is not subject to Freeway Impact Analysis per the screening criteria[3].

Since the project is primarily residential in nature, no formal residential street segment analysis was required by LADOT. For informational purposes, the City's threshold criteria for street segments is based on the percentage project-related increase in average daily traffic (ADT) and varies depending on the street segment's projected ADT with a project (Final ADT).

1.2 Overview of Senate Bill 743

On September 27, 2013, Governor Brown signed Senate Bill (SB) 743. Under SB 743, the focus of transportation analysis pursuant to CEQA will shift from driver delay, or level of service (LOS), to reduction of vehicle miles traveled (VMT), reduction in greenhouse gas emissions, and creation of multimodal networks and promotion of mixed-use developments. In December 2018, the California Natural Resources Agency certified and adopted amendments to the CEQA Guidelines implementing SB743 with a target implementation date of July 1, 2020.

[3] The "Freeway Impact Analysis Procedures" agreement executed in October 2013 and amended in December 2015 between Caltrans District 7 and LADOT, requires project applicants to work with Caltrans and prepare a Freeway Impact Analysis utilizing Caltrans' *Guide for the Preparation of Traffic Impact Studies* for land use proposals that meet the established screening criteria.

The Los Angeles Department of City Planning (DCP) and LADOT are updating the Transportation Section of the City's CEQA Thresholds Guide to comply with and implement SB 743. City staff will present the CEQA Appendix G environmental checklist update to the City Council, which will likely lead to the adoption of new VMT-based significance thresholds and its subsequent incorporation into the City's CEQA Threshold Guide in year 2019. As the project has filed its entitlements and entered into a signed MOU with LADOT prior to the City's adoption of a VMT threshold, this transportation analysis utilizes LOS as the Lead Agency's applicable methodology and significance threshold.

2.0 PROJECT DESCRIPTION

2.1 Site Location

The proposed project site is located at 10822 Wilshire Boulevard and 10812 Ashton Avenue in the Westwood area of the City of Los Angeles. The proposed project site is bordered by Wilshire Boulevard to the north, residential uses to the south and east, and commercial uses to the west. The proposed project site and general vicinity are shown in *Figure 1-1*.

2.2 Existing Project Site

The proposed project site is located within the West Los Angeles Transportation Improvement and Mitigation (WLA TIMP) Specific Plan area of the City of Los Angeles. Refer to ***Figure 2-1*** which shows the WLA TIMP Specific Plan area. The proposed project site is also located within the Wilshire/Westwood Scenic Corridor Specific Plan area of the City of Los Angeles. Refer to ***Figure 2-2*** which shows the Wilshire/Westwood Scenic Corridor Specific Plan area.

The existing 1.6-acre project site is currently occupied by the Westwood Presbyterian Church sanctuary with 210 fixed seats, administrative offices, 8,750 square feet of preschool/classroom space, and a single-family residence. Vehicular access to the existing project site is currently provided via one driveway on Wilshire Boulevard and one driveway on Ashton Avenue. The existing driveways currently accommodate full access movements. An aerial photograph of the existing project site is contained in ***Figure 2-3***.

2.3 Proposed Project Description

The proposed project consists of the construction of a new Eldercare Facility containing up to 176 units. The Eldercare Facility will contain 54 Senior Independent Housing dwelling units, 76 Assisted Living Care Housing guest rooms, and 46 Alzheimer's/Dementia Care Housing guest rooms as well as associated residential amenities and service areas. The Eldercare Facility will provide a new fellowship hall for use by the Church, as well as shared spaces to be used by both the Church and the residents of the Eldercare Facility. A total of 55 employees are anticipated to be on-site during the largest daily shift. In addition, a new, two-story Education Center building containing a replacement 9,599 square-foot preschool (105 students) and 3,260 square feet of replacement administrative offices for the Church will be constructed at the southern portion of the site. The Church's sanctuary will be retained while the existing administrative offices, preschool/classroom space, and single-family residence will be demolished to accommodate the proposed project. A subterranean parking structure providing approximately 198 parking spaces will also be constructed on-site as part of the proposed project for shared use by the Church, the Eldercare Facility's residents and staff, and the Education Center's staff and parents. Construction of the proposed project is expected to commence in year 2020 with occupancy by year 2025.

N

NOT TO SCALE

MAP SOURCE: CITY OF LOS ANGELES PLANNING DEPARTMENT

★ PROJECT SITE

FIGURE 2-1

WEST LOS ANGELES TRANSPORTATION IMPROVEMENT AND MITIGATION SPECIFIC PLAN AREA

BELMONT VILLAGE SENIOR LIVING - WESTWOOD PRESBYTERIAN CHURCH PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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NOT TO SCALE

MAP SOURCE: CITY OF LOS ANGELES PLANNING DEPARTMENT

PROJECT SITE

FIGURE 2-2
WILSHIRE/WESTWOOD SCENIC CORRIDOR SPECIFIC PLAN AREA

LINSCOTT, LAW & GREENSPAN, engineers

BELMONT VILLAGE SENIOR LIVING - WESTWOOD PRESBYTERIAN CHURCH PROJECT

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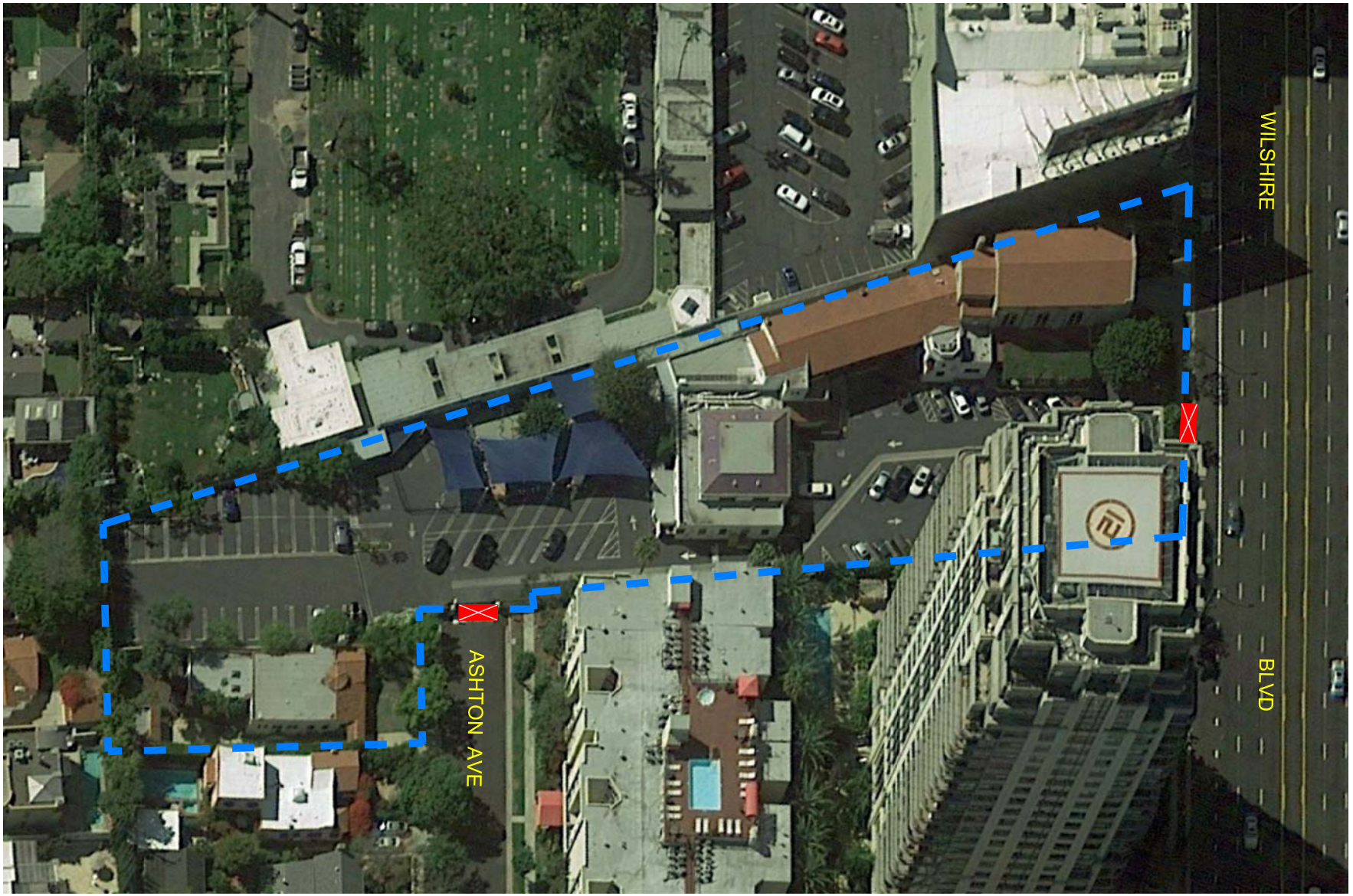

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MAP SOURCE: GOOGLE EARTH

PROJECT SITE

EXISTING DRIVEWAY

FIGURE 2-3
AERIAL PHOTOGRAPH OF EXISTING PROJECT SITE

LINSCOTT, LAW & GREENSPAN, engineers

BELMONT VILLAGE SENIOR LIVING - WESTWOOD PRESBYTERIAN CHURCH PROJECT

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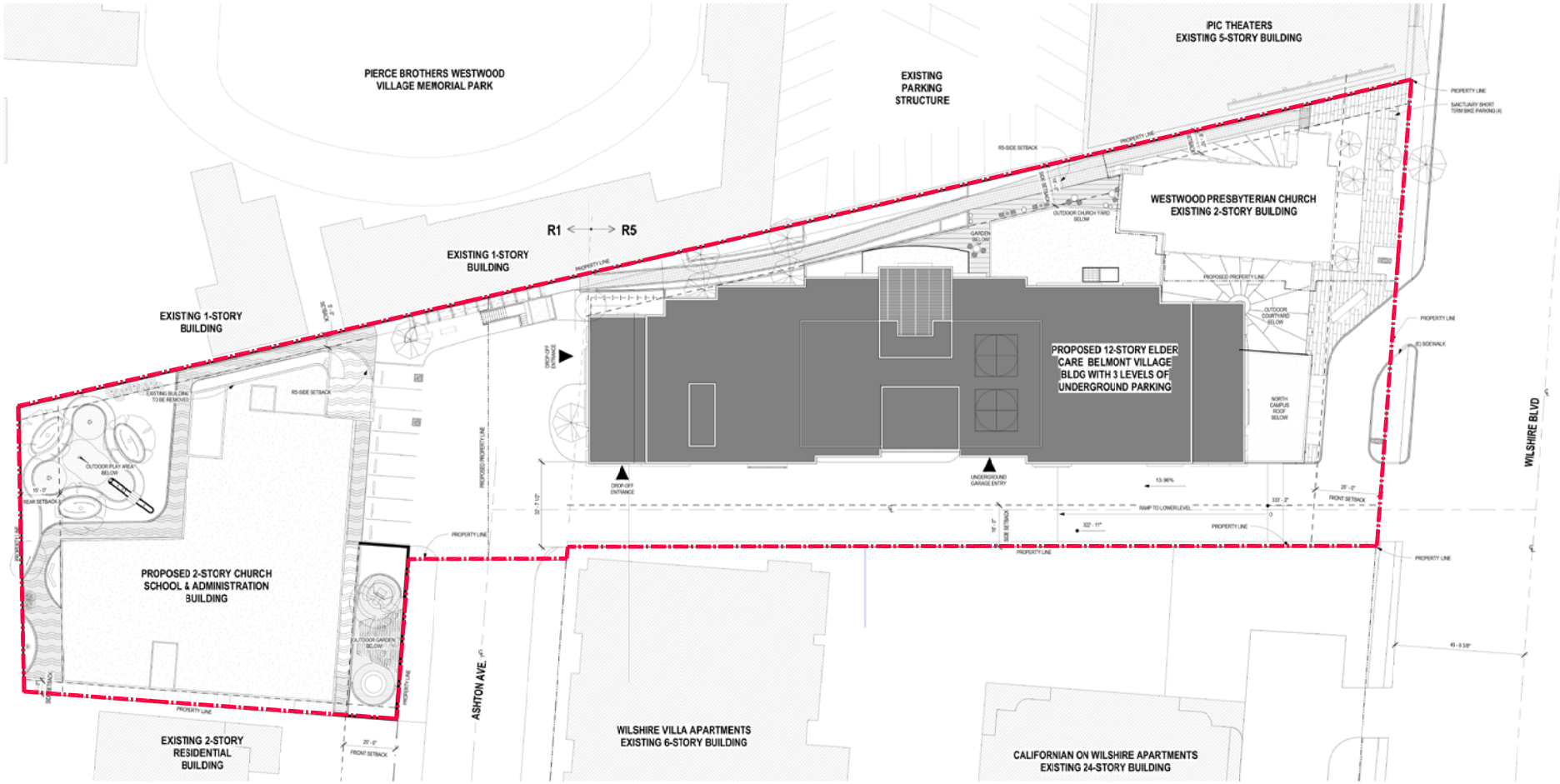
Vehicular access to the project site will be provided via two driveways on Wilshire Boulevard and the existing driveway on Ashton Avenue. Further discussion of the project's site access and circulation scheme is provided in Section 3.0 herein. The site plans for the proposed project are illustrated in ***Figures 2-4*** and ***2-5***.

Based on information provided by the Project Applicant and the experience of other assisted living/memory care operators, the majority of the residents do not own/operate personal vehicles. The Project Applicant has noted that up to 20 residents are anticipated to drive/own personal vehicles based on experience from the nearby Belmont Village Senior Living facility located at 10475 Wilshire Boulevard. Residents typically utilize the Belmont Village shuttle service, which will be provided for residents for medical, dental, and other appointments as well as shopping and recreational activities. Concierge service will also be provided on-site to arrange other transportation needs/services.



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SOURCE: HUITT-ZOLLARS

FIGURE 2-4
SITE PLAN

STREET LEVEL PLAN

LINSCOTT, LAW & GREENSPAN, engineers

BELMONT VILLAGE SENIOR LIVING - WESTWOOD PRESBYTERIAN CHURCH PROJECT

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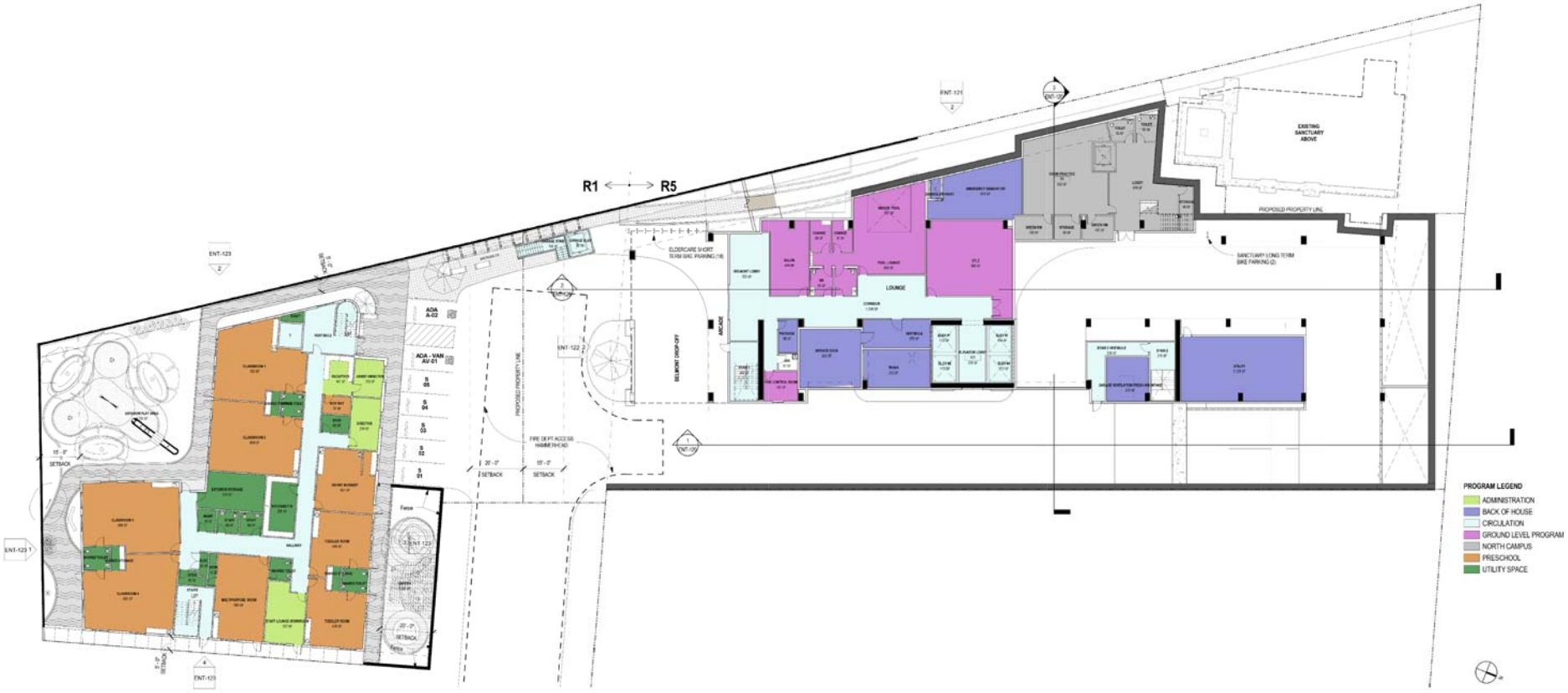

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SOURCE: HUITT-ZOLLARS

FIGURE 2-5
SITE PLAN

GROUND LEVEL PLAN

LINSCOTT, LAW & GREENSPAN, engineers

BELMONT VILLAGE SENIOR LIVING - WESTWOOD PRESBYTERIAN CHURCH PROJECT

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3.0 SITE ACCESS AND CIRCULATION

The site access scheme for the proposed project is displayed in *Figures 2-4* and *2-5*. Descriptions of the existing site access and proposed project site access and circulation schemes are provided in the following subsections.

3.1 Existing Site Access

Vehicular access to the existing project site is currently provided via two driveways: one driveway on Wilshire Boulevard and one driveway on Ashton Avenue. The existing driveway on Wilshire Boulevard currently provides access to the Church sanctuary, administrative offices, preschool, and associated surface parking area. The existing driveway on Ashton Avenue mainly provides access to the preschool and administrative offices. The existing driveways on Wilshire Boulevard and Ashton Avenue currently accommodate full access movements.

3.2 Proposed Project Site Access

Vehicular access to the project site will be provided via three driveways: two driveways on Wilshire Boulevard and one driveway on Ashton Street. Descriptions of the planned project site access driveways are provided in the following paragraphs.

- *Wilshire Boulevard Westerly Driveway:*
  This project driveway is planned to be located on the south side of Wilshire Boulevard along the northerly property frontage, in front of the existing Westwood Presbyterian Church Sanctuary. This project driveway is planned to be an inbound only driveway from Wilshire Boulevard to the proposed drop-off/pick-up zone and will be limited to ingress movements only (i.e., right-turn inbound movements only). This driveway will extend easterly and connect to the main north-south drive aisle which runs parallel to the easterly project frontage. The Wilshire Boulevard Westerly driveway will be constructed to City of Los Angeles design standards.

- *Wilshire Boulevard Easterly Driveway:*
  This project driveway will be located on the south side of Wilshire Boulevard at the northeast portion of the project site. This project driveway will provide access to the Belmont Village Eldercare facility, Westwood Presbyterian Church and Education Center as well as to the new parking garage to be constructed as part of the proposed project. One inbound lane and one outbound lane will be provided at this location. This project driveway will accommodate full access (i.e., left-turn and right-turn ingress and egress turning movements). The Wilshire Boulevard Easterly driveway will be constructed to City of Los Angeles design standards.

- *Ashton Avenue Driveway:*
  This project driveway is planned to be located at the west terminus of Ashton Avenue along the easterly property frontage consistent with existing conditions. This project driveway will mainly provide access to the proposed Education Center and the new parking garage that will

be constructed as part of the proposed project. While the Ashton Avenue driveway exists today, any modifications will be constructed to City of Los Angeles design standards.

It should be noted that access to the Eldercare facility (i.e., residential component) will only be provided via the proposed driveways on Wilshire Boulevard (i.e., inbound and outbound), while access to the Education Center/pre-school component of the proposed project will be provided via both Ashton Avenue (i.e., inbound and outbound) and Wilshire Boulevard (outbound only).

3.3 Pedestrian Access

The proposed project is designed to encourage pedestrian activity and walking as a transportation mode with a Walkability score for the project site of approximately 86 (Very Walkable) out of 100.[4] As indicated in *Figure 2-4*, the proposed project is designed to provide connections to the adjacent public sidewalks and would include site enhancements to promote walkability. Walkability is a term describing the extent to which walking is readily available as a safe, connected, accessible and pleasant mode of transport. There are several criteria that are widely accepted as key aspects of the walkability of urban areas that should be satisfied. The underlying principle is that pedestrians should not be delayed, diverted, or placed in danger. The widely accepted characteristics of walkability are as follows:

- Connectivity: Can people walk from one place to another without encountering major obstacles, obstructions, or loss of connectivity?

- Convivial: Are pedestrian routes friendly and attractive, and perceived as such by pedestrians?

- Conspicuous: Are suitable levels of lighting, visibility and surveillance over its entire length provided, with high quality delineation and signage?

- Comfortable: Are high quality and well-maintained footpaths of suitable widths, attractive landscaping and architecture, shelter and rest spaces provided with a suitable allocation of roadspace to pedestrians?

- Convenient: Is walking a realistic travel choice, partly because of the impact of the other criteria set forth above, but also because walking routes are of a suitable length as a result of land use planning with minimal delays?

A review of the project site location and pedestrian walkway network indicates that these five primary characteristics are accommodated as part of the proposed project.

[4] Refer to http://www.walkscore.com/, which generates the walkability score for the project site. Walk Score calculates the walkability of an address by locating nearby stores, restaurants, schools, parks, etc.

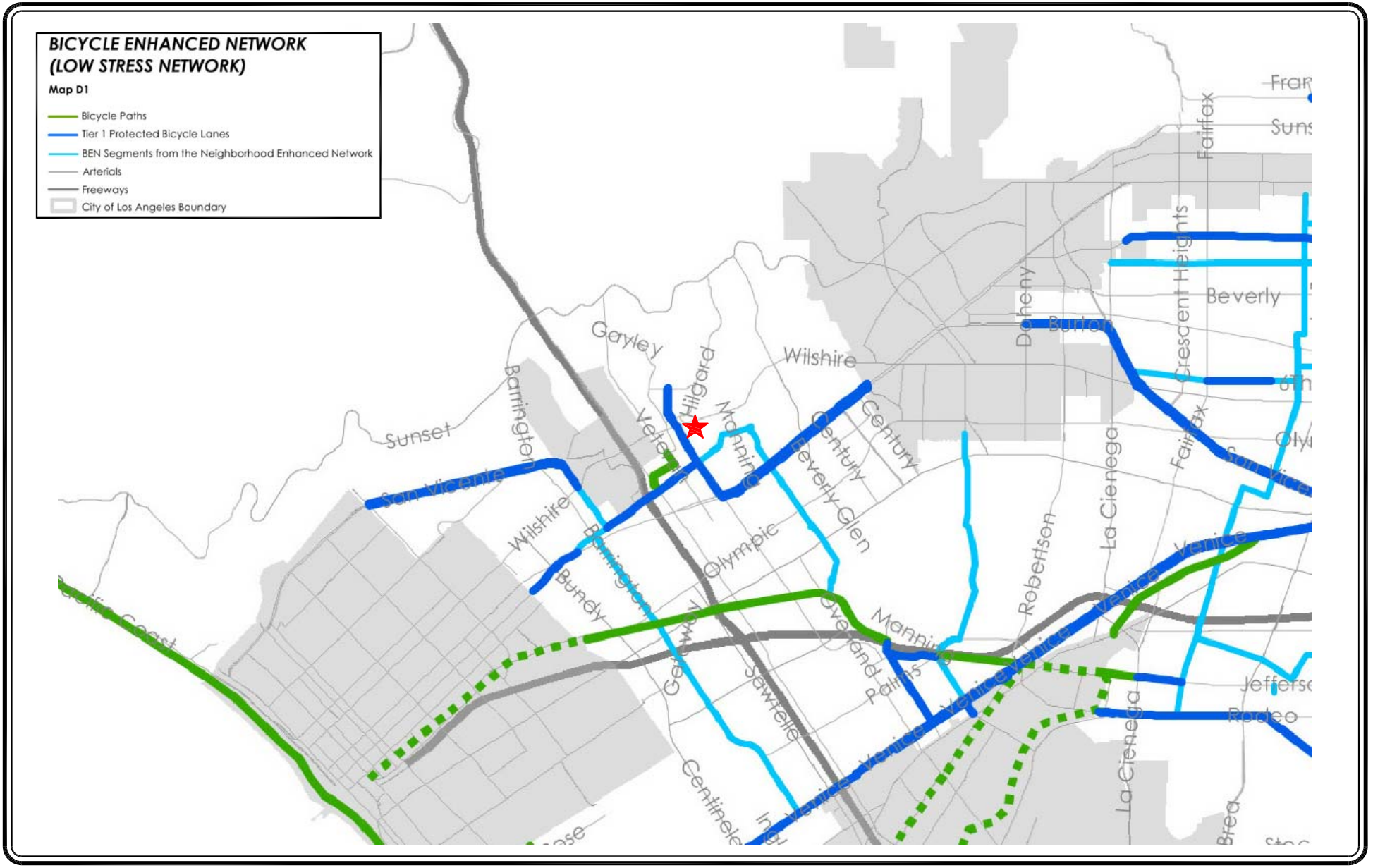
3.4 Bicycle Access

Bicycle access to the project site is facilitated by the City of Los Angeles bicycle roadway network[5]. Proposed bicycle facilities (e.g., Class II Bicycle Lanes.) in the City's Mobility Plan 2035 (which includes the City's 2010 Bicycle Plan) are located within an approximate one-mile radius from the project site[6]. The location of the City's bicycle enhanced network (i.e., the Low Stress Network) designated bikeways in close proximity to the project site and in the surrounding area is shown in ***Figure 3-1***. The proposed bicycle lane network in close proximity to the project site and in the surrounding area is illustrated in ***Figure 3-2***.

The Federal and State transportation systems recognize three primary bikeway facilities: Bicycle Paths (Class I), Bicycle Lanes (Class II), and Bicycle Routes (Class III). Bicycle Paths (Class I) are exclusive car free facilities that are typically not located within a roadway area. Bicycle Lanes (Class II) are part of the street design that is dedicated only for bicycles and identified by a striped lane separating vehicle lanes from bicycle lanes. Bicycle Routes (Class III) are preferably located on collector and lower volume arterial streets.

[5] Walk Score also calculates a bike score based on the topography, number and proximity of bike lanes, etc., near the project site. For example, refer to http://www.walkscore.com/, which generates a bike score of approximately 75 (Very Bikeable) out of 100 for the project site. Walk Score calculates the bike score of an address by locating nearby bicycling facilities as well as connections to bus/rail transit routes and stops.

[6] Source: *City of Los Angeles Mobility Plan 2035*, adopted January 20, 2016 and *City of Los Angeles 2010 Bicycle Plan*, adopted March 1, 2011; www.labikeplan.org.



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MAP SOURCE: CITY OF LOS ANGELES MOBILITY PLAN 2035

★ PROJECT SITE

FIGURE 3-1

CITY OF LOS ANGELES BICYCLE ENHANCED NETWORK (LOW STRESS NETWORK)

LINSCOTT, LAW & GREENSPAN, engineers

BELMONT VILLAGE SENIOR LIVING - WESTWOOD PRESBYTERIAN CHURCH PROJECT

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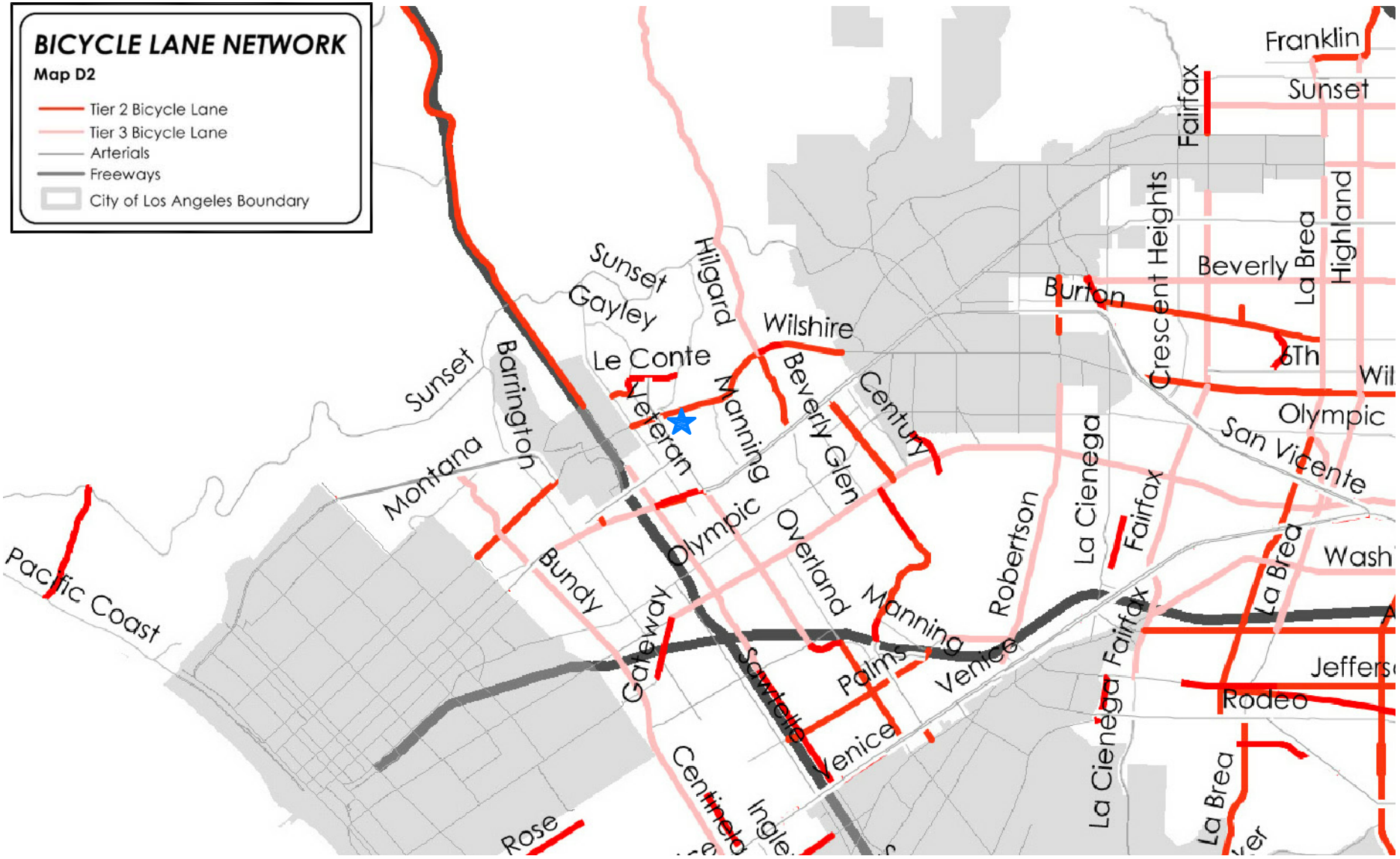

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MAP SOURCE: CITY OF LOS ANGELES MOBILITY PLAN 2035

PROJECT SITE

FIGURE 3-2
CITY OF LOS ANGELES PROPOSED BICYCLE LANE NETWORK

LINSCOTT, LAW & GREENSPAN, engineers

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4.0 EXISTING STREET SYSTEM

4.1 Regional Highway System

Regional access to the project site is provided by I-405 (San Diego) Freeway, as shown in *Figure 1-1*. I-405 Freeway northbound and southbound ramps are provided at Wilshire Boulevard in the project vicinity. A brief description of I-405 Freeway is provided in the following paragraph.

I-405 (San Diego) Freeway is a major north-south freeway that extends from the San Fernando Valley to Orange County. In the project vicinity, five mainline travel lanes are provided in each direction on I-405 Freeway. I-405 Freeway northbound and southbound ramps are provided at Wilshire Boulevard, which is located approximately one mile west of the project site.

4.2 Local Street System

Immediate access to the proposed project site is provided via Wilshire Boulevard and Ashton Avenue. The following six study intersections were selected in consultation with LADOT staff for analysis of potential impacts related to the proposed project:

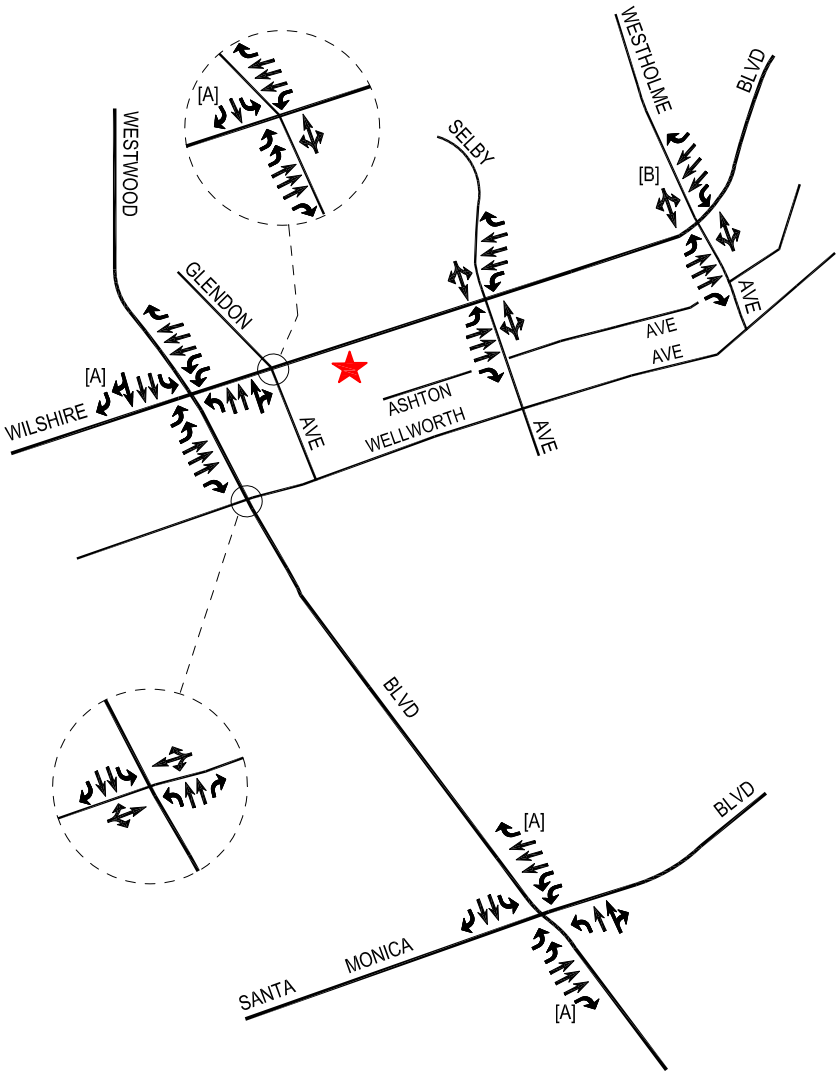
1. Westwood Boulevard/Wilshire Boulevard
2. Westwood Boulevard/Wellworth Avenue
3. Westwood Boulevard/Santa Monica Boulevard
4. Glendon Avenue/Wilshire Boulevard
5. Selby Avenue/Wilshire Boulevard
6. Westholme Avenue/Wilshire Boulevard

All six study intersections selected for analysis are presently controlled by traffic signals. The existing lane configurations at the study intersections are displayed in ***Figure 4-1***.

4.3 Roadway Classifications

The City of Los Angeles utilizes the roadway categories recognized by regional, state and federal transportation agencies. There are four categories in the roadway hierarchy, ranging from freeways with the highest capacity to two-lane undivided roadways with the lowest capacity. The roadway categories are summarized as follows:

- *Freeways* are limited-access and high speed travel ways included in the state and federal highway systems. Their purpose is to carry regional through-traffic. Access is provided by interchanges with typical spacing of one mile or greater. No local access is provided to adjacent land uses.



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[A] OVERLAP PHASE

[B] NO RIGHT-TURN ON RED

FIGURE 4-1
EXISTING LANE CONFIGURATIONS

LINSCOTT, LAW & GREENSPAN, engineers

BELMONT VILLAGE SENIOR LIVING - WESTWOOD PRESBYTERIAN CHURCH PROJECT

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- *Arterial* roadways are major streets that primarily serve through-traffic and provide access to abutting properties as a secondary function. Arterials are generally designed with two to six travel lanes and their major intersections are signalized. This roadway type is divided into two categories: principal and minor arterials. Principal arterials are typically four-or-more lane roadways and serve both local and regional through-traffic. Minor arterials are typically two-to-four lane streets that service local and commute traffic.

- *Collector* roadways are streets that provide access and traffic circulation within residential and non-residential (e.g., commercial and industrial) areas. Collector roadways connect local streets to arterials and are typically designed with two through travel lanes (i.e., one through travel lane in each direction) that may accommodate on-street parking. They may also provide access to abutting properties.

- *Local* roadways distribute traffic within a neighborhood, or similar adjacent neighborhoods, and are not intended for use as a through-street or a link between higher capacity facilities such as collector or arterial roadways. Local streets are fronted by residential uses and do not typically serve commercial uses.

4.4 Roadway Descriptions

A review of the important roadways in the project site vicinity and study area is summarized in ***Table 4-1***. As indicated in *Table 4-1*, the important roadways within the project study area were reviewed in terms of the number of lanes provided, parking restrictions, posted speed limits, etc. Additionally, the roadway classifications of key roads in the project study area are also presented in *Table 4-1*.

4.5 Transit Services[7]

4.5.1 *Public Bus Transit Services*

Public bus transit service in the project study area is currently provided by the Antelope Valley Transit Authority (AVTA), City of Santa Monica, City of Culver City, City of Los Angeles Department of Transportation (LADOT), Los Angeles County Metropolitan Transportation Authority (Metro), and the City of Santa Clarita. A summary of the existing transit service, including the transit route, destinations and peak hour headways is presented in ***Table 4–2***. The existing public transit routes in the project site vicinity are illustrated in ***Figure 4–2***.

[7] Walk Score also calculates a transit score based on the number and proximity of bus and rail routes near the project site. For example, refer to http://www.walkscore.com/, which generates a transit score of approximately 72 (Excellent Transit) out of 100 for the project site. Walk Score calculates the transit score of an address by locating nearby bus/rail transit routes and stops.

Table 4-1
EXISTING ROADWAY DESCRIPTIONS

Roadway	Classification [1]	Travel Lanes		Median Types [4]	Speed Limit
		Direction [2]	No. Lanes [3]		
Westwood Boulevard (Le Conte Ave to Wilshire Blvd)	Avenue I (Divided)	N-S	4	RMI	25
Westwood Boulevard (Wilshire Blvd to Santa Monica Blvd)	Boulevard II	N-S	4 [5]	2WLT	35
Westwood Boulevard Santa Monica Blvd to National Blvd)	Avenue II	N-S	4 to 3	2WLT	35
Glendon Avenue (Lindbrook Dr to Wilshire Blvd)	Avenue II	N-S	4 [6]	RMI	25
Glendon Avenue (Wilshire Blvd to Wellworth Ave)	Local Street	N-S	2	N/A	25
Selby Avenue	Local Street	N-S	2	N/A	25
Westholme Avenue	Local Street	N-S	2 [6]	N/A	25
Wilshire Boulevard	Boulevard II	E-W	6 [5]	2WLT	35
Wellworth Avenue	Local Street	E-W	2 [6]	N/A	25
Santa Monica Boulevard (Beverly Hills to Sepulveda Blvd)	Boulevard II (Divided)	E-W	6 [5]	RMI	35

Notes:
[1] Roadway classifications obtained from the City of Los Angeles Mobility Plan 2035, September 2016.
[2] Direction of roadways in the project area: N/S - North/South; and E/W - East/West.
[3] Number of lanes in both directions of the roadway.
[4] Median type of the road: RMI - Raised Median Island; 2WLT - 2-Way Left-Turn Lane; and N/A-Not Applicable.
[5] Bike Lane (Class II)
[6] Bike Route (Class III)

Table 4-2
EXISTING TRANSIT ROUTES [1]

ROUTE	DESTINATIONS	ROADWAY(S) NEAR SITE	NO. OF BUSES DURING PEAK HOUR [2]		
			DIR	AM	PM
AVTA 786	Lancaster to West Hollywood via Palmdale, Westwood, Century City and Beverly Hills	Westwood Boulevard, Wilshire Boulevard	NB SB	0 1	2 0
Big Blue Bus 1	Venice to Westwood via Santa Monica and West Los Angeles	Westwood Boulevard, Wilshire Boulevard	EB WB	5 5	5 5
Big Blue Bus 2	Santa Monica to Westwood via West Los Angeles	Westwood Boulevard, Wilshire Boulevard, Santa Monica Boulevard	EB WB	4 4	4 4
Big Blue Bus 8	Santa Monica to Westwood via West Los Angeles and Palms	Westwood Boulevard, Wilshire Boulevard, Santa Monica Boulevard	EB WB	4 4	4 4
Big Blue Bus 12 Rapid	Palms to Westwood via West Los Angeles	Westwood Boulevard, Wilshire Boulevard, Santa Monica Boulevard	NB SB	7 5	6 6
Big Blue Bus 17	Culver City to Westwood via Palms, Mar Vista and West Los Angeles	Westwood Boulevard, Lindbrook Drive	NB SB	3 3	3 3
Big Blue Bus 18	Marina Del Rey to Westwood via Venice, Santa Monica and Brentwood	Veteran Avenue, Westwood Boulevard, Lindbrook Drive, Wilshire Boulevard	NB SB	3 2	3 3
Commuter Express 431	Westwood to Downtown Los Angeles via Century City, West Los Angeles and Palms	Westwood Boulevard, Selby Avenue, Westholme Avenue, Wilshire Boulevard	EB WB	2 0	0 1

[1] Sources: Antelope Valley Transit Authority (AVTA), Big Blue Bus, Los Angeles Department of Transportation (Commuter Express), City of Culver City (Culver City Bus), Los Angeles County Metropolitan Authority (Metro) and City of Santa Clarita Transit, websites, 2019.

[2] The peak hour is defined as the weekday peak commuter hours of 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM.

Table 4-2 (Continued)
EXISTING TRANSIT ROUTES [1]

ROUTE	DESTINATIONS	ROADWAY(S) NEAR SITE	NO. OF BUSES DURING PEAK HOUR [2]		
			DIR	AM	PM
Commuter Express 534	Downtown Los Angeles to Westwood via Century City	Westwood Boulevard, Glendon Avenue, Wilshire Boulevard	EB WB	0 3	2 0
Commuter Express 573	Mission Hills to Century City via Northridge, Encino, Brentwood and Westwood	Glendon Avenue, Wilshire Boulevard	NB SB	1 4	4 0
Culver City Bus 6	Metro Green Line (El Segundo) to Westwood via LAX, Culver City, Palms and West Los Angeles	Westwood Boulevard, Wilshire Boulevard	NB SB	4 4	3 3
Metro 2/302	Westwood to Downtown Los Angeles via Beverly Hills, Hollywood, Silver Lake and Echo Park	Westwood Boulevard, Le Conte Avenue	EB WB	4 12	10 5
Metro 4	Santa Monica to Downtown Los Angeles via West Los Angeles, West Hollywood, Silver Lake and Echo Park	Westwood Boulevard, Santa Monica Boulevard	EB WB	5 6	6 5
Metro 20	Santa Monica to Downtown Los Angeles via Westwood, Beverly Hills, Hancock Park and Koreatown	Westwood Boulevard, Glendon Avenue, Selby Avenue, Westholme Avenue, Wilshire Boulevard	EB WB	6 6	7 6
Metro 602	Pacific Palisades to Westwood via Brentwood	Westwood Boulevard, Wilshire Boulevard	EB WB	2 5	3 2
Metro 704	Santa Monica to Downtown Los Angeles via West Los Angeles, Century City, West Hollywood, Silver Lake and Echo Park	Westwood Boulevard, Santa Monica Boulevard	EB WB	4 6	6 5

[1] Sources: Antelope Valley Transit Authority (AVTA), Big Blue Bus, Los Angeles Department of Transportation (Commuter Express), City of Culver City (Culver City Bus), Los Angeles County Metropolitan Authority (Metro) and City of Santa Clarita Transit, websites, 2019.

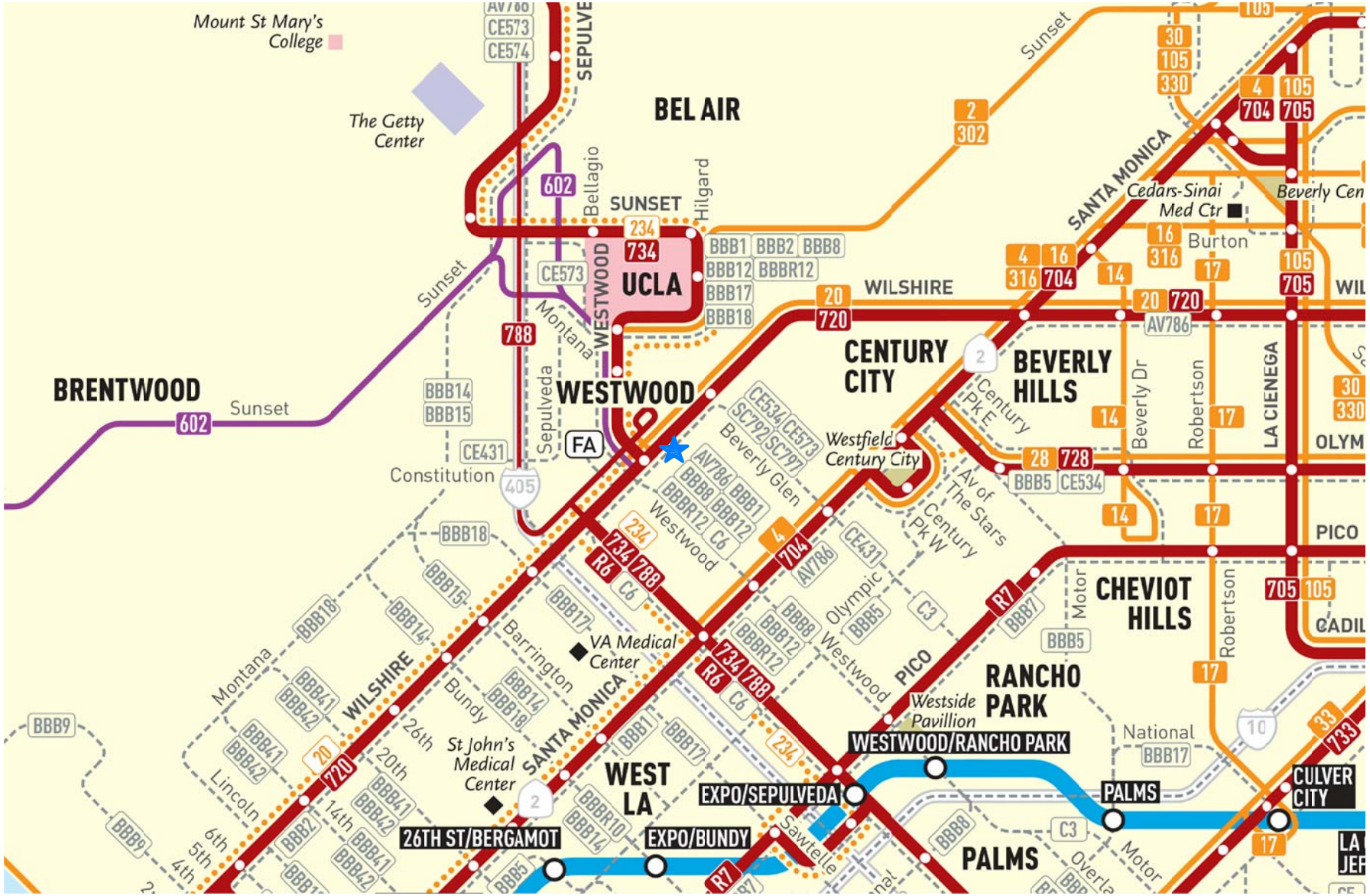
[2] The peak hour is defined as the weekday peak commuter hours of 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM.

Table 4-2 (Continued)
EXISTING TRANSIT ROUTES [1]

ROUTE	DESTINATIONS	ROADWAY(S) NEAR SITE	NO. OF BUSES DURING PEAK HOUR [2]		
			DIR	AM	PM
Metro 720	Santa Monica to Commerce via Westwood, Los Angeles, Downtown Los Angeles and East Los Angeles	Westwood Boulevard, Glendon Avenue, Wilshire Boulevard	EB WB	7 22	20 7
Metro 734	Sylmar to West Los Angeles via San Fernando, Mission Hills North Hills, Van Nuys, Sherman Oaks and Westwood	Westwood Boulevard, Lindbrook Drive	NB SB	3 3	4 3
Metro 788	Arleta to West Los Angeles via Panorama City, Van Nuys and Westwood	Westwood Boulevard, Wilshire Boulevard	NB SB	3 4	5 3
Santa Clarita 792	Santa Clarita to Century City via Westwood	Glendon Avenue, Wilshire Boulevard	NB SB	2 0	0 2
Santa Clarita 797	Santa Clarita to Century City via Westwood	Glendon Avenue, Wilshire Boulevard	NB SB	0 3	2 0
			Total	**171**	**166**

[1] Sources: Antelope Valley Transit Authority (AVTA), Big Blue Bus, Los Angeles Department of Transportation (Commuter Express), City of Culver City (Culver City Bus), Los Angeles County Metropolitan Authority (Metro) and City of Santa Clarita Transit, websites, 2019.

[2] The peak hour is defined as the weekday peak commuter hours of 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM.



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MAP SOURCE: METROPOLITAN TRANSPORTATION AUTHORITY (METRO) WEBSITE

★ PROJECT SITE

FIGURE 4-2
EXISTING PUBLIC TRANSIT ROUTES

LINSCOTT, LAW & GREENSPAN, engineers

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5.0 TRAFFIC COUNTS

Manual counts of vehicular turning movements were conducted at each of the study intersections during the weekday morning (AM) and afternoon (PM) commute periods to determine the peak hour traffic volumes. The manual counts were conducted by an independent traffic count subconsultant (The Traffic Solution) at the study intersections from 7:00 to 10:00 AM to determine the weekday AM peak commute hour, and from 3:00 to 6:00 PM to determine the weekday PM peak commute hour. In conjunction with the manual turning movement vehicle counts, a count of bicycle and pedestrian volumes were also collected during the peak periods. It is noted that all of the traffic counts were conducted when local schools including UCLA were in session. Traffic volumes at the study intersections show the typical peak periods between 7:00 to 10:00 AM and 3:00 to 6:00 PM generally associated with metropolitan Los Angeles weekday peak commute hours.

The weekday and weekend peak hour manual counts of vehicle movements at the study intersections are summarized in ***Table 5-1***. The existing traffic volumes at the study intersections during the weekday AM and PM peak hours are shown in ***Figures 5-1*** and ***5-2***, respectively. Summary data worksheets of the manual traffic counts at the study intersections are contained in ***Appendix B***.

Table 5-1
EXISTING TRAFFIC VOLUMES [1]
WEEKDAY AM AND PM PEAK HOURS

NO.	INTERSECTION	DATE	DIR	AM PEAK HOUR		PM PEAK HOUR	
				BEGAN	VOLUME	BEGAN	VOLUME
1	Westwood Boulevard/ Wilshire Boulevard	10/16/2018	NB SB EB WB	8:15	761 444 2,263 1,837	4:45	716 954 2,160 1,678
2	Westwood Boulevard/ Wellworth Avenue	10/16/2018	NB SB EB WB	8:30	1,044 395 92 282	4:45	864 831 132 440
3	Westwood Boulevard/ Santa Monica Boulevard	10/16/2018	NB SB EB WB	8:00	1,083 671 1,951 1,873	4:45	1,060 1,099 1,930 1,834
4	Glendon Avenue/ Wilshire Boulevard	10/16/2018	NB SB EB WB	8:15	218 225 2,165 2,058	4:45	292 583 2,118 1,744
5	Selby Avenue/ Wilshire Boulevard	10/16/2018	NB SB EB WB	8:00	229 173 1,978 2,215	4:45	201 322 2,157 1,833
6	Westholme Avenue/ Wilshire Boulevard	10/16/2018	NB SB EB WB	8:15	194 86 2,114 2,272	4:45	159 342 2,287 1,859

[1] Counts conducted by The Traffic Solution.

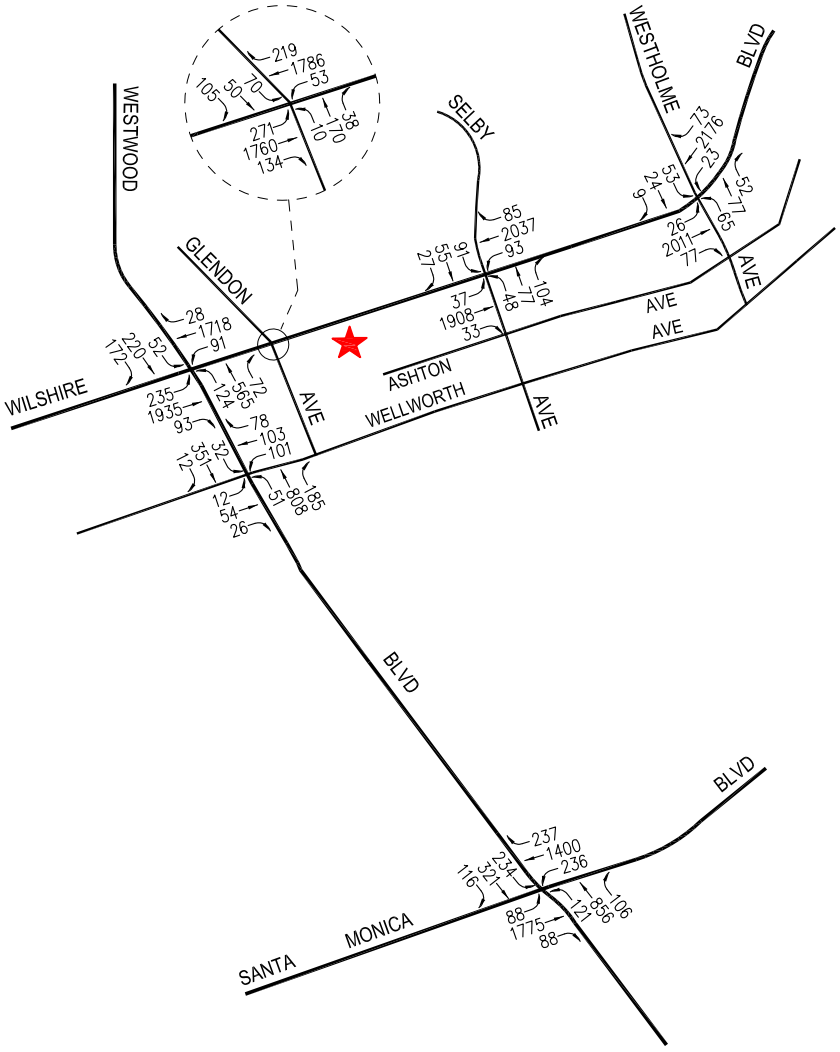

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FIGURE 5-1
EXISTING TRAFFIC VOLUMES
WEEKDAY AM PEAK HOUR

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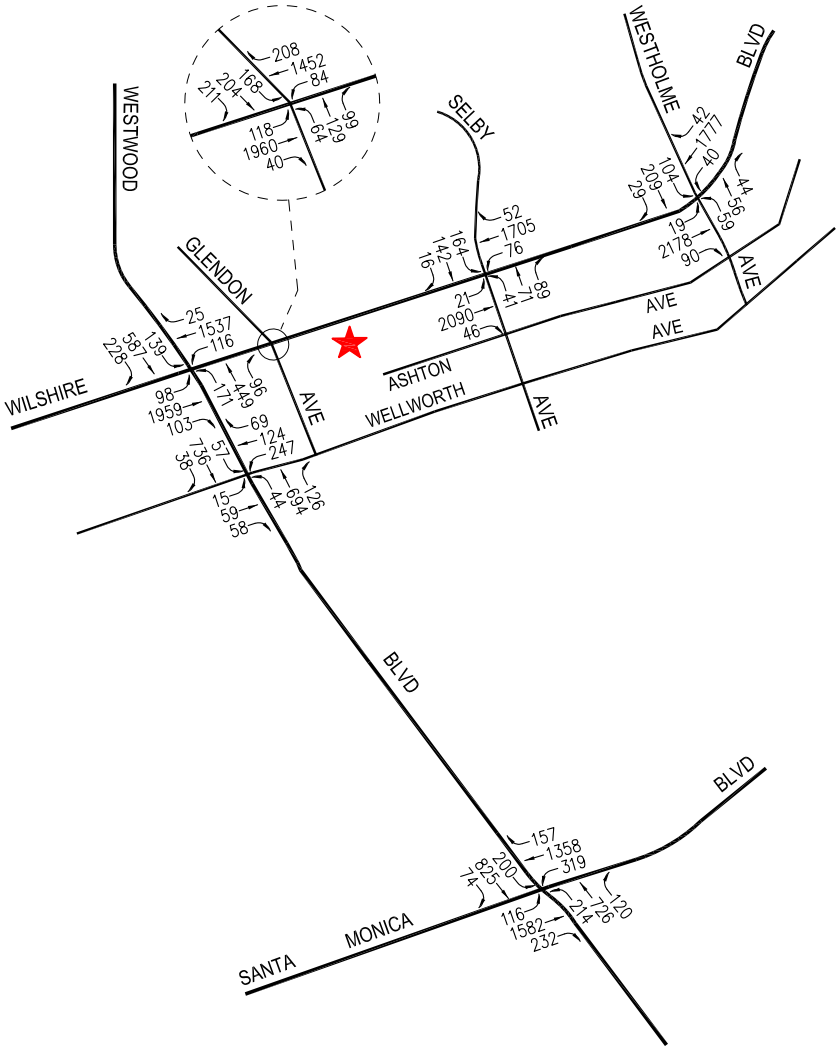

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FIGURE 5-2
EXISTING TRAFFIC VOLUMES
WEEKDAY PM PEAK HOUR

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6.0 CUMULATIVE DEVELOPMENT PROJECTS

The forecast of future pre-project conditions was prepared in accordance with procedures outlined in Section 15130 of the CEQA Guidelines. Specifically, the CEQA Guidelines provide two options for developing the future traffic volume forecast:

> "(A) A list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the [lead] agency, or
>
> (B) A summary of projections contained in an adopted local, regional or statewide plan, or related planning document, that describes or evaluates conditions contributing to the cumulative effect. Such plans may include: a general plan, regional transportation plan, or plans for the reduction of greenhouse gas emissions. A summary of projections may also be contained in an adopted or certified prior environmental document for such a plan. Such projections may be supplemented with additional information such as a regional modeling program. Any such document shall be referenced and made available to the public at a location specified by the lead agency."

Accordingly, this traffic analysis provides a highly conservative estimate of future pre-project traffic volumes as it incorporates both the "A" and "B" options outlined in the CEQA Guidelines for purposes of developing the forecast as described below.

6.1 Related Projects

A forecast of on-street traffic conditions prior to occupancy of the proposed project was prepared by incorporating the potential trips associated with other known development projects (related projects) in the area (i.e., within an approximate 1.5-mile radius from the project site). It is important to note that recent LADOT policy requires inclusion of related projects within a one-half mile radius of the project site. Since a 1.5 mile radius is utilized in this transportation analysis, the analysis can be considered conservative. With this information, the potential impact of the proposed project can be evaluated within the context of the cumulative impacts of all ongoing foreseeable development. The related projects research was based on information on file with both LADOT and City of Los Angeles Department of City Planning (LADCP). In addition, related projects lists from recently approved transportation study MOUs and transportation studies in the project vicinity also were reviewed. The list of related projects in the project site area is presented in ***Table 6-1***. The location of the related projects is shown in ***Figure 6-1***.

Traffic volumes expected to be generated by the related projects were calculated using rates provided in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*[8], provided by City staff, or obtained from other traffic studies recently approved by the City. The related projects'

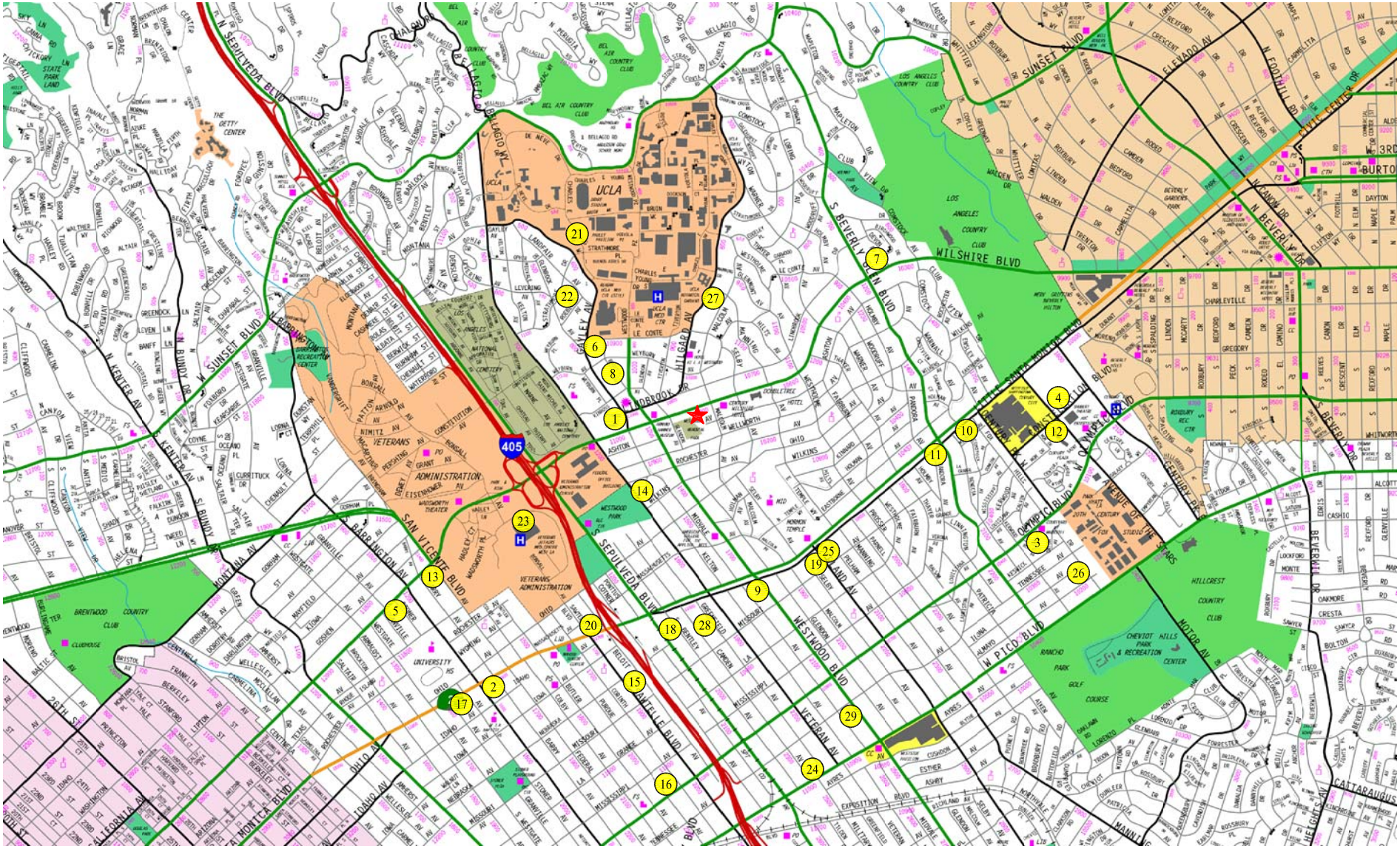
Table 6-1
RELATED PROJECTS LIST AND TRIP GENERATION [1]

MAP NO.	PROJECT STATUS	PROJECT NAME/NUMBER ADDRESS/LOCATION	LAND USE DATA		PROJECT DATA SOURCE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
			LAND-USE	SIZE			IN	OUT	TOTAL	IN	OUT	TOTAL
1	Proposed	10955 West Wilshire Boulevard	Apartment Retail	250 DU 6,510 GLSF	[3] [4]	1,663 278	26 4	102 2	128 6	101 12	54 12	155 24
2	Proposed	ENV-2015-2957-EIR 11674 Santa Monica Boulevard	Grocery Store Apartment	55,430 GSF 166 DU	[5] [3]	5,667 1,104	117 17	71 68	188 85	268 67	257 36	525 103
3	Proposed	Bellwood Avenue Senior Care 10330 West Bellwood Avenue	Medical Office	24,000 GSF	[1]	958	53	5	58	29	84	113
4	Proposed	Century City Center 1950 South Avenue Of The Stars	Office	725,830 GSF	[1]	4,603	604	83	687	103	501	604
5	Proposed	11750 West Wilshire Boulevard	Apartments Restaurant/Retail	376 DU 5,000 GSF	[1]	(400)	(22)	99	77	(22)	(64)	(86)
6	Proposed	10970 West Le Conte Avenue	Medical Office	38,539 GSF	[1]	734	31	(4)	27	13	70	83
7	Proposed	888 South Devon Avenue	Apartments	32 DU	[1]	213	3	13	16	10	6	16
8	Proposed	Cava Grill Restaurant 1073 South Broxton Avenue	Restaurant	2,328 GSF	[1]	593	(6)	(6)	(12)	15	13	28
9	Proposed	1855 South Westwood Boulevard	Apartments Retail	33 DU 3,000 GLSF	[3] [4]	219 128	3 2	14 1	17 3	13 5	7 6	20 11
10	Proposed	10306 West Santa Monica Boulevard	Apartments	90 DU	[6]	598	9	37	46	29	15	44
11	Proposed	10400 West Santa Monica Boulevard	Apartment	96 DU	[3]	638	10	43	53	32	18	50
12	Proposed	Century Plaza Hyatt Regency Hotel 2025 South Avenue of the Stars	Condominiums Hotel Retail Restaurant	193 DU 240 Rooms 93,814 GLSF 10,309 GSF	[1]	3,690	7	34	41	367	181	548
13	Proposed	11600 West Wilshire Boulevard	Medical Office Office	120,160 GSF 120,874 GSF	[1]	1,280	25	15	40	35	65	100
14	Under Construction	ZA-2018-1717-ZAA 1361 South Kelton Avenue	Apartments	15 DU	[3]	100	2	6	8	6	3	9
15	Proposed	11272 West Nebraska Avenue	Apartment	24 DU	[3]	160	2	10	12	10	5	15
16	Proposed	Trident Center 11355 West Olympic Boulevard	Office	120,242 GSF	[1]	1,246	133	33	166	49	122	171

Table 6-1 (Continued)
RELATED PROJECTS LIST AND TRIP GENERATION [1]

MAP NO.	PROJECT STATUS	PROJECT NAME/NUMBER ADDRESS/LOCATION	LAND USE DATA		PROJECT DATA SOURCE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
			LAND-USE	SIZE			IN	OUT	TOTAL	IN	OUT	TOTAL
17	Proposed	Buerge East 11750 West Santa Monica Boulevard	Apartments Retail/Restaurant	187 DU	[1]	1,006	(5)	65	60	80	33	113
18	Proposed	1736 South Sepulveda Boulevard	Retail	9,311 GLSF	[1]	84	11	1	12	4	18	22
19	Proposed	ENV-2018-310--EAF 1822 South Selby Avenue	Apartment	10 DU	[3]	67	1	4	5	4	2	6
20	Proposed	ENV-2018-3039-MND 11261 West Santa Monica Boulevard	Apartment	119 DU	[3]	791	12	49	61	48	26	74
21	Proposed	UCLA Long Range Development Plan and Student Housing Projects	Student Housing	6,900 Beds	[7]	(77)	(10)	(14)	(24)	(5)	17	12
22	Proposed	ENV-2018-2602-EAF 626 South Landfair Avenue	Apartment	10 DU	[3]	67	1	4	5	4	2	6
23	Proposed	EMGD VA Bridge Housing 11301 Wilshire Boulevard	Housing	102 Beds	[1]	130	6	7	13	8	5	13
24	Proposed	ENV-2018-3610 EAF 11001 West Pico Boulevard	Apartment	89 DU	[8]	651	9	32	41	32	18	50
25	Proposed	ENV-2018-511-EAF 1822 South Overland Avenue	Apartment	16 DU	[8]	117	2	5	7	6	3	9
26	Proposed	ENV-2018-511-EAF 2363 South Fox Hills Drive	Apartment	16 DU	[8]	117	2	5	7	6	3	9
27	Proposed	ENV-2018-6817-EAF 900 South Hilgard Avenue	Apartment	64 DU	[8]	468	7	22	29	23	13	36
28	Proposed	ENV-2018-5818-EAF 11835 South Greenfield Avenue	Apartment	16 DU	[8]	117	2	5	7	6	3	9
29	Proposed	ENV-2018-6720-EAF 2301 South Westwood Boulevard	Apartment	62 DU	[8]	454	7	22	29	22	13	35
TOTAL						**27,464**	**1,065**	**833**	**1,898**	**1,380**	**1,547**	**2,927**

[1] Source: City of Los Angeles Department of Transportation (LADOT) and Department of City Planning (LADCP), except as noted below. The peak hour traffic volumes were forecast on trip data provided by LADOT and by applying trip rates as provided in the ITE "Trip Generation", 9th Edition, 2012 and "Trip Generation Manual", 10th Edition, 2017 (as referenced in the Project Data Source column). For those related projects that LADOT provided trip data, the peak hour directional in the manual were utilized.
[2] Trips are one-way traffic movements, entering or leaving.
[3] ITE Land Use Code 220 (Apartment) trip generation average rates.
[4] ITE Land Use Code 820 (Shopping Center) trip generation average rates.
[5] ITE Land Use Code 850 (Supermarket) trip generation average rates.
[6] Source: "10306-10330 Santa Monica Boulevard Apartment Project" Addendum Traffic Analysis prepared by LLG Engineers dated September 2018.
[7] Source: "UCLA LRDP Amendment (2017) and Student Housing Projects DSEIR, August 2017.
[8] ITE Land Use Code 220 (Multifamily Housing) 10th Edition trip generation average rates.



MAP SOURCE: RAND MCNALLY & COMPANY

PROJECT SITE

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FIGURE 6-1
LOCATION OF RELATED PROJECTS

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respective traffic generation for the weekday AM and PM peak hours, as well as on a daily basis for a typical weekday, is summarized in *Table 6-1*. The related projects' traffic volumes were distributed and assigned to the street system based on each project's location in relation to the study intersections, their proximity to major traffic corridors, proposed land uses, nearby population and employment centers, etc. The distribution of the related projects' traffic volumes to the study intersections during the weekday AM and PM peak hours are displayed in ***Figures 6-2*** and ***6-3***, respectively.

6.2 Ambient Traffic Growth Factor

Horizon year background traffic growth estimates have been calculated using an ambient traffic growth factor. The ambient traffic growth factor is intended to include unknown related projects in the study area as well as account for typical growth in traffic volumes due to the development of projects outside the study area. Ambient traffic growth in the West/Central Los Angeles area (i.e., Regional Statistical Area 17 [RSA 17]), which is presented in the *2010 Congestion Management Program*, indicates existing traffic volumes are expected to increase at an annual rate of approximately 0.20 percent (0.20%) per year between years 2020 and 2025. An annual growth rate of 0.20 percent (0.20%) until the year 2025 (i.e., the anticipated project build-out year) was therefore selected for this analysis in consultation with LADOT during the scoping process. Accordingly, application of the ambient growth factor in addition to the forecast traffic generated by the related projects allows for a conservative forecast of future traffic volumes in the project study area as incorporation of both (i.e., an ambient traffic growth rate and a detailed list of cumulative development projects) is expected to overstate potential future traffic volumes. The cumulative development projects should already be incorporated as part of the growth rate projection per the adopted, local and regional planning documents (i.e., which account for the future population, housing, and employment [socio-economic data] projections). Further, as described above, CEQA only requires that one of these two approaches be employed in developing the future traffic volume forecasts.

[8] Institute of Transportation Engineers *Trip Generation Manual*, 10th Edition, Washington, D.C., 2017.

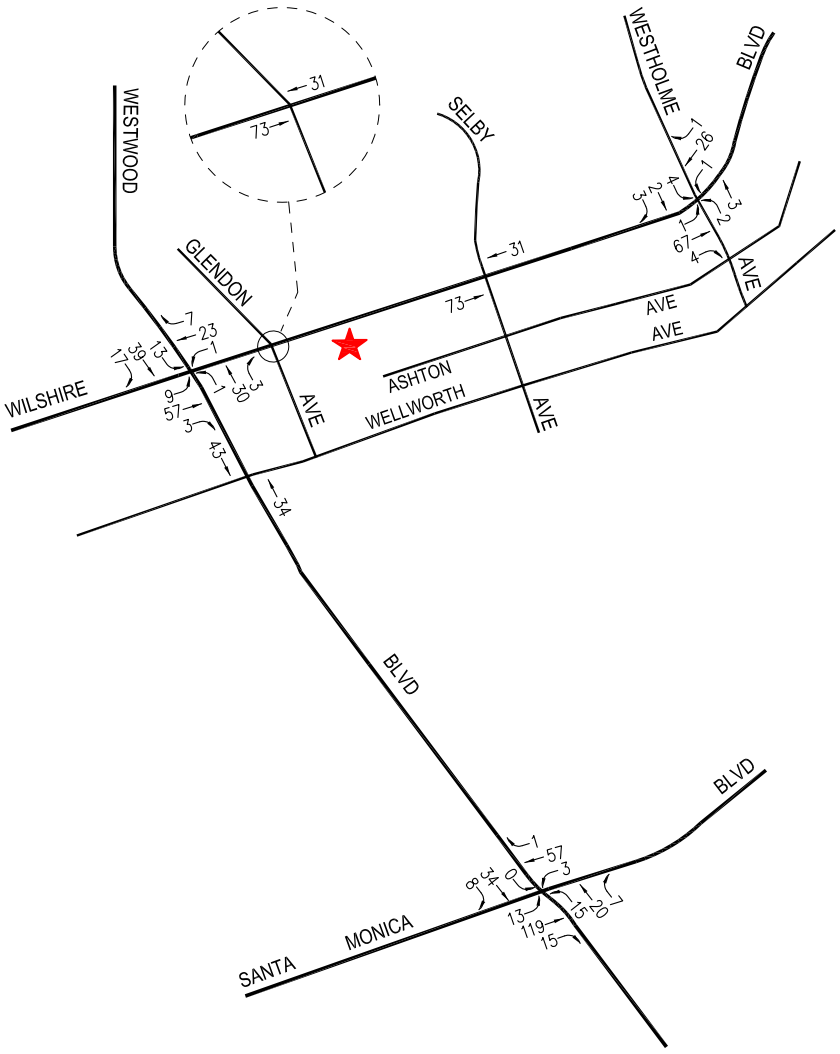

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FIGURE 6-2
RELATED PROJECTS TRAFFIC VOLUMES
WEEKDAY AM PEAK HOUR

LINSCOTT, LAW & GREENSPAN, engineers

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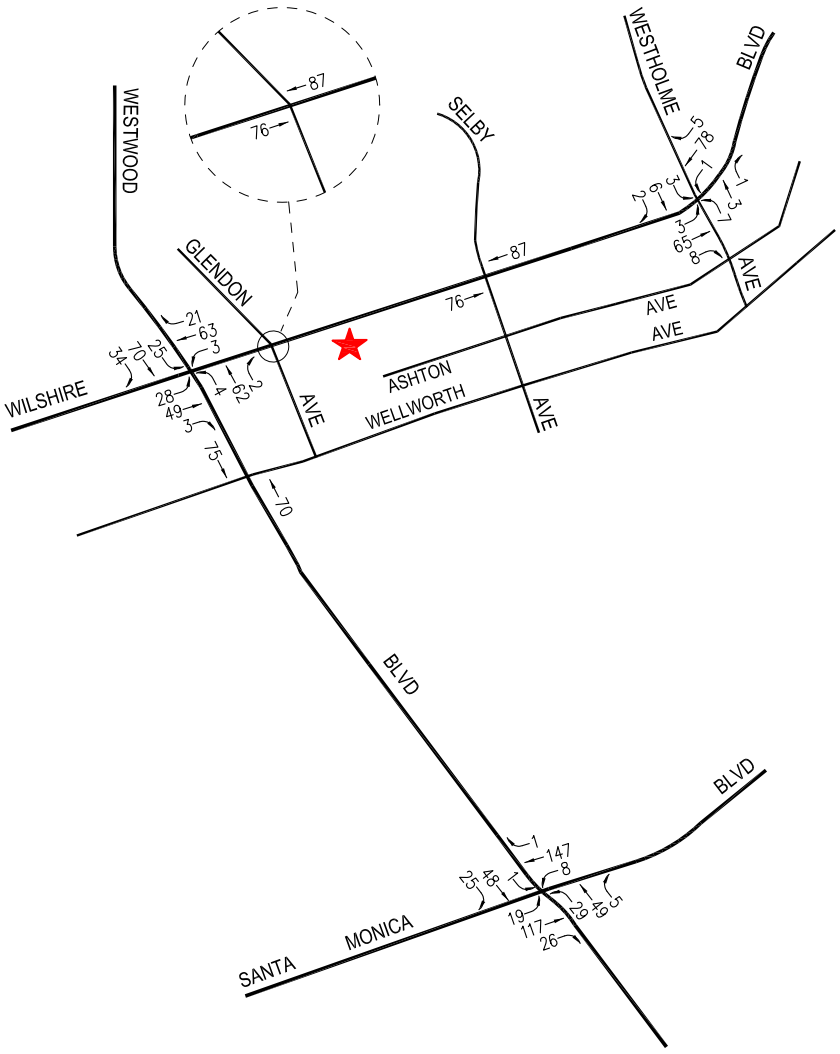

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FIGURE 6-3
RELATED PROJECTS TRAFFIC VOLUMES
WEEKDAY PM PEAK HOUR

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BELMONT VILLAGE SENIOR LIVING - WESTWOOD PRESBYTERIAN CHURCH PROJECT

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7.0 TRAFFIC FORECASTING METHODOLOGY

In order to estimate the traffic impact characteristics of the proposed project, a multi-step process has been utilized. The first step is trip generation, which estimates the total arriving and departing traffic volumes on a peak hour and daily basis. The traffic generation potential is forecast by applying the appropriate vehicle trip generation equations or rates to the project development tabulation.

The second step of the forecasting process is trip distribution, which identifies the origins and destinations of inbound and outbound project traffic volumes. These origins and destinations are typically based on demographics and existing/anticipated travel patterns in the study area.

The third step is traffic assignment, which involves the allocation of project traffic to study area streets and intersections. Traffic assignment is typically based on minimization of travel time, which may or may not involve the shortest route, depending on prevailing operating conditions and travel speeds. Traffic distribution patterns are indicated by general percentage orientation, while traffic assignment allocates specific volume forecasts to individual roadway links and intersection turning movements throughout the study area.

With the forecasting process complete and project traffic assignments developed, the impact of the proposed project is isolated by comparing operational (i.e., Levels of Service) conditions at the selected key intersections using existing and expected future traffic volumes without and with forecast project traffic. The need for site-specific and/or cumulative local area traffic improvements can then be evaluated and the significance of the project's impacts identified.

7.1 Project Trip Generation

Traffic generation is expressed in vehicle trip ends, defined as one-way vehicular movements, either entering or exiting the generating land use. Traffic volumes to be generated by the proposed project were forecast for the weekday AM and PM peak hours, and over a 24-hour period. Trip generation rates provided in the ITE *Trip Generation Manual* and Appendix A of the WLA TIMP[9] were utilized to forecast project traffic generation for the proposed project. Traffic volumes expected to be generated by the proposed project were based upon rates per number of residential units for the residential component and per 1,000 square feet of floor area for the preschool. It should be noted that no changes are proposed to the existing Church sanctuary and the administration offices will be relocated within the site and are therefore not included in this analysis. Trip generation average rates for the following uses were used to forecast the traffic volumes expected to be generated by the proposed project:

- ITE Land Use Code 252: Senior Adult Housing
- ITE Land Use Code 254: Assisted Living

[9] West Los Angeles Transportation Improvement and Mitigation Specific Plan, Appendix A. Adopted March 8, 1997,

- ITE Land Use Code 565: Day Care Center

A forecast was made of likely pass-by trips that could be anticipated at the site. Pass-by trips are intermediate stops on the way from an origin to a primary trip destination without a route diversion. Pass-by trips are attracted from traffic passing the site on an adjacent street or roadway that offers direct access to the site. The pass-by traffic forecast has been estimated based on existing traffic volumes in the project vicinity and the *LADOT Policy on Pass-by Trips*. Pass-by adjustments have been applied to the weekday AM and PM peak hour traffic volume forecasts, as well as to the daily traffic volume forecasts, for the day care component of the project. It should be noted that transit adjustments were not applied in order to provide a conservative analysis.

In addition to the proposed project trip generation forecasts, forecasts also were made for the existing project site land uses. ITE Land Uses Codes 210 (Single-Family Housing) and 565 (Day Care Center) trip generation average rates were used to forecast expected traffic generation for the existing residence and preschool land uses, respectively. Pass-by adjustments have been applied to the weekday AM and PM peak hour traffic volume forecasts, as well as to the daily traffic volume forecasts, for the existing day care center use.

The trip generation rates and forecast of the vehicular trips anticipated to be generated by the proposed project are presented in ***Table 7-1***. As summarized in *Table 7-1*, the proposed project is expected to generate a net increase of 41 vehicle trips (23 inbound trips and 18 outbound trips) during the weekday AM peak hour. During the weekday PM peak hour, the proposed project is expected to generate a net increase of 49 vehicle trips (25 inbound trips and 24 outbound trips). Over a 24-hour period, the proposed project is forecast to generate a net increase of 732 vehicle trips (366 inbound trips and 366 outbound trips) during a typical weekday.

7.2 Project Traffic Distribution and Assignment

Project traffic volumes both entering and exiting the site have been distributed and assigned to the adjacent street system based on the following considerations:

- The site's proximity to major traffic corridors (i.e., Wilshire Boulevard, Westwood Boulevard, Santa Monica Boulevard, etc.);
- Expected localized traffic flow patterns based on adjacent roadway channelization and presence of traffic signals;
- Existing intersection traffic volumes;
- Ingress/egress scheme planned for the proposed project;
- Nearby population and employment centers; and
- Input from LADOT staff.

Table 7-1
PROJECT TRIP GENERATION [1]

LAND USE	SIZE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2] IN	AM PEAK HOUR VOLUMES [2] OUT	AM PEAK HOUR VOLUMES [2] TOTAL	PM PEAK HOUR VOLUMES [2] IN	PM PEAK HOUR VOLUMES [2] OUT	PM PEAK HOUR VOLUMES [2] TOTAL
Proposed Project								
Assisted Living [3]	122 Guest Rooms	505	15	7	22	18	17	35
Independent Living [4]	54 DU	200	4	7	11	2	2	4
Day Care Center [5],[6]	9,599 GSF [8]	457	56	50	106	62	69	131
- Less Pass-by Adjustment (10%) [7]		(46)	(6)	(5)	(11)	(6)	(7)	(13)
Subtotal Proposed Project		**1,116**	**69**	**59**	**128**	**76**	**81**	**157**
Less Existing Uses								
Day Care Center [5],[6]	(8,750) GSF	(417)	(51)	(45)	(96)	(56)	(63)	(119)
- Less Pass-by Adjustment (10%) [7]		42	5	5	10	6	6	12
Single Family Residence [9]	(1) DU	(9)	0	(1)	(1)	(1)	0	(1)
Subtotal Existing Uses		**(384)**	**(46)**	**(41)**	**(87)**	**(51)**	**(57)**	**(108)**
NET CHANGE		**732**	**23**	**18**	**41**	**25**	**24**	**49**

[1] Sources: ITE "Trip Generation Manual", 10th Edition, 2017 and West Los Angeles Transportation Improvement and Mitigation Program (WLA TIMP) Specific Plan, March 8, 1997.

[2] Trips are one-way traffic movements, entering or leaving.

[3] ITE Land Use Code 254 (Assisted Living) trip generation average rates.
- Daily Trip Rate: 4.14 trips/Occupied Bed; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.18 trips/Occupied Bed; 68% inbound/32% outbound
- PM Peak Hour Trip Rate: 0.29 trips/Occupied Bed; 50% inbound/50% outbound

The trip generation forecast is based on one occupied bed per guest room.

[4] ITE Land Use Code 252 (Senior Adult Housing - Attached) trip generation average rates.
- Daily Trip Rate: 3.70 trips/DU; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.20 trips/DU; 35% inbound/65% outbound
- PM Peak Hour Trip Distribution: 55% inbound/45% outbound
- WLA TIMP PM Peak Hour Trip Rate: 0.08 trips/DU

[5] ITE Land Use Code 565 (Day Care Center) trip generation average rates.
- Daily Trip Rate: 47.62 trips/1,000 SF of floor area; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 11.00 trips/1,000 SF of floor area; 53% inbound/47% outbound
- PM Peak Hour Trip Distribution: 47% inbound/53% outbound
- WLA TIMP PM Peak Hour Trip Rate: 13.62 trips/1,000 SF of floor area

[6] It should be noted that the existing Westwood Presbyterian Church sanctuary will remain and no changes are proposed as part of this project.

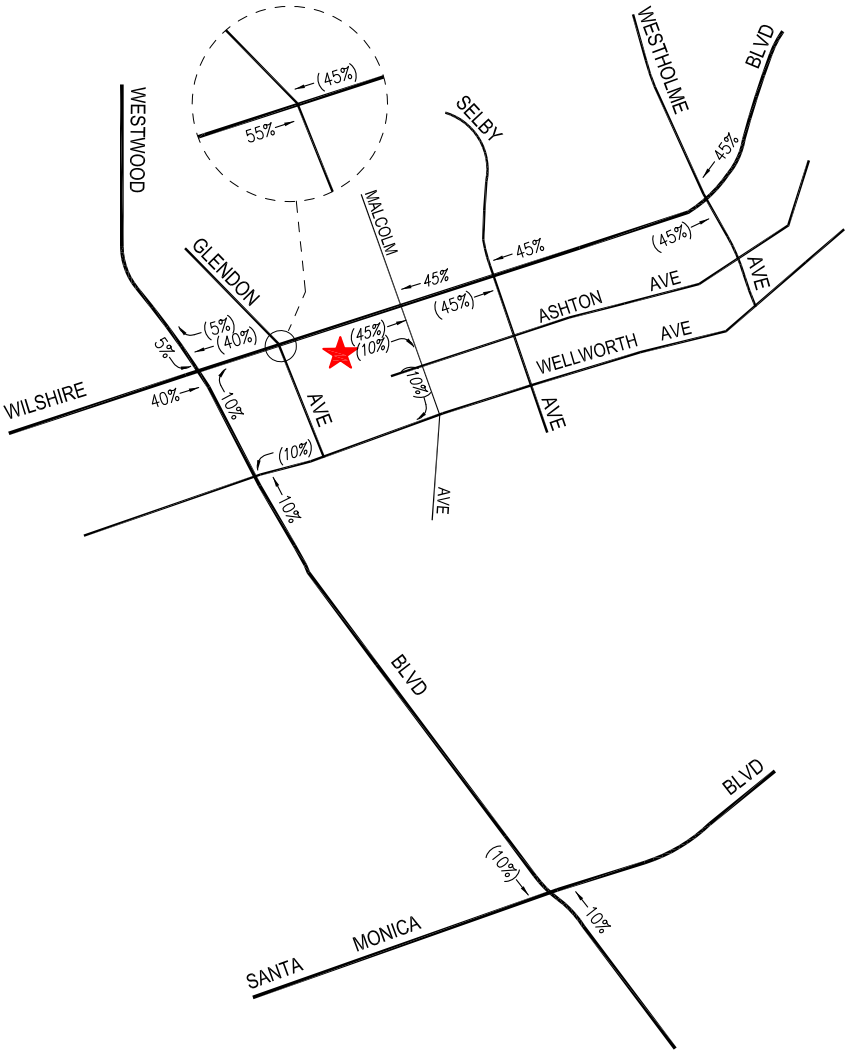
[7] Source: LADOT policy on pass-by trip adjustments, Transportation Impact Study Guidelines, LADOT, December 2016.
Pass-by trips are made as intermediate stops on the way from an origin to a primary trip destination without a route diversion.
Pass-by trips are attracted from the traffic passing the site on an adjacent street or roadway that offers direct access to the site.

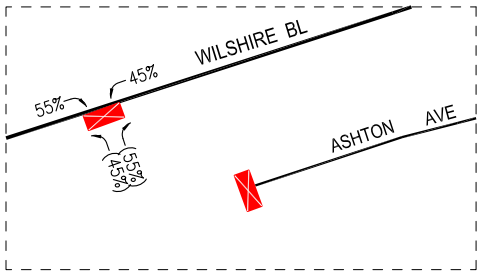
[8] Measured within building walls, and not including 143 square feet of outdoor covered unoccupied areas.

[9] ITE Land Use Code 210 (Single-Family Detached Housing) trip generation average rates.
- Daily Trip Rate: 9.44 trips/dwelling unit; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.74 trips/dwelling units; 25% inbound/75% outbound
- PM Peak Hour Trip Distribution: 63% inbound/37% outbound
- WLA TIMP PM Peak Hour Trip Rate: 1.01 trips/dwelling units

As described in Sections 2.0 and 3.0, access to the Eldercare Facility (i.e., residential component) will be provided via the proposed driveways on Wilshire Boulevard, while access to the Education Center/pre-school component of the proposed project will be provided via Ashton Avenue and Wilshire Boulevard (outbound only). As such, two separate traffic distribution patterns were developed for the proposed project: one for the residential component and one for the pre-school component. The two trip distribution patterns developed for the proposed project were submitted for review and approval by LADOT staff.

The project traffic volume distribution percentages for the residential component during the AM and PM peak hours at the study intersections are illustrated in ***Figure 7-1***. The project traffic volume distribution percentages for the pre-school component during AM and PM peak hours at the study intersections are illustrated in ***Figure 7-2***. The forecast AM and PM peak hour net new project traffic volumes (i.e., the combined residential and pre-school volumes) at the study intersections for the AM and PM peak hours for the proposed project are displayed in ***Figures 7-3*** and ***7-4***, respectively. The traffic volume assignments presented in *Figures 7-3* and *7-4* reflect the traffic distribution characteristics shown in *Figures 7-1* and *7-2* and the proposed project traffic generation forecast presented in *Table 7-1*.





PROJECT DRIVEWAY DISTRIBUTION

NOT TO SCALE

PROJECT SITE

XX = INBOUND PERCENTAGE

(XX) = OUTBOUND PERCENTAGE

FIGURE 7-1
PROJECT TRIP DISTRIBUTION

RESIDENTIAL COMPONENT

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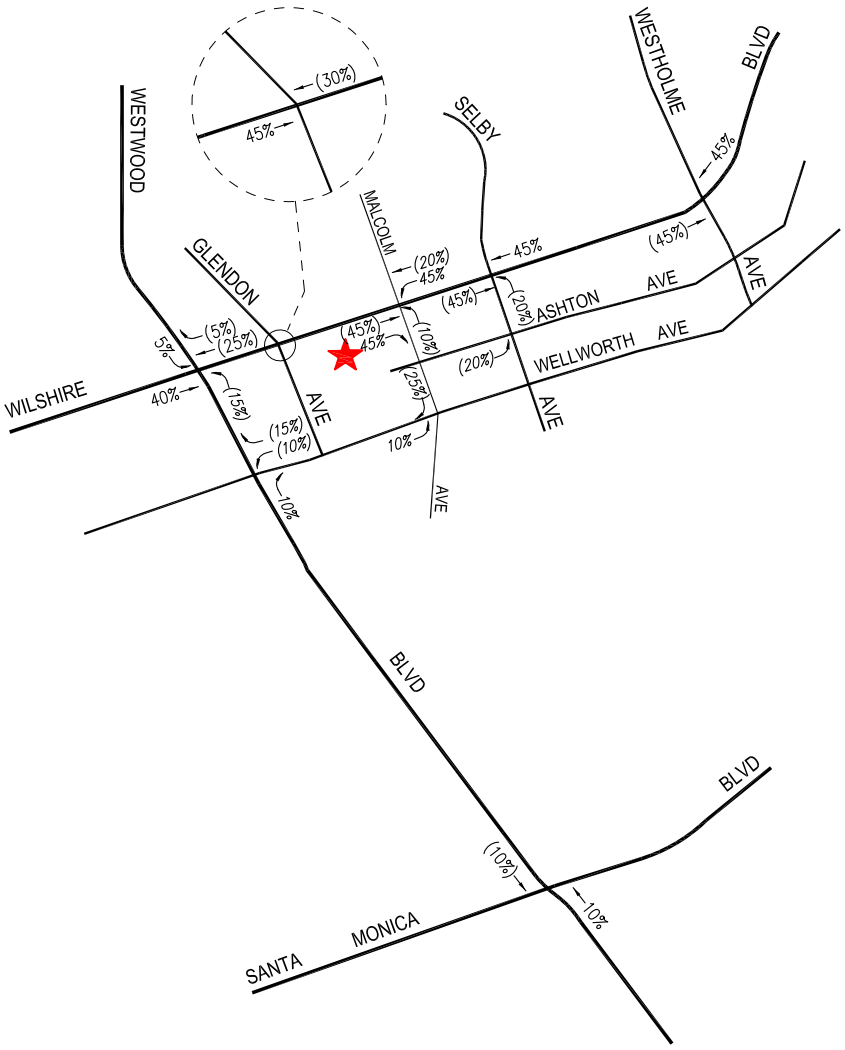

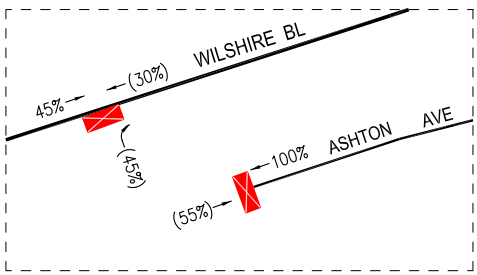

PROJECT DRIVEWAY DISTRIBUTION

NOT TO SCALE

PROJECT SITE

XX = INBOUND PERCENTAGE

(XX) = OUTBOUND PERCENTAGE

FIGURE 7-2
PROJECT TRIP DISTRIBUTION

PRE-SCHOOL COMPONENT

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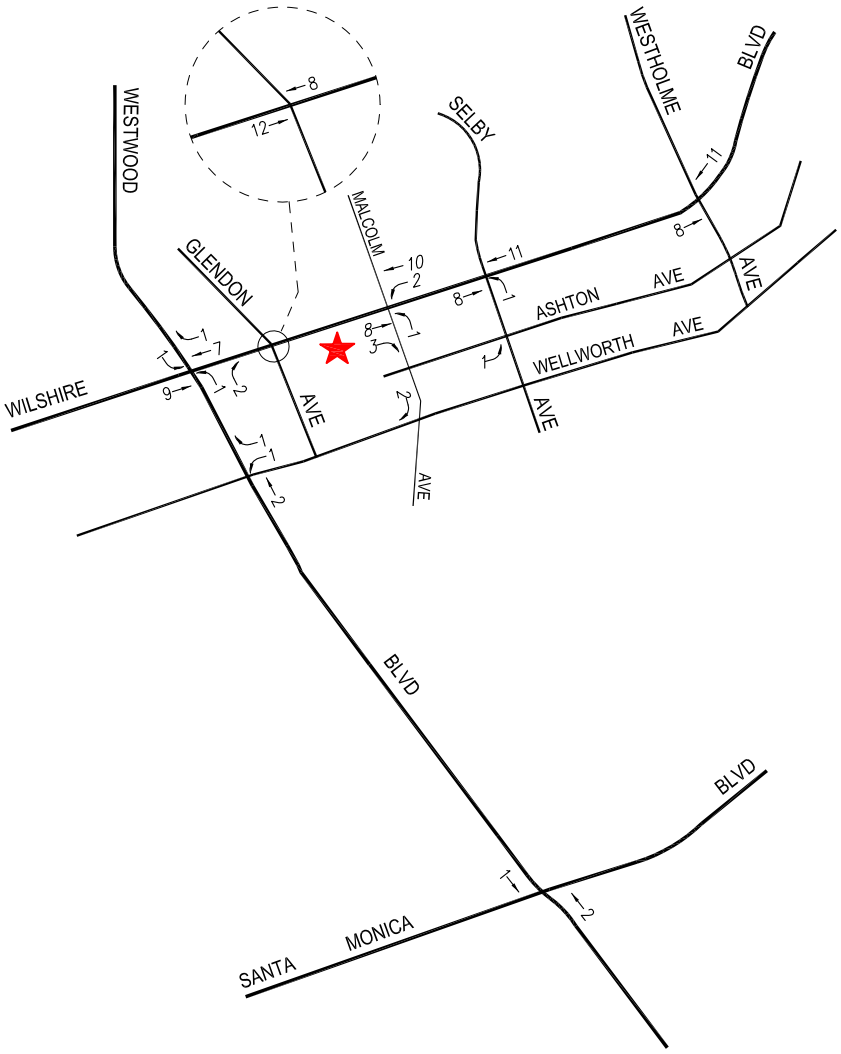

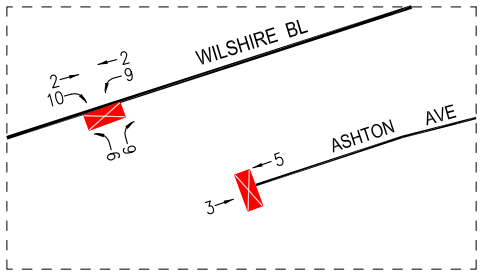

PROJECT DRIVEWAY DISTRIBUTION

NOT TO SCALE

PROJECT SITE

FIGURE 7-3
NET PROJECT TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR

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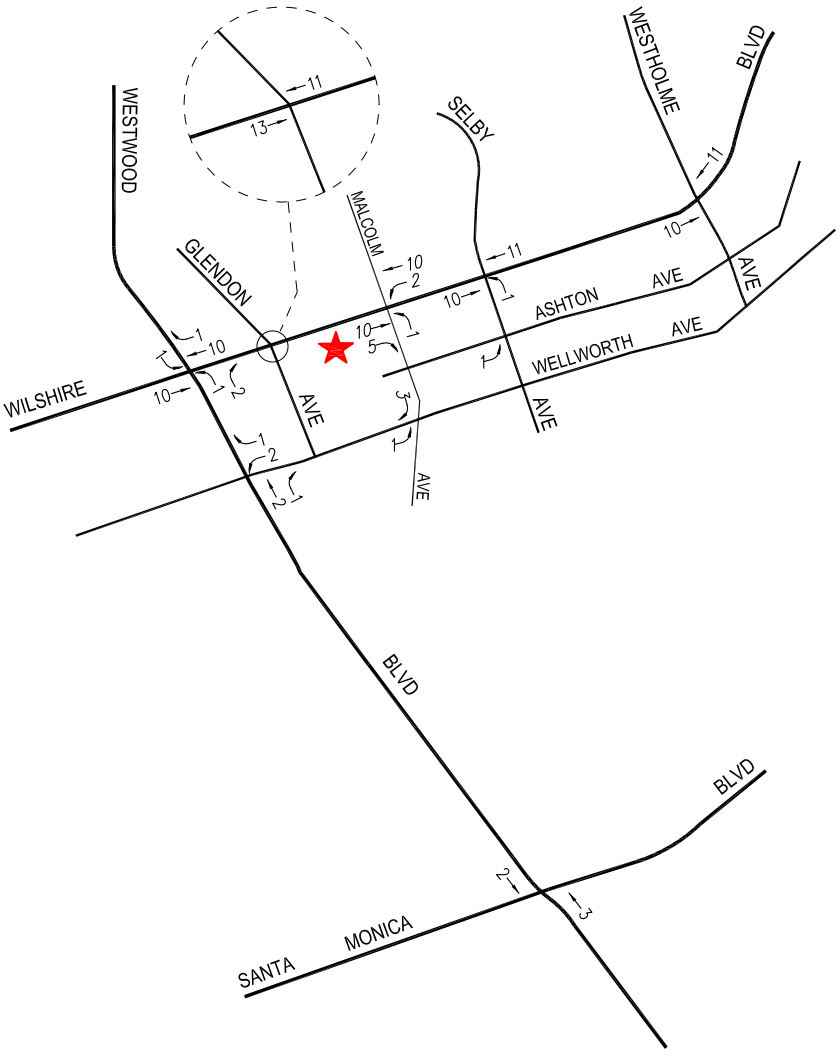

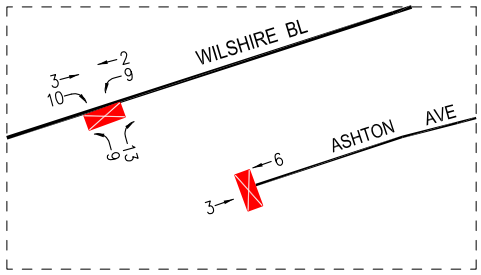

PROJECT DRIVEWAY DISTRIBUTION

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PROJECT SITE

FIGURE 7-4

NET PROJECT TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR

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8.0 TRAFFIC IMPACT ANALYSIS METHODOLOGY

The study intersections were evaluated using the Critical Movement Analysis (CMA) method of analysis that determines Volume-to-Capacity (*v/c*) ratios on a critical lane basis. The overall intersection *v/c* ratio is subsequently assigned a Level of Service (LOS) value to describe intersection operations. Level of Service varies from LOS A (free flow) to LOS F (jammed condition). A description of the CMA method and corresponding Level of Service is provided in ***Appendix C***.

8.1 Impact Criteria and Thresholds

The relative impact of the added project traffic volumes expected to be generated by the proposed project during the weekday AM and PM peak hours was evaluated based on analysis of existing and future operating conditions at the study intersections, without and with the proposed project. The previously discussed capacity analysis procedures were utilized to evaluate the future *v/c* relationships and service level characteristics at each study intersection.

The significance of the potential impacts of project-generated traffic was identified using the traffic impact criteria set forth in LADOT's *Transportation Impact Study Guidelines*, December 2016. According to the City's published traffic study guidelines, the impact is considered significant if the project-related increase in the *v/c* ratio equals or exceeds the thresholds presented in ***Table 8–1***.

Table 8-1
CITY OF LOS ANGELES
INTERSECTION IMPACT THRESHOLD CRITERIA

Final *v/c*	**Level of Service**	**Project Related Increase in *v/c***
> 0.701 - 0.800	C	equal to or greater than 0.040
> 0.801 - 0.900	D	equal to or greater than 0.020
> 0.901	E or F	equal to or greater than 0.010

The City's Sliding Scale Method requires mitigation of project traffic impacts whenever traffic generated by the proposed development causes an increase of the analyzed intersection *v/c* ratio by an amount equal to or greater than the values shown above.

It should be noted that in consultation with LADOT staff and consistent with previously approved transportation studies for other developments in the vicinity of the project, adjustments to the CMA intersection capacity values for the study intersections were applied to account for the reduced traffic flows at the intersections due to downstream congestion along the Wilshire Boulevard and Westwood Boulevard corridors. A 25 percent (25%) reduction in intersection capacity for two-phase (assumed at 1,125 vehicles per hour), three-phase (assumed at 1,069 vehicles per hour), and four-

phase (assumed at 1,031 vehicles per hour) intersections are reflected in the level of service calculations for the study intersections.

8.2 Traffic Impact Analysis Scenarios

Traffic impacts at the study intersections were analyzed for the following conditions:

[a] Existing conditions.

[b] Existing with project conditions.

[c] Future without project conditions (Condition [a] plus 0.20 percent (0.20%) annual ambient traffic growth through year 2025 and with completion and occupancy of the related projects).

[d] Future with project conditions (Condition [c] with completion and occupancy of the proposed project).

It should be noted that Condition [b] above is a hypothetical scenario in that it calculates the traffic due to the occupancy of the proposed project in addition to the existing traffic volumes, but changes to existing volumes are expected to occur throughout the project's construction period due to other area projects and regional growth. However, this condition has been prepared to be consistent with the general rule under CEQA that the potential impacts of a development project are to be measured against existing conditions. Condition [d] above analyzes future conditions upon completion and full occupancy of the proposed project, which is expected to occur in year 2025.

9.0 TRAFFIC ANALYSIS

The traffic impact analysis prepared for the study intersections using the CMA methodology and application of the City of Los Angeles significant traffic impact criteria is summarized in ***Table 9-1***. The CMA data worksheets for the analyzed intersections are contained in *Appendix C*. Since the project is primarily residential in nature, no formal residential street segment analysis was required by LADOT. For informational purposes, the City's threshold criteria for street segments is based on the percentage project-related increase in average daily traffic (ADT) and varies depending on the street segment's projected ADT with a project (Final ADT).

9.1 Existing Conditions

9.1.1 *Existing Conditions*

As indicated in column [1] of *Table 9–1*, one study intersection is presently operating at LOS B or better during the weekday AM and PM peak hours under existing conditions. The remaining five study intersections are presently operating at LOS E or F during the peak hours shown below:

- Int. No. 1: Westwood Blvd/Wilshire Blvd — PM Peak Hour: *v/c*=0.959, LOS E
- Int. No. 3: Westwood Blvd/Santa Monica Blvd — AM Peak Hour: *v/c*=1.294, LOS F; PM Peak Hour: *v/c*=1.189, LOS F
- Int. No. 4: Glendon Ave/Wilshire Blvd — PM Peak Hour: *v/c*=1.020, LOS F
- Int. No. 5: Selby Ave/Wilshire Blvd — PM Peak Hour: *v/c*=0.912, LOS E
- Int. No. 6: Westholme Ave/Wilshire Blvd — PM Peak Hour: *v/c*=0.992, LOS E

The existing traffic volumes at the study intersections during the weekday AM and PM peak hours are displayed in *Figures 5–1* and *5–2*, respectively.

9.1.2 *Existing With Project Conditions*

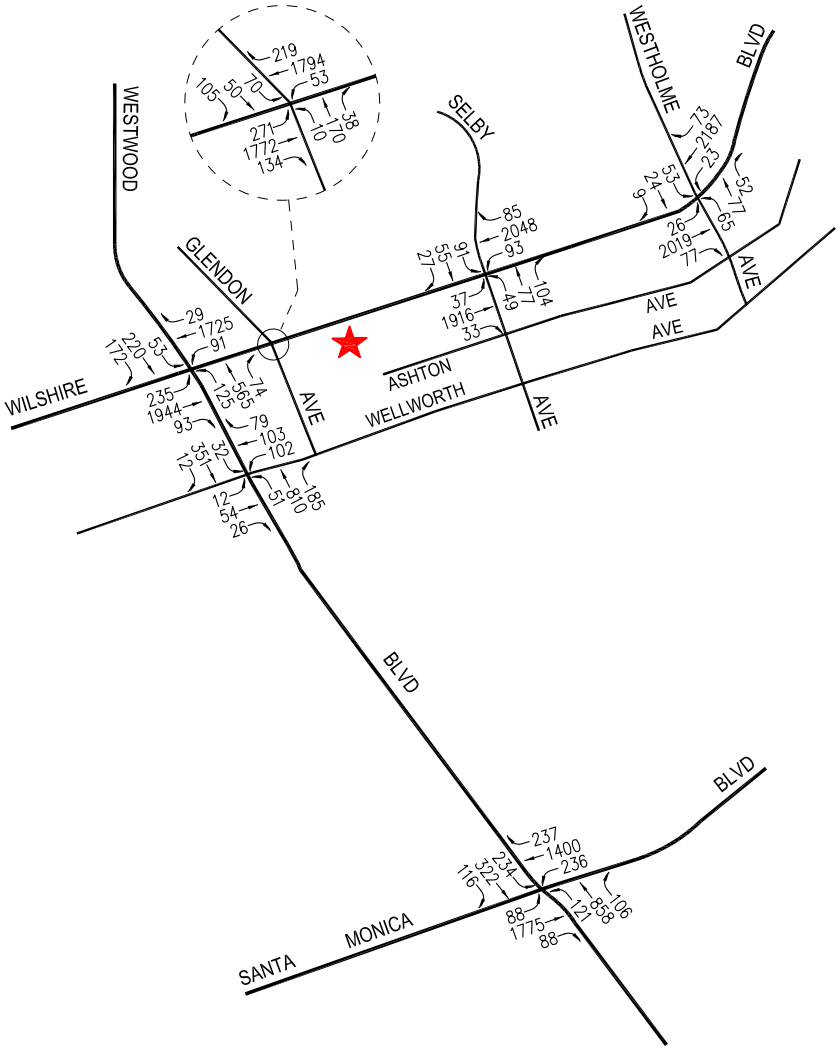
As shown in column [2] of *Table 9–1*, application of the City's threshold criteria to the "Existing With Project" scenario indicates that the proposed project is not expected to result in significant impacts at any of the six study intersections. Incremental, but not significant, impacts are noted at the study intersections. Because there are no significant impacts, no traffic mitigation measures are required or recommended for the study intersections under the "Existing With Project" conditions. The existing with project traffic volumes at the study intersections during the weekday AM and PM peak hours are illustrated in ***Figures 9–1*** and ***9–2***, respectively.

Table 9-1
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
WEEKDAY AM AND PM PEAK HOURS

NO.	INTERSECTION	PEAK HOUR	[1] YEAR 2018 EXISTING V/C	[1] YEAR 2018 EXISTING LOS	[2] YEAR 2018 EXISTING WITH PROJECT V/C	[2] YEAR 2018 EXISTING WITH PROJECT LOS	[2] CHANGE V/C [(2)-(1)]	[2] SIGNIF. IMPACT [a]	[3] YEAR 2025 FUTURE W/O PROJECT V/C	[3] YEAR 2025 FUTURE W/O PROJECT LOS	[4] YEAR 2025 FUTURE WITH PROJECT V/C	[4] YEAR 2025 FUTURE WITH PROJECT LOS	[4] CHANGE V/C [(4)-(3)]	[4] SIGNIF. IMPACT [a]
1	Westwood Boulevard/	AM	0.837	D	0.841	D	0.004	No	0.885	D	0.890	D	0.005	No
	Wilshire Boulevard	PM	0.959	E	0.963	E	0.004	No	1.021	F	1.025	F	0.004	No
2	Westwood Boulevard/	AM	0.549	A	0.552	A	0.003	No	0.572	A	0.575	A	0.003	No
	Wellworth Avenue	PM	0.671	B	0.673	B	0.002	No	0.715	C	0.718	C	0.003	No
3	Westwood Boulevard/	AM	1.294	F	1.295	F	0.001	No	1.366	F	1.367	F	0.001	No
	Santa Monica Boulevard	PM	1.189	F	1.190	F	0.001	No	1.302	F	1.303	F	0.001	No
4	Glendon Avenue/	AM	0.865	D	0.868	D	0.003	No	0.889	D	0.892	D	0.003	No
	Wilshire Boulevard	PM	1.020	F	1.024	F	0.004	No	1.059	F	1.063	F	0.004	No
5	Selby Avenue/	AM	0.832	D	0.836	D	0.004	No	0.866	D	0.870	D	0.004	No
	Wilshire Boulevard	PM	0.912	E	0.915	E	0.003	No	0.948	E	0.952	E	0.004	No
6	Westholme Avenue/	AM	0.834	D	0.837	D	0.003	No	0.864	D	0.868	D	0.004	No
	Wilshire Boulevard	PM	0.992	E	0.994	E	0.002	No	1.045	F	1.048	F	0.003	No

[a] According to LADOT's "Transportation Impact Study Guidelines," December 2016, a transportation impact on an intersection shall be deemed significant in accordance with the following table:

Final v/c	LOS	Project Related Increase in v/c
>0.701 - 0.800	C	equal to or greater than 0.040
>0.801 - 0.900	D	equal to or greater than 0.020
>0.901	E/F	equal to or greater than 0.010



NOT TO SCALE

FIGURE 9-1
EXISTING WITH PROJECT TRAFFIC VOLUMES
WEEKDAY AM PEAK HOUR

LINSCOTT, LAW & GREENSPAN, engineers

BELMONT VILLAGE SENIOR LIVING - WESTWOOD PRESBYTERIAN CHURCH PROJECT

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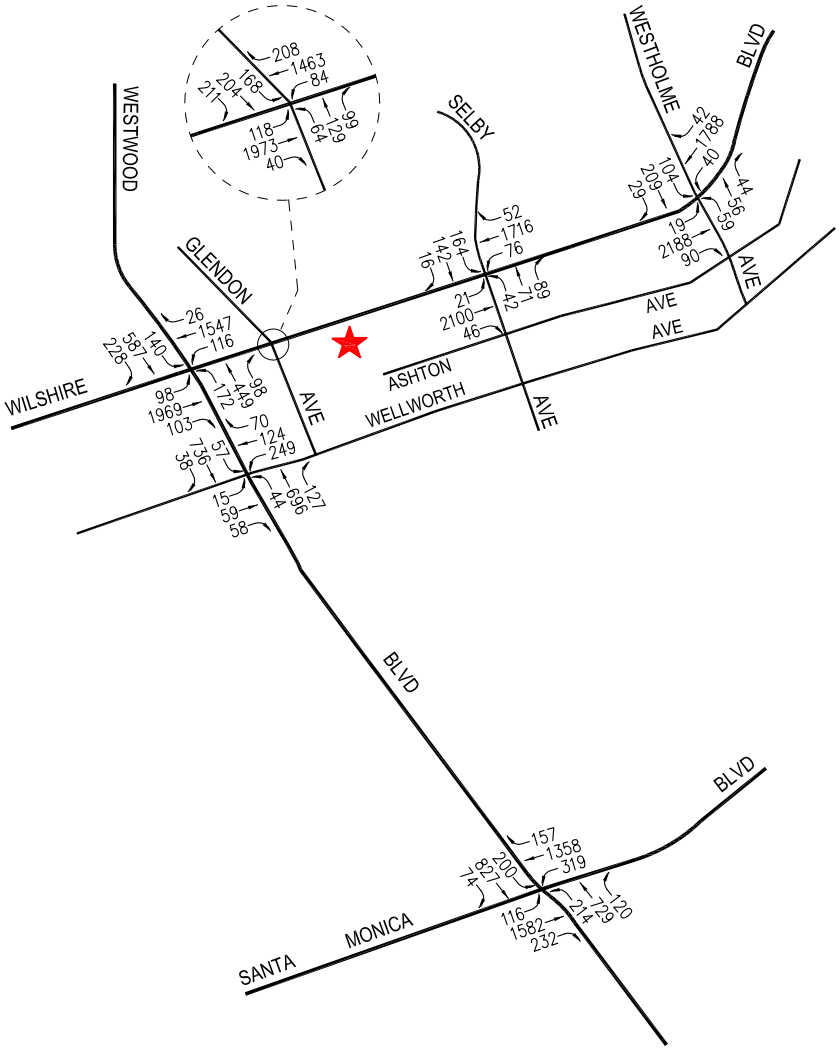

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FIGURE 9-2
EXISTING WITH PROJECT TRAFFIC VOLUMES
WEEKDAY PM PEAK HOUR

LINSCOTT, LAW & GREENSPAN, engineers

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9.2 Future Conditions

9.2.1 *Future Without Project Conditions*

The future cumulative baseline conditions were forecast based on the addition of traffic generated by the completion and occupancy of the related projects, as well as the growth in traffic due to the combined effects of continuing development, intensification of existing developments and other factors (i.e., ambient growth). The *v/c* ratios at all of the study intersections are incrementally increased with the addition of ambient traffic and traffic generated by the related projects listed in *Table 6–1*. As presented in column [3] of *Table 9–1*, one of the six study intersection is expected to operate at LOS C or better during the weekday AM and PM peak hours with the addition of growth in ambient traffic and related projects traffic under the future without project conditions. The remaining five study intersections are expected to operate at LOS E or F during the peak hours shown below with the addition of growth in ambient traffic and related projects traffic:

- Int. No. 1: Westwood Blvd/Wilshire Blvd — PM Peak Hour: *v/c*=1.021, LOS F
- Int. No. 3: Westwood Blvd/Santa Monica Blvd — AM Peak Hour: *v/c*=1.366, LOS F; PM Peak Hour: *v/c*=1.302, LOS F
- Int. No. 4: Glendon Ave/Wilshire Blvd — PM Peak Hour: *v/c*=1.059, LOS F
- Int. No. 5: Selby Ave/Wilshire Blvd — PM Peak Hour: *v/c*=0.948, LOS E
- Int. No. 6: Westholme Ave/Wilshire Blvd — PM Peak Hour: *v/c*=1.045, LOS F

The future without project (existing, ambient growth and related projects) traffic volumes at the study intersections during the weekday AM and PM peak hours are presented in ***Figures 9–3*** and ***9–4***, respectively.

9.2.2 *Future With Project Conditions*

As shown in column [4] of *Table 9–1*, application of the City's threshold criteria to the "With Proposed Project" scenario indicates that the proposed project is not expected to result in significant impacts at any of the six study intersections. Incremental, but not significant, impacts are noted at the study intersections. Because there are no significant impacts, no traffic mitigation measures are required or recommended for the study intersections under the "Future With Project" conditions. The future with project (existing, ambient growth, related projects and project) traffic volumes at the study intersections during the weekday AM and PM peak hours are illustrated in ***Figures 9–5*** and ***9–6***, respectively.

9.3 City of Los Angeles High Injury Network Review

Vision Zero is an initiative which prioritizes the safety of pedestrians and bicyclists on public streets, with the understanding that roads which are safe for vulnerable users will be safer for all users, in an effort to eliminate traffic fatalities. Key elements of the initiative, such as reducing traffic speeds, are

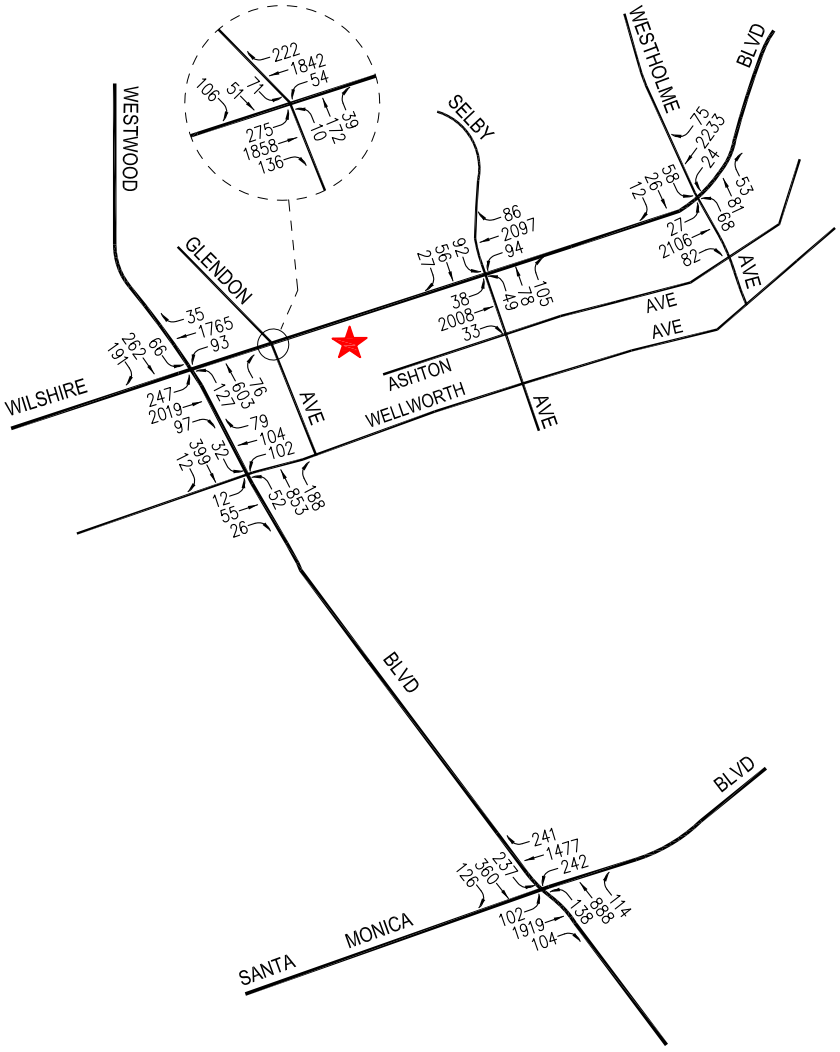

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FIGURE 9-3
FUTURE WITHOUT PROJECT TRAFFIC VOLUMES
WEEKDAY AM PEAK HOUR

LINSCOTT, LAW & GREENSPAN, engineers

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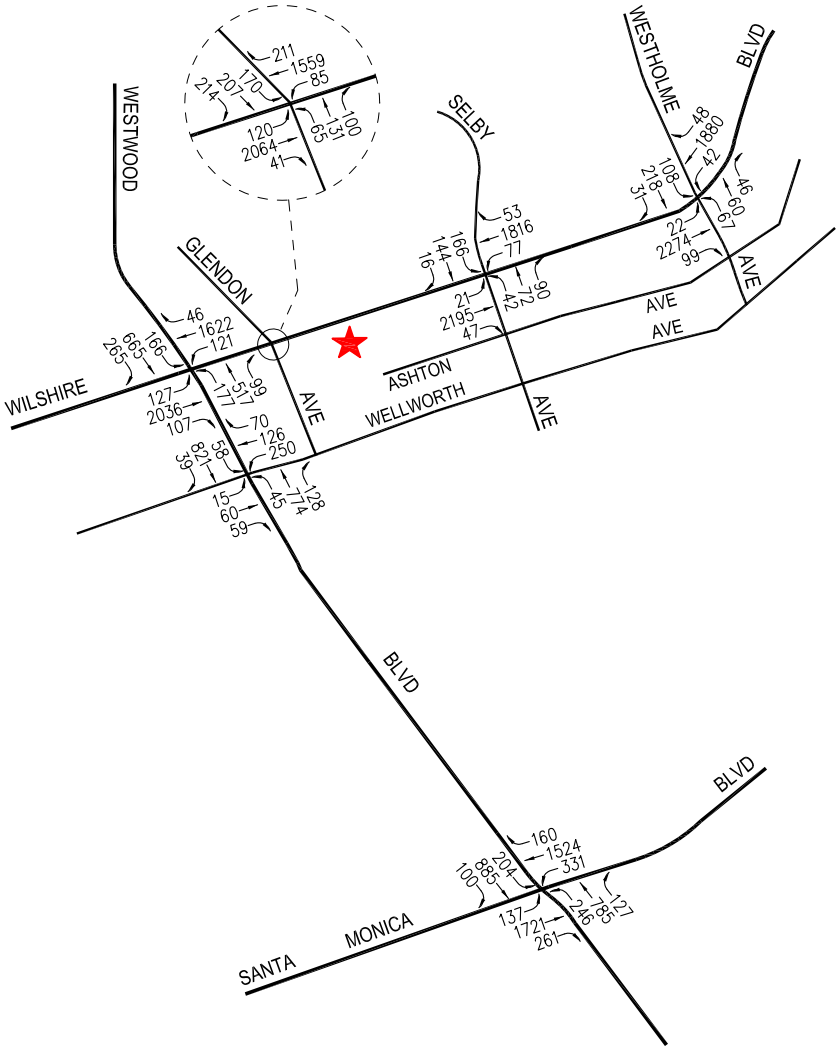

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FIGURE 9-4
FUTURE WITHOUT PROJECT TRAFFIC VOLUMES
WEEKDAY PM PEAK HOUR

LINSCOTT, LAW & GREENSPAN, engineers

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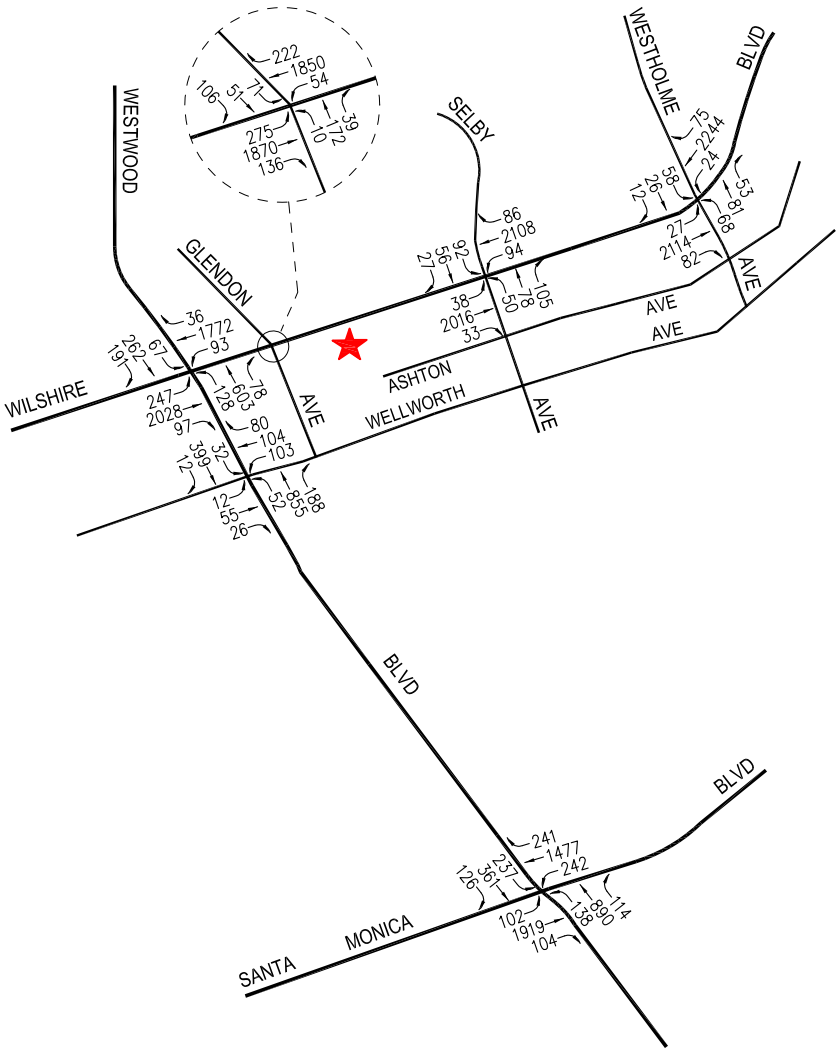

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FIGURE 9-5
FUTURE WITH PROJECT TRAFFIC VOLUMES
WEEKDAY AM PEAK HOUR

LINSCOTT, LAW & GREENSPAN, engineers

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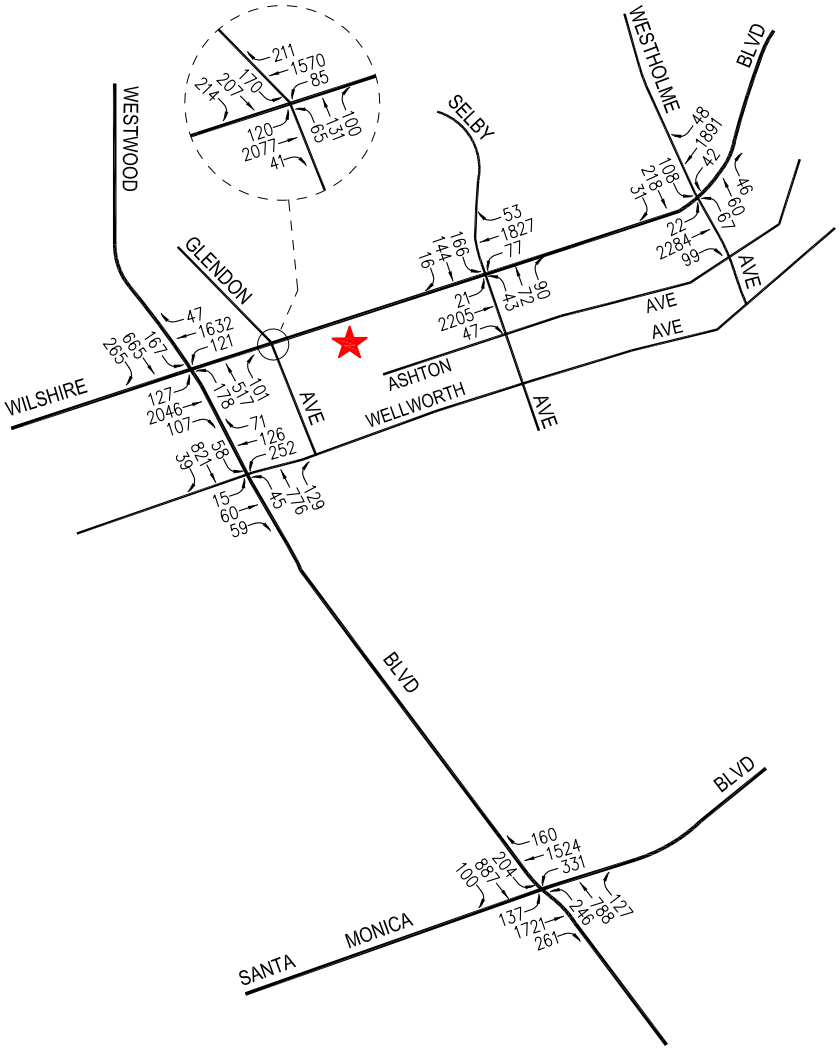

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NOT TO SCALE

FIGURE 9-6

FUTURE WITH PROJECT TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR

LINSCOTT, LAW & GREENSPAN, engineers

BELMONT VILLAGE SENIOR LIVING - WESTWOOD PRESBYTERIAN CHURCH PROJECT

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founded on the principles of engineering, education, enforcement, evaluation, and equity. Originating in Sweden, the policy has been adopted in numerous other North American cities, including California cities such as San Francisco and San Diego.

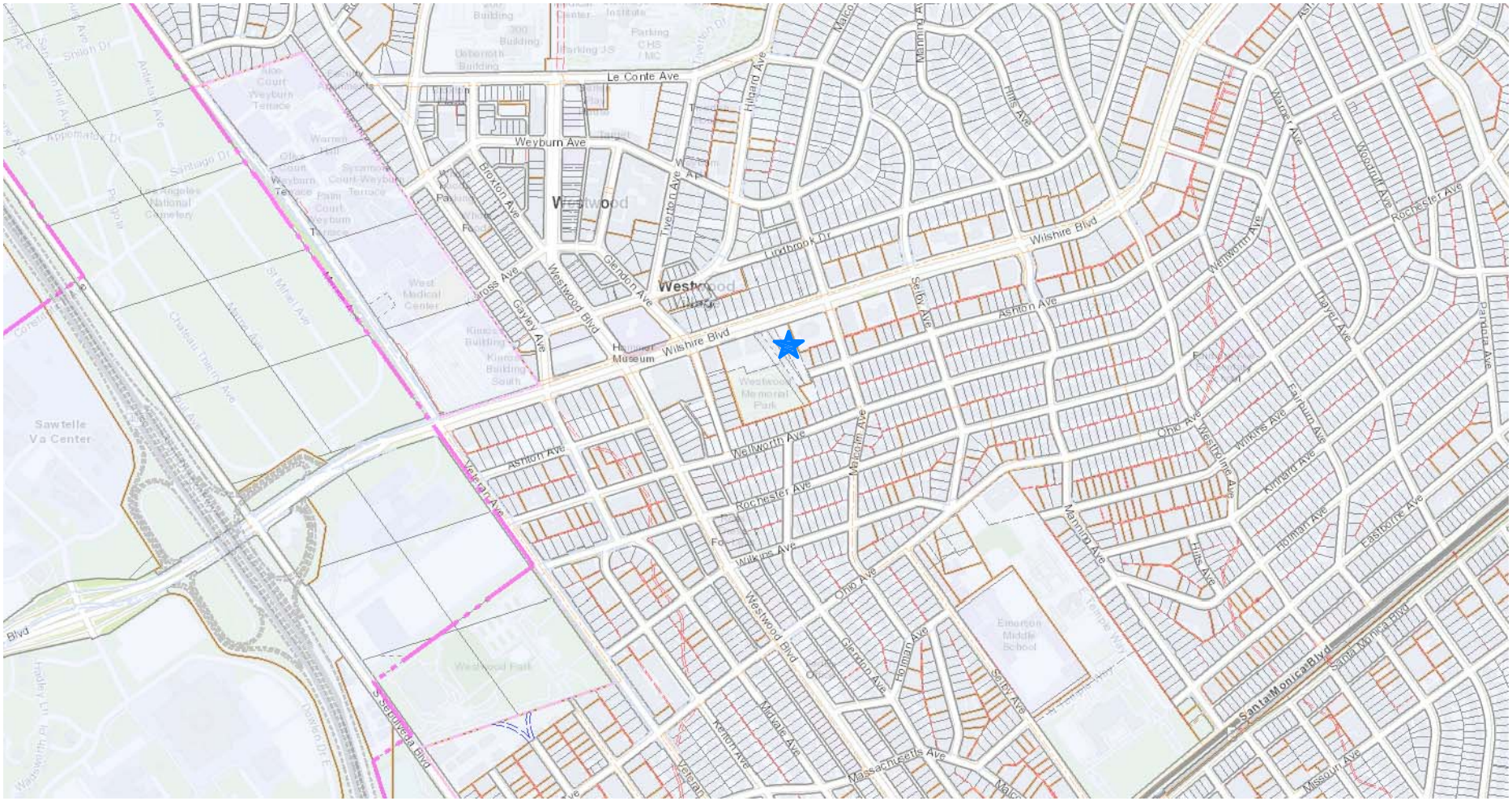
Mayor Eric Garcetti issued Executive Directive No. 10 in August 2015, formally launching the Vision Zero initiative in Los Angeles. Vision Zero is also a stated safety objective in the Mobility Plan 2035, which sets the goal of zero traffic deaths by 2035. Jointly directed by the Department of Transportation and the Police Department, Vision Zero takes a multi-disciplinary approach to identifying safety risk factors and implementing solutions on a citywide scale. Using a methodology originally developed by the San Francisco Public Health Department, the Vision Zero Task Force has identified streets where investments in safety will have the most impact in reducing severe injuries and traffic fatalities in the City[10]. These roads are collectively known as the High Injury Network (HIN). The HIN will be reviewed for potential engineering re-design as well as educational and enforcement campaigns.

The proposed project is located along the south side of Wilshire Boulevard between Glendon Avenue and Malcolm Avenue within the West Los Angeles Transportation Improvement and Mitigation Specific Plan area of the City of Los Angeles. As shown in ***Figure 9-7***, roadways in the immediate vicinity of the proposed project which have been identified on the HIN are noted below:

- Westwood Boulevard
- Glendon Avenue

Wilshire Boulevard along the project frontage is not identified as part of the HIN in the project vicinity. Therefore, it is determined that the proposed project is not situated on the HIN.

[10] Vision Zero Los Angeles 2015-2025, August 2015.



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NOT TO SCALE

MAP SOURCE: SWITRS, LADOT

PROJECT SITE

HIGH INJURY NETWORK

FIGURE 9-7
CITY OF LOS ANGELES HIGH INJURY NETWORK

LINSCOTT, LAW & GREENSPAN, engineers

BELMONT VILLAGE SENIOR LIVING - WESTWOOD PRESBYTERIAN CHURCH PROJECT

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10.0 CONGESTION MANAGEMENT PROGRAM TRAFFIC IMPACT ASSESSMENT

The Congestion Management Program (CMP) is a state-mandated program that was enacted by the California State Legislature with the passage of Proposition 111 in 1990. The program is intended to address the impact of local growth on the regional transportation system.

As required by the 2010 Congestion Management Program, a Traffic Impact Assessment (TIA) has been prepared to determine the potential impacts on designated monitoring locations on the CMP highway system. The analysis has been prepared in accordance with procedures outlined in the *2010 Congestion Management Program*, Los Angeles County Metropolitan Transportation Authority, October 2010.

According to Section D.9.1 (Appendix D, page D-6) of the 2010 CMP manual, the criteria for determining a significant transportation impact is listed below:

> "A significant transportation impact occurs when the proposed project increases traffic demand on a CMP facility by 2% of capacity (V/C $\geq$ 0.02), causing or worsening LOS F (V/C > 1.00); if the facility is already at LOS F, a significant impact occurs when the proposed project increases traffic demand on a CMP facility by 2% of capacity (V/C $\geq$ 0.02)."

The CMP impact criteria apply for analysis of both intersection and freeway monitoring locations.

10.1 Freeways

The following CMP freeway monitoring location in the project vicinity has been identified:

- CMP Station — Location

  Seg. No. 1070 — I-405 Freeway north of Venice Boulevard

The CMP TIA guidelines require that freeway monitoring locations must be examined if the proposed project will add 150 or more trips (in either direction) during either the weekday AM or PM peak hours. The proposed project will not add 150 or more trips (in either direction) during either the weekday AM or PM peak hours to CMP freeway monitoring locations which is the threshold for preparing a traffic impact assessment, as stated in the CMP manual. Therefore, no further review of potential impacts to freeway monitoring locations that are part of the CMP highway system is required.

10.2 Intersections

The following CMP intersection monitoring locations in the project vicinity have been identified:

- CMP Station — Intersection

  Int. No. 5 — Santa Monica Boulevard/Wilshire Boulevard

The CMP TIA guidelines require that intersection monitoring locations must be examined if the proposed project will add 50 or more trips during either the weekday AM or PM peak hours. The proposed project will not add 50 or more trips during either the weekday AM or PM peak hours (i.e., of adjacent street traffic) at CMP monitoring intersections, as stated in the CMP manual as the threshold criteria for a traffic impact assessment. Therefore, no further review of potential impacts to intersection monitoring locations that are part of the CMP highway system is required.

10.3 Transit Impact Review

As required by the *2010 Congestion Management Program*, a review has been made of the potential impacts of the project on transit service. As discussed in Subsection 4.5 herein, existing transit service is provided in the vicinity of the proposed project.

The project trip generation, as shown in *Table 7–1*, was adjusted by values set forth in the CMP and further adjusted by LADOT (i.e., person trips equal 1.4 times vehicle trips, and transit trips equal 3.5 percent of the total person trips) to estimate transit trip generation. Pursuant to the CMP guidelines and LADOT input, the proposed project is forecast to generate demand for 2 transit trips during the weekday AM peak hour and 2 transit trips during the weekday PM peak hour. Over a 24-hour period, the proposed project is forecast to generate demand for 36 weekday daily transit trips. Therefore, the calculations are as follows:

- AM Peak Hour = $41 \times 1.4 \times 0.035 = 2$ Transit Trips
- PM Peak Hour = $49 \times 1.4 \times 0.035 = 2$ Transit Trips
- Daily Trips = $732 \times 1.4 \times 0.035 = 36$ Transit Trips

As shown in *Table 4–2*, 21 transit lines and routes are provided adjacent to or in close proximity to the project site. As outlined in *Table 4–2*, under the "No. of Buses During Peak Hour" column, these 21 transit lines provide services for an average of (i.e., average of the directional number of buses during the peak hours) roughly 171 and 166 buses during the weekday AM and PM peak hours, respectively. Therefore, based on the above calculated weekday AM and PM peak hour trips, this would correspond to less than one additional transit rider per bus. It is anticipated that the existing transit service in the project area will adequately accommodate the increase of project-generated transit trips. Thus, given the number of project-generated transit trips per bus, no project impacts on existing or future transit services in the project area are expected to occur as a result of the proposed project.

11.0 CONCLUSIONS

- ***Project Description*** – The proposed project consists of the construction of a new Eldercare Facility containing up to 176 units. The Eldercare Facility will contain 54 Senior Independent Housing dwelling units, 76 Assisted Living Care Housing guest rooms, and 46 Alzheimer's/Dementia Care Housing guest rooms as well as associated residential amenities and service areas. In addition, a new two-story Education Center building containing a replacement 9,599 square-foot preschool (105 students) and 3,260 square feet of replacement administrative offices for the Church will be constructed at the southern portion of the site. The Church's sanctuary will be retained while the existing administrative offices, preschool/classroom space, and single-family residence will be demolished to accommodate the proposed project. Construction of the proposed project is expected to commence in year 2020 with occupancy by year 2025.

- ***Vehicular Site Access*** – Vehicular access to the project site will be provided via three driveways: two driveways on Wilshire Boulevard and one driveway on Ashton Avenue.

- ***Study Scope –*** A total of six study intersections were selected for analysis in consultation with LADOT staff in order to determine potential traffic impacts related to the proposed project.

- ***Project Trip Generation*** – The proposed project is expected to generate a net increase of 41 vehicle trips (23 inbound trips and 18 outbound trips) during the weekday AM peak hour. During the weekday PM peak hour, the proposed project is expected to generate a net increase of 49 vehicle trips (25 inbound trips and 24 outbound trips). Over a 24-hour period, the proposed project is forecast to generate a net increase of 732 vehicle trips (366 inbound trips and 366 outbound trips) during a typical weekday.

- ***Related Projects*** – The City of Los Angeles Departments of Transportation and Planning were consulted to obtain the list of development projects (related projects) in the area. A total of 29 related projects was identified and considered as part of the cumulative traffic analysis. In addition, an annual growth rate of 0.20 percent (0.20%) to the year 2025 (i.e., the anticipated project build-out year) was used for analysis purposes. Therefore, application of this ambient growth factor in addition to the forecast traffic generated by the related projects allows for a conservative forecast of future traffic volumes in the project study area as incorporation of both (i.e., an ambient traffic growth rate and a detailed list of cumulative development projects) is expected to overstate potential future traffic volumes. Further, as described in Section 6.0 above, CEQA only requires that one of these two approaches be employed in developing the future traffic volume forecasts.

- ***Transportation Impact Analysis*** – It is concluded that the proposed project is not expected to result in significant impacts at any of the six study intersections under either the Existing With Project or Future With Project conditions based on the City of Los Angeles thresholds of

significance used for evaluating traffic impacts. Because there are no significant impacts, no traffic mitigation measures are required or recommended for the study intersections.

- ***CMP Transportation Assessment*** – The results of the Los Angeles CMP traffic assessment indicate that the proposed project will not adversely affect any CMP arterial monitoring intersections or freeway monitoring locations. In addition, no impacts on existing or future transit services in the project area are expected to occur as a result of the proposed project. Therefore, no improvements/mitigation measures are required.

APPENDIX A

TRAFFIC STUDY MEMORANDUM OF UNDERSTANDING

LADOT

Transportation Impact Study Memorandum of Understanding (MOU)

This MOU acknowledges that the Transportation Impact Study for the following Project will be prepared in accordance with the latest version of LADOT's Transportation Impact Study Guidelines:

I. PROJECT INFORMATION

Project Name: Belmont Village Senior Living - Westwood Presbyterian Church

Project Address: 10822 Wilshire Boulevard and 10812 Ashton Avenue

Project Description: Construction of a senior eldercare facility with 76 assisted living guestrooms, 46 alzheimer's guest rooms, and 54 independent dwelling units.

Replace existing 80-student pre-school/admin bldg w/ 105-student pre-school/admin bldg. Existing church bldg to remain; Demolish 1 single-family home.

LADOT Project Case Number: WLA18-106728 Project Site Plan attached? *(Required)* ■ Yes ☐ No

II. TRIP GENERATION

Geographic Distribution: N 25.00 % S 25.00 % E 25.00 % W 25.00 %

Illustration of Project trip distribution percentages at Study intersections attached? *(Required)* ■ Yes ☐ No

Trip Generation Adjustments *(Exact amount of credit subject to approval by LADOT)*

	Yes	No
Transit Usage	☐	■
Transportation Demand Management	☐	■
Existing Active Land Use	■	☐
Previous Land Use	☐	■
Internal Trip	☐	■
Pass-By Trip	■	☐

Source of Trip Generation Rate(s)? ☐ ITE 9th Edition ■ Other: ITE 10th Edition, West LA TIMP

Trip generation table including a description of the proposed land uses, ITE rates, estimated morning and afternoon peak hour volumes (ins/outs/totals), proposed trip credits, etc. attached? *(Required)* ■ Yes ☐ No

	IN	OUT	TOTAL
AM Trips	23	18	41
PM Trips	25	24	49

III. STUDY AREA AND ASSUMPTIONS

Project Buildout Year: 2025 Ambient or CMP Growth Rate: 0.20 % Per Yr.

Related Projects List, researched by the consultant and approved by LADOT, attached? *(Required)* ■ Yes ☐ No

Subject to Freeway Impact Analysis, in addition to CMP Analysis? *(Freeway analysis screening filter must be included in this MOU; selecting "yes" implies that at least one criteria was satisfied)* ☐ Yes ■ No

Map of Study Intersections attached? *(May be subject to LADOT revision after initial impact analysis)* ■ Yes ☐ No

Is this Project located on a street within the High Injury Network? ☐ Yes ■ No

IV. CONTACT INFORMATION

	CONSULTANT	DEVELOPER
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E-Mail:	bravo@llgengineers.com	sbrollie@belmontvillage.com

Approved by:	x Francesca S. Bravo (Digitally signed by Francesca S. Bravo DN: cn=Francesca S. Bravo, o=LLG Engineers, ou, email=bravo@llgengineers.com, c=US Date: 2019.02.08 16:07:38 -08'00')	2/8/19	x	2/12/19
	Consultant's Representative	Date	LADOT Representative	Date

List of Study Intersections (refer to Figure 1-1)

1. Westwood Boulevard/Wilshire Boulevard
2. Westwood Boulevard/Wellworth Avenue
3. Westwood Boulevard/Santa Monica Boulevard
4. Glendon Avenue/Wilshire Boulevard
5. Selby Avenue/Wilshire Boulevard
6. Westholme Avenue/Wilshire Boulevard

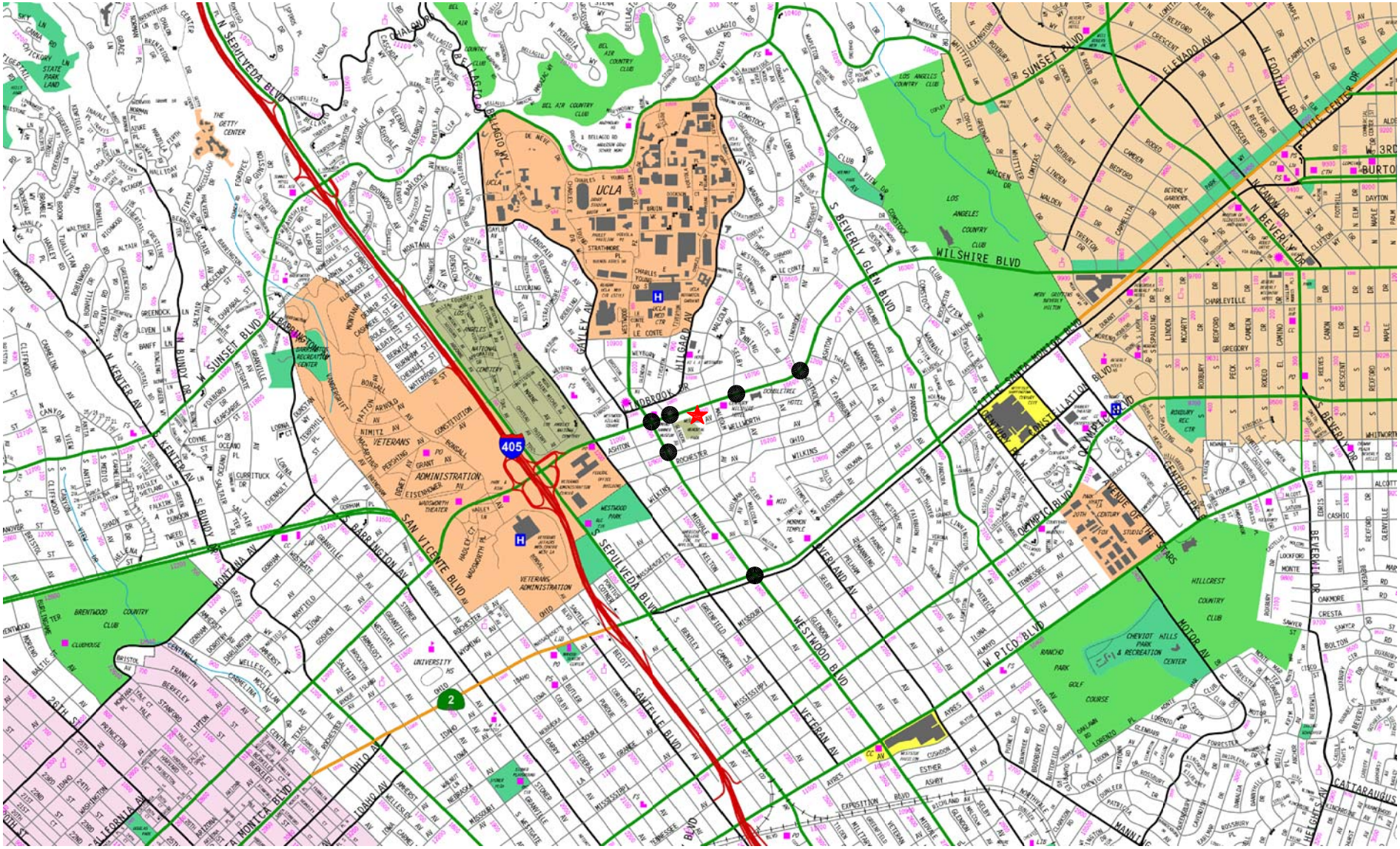

FIGURE 1-1
VICINITY MAP

LINSCOTT, LAW & GREENSPAN, engineers

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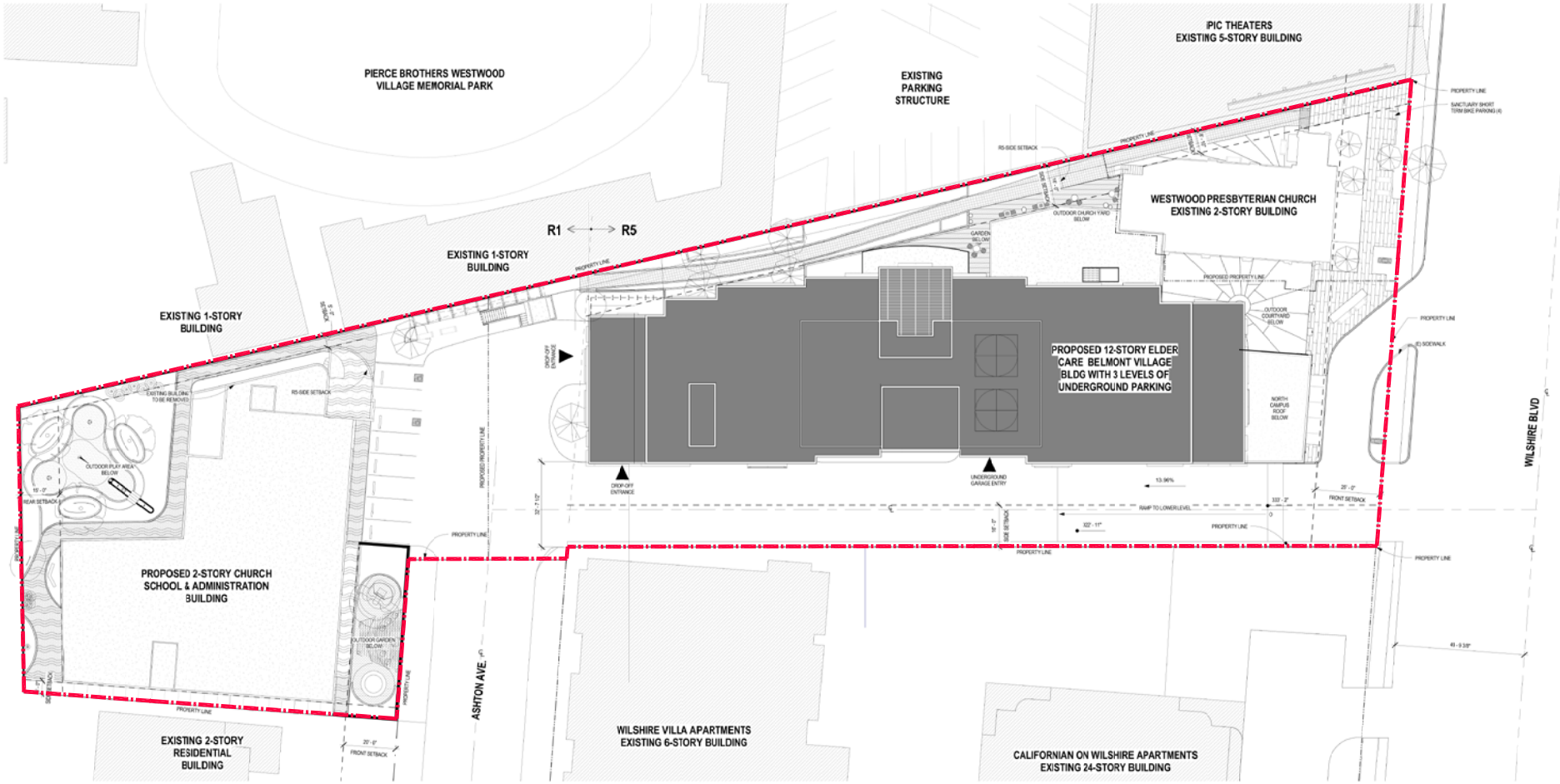

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SOURCE: HUITT-ZOLLARS

FIGURE 2-3
SITE PLAN

STREET LEVEL PLAN

LINSCOTT, LAW & GREENSPAN, engineers

BELMONT VILLAGE SENIOR LIVING - WESTWOOD PRESBYTERIAN CHURCH PROJECT

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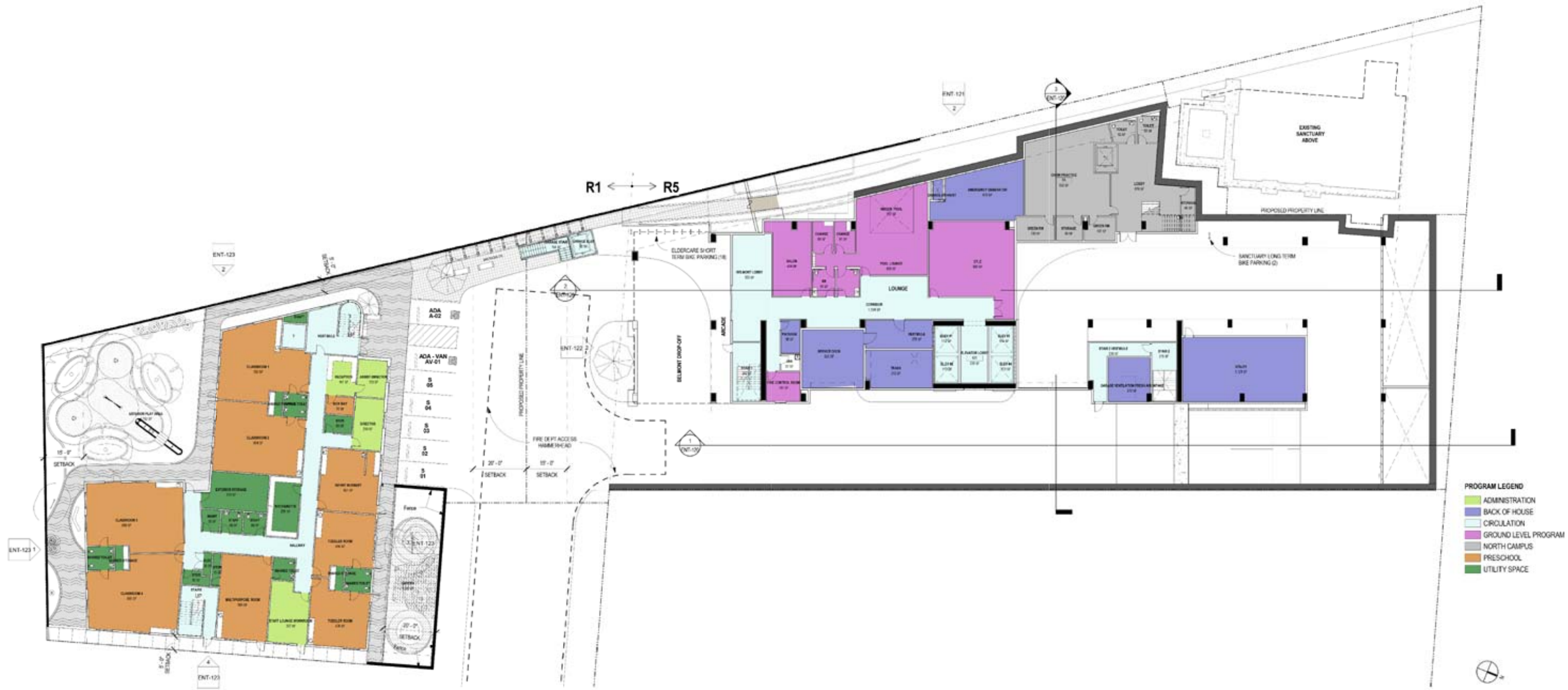

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SOURCE: HUITT-ZOLLARS

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FIGURE 2-4
SITE PLAN

GROUND LEVEL PLAN

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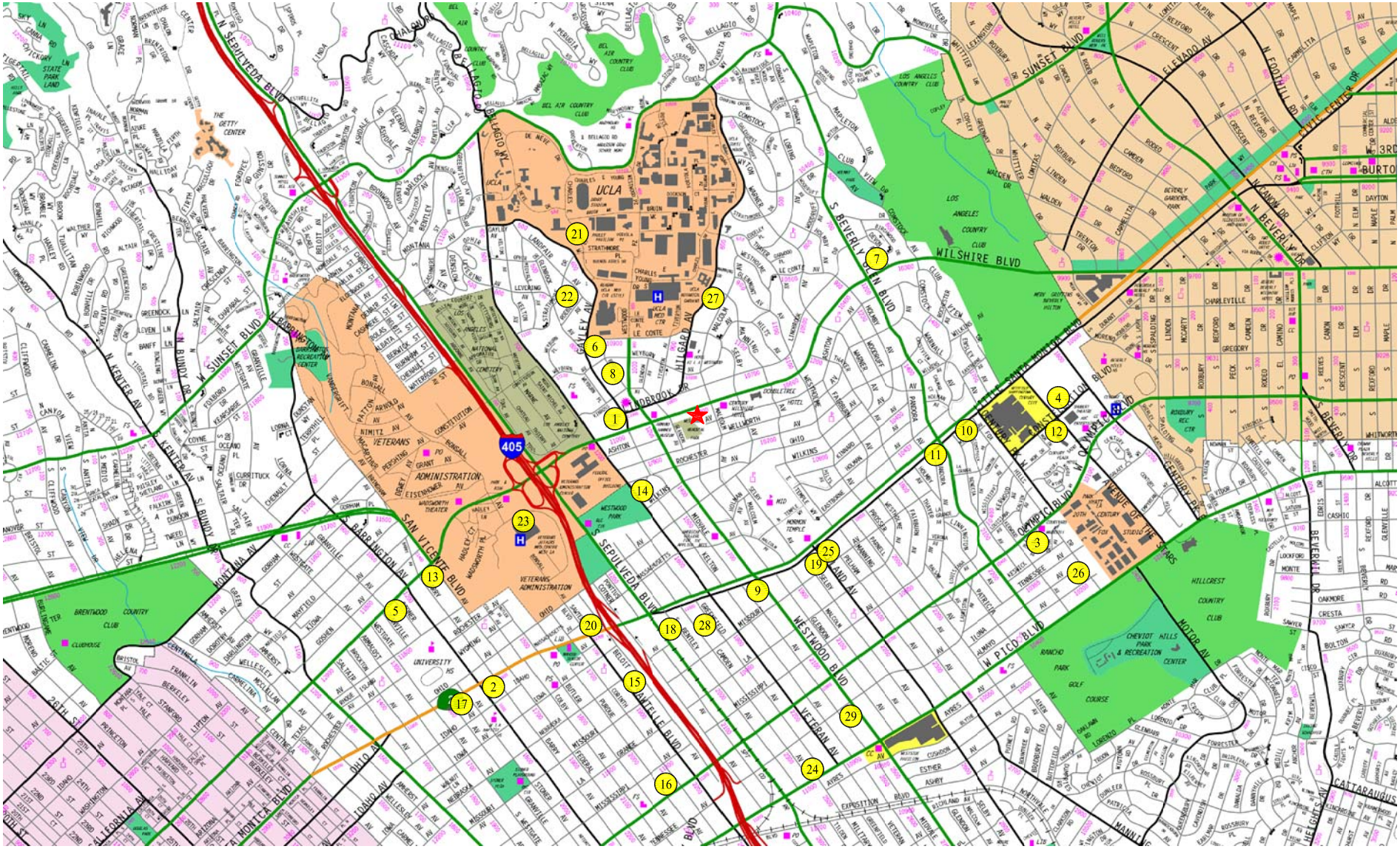

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MAP SOURCE: RAND MCNALLY & COMPANY

PROJECT SITE

FIGURE 6-1
LOCATION OF RELATED PROJECTS

LINSCOTT, LAW & GREENSPAN, engineers

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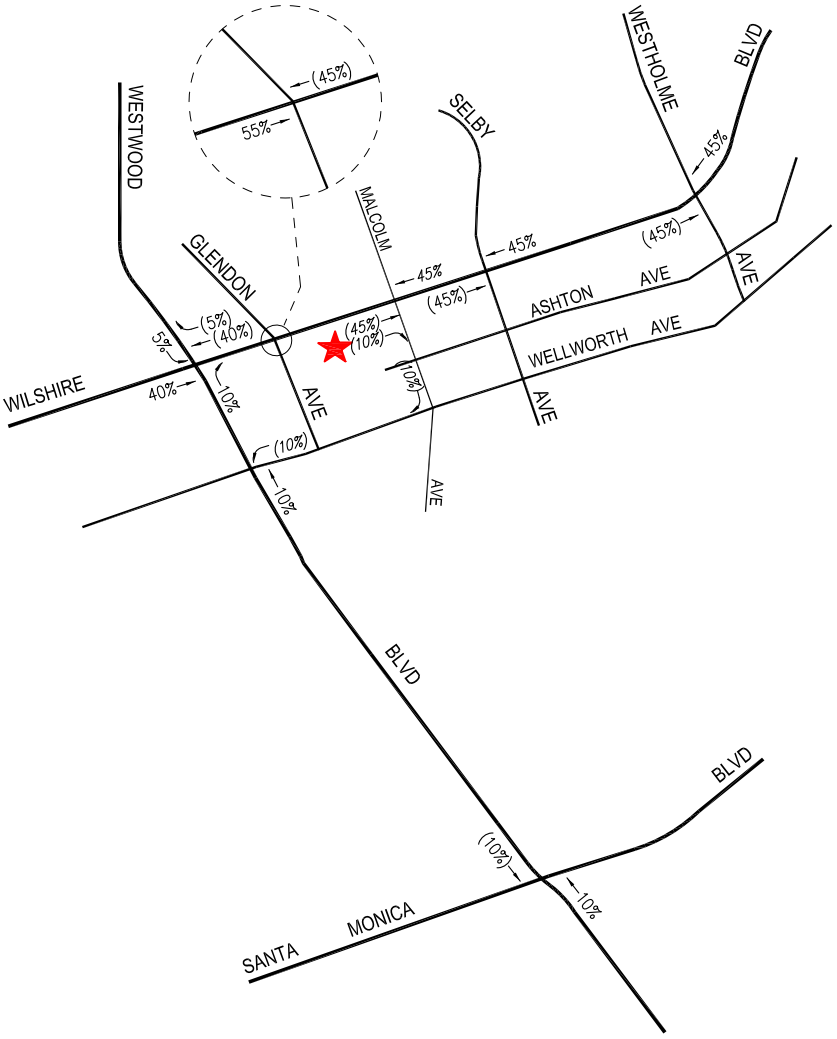

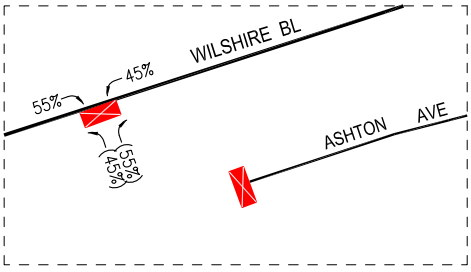

PROJECT DRIVEWAY DISTRIBUTION

NOT TO SCALE

★ PROJECT SITE

XX = INBOUND PERCENTAGE

(XX) = OUTBOUND PERCENTAGE

FIGURE 7-1
PROJECT TRIP DISTRIBUTION

RESIDENTIAL COMPONENT

LINSCOTT, LAW & GREENSPAN, engineers

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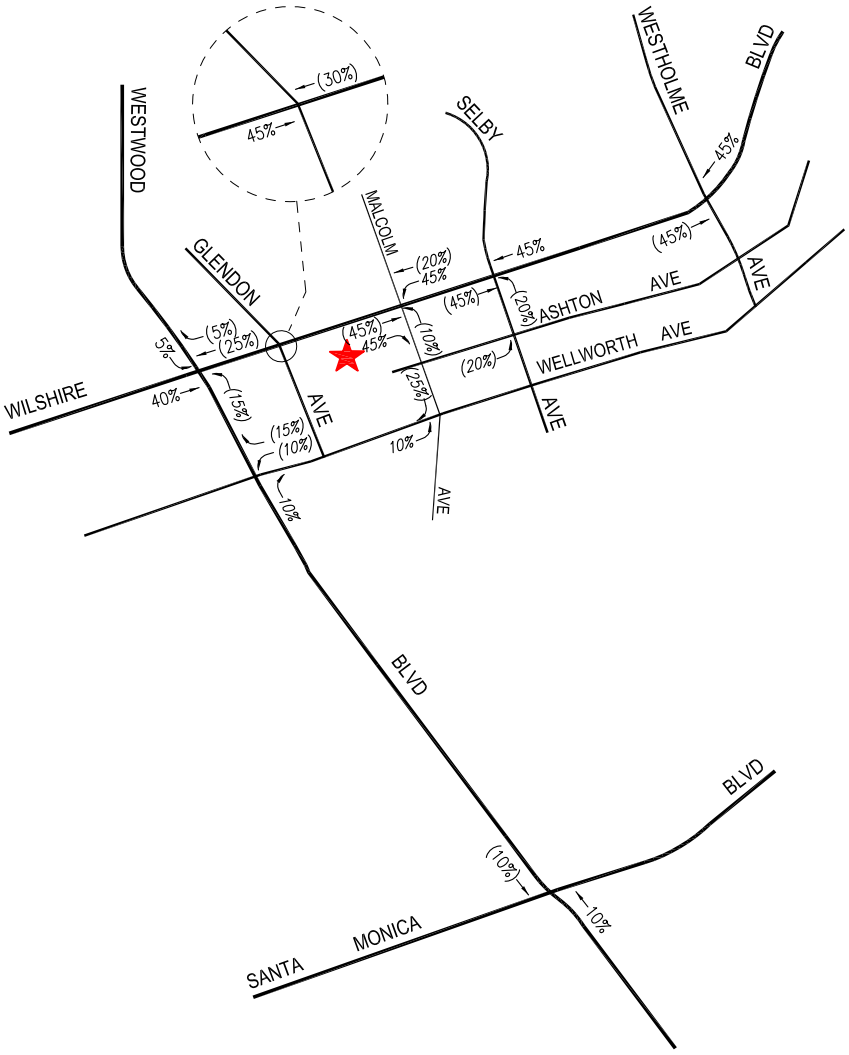

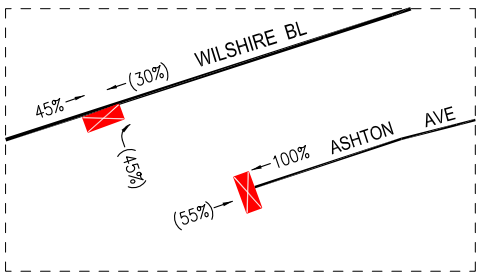

PROJECT DRIVEWAY DISTRIBUTION

NOT TO SCALE

PROJECT SITE

XX = INBOUND PERCENTAGE

(XX) = OUTBOUND PERCENTAGE

FIGURE 7-2
PROJECT TRIP DISTRIBUTION

PRE-SCHOOL COMPONENT

LINSCOTT, LAW & GREENSPAN, engineers

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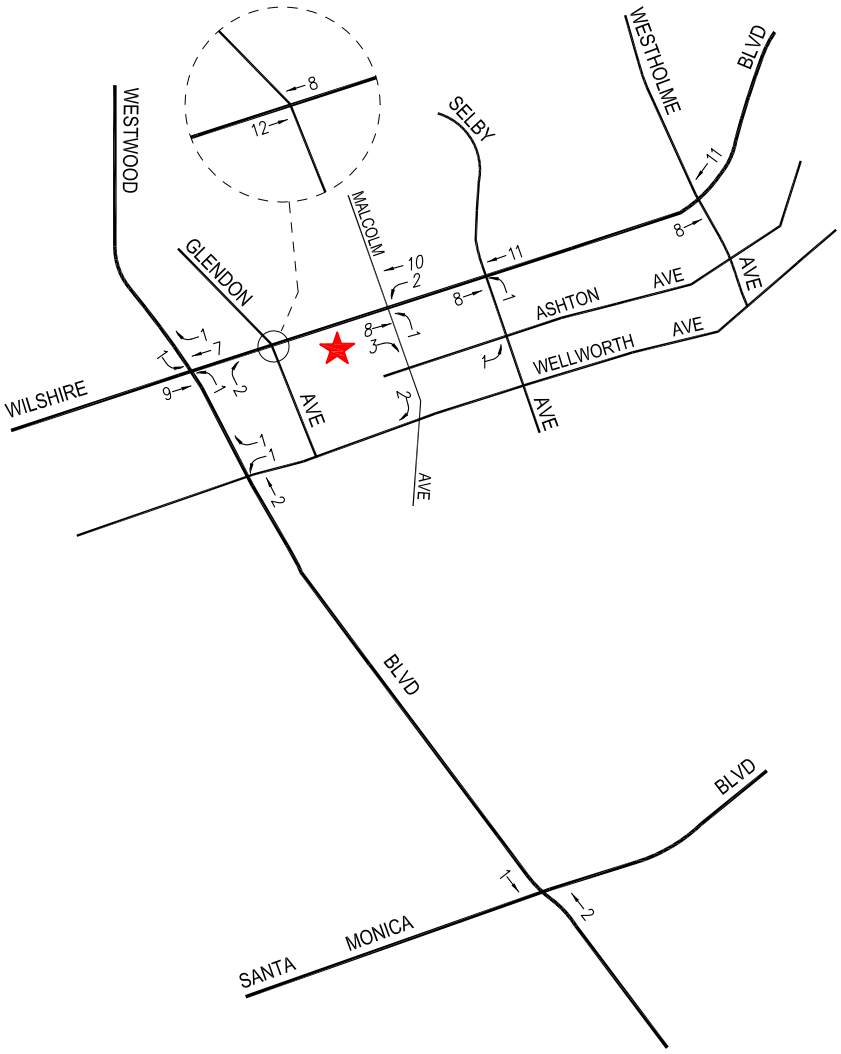

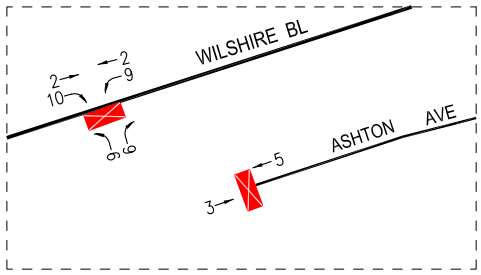

PROJECT DRIVEWAY DISTRIBUTION

NOT TO SCALE

PROJECT SITE

FIGURE 7-3
NET PROJECT TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR

LINSCOTT, LAW & GREENSPAN, engineers

BELMONT VILLAGE SENIOR LIVING - WESTWOOD PRESBYTERIAN PROJECT

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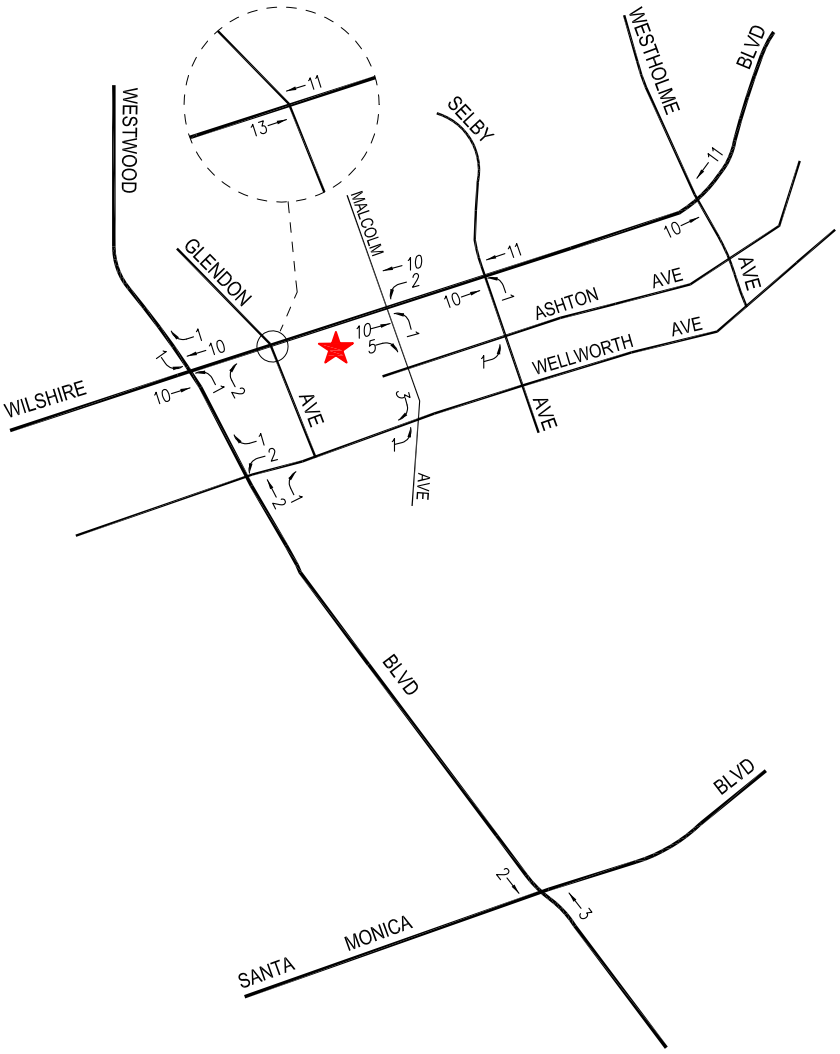

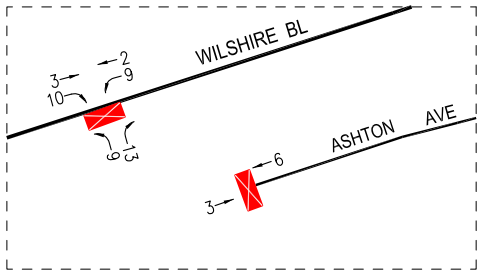

PROJECT DRIVEWAY DISTRIBUTION

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NOT TO SCALE

PROJECT SITE

FIGURE 7-4

NET PROJECT TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR

LINSCOTT, LAW & GREENSPAN, engineers

BELMONT VILLAGE SENIOR LIVING - WESTWOOD PRESBYTERIAN PROJECT

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Table 6-1
RELATED PROJECTS LIST AND TRIP GENERATION [1]

MAP NO.	PROJECT STATUS	PROJECT NAME/NUMBER ADDRESS/LOCATION	LAND USE DATA		PROJECT DATA SOURCE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
			LAND-USE	SIZE			IN	OUT	TOTAL	IN	OUT	TOTAL
1	Proposed	10955 West Wilshire Boulevard	Apartment Retail	250 DU 6,510 GLSF	[3] [4]	1,663 278	26 4	102 2	128 6	101 12	54 12	155 24
2	Proposed	ENV-2015-2957-EIR 11674 Santa Monica Boulevard	Grocery Store Apartment	55,430 GSF 166 DU	[5] [3]	5,667 1,104	117 17	71 68	188 85	268 67	257 36	525 103
3	Proposed	Bellwood Avenue Senior Care 10330 West Bellwood Avenue	Medical Office	24,000 GSF	[1]	958	53	5	58	29	84	113
4	Proposed	Century City Center 1950 South Avenue Of The Stars	Office	725,830 GSF	[1]	4,603	604	83	687	103	501	604
5	Proposed	11750 West Wilshire Boulevard	Apartments Restaurant/Retail	376 DU 5,000 GSF	[1]	(400)	(22)	99	77	(22)	(64)	(86)
6	Proposed	10970 West Le Conte Avenue	Medical Office	38,539 GSF	[1]	734	31	(4)	27	13	70	83
7	Proposed	888 South Devon Avenue	Apartments	32 DU	[1]	213	3	13	16	10	6	16
8	Proposed	Cava Grill Restaurant 1073 South Broxton Avenue	Restaurant	2,328 GSF	[1]	593	(6)	(6)	(12)	15	13	28
9	Proposed	1855 South Westwood Boulevard	Apartments Retail	33 DU 3,000 GLSF	[3] [4]	219 128	3 2	14 1	17 3	13 5	7 6	20 11
10	Proposed	10306 West Santa Monica Boulevard	Apartments	90 DU	[6]	598	9	37	46	29	15	44
11	Proposed	10400 West Santa Monica Boulevard	Apartment	96 DU	[3]	638	10	43	53	32	18	50
12	Proposed	Century Plaza Hyatt Regency Hotel 2025 South Avenue of the Stars	Condominiums Hotel Retail Restaurant	193 DU 240 Rooms 93,814 GLSF 10,309 GSF	[1]	3,690	7	34	41	367	181	548
13	Proposed	11600 West Wilshire Boulevard	Medical Office Office	120,160 GSF 120,874 GSF	[1]	1,280	25	15	40	35	65	100
14	Under Construction	ZA-2018-1717-ZAA 1361 South Kelton Avenue	Apartments	15 DU	[3]	100	2	6	8	6	3	9
15	Proposed	11272 West Nebraska Avenue	Apartment	24 DU	[3]	160	2	10	12	10	5	15
16	Proposed	Trident Center 11355 West Olympic Boulevard	Office	120,242 GSF	[1]	1,246	133	33	166	49	122	171

Table 6-1 (Continued)
RELATED PROJECTS LIST AND TRIP GENERATION [1]

MAP NO.	PROJECT STATUS	PROJECT NAME/NUMBER ADDRESS/LOCATION	LAND USE DATA		PROJECT DATA SOURCE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
			LAND-USE	SIZE			IN	OUT	TOTAL	IN	OUT	TOTAL
17	Proposed	Buerge East 11750 West Santa Monica Boulevard	Apartments Retail/Restaurant	187 DU	[1]	1,006	(5)	65	60	80	33	113
18	Proposed	1736 South Sepulveda Boulevard	Retail	9,311 GLSF	[1]	84	11	1	12	4	18	22
19	Proposed	ENV-2018-310--EAF 1822 South Selby Avenue	Apartment	10 DU	[3]	67	1	4	5	4	2	6
20	Proposed	ENV-2018-3039-MND 11261 West Santa Monica Boulevard	Apartment	119 DU	[3]	791	12	49	61	48	26	74
21	Proposed	UCLA Long Range Development Plan and Student Housing Projects	Student Housing	6,900 Beds	[7]	(77)	(10)	(14)	(24)	(5)	17	12
22	Proposed	ENV-2018-2602-EAF 626 South Landfair Avenue	Apartment	10 DU	[3]	67	1	4	5	4	2	6
23	Proposed	EMGD VA Bridge Housing 11301 Wilshire Boulevard	Housing	102 Beds	[1]	130	6	7	13	8	5	13
24	Proposed	ENV-2018-3610 EAF 11001 West Pico Boulevard	Apartment	89 DU	[8]	651	9	32	41	32	18	50
25	Proposed	ENV-2018-511-EAF 1822 South Overland Avenue	Apartment	16 DU	[8]	117	2	5	7	6	3	9
26	Proposed	ENV-2018-511-EAF 2363 South Fox Hills Drive	Apartment	16 DU	[8]	117	2	5	7	6	3	9
27	Proposed	ENV-2018-6817-EAF 900 South Hilgard Avenue	Apartment	64 DU	[8]	468	7	22	29	23	13	36
28	Proposed	ENV-2018-5818-EAF 11835 South Greenfield Avenue	Apartment	16 DU	[8]	117	2	5	7	6	3	9
29	Proposed	ENV-2018-6720-EAF 2301 South Westwood Boulevard	Apartment	62 DU	[8]	454	7	22	29	22	13	35
TOTAL						**27,464**	**1,065**	**833**	**1,898**	**1,380**	**1,547**	**2,927**

[1] Source: City of Los Angeles Department of Transportation (LADOT) and Department of City Planning (LADCP), except as noted below. The peak hour traffic volumes were forecast on trip data provided by LADOT and by applying trip rates as provided in the ITE "Trip Generation", 9th Edition, 2012 and "Trip Generation Manual", 10th Edition, 2017 (as referenced in the Project Data Source column). For those related projects that LADOT provided trip data, the peak hour directional in the manual were utilized.
[2] Trips are one-way traffic movements, entering or leaving.
[3] ITE Land Use Code 220 (Apartment) trip generation average rates.
[4] ITE Land Use Code 820 (Shopping Center) trip generation average rates.
[5] ITE Land Use Code 850 (Supermarket) trip generation average rates.
[6] Source: "10306-10330 Santa Monica Boulevard Apartment Project" Addendum Traffic Analysis prepared by LLG Engineers dated September 2018.
[7] Source: "UCLA LRDP Amendment (2017) and Student Housing Projects DSEIR, August 2017.
[8] ITE Land Use Code 220 (Multifamily Housing) 10th Edition trip generation average rates.

Table 7-1
PROJECT TRIP GENERATION [1]

LAND USE	SIZE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2] IN	AM PEAK HOUR VOLUMES [2] OUT	AM PEAK HOUR VOLUMES [2] TOTAL	PM PEAK HOUR VOLUMES [2] IN	PM PEAK HOUR VOLUMES [2] OUT	PM PEAK HOUR VOLUMES [2] TOTAL
Proposed Project								
Assisted Living [3]	122 DU	505	15	7	22	18	17	35
Independent Living [4]	54 DU	200	4	7	11	2	2	4
Day Care Center [5],[6]	9,599 GSF [8]	457	56	50	106	62	69	131
- Less Pass-by Adjustment (10%) [7]		(46)	(6)	(5)	(11)	(6)	(7)	(13)
Subtotal Proposed Project		**1,116**	**69**	**59**	**128**	**76**	**81**	**157**
Less Existing Uses								
Day Care Center [5],[6]	(8,750) GSF	(417)	(51)	(45)	(96)	(56)	(63)	(119)
- Less Pass-by Adjustment (10%) [7]		42	5	5	10	6	6	12
Single Family Residence [9]	(1) DU	(9)	0	(1)	(1)	(1)	0	(1)
Subtotal Existing Uses		**(384)**	**(46)**	**(41)**	**(87)**	**(51)**	**(57)**	**(108)**
NET CHANGE		**732**	**23**	**18**	**41**	**25**	**24**	**49**

[1] Sources: ITE "Trip Generation Manual", 10th Edition, 2017 and West Los Angeles Transportation Improvement and Mitigation Program (WLA TIMP) Specific Plan, March 8, 1997.

[2] Trips are one-way traffic movements, entering or leaving.

[3] ITE Land Use Code 254 (Assisted Living) trip generation average rates.
- Daily Trip Rate: 4.14 trips/Occupied Bed; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.18 trips/Occupied Bed; 68% inbound/32% outbound
- PM Peak Hour Trip Rate: 0.29 trips/Occupied Bed; 50% inbound/50% outbound

The trip generation forecast is based on one occupied bed per dwelling unit.

[4] ITE Land Use Code 252 (Senior Adult Housing - Attached) trip generation average rates.
- Daily Trip Rate: 3.70 trips/DU; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.20 trips/DU; 35% inbound/65% outbound
- PM Peak Hour Trip Distribution: 55% inbound/45% outbound
- WLA TIMP PM Peak Hour Trip Rate: 0.08 trips/DU

[5] ITE Land Use Code 565 (Day Care Center) trip generation average rates.
- Daily Trip Rate: 47.62 trips/1,000 SF of floor area; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 11.00 trips/1,000 SF of floor area; 53% inbound/47% outbound
- PM Peak Hour Trip Distribution: 47% inbound/53% outbound
- WLA TIMP PM Peak Hour Trip Rate: 13.62 trips/1,000 SF of floor area

[6] It should be noted that the existing Westwood Presbyterian Church sanctuary will remain and no changes are proposed as part of this project.

[7] Source: LADOT policy on pass-by trip adjustments, Transportation Impact Study Guidelines, LADOT, December 2016.
Pass-by trips are made as intermediate stops on the way from an origin to a primary trip destination without a route diversion.
Pass-by trips are attracted from the traffic passing the site on an adjacent street or roadway that offers direct access to the site.

[8] Measured within building walls, and not including 143 square feet of outdoor covered unoccupied areas.

[9] ITE Land Use Code 210 (Single-Family Detached Housing) trip generation average rates.
- Daily Trip Rate: 9.44 trips/dwelling unit; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.74 trips/dwelling units; 25% inbound/75% outbound
- PM Peak Hour Trip Distribution: 63% inbound/37% outbound
- WLA TIMP PM Peak Hour Trip Rate: 1.01 trips/dwelling units

APPENDIX B

MANUAL TRAFFIC COUNT DATA

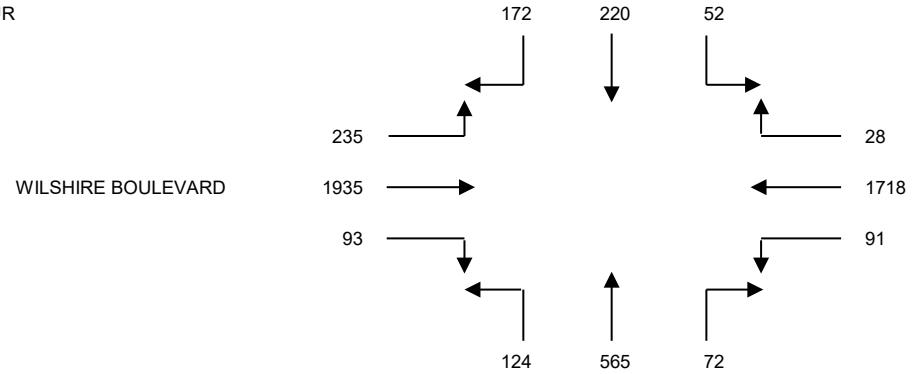
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG - PASADENA
PROJECT: BELMONT VILLAGE - LOS ANGELES
DATE: WEDNESDAY, OCTOBER 17, 2018
PERIOD: 07:00 AM TO 10:00 AM
INTERSECTION: N/S WESTWOOD BOULEVARD
E/W WILSHIRE BOULEVARD
FILE NUMBER: 1-AM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0700-0715	23	33	8	9	401	8	12	85	23	20	373	70
0715-0730	30	44	5	12	438	15	12	105	28	21	405	80
0730-0745	30	46	12	8	455	17	15	142	32	25	420	69
0745-0800	43	50	7	6	424	19	14	142	33	20	446	73
0800-0815	40	53	10	8	406	20	15	125	31	17	487	67
0815-0830	38	57	16	7	420	17	11	150	41	14	491	58
0830-0845	41	55	10	4	448	22	17	143	33	18	483	53
0845-0900	49	56	14	7	429	23	23	134	26	24	488	71
0900-0915	44	52	12	10	421	29	21	138	24	37	473	53
0915-0930	38	62	15	6	400	20	16	132	33	31	457	50
0930-0945	49	57	21	4	412	15	21	125	43	25	446	51
0945-1000	59	74	25	6	391	12	23	116	35	26	423	35

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
0700-0800	126	173	32	35	1718	59	53	474	116	86	1644	292	4808
0715-0815	143	193	34	34	1723	71	56	514	124	83	1758	289	5022
0730-0830	151	206	45	29	1705	73	55	559	137	76	1844	267	5147
0745-0845	162	215	43	25	1698	78	57	560	138	69	1907	251	5203
0800-0900	168	221	50	26	1703	82	66	552	131	73	1949	249	5270
0815-0915	172	220	52	28	1718	91	72	565	124	93	1935	235	5305
0830-0930	172	225	51	27	1698	94	77	547	116	110	1901	227	5245
0845-0945	180	227	62	27	1662	87	81	529	126	117	1864	225	5187
0900-1000	190	245	73	26	1624	76	81	511	135	119	1799	189	5068

A.M. PEAK HOUR
0815-0915



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978
FAX: 626-446-2877
.

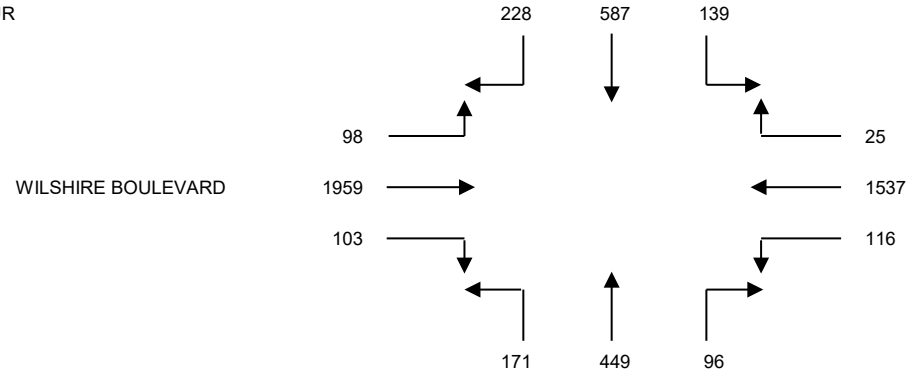
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG - PASADENA
PROJECT: BELMONT VILLAGE - LOS ANGELES
DATE: WEDNESDAY, OCTOBER 17, 2018
PERIOD: 03:00 PM TO 06:00 PM
INTERSECTION: N/S WESTWOOD BOULEVARD
E/W WILSHIRE BOULEVARD
FILE NUMBER: 1-PM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0300-0315	50	114	22	3	374	23	27	90	36	35	405	36
0315-0330	54	118	35	2	403	31	18	111	44	26	488	25
0330-0345	51	121	28	2	375	34	20	125	46	28	473	28
0345-0400	55	132	26	6	410	49	25	103	41	28	455	28
0400-0415	43	127	39	10	413	42	36	98	43	25	471	25
0415-0430	52	138	38	5	416	30	32	103	28	34	487	34
0430-0445	40	145	20	3	380	30	20	116	26	20	469	20
0445-0500	57	140	25	5	369	40	29	120	38	21	470	21
0500-0515	58	154	40	8	392	34	21	102	35	28	508	26
0515-0530	64	157	37	7	404	21	23	117	44	26	504	23
0530-0545	49	136	37	5	372	21	23	110	54	28	477	28
0545-0600	47	120	34	3	387	18	28	106	31	36	481	36

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
0300-0400	210	485	111	13	1562	137	90	429	167	117	1821	117	5259
0315-0415	203	498	128	20	1601	156	99	437	174	107	1887	106	5416
0330-0430	201	518	131	23	1614	155	113	429	158	115	1886	115	5458
0345-0445	190	542	123	24	1619	151	113	420	138	107	1882	107	5416
0400-0500	192	550	122	23	1578	142	117	437	135	100	1897	100	5393
0415-0515	207	577	123	21	1557	134	102	441	127	103	1934	101	5427
0430-0530	219	596	122	23	1545	125	93	455	143	95	1951	90	5457
0445-0545	228	587	139	25	1537	116	96	449	171	103	1959	98	5508
0500-0600	218	567	148	23	1555	94	95	435	164	118	1970	113	5500

P.M. PEAK HOUR
0445-0545



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978
FAX: 626-446-2877
.

PEDESTRIAN - BICYCLE COUNT SUMMARY

CLIENT: LLG - PASADENA

PROJECT: BELMONT VILLAGE - LOS ANGELES

DATE: WEDNESDAY, OCTOBER 17, 2018

PERIOD: 07:00 AM TO 10:00 AM

INTERSECTION: WESTWOOD BOULEVARD / WILSHIRE BOULEVARD

FILE: 1AMPED-BIKE

	PEDESTRIAN MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0700-0715	21	23	22	59
0715-0730	32	26	28	60
0730-0745	25	66	30	60
0745-0800	68	44	20	54
0800-0815	23	65	27	65
0815-0830	69	58	21	71
0830-0845	72	65	30	68
0845-0900	64	68	29	77
0900-0915	94	73	31	63
0915-0930	43	57	18	84
0930-0945	51	29	26	68
0945-1000	61	50	27	71

	BICYCLIST MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0700-0715	0	0	0	0
0715-0730	1	0	1	0
0730-0745	1	1	0	4
0745-0800	0	0	1	4
0800-0815	0	0	1	3
0815-0830	0	0	0	2
0830-0845	2	0	1	3
0845-0900	0	0	1	4
0900-0915	0	1	0	8
0915-0930	0	0	0	7
0930-0945	2	1	0	6
0945-1000	0	0	0	5

	PEDESTRIAN MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0700-0800	146	159	100	233	638
0715-0815	148	201	105	239	693
0730-0830	185	233	98	250	766
0745-0845	232	232	98	258	820
0800-0900	228	256	107	281	872
0815-0915	299	264	111	279	953
0830-0930	273	263	108	292	936
0845-0945	252	227	104	292	875
0900-1000	249	209	102	286	846

	BICYCLIST MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0700-0800	2	1	2	8	13
0715-0815	2	1	3	11	17
0730-0830	1	1	2	13	17
0745-0845	2	0	3	12	17
0800-0900	2	0	3	12	17
0815-0915	2	1	2	17	22
0830-0930	2	1	2	22	27
0845-0945	2	2	1	25	30
0900-1000	2	2	0	26	30

THE TRAFFIC SOLUTION
9 ALTA STREET UNIT E
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PEDESTRIAN - BICYCLE COUNT SUMMARY

CLIENT: LLG - PASADENA

PROJECT: BELMONT VILLAGE - LOS ANGELES

DATE: WEDNESDAY, OCTOBER 17, 2018

PERIOD: 03:00 PM TO 06:00 PM

INTERSECTION: WESTWOOD BOULEVARD / WILSHIRE BOULEVARD

FILE: 1PMPED-BIKE

	PEDESTRIAN MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0300-0315	65	83	24	65
0315-0330	31	47	31	85
0330-0345	70	59	28	56
0345-0400	53	67	35	76
0400-0415	49	59	23	92
0415-0430	66	72	28	78
0430-0445	48	49	35	92
0445-0500	36	46	42	83
0500-0515	81	96	37	98
0515-0530	33	57	31	91
0530-0545	42	48	23	90
0545-0600	15	47	28	95

	BICYCLIST MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0300-0315	2	1	0	0
0315-0330	0	0	1	1
0330-0345	0	0	0	1
0345-0400	0	1	1	1
0400-0415	0	0	0	0
0415-0430	0	0	0	2
0430-0445	0	4	0	0
0445-0500	0	1	0	1
0500-0515	0	0	1	1
0515-0530	0	0	0	0
0530-0545	0	0	0	0
0545-0600	0	0	1	1

	PEDESTRIAN MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0300-0400	219	256	118	282	875
0315-0415	203	232	117	309	861
0330-0430	238	257	114	302	911
0345-0445	216	247	121	338	922
0400-0500	199	226	128	345	898
0415-0515	231	263	142	351	987
0430-0530	198	248	145	364	955
0445-0545	192	247	133	362	934
0500-0600	171	248	119	374	912

	BICYCLIST MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0300-0400	2	2	2	3	9
0315-0415	0	1	2	3	6
0330-0430	0	1	1	4	6
0345-0445	0	5	1	3	9
0400-0500	0	5	0	3	8
0415-0515	0	5	1	4	10
0430-0530	0	5	1	2	8
0445-0545	0	1	1	2	4
0500-0600	0	0	2	2	4

THE TRAFFIC SOLUTION
9 ALTA STREET UNIT E
ARCADIA, CALIFORNIA 91006
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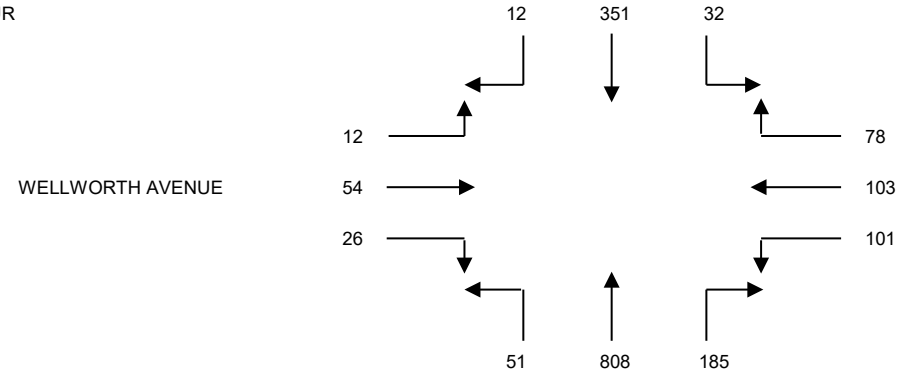
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG - PASADENA
PROJECT: BELMONT VILLAGE - LOS ANGELES
DATE: WEDNESDAY, OCTOBER 17, 2018
PERIOD: 07:00 AM TO 10:00 AM
INTERSECTION: N/S WESTWOOD BOULEVARD
E/W WELLWORTH AVENUE
FILE NUMBER: 2-AM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0700-0715	1	64	12	7	5	8	27	145	9	8	4	2
0715-0730	3	56	8	6	17	7	20	156	7	4	5	1
0730-0745	2	67	6	10	10	13	32	180	10	5	8	0
0745-0800	6	68	5	20	25	17	55	217	15	9	13	1
0800-0815	4	66	7	23	29	22	40	201	14	7	9	2
0815-0830	4	71	5	20	34	29	47	200	11	8	7	1
0830-0845	2	79	6	20	24	30	43	208	14	5	11	2
0845-0900	2	83	8	22	34	21	45	195	13	9	19	3
0900-0915	2	99	9	16	24	23	51	203	13	5	12	5
0915-0930	6	90	9	20	21	27	46	202	11	7	12	2
0930-0945	4	84	11	18	28	22	38	196	11	7	8	2
0945-1000	4	97	8	13	21	19	28	183	9	6	11	3

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
0700-0800	12	255	31	43	57	45	134	698	41	26	30	4	1376
0715-0815	15	257	26	59	81	59	147	754	46	25	35	4	1508
0730-0830	16	272	23	73	98	81	174	798	50	29	37	4	1655
0745-0845	16	284	23	83	112	98	185	826	54	29	40	6	1756
0800-0900	12	299	26	85	121	102	175	804	52	29	46	8	1759
0815-0915	10	332	28	78	116	103	186	806	51	27	49	11	1797
0830-0930	12	351	32	78	103	101	185	808	51	26	54	12	1813
0845-0945	14	356	37	76	107	93	180	796	48	28	51	12	1798
0900-1000	16	370	37	67	94	91	163	784	44	25	43	12	1746

A.M. PEAK HOUR
0830-0930



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978
FAX: 626-446-2877
.

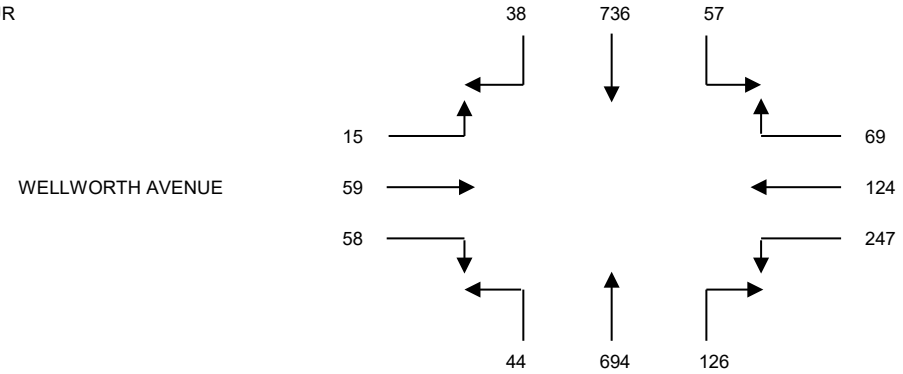
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG - PASADENA
PROJECT: BELMONT VILLAGE - LOS ANGELES
DATE: WEDNESDAY, OCTOBER 17, 2018
PERIOD: 03:00 PM TO 06:00 PM
INTERSECTION: N/S WESTWOOD BOULEVARD
E/W WELLWORTH AVENUE
FILE NUMBER: 2-PM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0300-0315	10	190	7	9	24	52	27	171	5	8	8	1
0315-0330	9	170	8	16	21	49	32	171	4	13	9	2
0330-0345	8	193	6	14	20	38	26	181	6	7	12	2
0345-0400	6	179	10	15	19	50	31	166	10	9	11	0
0400-0415	8	204	13	19	16	50	41	178	14	12	10	1
0415-0430	6	201	8	15	24	62	31	159	11	19	8	3
0430-0445	7	205	13	10	25	56	26	165	6	16	9	4
0445-0500	11	189	7	16	21	70	28	181	8	12	11	5
0500-0515	9	184	11	14	34	65	32	171	12	18	16	2
0515-0530	11	180	18	19	37	47	37	174	14	16	16	4
0530-0545	7	183	21	20	32	65	29	168	10	12	16	4
0545-0600	10	170	15	22	44	57	20	172	13	15	15	3

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
0300-0400	33	732	31	54	84	189	116	689	25	37	40	5	2035
0315-0415	31	746	37	64	76	187	130	696	34	41	42	5	2089
0330-0430	28	777	37	63	79	200	129	684	41	47	41	6	2132
0345-0445	27	789	44	59	84	218	129	668	41	56	38	8	2161
0400-0500	32	799	41	60	86	238	126	683	39	59	38	13	2214
0415-0515	33	779	39	55	104	253	117	676	37	65	44	14	2216
0430-0530	38	758	49	59	117	238	123	691	40	62	52	15	2242
0445-0545	38	736	57	69	124	247	126	694	44	58	59	15	2267
0500-0600	37	717	65	75	147	234	118	685	49	61	63	13	2264

P.M. PEAK HOUR
0445-0545



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978
FAX: 626-446-2877
.

PEDESTRIAN - BICYCLE COUNT SUMMARY

CLIENT: LLG - PASADENA

PROJECT: BELMONT VILLAGE - LOS ANGELES

DATE: WEDNESDAY, OCTOBER 17, 2018

PERIOD: 07:00 AM TO 10:00 AM

INTERSECTION: WESTWOOD BOULEVARD / WELLWORTH AVENUE

FILE: 2AMPED-BIKE

	PEDESTRIAN MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0700-0715	2	4	1	15
0715-0730	0	5	5	4
0730-0745	0	15	9	12
0745-0800	5	8	10	24
0800-0815	5	12	14	13
0815-0830	3	13	8	13
0830-0845	1	9	11	13
0845-0900	1	15	9	22
0900-0915	2	9	5	20
0915-0930	0	17	11	14
0930-0945	1	14	6	17
0945-1000	6	8	3	17

	BICYCLIST MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0700-0715	0	0	1	1
0715-0730	0	0	0	2
0730-0745	0	1	0	7
0745-0800	1	1	0	4
0800-0815	0	2	2	3
0815-0830	0	0	1	8
0830-0845	0	1	1	4
0845-0900	1	0	0	5
0900-0915	0	1	0	10
0915-0930	2	1	0	13
0930-0945	0	0	0	4
0945-1000	0	0	0	8

	PEDESTRIAN MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0700-0800	7	32	25	55	119
0715-0815	10	40	38	53	141
0730-0830	13	48	41	62	164
0745-0845	14	42	43	63	162
0800-0900	10	49	42	61	162
0815-0915	7	46	33	68	154
0830-0930	4	50	36	69	159
0845-0945	4	55	31	73	163
0900-1000	9	48	25	68	150

	BICYCLIST MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0700-0800	1	2	1	14	18
0715-0815	1	4	2	16	23
0730-0830	1	4	3	22	30
0745-0845	1	4	4	19	28
0800-0900	1	3	4	20	28
0815-0915	1	2	2	27	32
0830-0930	3	3	1	32	39
0845-0945	3	2	0	32	37
0900-1000	2	2	0	35	39

THE TRAFFIC SOLUTION
9 ALTA STREET UNIT E
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PEDESTRIAN - BICYCLE COUNT SUMMARY

CLIENT: LLG - PASADENA

PROJECT: BELMONT VILLAGE - LOS ANGELES

DATE: WEDNESDAY, OCTOBER 17, 2018

PERIOD: 03:00 PM TO 06:00 PM

INTERSECTION: WESTWOOD BOULEVARD / WELLWORTH AVENUE

FILE: 2PMPED-BIKE

	PEDESTRIAN MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0300-0315	4	24	13	22
0315-0330	9	27	19	26
0330-0345	10	33	27	36
0345-0400	10	30	27	30
0400-0415	8	32	27	20
0415-0430	9	35	19	29
0430-0445	7	33	24	34
0445-0500	4	40	20	31
0500-0515	12	41	20	29
0515-0530	10	42	22	32
0530-0545	2	38	33	26
0545-0600	7	46	18	52

	BICYCLIST MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0300-0315	0	3	1	1
0315-0330	0	3	1	1
0330-0345	0	9	1	3
0345-0400	0	2	0	3
0400-0415	1	1	2	0
0415-0430	0	8	0	0
0430-0445	0	4	1	5
0445-0500	0	7	1	2
0500-0515	0	8	1	1
0515-0530	0	13	3	3
0530-0545	0	11	1	2
0545-0600	0	16	2	4

	PEDESTRIAN MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0300-0400	33	114	86	114	347
0315-0415	37	122	100	112	371
0330-0430	37	130	100	115	382
0345-0445	34	130	97	113	374
0400-0500	28	140	90	114	372
0415-0515	32	149	83	123	387
0430-0530	33	156	86	126	401
0445-0545	28	161	95	118	402
0500-0600	31	167	93	139	430

	BICYCLIST MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0300-0400	0	17	3	8	28
0315-0415	1	15	4	7	27
0330-0430	1	20	3	6	30
0345-0445	1	15	3	8	27
0400-0500	1	20	4	7	32
0415-0515	0	27	3	8	38
0430-0530	0	32	6	11	49
0445-0545	0	39	6	8	53
0500-0600	0	48	7	10	65

THE TRAFFIC SOLUTION
9 ALTA STREET UNIT E
ARCADIA, CALIFORNIA 91006
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trafsolutn@aol.com

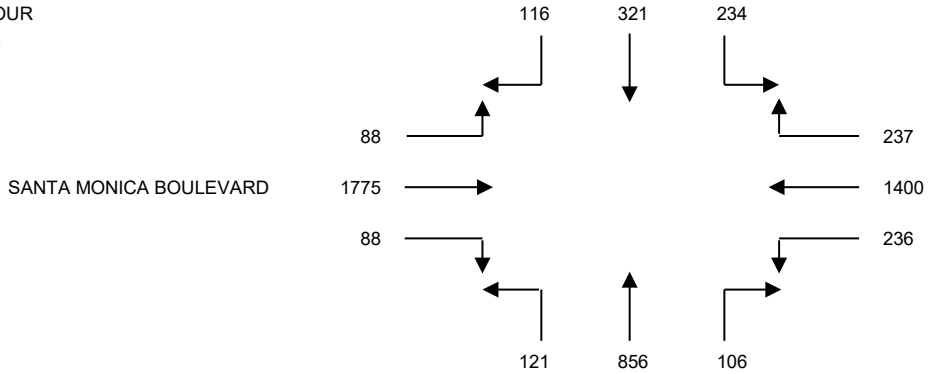
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG - PASADENA
PROJECT: BELMONT VILLAGE - LOS ANGELES
DATE: WEDNESDAY, OCTOBER 17, 2018
PERIOD: 07:00 AM TO 10:00 AM
INTERSECTION: N/S WESTWOOD BOULEVARD
E/W SANTA MONICA BOULEVARD
FILE NUMBER: 3-AM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0700-0715	11	42	18	27	230	21	10	142	26	17	289	20
0715-0730	23	55	23	30	253	23	11	167	33	15	324	24
0730-0745	21	57	34	40	297	34	15	180	37	22	375	23
0745-0800	30	68	42	52	375	45	24	194	31	20	405	22
0800-0815	34	82	53	50	354	52	32	215	34	23	442	27
0815-0830	32	79	57	53	365	60	28	219	27	23	437	18
0830-0845	28	73	63	64	324	60	22	214	25	20	462	19
0845-0900	22	87	61	70	357	64	24	208	35	22	434	24
0900-0915	20	85	63	69	315	58	23	194	27	18	467	21
0915-0930	24	90	57	50	324	49	21	190	26	22	450	26
0930-0945	25	87	53	53	352	50	30	187	33	20	432	24
0945-1000	26	80	55	48	341	47	22	181	30	18	405	23

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
0700-0800	85	222	117	149	1155	123	60	683	127	74	1393	89	4277
0715-0815	108	262	152	172	1279	154	82	756	135	80	1546	96	4822
0730-0830	117	286	186	195	1391	191	99	808	129	88	1659	90	5239
0745-0845	124	302	215	219	1418	217	106	842	117	86	1746	86	5478
0800-0900	116	321	234	237	1400	236	106	856	121	88	1775	88	5578
0815-0915	102	324	244	256	1361	242	97	835	114	83	1800	82	5540
0830-0930	94	335	244	253	1320	231	90	806	113	82	1813	90	5471
0845-0945	91	349	234	242	1348	221	98	779	121	82	1783	95	5443
0900-1000	95	342	228	220	1332	204	96	752	116	78	1754	94	5311

A.M. PEAK HOUR
0800-0900



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978
FAX: 626-446-2877
.

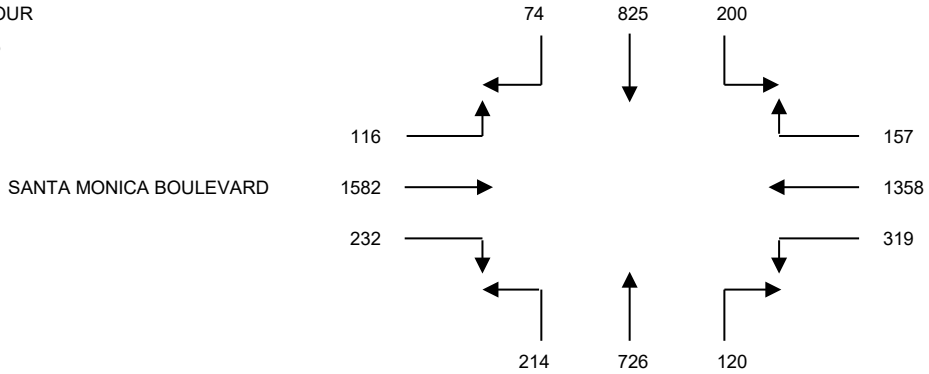
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG - PASADENA
PROJECT: BELMONT VILLAGE - LOS ANGELES
DATE: WEDNESDAY, OCTOBER 17, 2018
PERIOD: 03:00 PM TO 06:00 PM
INTERSECTION: N/S WESTWOOD BOULEVARD
E/W SANTA MONICA BOULEVARD
FILE NUMBER: 3-PM

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
0300-0315	19	213	42	37	251	67	24	183	37	42	324	30
0315-0330	25	220	38	40	364	72	22	173	40	50	315	27
0330-0345	26	204	42	37	375	85	30	157	43	60	338	24
0345-0400	22	218	30	51	341	80	33	177	37	55	325	34
0400-0415	23	223	44	50	352	90	28	183	46	54	385	30
0415-0430	20	227	48	43	347	70	26	184	49	84	367	31
0430-0445	22	221	50	42	318	82	28	191	52	52	352	25
0445-0500	21	211	52	38	325	77	30	188	40	54	385	34
0500-0515	17	204	53	40	375	73	31	181	56	53	391	25
0515-0530	19	200	40	41	333	91	27	177	57	65	418	27
0530-0545	17	210	55	38	325	78	32	180	61	60	388	30
0545-0600	15	209	51	40	301	81	30	174	55	57	378	33

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
0300-0400	92	855	152	165	1331	304	109	690	157	207	1302	115	5479
0315-0415	96	865	154	178	1432	327	113	690	166	219	1363	115	5718
0330-0430	91	872	164	181	1415	325	117	701	175	253	1415	119	5828
0345-0445	87	889	172	186	1358	322	115	735	184	245	1429	120	5842
0400-0500	86	882	194	173	1342	319	112	746	187	244	1489	120	5894
0415-0515	80	863	203	163	1365	302	115	744	197	243	1495	115	5885
0430-0530	79	836	195	161	1351	323	116	737	205	224	1546	111	5884
0445-0545	74	825	200	157	1358	319	120	726	214	232	1582	116	5923
0500-0600	68	823	199	159	1334	323	120	712	229	235	1575	115	5892

P.M. PEAK HOUR
0445-0545



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978
FAX: 626-446-2877
.

PEDESTRIAN - BICYCLE COUNT SUMMARY

CLIENT: LLG - PASADENA

PROJECT: BELMONT VILLAGE - LOS ANGELES

DATE: WEDNESDAY, OCTOBER 17, 2018

PERIOD: 07:00 AM TO 10:00 AM

INTERSECTION: WESTWOOD BOULEVARD / SANTA MONICA BOULEVARD

FILE: 3AMPED-BIKE

	PEDESTRIAN MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0700-0715	6	7	5	5
0715-0730	11	10	11	8
0730-0745	13	27	17	11
0745-0800	18	30	13	6
0800-0815	16	27	10	7
0815-0830	16	26	10	8
0830-0845	23	21	8	8
0845-0900	22	32	9	10
0900-0915	15	34	13	9
0915-0930	10	30	15	10
0930-0945	11	28	10	11
0945-1000	9	18	11	5

	BICYCLIST MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0700-0715	2	2	2	1
0715-0730	3	5	3	2
0730-0745	2	4	3	2
0745-0800	4	7	5	3
0800-0815	5	6	4	3
0815-0830	3	8	2	1
0830-0845	5	5	5	2
0845-0900	4	8	4	3
0900-0915	5	9	6	2
0915-0930	6	10	2	4
0930-0945	4	8	5	2
0945-1000	2	7	4	4

	PEDESTRIAN MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0700-0800	48	74	46	30	198
0715-0815	58	94	51	32	235
0730-0830	63	110	50	32	255
0745-0845	73	104	41	29	247
0800-0900	77	106	37	33	253
0815-0915	76	113	40	35	264
0830-0930	70	117	45	37	269
0845-0945	58	124	47	40	269
0900-1000	45	110	49	35	239

	BICYCLIST MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0700-0800	11	18	13	8	50
0715-0815	14	22	15	10	61
0730-0830	14	25	14	9	62
0745-0845	17	26	16	9	68
0800-0900	17	27	15	9	68
0815-0915	17	30	17	8	72
0830-0930	20	32	17	11	80
0845-0945	19	35	17	11	82
0900-1000	17	34	17	12	80

THE TRAFFIC SOLUTION
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PEDESTRIAN - BICYCLE COUNT SUMMARY

CLIENT: LLG - PASADENA

PROJECT: BELMONT VILLAGE - LOS ANGELES

DATE: WEDNESDAY, OCTOBER 17, 2018

PERIOD: 03:00 PM TO 06:00 PM

INTERSECTION: WESTWOOD BOULEVARD / SANTA MONICA BOULEVARD

FILE: 3PMPED-BIKE

	PEDESTRIAN MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0300-0315	12	20	13	10
0315-0330	10	23	18	13
0330-0345	13	24	15	10
0345-0400	21	33	17	10
0400-0415	18	21	11	13
0415-0430	16	25	15	15
0430-0445	17	28	14	15
0445-0500	24	31	16	12
0500-0515	18	35	11	20
0515-0530	22	19	12	23
0530-0545	16	18	17	25
0545-0600	11	22	16	17

	BICYCLIST MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0300-0315	3	2	2	3
0315-0330	2	5	5	5
0330-0345	5	4	6	6
0345-0400	1	2	4	4
0400-0415	2	5	6	7
0415-0430	3	2	5	8
0430-0445	2	0	2	9
0445-0500	4	1	4	11
0500-0515	5	2	3	6
0515-0530	3	0	5	8
0530-0545	4	2	6	10
0545-0600	5	3	2	9

	PEDESTRIAN MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0300-0400	56	100	63	43	262
0315-0415	62	101	61	46	270
0330-0430	68	103	58	48	277
0345-0445	72	107	57	53	289
0400-0500	75	105	56	55	291
0415-0515	75	119	56	62	312
0430-0530	81	113	53	70	317
0445-0545	80	103	56	80	319
0500-0600	67	94	56	85	302

	BICYCLIST MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0300-0400	11	13	17	18	59
0315-0415	10	16	21	22	69
0330-0430	11	13	21	25	70
0345-0445	8	9	17	28	62
0400-0500	11	8	17	35	71
0415-0515	14	5	14	34	67
0430-0530	14	3	14	34	65
0445-0545	16	5	18	35	74
0500-0600	17	7	16	33	73

THE TRAFFIC SOLUTION
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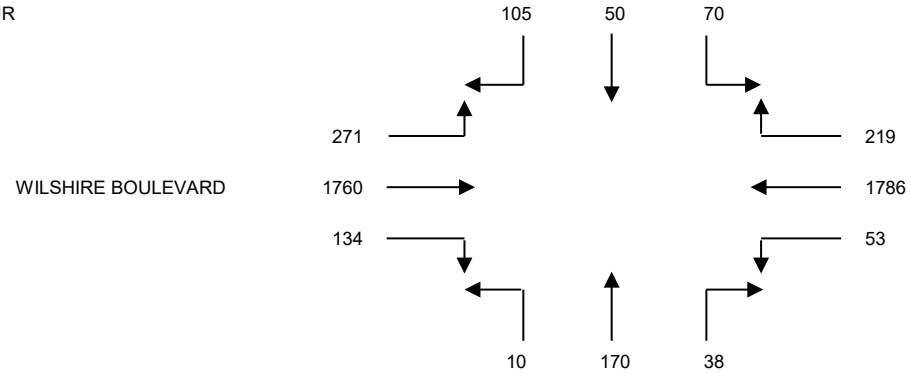
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG - PASADENA
PROJECT: BELMONT VILLAGE - LOS ANGELES
DATE: THURSDAY, OCTOBER 18, 2018
PERIOD: 07:00 AM TO 10:00 AM
INTERSECTION: N/S GLENDON AVENUE
E/W WILSHIRE BOULEVARD
FILE NUMBER: 4-AM

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
0700-0715	17	3	8	50	442	6	2	13	2	10	300	72
0715-0730	15	6	6	45	454	8	4	14	2	19	330	64
0730-0745	21	8	11	40	418	11	3	21	3	24	380	70
0745-0800	30	6	12	49	487	9	6	30	2	20	423	68
0800-0815	30	7	10	66	433	9	11	48	2	19	450	63
0815-0830	33	13	16	59	410	7	10	52	3	22	461	63
0830-0845	31	14	18	71	437	10	10	38	4	32	457	71
0845-0900	21	10	19	46	478	17	11	33	1	33	430	61
0900-0915	20	13	17	43	461	19	7	47	2	47	412	76
0915-0930	30	19	22	59	410	20	9	40	2	41	400	72
0930-0945	43	14	23	54	405	23	12	68	5	53	405	66
0945-1000	30	18	27	55	370	16	8	42	2	33	410	52

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
0700-0800	83	23	37	184	1801	34	15	78	9	73	1433	274	4044
0715-0815	96	27	39	200	1792	37	24	113	9	82	1583	265	4267
0730-0830	114	34	49	214	1748	36	30	151	10	85	1714	264	4449
0745-0845	124	40	56	245	1767	35	37	168	11	93	1791	265	4632
0800-0900	115	44	63	242	1758	43	42	171	10	106	1798	258	4650
0815-0915	105	50	70	219	1786	53	38	170	10	134	1760	271	4666
0830-0930	102	56	76	219	1786	66	37	158	9	153	1699	280	4641
0845-0945	114	56	81	202	1754	79	39	188	10	174	1647	275	4619
0900-1000	123	64	89	211	1646	78	36	197	11	174	1627	266	4522

A.M. PEAK HOUR
0815-0915



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978
FAX: 626-446-2877
.

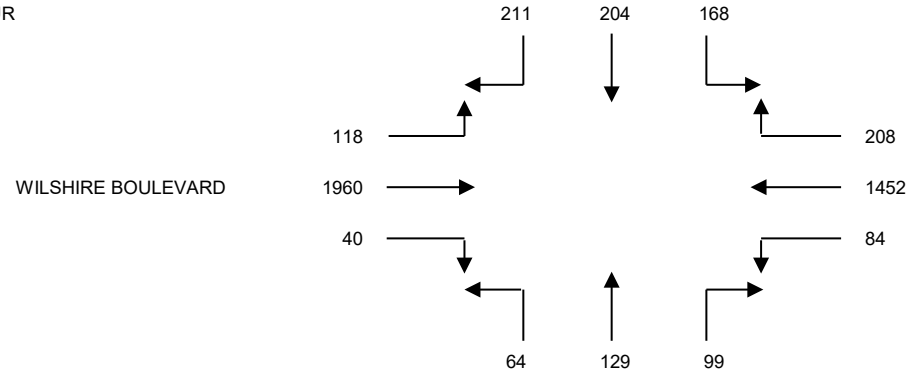
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG - PASADENA
PROJECT: BELMONT VILLAGE - LOS ANGELES
DATE: THURSDAY, OCTOBER 18, 2018
PERIOD: 03:00 PM TO 06:00 PM
INTERSECTION: N/S GLENDON AVENUE
E/W WILSHIRE BOULEVARD
FILE NUMBER: 4-PM

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
0300-0315	43	29	42	48	346	22	13	25	10	13	462	51
0315-0330	46	31	36	59	410	19	17	20	11	10	438	33
0330-0345	52	36	29	43	360	17	13	23	11	13	481	43
0345-0400	53	36	27	45	413	20	20	36	17	14	499	37
0400-0415	51	38	35	49	401	23	20	38	13	10	420	27
0415-0430	46	40	27	53	320	13	19	31	12	15	446	26
0430-0445	46	24	26	37	324	22	21	23	8	13	492	24
0445-0500	58	58	40	52	401	17	30	28	12	12	495	32
0500-0515	46	36	37	51	387	20	24	34	14	8	502	27
0515-0530	66	41	40	45	358	21	25	42	19	11	487	25
0530-0545	41	69	51	60	306	26	20	25	19	9	476	34
0545-0600	35	44	37	55	294	20	28	34	15	14	483	54

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
0300-0400	194	132	134	195	1529	78	63	104	49	50	1880	164	4572
0315-0415	202	141	127	196	1584	79	70	117	52	47	1838	140	4593
0330-0430	202	150	118	190	1494	73	72	128	53	52	1846	133	4511
0345-0445	196	138	115	184	1458	78	80	128	50	52	1857	114	4450
0400-0500	201	160	128	191	1446	75	90	120	45	50	1853	109	4468
0415-0515	196	158	130	193	1432	72	94	116	46	48	1935	109	4529
0430-0530	216	159	143	185	1470	80	100	127	53	44	1976	108	4661
0445-0545	211	204	168	208	1452	84	99	129	64	40	1960	118	4737
0500-0600	188	190	165	211	1345	87	97	135	67	42	1948	140	4615

P.M. PEAK HOUR
0445-0545



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978
FAX: 626-446-2877
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PEDESTRIAN - BICYCLE COUNT SUMMARY

CLIENT: LLG - PASADENA

PROJECT: BELMONT VILLAGE - LOS ANGELES

DATE: THURSDAY, OCTOBER 18, 2018

PERIOD: 07:00 AM TO 10:00 AM

INTERSECTION: GLENDON AVENUE / WILSHIRE BOULEVARD

FILE: 4AMPED-BIKE

	PEDESTRIAN MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0700-0715	5	3	6	5
0715-0730	12	5	8	14
0730-0745	13	9	5	12
0745-0800	14	18	17	13
0800-0815	5	9	20	18
0815-0830	5	6	26	16
0830-0845	18	10	23	16
0845-0900	10	23	38	21
0900-0915	9	34	39	22
0915-0930	17	17	40	26
0930-0945	12	20	34	20
0945-1000	6	21	17	12

	BICYCLIST MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0700-0715	0	2	0	0
0715-0730	1	2	0	0
0730-0745	0	3	0	1
0745-0800	0	0	1	0
0800-0815	0	4	2	0
0815-0830	0	1	1	0
0830-0845	0	2	0	0
0845-0900	0	1	0	0
0900-0915	0	5	1	1
0915-0930	0	1	2	0
0930-0945	0	4	0	0
0945-1000	0	3	1	0

	PEDESTRIAN MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0700-0800	44	35	36	44	159
0715-0815	44	41	50	57	192
0730-0830	37	42	68	59	206
0745-0845	42	43	86	63	234
0800-0900	38	48	107	71	264
0815-0915	42	73	126	75	316
0830-0930	54	84	140	85	363
0845-0945	48	94	151	89	382
0900-1000	44	92	130	80	346

	BICYCLIST MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0700-0800	1	7	1	1	10
0715-0815	1	9	3	1	14
0730-0830	0	8	4	1	13
0745-0845	0	7	4	0	11
0800-0900	0	8	3	0	11
0815-0915	0	9	2	1	12
0830-0930	0	9	3	1	13
0845-0945	0	11	3	1	15
0900-1000	0	13	4	1	18

THE TRAFFIC SOLUTION
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PEDESTRIAN - BICYCLE COUNT SUMMARY

CLIENT: LLG - PASADENA

PROJECT: BELMONT VILLAGE - LOS ANGELES

DATE: THURSDAY, OCTOBER 18, 2018

PERIOD: 03:00 PM TO 06:00 PM

INTERSECTION: GLENDON AVENUE / WILSHIRE BOULEVARD

FILE: 4PMPED-BIKE

	PEDESTRIAN MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0300-0315	12	25	31	22
0315-0330	26	45	31	24
0330-0345	11	25	34	30
0345-0400	20	33	64	34
0400-0415	21	38	40	23
0415-0430	19	36	68	32
0430-0445	20	37	28	29
0445-0500	32	50	44	24
0500-0515	10	32	28	26
0515-0530	28	45	48	17
0530-0545	29	26	37	16
0545-0600	10	36	35	12

	BICYCLIST MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0300-0315	1	2	2	0
0315-0330	0	0	0	0
0330-0345	1	2	0	1
0345-0400	0	1	0	1
0400-0415	0	0	0	0
0415-0430	0	1	1	1
0430-0445	1	0	0	0
0445-0500	0	1	0	0
0500-0515	0	1	2	2
0515-0530	0	2	2	2
0530-0545	0	3	1	6
0545-0600	1	2	2	3

	PEDESTRIAN MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0300-0400	69	128	160	110	467
0315-0415	78	141	169	111	499
0330-0430	71	132	206	119	528
0345-0445	80	144	200	118	542
0400-0500	92	161	180	108	541
0415-0515	81	155	168	111	515
0430-0530	90	164	148	96	498
0445-0545	99	153	157	83	492
0500-0600	77	139	148	71	435

	BICYCLIST MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0300-0400	2	5	2	2	11
0315-0415	1	3	0	2	6
0330-0430	1	4	1	3	9
0345-0445	1	2	1	2	6
0400-0500	1	2	1	1	5
0415-0515	1	3	3	3	10
0430-0530	1	4	4	4	13
0445-0545	0	7	5	10	22
0500-0600	1	8	7	13	29

THE TRAFFIC SOLUTION
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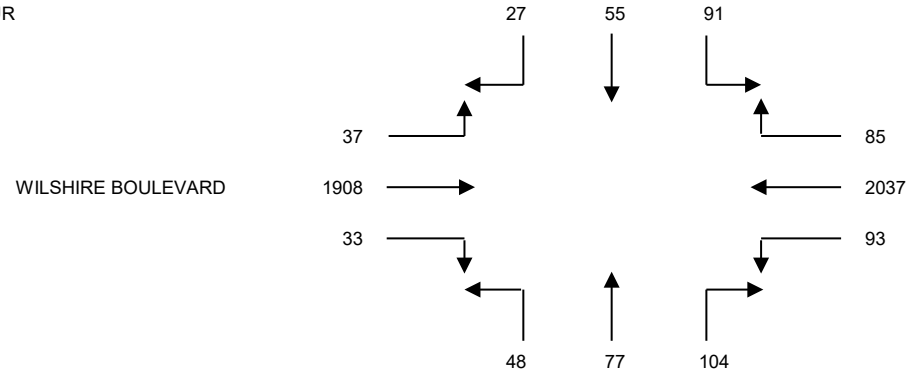
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG - PASADENA
PROJECT: BELMONT VILLAGE - LOS ANGELES
DATE: THURSDAY, OCTOBER 18, 2018
PERIOD: 07:00 AM TO 10:00 AM
INTERSECTION: N/S SELBY AVENUE
E/W WILSHIRE BOULEVARD
FILE NUMBER: 5-AM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0700-0715	3	2	8	12	510	9	10	9	12	6	307	4
0715-0730	2	8	10	14	518	10	10	11	10	8	353	8
0730-0745	3	16	18	14	509	18	15	16	15	12	409	5
0745-0800	5	10	18	18	500	15	24	27	13	10	422	5
0800-0815	10	10	17	24	504	20	37	20	12	7	452	11
0815-0830	6	17	19	20	512	20	26	14	11	10	497	6
0830-0845	4	18	26	23	502	33	21	21	10	9	490	9
0845-0900	7	10	29	18	519	20	20	22	15	7	469	11
0900-0915	6	11	22	29	497	20	26	37	11	8	428	5
0915-0930	4	18	17	32	433	39	25	24	8	11	403	14
0930-0945	7	23	22	28	461	33	21	38	7	12	411	27
0945-1000	2	19	34	33	425	28	25	31	4	25	323	38

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
0700-0800	13	36	54	58	2037	52	59	63	50	36	1491	22	3971
0715-0815	20	44	63	70	2031	63	86	74	50	37	1636	29	4203
0730-0830	24	53	72	76	2025	73	102	77	51	39	1780	27	4399
0745-0845	25	55	80	85	2018	88	108	82	46	36	1861	31	4515
0800-0900	27	55	91	85	2037	93	104	77	48	33	1908	37	4595
0815-0915	23	56	96	90	2030	93	93	94	47	34	1884	31	4571
0830-0930	21	57	94	102	1951	112	92	104	44	35	1790	39	4441
0845-0945	24	62	90	107	1910	112	92	121	41	38	1711	57	4365
0900-1000	19	71	95	122	1816	120	97	130	30	56	1565	84	4205

A.M. PEAK HOUR
0800-0900



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978
FAX: 626-446-2877
.

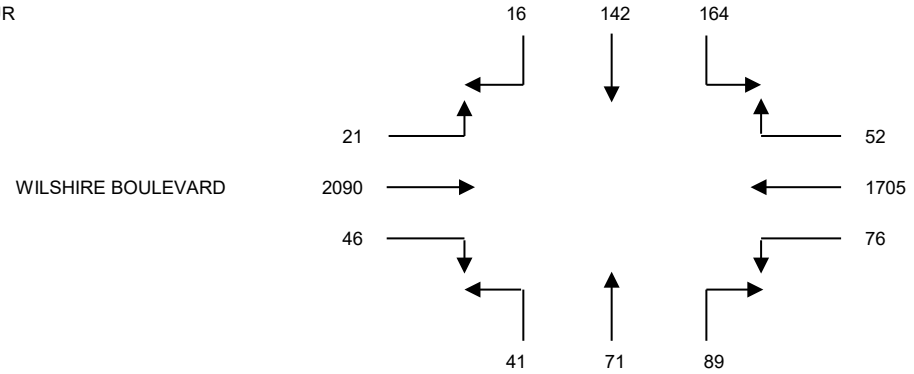
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG - PASADENA
PROJECT: BELMONT VILLAGE - LOS ANGELES
DATE: THURSDAY, OCTOBER 18, 2018
PERIOD: 03:00 PM TO 06:00 PM
INTERSECTION: N/S SELBY AVENUE
E/W WILSHIRE BOULEVARD
FILE NUMBER: 5-PM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0300-0315	9	17	25	8	406	22	17	15	11	8	502	4
0315-0330	8	26	26	12	420	23	28	18	10	16	473	8
0330-0345	4	18	30	11	433	19	19	18	6	10	487	4
0345-0400	2	20	23	10	421	11	20	14	11	13	495	4
0400-0415	6	25	32	14	453	18	16	13	7	13	538	5
0415-0430	2	22	28	9	449	10	18	19	9	19	489	4
0430-0445	3	20	26	12	413	16	20	16	6	14	507	5
0445-0500	2	34	38	14	420	10	20	15	7	10	503	3
0500-0515	6	32	38	11	427	16	26	18	9	14	531	4
0515-0530	5	46	44	11	453	23	18	16	14	12	552	6
0530-0545	3	30	44	16	405	27	25	22	11	10	504	8
0545-0600	6	38	31	18	352	21	26	19	15	15	493	12

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
0300-0400	23	81	104	41	1680	75	84	65	38	47	1957	20	4215
0315-0415	20	89	111	47	1727	71	83	63	34	52	1993	21	4311
0330-0430	14	85	113	44	1756	58	73	64	33	55	2009	17	4321
0345-0445	13	87	109	45	1736	55	74	62	33	59	2029	18	4320
0400-0500	13	101	124	49	1735	54	74	63	29	56	2037	17	4352
0415-0515	13	108	130	46	1709	52	84	68	31	57	2030	16	4344
0430-0530	16	132	146	48	1713	65	84	65	36	50	2093	18	4466
0445-0545	16	142	164	52	1705	76	89	71	41	46	2090	21	4513
0500-0600	20	146	157	56	1637	87	95	75	49	51	2080	30	4483

P.M. PEAK HOUR
0445-0545



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978
FAX: 626-446-2877
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PEDESTRIAN - BICYCLE COUNT SUMMARY

CLIENT: LLG - PASADENA

PROJECT: BELMONT VILLAGE - LOS ANGELES

DATE: THURSDAY, OCTOBER 18, 2018

PERIOD: 07:00 AM TO 10:00 AM

INTERSECTION: SELBY AVENUE / WILSHIRE BOULEVARD

FILE: 5AMPED-BIKE

	PEDESTRIAN MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0700-0715	3	2	6	5
0715-0730	8	6	8	4
0730-0745	9	7	9	9
0745-0800	2	8	11	2
0800-0815	4	9	11	10
0815-0830	4	8	9	3
0830-0845	8	12	17	4
0845-0900	9	10	16	7
0900-0915	11	12	10	2
0915-0930	6	3	13	0
0930-0945	4	15	11	8
0945-1000	4	8	11	2

	BICYCLIST MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0700-0715	0	1	0	0
0715-0730	0	3	0	0
0730-0745	0	0	0	1
0745-0800	1	2	0	0
0800-0815	0	0	1	0
0815-0830	0	3	1	1
0830-0845	1	5	0	0
0845-0900	1	1	0	0
0900-0915	0	2	2	0
0915-0930	0	3	0	0
0930-0945	1	1	1	0
0945-1000	2	2	0	0

	PEDESTRIAN MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0700-0800	22	23	34	20	99
0715-0815	23	30	39	25	117
0730-0830	19	32	40	24	115
0745-0845	18	37	48	19	122
0800-0900	25	39	53	24	141
0815-0915	32	42	52	16	142
0830-0930	34	37	56	13	140
0845-0945	30	40	50	17	137
0900-1000	25	38	45	12	120

	BICYCLIST MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0700-0800	1	6	0	1	8
0715-0815	1	5	1	1	8
0730-0830	1	5	2	2	10
0745-0845	2	10	2	1	15
0800-0900	2	9	2	1	14
0815-0915	2	11	3	1	17
0830-0930	2	11	2	0	15
0845-0945	2	7	3	0	12
0900-1000	3	8	3	0	14

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PEDESTRIAN - BICYCLE COUNT SUMMARY

CLIENT: LLG - PASADENA

PROJECT: BELMONT VILLAGE - LOS ANGELES

DATE: THURSDAY, OCTOBER 18, 2018

PERIOD: 03:00 PM TO 06:00 PM

INTERSECTION: SELBY AVENUE / WILSHIRE BOULEVARD

FILE: 5PMPED-BIKE

	PEDESTRIAN MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0300-0315	3	3	9	6
0315-0330	9	9	8	4
0330-0345	8	2	12	8
0345-0400	8	6	10	7
0400-0415	7	3	10	4
0415-0430	4	3	20	11
0430-0445	10	2	10	9
0445-0500	4	3	16	2
0500-0515	9	6	10	8
0515-0530	9	9	14	7
0530-0545	12	7	16	8
0545-0600	7	15	16	7

	BICYCLIST MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0300-0315	0	0	0	0
0315-0330	0	0	0	0
0330-0345	1	1	0	0
0345-0400	2	0	0	1
0400-0415	0	0	0	2
0415-0430	1	0	1	2
0430-0445	1	0	1	1
0445-0500	1	0	1	1
0500-0515	0	0	0	0
0515-0530	1	0	0	0
0530-0545	1	0	1	0
0545-0600	1	0	1	1

	PEDESTRIAN MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0300-0400	28	20	39	25	112
0315-0415	32	20	40	23	115
0330-0430	27	14	52	30	123
0345-0445	29	14	50	31	124
0400-0500	25	11	56	26	118
0415-0515	27	14	56	30	127
0430-0530	32	20	50	26	128
0445-0545	34	25	56	25	140
0500-0600	37	37	56	30	160

	BICYCLIST MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0300-0400	3	1	0	1	5
0315-0415	3	1	0	3	7
0330-0430	4	1	1	5	11
0345-0445	4	0	2	6	12
0400-0500	3	0	3	6	12
0415-0515	3	0	3	4	10
0430-0530	3	0	2	2	7
0445-0545	3	0	2	1	6
0500-0600	3	0	2	1	6

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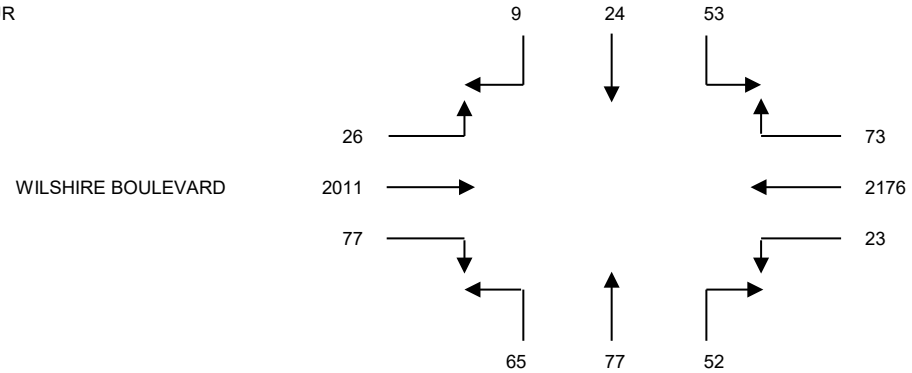
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG - PASADENA
PROJECT: BELMONT VILLAGE - LOS ANGELES
DATE: THURSDAY, OCTOBER 18, 2018
PERIOD: 07:00 AM TO 10:00 AM
INTERSECTION: N/S WESTHOLME AVENUE
E/W WILSHIRE BOULEVARD
FILE NUMBER: 6-AM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0700-0715	4	5	4	10	510	3	4	8	12	10	350	2
0715-0730	5	4	8	12	527	3	5	10	14	12	370	3
0730-0745	2	5	13	9	522	3	10	18	21	18	430	2
0745-0800	3	5	10	13	561	5	11	19	19	21	422	4
0800-0815	2	2	9	18	541	8	12	16	15	16	468	6
0815-0830	3	3	8	18	524	6	15	19	15	18	492	8
0830-0845	2	4	10	22	563	6	16	20	14	20	505	8
0845-0900	2	7	16	18	550	4	10	18	18	20	503	5
0900-0915	2	10	19	15	539	7	11	20	18	19	511	5
0915-0930	5	12	13	25	485	13	11	20	10	14	451	9
0930-0945	4	14	10	30	427	22	10	22	11	10	401	9
0945-1000	6	14	12	32	473	24	12	18	10	12	375	9

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
0700-0800	14	19	35	44	2120	14	30	55	66	61	1572	11	4041
0715-0815	12	16	40	52	2151	19	38	63	69	67	1690	15	4232
0730-0830	10	15	40	58	2148	22	48	72	70	73	1812	20	4388
0745-0845	10	14	37	71	2189	25	54	74	63	75	1887	26	4525
0800-0900	9	16	43	76	2178	24	53	73	62	74	1968	27	4603
0815-0915	9	24	53	73	2176	23	52	77	65	77	2011	26	4666
0830-0930	11	33	58	80	2137	30	48	78	60	73	1970	27	4605
0845-0945	13	43	58	88	2001	46	42	80	57	63	1866	28	4385
0900-1000	17	50	54	102	1924	66	44	80	49	55	1738	32	4211

A.M. PEAK HOUR
0815-0915



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978
FAX: 626-446-2877
.

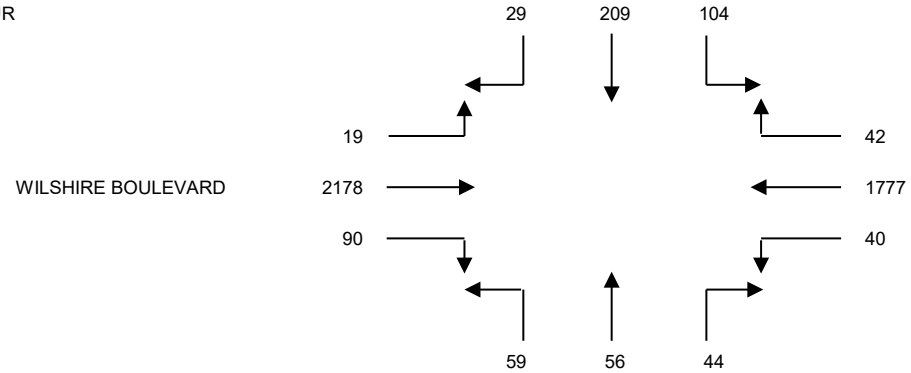
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG - PASADENA
PROJECT: BELMONT VILLAGE - LOS ANGELES
DATE: THURSDAY, OCTOBER 18, 2018
PERIOD: 03:00 PM TO 06:00 PM
INTERSECTION: N/S WESTHOLME AVENUE
E/W WILSHIRE BOULEVARD
FILE NUMBER: 6-PM

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
0300-0315	8	20	19	14	430	9	8	10	20	25	483	5
0315-0330	6	20	16	14	440	5	7	12	20	23	490	5
0330-0345	6	17	19	7	437	6	5	8	14	24	503	5
0345-0400	5	20	18	10	453	7	4	7	17	22	510	6
0400-0415	6	33	15	12	460	10	6	14	19	20	500	9
0415-0430	7	35	14	10	458	14	4	16	20	18	483	10
0430-0445	10	39	20	11	420	14	6	17	22	18	546	8
0445-0500	10	50	26	10	433	10	10	10	15	20	542	6
0500-0515	9	56	27	11	441	7	13	11	14	22	520	4
0515-0530	5	52	30	11	468	11	11	20	16	25	561	4
0530-0545	5	51	21	10	435	12	10	15	14	23	555	5
0545-0600	4	55	20	8	405	10	9	17	13	27	527	4

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
0300-0400	25	77	72	45	1760	27	24	37	71	94	1986	21	4239
0315-0415	23	90	68	43	1790	28	22	41	70	89	2003	25	4292
0330-0430	24	105	66	39	1808	37	19	45	70	84	1996	30	4323
0345-0445	28	127	67	43	1791	45	20	54	78	78	2039	33	4403
0400-0500	33	157	75	43	1771	48	26	57	76	76	2071	33	4466
0415-0515	36	180	87	42	1752	45	33	54	71	78	2091	28	4497
0430-0530	34	197	103	43	1762	42	40	58	67	85	2169	22	4622
0445-0545	29	209	104	42	1777	40	44	56	59	90	2178	19	4647
0500-0600	23	214	98	40	1749	40	43	63	57	97	2163	17	4604

P.M. PEAK HOUR
0445-0545



DATA PROVIDED BY:

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PEDESTRIAN - BICYCLE COUNT SUMMARY

CLIENT: LLG - PASADENA

PROJECT: BELMONT VILLAGE - LOS ANGELES

DATE: THURSDAY, OCTOBER 18, 2018

PERIOD: 07:00 AM TO 10:00 AM

INTERSECTION: WESTHOLME AVENUE / WILSHIRE BOULEVARD

FILE: 6AMPED-BIKE

	PEDESTRIAN MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0700-0715	2	7	10	4
0715-0730	3	7	11	5
0730-0745	4	3	4	7
0745-0800	1	5	5	3
0800-0815	2	6	7	4
0815-0830	3	5	5	5
0830-0845	5	7	12	4
0845-0900	4	5	6	5
0900-0915	4	4	5	4
0915-0930	5	6	6	6
0930-0945	7	12	6	3
0945-1000	5	13	5	5

	BICYCLIST MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0700-0715	0	3	0	0
0715-0730	0	4	0	0
0730-0745	1	4	1	0
0745-0800	0	3	0	0
0800-0815	0	2	0	0
0815-0830	0	2	0	0
0830-0845	1	5	0	2
0845-0900	0	3	0	0
0900-0915	0	2	1	1
0915-0930	0	2	0	0
0930-0945	2	10	1	1
0945-1000	1	8	0	0

	PEDESTRIAN MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0700-0800	10	22	30	19	81
0715-0815	10	21	27	19	77
0730-0830	10	19	21	19	69
0745-0845	11	23	29	16	79
0800-0900	14	23	30	18	85
0815-0915	16	21	28	18	83
0830-0930	18	22	29	19	88
0845-0945	20	27	23	18	88
0900-1000	21	35	22	18	96

	BICYCLIST MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0700-0800	1	14	1	0	16
0715-0815	1	13	1	0	15
0730-0830	1	11	1	0	13
0745-0845	1	12	0	2	15
0800-0900	1	12	0	2	15
0815-0915	1	12	1	3	17
0830-0930	1	12	1	3	17
0845-0945	2	17	2	2	23
0900-1000	3	22	2	2	29

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PEDESTRIAN - BICYCLE COUNT SUMMARY

CLIENT: LLG - PASADENA

PROJECT: BELMONT VILLAGE - LOS ANGELES

DATE: THURSDAY, OCTOBER 18, 2018

PERIOD: 03:00 PM TO 06:00 PM

INTERSECTION: WESTHOLME AVENUE / WILSHIRE BOULEVARD

FILE: 6PMPED-BIKE

	PEDESTRIAN MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0300-0315	3	1	3	3
0315-0330	4	4	4	3
0330-0345	4	2	3	2
0345-0400	3	3	4	3
0400-0415	5	4	6	4
0415-0430	6	5	5	7
0430-0445	7	4	7	10
0445-0500	3	5	8	8
0500-0515	5	5	10	8
0515-0530	5	7	7	12
0530-0545	5	5	4	7
0545-0600	7	4	4	5

	BICYCLIST MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0300-0315	0	0	0	4
0315-0330	0	0	0	3
0330-0345	1	0	1	2
0345-0400	0	0	0	2
0400-0415	0	0	0	3
0415-0430	1	1	1	3
0430-0445	0	1	1	4
0445-0500	0	0	0	8
0500-0515	0	0	0	10
0515-0530	0	0	0	12
0530-0545	0	1	1	6
0545-0600	0	0	0	7

	PEDESTRIAN MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0300-0400	14	10	14	11	49
0315-0415	16	13	17	12	58
0330-0430	18	14	18	16	66
0345-0445	21	16	22	24	83
0400-0500	21	18	26	29	94
0415-0515	21	19	30	33	103
0430-0530	20	21	32	38	111
0445-0545	18	22	29	35	104
0500-0600	22	21	25	32	100

	BICYCLIST MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0300-0400	1	0	1	11	13
0315-0415	1	0	1	10	12
0330-0430	2	1	2	10	15
0345-0445	1	2	2	12	17
0400-0500	1	2	2	18	23
0415-0515	1	2	2	25	30
0430-0530	0	1	1	34	36
0445-0545	0	1	1	36	38
0500-0600	0	1	1	35	37

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APPENDIX C

CMA AND LEVELS OF SERVICE EXPLANATION
CMA DATA WORKSHEETS – WEEKDAY AM AND PM PEAK HOURS

CRITICAL MOVEMENT ANALYSIS (CMA) DESCRIPTION

Level of Service is a term used to describe prevailing conditions and their effect on traffic. Broadly interpreted, the Level of Service concept denotes any one of a number of differing combinations of operating conditions which may take place as a roadway is accommodating various traffic volumes. Level of Service is a qualitative measure of the effect of such factors as travel speed, travel time, interruptions, freedom to maneuver, safety, driving comfort and convenience.

Six Levels of Service, A through F, have been defined in the 1965 *Highway Capacity Manual*. Level of Service A describes a condition of free flow, with low traffic volumes and relatively high speeds, while Level of Service F describes forced traffic flow at low speeds with jammed conditions and queues which cannot clear during the green phases.

Critical Movement Analysis (CMA) is a procedure which provides a capacity and level of service geometry and traffic signal operation and results in a level of service determination for the intersection as a whole operating unit.

The per lane volume for each movement in the intersection is determined and the per lane intersection capacity based on the Transportation Research Board (TRB) Report 212 (*Interim Materials on Highway Capacity*). The resulting CMA represents the ratio of the intersection's cumulative volume over its respective capacity (V/C ratio). Critical Movement Analysis takes into account lane widths, bus and truck operations, pedestrian activity and parking activity, as well as number of lanes and geometrics.

The Level of Service (abbreviated from the *Highway Capacity Manual*) are listed here with their corresponding CMA and Load Factor equivalents. Load Factor is that proportion of the signal cycles during the peak hour which are fully loaded; i.e. when all of the vehicles waiting at the beginning of green are not able to clear on that green phase.

Critical Movement Analysis Characteristics

Level of Service	Load Factor	Equivalent CMA
A (free flow)	0.0	0.00 - 0.60
B (rural design)	0.0 - 0.1	0.61 - 0.70
C (urban design)	0.1 - 0.3	0.71 - 0.80
D (maximum urban design)	0.3 - 0.7	0.81 - 0.90
E (capacity)	0.7 - 1.0	0.91 - 1.00
F (force flow)	Not Applicable	Not Applicable

SERVICE LEVEL A
There are no loaded cycles and few are even close to loaded at this service level. No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication.

SERVICE LEVEL B
This level represents stable operation where an occasional approach phase is fully utilized and a substantial number are approaching full use. Many drivers begin to feel restricted within platoons of vehicles.

SERVICE LEVEL C
At this level stable operation continues. Loading is still intermittent but more frequent than at Level B. Occasionally drivers may have to wait through more one red signal indication and backups may develop behind turning vehicles. Most drivers feel somewhat restricted, but not objectionably so.

SERVICE LEVEL D
This level encompasses a zone of increasing restriction approaching instability at the intersection. Delays to approaching vehicles may be substantial during short peaks within the peak hour, but enough cycles with lower demand occur to permit periodic clearance of queues, thus preventing excessive backups. Drivers frequently have to wait through more than one red signal. This level is the lower limit of acceptable operation to most drivers.

SERVICE LEVEL E
This represents near capacity and capacity operation. At capacity (CMA = 1.0) it represents the most vehicles that the particular intersection can accommodate. However, full utilization of every signal cycle is seldom attained no matter how great the demand. At this level all drivers wait through more than one red signal, and frequently through several.

SERVICE LEVEL F
Jammed conditions. Traffic backed up from a downstream location on one of the street restricts or prevents movement of traffic through the intersection under consideration.

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Westwood Boulevard	Year of Count:	2018	Ambient Growth (%):	0.2	Conducted by:	LLG Engineers	Date:	2/12/2019
1	East-West Street:	Wilshire Boulevard	Projection Year:	2025	Peak Hour:	AM	Reviewed by:		Project:	Belmont Village Senior Living - W

No. of Phases			0			0			0			0			0				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			1031			1031			1031			1031			1031				1031

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	124	1	124	1	125	125	1	127	1	127	1	128	1	128	0	128	1	128
	Left-Through		0							0				0				0	
	Through	565	2	**212**	0	565	**213**	30	603	2	**226**	0	603	2	**227**	0	603	2	**227**
	Through-Right		1							1				1				1	
	Right	72	0	72	2	74	74	3	76	0	76	2	78	0	78	0	78	0	78
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	52	1	**52**	1	53	**53**	13	66	1	**66**	1	67	1	**67**	0	67	1	**67**
	Left-Through		0							0				0				0	
	Through	220	2	98	0	220	98	39	262	2	113	0	262	2	113	0	262	2	113
	Through-Right		1							1				1				1	
	Right	172	1	0	0	172	0	17	191	1	0	0	191	1	0	0	191	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	235	2	**129**	0	235	**129**	9	247	2	136	0	247	2	136	0	247	2	136
	Left-Through		0							0				0				0	
	Through	1935	3	645	9	1944	648	57	2019	3	**673**	9	2028	3	**676**	0	2028	3	**676**
	Through-Right		0							0				0				0	
	Right	93	1	31	0	93	31	3	97	1	34	0	97	1	33	0	97	1	33
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	91	2	50	0	91	50	1	93	2	**51**	0	93	2	**51**	0	93	2	**51**
	Left-Through		0							0				0				0	
	Through	1718	3	**573**	7	1725	**575**	23	1765	3	588	7	1772	3	591	0	1772	3	591
	Through-Right		0							0				0				0	
	Right	28	1	2	1	29	3	7	35	1	2	1	36	1	3	0	36	1	3
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		264	*North-South:*		266	*North-South:*			292	*North-South:*			294	*North-South:*			294
		East-West:		702	*East-West:*		704	*East-West:*			724	*East-West:*			727	*East-West:*			727
		SUM:		966	*SUM:*		970	*SUM:*			1016	*SUM:*			1021	*SUM:*			1021
VOLUME/CAPACITY *(V/C)* RATIO:				0.937			0.941				0.985				0.990				0.990
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.837**			**0.841**				**0.885**				**0.890**				**0.890**
LEVEL OF SERVICE (LOS):				D			D				D				D				D

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.005 — Δ*v/c* after mitigation: 0.005

Significant impacted? NO — Fully mitigated? N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Westwood Boulevard	Year of Count:	2018	Ambient Growth (%):	0.2	Conducted by:	LLG Engineers	Date:	2/12/2019
1	East-West Street:	Wilshire Boulevard	Projection Year:	2025	Peak Hour:	PM	Reviewed by:		Project:	Belmont Village Senior Living - We

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	171	1	**171**	1	172	**172**	4	177	1	**177**	1	178	1	**178**	0	178	1	**178**
Left-Through		0							0				0				0	
Through	449	2	182	0	449	182	62	517	2	205	0	517	2	206	0	517	2	206
Through-Right		1							1				1				1	
Right	96	0	96	2	98	98	2	99	0	99	2	101	0	101	0	101	0	101
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	139	1	139	1	140	140	25	166	1	166	1	167	1	167	0	167	1	167
Left-Through		0							0				0				0	
Through	587	2	**204**	0	587	**204**	70	665	2	**233**	0	665	2	**233**	0	665	2	**233**
Through-Right		1							1				1				1	
Right	228	1	0	0	228	0	34	265	1	0	0	265	1	0	0	265	1	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	98	2	54	0	98	54	28	127	2	70	0	127	2	70	0	127	2	70
Left-Through		0							0				0				0	
Through	1959	3	**653**	10	1969	**656**	49	2036	3	**679**	10	2046	3	**682**	0	2046	3	**682**
Through-Right		0							0				0				0	
Right	103	1	18	0	103	17	3	107	1	19	0	107	1	18	0	107	1	18
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	116	2	**64**	0	116	**64**	3	121	2	**67**	0	121	2	**67**	0	121	2	**67**
Left-Through		0							0				0				0	
Through	1537	3	512	10	1547	516	63	1622	3	541	10	1632	3	544	0	1632	3	544
Through-Right		0							0				0				0	
Right	25	1	0	1	26	0	21	46	1	0	1	47	1	0	0	47	1	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		375	*North-South:*		376	*North-South:*			410	*North-South:*			411	*North-South:*			411
	East-West:		717	*East-West:*		720	*East-West:*			746	*East-West:*			749	*East-West:*			749
	SUM:		1092	*SUM:*		1096	*SUM:*			1156	*SUM:*			1160	*SUM:*			1160
VOLUME/CAPACITY (V/C) RATIO:			1.059			1.063				1.121				1.125				1.125
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.959			0.963				1.021				1.025				1.025
LEVEL OF SERVICE (LOS):			E			E				F				F				F
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0				0				0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	*NB--* 0 *SB--*		3	*NB--* 0 *SB--*		3	*NB--* 0 *SB--*			3	*NB--* 0 *SB--*			3	*NB--* 0 *SB--*			3
	EB-- 0 *WB--*		0	*EB--* 0 *WB--*		0	*EB--* 0 *WB--*			0	*EB--* 0 *WB--*			0	*EB--* 0 *WB--*			0
ATSAC-1 or ATSAC+ATCS-2?			2			2				2				2				2
Override Capacity			1031			1031				1031				1031				1031

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.004 — *Δv/c* after mitigation: 0.004

Significant impacted? NO — Fully mitigated? N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Westwood Boulevard	Year of Count:	2018	Ambient Growth (%):	0.2	Conducted by:	LLG Engineers	Date:	2/12/2019
2	East-West Street:	Wellworth Avenue	Projection Year:	2025	Peak Hour:	AM	Reviewed by:		Project:	Belmont Village Senior Living - W

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	51	1	51	0	51	51	0	52	1	52	0	52	1	52	0	52	1	52
	Left-Through		0							0				0				0	
	Through	808	2	**404**	2	810	**405**	34	853	2	**427**	2	855	2	**428**	0	855	2	**428**
	Through-Right		0							0				0				0	
	Right	185	1	185	0	185	185	0	188	1	188	0	188	1	188	0	188	1	188
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	32	1	**32**	0	32	**32**	0	32	1	**32**	0	32	1	**32**	0	32	1	**32**
	Left-Through		0							0				0				0	
	Through	351	2	176	0	351	176	43	399	2	200	0	399	2	200	0	399	2	200
	Through-Right		0							0				0				0	
	Right	12	1	12	0	12	12	0	12	1	12	0	12	1	12	0	12	1	12
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	12	0	**12**	0	12	**12**	0	12	0	**12**	0	12	0	**12**	0	12	0	**12**
	Left-Through		0							0				0				0	
	Through	54	0	92	0	54	92	0	55	0	93	0	55	0	93	0	55	0	93
	Through-Right		0							0				0				0	
	Right	26	0	0	0	26	0	0	26	0	0	0	26	0	0	0	26	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	101	0	101	1	102	102	0	102	0	102	1	103	0	103	0	103	0	103
	Left-Through		0							0				0				0	
	Through	103	0	**282**	0	103	**284**	0	104	0	**285**	0	104	0	**287**	0	104	0	**287**
	Through-Right		0							0				0				0	
	Right	78	0	0	1	79	0	0	79	0	0	1	80	0	0	0	80	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		436	*North-South:*		437	*North-South:*			459	*North-South:*			460	*North-South:*			460
		East-West:		294	*East-West:*		296	*East-West:*			297	*East-West:*			299	*East-West:*			299
		SUM:		730	*SUM:*		733	*SUM:*			756	*SUM:*			759	*SUM:*			759
VOLUME/CAPACITY *(V/C)* RATIO:				0.649			0.652				0.672				0.675				0.675
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.549**			**0.552**				**0.572**				**0.575**				**0.575**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

No. of Phases	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	*NB--* 0 *SB--*	0	*NB--* 0 *SB--*	0	*NB--* 0 *SB--*	0	*NB--* 0 *SB--*	0	*NB--* 0 *SB--*	0	*NB--* 0 *SB--*	0	*NB--* 0 *SB--*	0	*NB--* 0 *SB--*	0	*NB--* 0 *SB--*	0	*NB--* 0 *SB--*	0
	EB-- 0 *WB--*	0	*EB--* 0 *WB--*	0	*EB--* 0 *WB--*	0	*EB--* 0 *WB--*	0	*EB--* 0 *WB--*	0	*EB--* 0 *WB--*	0	*EB--* 0 *WB--*	0	*EB--* 0 *WB--*	0	*EB--* 0 *WB--*	0	*EB--* 0 *WB--*	0
ATSAC-1 or ATSAC+ATCS-2?		2		2		2		2		2		2		2		2		2		2
Override Capacity		1125		1125		1125		1125		1125		1125		1125		1125		1125		1125

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.003	Δ*v/c* after mitigation:	0.003
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Westwood Boulevard	Year of Count:	2018	Ambient Growth (%):	0.2	Conducted by:	LLG Engineers	Date:	2/12/2019
2	East-West Street:	Wellworth Avenue	Projection Year:	2025	Peak Hour:	PM	Reviewed by:		Project:	Belmont Village Senior Living - W

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
No. of Phases				0			0				0				0				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0				0				0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0
	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2				2				2				2
Override Capacity				1125			1125				1125				1125				1125
NORTHBOUND	Left	44	1	**44**	0	44	**44**	0	45	1	**45**	0	45	1	**45**	0	45	1	**45**
	Left-Through		0							0				0				0	
	Through	694	2	347	2	696	348	70	774	2	387	2	776	2	388	0	776	2	388
	Through-Right		0							0				0				0	
	Right	126	1	126	1	127	127	0	128	1	128	1	129	1	129	0	129	1	129
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	57	1	57	0	57	57	0	58	1	58	0	58	1	58	0	58	1	58
	Left-Through		0							0				0				0	
	Through	736	2	**368**	0	736	**368**	75	821	2	**411**	0	821	2	**411**	0	821	2	**411**
	Through-Right		0							0				0				0	
	Right	38	1	38	0	38	38	0	39	1	39	0	39	1	39	0	39	1	39
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	15	0	**15**	0	15	**15**	0	15	0	**15**	0	15	0	**15**	0	15	0	**15**
	Left-Through		0							0				0				0	
	Through	59	0	132	0	59	132	0	60	0	134	0	60	0	134	0	60	0	134
	Through-Right		0							0				0				0	
	Right	58	0	0	0	58	0	0	59	0	0	0	59	0	0	0	59	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	247	0	247	2	249	249	0	250	0	250	2	252	0	252	0	252	0	252
	Left-Through		0							0				0				0	
	Through	124	0	**440**	0	124	**443**	0	126	0	**446**	0	126	0	**449**	0	126	0	**449**
	Through-Right		0							0				0				0	
	Right	69	0	0	1	70	0	0	70	0	0	1	71	0	0	0	71	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		412	*North-South:*		412	*North-South:*			456	*North-South:*			456	*North-South:*			456
		East-West:		455	*East-West:*		458	*East-West:*			461	*East-West:*			464	*East-West:*			464
		SUM:		867	*SUM:*		870	*SUM:*			917	*SUM:*			920	*SUM:*			920
VOLUME/CAPACITY (V/C) RATIO:				0.771			0.773				0.815				0.818				0.818
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.671**			**0.673**				**0.715**				**0.718**				**0.718**
LEVEL OF SERVICE (LOS):				**B**			**B**				**C**				**C**				**C**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.003	Δ*v/c* after mitigation:	0.003
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Westwood Boulevard	Year of Count:	2018	Ambient Growth (%):	0.2	Conducted by:	LLG Engineers	Date:	2/12/2019
3	East-West Street:	Santa Monica Boulevard	Projection Year:	2025	Peak Hour:	AM	Reviewed by:		Project:	Belmont Village Senior Living - We

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	121	1	121	0	121	121	15	138	1	138	0	138	1	138	0	138	1	138
Left-Through		0							0				0				0	
Through	856	1	**481**	2	858	**482**	20	888	1	**501**	2	890	1	**502**	0	890	1	**502**
Through-Right		1							1				1				1	
Right	106	0	106	0	106	106	7	114	0	114	0	114	0	114	0	114	0	114
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	234	1	**234**	0	234	**234**	0	237	1	**237**	0	237	1	**237**	0	237	1	**237**
Left-Through		0							0				0				0	
Through	321	2	161	1	322	161	34	360	2	180	1	361	2	181	0	361	2	181
Through-Right		0							0				0				0	
Right	116	1	92	0	116	92	8	126	1	98	0	126	1	98	0	126	1	98
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	88	2	48	0	88	48	13	102	2	56	0	102	2	56	0	102	2	56
Left-Through		0							0				0				0	
Through	1775	3	**592**	0	1775	**592**	119	1919	3	**640**	0	1919	3	**640**	0	1919	3	**640**
Through-Right		0							0				0				0	
Right	88	1	0	0	88	0	15	104	1	0	0	104	1	0	0	104	1	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	236	2	**130**	0	236	**130**	3	242	2	**133**	0	242	2	**133**	0	242	2	**133**
Left-Through		0							0				0				0	
Through	1400	3	467	0	1400	467	57	1477	3	492	0	1477	3	492	0	1477	3	492
Through-Right		0							0				0				0	
Right	237	1	3	0	237	3	1	241	1	4	0	241	1	4	0	241	1	4
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		715	*North-South:*		716	*North-South:*			738	*North-South:*			739	*North-South:*			739
	East-West:		722	*East-West:*		722	*East-West:*			773	*East-West:*			773	*East-West:*			773
	SUM:		1437	*SUM:*		1438	*SUM:*			1511	*SUM:*			1512	*SUM:*			1512
VOLUME/CAPACITY *(V/C)* RATIO:			1.394			1.395				1.466				1.467				1.467
V/C LESS ATSAC/ATCS ADJUSTMENT:			**1.294**			**1.295**				**1.366**				**1.367**				**1.367**
LEVEL OF SERVICE (LOS):			**F**			**F**				**F**				**F**				**F**

	NB--	SB--	EB--	WB--
Right Turns: FREE-1, NRTOR-2 or OLA-3?	0	0	3	3

No. of Phases	0	0	0	0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	0	0	0	0
ATSAC-1 or ATSAC+ATCS-2?	2	2	2	2
Override Capacity	1031	1031	1031	1031

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.001	∆*v/c* after mitigation:	0.001
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Westwood Boulevard	Year of Count:	2018	Ambient Growth (%):	0.2	Conducted by:	LLG Engineers	Date:	2/12/2019
3	East-West Street:	Santa Monica Boulevard	Projection Year:	2025	Peak Hour:	PM	Reviewed by:		Project:	Belmont Village Senior Living - W

No. of Phases			0			0			0			0			0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	3	EB-- 3	WB--	3	EB-- 3	WB--	3	EB-- 3	WB--	3	EB-- 3	WB--	3	EB-- 3	WB--	3
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2
Override Capacity			1031			1031			1031			1031			1031			1031

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	214	1	**214**	0	214	**214**	29	246	1	**246**	0	246	1	**246**	0	246	1	**246**
	Left-Through		0							0				0				0	
	Through	726	1	423	3	729	425	49	785	1	456	3	788	1	458	0	788	1	458
	Through-Right		1							1				1				1	
	Right	120	0	120	0	120	120	5	127	0	127	0	127	0	127	0	127	0	127
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	200	1	200	0	200	200	1	204	1	204	0	204	1	204	0	204	1	204
	Left-Through		0							0				0				0	
	Through	825	2	**413**	2	827	**414**	48	885	2	**443**	2	887	2	**444**	0	887	2	**444**
	Through-Right		0							0				0				0	
	Right	74	1	42	0	74	42	25	100	1	63	0	100	1	63	0	100	1	63
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	116	2	64	0	116	64	19	137	2	75	0	137	2	75	0	137	2	75
	Left-Through		0							0				0				0	
	Through	1582	3	**527**	0	1582	**527**	117	1721	3	**574**	0	1721	3	**574**	0	1721	3	**574**
	Through-Right		0							0				0				0	
	Right	232	1	18	0	232	18	26	261	1	15	0	261	1	15	0	261	1	15
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	319	2	**175**	0	319	**175**	8	331	2	**182**	0	331	2	**182**	0	331	2	**182**
	Left-Through		0							0				0				0	
	Through	1358	3	453	0	1358	453	147	1524	3	508	0	1524	3	508	0	1524	3	508
	Through-Right		0							0				0				0	
	Right	157	1	0	0	157	0	1	160	1	0	0	160	1	0	0	160	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		627	*North-South:*		628	*North-South:*			689	*North-South:*			690	*North-South:*			690
		East-West:		702	*East-West:*		702	*East-West:*			756	*East-West:*			756	*East-West:*			756
		SUM:		1329	*SUM:*		1330	*SUM:*			1445	*SUM:*			1446	*SUM:*			1446
VOLUME/CAPACITY (V/C) RATIO:				1.289			1.290				1.402				1.403				1.403
V/C LESS ATSAC/ATCS ADJUSTMENT:				**1.189**			**1.190**				**1.302**				**1.303**				**1.303**
LEVEL OF SERVICE (LOS):				**F**			**F**				**F**				**F**				**F**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.001	∆*v/c* after mitigation:	0.001
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Glendon Avenue	Year of Count:	2018	Ambient Growth (%):	0.2	Conducted by:	LLG Engineers	Date:	2/12/2019
4	East-West Street:	Wilshire Boulevard	Projection Year:	2025	Peak Hour:	AM	Reviewed by:		Project:	Belmont Village Senior Living - We

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	10	0	10	0	10	10	0	10	0	10	0	10	0	10	0	10	0	10
Left-Through		0							0				0				0	
Through	170	0	**218**	0	170	**218**	0	172	0	**221**	0	172	0	**221**	0	172	0	**221**
Through-Right		0							0				0				0	
Right	38	0	0	0	38	0	0	39	0	0	0	39	0	0	0	39	0	0
Left-Through-Right		1							1				1				1	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	70	1	**70**	0	70	**70**	0	71	1	**71**	0	71	1	**71**	0	71	1	**71**
Left-Through		0							0				0				0	
Through	50	1	50	0	50	50	0	51	1	51	0	51	1	51	0	51	1	51
Through-Right		0							0				0				0	
Right	105	1	0	0	105	0	0	106	1	0	0	106	1	0	0	106	1	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	271	2	**149**	0	271	**149**	0	275	2	**151**	0	275	2	**151**	0	275	2	**151**
Left-Through		0							0				0				0	
Through	1760	3	587	12	1772	591	73	1858	3	619	12	1870	3	623	0	1870	3	623
Through-Right		0							0				0				0	
Right	134	1	134	0	134	134	0	136	1	136	0	136	1	136	0	136	1	136
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	53	1	53	0	53	53	0	54	1	54	0	54	1	54	0	54	1	54
Left-Through		0							0				0				0	
Through	1786	3	**595**	8	1794	**598**	31	1842	3	**614**	8	1850	3	**617**	0	1850	3	**617**
Through-Right		0							0				0				0	
Right	219	1	184	0	219	184	0	222	1	187	0	222	1	187	0	222	1	187
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		288	*North-South:*		288	*North-South:*			292	*North-South:*			292	*North-South:*			292
	East-West:		744	*East-West:*		747	*East-West:*			765	*East-West:*			768	*East-West:*			768
	SUM:		1032	*SUM:*		1035	*SUM:*			1057	*SUM:*			1060	*SUM:*			1060
VOLUME/CAPACITY *(V/C)* RATIO:			0.965			0.968				0.989				0.992				0.992
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.865**			**0.868**				**0.889**				**0.892**				**0.892**
LEVEL OF SERVICE (LOS):			D			D				D				D				D

	NB--	SB--	EB--	WB--	NB--	SB--	EB--	WB--	NB--	SB--	EB--	WB--	NB--	SB--	EB--	WB--	NB--	SB--	EB--	WB--
No. of Phases				0				0				0				0				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0				0				0				0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	0	3	0	0	0	3	0	0	0	3	0	0	0	3	0	0	0	3	0	0
ATSAC-1 or ATSAC+ATCS-2?				2				2				2				2				2
Override Capacity				1069				1069				1069				1069				1069

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.003 — Δ*v/c* after mitigation: 0.003

Significant impacted? NO — Fully mitigated? N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Glendon Avenue	Year of Count:	2018	Ambient Growth (%):	0.2	Conducted by:	LLG Engineers	Date:	2/12/2019
4	East-West Street:	Wilshire Boulevard	Projection Year:	2025	Peak Hour:	PM	Reviewed by:		Project:	Belmont Village Senior Living - We

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	64	0	64	0	64	64	0	65	0	65	0	65	0	65	0	65	0	65
Left-Through		0							0				0				0	
Through	129	0	**292**	0	129	**292**	0	131	0	**296**	0	131	0	**296**	0	131	0	**296**
Through-Right		0							0				0				0	
Right	99	0	0	0	99	0	0	100	0	0	0	100	0	0	0	100	0	0
Left-Through-Right		1							1				1				1	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	168	1	**168**	0	168	**168**	0	170	1	**170**	0	170	1	**170**	0	170	1	**170**
Left-Through		0							0				0				0	
Through	204	1	204	0	204	204	0	207	1	207	0	207	1	207	0	207	1	207
Through-Right		0							0				0				0	
Right	211	1	146	0	211	146	0	214	1	148	0	214	1	148	0	214	1	148
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	118	2	65	0	118	65	0	120	2	66	0	120	2	66	0	120	2	66
Left-Through		0							0				0				0	
Through	1960	3	**653**	13	1973	**658**	76	2064	3	**688**	13	2077	3	**692**	0	2077	3	**692**
Through-Right		0							0				0				0	
Right	40	1	40	0	40	40	0	41	1	41	0	41	1	41	0	41	1	41
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	84	1	**84**	0	84	**84**	0	85	1	**85**	0	85	1	**85**	0	85	1	**85**
Left-Through		0							0				0				0	
Through	1452	3	484	11	1463	488	87	1559	3	520	11	1570	3	523	0	1570	3	523
Through-Right		0							0				0				0	
Right	208	1	124	0	208	124	0	211	1	126	0	211	1	126	0	211	1	126
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		460	*North-South:*		460	*North-South:*			466	*North-South:*			466	*North-South:*			466
	East-West:		737	*East-West:*		742	*East-West:*			773	*East-West:*			777	*East-West:*			777
	SUM:		1197	*SUM:*		1202	*SUM:*			1239	*SUM:*			1243	*SUM:*			1243
VOLUME/CAPACITY (V/C) RATIO:			1.120			1.124				1.159				1.163				1.163
V/C LESS ATSAC/ATCS ADJUSTMENT:			1.020			1.024				1.059				1.063				1.063
LEVEL OF SERVICE (LOS):			F			F				F				F				F

	NB--	SB--	EB--	WB--														
No. of Phases					0				0				0				0	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0				0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	0	3	0	0	3	0	3	0	3	0	3	0	3	0	3	0	3	0
ATSAC-1 or ATSAC+ATCS-2?					2				2				2				2	
Override Capacity					1069				1069				1069				1069	

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.004 — *Δv/c* after mitigation: 0.004

Significant impacted? NO — Fully mitigated? N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Selby Avenue	Year of Count:	2018	Ambient Growth (%):	0.2	Conducted by:	LLG Engineers	Date:	2/12/2019
5	East-West Street:	Wilshire Boulevard	Projection Year:	2025	Peak Hour:	AM	Reviewed by:		Project:	Belmont Village Senior Living - We

No. of Phases			0			0			0			0			0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2
Override Capacity			1125			1125			1125			1125			1125			1125

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	48	0	48	1	49	49	0	49	0	49	1	50	0	50	0	50	0	50
	Left-Through		0							0				0				0	
	Through	77	0	**229**	0	77	**230**	0	78	0	**232**	0	78	0	**233**	0	78	0	**233**
	Through-Right		0							0				0				0	
	Right	104	0	0	0	104	0	0	105	0	0	0	105	0	0	0	105	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	91	0	**91**	0	91	**91**	0	92	0	**92**	0	92	0	**92**	0	92	0	**92**
	Left-Through		0							0				0				0	
	Through	55	0	173	0	55	173	0	56	0	175	0	56	0	175	0	56	0	175
	Through-Right		0							0				0				0	
	Right	27	0	0	0	27	0	0	27	0	0	0	27	0	0	0	27	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	37	1	37	0	37	37	0	38	1	38	0	38	1	38	0	38	1	38
	Left-Through		0							0				0				0	
	Through	1908	3	**636**	8	1916	**639**	73	2008	3	**669**	8	2016	3	**672**	0	2016	3	**672**
	Through-Right		0							0				0				0	
	Right	33	1	33	0	33	33	0	33	1	33	0	33	1	33	0	33	1	33
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	93	1	**93**	0	93	**93**	0	94	1	**94**	0	94	1	**94**	0	94	1	**94**
	Left-Through		0							0				0				0	
	Through	2037	3	679	11	2048	683	31	2097	3	699	11	2108	3	703	0	2108	3	703
	Through-Right		0							0				0				0	
	Right	85	1	85	0	85	85	0	86	1	86	0	86	1	86	0	86	1	86
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		320	*North-South:*		321	*North-South:*			324	*North-South:*			325	*North-South:*			325
		East-West:		729	*East-West:*		732	*East-West:*			763	*East-West:*			766	*East-West:*			766
		SUM:		1049	*SUM:*		1053	*SUM:*			1087	*SUM:*			1091	*SUM:*			1091
VOLUME/CAPACITY *(V/C)* RATIO:				0.932			0.936				0.966				0.970				0.970
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.832**			**0.836**				**0.866**				**0.870**				**0.870**
LEVEL OF SERVICE (LOS):				**D**			**D**				**D**				**D**				**D**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.004	$\Delta v/c$ after mitigation:	0.004
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Selby Avenue	Year of Count:	2018	Ambient Growth (%):	0.2	Conducted by:	LLG Engineers	Date:	2/12/2019
5	East-West Street:	Wilshire Boulevard	Projection Year:	2025	Peak Hour:	PM	Reviewed by:		Project:	Belmont Village Senior Living - We

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			0			0				0				0				0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0				0				0				0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--			0	NB-- 0 SB-- EB-- 0 WB--			0	NB-- 0 SB-- EB-- 0 WB--			0
	ATSAC-1 or ATSAC+ATCS-2?			2			2				2				2				2
	Override Capacity			1125			1125				1125				1125				1125
NORTHBOUND	Left	41	0	41	1	42	42	0	42	0	42	1	43	0	43	0	43	0	43
	Left-Through		0							0				0				0	
	Through	71	0	**201**	0	71	**202**	0	72	0	**204**	0	72	0	**205**	0	72	0	**205**
	Through-Right		0							0				0				0	
	Right	89	0	0	0	89	0	0	90	0	0	0	90	0	0	0	90	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	164	0	**164**	0	164	**164**	0	166	0	**166**	0	166	0	**166**	0	166	0	**166**
	Left-Through		0							0				0				0	
	Through	142	0	322	0	142	322	0	144	0	326	0	144	0	326	0	144	0	326
	Through-Right		0							0				0				0	
	Right	16	0	0	0	16	0	0	16	0	0	0	16	0	0	0	16	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	21	1	21	0	21	21	0	21	1	21	0	21	1	21	0	21	1	21
	Left-Through		0							0				0				0	
	Through	2090	3	**697**	10	2100	**700**	76	2195	3	**732**	10	2205	3	**735**	0	2205	3	**735**
	Through-Right		0							0				0				0	
	Right	46	1	46	0	46	46	0	47	1	47	0	47	1	47	0	47	1	47
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	76	1	**76**	0	76	**76**	0	77	1	**77**	0	77	1	**77**	0	77	1	**77**
	Left-Through		0							0				0				0	
	Through	1705	3	568	11	1716	572	87	1816	3	605	11	1827	3	609	0	1827	3	609
	Through-Right		0							0				0				0	
	Right	52	1	52	0	52	52	0	53	1	53	0	53	1	53	0	53	1	53
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		365	*North-South:*		366	*North-South:*			370	*North-South:*			371	*North-South:*			371
		East-West:		773	*East-West:*		776	*East-West:*			809	*East-West:*			812	*East-West:*			812
		SUM:		1138	*SUM:*		1142	*SUM:*			1179	*SUM:*			1183	*SUM:*			1183
	VOLUME/CAPACITY (V/C) RATIO:			1.012			1.015				1.048				1.052				1.052
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.912**			**0.915**				**0.948**				**0.952**				**0.952**
	LEVEL OF SERVICE (LOS):			**E**			**E**				**E**				**E**				**E**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.004	Δ*v/c* after mitigation:	0.004
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Westholme Avenue	Year of Count:	2018	Ambient Growth (%):	0.2	Conducted by:	LLG Engineers	Date:	2/12/2019
6	East-West Street:	Wilshire Boulevard	Projection Year:	2025	Peak Hour:	AM	Reviewed by:		Project:	Belmont Village Senior Living - W

No. of Phases			0			0			0			0			0				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	2	NB-- 0	SB--	2	NB-- 0	SB--	2	NB-- 0	SB--	2	NB-- 0	SB--	2	NB-- 0	SB--	2
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2
Override Capacity			1069			1069			1069			1069			1069			1069

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	65	0	65	0	65	65	2	68	0	68	0	68	0	68	0	68	0	68
	Left-Through		0							0				0				0	
	Through	77	0	**194**	0	77	**194**	3	81	0	**202**	0	81	0	**202**	0	81	0	**202**
	Through-Right		0							0				0				0	
	Right	52	0	0	0	52	0	0	53	0	0	0	53	0	0	0	53	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	53	0	**53**	0	53	**53**	4	58	0	**58**	0	58	0	**58**	0	58	0	**58**
	Left-Through		0							0				0				0	
	Through	24	0	86	0	24	86	2	26	0	96	0	26	0	96	0	26	0	96
	Through-Right		0							0				0				0	
	Right	9	0	0	0	9	0	3	12	0	0	0	12	0	0	0	12	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	26	1	**26**	0	26	**26**	1	27	1	**27**	0	27	1	**27**	0	27	1	**27**
	Left-Through		0							0				0				0	
	Through	2011	3	670	8	2019	673	67	2106	3	702	8	2114	3	705	0	2114	3	705
	Through-Right		0							0				0				0	
	Right	77	1	77	0	77	77	4	82	1	82	0	82	1	82	0	82	1	82
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	23	1	23	0	23	23	1	24	1	24	0	24	1	24	0	24	1	24
	Left-Through		0							0				0				0	
	Through	2176	3	**725**	11	2187	**729**	26	2233	3	**744**	11	2244	3	**748**	0	2244	3	**748**
	Through-Right		0							0				0				0	
	Right	73	1	73	0	73	73	1	75	1	75	0	75	1	75	0	75	1	75
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		247	*North-South:*		247	*North-South:*			260	*North-South:*			260	*North-South:*			260
		East-West:		751	*East-West:*		755	*East-West:*			771	*East-West:*			775	*East-West:*			775
		SUM:		998	*SUM:*		1002	*SUM:*			1031	*SUM:*			1035	*SUM:*			1035
VOLUME/CAPACITY *(V/C)* RATIO:				0.934			0.937				0.964				0.968				0.968
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.834**			**0.837**				**0.864**				**0.868**				**0.868**
LEVEL OF SERVICE (LOS):				**D**			**D**				**D**				**D**				**D**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.004	$\Delta v/c$ after mitigation:	0.004
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Westholme Avenue	Year of Count:	2018	Ambient Growth (%):	0.2	Conducted by:	LLG Engineers	Date:	2/12/2019
6	East-West Street:	Wilshire Boulevard	Projection Year:	2025	Peak Hour:	PM	Reviewed by:		Project:	Belmont Village Senior Living - W

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	59	0	**59**	0	59	**59**	7	67	0	**67**	0	67	0	**67**	0	67	0	**67**
Left-Through		0							0				0				0	
Through	56	0	159	0	56	159	3	60	0	173	0	60	0	173	0	60	0	173
Through-Right		0							0				0				0	
Right	44	0	0	0	44	0	1	46	0	0	0	46	0	0	0	46	0	0
Left-Through-Right		1							1				1				1	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	104	0	104	0	104	104	3	108	0	108	0	108	0	108	0	108	0	108
Left-Through		0							0				0				0	
Through	209	0	**342**	0	209	**342**	6	218	0	**357**	0	218	0	**357**	0	218	0	**357**
Through-Right		0							0				0				0	
Right	29	0	0	0	29	0	2	31	0	0	0	31	0	0	0	31	0	0
Left-Through-Right		1							1				1				1	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	19	1	19	0	19	19	3	22	1	22	0	22	1	22	0	22	1	22
Left-Through		0							0				0				0	
Through	2178	3	**726**	10	2188	**729**	65	2274	3	**758**	10	2284	3	**761**	0	2284	3	**761**
Through-Right		0							0				0				0	
Right	90	1	90	0	90	90	8	99	1	99	0	99	1	99	0	99	1	99
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	40	1	**40**	0	40	**40**	1	42	1	**42**	0	42	1	**42**	0	42	1	**42**
Left-Through		0							0				0				0	
Through	1777	3	592	11	1788	596	78	1880	3	627	11	1891	3	630	0	1891	3	630
Through-Right		0							0				0				0	
Right	42	1	42	0	42	42	5	48	1	48	0	48	1	48	0	48	1	48
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		401	*North-South:*		401	*North-South:*			424	*North-South:*			424	*North-South:*			424
	East-West:		766	*East-West:*		769	*East-West:*			800	*East-West:*			803	*East-West:*			803
	SUM:		1167	*SUM:*		1170	*SUM:*			1224	*SUM:*			1227	*SUM:*			1227
VOLUME/CAPACITY (V/C) RATIO:			1.092			1.094				1.145				1.148				1.148
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.992**			**0.994**				**1.045**				**1.048**				**1.048**
LEVEL OF SERVICE (LOS):			**E**			**E**				**F**				**F**				**F**

	NB--	SB--	EB--	WB--
No. of Phases				
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				
Right Turns: FREE-1, NRTOR-2 or OLA-3?	0	2	0	0
ATSAC-1 or ATSAC+ATCS-2?				
Override Capacity				

	Existing Condition	Existing Plus Project	Future Condition W/O Project	Future Condition W/ Project	Future W/ Project W/ Mitigation
No. of Phases	0	0	0	0	0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	0	0	0	0	0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	2	2	2	2	2
ATSAC-1 or ATSAC+ATCS-2?	2	2	2	2	2
Override Capacity	1069	1069	1069	1069	1069

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.003	Δ*v/c* after mitigation:	0.003
Significant impacted?	NO	Fully mitigated?	N/A

Appendix K-2

Construction Traffic Analysis Memo

LINSCOTT
LAW &
GREENSPAN
engineers

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Transportation
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Pasadena
Irvine
San Diego
Woodland Hills

MEMORANDUM

To:	Lexi Journey Rincon Consultants	Date:	March 28, 2019
From:	Clare M. Look-Jaeger, P.E. Francesca S. Bravo Linscott, Law & Greenspan, Engineers	LLG Ref:	1-16-4165-1
Subject:	**Belmont Village Senior Living - Westwood Presbyterian Church Project - Construction Traffic Analysis**		

Linscott, Law & Greenspan, Engineers (LLG) has prepared this memorandum to analyze the proposed Belmont Village Senior Living - Westwood Presbyterian Church project as it relates to the evaluation of traffic associated with project construction.

CONSTRUCTION TRAFFIC ANALYSIS

Based on coordination with and preliminary information provided by the Project Applicant team, it has been determined that the construction of the project is planned to be implemented in two overall development phases. Construction of Phase 1 (i.e., the south campus Education Center building) is expected to be completed by the end of 2021 and Phase 2 (i.e., the Eldercare Facility and parking structure) is expected to be completed by 2025. This analysis assumes a construction schedule of approximately 10 months for Phase 1 beginning in 2020, with final build-out occurring in 2021, and approximately 29 months for Phase 2, with final build-out occurring in 2025. The construction consists of the following three general activities within each development phase: I) Demolition/Site Clearing/Preparation, II) Grading/Excavation, and III) Vertical/Building Construction.

Based on coordination with and preliminary information provided by the Project Applicant's general contractor (i.e., C.W. Driver), it has been determined that the most intensive period of overall construction activity and construction traffic generation during the weekday AM peak hour is expected to occur during Phase 2 (i.e., when grading/shoring activities are expected to occur). It has been determined that the most intensive period of overall construction activity and construction traffic generation during the weekday PM peak hour is also expected to occur during Phase 2, however, at a different point in construction (i.e., when the vertical/building construction activities are expected to occur). Other activities are expected to be less intensive in terms of overall construction traffic generation.

Construction Assumptions

The peak grading/shoring activities would extend for a duration of three months. This phase (including excavation activities) would require the removal of approximately 62,000 cubic yards of earth material from the site. It is assumed that the equipment staging area during the initial phases of construction grading would occur on or within the project site. Construction worker parking also could occur on-

site during certain times, however during the building construction activities workers would be required to park at adjacent lot/s, or other nearby public parking lots so as to avoid any construction workers parking on adjacent roadways. Construction workers will be instructed to not park on adjacent residential streets (e.g., on Ashton Avenue) as part of the Construction Staging and Traffic Management Plan (CSTMP) that would be reviewed and approved by the City.

The City's Noise Ordinance currently limits construction hours Monday through Friday to no earlier than 7:00 AM and no later than 9:00 PM. On Saturdays, construction hours are limited to no earlier than 8:00 AM and no later than 6:00 PM. As prevalent in the construction industry, the construction workday would commence at 7:00 AM and typically end at 3:00 PM; it is assumed that the vast majority of the workers would depart the site by 4:00 PM.

Peak Construction Traffic Trip Generation (AM Peak Hour) – Phase 2 Grading/Shoring

It is assumed that heavy construction equipment would be located on-site during grading activities and would not travel to and from the project site on a daily basis. However, truck trips would be generated during the grading and corresponding export activities in order to remove material from the project site. Based on information provided by the Project Applicant team, it is anticipated that the export of construction debris and the export of excavation material will be transported via arterial roadways to the regional freeway system. The following roadways would be included as part of the haul route to be approved by the City of Los Angeles:

- Loaded Truck Route: East on Wilshire Boulevard to Beverly Glen Boulevard, south on Beverly Glen Boulevard to Santa Monica Boulevard, west on Santa Monica Boulevard to the I-405 Freeway, and initially north on the I-405 Freeway to other freeways to access either the Chiquita Canyon Landfill in Castaic or the Manning Pit in Irwindale (outside of City of Los Angeles limits) depending on their availability to receive export material.
- Empty Truck Route: Other freeways to Southbound I-405 Freeway to Wilshire Boulevard, east on Wilshire Boulevard to the project site.

It is anticipated that construction vehicles related to the export activities will have a capacity of at least 14 cubic yards per truck. It has also been assumed for analysis purposes following consultation with LADOT that all hauling activities would be limited to no earlier than 9:00 AM and end no later than 3:00 PM predominantly outside of peak hours. The export period is assumed to require approximately 88 work days, which represents a duration of 4.5 months. Based on the maximum export of 62,000 cubic yards of material for the grading/excavation phase of project construction, up to 50 trucks per day (i.e., 50 inbound trucks and 50 outbound trucks) are anticipated (i.e., 704.55 cubic yards per day/14 cubic yards per truck = 51 trucks

[loads rounded upwards] per day). Assuming a total of six (6) hours of hauling activities each day, it is estimated that approximately nine (9 rounded upwards) truck loads (i.e., resulting in nine inbound trucks and nine outbound trucks) would occur per hour, again predominantly outside of peak hours. When accounting for the application of a passenger car equivalency (PCE) factor of 2.5 to account for the heavier weight and larger size haul trucks, a total of 23 (rounded upwards) inbound truck PCE trips and 23 outbound truck PCE trips could potentially occur during the weekday AM peak hour of 9:00 AM to 10:00 AM (i.e., 9 trucks x 2.5 PCE = 22.5 or 23 rounded inbound truck PCE trips and 23 rounded outbound truck PCE trips).

In addition to hauling activities, additional trips may be generated by miscellaneous trucks traveling to and from the project site. These trucks may consist of trucks delivering equipment and/or construction materials to the project site. In addition, smaller pick-up trucks or four-wheel drive vehicles used by construction supervisors and/or City inspectors are expected to be generated to and from the site. During the peak grading/shoring phase, it is estimated that up to 20 vendor/delivery trucks per day (i.e., 20 inbound truck trips and 20 outbound truck trips) would be generated to and from the site. To conservatively estimate the equivalent number of vehicles associated with the trucks, a PCE factor of 2.0 was utilized based on standard traffic engineering practice. Therefore, assuming 20 daily trucks per day, it is estimated that the trucks would generate approximately 80 daily truck PCE vehicle trips (i.e., 20 trucks x 2.0 PCE = 40 inbound truck PCE trips and 40 outbound truck PCE trips). It is also estimated that no more than ten PCE vehicle trips (5 inbound PCE trips and 5 outbound PCE trips) would occur during the weekday AM peak hour, assuming an eight (8) hour construction workday.

Taken together, the haul trucks and miscellaneous trucks during the peak phase of grading/shoring are forecast to generate up to 56 weekday AM peak hour PCE vehicle trips (i.e., 28 inbound PCE trips and 28 outbound PCE trips). Given that the proposed project upon operation is expected to generate 69 inbound and 59 outbound vehicle trips during the weekday AM peak hour and not result in any significant traffic impacts, it can be concluded that based on a comparative review of trip generation associated with the project and construction activities that no significant traffic impacts are anticipated to occur during this peak construction phase.

Up to 35 workers are estimated to travel to and from the project site during the grading/excavation phase; however, since the construction workday commences at 7:00 AM and depart before 4:00 PM, workers will arrive at the site prior to 7:00 AM and thus travel outside of the commuter peak hours.

Peak Construction Traffic Trip Generation (PM Peak Hour) – Phase 2 Vertical/Building Construction

As described above, it has been determined that the most intensive period of overall construction activity and construction traffic generation during the weekday PM peak

hour is also expected to occur during Phase 2 (i.e., during the vertical/building construction activities). This peak construction activity is expected to occur for an approximately 22-month period. Activities related to this phase/period are expected to generate the highest number of construction worker vehicle trips as compared to the other construction activities. Based on information provided by C.W. Driver, during this phase the maximum number of construction workers is expected to total 150 workers. As noted above per typical construction industry practices, construction workers are expected to arrive at the project site before 7:00 AM. Assuming the typical workday ends at 3:00 PM, fifty percent (50%) of the workers are assumed to leave the site between 3:00 PM and 3:30 PM, twenty-five percent (25%) between 3:30 PM and 4:00 PM, fifteen percent (15%) between 4:00 PM and 4:30 PM and the remaining ten percent (10%) after 4:30 PM. Thus, twenty-five percent (25%) of the work force (i.e., roughly 38 workers) have been assumed to overlap with the weekday commute PM peak hour (i.e., between 4:00 PM and 5:00 PM) in order to provide a conservative forecast of construction traffic generation.

It is anticipated that construction workers would primarily remain on-site throughout the day. The number of construction worker vehicles is estimated using an average vehicle ridership (AVR) of 1.135 persons per vehicle (as provided in the South Coast Air Quality Management District in its CEQA Air Quality Handbook). Therefore, it is estimated that approximately 264 vehicle trips (132 inbound trips and 132 outbound trips) on a daily basis would be generated to/from the site by the construction workers during this peak phase. With 25% of the workers conservatively assumed to overlap with the weekday PM peak hour (4:00 – 5:00 PM), this would result in a maximum of 33 outbound construction worker vehicle trips (i.e., 132 x 25% = 33 outbound vehicle trips) during the PM peak hour.

It is generally anticipated that construction worker-related traffic would be largely freeway-oriented. Construction workers would likely arrive and depart via the on- and off-ramps serving the I-405 Freeway. The most commonly used freeway ramps would be nearest the project site. The construction work force would likely be generated from all parts of the Los Angeles region and are, thereby are assumed to arrive from all directions. This general distribution (i.e., 80 percent on the freeways and 20 percent on local roadways) could potentially result in approximately 7 vehicles (20% x 33 outbound trips = 7 vehicle trips) at any one study intersection near the project site during the weekday commuter PM peak hour. This increase is not anticipated to result in any significant impacts based on the City's adopted significance criteria and comparisons to the transportation impact analysis associated with the proposed project upon completion and operation.

As stated above, the construction workers are forecast to generate up to 33 weekday PM peak hour vehicle trips (i.e., 33 outbound PCE trips) during the peak phase of vertical/building construction. Given that the proposed project upon operation is expected to generate 76 inbound and 81 outbound trips (i.e., a total of 157 vehicle trips) during the weekday PM peak hour and does not result in any significant traffic

impacts, it can be concluded that based on a comparative review of trip generation associated with the project and construction activities that no significant traffic impacts are anticipated to occur during this peak construction phase.

Cumulative Impacts During Concurrent Construction Activities

As noted in the traffic impact study, while there are 29 related projects that fall within a 1.5-mile radius of the Project, only a few of the related projects are located within about a six-block radius of the Project, which is the distance that would typically be expected to result in potential concurrent construction traffic effects. It is possible that the construction of some of these related projects could overlap with the Project's construction phase, however, similar to the proposed Project and pursuant to current City policies, those projects would be required to prepare and implement a CSTMP to address any anticipated temporary lane closures or re-routing of vehicle and bicycle traffic, sidewalk closures or pedestrian re-routing.

Thus, the cumulative impacts during concurrent construction activities are forecast to be less than significant. Also, as discussed previously, the Project's peak hour construction traffic generation would be less than the Project's overall peak hour operational traffic generation, and would not be expected to result in any significant intersection Level of Service (LOS) impacts. Therefore, project impacts would not be cumulatively considerable.

Emergency Access During Construction Activities

During the construction of the project, as well as the potential concurrent construction of related projects, it is expected that emergency vehicles will continue to utilize the surrounding street system (i.e., particularly Wilshire Boulevard) even though some travel lanes along certain portions of some roadways may be temporarily used for construction staging and/or material delivery. If required, drivers of emergency vehicles are also trained to utilize center turn lanes, or travel in opposing through lanes to pass through crowded intersections or streets. As required by the State of California Vehicle Code (i.e., specifically Section 21806, Authorized Emergency Vehicles), "upon the immediate approach of an authorized emergency vehicle which is sounding a siren and which has at least one lighted lamp exhibiting red light that is visible, under normal atmospheric conditions, from a distance of 1,000 feet in front of a vehicle, the surrounding traffic shall, except as otherwise directed by a traffic officer, do the following:

> (a) (1) Except as required under paragraph (2), the driver of every other vehicle shall yield the right-of-way and shall immediately drive to the right-hand edge or curb of the highway, clear of any intersection, and thereupon shall stop and remain stopped until the authorized emergency vehicle has passed.

(2) A person driving a vehicle in an exclusive or preferential use lane shall exit that lane immediately upon determining that the exit can be accomplished with reasonable safety.

(b) The operator of every street car shall immediately stop the street car, clear of any intersection, and remain stopped until the authorized emergency vehicle has passed.

(c) All pedestrians upon the highway shall proceed to the nearest curb or place of safety and remain there until the authorized emergency vehicle has passed."[1]

Furthermore, with implementation of the CSTMP, any potential lane or sidewalk closures would not be anticipated to be hazards to roadway travelers, including police and fire department staff, and/or pedestrians. Thus, emergency vehicles are expected to continue to negotiate typical street conditions in urban areas including areas near any temporary travel lane closure(s) and no impacts related to emergency access during construction are anticipated.

Construction Staging and Traffic Management Plan

Due to the short-term nature of construction activities and the variable characteristics and needs of a specific project's construction phase(s), LADOT recommends that a construction work site traffic control plan be submitted to LADOT's Citywide Temporary Traffic Control Section or Permit Plan Review Section for review and approval prior to the start of construction activity. The construction work site traffic control plan is required to identify the location of all temporary roadway lane and/or sidewalk closures needed during project construction. Additionally, if pedestrian detours and/or temporary travel lane closures are proposed, LADOT requires submission and approval of a traffic control/management plan prior to the issuance of building permits.

Consistent with LADOT's recommendation and requirements, the project applicant would prepare a detailed Construction Staging and Traffic Management Plan (CSTMP), which would include any applicable street/lane/sidewalk closure information, a detour plan, haul route(s), and a staging plan. The plan would be based on the nature and timing of the Project's specific construction activities and would consider other projects under construction in the immediate vicinity of the Project Site. The CSTMP also would include features such as notification to adjacent project owners and occupants of upcoming construction activities, advance notification regarding any temporary transit stop relocations, and limitation of any potential roadway lane closure(s) to off-peak travel periods, to the extent feasible.

[1] Source: State of California Department of Motor Vehicles website; https://www.dmv.ca.gov/portal/dmv; Amended Sec. 68, Ch. 1154, Stats 1996 Effective September 30, 1996.

Specifically, the CSTMP will include, but not be limited to, the following measures:

- Advance notification of adjacent property owners and occupants of upcoming construction activities, including durations and daily hours of operation.
- Temporary traffic control during all construction activities adjacent to public rights-of-way to improve traffic flow on public roadways (e.g., flag men).
- Scheduling of construction activities to reduce the effect on traffic flow on surrounding arterial streets.
- Potential sequencing of construction activity for the Project to reduce the amount of construction-related traffic on arterial streets.
- Containment of construction activity within the Project Site boundaries, per the Worksite Traffic Control Plan.
- Prohibition on construction-related vehicles/equipment parking on surrounding public streets.
- Coordination with Metro to address any potential conflicts with existing transit service.
- Safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers shall be implemented as appropriate.
- Schedule delivery of construction materials and hauling/transport of oversize loads to non-peak travel periods, to the extent possible. No hauling or transport shall be allowed during nighttime hours, Sundays, or federal holidays unless required by Caltrans or LADOT.
- Installation of appropriate traffic signs around the Project Site to ensure pedestrian, bicycle, and vehicle safety, as may be necessary.
- Installation of truck crossing signs within 300 feet of the exit of the Project Site in each direction.
- Securing of loads by trimming and watering or covering to prevent the spilling or blowing of the earth material.
- Cleaning of trucks and loads at the export site to prevent blowing dirt and spilling of loose earth.
- Identification of a construction manager and provision of a telephone number for any inquiries or complaints from residents regarding construction activities. The telephone number shall be posted at the site readily visible to any interested party during site preparation, grading, and construction.
- Obtain a Caltrans transportation permit for use of oversized transport vehicles on Caltrans facilities, if needed.

At this time, it is not known if any temporary lane closures will be necessary throughout the course of the project construction. Any such lane closures are expected to occur outside of the weekday AM and PM commute peak hours, however, so as to maintain roadway capacity when the street system is typically most heavily constrained.

Haul Route Approval

Approvals required by the City of Los Angeles for implementation of the proposed project include a Truck Haul Route program. Based on information provided by the applicant, it is anticipated that the demolition, material export, and construction debris will be transported to either Chiquita Canyon Landfill in Castaic or Manning Pit in Irwindale. The following roadways would be included as part of the haul route to be approved by the City of Los Angeles:

- Loaded Truck Route: East on Wilshire Boulevard to Beverly Glen Boulevard, south on Beverly Glen Boulevard to Santa Monica Boulevard, west on Santa Monica Boulevard to the I-405 Freeway, and initially north on the I-405 Freeway to other freeways to access either the Chiquita Canyon Landfill in Castaic or the Manning Pit in Irwindale (outside of City of Los Angeles limits) depending on their availability to receive export material.
- Empty Truck Route: Other freeways to Southbound I-405 Freeway to Wilshire Boulevard, east on Wilshire Boulevard to the project site.

The proposed haul routes would require review and approval by the City of Los Angeles.

Please feel free to call us with any questions or comments at 626.796.2322.

c: File

Appendix K-3

VMT Assessment

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Irvine
San Diego
Woodland Hills

MEMORANDUM

To:	Pedro Ayala City of Los Angeles Dept. of Transportation	Date:	April 20, 2020
From:	Clare M. Look-Jaeger, P.E. Francesca S. Bravo Linscott, Law & Greenspan, Engineers	LLG Ref:	1-16-4165-1
Subject:	**Belmont Village Senior Living - Westwood Presbyterian Church Project -VMT Analysis**		

Linscott, Law & Greenspan, Engineers (LLG) has prepared this memorandum to summarize the Vehicle Miles Traveled (VMT) review conducted for the proposed Belmont Village Senior Living - Westwood Presbyterian Church project (proposed project). LLG Engineers previously prepared the transportation impact study dated March 19, 2019 for a prior project development program. The findings of the traffic study report were confirmed based on the City of Los Angeles Department of Transportation (LADOT) assessment letter dated April 23, 2019.

Modified Project Description

The modified project consists of a minor shift in the residential component's unit mix: 53 Independent Living Housing units, 77 Assisted Living Care guest rooms, and 46 Alzheimer's/Dementia Care Housing guest rooms. The project's total unit/guest room count remains at 176. The new, two-story Education Center building containing a replacement 9,599 square-foot preschool (105 students) and 3,260 square feet of replacement administrative offices for the Church will remain as previously proposed. A breakdown of the land uses is shown below:

Land Use	Prior Project	Modified Project
Independent Living	54 DU	53 DU
Assisted Living	76 Guest Rooms	77 Guest Rooms
Alzheimer's/Dementia Care Housing	46 Guest Rooms	46 Guest Rooms
Day Care Center	9,599 Square Feet	9,599 Square Feet

VMT Analysis

On July 30, 2019, the Los Angeles Department of City Planning (LADCP) and Department of Transportation (LADOT) updated the Transportation Section of the City's California Environmental Quality Act (CEQA) Thresholds Guide to comply with and implement Senate Bill 743. On September 27, 2013, Governor Brown signed Senate Bill (SB) 743. Under SB 743, the focus of transportation analysis pursuant to CEQA will shift from driver delay, or level of service (LOS), to reduction of vehicle miles traveled, reduction in greenhouse gas emissions, creation of multimodal networks and promotion of mixed-use developments. In December 2018,

the California Natural Resources Agency certified and adopted amendments to the CEQA Guidelines implementing SB 743 with a target implementation date of July 1, 2020. City staff presented the CEQA Appendix G environmental checklist update to the City Council, which led to the adoption of new VMT-based significance thresholds and its subsequent incorporation into the City's CEQA Threshold Guide. In the course of this update, LADOT has developed a VMT Calculator tool to estimate project-specific daily household VMT per capita and daily work VMT per employee for land use development projects. This tool is intended to be used for development projects within the City of Los Angeles, and the VMT methodology is tailored to the proposed City of Los Angeles *Transportation Assessment Guidelines.* [1]

Accordingly, and because the proposed project will receive entitlement approval after July 1, 2020, this VMT analysis has been conducted to identify and evaluate the potential impacts of the proposed project based on the VMT methodology set forth in the City's *Transportation Assessment Guidelines.*

According to the City's *Transportation Assessment Guidelines*, a development project's daily vehicle trips should be estimated using the City's VMT Calculator. It should be noted that the Eldercare Facility and Education/Day Care Center land uses are not standard land uses contained in the City's VMT Calculator. Following discussions with LADOT staff, a custom land use was employed for the Eldercare Facility and the Private School (K-12) standard land use was utilized for the Education/Day Care Center in this analysis.

The proposed project, which includes both residential (Eldercare Facility) and office (Education/Day Care Center) type uses, would have a potential impact if it meets the following:

- "For residential projects, the project would generate household VMT per capita exceeding 15% below the existing average household VMT per capita for the Area Planning Commission (APC) area in which the project is located."
- "For office projects, the project would generate work VMT per employee exceeding 15% below the existing average work VMT per employee for the APC area in which the project is located."

The project's estimated household VMT is compared to the average household VMT per capita for the corresponding APC and the project's estimated work VMT is compared to the average work VMT per employee for the corresponding APC. Different VMT significance thresholds have been established for each APC boundary area as the characteristics of each are distinct in terms of land use, density, transit availability, employment, etc. The City of Los Angeles significance thresholds (i.e., provided on a daily household VMT per capita basis and a daily work VMT per

[1] City of Los Angeles *Transportation Assessment Guidelines*, Chapter 2, CEQA Analysis of Transportation Impacts, July 2019.

employee basis) for each of the seven (7) APC boundary areas are presented in ***Table A***. As the project is located in the West Los Angeles APC, the VMT impact criteria (i.e., 15% below APC average) applicable to the proposed project is 7.4 household VMT per capita and 11.1 daily work VMT per employee.

As indicated in the summary VMT Calculator worksheet, the proposed project is forecast to generate the following:

- The proposed project is estimated to generate a total of 464 daily vehicle trips.
- The estimated daily household VMT per capita for the proposed project's residential component land use component is 6.0 daily household VMT per capita, which is less than the West Los Angeles APC significance threshold of 7.4 VMT per capita.
- The estimated daily work VMT per employee for the proposed project's office land use component (i.e., the Education/Day Care Center) is 2.9 daily work VMT per employee, which is less than the West Los Angeles APC significance threshold of 11.1 VMT per employee.

Thus, based on the above analyses, the project is not expected to result in a significant VMT impact. Therefore, no mitigation is necessary as it relates to VMT. Copies of the detailed City of Los Angeles VMT Calculator worksheets for the proposed project are attached.

Please feel free to call us with any questions or comments at 626.796.2322.

c: File

Table A
CITY OF LOS ANGELES VMT IMPACT CRITERIA [1]

AREA PLANNING COMMISSION	15 PERCENT (15%) BELOW APC CRITERIA [2]	
	DAILY HOUSEHOLD VMT PER CAPITA	DAILY WORK VMT PER EMPLOYEE
Central	6.0	7.6
East Los Angeles	7.2	12.7
Harbor	9.2	12.3
North Valley	9.2	15.0
South Los Angeles	6.0	11.6
South Valley	9.4	11.6
West Los Angeles	7.4	11.1

[1] Source: City of Los Angeles Transportation Assessment Guidelines, July 2019.

CITY OF LOS ANGELES VMT CALCULATOR Version 1.2

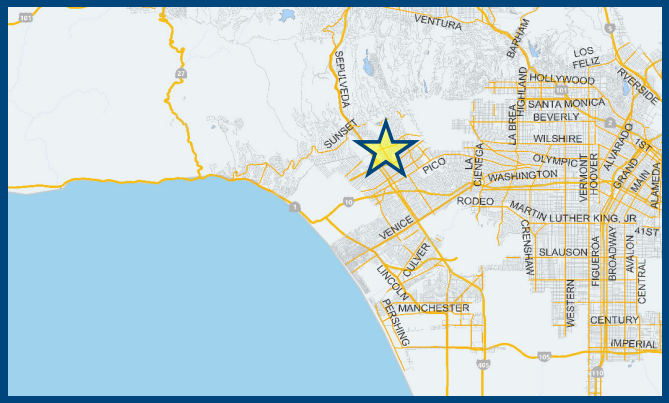
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project: Belmont Village Westwood

Scenario:

Address: 10822 W WILSHIRE BLVD, 90024



If the project is replacing an existing number of residential units with a smaller number of residential units, is the proposed project located within one-half mile of a fixed-rail or fixed-guideway transit station?

○ Yes ○ No

Existing Land Use

Land Use Type	Value	Unit
School | Private School (K-12)	80	Students
School | Private School (K-12)	80	Students

☐ Click here to add a single custom land use type (will be included in the above list)

Proposed Project Land Use

Land Use Type	Value	Unit
School | Private School (K-12)	105	Students
School | Private School (K-12)	105	Students
(custom) Eldercare Facillity | Daily	705	Trips
(custom) Eldercare Facillity | HBW-Attraction S	0	Percent
(custom) Eldercare Facillity | HBO-Attraction S	11	Percent
(custom) Eldercare Facillity | NHB-Attraction S	6	Percent
(custom) Eldercare Facillity | HBW-Production	23	Percent
(custom) Eldercare Facillity | HBO-Production	60	Percent
(custom) Eldercare Facillity | NHB-Production S	0	Percent
(custom) Eldercare Facillity | Daily	176	Residents
(custom) Eldercare Facillity | Daily	40	Employees
(custom) Eldercare Facillity | Daily	Non-Retai	Retail/Non-R

☑ Click here to add a single custom land use type (will be included in the above list)

Project Screening Summary

Existing Land Use	Proposed Project
97 Daily Vehicle Trips	464 Daily Vehicle Trips
1,042 Daily VMT	3,056 Daily VMT

Tier 1 Screening Criteria

Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. ☐

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	367 Net Daily Trips
The net increase in daily VMT ≤ 0	2,014 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	0.000 ksf

The proposed project is required to perform VMT analysis.

Measuring the Miles

12/11/2019

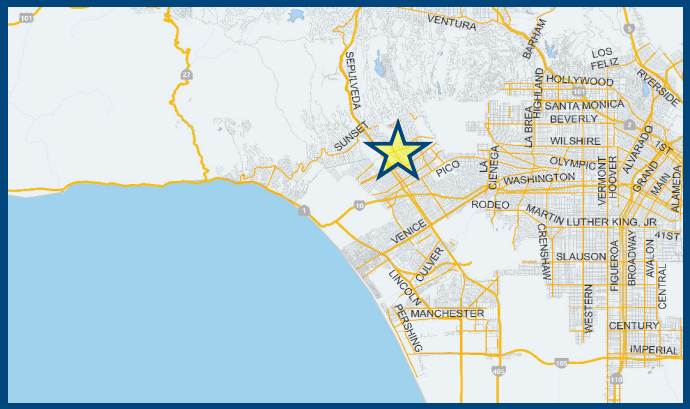
CITY OF LOS ANGELES VMT CALCULATOR Version 1.2

Project Information

Project: Belmont Village Westwood

Scenario:

Address: 10822 W WILSHIRE BLVD, 90024



Proposed Project Land Use Type	Value	Unit
School | Private School (K-12)	105	Students
(custom) Eldercare Facillity | Daily	705	Trips
(custom) Eldercare Facillity | HBW-Attraction S	0	Percent
(custom) Eldercare Facillity | HBO-Attraction S	11	Percent
(custom) Eldercare Facillity | NHB-Attraction S	6	Percent
(custom) Eldercare Facillity | HBW-Production	23	Percent
(custom) Eldercare Facillity | HBO-Production	60	Percent
(custom) Eldercare Facillity | NHB-Production S	0	Percent
(custom) Eldercare Facillity | Daily	176	Residents
(custom) Eldercare Facillity | Daily	40	Employees
(custom) Eldercare Facillity | Daily	Non-Retai	Retail/Non-R

TDM Strategies

Select each section to show individual strategies

Use ☑ to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

	Proposed Project	With Mitigation
Max Home Based TDM Achieved?	**No**	**No**
Max Work Based TDM Achieved?	**No**	**No**

A Parking

Reduce Parking Supply ☐ Proposed Prj ☐ Mitigation
- 100 city code parking provision for the project site
- 74 actual parking provision for the project site

Unbundle Parking ☐ Proposed Prj ☐ Mitigation
- 150 monthly parking cost (dollar) for the project site

Parking Cash-Out ☐ Proposed Prj ☐ Mitigation
- 50 percent of employees eligible

Price Workplace Parking ☐ Proposed Prj ☐ Mitigation
- 6.00 daily parking charge (dollar)
- 25 percent of employees subject to priced parking

Residential Area Parking Permits ☐ Proposed Prj ☐ Mitigation
- 200 cost (dollar) of annual permit

B Transit

C Education & Encouragement

D Commute Trip Reductions

E Shared Mobility

F Bicycle Infrastructure

G Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
464 Daily Vehicle Trips	**464** Daily Vehicle Trips
3,056 Daily VMT	**3,056** Daily VMT
6.0 Household VMT per Capita	**6.0** Household VMT per Capita
2.9 Work VMT per Employee	**2.9** Work VMT per Employee

Significant VMT Impact?

Proposed Project	With Mitigation
Household: No Threshold = 7.4 15% Below APC	**Household: No** Threshold = 7.4 15% Below APC
Work: No Threshold = 11.1 15% Below APC	**Work: No** Threshold = 11.1 15% Below APC

Measuring the Miles

12/11/2019

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: December 11, 2019
Project Name: Belmont Village Westwood
Project Scenario:
Project Address: 10822 W WILSHIRE BLVD, 90024

Version 1.2

Project Information			
Land Use Type		**Value**	**Units**
Housing	*Single Family*	*0*	*DU*
	Multi Family	*0*	*DU*
	Townhouse	*0*	*DU*
	Hotel	*0*	*Rooms*
	Motel	*0*	*Rooms*
Affordable Housing	*Family*	*0*	*DU*
	Senior	*0*	*DU*
	Special Needs	*0*	*DU*
	Permanent Supportive	*0*	*DU*
Retail	*General Retail*	*0.000*	*ksf*
	Furniture Store	*0.000*	*ksf*
	Pharmacy/Drugstore	*0.000*	*ksf*
	Supermarket	*0.000*	*ksf*
	Bank	*0.000*	*ksf*
	Health Club	*0.000*	*ksf*
	High-Turnover Sit-Down Restaurant	*0.000*	*ksf*
	Fast-Food Restaurant	*0.000*	*ksf*
	Quality Restaurant	*0.000*	*ksf*
	Auto Repair	*0.000*	*ksf*
	Home Improvement	*0.000*	*ksf*
	Free-Standing Discount	*0.000*	*ksf*
	Movie Theater	*0*	*Seats*
Office	*General Office*	*0.000*	*ksf*
	Medical Office	*0.000*	*ksf*
Industrial	*Light Industrial*	*0.000*	*ksf*
	Manufacturing	*0.000*	*ksf*
	Warehousing/Self-Storage	*0.000*	*ksf*
School	*University*	*0*	*Students*
	High School	*0*	*Students*
	Middle School	*0*	*Students*
	Elementary	*0*	*Students*
	Private School (K-12)	105	Students
Other	Eldercare Facillity	705	Trips

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: December 11, 2019
Project Name: Belmont Village Westwood
Project Scenario:
Project Address: 10822 W WILSHIRE BLVD, 90024

Version 1.2

Analysis Results			
Total Employees: 56 Total Population: 176			
Proposed Project		***With Mitigation***	
464	**Daily Vehicle Trips**	**464**	**Daily Vehicle Trips**
3,056	**Daily VMT**	**3,056**	**Daily VMT**
6	**Household VMT per Capita**	**6**	**Household VMT per Capita**
2.9	**Work VMT per Employee**	**2.9**	**Work VMT per Employee**

Significant VMT Impact?			
APC: West Los Angeles			
Impact Threshold: 15% Below APC Average Household = 7.4 Work = 11.1			
Proposed Project		***With Mitigation***	
VMT Threshold	**Impact**	**VMT Threshold**	**Impact**
Household > 7.4	No	Household > 7.4	No
Work > 11.1	No	Work > 11.1	No

TDM Strategy Inputs

Strategy Type		Description	Proposed Project	Mitigations
Parking	*Reduce parking supply*	*City code parking provision (spaces)*	*0*	*0*
		Actual parking provision (spaces)	*0*	*0*
	Unbundle parking	*Monthly cost for parking ($)*	*$0*	*$0*
	Parking cash-out	*Employees eligible (%)*	*0%*	*0%*
	Price workplace parking	*Daily parking charge ($)*	*$0.00*	*$0.00*
		Employees subject to priced parking (%)	*0%*	*0%*
	Residential area parking permits	*Cost of annual permit ($)*	*$0*	*$0*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Transit	Reduce transit headways	Reduction in headways (increase in frequency) (%)	0%	0%
		Existing transit mode share (as a percent of total daily trips) (%)	0%	0%
		Lines within project site improved (<50%, >=50%)	0	0
	Implement neighborhood shuttle	Degree of implementation (low, medium, high)	0	0
		Employees and residents eligible (%)	0%	0%
	Transit subsidies	Employees and residents eligible (%)	0%	0%
		Amount of transit subsidy per passenger (daily equivalent) ($)	$0.00	$0.00
Education & Encouragement	Voluntary travel behavior change program	Employees and residents participating (%)	0%	0%
	Promotions and marketing	Employees and residents participating (%)	0%	0%

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Commute Trip Reductions	*Required commute trip reduction program*	*Employees participating (%)*	*0%*	*0%*
	Alternative Work Schedules and Telecommute	*Employees participating (%)*	*0%*	*0%*
		Type of program	*0*	*0*
	Employer sponsored vanpool or shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees eligible (%)	*0%*	*0%*
		Employer size (small, medium, large)	*0*	*0*
	Ride-share program	*Employees eligible (%)*	*0%*	*0%*
Shared Mobility	*Car share*	*Car share project setting (Urban, Suburban, All Other)*	*0*	*0*
	Bike share	*Within 600 feet of existing bike share station - OR- implementing new bike share station (Yes/No)*	*0*	*0*
	School carpool program	*Level of implementation (Low, Medium, High)*	*0*	*0*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Bicycle Infrastructure	*Implement/Improve on-street bicycle facility*	*Provide bicycle facility along site (Yes/No)*	*0*	*0*
	Include Bike parking per LAMC	*Meets City Bike Parking Code (Yes/No)*	*0*	*0*
	Include secure bike parking and showers	*Includes indoor bike parking/lockers, showers, & repair station (Yes/No)*	*0*	*0*
Neighborhood Enhancement	*Traffic calming improvements*	*Streets with traffic calming improvements (%)*	*0%*	*0%*
		Intersections with traffic calming improvements (%)	*0%*	*0%*
	Pedestrian network improvements	*Included (within project and connecting off-site/within project only)*	*0*	*0*

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: December 11, 2019
Project Name: Belmont Village Westwood
Project Scenario:
Project Address: 10822 W WILSHIRE BLVD, 90024

Version 1.2

TDM Adjustments by Trip Purpose & Strategy

Place type: Urban

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Parking cash-out	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Price workplace parking	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Residential area parking permits	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	
Transit	Reduce transit headways	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Transit subsidies	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
Education & Encouragement	Voluntary travel behavior change program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
Commute Trip Reductions	Required commute trip reduction program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Employer sponsored vanpool or shuttle	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Ride-share program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
Shared Mobility	Car-share	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	
	School carpool program	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Urban

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Bicycle Infrastructure	Implement/ Improve on-street bicycle facility	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	Include Bike parking per LAMC	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	
	Include secure bike parking and showers	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	
Neighborhood Enhancement	Traffic calming improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Neighborhood Enhancement sections 1 - 2
	Pedestrian network improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	

Final Combined & Maximum TDM Effect

	Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*
MAX. TDM EFFECT	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*

= Minimum (X%, 1-[(1-A)*(1-B)…])
where X%=

PLACE TYPE MAX:	urban	75%
	compact infill	*40%*
	suburban center	*20%*
	suburban	*15%*

Note: (1-[(1-A)*(1-B)…]) reflects the dampened combined effectiveness of TDM Strategies (e.g., A, B,…). See the TDM Strategy Appendix (*Transportation Assessment Guidelines Attachment G)* for further discussion of dampening.

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: December 11, 2019
Project Name: Belmont Village Westwood
Project Scenario:
Project Address: 10822 W WILSHIRE BLVD, 90024

Version 1.2

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	162	-32.7%	109	3.6	583	392
Home Based Other Production	423	-59.8%	170	3.9	1,650	663
Non-Home Based Other Production	20	-15.0%	17	7.5	150	128
Home-Based Work Attraction	24	-50.0%	12	13.6	326	163
Home-Based Other Attraction	274	-62.0%	104	10.6	2,904	1,102
Non-Home Based Other Attraction	62	-16.1%	52	11.7	725	608

MXD Methodology with TDM Measures

	Proposed Project			*Project with Mitigation Measures*		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	0.0%	109	392	0.0%	109	392
Home Based Other Production	0.0%	170	663	0.0%	170	663
Non-Home Based Other Production	0.0%	17	128	0.0%	17	128
Home-Based Work Attraction	0.0%	12	163	0.0%	12	163
Home-Based Other Attraction	0.0%	104	1,102	0.0%	104	1,102
Non-Home Based Other Attraction	0.0%	52	608	0.0%	52	608

MXD VMT Methodology Per Capita & Per Employee

Total Population: 176
Total Employees: 56
APC: West Los Angeles

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**1,055**	**1,055**
Total Home Based Work Attraction VMT	**163**	**163**
Total Home Based VMT Per Capita	**6.0**	**6.0**
Total Work Based VMT Per Employee	**2.9**	**2.9**

Appendix K-4

LADOT Assessment Letter

FORM GEN. 160A (Rev. 1/82)

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

10822Wilshire Boulevard
DOT Case No. WLA18-106728

Date: April 28, 2020

To: Luciralia Ibarra, Senior City Planner
Department of City Planning

From: Hamed Sandoghdar, Transportation Engineer
Department of Transportation

Subject: **UPDATED TRANSPORTATION IMPACT ASSESSMENT FOR THE PROPOSED ELDER CARE FACILITY AND DETACHED DAY CARE FACILITY PROJECT AT 10822 WEST WILSHIRE BOULEVARD (BELMONT VILLAGE SENIOR LIVING)**

On April 23, 2019, the Department of Transportation (DOT) issued a traffic assessment report to the Department of City Planning for the elder care and detached day care project at 10822 Wilshire Boulevard, which was subject to a transportation analysis dated March 19, 2019 prepared by Linscott, Law & Greenspan, engineers (LLG). However, subsequent to the releasing of this report, on July 30, 2019, pursuant to Senate Bill (SB) 743 and the recent changes to Section 15064.3 of the State's California Environmental Quality Act (CEQA) Guidelines, the City of Los Angeles adopted vehicle miles traveled (VMT) as the criteria by which to determine transportation impacts under CEQA. Therefore, in response to this action the applicant submitted a voluntary VMT analysis for the proposed project in addition to the previous analysis dated March 19, 2019. Please replace the previous DOT assessment letter dated April 23, 2019, in its entirety, with this report which addresses the totality of the transportation analysis.

The DOT has reviewed the transportation analysis prepared by LLG, dated January 21, 2020, with subsequent revision dated April 20, 2020 for the proposed elder care and day care project located at 10822 West Wilshire Boulevard. In compliance with SB 743 and the CEQA, a VMT analysis is required to identify the project's ability to promote the reduction of green-house gas emissions, access to diverse land uses, and the development of multi-modal networks. The significance of a project's impact in this regard is measured against the VMT thresholds established in DOT's Transportation Assessment Guidelines (TAG), as described below.

DISCUSSION AND FINDINGS

A. Project Description

The project proposes to construct a one hundred seventy-six (176) unit elder care facility consisting of fifty-three (53) senior independent housing dwelling units, seventy-seven (77) assisted living care housing guest rooms, and forty-six (46) Alzheimer's/dementia care housing guest rooms, and a detached 9,599 Square foot (105 student) day care center. The project site is developed with a church that will remain on site, and an 8,750 square foot day care center that will be demolished along with a detached single family home to accommodate the proposed project. The project will provide parking on-site along with bicycle parking spaces, which includes long-term and short-term bicycle parking spaces, per the Los Angeles Municipal Code (LAMC). Vehicular access to the project site will be provided via driveways on Wilshire Boulevard and Ashton Avenue. The anticipated build-out year for the project is 2025.

B. CEQA Screening Threshold

Prior to accounting for trip reductions resulting from the application of Transportation Demand Management (TDM) Strategies, a trip generation analysis was conducted to determine if the project would exceed 250 daily vehicle trips screening threshold. Using the City of Los Angeles VMT Calculator tool, which draws upon trip rate estimates published in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition as well as applying trip generation adjustments when applicable, based on sociodemographic data and the built environment factors of the project's surroundings, it was determined that the project **does** exceed the net 250 daily vehicle trips threshold. It should be noted that because the project Memorandum of Understanding (MOU) was approved prior to July 2019, the project is not required to use the new TAG, but the project has voluntarily submitted a VMT analysis. The VMT calculator version 1.2 was the latest VMT calculator available at the time the January 21, 2020 analysis was submitted and accepted by DOT. A copy of the VMT calculator screening page, with the corresponding net daily trips estimate, is provided as **Attachment A** to this report.

C. Transportation Impacts

On July 30, 2019, pursuant to SB 743 and the recent changes to Section 15064.3 of the State's CEQA Guidelines, the City of Los Angeles adopted VMT as a criteria in determining transportation impacts under CEQA. The new DOT TAG provide instructions on preparing transportation assessments for land use proposals and defines the significant impact thresholds.

The DOT VMT Calculator tool measures project impact in terms of Household VMT per Capita, and Work VMT per Employee. DOT identified distinct thresholds for significant VMT impacts for each of the seven Area Planning Commission (APC) areas in the City. For the West Los Angeles APC area, in which the project is located, the following thresholds have been established:

- Household VMT per Capita: 7.4
- Work VMT per Employee: 11.1

As cited in the VMT Analysis report, prepared by LLG, the proposed project is projected to have Household VMT per capita of 6.0 and Work VMT per employee of 2.9. Therefore, it is concluded that implementation of the Project would not result in a significant Household and Work VMT. A copy of the VMT Calculator summary reports is provided as **Attachment B** that to this report.

D. Access and Circulation

During the preparation of the new CEQA guidelines, the State's Office of Planning and Research stressed that lead agencies can continue to apply traditional operational analysis requirements to inform land use decisions provided that such analyses were outside of the CEQA process. The authority for requiring non-CEQA transportation analysis and requiring improvements to address potential circulation deficiencies, lies in the City of Los Angeles' Site Plan Review authority as established in Section 16.05 of the Los Angeles Municipal Code (LAMC). Therefore, DOT continues to require and review a project's site access, circulation, and operational plan to determine if any access enhancements, transit amenities, intersection improvements, traffic signal upgrades, neighborhood traffic calming, or other improvements are needed. In accordance with this authority, the project has completed a

circulation analysis using a "level of service" screening methodology that indicates that the trips generated by the proposed development will likely not result in adverse circulation conditions at any of the analyzed intersections. DOT has reviewed this analysis as part of the March 19, 2019 analysis and determined that it adequately discloses operational concerns. A copy of the circulation analysis table that summarizes these results is provided as **Attachment C** to this report.

PROJECT REQUIREMENTS

In response to the findings of the traffic impact study, DOT recommends that the following project requirements be adopted as conditions of project approval.

A. Application Fee

Pursuant to Section 4.D of the WLA TIMP, the applicant shall pay an application processing fee based on the size and nature of the project.

B. Covenant and Agreement

Pursuant to Section 4.B of the WLA TIMP, the owner(s) of the property must sign and record a Covenant and Agreement prior to issuance of any building permit, acknowledging the contents and limitations of this Specific Plan in a form designed to run with the land.

C. Highway Dedication and Physical Street Improvements

Pursuant to Section 4.E.2 of the WLA TIMP, the applicant may be required to make highway dedications and improvements. The applicant should check with the Bureau of Engineering's (BOE) Land Development Group to determine the specific highway dedication, street widening and/or sidewalk requirements for this project. These requirements must be guaranteed before the issuance of any building permit through the B-permit process of the Bureau of Engineering, Department of Public Works. They must be constructed and completed prior to the issuance of any certificate of occupancy to the satisfaction of DOT and the Bureau of Engineering.

D. Site Access and Internal Circulation

This determination does not include approval of the project's driveways, internal circulation and parking scheme. The applicant is advised to consult with DOT for driveway locations and specifications prior to the commencement of any architectural plans, as they may affect building design. Final DOT approval shall be obtained prior to issuance of any building permits. This should be accomplished by submitting detailed site/driveway plans, at a scale of at least 1" = 40', separately to DOT's WLA/Coastal Development Review Section at 7166 West Manchester Avenue, Los Angeles 90045 as soon as possible, but prior to submittal of building plans for plan check to the Department of Building and Safety.

E. Pedestrian Connectivity

Applicant shall consult with the Department of City Planning for any additional requirements pertaining to pedestrian walkability and connectivity, as described in the Walkability Checklist.

F. Construction Impacts

DOT recommends that a construction work site traffic control plan be submitted to DOT's Western District Office for review and approval prior to the start of any construction work. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes,

hours of operation, protective devices, warning signs and access to abutting properties. DOT also recommends that construction related traffic be restricted to off-peak hours.

DOT ASSESSMENT APPEAL PROCESS

Pursuant to Section 8.A of the WLA TIMP, an applicant or any other interested person adversely affected by the project who disputes any determination made by DOT pursuant to this Ordinance may appeal to the General Manager of DOT. This appeal must be filed within a 15 day period following the applicant's receipt date of this letter of determination. The appeal shall set forth specifically the basis of the appeal and the reasons why the determination should be reversed or modified.

If you have any questions, I can be reached at the LADOT West L.A. Planning Office, (213) 485-1062.

Attachments

c: Jay Greenstein, Hagu Solomon-Cary, Joseph Galloway, Fifth Council District
Rudy Guevara, DOT
David Weintraub, DCP
Mike Patonai, Kevin Azarmahan, BOE
Francesca Bravo, Linscott, Law & Greenspan, Engineers

CITY OF LOS ANGELES VMT CALCULATOR Version 1.2

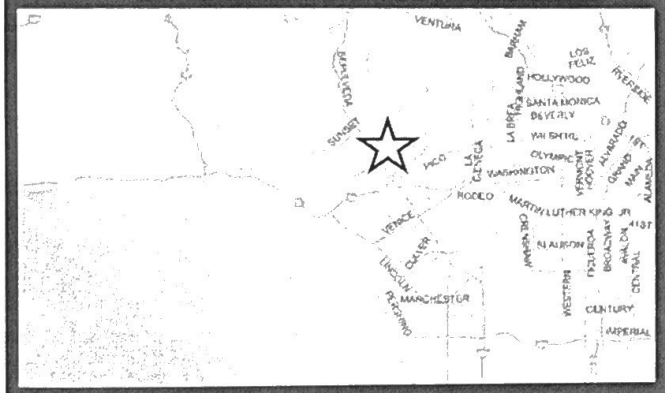
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project: Belmont Village Westwood

Scenario:

Address: 10822 W WILSHIRE BLVD, 90024



If the project is replacing an existing number of residential units with a smaller number of residential units, is the proposed project located within one-half mile of a fixed-rail or fixed-guideway transit station?

○ Yes ○ No

Existing Land Use

Land Use Type	Value	Unit
School | Private School (K-12)	80	Students
School | Private School (K-12)	80	Students

☐ Click here to add a single custom land use type (will be included in the above list)

Proposed Project Land Use

Land Use Type	Value	Unit
School | Private School (K-12)	105	Students
School | Private School (K-12)	105	Students
(custom) Eldercare Facillity | Daily	705	Trips
(custom) Eldercare Facillity | HBW-Attraction S	0	Percent
(custom) Eldercare Facillity | HBO-Attraction S	11	Percent
(custom) Eldercare Facillity | NHB-Attraction S	6	Percent
(custom) Eldercare Facillity | HBW-Production	23	Percent
(custom) Eldercare Facillity | HBO-Production	60	Percent
(custom) Eldercare Facillity | NHB-Production S	0	Percent
(custom) Eldercare Facillity | Daily	176	Residents
(custom) Eldercare Facillity | Daily	40	Employees
(custom) Eldercare Facillity | Daily	Non-Retai	Retail/Non-R

☑ Click here to add a single custom land use type (will be included in the above list)

Project Screening Summary

Existing Land Use	Proposed Project
97 Daily Vehicle Trips	464 Daily Vehicle Trips
1,042 Daily VMT	3,056 Daily VMT

Tier 1 Screening Criteria

Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. ☐

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	367 Net Daily Trips
The net increase in daily VMT ≤ 0	2,014 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	0.000 ksf

The proposed project is required to perform VMT analysis.

Measuring the Miles

10822 Wilshire Bl. - WLA18-106728

Attachmen "B"

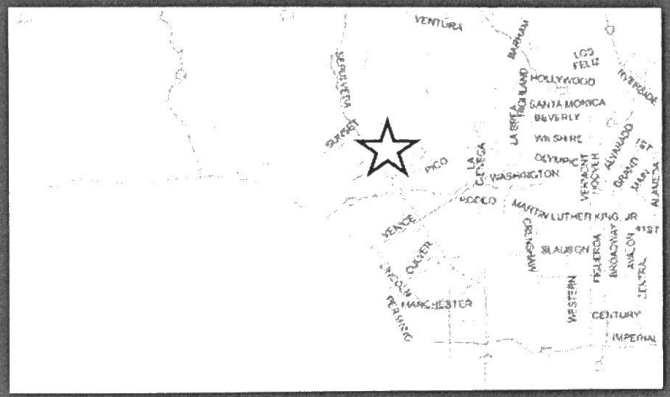
CITY OF LOS ANGELES VMT CALCULATOR Version 1.2

Project Information

Project: Belmont Village Westwood

Scenario:

Address: 10822 W WILSHIRE BLVD, 90024



Proposed Project Land Use Type	Value	Unit
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(custom) Eldercare Facillity | Daily	176	Residents
(custom) Eldercare Facillity | Daily	40	Employees
(custom) Eldercare Facillity | Daily	Non-Retai	Retail/Non-R

TDM Strategies

Select each section to show individual strategies
Use ☑ to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

	Proposed Project	With Mitigation
Max Home Based TDM Achieved?	No	No
Max Work Based TDM Achieved?	No	No

A Parking

Reduce Parking Supply	100	city code parking provision for the project site
☐ Proposed Prj ☐ Mitigation	74	actual parking provision for the project site
Unbundle Parking	150	monthly parking cost (dollar) for the project site
☐ Proposed Prj ☐ Mitigation		
Parking Cash-Out	50	percent of employees eligible
☐ Proposed Prj ☐ Mitigation		
Price Workplace Parking	6.00	daily parking charge (dollar)
☐ Proposed Prj ☐ Mitigation	25	percent of employees subject to priced parking
Residential Area Parking Permits	200	cost (dollar) of annual permit
☐ Proposed Prj ☐ Mitigation		

B Transit

C Education & Encouragement

D Commute Trip Reductions

E Shared Mobility

F Bicycle Infrastructure

G Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
464 Daily Vehicle Trips	464 Daily Vehicle Trips
3,056 Daily VMT	3,056 Daily VMT
6.0 Household VMT per Capita	6.0 Household VMT per Capita
2.9 Work VMT per Employee	2.9 Work VMT per Employee

Significant VMT Impact?

Proposed Project	With Mitigation
Household: No Threshold = 7.4 15% Below APC	Household: No Threshold = 7.4 15% Below APC
Work: No Threshold = 11.1 15% Below APC	Work: No Threshold = 11.1 15% Below APC

Measuring the Miles

12/11/2(

Attachment "C"

Table 9-1
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
WEEKDAY AM AND PM PEAK HOURS

NO.	INTERSECTION	PEAK HOUR	[1] YEAR 2018 EXISTING V/C	LOS	[2] YEAR 2018 EXISTING WITH PROJECT V/C	LOS	CHANGE V/C [(2)-(1)]	SIGNIF. IMPACT [a]	[3] YEAR 2025 FUTURE W/O PROJECT V/C	LOS	[4] YEAR 2025 FUTURE WITH PROJECT V/C	LOS	CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT [a]
1	Westwood Boulevard/ Wilshire Boulevard	AM	0.837	D	0.841	D	0.004	No	0.885	D	0.890	D	0.005	No
		PM	0.959	E	0.963	E	0.004	No	1.021	F	1.025	F	0.004	No
2	Westwood Boulevard/ Wellworth Avenue	AM	0.549	A	0.552	A	0.003	No	0.572	A	0.575	A	0.003	No
		PM	0.671	B	0.673	B	0.002	No	0.715	C	0.718	C	0.003	No
3	Westwood Boulevard/ Santa Monica Boulevard	AM	1.294	F	1.295	F	0.001	No	1.366	F	1.367	F	0.001	No
		PM	1.189	F	1.190	F	0.001	No	1.302	F	1.303	F	0.001	No
4	Glendon Avenue/ Wilshire Boulevard	AM	0.865	D	0.868	D	0.003	No	0.889	D	0.892	D	0.003	No
		PM	1.020	F	1.024	F	0.004	No	1.059	F	1.063	F	0.004	No
5	Selby Avenue/ Wilshire Boulevard	AM	0.832	D	0.836	D	0.004	No	0.866	D	0.870	D	0.004	No
		PM	0.912	E	0.915	E	0.003	No	0.948	E	0.952	E	0.004	No
6	Westholme Avenue/ Wilshire Boulevard	AM	0.834	D	0.837	D	0.003	No	0.864	D	0.868	D	0.004	No
		PM	0.992	E	0.994	E	0.002	No	1.045	F	1.048	F	0.003	No

[a] According to LADOT's "Transportation Impact Study Guidelines," December 2016, a transportation impact on an intersection shall be deemed significant in accordance with the following table:

Final v/c	LOS	Project Related Increase in v/c
>0.701 - 0.800	C	equal to or greater than 0.040
>0.801 - 0.900	D	equal to or greater than 0.020
>0.901	E/F	equal to or greater than 0.010