

Appendix L

Transportation Study



MEMORANDUM

TO: Bob Cheung, City of West Hollywood

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DATE: August 2, 2021

RE: Transportation Analysis for 8850 Sunset Boulevard
West Hollywood, California

Ref: J1728

The transportation analysis described in this memorandum has been prepared for the mixed-use hotel and residential project (Project) located at 8850 Sunset Boulevard (Project Site), in the City of West Hollywood (City). The methodology and assumptions used in this analysis were established in conjunction with the City.

EXECUTIVE SUMMARY

State of California Senate Bill 743 (Steinberg, 2013) (SB 743), made effective in January 2014, required the Governor's Office of Planning and Research (OPR) to change the California Environmental Quality Act (CEQA) guidelines to shift the focus of transportation impact analysis from driver delay (i.e., level of service [LOS]) to vehicle miles traveled (VMT), in order to reduce greenhouse gas (GHG) emissions, create multimodal networks, and promote mixed-use developments. The City Council adopted *West Hollywood Transportation Impact Study Guidelines* (City of West Hollywood, April 2021) (TIS Guidelines) pursuant to the requirements of SB 743, based on analyses of typical types of development projects within the City under OPR's *Technical Advisory on Evaluating Transportation Impacts in CEQA* (December 2018) and CEQA Guideline Section 15064.3, subdivision (b)(1). The TIS Guidelines confirm that, because the City is within a high-quality transit area that is well-served by public transportation, most development projects within the City would have a less than significant impact under VMT methodology and would not require further VMT analysis. However, further VMT analysis is required for development projects that fall under any of the five exclusionary criteria, as further detailed in the TIS Guidelines and addressed later in this analysis. In addition, the City has requested the inclusion of local circulation and residential roadway evaluations for informational purposes only. The local circulation and residential roadway evaluations will not be considered for CEQA impact purposes.

The Project proposes the development of a mixed-use hotel and residential building in a high-quality transit area. The Project would align with the goals of SB 743 to provide a diverse mix of land uses in an urban environment and to reduce VMT by placing residential and employment uses in close proximity to other urban uses and to transit options. In addition, the

Project would not fall under any of the five exclusionary criteria that would require further VMT analysis. Therefore, the Project would not result in a significant transportation impact. Furthermore, evaluations of the local circulation and residential roadways were conducted to provide information on the addition of Project traffic to the surrounding transportation network.

PROJECT DESCRIPTION

The Project would include the construction of a 15-story mixed-use hotel and residential building. The hotel portion of the Project would include 115 guestrooms with ancillary uses such as meeting rooms, spa/gym, outdoor pool, lounges, and retail, including a 3,496 square foot (sf) hotel lounge/bar. The residential portion would provide 31 market-rate condominiums and 10 income-restricted units with residential amenities including a gym, movie screening room, and an outdoor pool. The Project would also include approximately 29,280 sf of restaurant uses consisting of the rooftop restaurant, associated outdoor seating, and indoor and outdoor dining areas. A new 6,119 sf nightclub space would also be included for the Viper Room. The Project would provide approximately 240 striped parking spaces in a four-level subterranean parking garage on site.

The existing commercial buildings, including 13,862 sf of commercial uses and the 3,019 sf Viper Room, along with the associated surface parking lot, would be removed with development of the Project.

Figure 1A illustrates the Project's ground floor site plan, and Figure 1B illustrates the B1 level site plan.

Site Access and Circulation

Vehicular access to the Project Site would be provided via driveways on Larrabee Street and San Vicente Boulevard. All vehicle ingress would be provided via an inbound-only driveway on San Vicente Boulevard and all vehicle egress would be provided via an outbound-only driveway on Larrabee Street. Access to the truck loading dock would be provided via a separate driveway on Larrabee Street.

PROJECT LOCATION

The Project Site is bounded by Sunset Boulevard to the north, Larrabee Street to the east, a hotel use to the south, and San Vicente Boulevard to the west. The Project Site lies within an urbanized area consisting of residential and commercial uses.

Metered on-street parking is provided adjacent to the Project Site along the Sunset Boulevard and Larrabee Street frontages. In addition, two metered parking spaces along the Sunset Boulevard frontage serve as a commercial loading area Monday through Saturday between 8 AM and 6 PM.

Adjacent to the Project Site, curb extensions have been installed to reduce the pedestrian crossing distance and improve driver/pedestrian visibility at crosswalks along the south side of Sunset Boulevard, including at the San Vicente Boulevard and Larrabee Street intersections.

EXISTING TRANSPORTATION SETTING

The Study Area was established in consultation with the City and by reviewing the existing intersection/corridor operations, Project peak hour vehicle trip generation, and the anticipated distribution of Project vehicular trips. In the traffic engineering practice, a study area generally includes those intersections that are:

1. Immediately adjacent or in close proximity to the project site
2. In the vicinity of the project site that are documented to have current or projected future adverse operational issues
3. In the vicinity of the project site that are forecast to experience a relatively greater percentage of project-related vehicular turning movements (e.g., at freeway ramp intersections)

The intersections selected for analysis are consistent with the above criteria. The study locations were also selected based on the Project vehicle trip generation, the anticipated distribution of the Project trips, existing intersection/corridor operations, and travel routes/patterns to and from the Project. Several additional study locations were considered, however, were not selected for analysis as they did not meet the criteria listed above, since they accommodated little, if any, Project-related traffic volumes/vehicular turning movements, were located farther from the Project Site, have relatively lower traffic volumes on the side street and minor approach to the intersections, and have no documented existing or projected future adverse operational issues.

A total of 10 intersections and two street segments in the Study Area were identified during the scoping process for detailed analysis in the transportation study. Figure 2 illustrates the location of the Project Site in relation to the surrounding street system, 10 study intersections, and two study street segments.

The 10 signalized intersections selected for evaluation are:

1. Doheny Drive & Sunset Boulevard
2. Hammond Street & Sunset Boulevard
3. San Vicente Boulevard / Clark Street & Sunset Boulevard
4. Larrabee Street & Sunset Boulevard
5. Holloway Drive / Horn Avenue & Sunset Boulevard
6. La Cienega Boulevard & Sunset Boulevard
7. La Cienega Boulevard & Holloway Drive
8. San Vicente Boulevard & Cynthia Street
9. San Vicente Boulevard & Santa Monica Boulevard
10. Doheny Road / Cory Avenue & Sunset Boulevard

The street segments selected for evaluation are:

1. Larrabee Street between Nellas Street & Harratt Street
2. Harratt Street east of Larrabee Street

Existing Roadway System

Primary regional access to the Project Site is provided by the Hollywood Freeway (US 101), which generally runs in the northwest-southeast direction east of the Study Area, and the Santa Monica Freeway (I-10), which generally runs in the east-west direction south of the Study Area. US 101 is located approximately 3.3 miles northeast of the Project Site, with access provided via interchanges at North Highland Avenue. I-10 is located approximately 3.8 miles to the south of the Project Site, with access provided via interchanges at La Cienega Boulevard. The major arterials providing regional and sub-regional access to the Project Site include Sunset Boulevard and Santa Monica Boulevard. The following is a brief description of the major streets in the Study Area and their classifications as defined in *West Hollywood General Plan 2035* (City of West Hollywood, 2011):

- Cory Avenue – Cory Avenue is designated a Local Street. It travels in the north-south direction and is located west of the Project Site. It generally provides two travel lanes, one lane in each direction. Two-hour daytime unmetered parking with parking permit exempted is generally provided on the east side of the street within the Study Area.
- Doheny Drive – Doheny Drive is designated a Collector Street. It travels in the north-south direction and is located west of the Project Site. It generally provides two travel lanes, one lane in each direction, and a two-way left-turn lane median. Left-turn lanes are provided at major intersections. Two-hour unmetered and two-hour and four-hour daytime metered parking with parking permit exempted is generally provided on both sides of the street within the Study Area.
- Hammond Street – Hammond Street is a designated Local Street. It travels in the north-south direction and is located west of the Project Site. It generally provides two travel lanes, one lane in each direction. Within the Study Area, Hammond Street terminates at Sunset Boulevard. Unmetered two-hour daytime parking with parking permit exempted is generally provided on both sides of the street within the Study Area.
- San Vicente Boulevard / Clark Street – San Vicente Boulevard is a designated Collector Street that turns into Clark Street, a designated Local Street, north of Sunset Boulevard. It travels in the north-south direction and is located along the western boundary of the Project Site. It generally provides four travel lanes, two lanes in each direction, south of Sunset Boulevard and two travel lanes, one lane in each direction, north of Sunset Boulevard. Left-turn lanes are provided at most intersections. Unmetered two-hour daytime parking with parking permit exempted is generally provided on both sides of the street south of Harratt Street within the Study Area.
- Larrabee Street – Larrabee Street is a designated Local Street. It travels in the north-south direction and is located along the eastern boundary of the Project Site. It generally provides two travel lanes, one lane in each direction. Unmetered two-hour daytime parking with parking permit exempted is generally provided on both sides of the street south of Sunset Boulevard and on the west side of the street north of Sunset Boulevard within the Study Area.
- Horn Avenue – Horn Avenue is a designated Local Street. It travels in the north-south direction and is located east of the Project Site. Within the Study Area, Horn Avenue becomes Holloway Drive south of Sunset Boulevard. Unmetered two-hour daytime

parking with parking permit exempted is generally provided on the west side of the street within the Study Area.

- Holloway Drive – Holloway Drive is a designated Collector Street within the Study Area. It travels in the east-west direction and is located east of the Project Site. Within the Study Area, Holloway Drive becomes Horn Avenue north of Sunset Boulevard. It generally provides two travel lanes, one lane in each direction. Two-hour and four-hour daytime metered parking with parking permit exempted is generally provided on both sides of the street within the Study Area.
- La Cienega Boulevard – La Cienega Boulevard is a designated Arterial Street. It travels in the north-south direction and is located east of the Project Site. It provides four travel lanes, two in each direction, with left-turn lanes at intersections. Within the Study Area, La Cienega Boulevard terminates at Sunset Boulevard. On-street parking is generally not provided north of Santa Monica Boulevard within the Study Area. Two-hour and four-hour daytime metered parking is generally provided on both sides of the street south of Santa Monica Boulevard within the Study Area.
- Doheny Road – Doheny Road is designated a Local Street. It travels in the east-west direction and is located northwest of the Project Site. It generally provides two travel lanes, one lane in each direction. Left-turn lanes are provided at major intersections. Two-hour daytime unmetered parking with parking permit exempted is generally provided on both sides of the street within the Study Area west of Sunset Hills Road.
- Sunset Boulevard – Sunset Boulevard is a designated Arterial Street. It travels in the east-west direction and is located along the northern boundary of the Project Site. It generally provides four travel lanes, two lanes in each direction, with left-turn lanes at intersections. Two-hour and four-hour daytime metered parking with parking permit exempted is generally provided on both sides of the street within the Study Area.
- Cynthia Street – Cynthia Street is a designated Local Street. It travels in the east-west direction and is located south of the Project Site. It generally provides two travel lanes, one lane in each direction. Unmetered two-hour daytime parking with parking permit exempted is generally provided on both sides of the street within the study area.
- Santa Monica Boulevard – Santa Monica Boulevard is a designated Arterial Street. It travels in the east-west direction and is located south of the Project Site. It provides four travel lanes, two in each direction, with left-turn lanes at intersections. Metered two-hour daytime parking is generally provided on both sides of the street within the Study Area.

The existing lane configurations at the analyzed intersections are provided in Attachment A.

Existing Transit System

The City is located within a high-quality transit area, as identified by the Southern California Association of Governments (SCAG) and Los Angeles County Metropolitan Transportation Authority (Metro). As detailed in Table 1 and Figure 3, the Project area is served by bus lines operated by Metro and West Hollywood Cityline service, including Metro Local Lines 2, 16, 105,

and Cityline Local-East and Local-West lines, which travel adjacent to the Project Site along Sunset Boulevard and San Vicente Boulevard.

Table 2 summarizes the total residual capacity of the Metro bus lines during the morning and afternoon peak hours based on the frequency of service of each line and the maximum seated and standing capacity of each bus line. As shown in Table 2, the Metro bus lines within the Study Area currently have residual capacity for 843 transit trips during the morning peak hour and 876 transit trips during the afternoon peak hour. Furthermore, the Cityline bus lines provide additional transit capacity.

METHODOLOGY & GUIDELINES

SB 743, made effective in January 2014, required OPR to change the CEQA guidelines regarding the analysis of transportation impacts. Under SB 743, the focus of transportation analysis shifted from driver delay (i.e., LOS) to VMT in order to reduce GHG, create multimodal networks, and promote mixed-use developments.

The City adopted the TIS Guidelines pursuant to the requirements of SB 743. The TIS Guidelines specify transportation evaluations to address Appendix G Checklist of the California Environmental Quality Act (CEQA) Guidelines (California Code of Regulations, Title 14, Section 15000 and following), including VMT analysis, site plan review and analysis, and driveway and circulation analysis.

VMT Analysis

In accordance with OPR's *Technical Advisory on Evaluating Transportation Impacts in CEQA* and CEQA Guideline Section 15064.3, subdivision (b)(1), all development projects within the City, a high-quality transit area, are considered to have less than significant transportation impacts, if all of the following criteria are met:

1. A project with a floor area ratio (FAR) equal to or greater than 0.75
2. A project does not have more than the required number of parking spaces, as specified in the West Hollywood Municipal Code (WHMC)
3. A project that is consistent with *Connect SoCal – The 2020-2045 Regional Transportation Plan / Sustainable Communities Strategy* (SCAG, Adopted September 2020) (RTP/SCS)
4. A project that does not replace affordable residential units with fewer, moderate- or high-income residential units
5. A project does not have the potential for significant regional draw

For projects that do not meet all of the criteria above, further VMT analysis is required, and the City has also adopted OPR guidelines for a local threshold of significance of 15% VMT reduction below local average.

Site Plan Review and Analysis

Site plan review and analysis are required for information purposes and to support the CEQA determination related to (1) consistency with programs, plans, ordinances, and policies identified in the Circulation Element of the *West Hollywood General Plan 2035*, *West Hollywood Pedestrian and Bicycle Master Plan* (City of West Hollywood, September 2017), and *City of West Hollywood Climate Action Plan* (City of West Hollywood, September 2011), as well as other local/regional documents (i.e., SCAG RTP/SCS), (2) project-related geometric design hazards, and (3) identification of adequate emergency access. As detailed in the TIS Guidelines, the site plan review and analysis consider the four corners of a project site.

Driveway and Circulation Analysis

The driveway and circulation analyses are required for informational purposes only and support the CEQA determination related to (1) consistency with programs, plans, ordinances, and policies identified in the Circulation Element of the *West Hollywood General Plan 2035*, *West Hollywood Pedestrian and Bicycle Master Plan*, and *City of West Hollywood Climate Action Plan*, as well as other local/regional documents (i.e., SCAG RTP/SCS), (2) project-related geometric design hazards, and (3) identification of adequate emergency access. As detailed in the TIS Guidelines, the driveway and circulation analysis consider intersections that provide access to the project site, critical nearby major intersections, and project driveways.

VMT SCREENING EVALUATION

The Project is located within a high-quality transit area and would be screened out from further VMT analysis pursuant to the criteria in the City's Guidelines, OPR's *Technical Advisory on Evaluating Transportation Impacts in CEQA*, and CEQA Guideline Section 15064.3, subdivision (b)(1), as detailed below:

1. The Project would have a density of 6.0 FAR.
2. Section 19.28.040 of the West Hollywood Municipal Code (WHMC) identifies the off-street parking requirements of various land uses and the required off-street parking ratio for all developments proposed within the City. Per Table 3-6 of the WHMC, ancillary retail, restaurant, and conference uses within hotel developments may provide 50% of the code requirements. As detailed in Table 3, the Project's proposed 240-space parking supply would not exceed the WHMC parking requirement of 240 spaces.
3. *Connect SoCal – The 2020-2045 Regional Transportation Plan / Sustainable Communities Strategy* (SCAG, Adopted September 2020) (RTP/SCS) presents a long-term vision for the region's transportation system through Year 2045 and balances the region's future mobility and housing needs with economic, environmental, and public health goals. The Project is consistent with the RTP/SCS goal of maximizing mobility and accessibility in the region. The Project encourages a variety of transportation options, is served by various local bus lines, and is located within a high-quality transit area. In addition, the Project would be designed to reduce single occupancy trips to the Project Site through the implementation of various transportation demand management (TDM)

strategies including bicycle amenities and facilities and pedestrian infrastructure. Furthermore, the Project would contribute to the productivity and use of the regional transportation system by providing residences and employment near transit and would encourage active transportation by providing new bicycle parking and active street frontages. In addition, the Project would be consistent with SCAG's population and housing forecasts in the RTP/SCS document, and the Project's 66 residents and 187 net new employees would not exceed the SCAG population, housing, and employment growth projections for the City. Therefore, the Project would be adequately supported by existing and planned infrastructure in the region.

4. The Project would not replace any existing residential uses, including any low-income housing.
5. The proposed uses of the Project are similar to existing uses within the City and are not anticipated to generate a significant regional draw. As confirmed by the City Council in the Staff Report setting forth the findings for its adoption of the City guidelines, hotel, restaurant/bars, office buildings and event spaces have a more typical work force and would not be considered to generate a significant regional draw.

Based on the above evaluation, the Project would not require further VMT analysis. Therefore, no significant transportation impact is anticipated with development of the Project.

SITE PLAN REVIEW AND ANALYSIS

As previously detailed, the Project would provide access via one inbound-only driveway along San Vicente Boulevard, a designated Collector Street, and one outbound-only driveway along Larabee Street, a designated Local Street. The driveways and internal drive aisles would be designed in accordance with City standards to provide adequate sight distance and limit Project vehicle spillover into the public right-of-way. In addition, both driveways would adequately provide access for emergency vehicles. The driveways would be located along non-arterial streets to minimize interruptions to traffic operations along Sunset Boulevard, a designated Arterial Street that primarily serves regional and through traffic. Furthermore, parking would be provided in accordance with the WHMC to limit parking intrusion and minimize potential vehicle circulation in the adjacent residential neighborhoods. In addition, separate truck access to the loading dock would be concentrated to one driveway along Larabee Street. Truck access at the driveway and circulation within the loading dock were reviewed and the evaluations are provided in Attachment B. As shown, the driveway and loading dock designs would adequately accommodate the trucks anticipated to service the Project.

Bicycle and pedestrian access to the Project site would be provided along Sunset Boulevard separate from the vehicle driveways to minimize potential vehicle-pedestrian and vehicle-bicycle conflicts. The bicycle and pedestrian entrances would connect to off-site facilities along Sunset Boulevard, as well as nearby transit stops, including an adjacent bus stop along San Vicente Boulevard south of Sunset Boulevard that provides service to Metro and Cityline bus lines. The Project would also provide bicycle parking and amenities to promote bicycle travel to and from the Project Site.

Thus, as detailed above, the Project site plan would be consistent with the programs, policies, ordinances, and policies of *West Hollywood General Plan 2035*, *West Hollywood Pedestrian and*

Bicycle Master Plan, City of West Hollywood Climate Action Plan, and SCAG RTP/SCS by placing an employment, residential, and visitor center in proximity to transit and providing active street frontages to enhance the pedestrian and bicycle experience. The Project driveways would also be designed and placed to provide adequate turning areas for vehicles, trucks, and emergency vehicles, limit potential vehicle-pedestrian/bicycle conflicts, and minimize vehicle spillover into the public right-of-way.

DRIVEWAY AND LOCAL CIRCULATION ANALYSIS

The following provides the evaluation of the local circulation system surrounding the Project Site for informational purposes and is not considered for CEQA impact purposes. Detailed review and analysis of 10 study intersections and two study street segments were conducted for typical weekday morning (7:00 AM to 10:00 AM) and afternoon (4:00 PM to 7:00 PM) peak periods under Existing Conditions (Year 2019) and Future Conditions (Year 2025). The analysis of future Year 2025 conditions corresponds with the anticipated buildout year of the Project.

Project Traffic

Trip generation rates from *Trip Generation Manual, 10th Edition* (Institute of Transportation Engineers, 2017) for multi-family housing (low-rise) and drinking place uses were used to develop trip generation estimates for the residential uses and Viper Room, respectively. Trip generation rates based on empirical studies conducted in the City were used to develop traffic estimates for the hotel, affordable housing, and restaurant uses. Trip generation rates from *Trip Generation Manual, 10th Edition* for shopping center and drinking place uses were also utilized to estimate the trips associated with the existing uses on-site that would be removed with development of the Project.

After accounting for the removal of the existing uses, the Project is estimated to generate 3,128 net new daily trips, with 171 morning peak hour trips (104 inbound, 68 outbound) and 302 afternoon peak hour trips (223 inbound, 79 outbound), as shown in Table 4.

The traffic volumes entering and exiting the Project Site for both the existing uses and the Project were distributed and assigned to the local street system based on demographics and existing/anticipated travel patterns in the Study Area. Localized routes of travel through the Study Area were developed based on existing traffic patterns and relative travel times on various corridors, the level of accessibility of the route to and from the Project Site, and the City's Travel Demand Model, which takes into account the general locations of land uses where Project trips would originate or terminate. The trip distribution of the Project is illustrated in Figure 4A for the hotel and commercial uses and Figure 4B for the residential use. The Project trip distribution was developed to reflect the Project traffic ingress from San Vicente Boulevard and egress to Larrabee Street. The general distribution pattern was reviewed and approved by the City.

Project traffic for the hotel/commercial uses was assigned to the surrounding street system based on the following general distribution pattern:

- 30% to/from the east (Holloway Drive, Sunset Boulevard)
- 40% to/from the south (San Vicente Boulevard, Santa Monica Boulevard)

- 30% to/from the west (Sunset Boulevard, Doheny Drive)

Project traffic for the residential uses was assigned to the surrounding street system based on the following general distribution pattern:

- 30% to/from the east (Holloway Drive, Sunset Boulevard)
- 40% to/from the south (San Vicente Boulevard, Santa Monica Boulevard)
- 30% to/from the west (Sunset Boulevard, Doheny Drive)

The trip distribution patterns illustrated in Figures 4A and 4B were applied to the trip generation estimates detailed in Table 4 to develop the Project-only traffic assignments. Figure 5 illustrates the net Project traffic volumes through the study intersections.

Existing with Project Conditions

The Existing Conditions are defined by the traffic volumes, roadways, and intersection configurations that existed in Year 2019, when the Project's Notice of Preparation (NOP) was issued. Intersection turning movement counts during the typical weekday morning (7:00 AM to 10:00 AM) and afternoon (4:00 PM to 7:00 PM) commuter peak periods were conducted on May 21, 2019, and November 19, 2019. Local schools were in session at the time the traffic counts were conducted, and traffic patterns were typical and were not impacted at that time by the State and City's Stay At Home order as a response to the COVID-19 pandemic. The traffic volumes illustrated in Figure 6 represent Existing Conditions in Year 2019. The summary data worksheets of turning movement counts at the study intersections are available in Attachment C.

The Project-only traffic volumes were added to the Existing traffic volumes to develop the Existing with Project peak hour traffic volumes shown in Figure 7.

Future with Project Conditions

The Future with Project Conditions are defined by the traffic volumes, roadways, and intersection configurations that would exist in Year 2025 following full development of the Project. Based on historic trends, an ambient growth factor of 1.0% per year was used to adjust the existing traffic volumes to reflect the effects of regional growth and development by the Year 2025. The total adjustment applied over the five-year period to full buildout of the Project (Year 2025) was, therefore, 6.0%. The Future with Project Conditions analysis also considered the effects of the Project in relation to other developments either proposed, approved, or under construction in the Study Area and expected to be implemented prior to the buildout date of the Project (Related Projects). Information about Related Projects was obtained from the Cities of West Hollywood, Beverly Hills, and Los Angeles. The trip generation estimates for the Related Projects were assigned to the local street system using the trip distribution pattern described above and illustrated in Figure 8. The Related Projects information is provided in Attachment D.

The Future without Project intersection traffic volumes illustrated in Figure 9 reflect the addition of anticipated trips generated by the Related Projects to the Existing Conditions traffic volumes with application of the ambient growth through the assumed buildout year of 2025. The Project-only

traffic volumes were added to the Future without Project traffic volumes to develop the Future with Project peak hour traffic volumes shown in Figure 10.

Residential Street Segment Analysis

The study street segments were analyzed based on direction from the City.

Street segment average daily traffic (ADT) counts during the typical weekday were conducted at the street segments of Larrabee Street between Nellas Street and Harratt Street and Harratt Street east of Larrabee Street over a 24-hour period (from midnight to midnight) on Wednesday, May 22, 2019.

Future without Project street segment volumes were estimated by applying an ambient growth factor to the anticipated year of project buildout and the addition of Related Project traffic to the Existing Conditions street segment traffic volumes.

Project traffic volumes were added to the Existing and Future without Project ADT volumes to estimate the Existing with Project and Future with Project ADT volume scenarios.

ADT volumes under all conditions are shown in Figure 11. The summary data worksheets of the study street segment ADT volumes are provided in Attachment C.

The analysis of the study street segments is provided in Tables 5 and 6 for Existing with Project and Future with Project Conditions, respectively. As shown, the traffic intensity with the addition of Project traffic at either of the two study street segments would not result in adverse traffic conditions that would require neighborhood improvement measures.

CONSTRUCTION

Construction of the Project is anticipated to commence in Year 2022 with completion anticipated in Year 2025. The construction period would include subphases of site demolition, grading/excavation, building construction, paving/finishing, tenant improvements, and commissioning. Peak haul activity occurs during grading/excavation and peak worker activity occurs during building construction. These two subphases of construction were studied in greater detail.

Grading/Excavation Phase

The peak period of truck activity during construction would occur during grading/excavation of the Project Site. Based on projections compiled for the Project, approximately 84,000 cubic yards (CY) of material would be excavated and removed from the Project Site over a six-month period, requiring approximately 50 haul trucks per workday based on an anticipated haul truck capacity of 14 CY each. In addition, approximately one vendor truck is anticipated to be on-site during the grading/excavation period. Thus, up to 102 daily truck trips (51 inbound, 51 outbound) are forecast to occur during the site preparation and grading period.

Transportation Research Circular No. 212, Interim Materials on Highway Capacity, (Transportation Research Board, 1980) defines passenger car equivalency (PCE) for a vehicle as the number of through moving passenger cars to which it is equivalent based on the vehicle's headway and delay-creating effects. Table 8 of *Transportation Research Circular No. 212* and Exhibit 16.7 of the HCM suggest a PCE of 2.0 for trucks on level terrain. Assuming a PCE factor of 2.0, the 102 truck trips would be equivalent to 204 daily PCE trips.

In addition, during this period, approximately 10 construction worker vehicle trips to and from the Project Site are anticipated on a daily basis.

With the implementation of the Construction Management Plan, which is described in more detail below, it is anticipated that almost all haul truck activity to and from the Project Site would occur outside of the morning and afternoon peak hours. In addition, as discussed in more detail in the following section, worker trips to and from the Project Site would also occur outside of the peak hours. Therefore, no peak hour construction traffic impacts are expected during the excavation and grading phase of construction.

Haul trucks would travel on approved truck routes designated within the City and would generally take the most direct route to the appropriate freeway ramp, using only arterial roadways that allow large trucks. The likely haul route for construction vehicles removing soil from the Project Site would be to travel east on Sunset Boulevard and south on La Cienega Boulevard to I-10. Empty trucks returning to the Project Site from I-10 would travel north on La Cienega Boulevard, west onto Santa Monica Boulevard, and north on San Vicente Boulevard to the Project Site. The proposed truck haul routes will be reviewed and approved by the City.

Building Construction Phase

The traffic impacts associated with construction workers depends on the number of construction workers employed during various phases of construction, as well as the travel mode and travel time of the workers. In general, the hours of construction typically require workers to be onsite before the weekday morning commuter peak period and allow them to leave before or after the afternoon commuter peak period (i.e., arrive at the site prior to 7:00 AM and depart before 4:00 PM or after 6:00 PM). Therefore, most, if not all, construction worker trips would occur outside of the typical weekday commuter peak periods.

The estimated number of construction workers each day depends on the phase of construction. According to construction projections prepared for the Project, the building construction period of construction would employ the most construction workers, with a maximum of 156 daily trips (78 inbound and 78 outbound trips), but nearly all of those trips would occur outside of the peak hours, as described above. As such, the building construction phase of Project construction is not expected to cause a significant traffic constraint at any of the study intersections.

During construction, adequate parking for construction workers would be secured in the vicinity of the Project Site. Restrictions against workers parking in the public right-of-way in the vicinity of (or adjacent to) the Project Site would be identified as part of the Construction Management Plan. Construction parking may require the temporary use of offsite parking areas for materials storage and truck staging.

Potential Impacts on Access, Transit, and Parking

Construction activities are expected to be primarily contained within the Project Site boundaries. However, it is expected that construction fences may encroach into the public right-of-way (e.g., sidewalk and roadways) adjacent to the Project Site for certain periods during construction. Adjacent to the Project Site, the parking lane on Sunset Boulevard and curb lane on San Vicente Boulevard would be used intermittently throughout the construction period for equipment staging, concrete pumping, etc. Temporary traffic controls would be provided to direct traffic around any closures as required in the Construction Management Plan.

The use of the public right-of-way along Sunset Boulevard would require temporary rerouting of pedestrian traffic, as the sidewalks fronting the Project Site would be closed. The Construction Management Plan would include measures to ensure pedestrian safety along the affected sidewalks and temporary walkways (e.g., use of directional signage, maintaining continuous and unobstructed pedestrian paths, and/or providing overhead covering).

Existing bus stops located adjacent to the western boundary of the Project Site would be maintained to the extent feasible during construction or relocated consistent with the needs of Metro Bus Operations. Parking is allowed on Sunset Boulevard (during certain hours of the day) adjacent to the Project Site, so the construction fences could result in the temporary loss of up to two loading zone spaces and six on-street metered parking spaces on Sunset Boulevard. However, these spaces primarily serve the existing uses on the Project Site, which would be demolished at the commencement of the construction period.

Project construction is not expected to create hazards for roadway travelers, bus riders, or parkers, as long as commonly practiced safety procedures for construction are followed. Such procedures and other measures (e.g., to address temporary traffic control, lane closures, sidewalk closures, etc.) have been incorporated into the Construction Management Plan. The construction-related impacts associated with access and transit are anticipated to be less than significant, and the implementation of the Construction Management Plan described below would further reduce those impacts.

Construction Management Plan

A detailed Construction Management Plan, including street closure information, a detour plan, haul routes, and a staging plan, would be prepared and submitted to the City for review and approval. The Construction Management Plan would formalize how construction would be carried out and identify specific actions that would be required to reduce effects on the surrounding community. The Construction Management Plan shall be based on the nature and timing of the specific construction activities and other projects in the vicinity of the Project Site and shall include, but not be limited to, the following elements, as appropriate:

- A designated on-site construction manager, with 24-hour contact information
- Placement of construction debris during demolition
- Use of permitted waste haulers and recyclers
- A disposal and recycling plan

- A detail of the extent of encroachments into the public street or sidewalk
- A drainage plan and a list of all best management practices that would be used to prevent construction debris from entering the storm drain system
- A description of the nature and extent of any dewatering and its effect on any adjacent buildings
- The anticipated truck routes, number of truck trips, hours of hauling, and parking locations
- The security measures including any fencing, lighting, and security personnel
- A construction parking plan that would minimize use of public streets for parking and describe where workers will park and any efforts to encourage carpooling to the job site
- A plan for neighborhood outreach including ongoing dissemination of information regarding the status of construction

TDM ORDINANCE

The following describes the TDM requirements for qualifying development project types, as detailed in the WHMC TDM Ordinance. Per WHMC Section 10.16.040, the following types of commercial or mixed-use development projects are subject to the requirements of the TDM Ordinance:

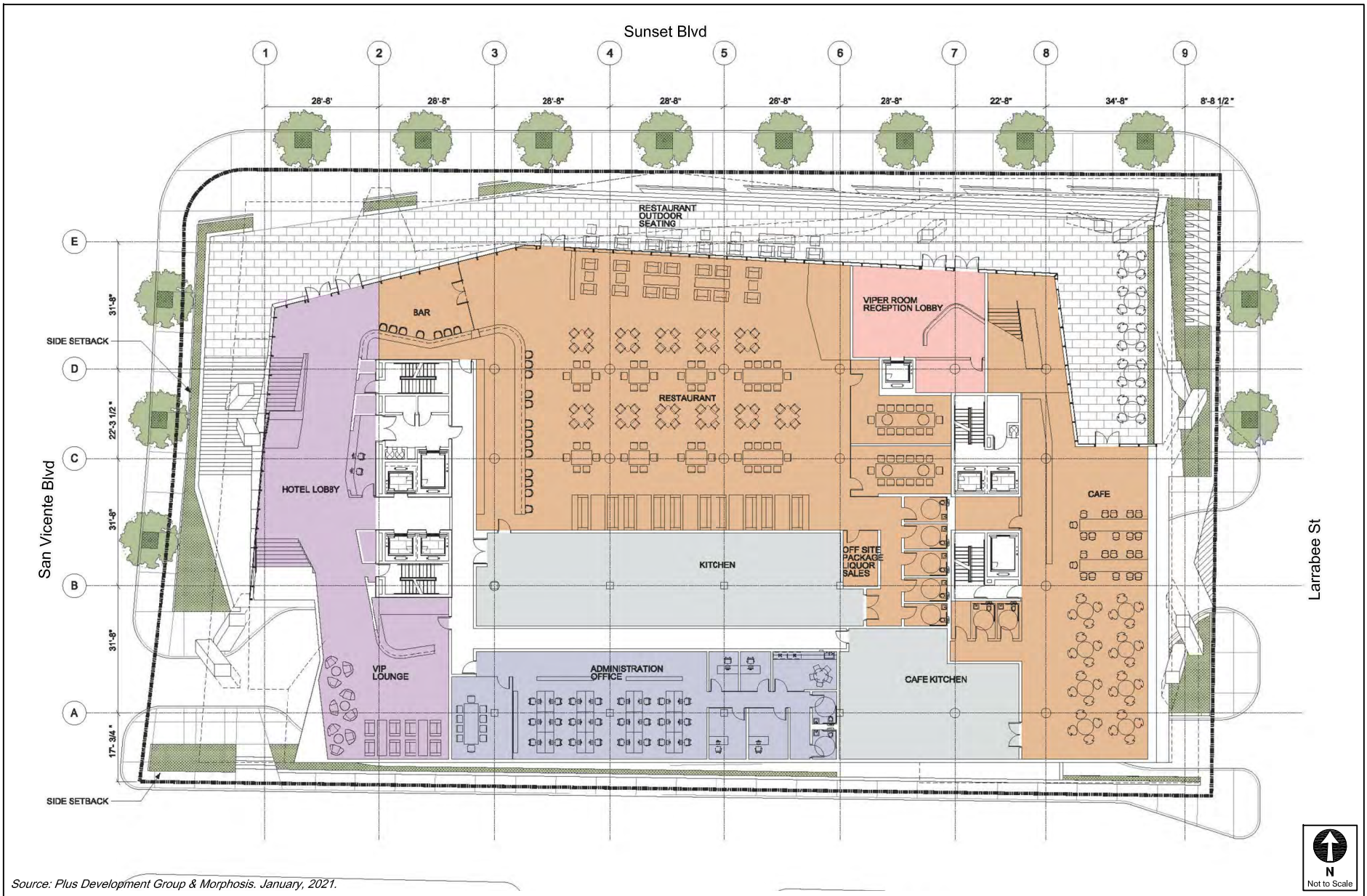
- *A new structure containing 5,000 sf or more of commercial floor area*
- *Any major remodel to any existing structure where the completed structure contains 5,000 sf or more of commercial floor area*
- *An addition of 5,000 sf or more of commercial floor area to any structure*

Accordingly, the Project would be subject to the requirements of the City's TDM Ordinance to reduce single occupancy vehicle trips to the Project Site. WHMC Section 10.16.050 requires commercial or mixed-use structures with a total of more than 10,000 sf of floor area, such as the Project, to implement eight trip reduction strategies.

The Project will comply with the TDM Ordinance and, in accordance with WHMC Section 10.16.050, the Project will prepare and submit a TDM plan to implement the required number of trip reduction strategies. Table 7 provides a menu of strategies that could be implemented as part of a TDM plan, including on-site delivery amenities, secure bicycle storage and bicycle racks, and electric vehicle charging and preferential parking. Detailed descriptions of the strategies are provided in Attachment E.

SUMMARY

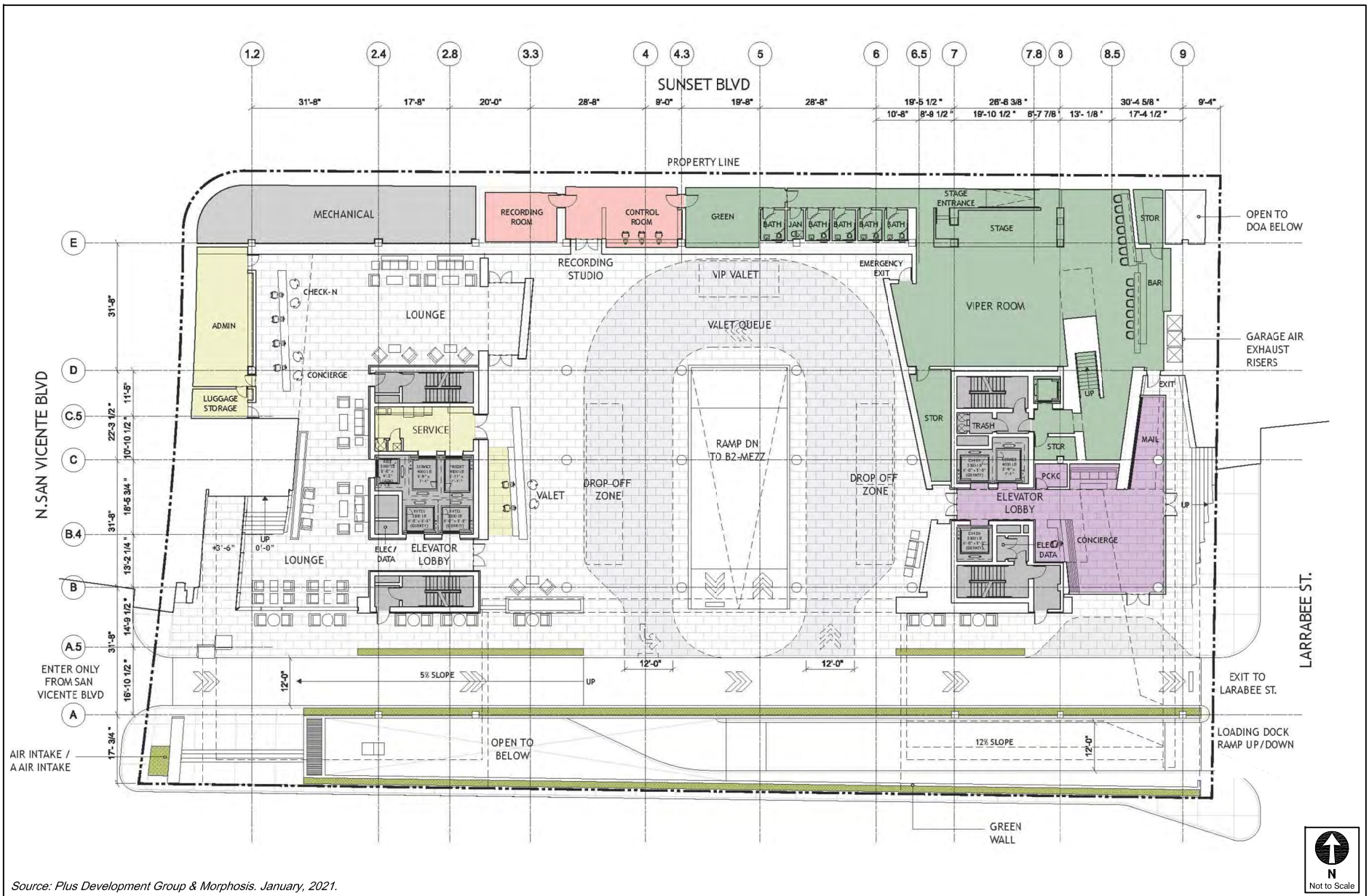
The Project is located within a high-quality transit area and would not meet the exclusions in the City's screening criteria requiring further VMT analysis. Therefore, the Project is found to be consistent with SB 743's goals and would not result in a significant transportation impact. The Project would be subject to the requirements of the City's TDM Ordinance to reduce single occupancy vehicle trips to the Project Site.



Source: Plus Development Group & Morphosis. January, 2021.

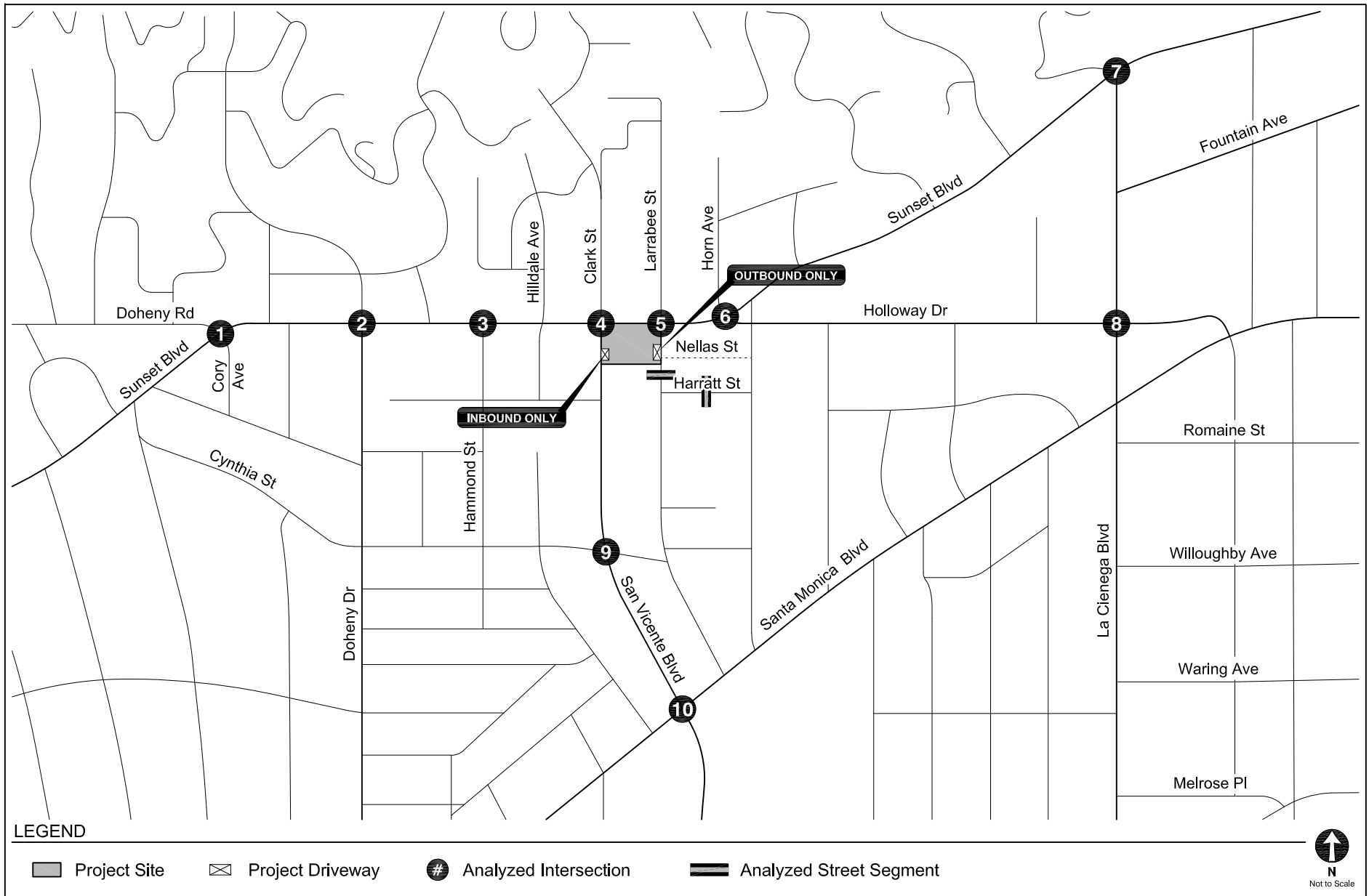
GROUND FLOOR SITE PLAN

FIGURE
1A



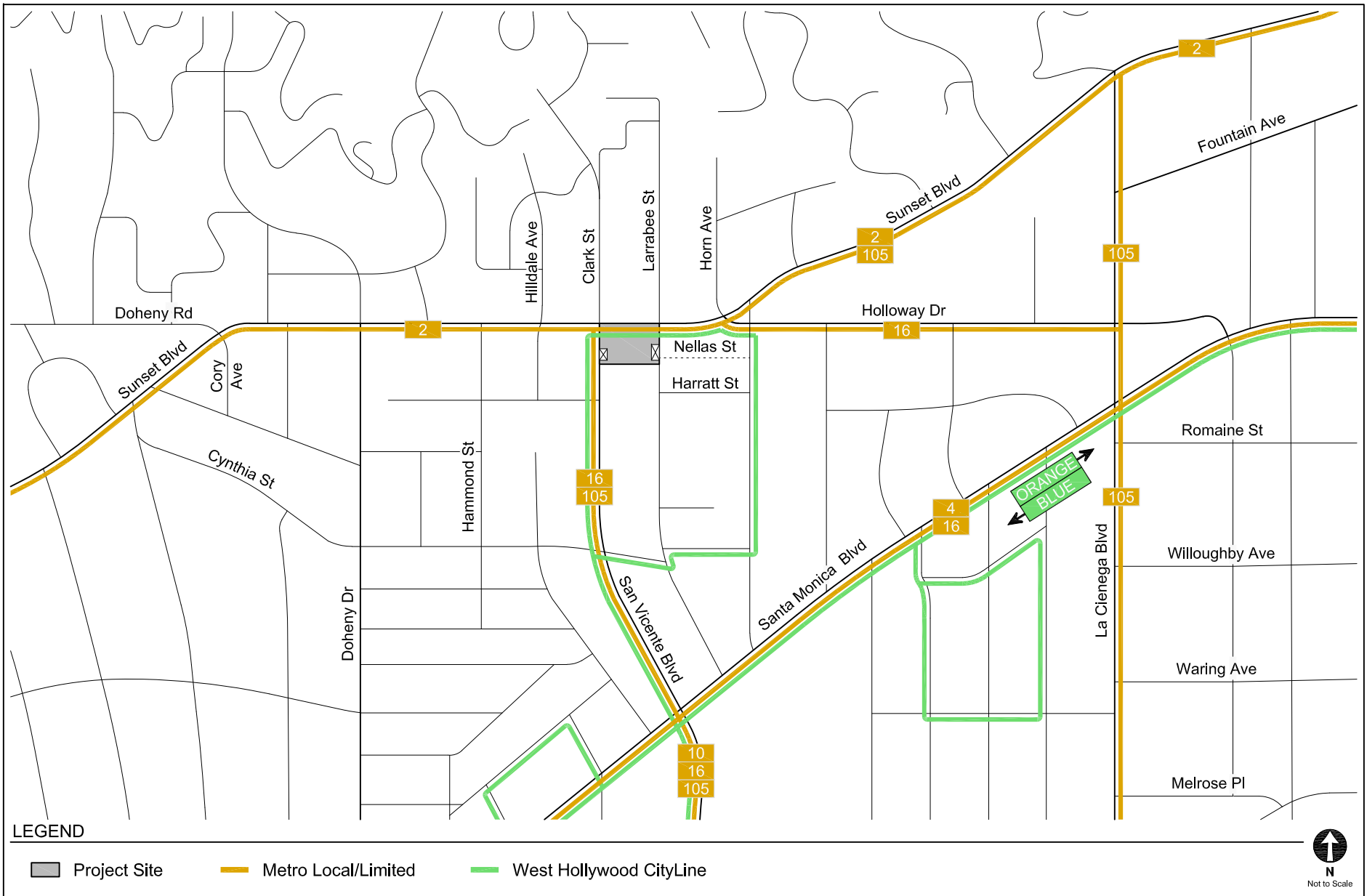
B1 LEVEL SITE PLAN

FIGURE
1B



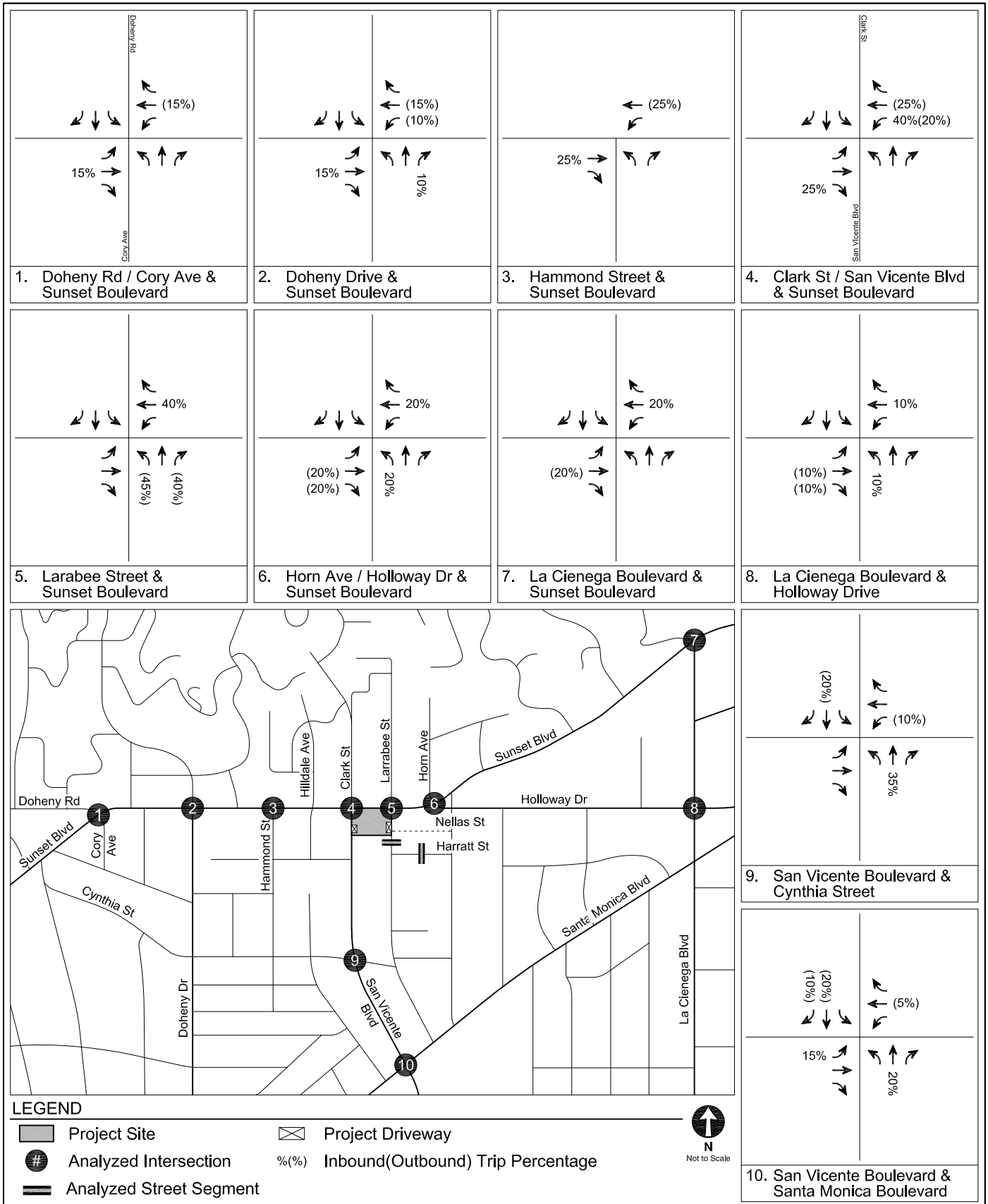
STUDY AREA & ANALYZED LOCATIONS

FIGURE
2



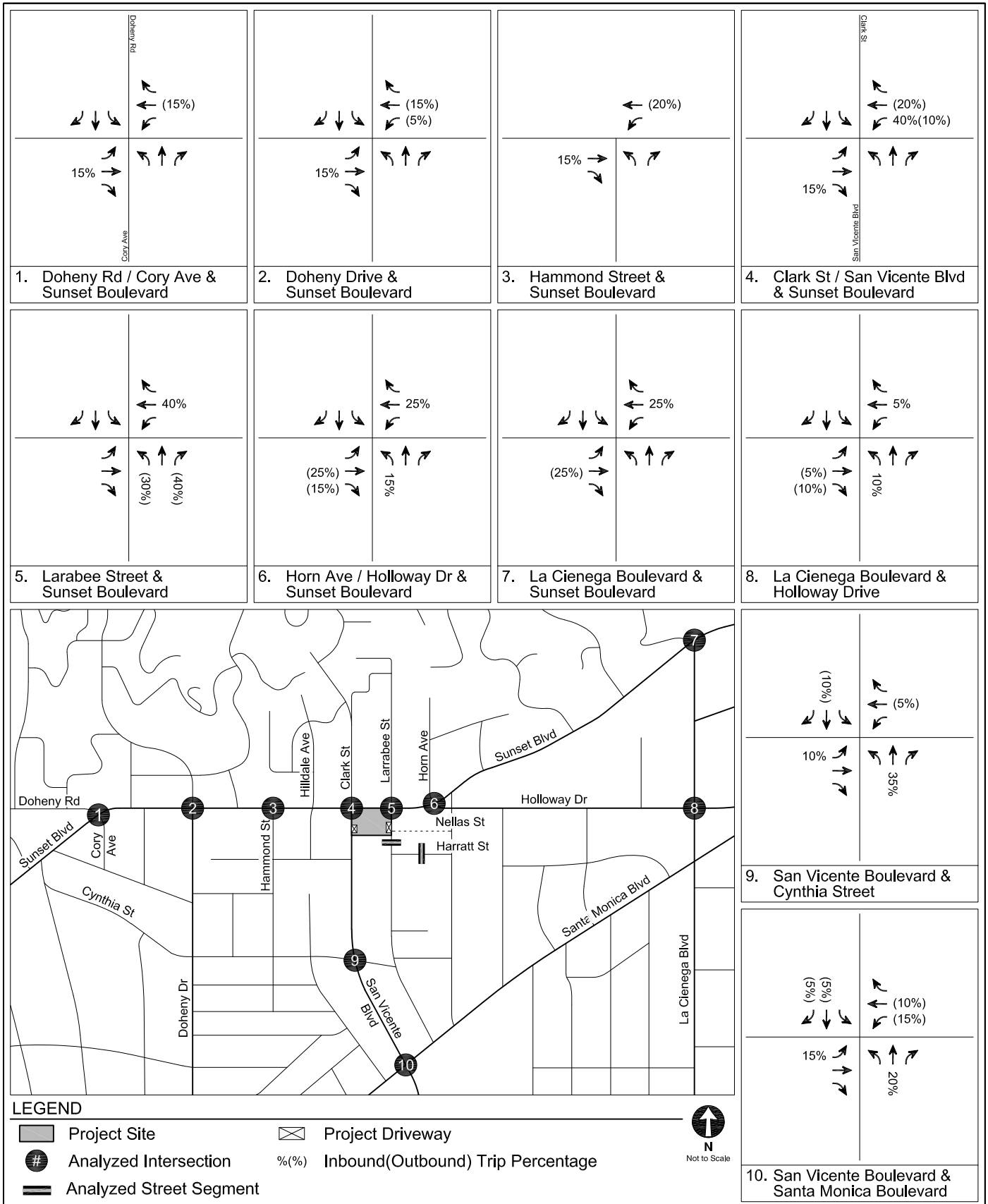
EXISTING TRANSIT SERVICE

FIGURE
3



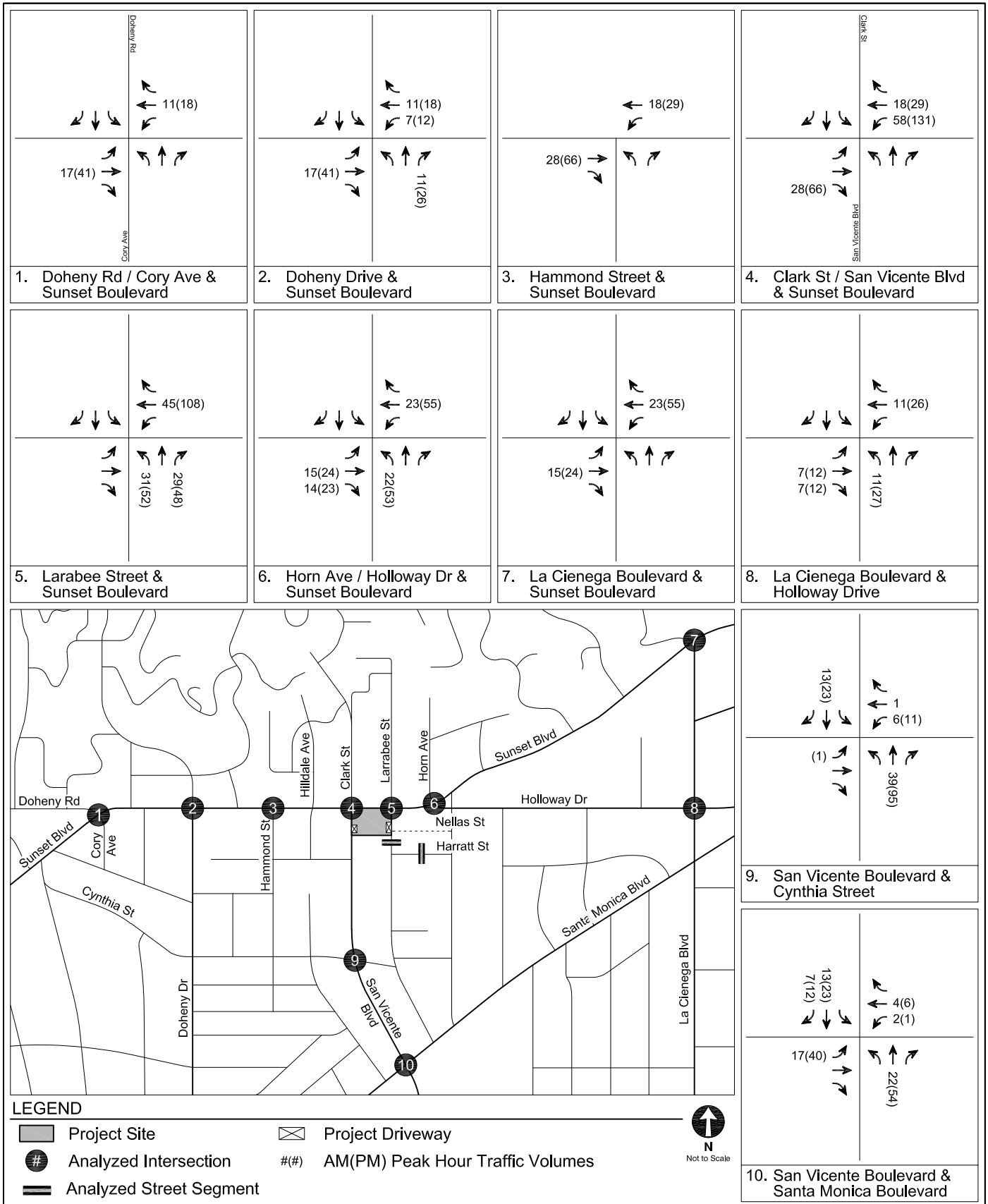
PROJECT TRIP DISTRIBUTION
HOTEL / COMMERCIAL

FIGURE
4A



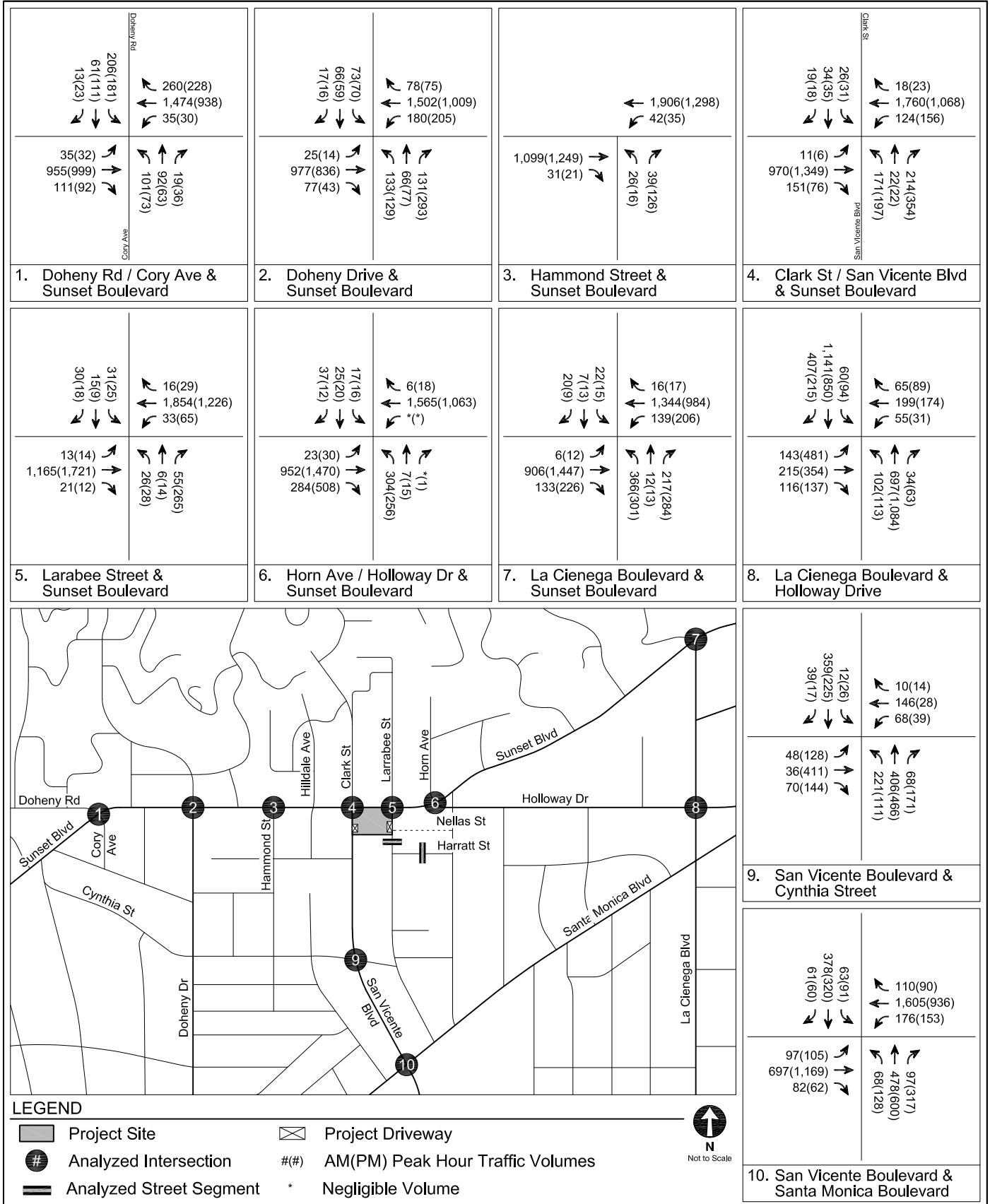
PROJECT TRIP DISTRIBUTION
RESIDENTIAL

FIGURE
4B



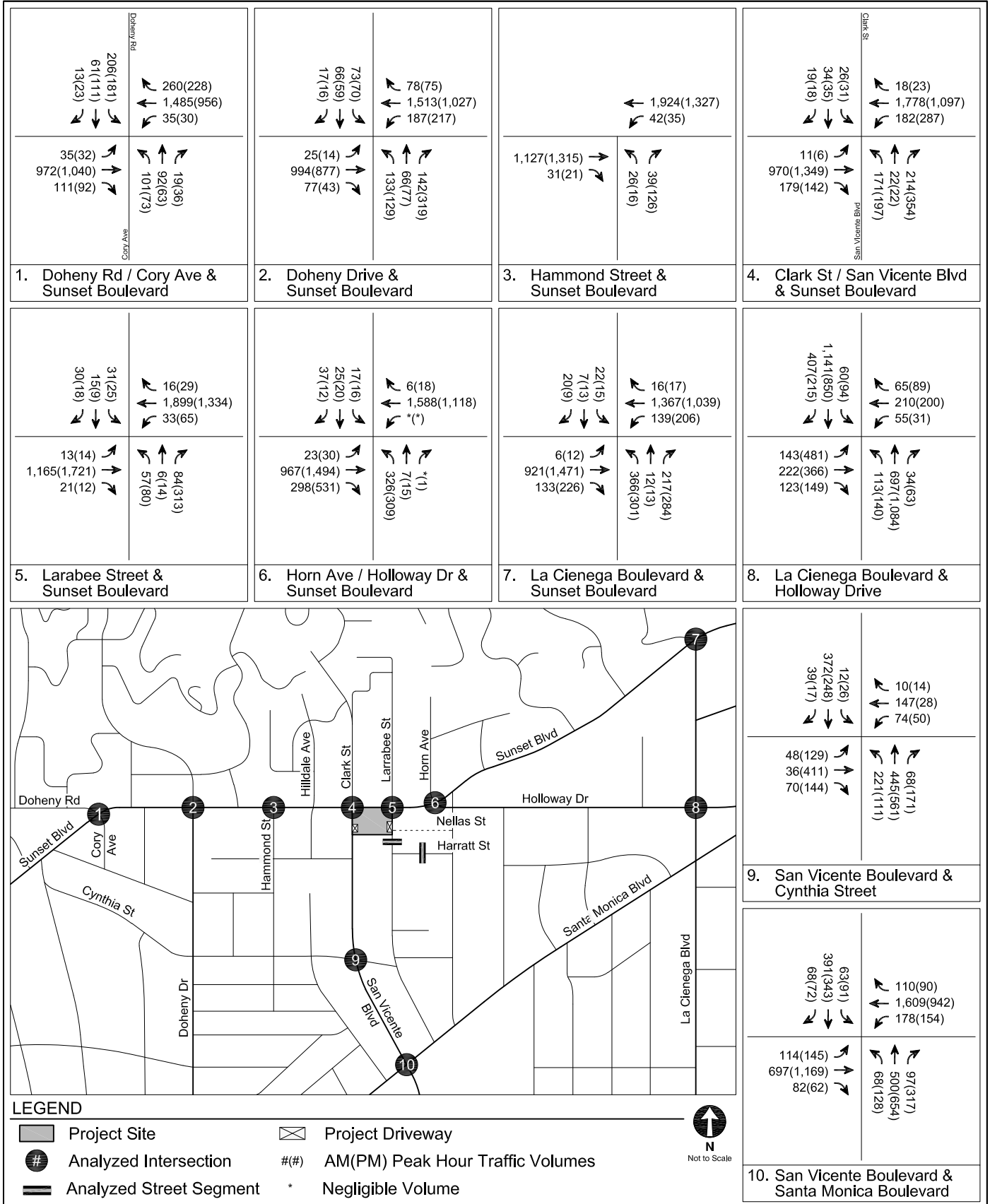
NET PROJECT-ONLY
PEAK HOUR TRAFFIC VOLUMES

FIGURE
5



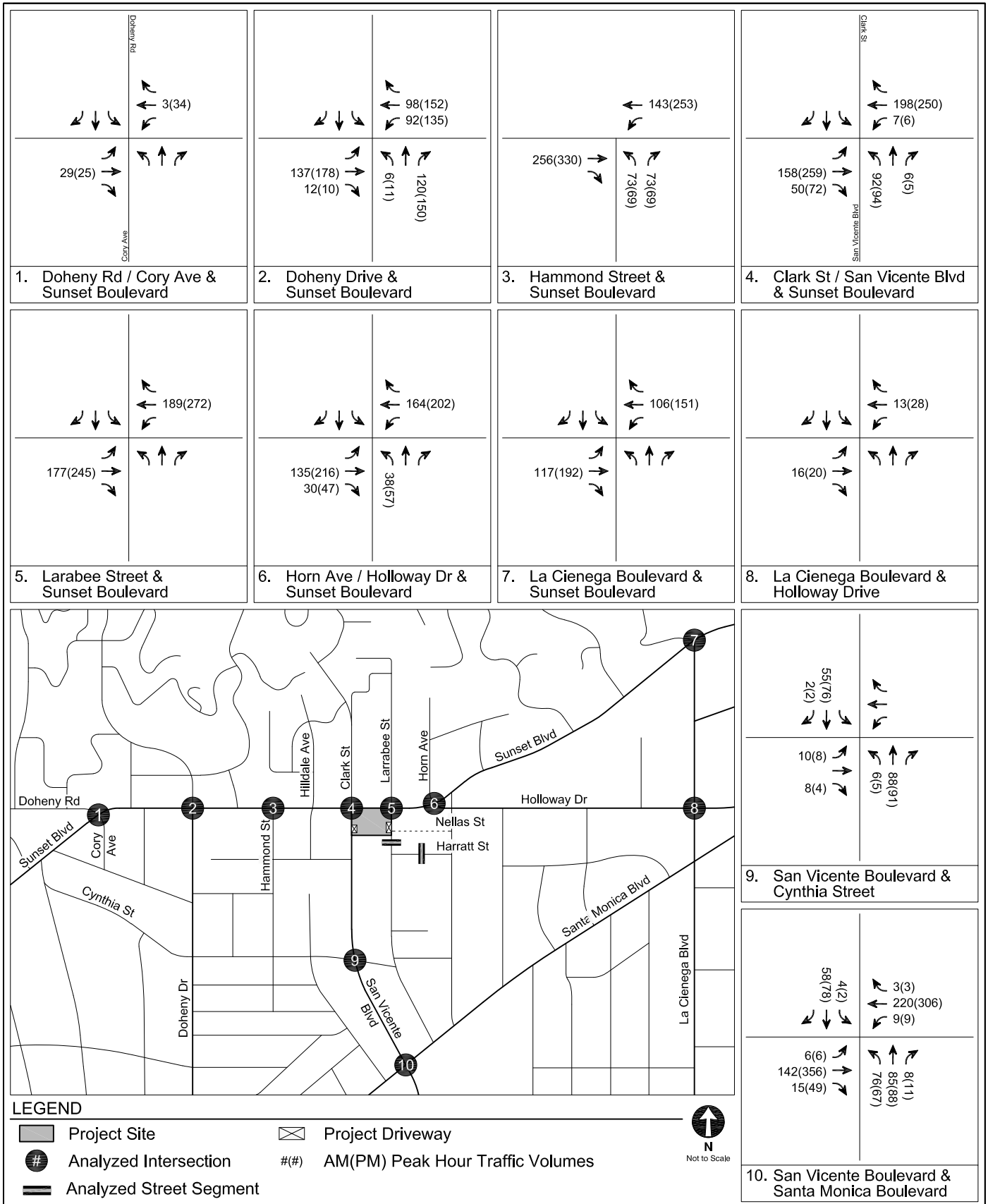
EXISTING CONDITIONS (YEAR 2019)
PEAK HOUR TRAFFIC VOLUMES

FIGURE
6



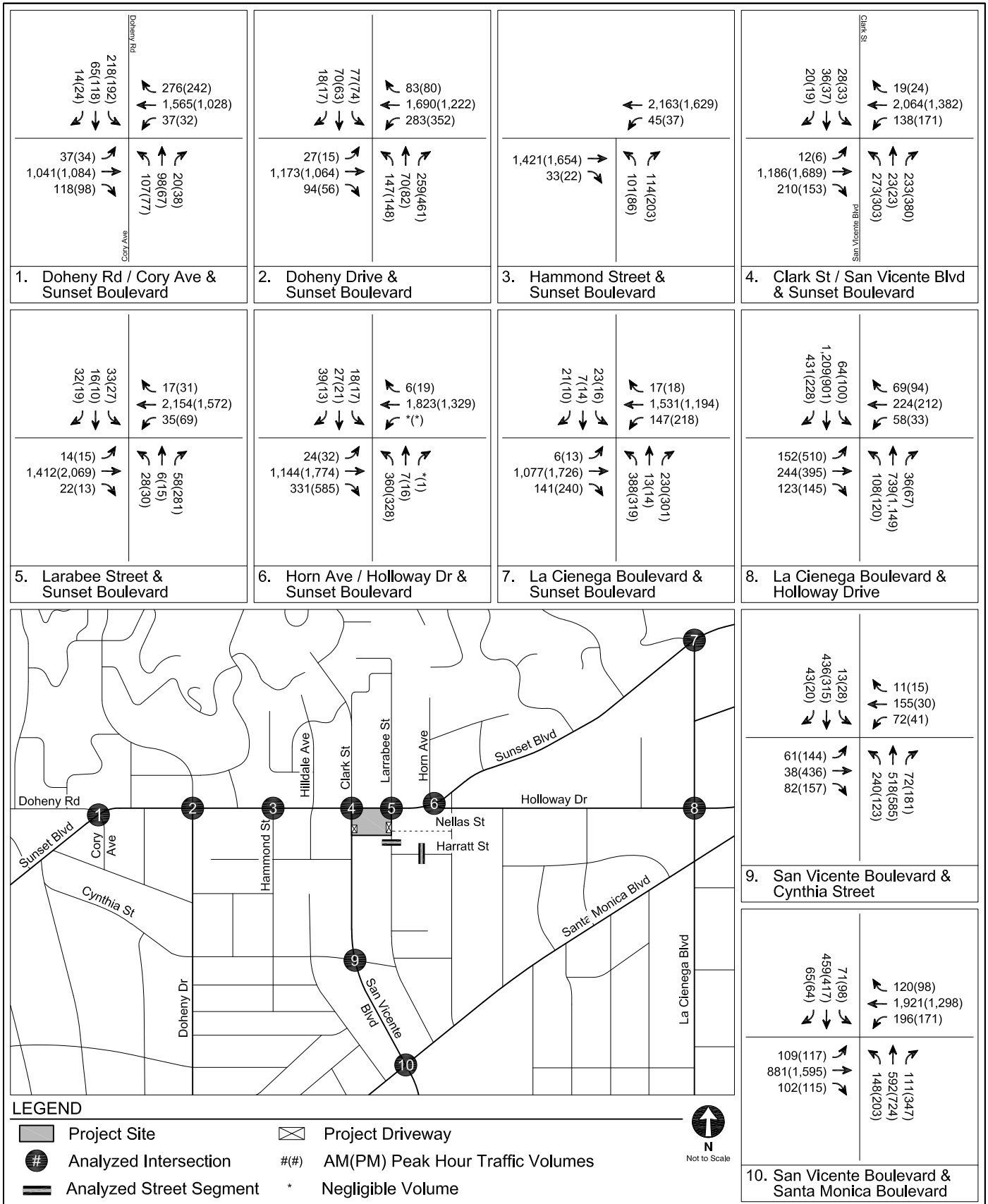
EXISTING WITH PROJECT CONDITIONS (YEAR 2019)
PEAK HOUR TRAFFIC VOLUMES

FIGURE
7



RELATED PROJECT-ONLY
PEAK HOUR TRAFFIC VOLUMES

FIGURE
8



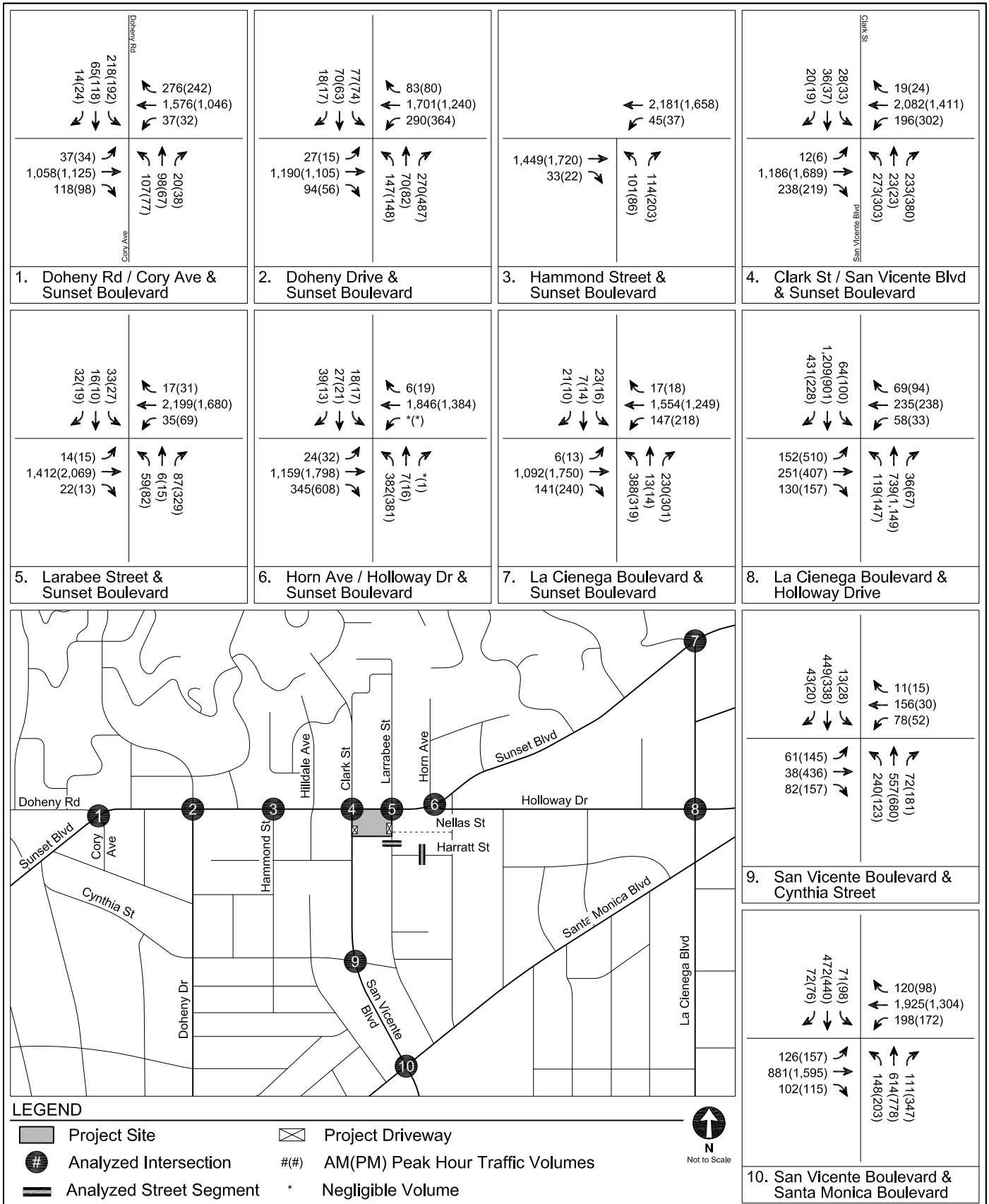
LEGEND

- Project Site
- Project Driveway
- Analyzed Intersection
- AM(PM) Peak Hour Traffic Volumes
- Analyzed Street Segment
- Negligible Volume

N
 Not to Scale

FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2025)
PEAK HOUR TRAFFIC VOLUMES

FIGURE
9



FUTURE WITH PROJECT CONDITIONS (YEAR 2025)
PEAK HOUR TRAFFIC VOLUMES

FIGURE
10



STREET SEGMENT AVERAGE DAILY TRAFFIC VOLUMES

FIGURE
11

**TABLE 1
EXISTING TRANSIT SERVICE**

Provider, Route, and Service Area		Service Type	Hours of Operation	Average Headway (minutes)			
				AM Peak Period		PM Peak Period	
Metro				NB/EB	SB/WB	NB/EB	SB/WB
2	Downtown Los Angeles - Westwood via Sunset Boulevard	Local / Limited	5:00 AM - 2:00 AM	12	13	13	12
4	Downtown Los Angeles - West Los Angeles - Santa Monica via Santa Monica Boulevard	Local	24-Hour	11	13	13	12
10	Downtown Los Angeles - West Hollywood - via Temple Street & Melrose Avenue	Local	4:00 AM - 1:00 AM	30	30	34	24
16	Downtown Los Angeles - West Hollywood - via 3rd Street & San Vicente Boulevard	Local	4:00 AM - 1:00 AM	6	7	7	6
105	West Hollywood - Vernon via La Cienega Boulevard & Vernon Avenue	Local	4:00 AM - 11:00 PM	10	12	11	9
West Hollywood CityLine				NB/EB	SB/WB	NB/EB	SB/WB
Orange	Robertson Bl to La Brea Ave (Eastbound)	Local	9:00 AM - 6:00 PM	30	N/A	45	N/A
Blue	La Brea Ave to Robertson Blvd (Westbound)	Local	9:00 AM - 6:00 PM	N/A	60	N/A	36

Notes

Metro: Los Angeles County Metropolitan Transportation Authority
 West Hollywood Cityline Bus: City of West Hollywood
 AM Peak from 6-10 AM
 PM Peak from 3-7 PM

**TABLE 2
EXISTING TRANSIT SERVICE PATRONAGE
LINES SERVING PROJECT PERIPHERY**

AM Peak Hour										
Provider, Route, and Stop Location	Capacity per Trip [b]	Peak Hour Ridership [a]				Average Residual Capacity per Trip		Average Residual Capacity in Peak Hour [d]		
		Peak Load		Average Load [c]		NB/EB	SB/WB	NB/EB	SB/WB	
		NB/EB	SB/WB	NB/EB	SB/WB					
Metro										
2	Sunset Boulevard at San Vicente Boulevard/Clark Street	50	11	39	7	25	43	25	215	112
16	San Vicente Boulevard/Clark Street at Sunset Boulevard	50	No Data Available [e]							
105	Sunset Boulevard at San Vicente Boulevard/Clark Street	50	3	3	2	2	48	48	276	240
WeHo CityLine										
Blue - Orange	Sunset Boulevard at San Vicente Boulevard/Clark Street	21	No Data Available							
Total Residual Capacity in Peak Hour									491	352
PM Peak Hour										
Provider, Route, and Stop Location	Capacity per Trip [b]	Peak Hour Ridership [a]				Average Residual Capacity per Trip		Average Residual Capacity in Peak Hour [d]		
		Peak Load		Average Load [c]		NB/EB	SB/WB	NB/EB	SB/WB	
		NB/EB	SB/WB	NB/EB	SB/WB					
Metro										
2	Sunset Boulevard at San Vicente Boulevard/Clark Street	50	34	14	23	10	27	40	121	200
16	San Vicente Boulevard/Clark Street at Sunset Boulevard	50	No Data Available [e]							
105	Sunset Boulevard at San Vicente Boulevard/Clark Street	50	3	6	2	5	48	45	252	303
WeHo CityLine										
Blue - Orange	Sunset Boulevard at San Vicente Boulevard/Clark Street	21	No Data Available							
Total Residual Capacity in Peak Hour									373	503

Notes:

- [a] Number of runs in both directions combined during peak hour. Peak hour ridership conservatively utilizes ridership data provided by Metro in Year 2019.
- [b] Capacity assumptions based on discussions with agencies:
 Metro Regular Bus - 40 seated / 50 seated and standing.
 West Hollywood CityLine Bus - 21 seated only
- [c] Maximum Load is the maximum number of people per bus in the peak direction.
- [d] Maximum residual capacity in peak hours = (Maximum residual capacity per run) x (number of peak hour runs).
- [e] As part of the Metro NextGen bus program (effective June 27, 2021), Metro Local Line 16 provides a new stop along San Vicente Boulevard/Clark Street at Sunset Boulevard. Therefore, typical ridership data was not readily available for this stop location.

**TABLE 3
CODE REQUIRED PARKING**

Land Use	Size	Parking Rate [a]	Parking Required
Apartment			
Studio (less than 500 sf)	10 du	1.0 sp / 1 du	10 sp
One Bedroom	2 du	1.5 sp / 1 du	3 sp
Two & Three-Bedroom	28 du	2.0 sp / 1 du	56 sp
Four Bedroom	1 du	3.0 sp / 1 du	3 sp
Guest	41 du	1.0 sp / 4 du	10 sp
Total Required Residential Parking			82 sp
Hotel	115 rooms	0.5 sp / 1 room	58 sp
Hotel Lounge	3,496 sf	5.0 sp / 1,000 sf	17 sp
Banquet Hall	4,117 sf	8.0 sp / 1,000 sf	33 sp
Meeting Rooms	2,372 sf	8.0 sp / 1,000 sf	19 sp
<i>Less 50% Hotel Ancillary Use Credit [b]</i>			<i>(35) sp</i>
Total Required Hotel Parking			92 sp
Viper Room	6,119 sf	5.0 sp / 1,000 sf	31 sp
<i>Less 50% Hotel Ancillary Use Credit [b]</i>			<i>(16) sp</i>
Total Required Viper Room Parking			15 sp
Restaurant Uses	29,280 sf	3.5 sp / 1,000 sf	102 sp
<i>Less 50% Hotel Ancillary Use Credit [b]</i>			<i>(51) sp</i>
Total Required Restaurant Parking			51 sp
Total Code Required Parking			240 sp

Notes

[a] Parking rates per *West Hollywood Municipal Code* (City of West Hollywood) Section 19.28.040, Tables 3 to 6.

[b] Per the *West Hollywood Municipal Code*, the code parking requirement for retail, restaurant, and conference uses within a hotel are calculated at 50% of the requirement for the individual land use. All other uses are calculated at 100% of the requirement.

**TABLE 4
PROJECT TRIP GENERATION**

Land Use	ITE Land Use	Size	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
<u>Trip Generation Rates</u> [a]									
Multi-Family Housing (Low-Rise)	220	per du	7.32	23%	77%	0.46	63%	37%	0.56
Affordable Housing	[b]	per du	1.68	35%	65%	0.18	50%	50%	0.17
Hotel	[b]	per du	6.43	62%	38%	0.33	43%	57%	0.41
Shopping Center	820	per 1,000 sf	37.75	62%	38%	0.94	48%	52%	3.81
Drinking Place	925	per 1,000 sf	15.53	[c]	[c]	[c]	66%	34%	11.36
Restaurant	[b]	per 1,000 sf	89.48	65%	35%	4.44	76%	24%	8.64
<u>Proposed Uses</u>									
Multi-Family Housing (Low-Rise) [d]	220	31 du	227	3	11	14	11	6	17
Affordable Housing [d]	N/A	10 du	17	0	2	2	1	1	2
Hotel [e]	N/A	115 du	739	24	14	38	20	27	47
Viper Room	925	6,119 sf	95	N/A	N/A	N/A	46	24	70
Restaurant [f]	N/A	29,280 sf	2,620	85	46	130	192	61	253
Total - Proposed Project			3,698	112	73	184	270	119	389
<u>Existing Uses to be Removed</u>									
Shopping Center	820	13,862 sf	523	8	5	13	25	28	53
Viper Room	925	3,019 sf	47	N/A	N/A	N/A	22	12	34
Total - Existing Uses to be Removed			570	8	5	13	47	40	87
TOTAL - NET NEW PROJECT TRIPS			3,128	104	68	171	223	79	302

Notes

[a] Source: *Trip Generation, 10th Edition*, Institute of Transportation Engineers, 2017.

[b] Hotel, affordable housing, and restaurant trip generation rates based on empirical studies conducted in the City of West Hollywood.

[c] The Viper Room is not anticipated to be operational during the AM peak period. Thus, the trip generation during the AM peak hour is nominal.

[d] Of the 41 residential units, 10 units would be income-restricted units and 31 units would be market-rate condominium units.

[e] Hotel trip rates include ancillary guest amenities including lobby space, outdoor pool, meeting rooms, spa, gym, and lounges. The 4,426 sf Terrace Cafe and 3,496 sf Hotel Lounge were considered ancillary to the Hotel.

[f] Although the hotel trip rate accounts for guest amenities, such as restaurant uses, publicly accessible indoor and outdoor dining areas, including the 11,480 sf hotel restaurant & bar, 9,659 sf roof restaurant, and 8,141 sf Sunset Café, were considered separately from the Hotel use to provide a conservative analysis.

**TABLE 5
EXISTING WITH PROJECT CONDITIONS (YEAR 2019)
STREET SEGMENT ANALYSIS**

No.	Street Segment	Average Daily Traffic (ADT) Volumes		
		Existing	Project	Existing with Project
1.	Larrabee Street between Nellas Street & Harratt Street	3,366	32	3,398
2.	Harratt Street east of Larrabee Street	1,034	0	1,034

**TABLE 6
 FUTURE WITH PROJECT CONDITIONS (YEAR 2025)
 STREET SEGMENT ANALYSIS**

No.	Street Segment	Average Daily Traffic (ADT) Volumes					
		Existing	Ambient Growth	Related Projects	Future without Project	Project	Future with Project
1.	Larrabee Street between Nellas Street & Harratt Street	3,366	202	0	3,568	32	3,600
2.	Harratt Street east of Larrabee Street	1,034	62	0	1,096	0	1,096

**TABLE 7
MENU OF TDM STRATEGIES**

Trip Reduction Strategy	Applicability (Commercial, Mixed-Use, Residential)			Intervention		Cost	Effectiveness
				(Physical or Operational)			
Description	C	MU	R	P	O	(\$-\$\$\$\$)	(•-••••)
Wayfinding/Signage	•	•	•	•		\$\$	•
Real-time Information	•	•	•	•		\$\$-\$\$\$\$	••
Bike Repair Station	•	•	•	•		\$	•
Guaranteed Ride Home	•	•			•	\$	•
Rideshare Matching	•	•			•	\$\$	••
Delivery Amenities		•	•	•		\$	•
Bike Racks	•	•	•	•		\$	•
Secure Bike Storage	•	•	•	•		\$\$	•
Bike Share Hub	•	•	•	•		\$\$\$	••
Preferential Parking	•	•		•		\$	••
EV Chargers & Preferential Parking	•	•		•		\$\$\$	••
Car Share Parking	•	•	•	•		\$	•-----
Car Share Membership	•	•	•		•	\$\$	•
Price Parking	•	•			•	\$	••••
Bike Share Membership	•	•	•		•	\$\$	•
Telecommuting	•	•			•	\$	••
Vanpool, Shuttle Preferential Parking	•	•			•	\$\$-\$\$\$	••
Employee Parking Cash Out	•	•			•	\$\$\$	••••
Unbundled Parking			•		•	\$	•••
Showers/Lockers	•	•		•		\$\$\$	••••
Transit Subsidies	•	•			•	\$\$\$\$	•••
Commuter Incentives	•	•			•	\$\$\$	••
On-site Daycare	•	•		•		\$\$\$	••
Innovative Measures	•	•	•	Varies		Varies	Varies

Legend:	
Applicability:	Some strategies are better suited for certain types of developments including commercial, mixed-use and residential, while other strategies are universal in applicability.
Key:	Commercial (C); Mixed-Use (MU); Residential (R)
Physical or Operational:	Some strategies are physical improvements, with up-front investments that sometime have ongoing maintenance requirements, while others are operational programs that necessitate ongoing implementation, oversight, and costs.
Cost:	Costs for each strategy vary depending on detailed design decisions but this range aims to help provide initial high-level guidance on relative costs to help users identify which strategies fit their budget goals.
Effectiveness:	The "Effectiveness" dots measure a strategy's contribution to Citywide goals, including reducing drive-alone trips or Vehicle Miles Traveled (VMT), reducing air pollution and greenhouse gas emissions, increasing the convenience and affordability of multiple transportation options, and improving overall quality of life in West Hollywood. Strategies that help the City meet these goals score higher in this category.

Attachment A
Lane Configurations

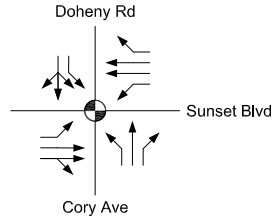
LEGEND

● Traffic Signal

**EXISTING CONDITIONS
(YEAR 2019)**

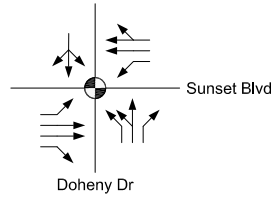
**FUTURE CONDITIONS
(YEAR 2024)**

1. Doheny Road / Corey Avenue & Sunset Boulevard



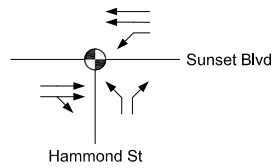
Same as Existing Conditions

2. Doheny Drive & Sunset Boulevard



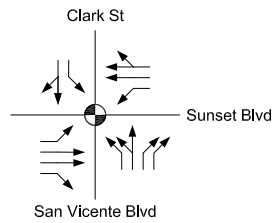
Same as Existing Conditions

3. Hammond Street & Sunset Boulevard



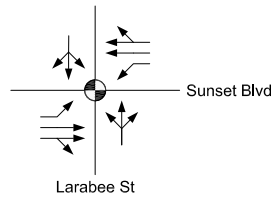
Same as Existing Conditions

4. Clark Street / San Vicente Boulevard & Sunset Boulevard



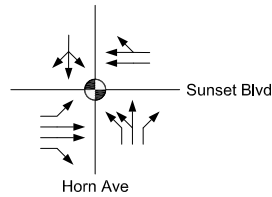
Same as Existing Conditions

5. Larabee Street & Sunset Boulevard



Same as Existing Conditions

6. Horn Avenue & Sunset Boulevard



Same as Existing Conditions

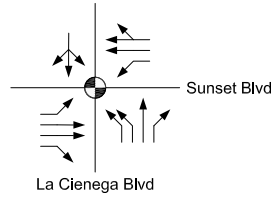
LEGEND

● Traffic Signal

**EXISTING CONDITIONS
(YEAR 2019)**

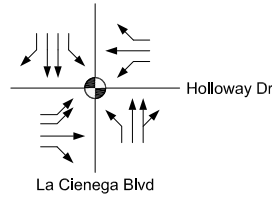
**FUTURE CONDITIONS
(YEAR 2024)**

7. La Cienega Boulevard & Sunset Boulevard



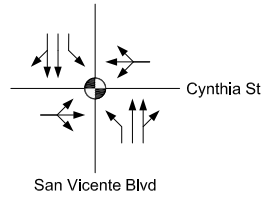
Same as Existing Conditions

8. La Cienega Boulevard & Holloway Drive



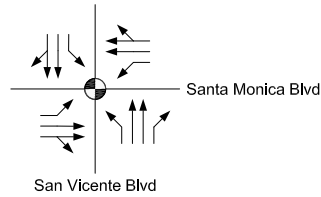
Same as Existing Conditions

9. San Vicente Boulevard & Cynthia Street



Same as Existing Conditions

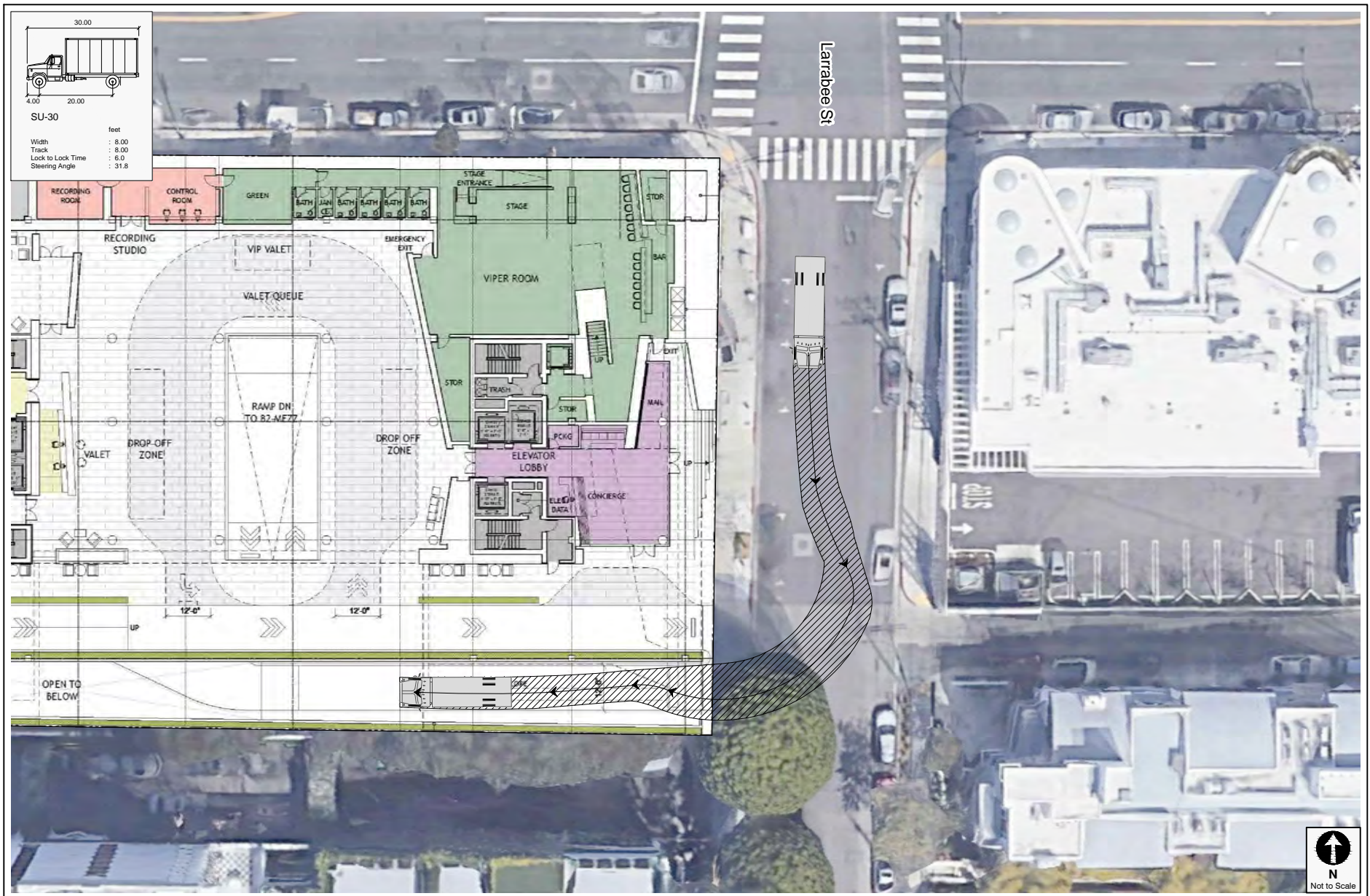
10. San Vicente Boulevard & Santa Monica Boulevard



Same as Existing Conditions

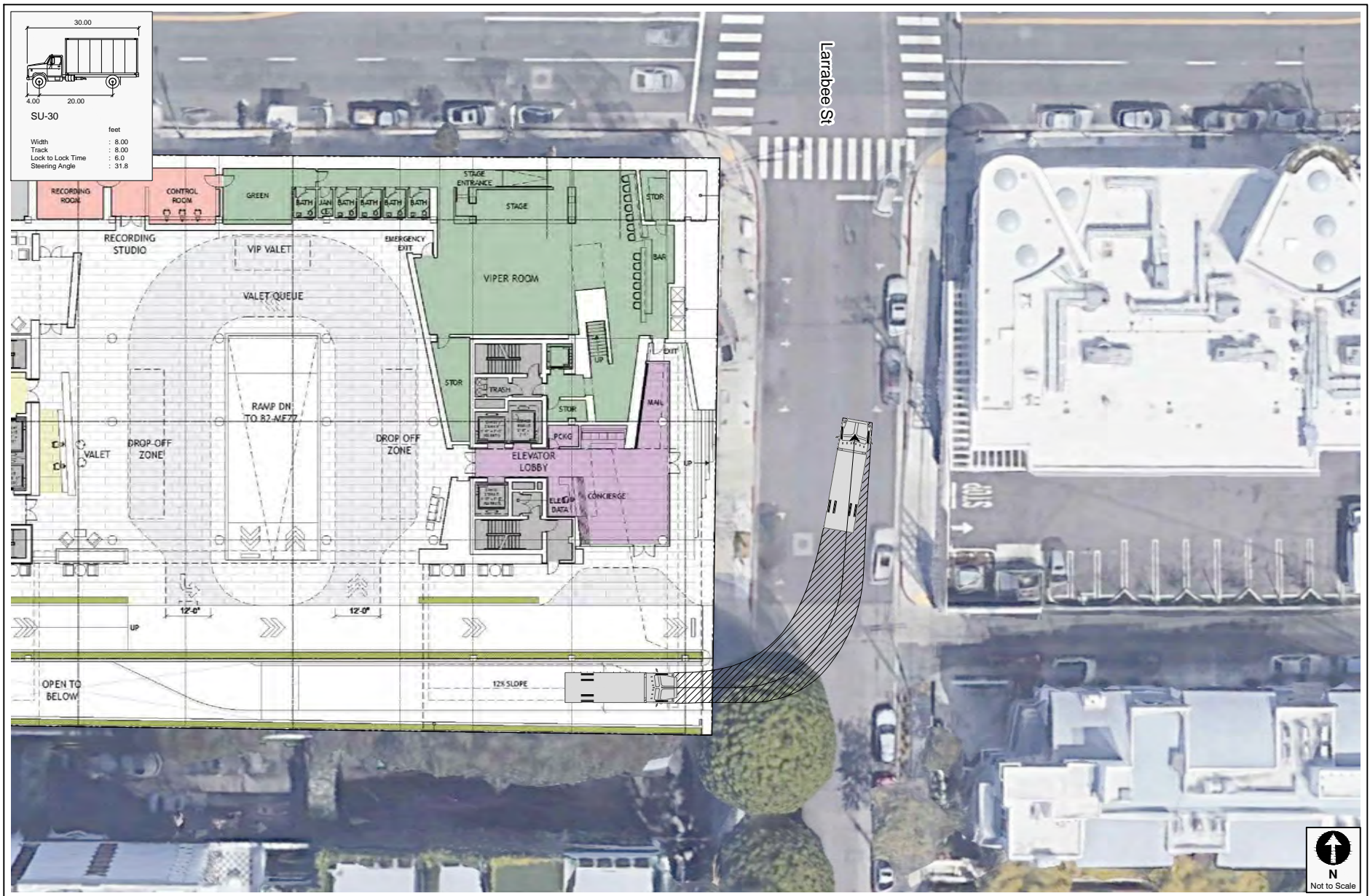
Attachment B

Truck Turning Maneuver Evaluations



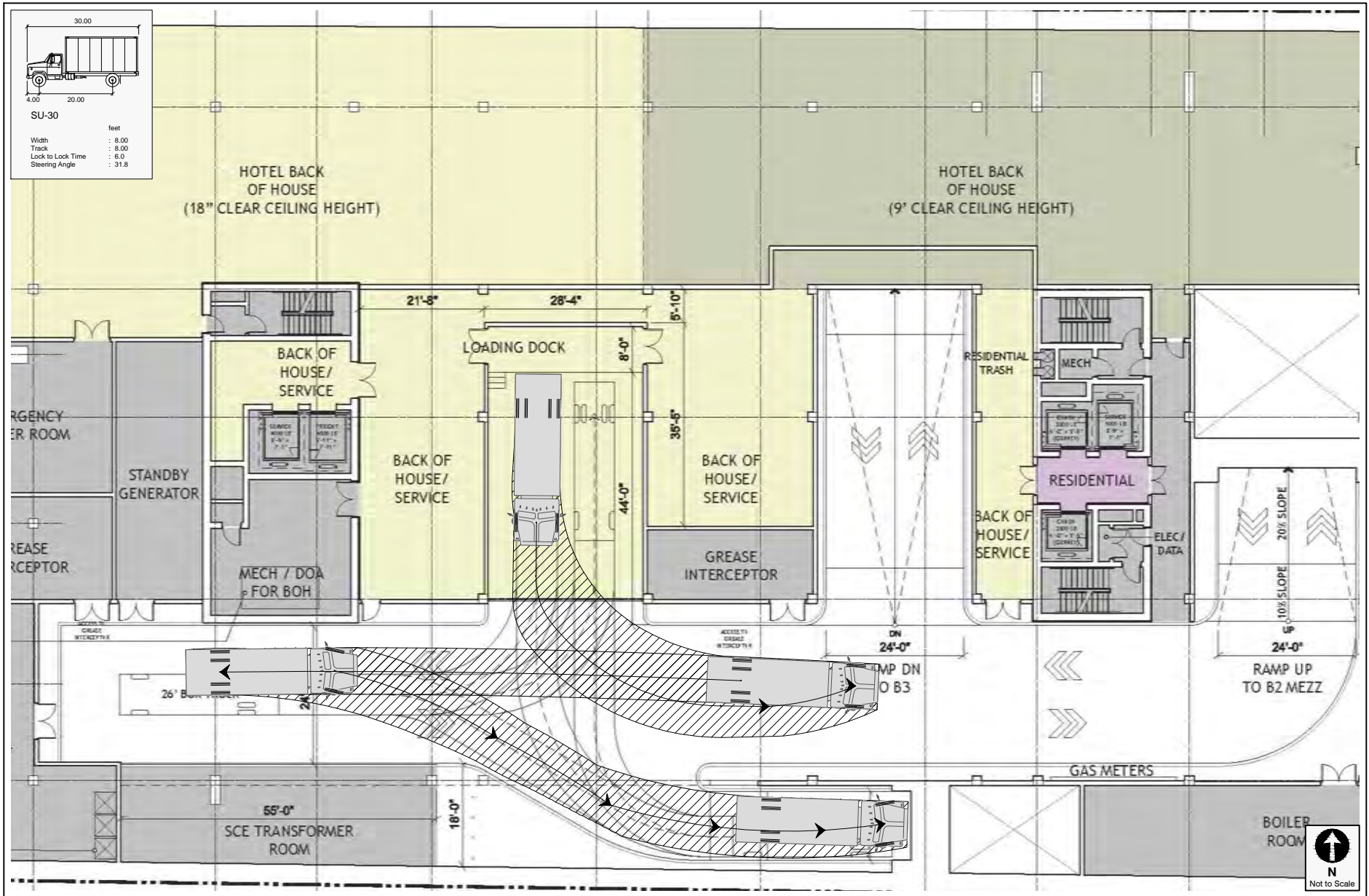
AASHTO SU-30 INBOUND

FIGURE
B-1



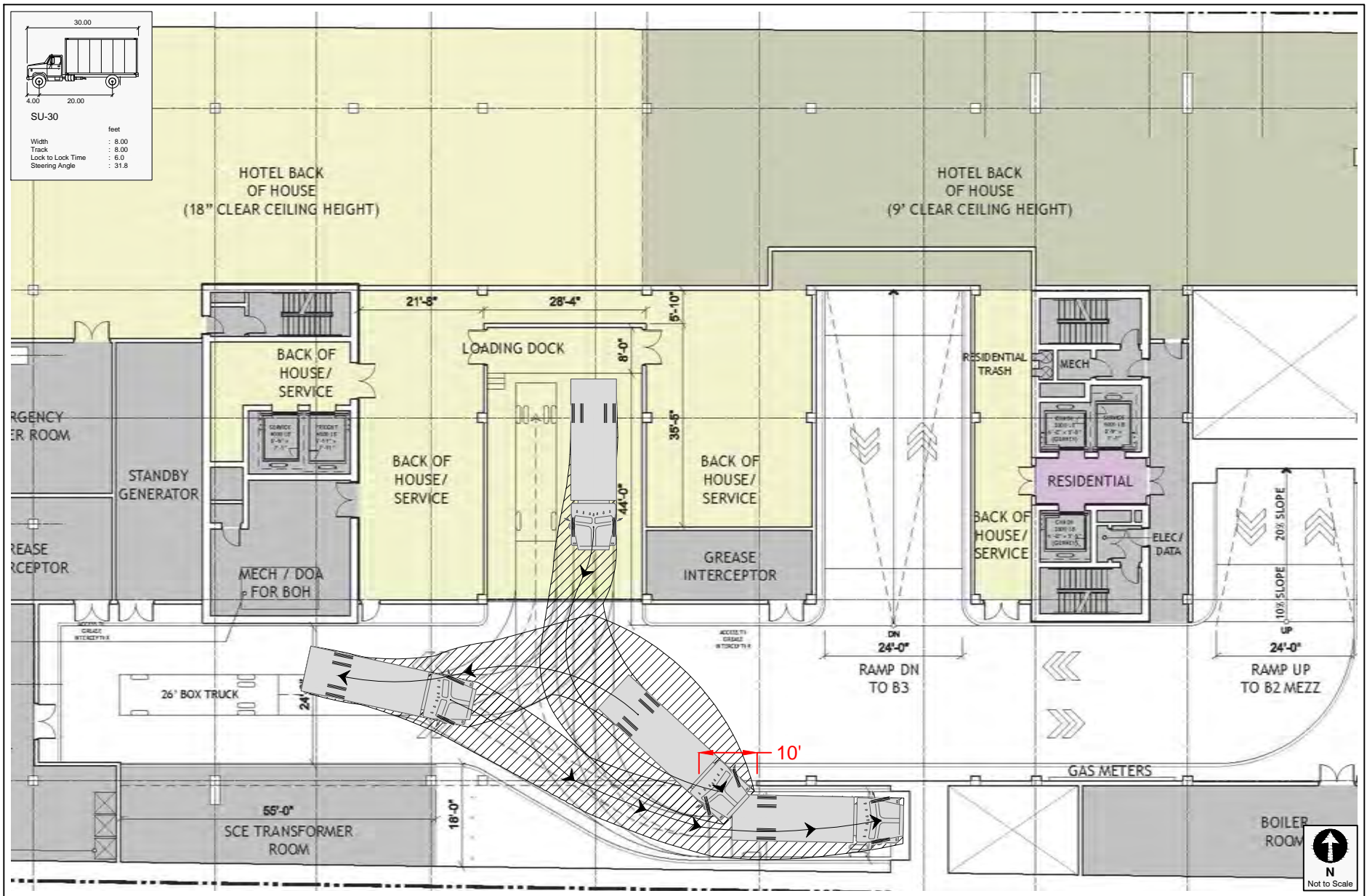
AASHTO SU-30 OUTBOUND

FIGURE B-2



AASHTO SU-30 OUTBOUND FROM DOCK

FIGURE B-4



AASHTO SU-30 OUTBOUND FROM DOCK

FIGURE B-5

Attachment C

Traffic Counts

Turning Movement Count Report AM

Location ID: 1
 North/South: Doheny Drive
 East/West: Sunset Boulevard

Date: 05/21/19
 City: Los Angeles, CA

	Southbound			Westbound			Northbound			Eastbound			Totals:
	1	2	3	4	5	6	7	8	9	10	11	12	
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	1	2	8	21	367	55	22	12	16	7	86	3	600
7:15	3	3	4	24	338	43	23	11	21	9	136	7	622
7:30	3	10	6	28	411	23	37	11	24	13	150	5	721
7:45	2	12	9	21	410	31	26	18	25	19	178	8	759
8:00	1	13	15	20	395	43	40	13	18	15	197	4	774
8:15	0	11	21	26	427	51	35	13	23	15	226	1	849
8:30	5	12	10	16	392	57	16	11	24	17	227	5	792
8:45	2	19	17	23	385	39	33	22	26	21	234	4	825
9:00	4	21	14	20	377	43	30	14	35	16	270	6	850
9:15	7	15	19	17	391	38	33	16	33	18	244	9	840
9:30	4	11	23	18	349	60	35	14	39	22	229	6	810
9:45	6	21	13	23	350	62	31	8	28	20	241	3	806

Total Volume:	38	150	159	257	4592	545	361	163	312	192	2418	61	9248
Approach %	11%	43%	46%	5%	85%	10%	43%	19%	37%	7%	91%	2%	

Peak Hr Begin:	8:45												
PHV	17	66	73	78	1502	180	131	66	133	77	977	25	3325
PHF	0.951			0.984			0.938			0.924			0.978

Turning Movement Count Report PM

Location ID: 1
 North/South: Doheny Drive
 East/West: Sunset Boulevard

Date: 05/21/19
 City: Los Angeles, CA

	Southbound			Westbound			Northbound			Eastbound			Totals:
	1	2	3	4	5	6	7	8	9	10	11	12	
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
16:00	6	25	32	20	213	56	64	7	38	13	240	6	720
16:15	4	38	23	14	202	40	75	25	31	9	221	0	682
16:30	4	31	25	15	241	34	67	24	28	5	211	2	687
16:45	5	23	22	18	211	41	77	21	27	7	229	1	682
17:00	2	17	34	14	248	53	94	19	47	8	193	3	732
17:15	7	18	27	17	268	47	89	12	31	6	170	1	693
17:30	5	13	25	9	263	49	65	22	30	4	155	3	643
17:45	4	17	23	18	224	56	79	32	36	5	190	1	685
18:00	4	20	22	15	282	47	71	20	24	10	191	1	707
18:15	3	14	18	15	231	43	80	30	41	10	172	2	659
18:30	4	17	14	24	271	54	73	17	42	11	238	5	770
18:45	5	8	16	21	225	61	69	10	22	12	235	6	690

Total Volume:	53	241	281	200	2879	581	903	239	397	100	2445	31	8350
Approach %	9%	42%	49%	5%	79%	16%	59%	16%	26%	4%	95%	1%	

Peak Hr Begin:	18:00												
PHV	16	59	70	75	1009	205	293	77	129	43	836	14	2826
PHF	0.788			0.923			0.826			0.879			0.918

Pedestrian/Bicycle Count Report

Leg:	North		East		South		West	
Class:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
7:00	4	0	0	0	0	0	0	0
7:15	4	0	3	0	10	0	1	0
7:30	4	0	0	0	3	0	0	0
7:45	10	0	0	0	5	0	3	0
8:00	9	0	1	0	9	0	4	0
8:15	11	0	1	0	5	0	3	0
8:30	9	0	3	0	2	0	4	0
8:45	12	0	2	0	4	0	3	0
9:00	8	0	0	0	2	0	11	0
9:15	10	0	0	0	2	0	3	0
9:30	9	0	2	0	7	0	4	0
9:45	9	1	0	0	5	0	3	0

Leg:	North		East		South		West	
Class:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
16:00	15	0	3	0	6	0	5	0
16:15	17	0	0	0	9	0	3	0
16:30	6	0	2	0	4	0	2	0
16:45	11	1	3	0	4	0	1	0
17:00	8	0	2	0	13	0	5	0
17:15	12	0	4	0	7	0	2	1
17:30	14	0	3	0	25	0	3	0
17:45	17	0	4	0	3	0	4	0
18:00	24	0	2	0	14	0	3	0
18:15	7	0	2	0	11	0	3	0
18:30	7	0	10	0	7	0	2	0
18:45	14	0	1	0	5	0	5	0

Turning Movement Count Report AM

Location ID: 1
 North/South: Doheny Road/Cory Avenue
 East/West: Sunset Boulevard

Date: 11/19/19
 City: West Hollywood, CA

	Southbound			Westbound			Northbound			Eastbound			Totals:
	1	2	3	4	5	6	7	8	9	10	11	12	
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	1	6	19	58	351	3	3	17	8	2	82	2	552
7:15	4	2	20	53	410	8	1	16	8	12	131	4	669
7:30	3	10	27	72	370	1	2	19	11	9	139	9	672
7:45	3	11	37	89	356	2	1	19	15	16	169	11	729
8:00	5	15	39	84	372	3	2	21	21	11	190	11	774
8:15	4	11	41	63	380	7	2	25	27	26	242	9	837
8:30	0	14	49	65	387	3	3	20	26	21	232	5	825
8:45	5	16	63	72	349	12	5	27	27	27	232	10	845
9:00	4	20	53	60	358	13	9	20	21	37	249	11	855
9:15	5	6	53	61	352	7	6	23	18	33	215	10	789
9:30	6	12	44	76	348	13	4	23	17	32	246	14	835
9:45	5	10	46	79	330	18	4	18	22	22	237	13	804

Total Volume:	45	133	491	832	4363	90	42	248	221	248	2364	109	9186
Approach %	7%	20%	73%	16%	83%	2%	8%	49%	43%	9%	87%	4%	

Peak Hr Begin:	8:15												
PHV	13	61	206	260	1474	35	19	92	101	111	955	35	3362
PHF	0.833			0.972			0.898			0.927			0.983

Turning Movement Count Report PM

Location ID: 1
 North/South: Doheny Road/Cory Avenue
 East/West: Sunset Boulevard

Date: 11/19/19
 City: West Hollywood, CA

	Southbound			Westbound			Northbound			Eastbound			Totals:
	1	2	3	4	5	6	7	8	9	10	11	12	
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	9	25	58	59	299	15	9	14	14	20	247	5	774
15:15	2	31	43	48	194	7	6	17	18	21	245	8	640
15:30	8	27	44	61	243	5	13	20	18	23	252	10	724
15:45	4	28	36	60	202	3	8	12	23	28	255	9	668
16:00	7	47	43	59	246	8	10	14	17	33	232	11	727
16:15	4	44	30	48	179	10	9	16	16	24	239	4	623
16:30	4	30	30	45	229	9	9	14	14	21	250	2	657
16:45	4	43	30	47	222	13	8	17	20	29	212	9	654
17:00	2	44	35	47	235	7	8	10	16	28	231	11	674
17:15	5	44	18	47	236	10	6	18	20	22	201	5	632
17:30	8	33	15	52	282	11	11	18	23	24	169	2	648
17:45	7	33	12	63	250	7	8	22	26	33	154	7	622

Total Volume:	64	429	394	636	2817	105	105	192	225	306	2687	83	8043
Approach %	7%	48%	44%	18%	79%	3%	20%	37%	43%	10%	87%	3%	

Peak Hr Begin:	15:00												
PHV	23	111	181	228	938	30	36	63	73	92	999	32	2806
PHF	0.856			0.802			0.843			0.961			0.906

Pedestrian/Bicycle Count Report

Leg:	North		East		South		West	
Class:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
7:00	5	0	0	0	6	0	6	0
7:15	3	0	0	0	4	0	6	0
7:30	9	0	0	0	1	1	9	0
7:45	7	0	0	0	2	0	7	0
8:00	4	0	0	0	6	0	14	0
8:15	5	0	0	0	7	0	6	0
8:30	7	0	2	0	7	0	6	0
8:45	4	0	1	0	5	0	18	0
9:00	5	1	3	0	6	0	14	0
9:15	7	0	1	0	6	0	8	0
9:30	8	0	7	0	5	0	5	0
9:45	7	0	3	0	4	0	10	0

Leg:	North		East		South		West	
Class:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
15:00	7	0	4	0	5	0	17	0
15:15	8	0	5	0	4	0	23	0
15:30	2	0	0	0	4	0	15	0
15:45	3	0	5	0	6	0	19	0
16:00	4	0	2	0	2	0	12	0
16:15	5	0	1	0	2	0	17	0
16:30	4	0	0	1	1	0	11	0
16:45	5	0	3	0	4	0	20	0
17:00	3	0	4	0	8	0	18	0
17:15	1	0	1	0	4	0	8	0
17:30	2	0	1	0	3	0	15	0
17:45	4	0	0	0	5	0	14	0

Turning Movement Count Report AM

Location ID: 2
 North/South: Hammond Street
 East/West: Sunset Boulevard

Date: 05/21/19
 City: Los Angeles, CA

	Southbound			Westbound			Northbound			Eastbound			Totals:
	1	2	3	4	5	6	7	8	9	10	11	12	
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	0	0	0	0	445	10	2	0	2	2	114	0	575
7:15	0	0	0	0	406	7	4	0	1	9	160	0	587
7:30	0	0	0	0	486	3	5	0	3	2	183	0	682
7:45	0	0	0	0	482	8	23	0	6	5	200	0	724
8:00	0	0	0	0	476	4	27	0	11	8	226	0	752
8:15	0	0	0	0	502	9	20	0	12	11	279	0	833
8:30	0	0	0	0	485	8	5	0	3	6	246	0	753
8:45	0	0	0	0	467	15	7	0	4	6	288	0	787
9:00	0	0	0	0	452	10	7	0	7	8	286	0	770
9:15	0	0	0	0	445	8	5	0	5	7	297	0	767
9:30	0	0	0	0	421	14	5	0	6	9	280	0	735
9:45	0	0	0	0	446	11	11	0	2	8	296	0	774

Total Volume:	0	0	0	0	5513	107	121	0	62	81	2855	0	8739
Approach %	0%	0%	0%	0%	98%	2%	66%	0%	34%	3%	97%	0%	

Peak Hr Begin:	8:15												
PHV	0	0	0	0	1906	42	39	0	26	31	1099	0	3143
PHF	0.000			0.953			0.508			0.961			0.943

Turning Movement Count Report PM

Location ID: 2
 North/South: Hammond Street
 East/West: Sunset Boulevard

Date: 05/21/19
 City: Los Angeles, CA

	Southbound			Westbound			Northbound			Eastbound			Totals:
	1	2	3	4	5	6	7	8	9	10	11	12	
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
16:00	0	0	0	0	274	6	11	0	6	4	324	0	625
16:15	0	0	0	0	279	6	11	0	5	10	338	0	649
16:30	0	0	0	0	270	5	15	0	5	8	318	0	621
16:45	0	0	0	0	283	4	21	0	7	2	335	0	652
17:00	0	0	0	0	282	10	23	0	8	7	305	0	635
17:15	0	0	0	0	339	11	29	0	6	7	309	0	701
17:30	0	0	0	0	302	10	55	0	5	5	257	0	634
17:45	0	0	0	0	296	10	35	0	9	5	301	0	656
18:00	0	0	0	0	334	9	52	0	7	6	285	0	693
18:15	0	0	0	0	311	8	29	0	3	6	284	0	641
18:30	0	0	0	0	326	8	30	0	4	4	344	0	716
18:45	0	0	0	0	327	10	15	0	2	5	336	0	695

Total Volume:	0	0	0	0	3623	97	326	0	67	69	3736	0	7918
Approach %	0%	0%	0%	0%	97%	3%	83%	0%	17%	2%	98%	0%	

Peak Hr Begin:	18:00												
PHV	0	0	0	0	1298	35	126	0	16	21	1249	0	2745
PHF	0.000			0.972			0.602			0.912			0.958

Pedestrian/Bicycle Count Report

Leg:	North		East		South		West	
Class:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
7:00	0	0	1	0	2	0	4	0
7:15	0	0	0	0	5	0	9	0
7:30	0	0	1	0	2	0	1	0
7:45	0	0	0	0	9	0	11	0
8:00	0	0	0	0	5	0	5	0
8:15	0	0	0	0	6	0	4	0
8:30	0	0	0	0	3	0	7	0
8:45	0	0	0	0	10	0	17	0
9:00	0	0	0	0	5	0	4	0
9:15	0	0	0	0	5	0	8	0
9:30	0	0	0	0	4	0	4	0
9:45	0	0	0	0	14	1	10	0

Leg:	North		East		South		West	
Class:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
16:00	0	0	0	0	11	0	6	0
16:15	0	0	1	0	16	0	3	0
16:30	0	0	3	0	14	0	9	0
16:45	0	0	0	0	2	0	1	0
17:00	0	0	1	0	8	0	9	0
17:15	0	0	0	0	13	0	6	0
17:30	0	0	0	0	17	1	11	0
17:45	0	0	0	0	12	0	8	0
18:00	0	0	0	0	16	0	2	0
18:15	0	0	0	0	10	0	6	0
18:30	0	0	0	0	5	0	1	0
18:45	0	0	0	0	7	0	9	0

Turning Movement Count Report AM

Location ID: 3
 North/South: San Vicente Boulevard
 East/West: Sunset Boulevard

Date: 05/21/19
 City: Los Angeles, CA

	Southbound			Westbound			Northbound			Eastbound			Totals:
	1	2	3	4	5	6	7	8	9	10	11	12	
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	8	3	2	7	428	15	23	4	37	15	98	3	643
7:15	4	2	4	3	387	13	23	5	30	14	149	1	635
7:30	3	0	4	6	461	16	31	1	39	17	158	2	738
7:45	2	7	4	6	391	32	34	3	49	26	198	2	754
8:00	4	5	2	7	429	44	33	5	53	25	223	7	837
8:15	3	9	7	5	460	24	61	1	35	41	248	3	897
8:30	7	11	8	6	442	34	52	7	40	29	218	2	856
8:45	5	6	5	5	444	28	51	8	45	45	252	2	896
9:00	4	8	6	2	414	38	50	6	51	36	252	4	871
9:15	5	7	9	4	405	31	48	8	38	39	249	6	849
9:30	1	10	6	4	414	44	47	5	31	45	231	4	842
9:45	4	2	7	7	387	52	50	4	45	29	265	2	854

Total Volume:	50	70	64	62	5062	371	503	57	493	361	2541	38	9672
Approach %	27%	38%	35%	1%	92%	7%	48%	5%	47%	12%	86%	1%	

Peak Hr Begin:	8:15												
PHV	19	34	26	18	1760	124	214	22	171	151	970	11	3520
PHF	0.760			0.972			0.951			0.946			0.981

Turning Movement Count Report PM

Location ID: 3
 North/South: San Vicente Boulevard
 East/West: Sunset Boulevard

Date: 05/22/19
 City: Los Angeles, CA

	Southbound			Westbound			Northbound			Eastbound			Totals:
	1	2	3	4	5	6	7	8	9	10	11	12	
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
16:00	2	6	17	10	245	38	79	7	52	16	325	3	800
16:15	3	9	11	4	267	42	67	5	43	20	374	2	847
16:30	2	7	7	4	286	41	100	6	63	20	311	1	848
16:45	6	9	5	11	234	33	85	5	45	21	356	2	812
17:00	7	10	8	4	281	40	102	6	46	15	308	1	828
17:15	5	5	12	8	297	35	88	9	38	17	300	2	816
17:30	1	12	16	7	240	29	91	11	56	16	302	1	782
17:45	2	4	12	10	294	31	85	11	45	11	325	4	834
18:00	6	9	14	6	263	40	88	7	44	17	226	2	722
18:15	1	11	15	8	295	35	77	9	41	18	207	3	720
18:30	1	8	9	10	282	38	101	15	61	13	322	2	862
18:45	7	13	16	6	235	40	110	14	38	19	315	5	818

Total Volume:	43	103	142	88	3219	442	1073	105	572	203	3671	28	9689
Approach %	15%	36%	49%	2%	86%	12%	61%	6%	33%	5%	94%	1%	

Peak Hr Begin:	16:15												
PHV	18	35	31	23	1068	156	354	22	197	76	1349	6	3335
PHF	0.840			0.942			0.848			0.903			0.983

Pedestrian/Bicycle Count Report

Leg:	North		East		South		West	
Class:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
7:00	6	0	6	1	7	0	3	0
7:15	6	0	6	0	13	0	3	0
7:30	6	0	6	0	11	0	4	0
7:45	12	0	4	0	8	0	8	0
8:00	9	0	1	0	13	0	1	0
8:15	3	0	6	0	13	0	2	0
8:30	13	0	4	0	4	0	3	0
8:45	5	0	4	0	14	0	7	0
9:00	3	0	2	0	6	0	2	0
9:15	7	0	5	0	17	0	5	0
9:30	6	0	2	0	7	1	0	1
9:45	8	0	2	0	10	1	3	0

Leg:	North		East		South		West	
Class:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
16:00	12	0	9	1	18	0	14	0
16:15	12	0	6	0	19	0	6	0
16:30	13	0	12	0	25	0	8	0
16:45	18	0	5	0	22	0	10	0
17:00	8	0	5	0	13	0	5	0
17:15	16	0	5	0	20	2	11	0
17:30	19	0	10	0	25	0	17	0
17:45	15	0	9	0	24	0	7	0
18:00	20	0	11	0	17	0	16	0
18:15	24	0	8	0	25	0	22	0
18:30	13	0	3	0	11	0	22	0
18:45	25	0	10	0	20	0	12	0

Turning Movement Count Report AM

Location ID: 4
 North/South: Larrabee Street
 East/West: Sunset Boulevard

Date: 05/21/19
 City: Los Angeles, CA

	Southbound			Westbound			Northbound			Eastbound			Totals:
	1	2	3	4	5	6	7	8	9	10	11	12	
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	4	0	2	2	418	4	12	0	1	0	117	2	562
7:15	4	0	5	0	412	3	11	0	4	4	167	3	613
7:30	6	4	7	1	455	7	14	0	5	0	201	2	702
7:45	3	2	3	2	462	8	15	2	6	3	232	1	739
8:00	7	3	5	1	480	8	14	0	3	4	271	2	798
8:15	7	0	6	4	458	7	10	1	5	3	302	1	804
8:30	10	5	9	3	493	8	17	3	5	5	258	3	819
8:45	10	7	7	4	460	11	16	1	8	7	293	3	827
9:00	3	3	9	5	443	7	12	1	8	6	312	6	815
9:15	6	1	7	4	436	8	12	2	9	1	295	4	785
9:30	9	1	12	2	430	18	11	3	8	3	285	2	784
9:45	2	2	4	6	440	20	12	2	8	6	290	4	796

Total Volume:	71	28	76	34	5387	109	156	15	70	42	3023	33	9044
Approach %	41%	16%	43%	1%	97%	2%	65%	6%	29%	1%	98%	1%	

Peak Hr Begin:	8:15												
PHV	30	15	31	16	1854	33	55	6	26	21	1165	13	3265
PHF	0.792			0.944			0.870			0.925			0.987

Turning Movement Count Report PM

Location ID: 4
 North/South: Larrabee Street
 East/West: Sunset Boulevard

Date: 05/21/19
 City: Los Angeles, CA

	Southbound			Westbound			Northbound			Eastbound			Totals:
	1	2	3	4	5	6	7	8	9	10	11	12	
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
16:00	3	1	8	4	246	18	27	3	3	7	380	2	702
16:15	4	3	3	6	281	17	41	2	6	4	417	4	788
16:30	5	0	5	10	256	12	60	5	5	11	406	3	778
16:45	4	1	5	9	279	13	57	2	4	6	445	4	829
17:00	9	7	6	7	294	21	81	4	8	2	401	5	845
17:15	3	0	11	6	329	13	67	3	4	5	439	5	885
17:30	2	2	3	7	283	19	65	2	9	4	413	1	810
17:45	4	0	5	9	320	12	52	5	7	1	468	3	886
18:00	9	3	9	7	309	13	56	6	11	3	403	2	831
18:15	1	2	10	5	293	14	54	4	8	4	433	3	831
18:30	4	2	6	5	326	20	51	7	10	9	406	4	850
18:45	4	5	7	6	328	16	35	2	15	2	426	6	852

Total Volume:	52	26	78	81	3544	188	646	45	90	58	5037	42	9887
Approach %	33%	17%	50%	2%	93%	5%	83%	6%	12%	1%	98%	1%	

Peak Hr Begin:	17:00												
PHV	18	9	25	29	1226	65	265	14	28	12	1721	14	3426
PHF	0.591			0.948			0.825			0.925			0.967

Pedestrian/Bicycle Count Report

Leg:	North		East		South		West	
Class:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
7:00	5	0	2	0	6	0	1	0
7:15	4	0	1	0	11	0	0	0
7:30	12	0	1	0	10	0	4	0
7:45	12	0	2	0	12	0	0	0
8:00	8	0	2	0	7	0	2	0
8:15	7	0	1	0	12	0	5	0
8:30	9	1	1	0	12	0	4	0
8:45	15	0	3	0	11	0	4	0
9:00	9	0	7	0	8	0	3	0
9:15	6	0	5	0	10	0	2	0
9:30	12	0	2	0	17	1	1	0
9:45	19	0	7	0	9	1	2	0

Leg:	North		East		South		West	
Class:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
16:00	26	0	8	0	19	0	13	0
16:15	23	0	7	0	20	0	8	0
16:30	12	0	3	0	16	0	13	0
16:45	21	2	6	0	18	0	12	0
17:00	20	0	3	0	19	0	7	0
17:15	10	0	5	0	20	0	8	0
17:30	10	0	4	0	29	0	11	0
17:45	13	0	9	0	26	0	5	0
18:00	22	0	12	0	31	0	9	0
18:15	18	0	5	0	26	1	5	0
18:30	16	0	5	0	24	0	7	0
18:45	22	0	9	0	44	0	9	0

Turning Movement Count Report AM

Location ID: 5
 North/South: Holloway Drive/Horn Avenue
 East/West: Sunset Boulevard

Date: 05/21/19
 City: Los Angeles, CA

	Southbound			Westbound			Northbound			Eastbound			Totals:
	1	2	3	4	5	6	7	8	9	10	11	12	
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	7	6	2	1	326	0	0	4	80	27	111	2	566
7:15	4	5	7	2	352	0	0	0	83	34	143	0	630
7:30	4	3	5	2	376	0	0	2	85	50	170	1	698
7:45	8	6	3	1	374	0	0	2	87	48	199	5	733
8:00	6	4	4	3	391	0	0	1	86	63	209	5	772
8:15	10	7	4	2	391	0	0	3	76	89	241	6	829
8:30	9	6	5	1	413	0	0	1	74	62	218	5	794
8:45	8	7	4	2	392	0	0	0	75	58	255	5	806
9:00	10	5	4	1	369	1	0	3	79	75	238	7	792
9:15	9	11	7	5	374	0	0	3	63	68	250	4	794
9:30	6	9	6	6	370	0	1	3	80	85	208	6	780
9:45	16	5	6	4	363	0	0	1	80	89	225	8	797

Total Volume:	97	74	57	30	4491	1	1	23	948	748	2467	54	8991
Approach %	43%	32%	25%	1%	99%	0%	0%	2%	98%	23%	75%	2%	

Peak Hr Begin:	8:15												
PHV	37	25	17	6	1565	1	0	7	304	284	952	23	3221
PHF	0.940			0.949			0.948			0.937			0.971

Turning Movement Count Report PM

Location ID: 5
 North/South: Holloway Drive/Horn Avenue
 East/West: Sunset Boulevard

Date: 05/21/19
 City: Los Angeles, CA

	Southbound			Westbound			Northbound			Eastbound			Totals:
	1	2	3	4	5	6	7	8	9	10	11	12	
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
16:00	1	4	3	1	233	0	1	6	40	139	305	8	741
16:15	4	5	7	1	240	0	0	5	54	124	309	4	753
16:30	2	5	5	1	223	1	0	6	58	126	370	6	803
16:45	2	4	6	6	248	0	0	5	40	124	350	10	795
17:00	9	9	4	3	276	0	0	6	52	146	347	16	868
17:15	3	5	5	5	259	0	0	6	67	125	373	5	853
17:30	5	6	1	3	270	0	0	3	54	123	366	11	842
17:45	1	6	5	7	247	0	0	3	67	133	364	6	839
18:00	3	3	5	3	287	0	1	3	68	127	367	8	875
18:15	5	5	6	3	229	0	0	4	63	136	328	13	792
18:30	5	3	6	6	310	0	0	2	49	124	353	8	866
18:45	2	4	7	5	263	0	0	8	58	150	302	9	808

Total Volume:	42	59	60	44	3085	1	2	57	670	1577	4134	104	9835
Approach %	26%	37%	37%	1%	99%	0%	0%	8%	92%	27%	71%	2%	

Peak Hr Begin:	17:15												
PHV	12	20	16	18	1063	0	1	15	256	508	1470	30	3409
PHF	0.923			0.932			0.932			0.998			0.974

Pedestrian/Bicycle Count Report

Leg:	North		East		South		West	
Class:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
7:00	6	0	0	0	12	1	0	0
7:15	5	0	0	0	5	0	0	0
7:30	13	0	0	0	9	0	0	0
7:45	6	1	0	0	11	1	0	0
8:00	4	0	0	0	15	1	0	0
8:15	6	1	2	0	12	1	0	0
8:30	13	1	0	0	6	0	0	0
8:45	5	1	0	1	9	0	0	0
9:00	5	0	3	0	12	0	0	0
9:15	9	0	0	0	13	0	0	0
9:30	11	1	0	1	18	0	0	0
9:45	15	0	2	0	11	0	0	0

Leg:	North		East		South		West	
Class:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
16:00	19	0	0	0	12	0	0	0
16:15	10	0	0	0	16	1	0	0
16:30	12	0	0	0	18	0	0	0
16:45	6	2	0	0	11	0	0	0
17:00	15	0	0	0	6	1	0	0
17:15	7	0	0	0	9	0	0	0
17:30	9	0	0	0	15	1	0	0
17:45	13	0	0	0	13	0	0	0
18:00	21	0	0	0	11	0	0	0
18:15	8	0	0	0	15	1	0	0
18:30	15	0	0	0	16	0	0	0
18:45	16	0	0	0	9	1	0	0

Turning Movement Count Report AM

Location ID: 6
 North/South: La Cienega Boulevard
 East/West: Sunset Boulevard

Date: 05/21/19
 City: Los Angeles, CA

	Southbound			Westbound			Northbound			Eastbound			Totals:
	1	2	3	4	5	6	7	8	9	10	11	12	
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	2	0	1	2	350	14	28	3	53	20	116	0	589
7:15	3	0	2	3	394	24	44	0	82	12	162	0	726
7:30	2	2	2	2	354	22	36	2	87	31	187	0	727
7:45	0	3	5	3	340	26	45	4	95	16	184	0	721
8:00	2	0	3	3	350	27	55	1	67	36	244	2	790
8:15	2	1	2	0	359	31	47	2	97	29	223	0	793
8:30	3	1	0	2	288	33	64	1	85	36	216	1	730
8:45	4	3	6	3	353	20	61	3	118	23	227	3	824
9:00	9	0	2	3	326	35	55	5	93	23	234	0	785
9:15	0	2	11	4	313	49	51	2	84	43	226	2	787
9:30	7	2	3	6	352	35	50	2	71	44	219	1	792
9:45	3	7	1	6	286	57	48	1	96	33	195	2	735

Total Volume:	37	21	38	37	4065	373	584	26	1028	346	2433	11	8999
Approach %	39%	22%	40%	1%	91%	8%	36%	2%	63%	12%	87%	0%	

Peak Hr Begin:	8:45												
PHV	20	7	22	16	1344	139	217	12	366	133	906	6	3188
PHF	0.942			0.954			0.817			0.964			0.967

Turning Movement Count Report PM

Location ID: 6
 North/South: La Cienega Boulevard
 East/West: Sunset Boulevard

Date: 05/21/19
 City: Los Angeles, CA

	Southbound			Westbound			Northbound			Eastbound			Totals:
	1	2	3	4	5	6	7	8	9	10	11	12	
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
16:00	1	4	4	5	216	53	59	3	62	61	334	2	804
16:15	2	2	4	0	214	50	68	0	60	57	300	3	760
16:30	2	3	0	4	189	48	84	2	59	47	348	5	791
16:45	1	1	2	2	224	61	65	2	76	42	355	1	832
17:00	4	4	4	7	232	64	70	3	64	48	323	5	828
17:15	4	4	2	7	228	51	74	3	85	61	342	3	864
17:30	2	2	6	4	206	59	67	1	68	62	354	2	833
17:45	1	3	4	3	259	49	55	5	81	48	360	4	872
18:00	2	3	4	3	237	46	64	4	82	50	371	1	867
18:15	2	4	3	5	211	59	67	0	74	41	342	9	817
18:30	1	2	7	5	284	42	78	4	69	67	384	0	943
18:45	4	4	1	4	252	59	75	5	76	68	350	2	900

Total Volume:	26	36	41	49	2752	641	826	32	856	652	4163	37	10111
Approach %	25%	35%	40%	1%	80%	19%	48%	2%	50%	13%	86%	1%	

Peak Hr Begin:	18:00												
PHV	9	13	15	17	984	206	284	13	301	226	1447	12	3527
PHF	0.925			0.912			0.958			0.934			0.935

Pedestrian/Bicycle Count Report

Leg:	North		East		South		West	
Class:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
7:00	5	0	1	0	3	0	8	0
7:15	19	0	3	0	22	0	8	0
7:30	7	0	6	0	22	0	1	0
7:45	7	1	5	0	66	0	3	0
8:00	5	0	2	0	20	0	6	0
8:15	8	2	4	0	17	0	7	2
8:30	13	0	8	0	16	0	4	0
8:45	12	2	8	0	24	0	10	0
9:00	10	0	4	0	27	0	1	0
9:15	11	1	3	0	18	0	9	0
9:30	11	0	2	0	17	0	4	0
9:45	7	2	3	0	18	1	6	0

Leg:	North		East		South		West	
Class:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
16:00	10	2	0	0	15	0	7	0
16:15	12	0	1	0	29	0	11	0
16:30	10	0	3	0	12	0	8	0
16:45	6	0	2	0	12	0	8	0
17:00	11	1	6	0	7	0	18	0
17:15	8	0	1	0	25	0	12	0
17:30	10	0	6	0	24	0	2	0
17:45	13	0	0	0	19	0	5	0
18:00	11	0	4	0	68	0	2	0
18:15	8	0	4	0	38	0	9	0
18:30	8	0	8	0	10	0	10	0
18:45	26	0	3	0	23	0	5	0

Turning Movement Count Report AM

Location ID: 7
 North/South: La Cienega Boulevard
 East/West: Holloway Drive

Date: 05/21/19
 City: Los Angeles, CA

	Southbound			Westbound			Northbound			Eastbound			Totals:
	1	2	3	4	5	6	7	8	9	10	11	12	
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	63	216	8	13	50	7	9	92	15	13	25	17	528
7:15	99	282	12	13	56	4	10	121	22	11	30	21	681
7:30	92	283	13	8	61	8	3	123	19	24	35	19	688
7:45	115	272	18	13	52	6	9	201	20	27	30	28	791
8:00	136	284	15	16	63	12	13	162	24	18	55	40	838
8:15	104	304	16	13	55	11	9	178	28	36	55	39	848
8:30	71	274	13	11	47	19	2	152	27	30	62	29	737
8:45	96	279	16	25	34	13	10	205	23	32	43	35	811
9:00	84	261	13	23	46	9	10	154	12	27	51	43	733
9:15	93	288	15	16	47	14	11	168	17	24	59	45	797
9:30	87	253	20	21	59	15	8	160	23	26	64	41	777
9:45	86	268	21	19	60	5	10	175	29	26	51	37	787

Total Volume:	1126	3264	180	191	630	123	104	1891	259	294	560	394	9016
Approach %	25%	71%	4%	20%	67%	13%	5%	84%	11%	24%	45%	32%	

Peak Hr Begin:	8:00												
PHV	407	1141	60	65	199	55	34	697	102	116	215	143	3234
PHF	0.924			0.876			0.875			0.912			0.953

Turning Movement Count Report PM

Location ID: 7
 North/South: La Cienega Boulevard
 East/West: Holloway Drive

Date: 05/21/19
 City: Los Angeles, CA

	Southbound			Westbound			Northbound			Eastbound			Totals:
	1	2	3	4	5	6	7	8	9	10	11	12	
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
16:00	46	203	14	18	26	6	15	268	26	28	75	111	836
16:15	47	197	18	20	34	8	17	237	26	28	83	136	851
16:30	48	236	24	23	44	8	17	315	20	30	78	129	972
16:45	47	216	20	19	32	4	12	244	21	31	85	134	865
17:00	52	211	19	19	41	6	14	281	23	38	87	108	899
17:15	41	218	21	25	51	6	16	297	23	37	71	130	936
17:30	63	213	28	20	39	12	21	285	34	29	88	113	945
17:45	59	208	26	25	43	7	12	221	33	33	108	130	905
18:00	45	201	19	24	43	9	15	265	28	43	81	121	894
18:15	41	210	19	25	48	12	13	259	32	41	86	125	911
18:30	48	216	21	21	34	9	19	265	23	25	84	129	894
18:45	56	227	20	15	44	4	20	273	20	36	84	132	931

Total Volume:	593	2556	249	254	479	91	191	3210	309	399	1010	1498	10839
Approach %	17%	75%	7%	31%	58%	11%	5%	87%	8%	14%	35%	52%	

Peak Hr Begin:	17:00												
PHV	215	850	94	89	174	31	63	1084	113	137	354	481	3685
PHF	0.953			0.896			0.926			0.897			0.975

Pedestrian/Bicycle Count Report

Leg:	North		East		South		West	
Class:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
7:00	7	0	8	0	5	0	1	0
7:15	9	0	8	0	5	0	0	0
7:30	7	0	6	0	2	0	0	0
7:45	8	0	10	0	2	0	1	0
8:00	14	0	13	0	6	0	0	0
8:15	25	0	9	0	3	0	0	0
8:30	9	0	15	0	3	0	3	0
8:45	5	0	8	0	13	0	0	0
9:00	7	0	14	0	3	0	2	0
9:15	5	0	11	0	4	0	2	0
9:30	10	0	11	0	12	1	1	0
9:45	11	0	10	0	6	0	0	0

Leg:	North		East		South		West	
Class:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
16:00	4	0	18	1	4	0	3	0
16:15	5	0	11	0	13	0	4	0
16:30	15	1	9	0	7	0	3	0
16:45	9	0	16	0	8	0	2	0
17:00	15	0	14	0	10	0	1	0
17:15	28	0	20	0	4	0	2	0
17:30	11	0	17	0	7	0	5	0
17:45	18	0	13	0	10	0	3	0
18:00	17	0	23	0	4	0	1	0
18:15	16	0	10	1	3	1	1	0
18:30	13	0	19	0	4	0	3	0
18:45	20	0	9	0	10	0	0	0

Turning Movement Count Report AM

Location ID: 8
 North/South: San Vicente Boulevard
 East/West: Cynthia Street

Date: 05/21/19
 City: Los Angeles, CA

	Southbound			Westbound			Northbound			Eastbound			Totals:
	1	2	3	4	5	6	7	8	9	10	11	12	
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	5	36	0	4	10	9	10	55	19	9	1	9	167
7:15	2	24	0	1	16	8	7	65	20	8	8	2	161
7:30	7	41	3	2	23	18	11	71	27	9	2	6	220
7:45	19	65	4	1	23	15	15	102	59	13	7	3	326
8:00	21	120	1	4	38	15	10	110	86	12	10	9	436
8:15	6	97	6	3	40	16	19	90	47	25	12	14	375
8:30	2	73	4	0	38	22	11	86	37	20	7	13	313
8:45	10	69	1	3	30	15	28	120	51	13	7	12	359
9:00	11	81	2	1	41	15	12	106	52	19	16	5	361
9:15	8	81	1	3	25	14	16	98	57	14	16	12	345
9:30	7	89	2	2	23	11	15	95	34	23	4	7	312
9:45	18	81	2	3	21	13	18	95	33	21	10	12	327

Total Volume:	116	857	26	27	328	171	172	1093	522	186	100	104	3702
Approach %	12%	86%	3%	5%	62%	33%	10%	61%	29%	48%	26%	27%	

Peak Hr Begin:	8:00												
PHV	39	359	12	10	146	68	68	406	221	70	36	48	1483
PHF	0.722			0.933			0.843			0.755			0.850

Turning Movement Count Report PM

Location ID: 8
 North/South: San Vicente Boulevard
 East/West: Cynthia Street

Date: 05/21/19
 City: Los Angeles, CA

	Southbound			Westbound			Northbound			Eastbound			Totals:
	1	2	3	4	5	6	7	8	9	10	11	12	
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
16:00	6	81	1	4	5	16	29	107	34	38	68	23	412
16:15	8	59	1	1	11	13	18	99	29	47	91	24	401
16:30	11	64	2	2	8	14	25	126	34	35	79	38	438
16:45	3	64	5	1	12	9	29	114	30	43	86	31	427
17:00	4	59	7	4	7	8	43	98	30	34	103	34	431
17:15	5	60	6	4	6	10	40	133	23	35	102	38	462
17:30	3	59	6	4	6	10	42	116	27	49	104	25	451
17:45	5	47	7	2	9	11	46	119	31	26	102	31	436
18:00	11	55	8	3	4	16	34	110	28	31	91	30	421
18:15	5	44	8	7	8	19	37	102	26	34	113	34	437
18:30	9	53	7	6	7	15	41	109	36	35	110	29	457
18:45	9	67	4	3	5	16	38	104	34	30	61	30	401

Total Volume:	79	712	62	41	88	157	422	1337	362	437	1110	367	5174
Approach %	9%	83%	7%	14%	31%	55%	20%	63%	17%	23%	58%	19%	

Peak Hr Begin:	17:00												
PHV	17	225	26	14	28	39	171	466	111	144	411	128	1780
PHF	0.944			0.920			0.954			0.959			0.963

Pedestrian/Bicycle Count Report

Leg:	North		East		South		West	
Class:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
7:00	2	0	2	0	1	0	2	0
7:15	2	0	1	0	0	0	2	0
7:30	0	0	2	0	1	0	4	0
7:45	1	0	3	0	2	0	2	0
8:00	3	1	4	1	2	0	7	0
8:15	3	0	3	0	2	0	4	0
8:30	4	0	2	0	2	0	2	0
8:45	2	0	4	0	0	0	0	0
9:00	5	0	1	0	2	0	0	0
9:15	3	0	2	0	0	0	2	0
9:30	1	0	3	0	3	0	3	0
9:45	3	0	0	0	3	0	1	0

Leg:	North		East		South		West	
Class:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
16:00	1	0	1	0	2	0	1	0
16:15	1	0	2	0	0	0	3	0
16:30	2	0	2	0	1	0	9	0
16:45	0	0	0	0	4	0	3	0
17:00	0	0	2	0	2	0	3	0
17:15	3	0	1	0	1	0	3	0
17:30	1	0	4	0	4	0	5	1
17:45	5	0	1	0	4	0	5	1
18:00	1	0	3	0	2	0	6	0
18:15	2	0	3	0	4	1	3	0
18:30	5	0	3	0	7	0	4	0
18:45	3	0	7	0	4	0	4	0

Turning Movement Count Report AM

Location ID: 9
 North/South: San Vicente Boulevard
 East/West: Santa Monica Boulevard

Date: 05/21/19
 City: Los Angeles, CA

	Southbound			Westbound			Northbound			Eastbound			Totals:
	1	2	3	4	5	6	7	8	9	10	11	12	
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	11	35	8	14	401	32	16	67	11	4	90	6	695
7:15	7	29	8	9	430	33	15	83	17	8	99	23	761
7:30	12	56	6	27	440	23	9	94	13	12	137	14	843
7:45	17	78	9	38	430	30	26	128	10	12	125	14	917
8:00	15	103	16	28	403	32	19	149	17	17	176	20	995
8:15	21	114	19	20	386	45	27	95	19	12	165	22	945
8:30	16	88	14	23	410	49	23	103	14	19	185	20	964
8:45	9	73	14	39	406	50	28	131	18	34	171	35	1008
9:00	21	92	12	30	385	47	46	121	19	27	158	30	988
9:15	20	89	9	36	371	53	34	104	23	32	139	22	932
9:30	14	93	18	27	352	58	38	90	20	23	168	30	931
9:45	25	85	18	22	373	52	27	97	13	31	206	23	972

Total Volume:	188	935	151	313	4787	504	308	1262	194	231	1819	259	10951
Approach %	15%	73%	12%	6%	85%	9%	17%	72%	11%	10%	79%	11%	

Peak Hr Begin:	8:00												
PHV	61	378	63	110	1605	176	97	478	68	82	697	97	3912
PHF	0.815			0.955			0.869			0.913			0.970

Turning Movement Count Report PM

Location ID: 9
 North/South: San Vicente Boulevard
 East/West: Santa Monica Boulevard

Date: 05/21/19
 City: Los Angeles, CA

	Southbound			Westbound			Northbound			Eastbound			Totals:
	1	2	3	4	5	6	7	8	9	10	11	12	
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
16:00	18	99	18	18	228	36	45	119	21	22	331	25	980
16:15	23	94	20	23	213	34	60	139	29	18	281	14	948
16:30	9	86	22	18	246	34	70	129	26	11	341	24	1016
16:45	19	98	20	10	208	35	62	149	27	19	287	26	960
17:00	16	79	19	23	239	40	69	145	28	17	316	30	1021
17:15	19	89	20	22	209	39	90	174	37	13	269	28	1009
17:30	12	79	19	24	247	41	74	140	20	13	317	20	1006
17:45	13	73	33	21	241	33	84	141	43	19	267	27	995
18:00	16	78	18	23	247	48	76	142	40	23	239	26	976
18:15	12	74	20	12	214	42	74	139	35	27	299	21	969
18:30	19	72	22	22	242	43	57	134	29	28	302	17	987
18:45	18	88	26	25	233	42	71	135	36	25	253	19	971

Total Volume:	194	1009	257	241	2767	467	832	1686	371	235	3502	277	11838
Approach %	13%	69%	18%	7%	80%	13%	29%	58%	13%	6%	87%	7%	

Peak Hr Begin:	17:00												
PHV	60	320	91	90	936	153	317	600	128	62	1169	105	4031
PHF	0.920			0.945			0.868			0.920			0.987

Pedestrian/Bicycle Count Report

Leg:	North		East		South		West	
Class:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
7:00	29	0	1	0	11	0	12	0
7:15	20	0	13	2	26	0	15	0
7:30	30	0	16	0	13	0	13	1
7:45	18	0	13	0	14	0	21	0
8:00	22	0	14	1	10	0	15	0
8:15	21	1	22	0	21	1	23	2
8:30	29	0	25	0	12	1	26	0
8:45	24	1	20	0	24	0	25	1
9:00	23	0	18	0	11	1	22	1
9:15	29	1	16	0	18	0	15	0
9:30	20	0	8	0	18	0	16	0
9:45	31	0	15	0	16	0	19	0

Leg:	North		East		South		West	
Class:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
16:00	59	1	20	0	38	2	12	0
16:15	59	2	25	0	40	0	23	1
16:30	78	0	21	0	37	1	34	0
16:45	54	1	26	0	39	0	25	1
17:00	57	1	32	2	38	2	54	0
17:15	50	1	28	0	33	0	25	0
17:30	91	0	44	0	75	1	36	0
17:45	71	1	16	0	37	1	34	0
18:00	62	2	25	1	33	1	51	0
18:15	58	0	26	1	17	0	23	0
18:30	62	0	27	0	64	0	35	0
18:45	59	0	28	0	41	0	45	0

ADT Volume Report

Larrabee Street between Nellis Street and Harratt Street

Day: Wednesday, May 22, 2019

City: Los Angeles, CA

Daily Totals	NB	SB	EB	WB	Total
	1773	1593	0	0	3366

AM	NB	SB	EB	WB	Total	PM	NB	SB	EB	WB	Total	
00:00	5	11			16	12:00	13	24			37	
00:15	8	14			22	12:15	14	32			46	
00:30	7	12			19	12:30	18	27			45	
00:45	3	23	6	43	9	12:45	21	66	22	105	43	171
01:00	6	6			12	13:00	17	24			41	
01:15	2	3			5	13:15	23	23			46	
01:30	5	15			20	13:30	22	28			50	
01:45	8	21	11	35	19	13:45	20	82	25	100	45	182
02:00	13	3			16	14:00	13	18			31	
02:15	3	7			10	14:15	14	25			39	
02:30	4	10			14	14:30	25	35			60	
02:45	4	24	5	25	9	14:45	20	72	22	100	42	172
03:00	1	2			3	15:00	30	29			59	
03:15	3	2			5	15:15	32	25			57	
03:30	0	3			3	15:30	25	26			51	
03:45	0	4	1	8	1	15:45	25	112	23	103	48	215
04:00	1	2			3	16:00	34	20			54	
04:15	3	3			6	16:15	35	31			66	
04:30	2	2			4	16:30	36	27			63	
04:45	2	8	5	12	7	16:45	41	146	25	103	66	249
05:00	1	0			1	17:00	63	27			90	
05:15	2	1			3	17:15	75	24			99	
05:30	6	4			10	17:30	71	15			86	
05:45	3	12	6	11	9	17:45	60	269	22	88	82	357
06:00	1	6			7	18:00	62	25			87	
06:15	5	8			13	18:15	67	24			91	
06:30	11	8			19	18:30	61	33			94	
06:45	7	24	10	32	17	18:45	40	230	27	109	67	339
07:00	5	4			9	19:00	33	26			59	
07:15	9	6			15	19:15	33	32			65	
07:30	13	12			25	19:30	29	29			58	
07:45	17	44	10	32	27	19:45	22	117	20	107	42	224
08:00	20	13			33	20:00	24	19			43	
08:15	16	11			27	20:15	20	11			31	
08:30	14	13			27	20:30	15	10			25	
08:45	21	71	17	54	38	20:45	17	76	12	52	29	128
09:00	20	17			37	21:00	19	22			41	
09:15	14	19			33	21:15	12	13			25	
09:30	20	16			36	21:30	20	13			33	
09:45	20	74	25	77	45	21:45	13	64	35	83	48	147
10:00	17	19			36	22:00	7	19			26	
10:15	15	17			32	22:15	11	19			30	
10:30	11	15			26	22:30	12	18			30	
10:45	14	57	18	69	32	22:45	26	56	17	73	43	129
11:00	17	21			38	23:00	8	16			24	
11:15	23	21			44	23:15	11	26			37	
11:30	28	35			63	23:30	10	21			31	
11:45	7	75	26	103	33	23:45	17	46	6	69	23	115
Totals	437	501			938	Totals	1336	1092			2428	
Split %	46.6%	53.4%			27.9%	Split %	55.0%	45.0%			72.1%	

Daily Totals	NB	SB	EB	WB	Total
	1773	1593	0	0	3366

AM Peak Hour	10:45	11:00	11:00	PM Peak Hour	17:00	18:30	17:00
AM Peak Volume	82	103	178	PM Peak Volume	269	118	357
AM Pk Hr Factor	0.732	0.736	0.706	PM Pk Hr Factor	0.897	0.894	0.902

ADT Volume Report

Harratt Street east of Larrabee Street

Day: Wednesday, May 22, 2019

City: Los Angeles, CA

Daily Totals	NB	SB	EB	WB	Total
	0	0	468	566	1034

AM	NB	SB	EB	WB	Total	PM	NB	SB	EB	WB	Total
00:00			4	1	5	12:00			6	9	15
00:15			0	0	0	12:15			8	11	19
00:30			0	2	2	12:30			7	8	15
00:45			4	8	12	12:45			7	28	35
01:00			0	1	1	13:00			8	6	14
01:15			1	1	2	13:15			1	8	9
01:30			3	0	3	13:30			7	11	18
01:45			2	6	8	13:45			8	24	32
02:00			2	2	4	14:00			4	11	15
02:15			2	1	3	14:15			1	10	11
02:30			1	0	1	14:30			8	12	20
02:45			0	5	5	14:45			10	23	33
03:00			1	0	1	15:00			8	9	17
03:15			0	0	0	15:15			8	7	15
03:30			1	0	1	15:30			6	1	7
03:45			0	2	2	15:45			6	28	34
04:00			0	0	0	16:00			10	9	19
04:15			0	0	0	16:15			7	10	17
04:30			0	0	0	16:30			8	10	18
04:45			1	1	2	16:45			12	37	49
05:00			0	0	0	17:00			6	10	16
05:15			0	0	0	17:15			17	9	26
05:30			1	1	2	17:30			9	9	18
05:45			1	2	3	17:45			9	41	50
06:00			0	3	3	18:00			12	11	23
06:15			0	4	4	18:15			15	8	23
06:30			1	5	6	18:30			12	15	27
06:45			1	2	3	18:45			8	47	55
07:00			5	10	15	19:00			15	7	22
07:15			3	8	11	19:15			9	9	18
07:30			2	10	12	19:30			10	4	14
07:45			1	11	12	19:45			6	40	46
08:00			4	16	20	20:00			14	16	30
08:15			2	12	14	20:15			6	7	13
08:30			6	10	16	20:30			10	3	13
08:45			2	14	16	20:45			3	33	36
09:00			5	10	15	21:00			3	1	4
09:15			9	9	18	21:15			6	3	9
09:30			6	6	12	21:30			5	4	9
09:45			8	28	36	21:45			5	19	24
10:00			3	3	6	22:00			1	6	7
10:15			3	9	12	22:15			4	2	6
10:30			3	7	10	22:30			5	3	8
10:45			5	14	19	22:45			8	18	26
11:00			6	10	16	23:00			1	4	5
11:15			2	7	9	23:15			2	3	5
11:30			14	13	27	23:30			4	0	4
11:45			6	28	34	23:45			2	9	11
Totals			121	210	331	Totals			347	356	703
Split %			36.6%	63.4%	32.0%	Split %			49.4%	50.6%	68.0%

Daily Totals	NB	SB	EB	WB	Total
	0	0	468	566	1034

AM Peak Hour	11:00	08:00	10:45	PM Peak Hour	18:15	14:00	18:00
AM Peak Hr Volume	28	47	66	PM Peak Hr Volume	50	47	88
AM Pk Hr Factor	0.500	0.734	0.611	PM Pk Hr Factor	0.833	0.839	0.815

Attachment D
Related Projects

Address	Traffic Study	condo	apt	live/work	sr/affdbi housing	retail	rest.	office	hotel	banquet meeting	showroom	nightclub	gallery	market	personal services	bar	private club	Preschool	stage	storage	commissary	
		du	du	du	du	sf	sf	sf	rooms	sf	sf	sf	sf	sf	sf	sf	members	students	sf	sf	sf	
8116	Norton		8																			
901	Ogden		4																			
950	Ogden		10																			
1008	Ogden		7																			
1011	Ogden		5																			
1153	Ogden		6																			
1019	Orange Grove		9																			
1150	Orange Grove		7																			
923	Palm				49																	
417	Robertson										7,558											
645	Robertson	Yes				18,130	33,300		241		10,325	3,780										
8763	Rosewood					4,920																
7617	Santa Monica	Yes	71			4,000	4,419															
7811	Santa Monica	Yes		95			3.4 ksf		45				1.4 ksf									
7985	Santa Monica	Yes				1,345	14,252	54,645								2,746						
8555	Santa Monica	Yes		123		14.5 ksf	3.9 ksf	6.7 ksf							3.6 ksf							
9001	Santa Monica					9,850	9,800															
9040	Santa Monica	Yes	16			9,038	9,313	309,324														
8760	Shoreham			11																		
1017	Sierra Bonita		5																			
1030	Sierra Bonita		5																			
933	Spaulding		5																			
939	Spaulding		22																			
1013	Spaulding		5																			
1041	Spaulding		14																			
1236	Spaulding			3																		
943	Stanley			5																		
8430	Sunset	Yes	125			35,000																
8850	Sunset			41			28.8 ksf		115			4.7 ksf										
8497	Sunset	Yes					9,775	11,520														
8920	Sunset	Yes				5,238	1,765	45,888					2,192				6,745					
9034	Sunset	yes		107		3.2 ksf	8.8 ksf		200													
545	Sweetzer			9																		
1257	Sweetzer		14																			
1280	Sweetzer		9																			
1035	Vista		4																			
852	West Knoll		9																			
8553	West Knoll		5																			
8557	West Knoll		6																			
629	Westbourne		3																			
916	Westbourne		8																			
910	Wetherly				93																	

Note:
Traffic study - trip generation and distribution information available up on request.

#	ADDRESS	PROJECT NAME & DESCRIPTION	EXISTING USE	PROPOSED USE	STATUS	ITE CODE*	SIZE	UNITS	AM IN	AM OUT	AM TOTAL	PM IN	PM OUT	PM TOTAL	WKEND PK IN	WKEND PK OUT	WKEND TOTAL	ADT TOTAL	Notes	1 Application Under Review	2 Entitlement Approved	3 In Plan Check	4 Permits Issued and/or Under Construction	5 Completed (Operational, C of O Issued)	6 Inactive (No Final Action)	7 Withdrawn, Expired, or Denied	Changes to List (Last Update March 2020)		
ACTIVE PROJECTS																				NOTE FOR ALL: *ITE Codes from 8th or 10th Edition are used for projects under review. Does not preclude use of ITE rates from other editions for purposes of environmental assessment.									
1	100 N. Crescent Dr.	Zone Text Amendment, General Plan Amendment, and Planned Development Permit request to create a new Entertainment Office Planned Development Overlay Zone (E-O-PD-2) to allow renovations to existing building (add two stories). Requires Environmental Impact Report.	2,550 SF Screening Room, 103,535 SF Commercial Office	Commercial Office: 4,330 SF of restaurant, 2,489 SF of screening room, 154,336 SF of office; 465 parking spaces	1	Office (N/A)	50.74	KSF	45	4	48	17	61	79	N/A	N/A	N/A	598											
						932	4.33	KSF	26	21	47	26	17	43	N/A	N/A	N/A	551											
2	250 N. Crescent Dr.	Development Plan Review, Density Bonus Permit, and Tentative Map request to construct a new 4-story, 8-unit condominium building with 1 very low income affordable unit, and development incentives for density, height, reduced modulation, reduced side setback, and reduced parking requirements.	Vacant Lot	Multi-Family Residential: 7 Condo Units, 1 Affordable Rental Unit, 12,400 SF residential uses; 14 parking spaces	4	230	8.000	DU	1	3	4	3	1	4	2	2	4	46	Building Permit BS1728510										
3	55 N. La Cienega Blvd.	General Plan Amendment, Overlay Zone for Mixed-Use Hotel Project, including hotel, restaurant, and market uses.	13,500 SF Restaurant (The Stinking Rose)	216 Hotel Rooms; ancillary restaurant (3,346 SF), market/eatery (9,566 SF) and retail uses (656 SF) and assembly use	1	310	216	Rooms	78	57	135	78	81	159	Not Available	Not Available	188	2642	Change in number of hotel rooms proposed from 169 to 216										
						820	656	SF	5	4	9	11	12	23	17	16	33	29											
						931	-588	SF	3	1	4	4	2	6	4	3	7	53											
4	154-168 N. La Peer Dr.	Tentative Tract Map, Development Plan Review, and R-4 Permit request to allow construction of a new condominium building.	Multi-Family Residential (3 buildings) - 6 units	Multi-Family Residential: 16 Condo Units, 39,084 SF residential uses; 59 parking spaces	3	230	16.000	DU	5	2	7	6	2	8	5	3	8	93	Building Permit BS1727584 - submitted for revisions to plans										
5	140 S. Lasky Drive	Development Plan Review, Conditional Use Permit, Open Air Dining, and Extended Hours Permit for new 4-story hotel with 66 rooms, restaurant, and rooftop uses.	3-story hotel - 14,625 SF, 44 rooms (Occ.)	4-story hotel - 36,760-SF with 66 rooms, 1,845 SF restaurant (898 SF indoor, and 947 SF outdoor), and rooftop uses (roof deck and pool deck), and 3 levels of subterranean parking with 94 spaces.	2	310	22.000	Rooms	9	7	16	8	8	16	Not Available	Not Available	20	197											
						931	1.845	TSF	7	2	9	10	6	16	12	8	20	155											
6	457 N. Oakhurst Dr.	Tentative Tract Map, R-4 Permit, and Variance request (setbacks and parking) for a new condominium building.	2-story, 2-unit building (vacant)	6-unit, 5-story condominium building	2	221 (Mid-rise)	6.000	unit	1	2	3	2	1	3	2	2	4	33	For reference only; existing land use for low rise.										
7	9212 Olympic Blvd.	Etco Homes: Conditional Use Permit and Minor Accommodation request to allow a new 3-story office building in the C-3T-2 Zone.	Surface Parking Lot associated with adjacent Auto Dealer (not a part)	Commercial Office with Retail/Restaurant: 6,900 SF of Retail/Restaurant (with a max. of 1,000 SF of bar and dining area), 13,344 SF of Commercial Office; 58 parking spaces	4	710	13.300	TSF	18	2	20	4	16	20	3	2	5	146	Building Permit BS1627342										
						933	1.000	TSF	35	28	63	27	25	52	28	26	54	716											
						814	4.700	TSF	15	17	32	14	10	24	12	12	24	206											
8	9120 Olympic Blvd.	Harkem Hillel: Conditional Use Permit to allow the renovation and expansion of an educational facility.	54,262 SF (educational facility) (occ.)	Total new floor area: 80,719 SF (net increase of 26,457 SF)	1	534 (Private K-8)	26.457	TSF	169	138	307	85	88	173	Not Available	Not Available	Not Available	Not Available	Minor changes to existing/proposed project data										
9	9230 Olympic Blvd	Zone Text Amendment, Conditional Use Permit to allow use of semi-automated parking for required parking, a CUP for increased height/density in the C3T2 Zone, Minor Accommodation for additional alley-adjacent opening	Approx. 7,573 SF Commercial (Office)	18,163 SF Commercial: 1,359 SF Restaurant and 16,804 SF of Office	1	931 (Quality Restaurant)	1.359	TSF	5	2	7	7	5	12	9	6	15	114											
						710 (Gen. Office Bldg.)	16.804	TSF	21	5	26	7	19	26	3	3	6	230											

CITY OF BEVERLY HILLS CUMULATIVE PROJECTS LIST

10	425 N. Palm Dr.	Cloud Condos: Zone Text Amendment, Development Plan Review, and R-4 Permit request to allow a new 5-story, 20-unit condominium building. Current project to change design of the building, and addition of 6,000 SF (10% of 55,000 SF); tract map for condominiums.	Multi-Family Residential (3 buildings) - 18 Units	Multi-Family Residential: 20 Multi-Family Residential Units - Approx. 64,000 Total; 62 parking spaces	4	230	20.000	DU	2	7	9	7	4	11	5	3	8	110	Building Permit BS1828088 Issued on 10/24/2019
11	340 S. Rexford	Vesting Tentative Parcel Map, Development Plan Review, Variance, and R-4 Permit for a new 3-Unit Condo Building	Vacant Lot	3-Unit Condominium Building	3	232	3.000	DU	6	25	31	11	7	18	13	17	30	235	Plan Check - BS1906955
12	370 N. Rodeo Dr.	Cartier: Development Plan Review and In-Lieu Parking request for a new 3-story commercial building.	9,587 SF Commercial (Retail)	Commercial (Retail): 15,250 SF of Retail Use (net increase of 5,663 SF)	2	814	5.663	KSF	19	21	40	16	13	29	58	58	116	251	
13	400-408 N. Rodeo Dr.	Chanel: Development Plan Review & Conditional Use Permit for construction of new retail building with rooftop uses and mechanical lift parking.	28,128 SF Commercial (Retail) (12,864 SF at 400 Rodeo and 15,264 SF at 408 Rodeo)	29,767 SF Commercial (Retail)	3	876 (Apparel Store)	1.639	TSF	5	4	9	4	4	8	5	5	10	109	Used Sunday average for Wkend Plan check - BS1907020
14	468 N Rodeo Dr.	Cheval Blanc: Specific Plan, Zone Map and Text Amendment, General Plan Amendment, Vesting Tentative Parcel Map, Encroachment Agreement and Development Agreement	33,783 SF Retail, 16,401 SF Museum	24,976 SF Retail, 187,058 SF Hotel	1	876 (Apparel Store) Note Subtraction	8.807	TSF	7	2	9	19	18	37	24	24	48	585	
						580 (Museum) Subtraction	16.411	TSF	4	1	5	1	3	4	8	4	12	Not Available	
						310 (Hotel City Core)	115	RMS	19	22	41	22	24	46	Not Available	Not Available	64	632	
15	9220 N. Santa Monica Blvd.	Beverly Hills Creative Offices Project: a specific plan proposal for 11 creative office buildings and underground parking on a 2.2 acre parcel located on N. Santa Monica Boulevard. (Lots 12 and 13)	Vacant	11 Office buildings totaling 114,202 SF, and an underground parking garage with 230,559 SF and 476 parking spaces	1	714 (Corporate Headquarters Building)	114.202	TSF	190	6	196	40	171	211	4	2	6	1501	
16	9900-9908 S. Santa Monica Blvd.	Zone Change request to change from commercial to mixed use zoning, including changes to height, FAR, and setbacks.	Vacant Lot (Friar's Club)	Mixed-Use Multi-Family and Commercial: 13,616 SF of Commercial, 27 Condo Units	2	230	27.000	DU	4	8	12	10	4	14	6	7	13	157	
						814	13.616	KSF	45	49	94	39	30	69	287	287	574	604	
17	8600 Wilshire Blvd.	General Plan Amendment, Zoning Code Amendment for an Overlay Zone, Zoning Map Amendment, Vesting Tentative Tract Map, Planned Development Permit, and Development Agreement request to allow a new mixed-use multi-family and commercial building.	Vacant Lot and Commercial Building	Mixed-Use Multi-family and Commercial: 6,355 SF Retail; 18 Units; 3,412 SF Public Use; 82 parking spaces*	4	230	21.000	DU	1	8	9	7	4	11	5	5	10	123	*Note - An amendment to the existing Development Agreement was approved to allow affordable units to be rented (rather than sold), with no change to unit size.
						820E	4.800	TSF	15	10	25	41	44	84	63	58	120	944	
						820R	2.500	TSF	-2	-1	-3	-5	-5	-9	-6	-6	-12	-107	
18	8633 Wilshire	Development Plan Review for new three-story commercial building with subterranean parking and rooftop uses	Commercial building (restaurant)	25,565 SF Commercial Office; 76 parking spaces	1	710 (Gen. Office Bldg.)	25.565	TSF	32	6	38	8	32	40	4	5	9	380	Minor changes to existing/proposed project data
19	9000 Wilshire Blvd.	Development Plan Review request for a new 3-story office building with rooftop lunchroom.	4,820 SF Commercial (Retail) and Surface Parking Lot	Commercial Office: 31,702 SF Commercial Office; 91 parking spaces	3	710	31.700	TSF	13	2	15	3	12	15	2	1	3	105	Plan Check - BS1907604

20	9111 Wilshire Blvd.	Gibraltar Square: Conditional Use Permit and Historic Incentive Permit to convert a bank/office building to a hotel with ancillary uses, and to deviate from certain development standards (parking and loading).	112,400 SF	No change to floor area. Change in use from Office Building (710) to Hotel (310)	2	Office Building (710)	112.400	TSF	146	20	166	29	131	160	33	28	61	1095	
						Hotel	154.000	Room	45	39	84	55	40	95	62	49	104	1288	
21	9145 Wilshire Blvd.	Conditional Use Permit, Historic Incentive Permit, & Extended Hours Permit for a religious institution and pre-school	8,269 SF Commercial (Bank/Office - now vacant); 15 parking spaces	8,269 SF religious institution; 16 parking spaces	4	560	8.269	TSF	3	3	6	5	3	8	40 (Sun.)	43 (Sun.)	83	58 (Weekday)	Building Permit BS1903915 - Issued on 2/3/2020
22	9200 Wilshire Blvd.	Zone Text Amendment and Planned Development Permit to amend the approved Planned Development Permit and Overlay Zone to allow a 6 story mixed-use project with 90 residential units and ground floor commercial uses.	Vacant Lot	Mixed-Use Multi-family and Commercial: 54 Multi-Family Residential Units, 14,000 SF Commercial; 321 parking spaces	4	230	53.000	DU	4	20	23	19	9	28	13	12	25	311	Phase 1 (subterranean garage and podium construction) permit (BS1903497) issued - on 10/2/2019
						820E	8.400	TSF	22	14	35	59	63	122	90	83	173	1357	Phase 2 (above podium construction) permit (BS1825705) issued on 10/2/2019
						931	5.600	TSF	2	2	5	28	14	42	36	25	61	504	
23	9900 Wilshire Blvd.	One Beverly Hills: General Plan Amendment, Specific Plan Designation, Specific Plan, Vesting Tentative Tract Map, Development Plan Review, and Development Agreement request to allow two new Mixed-Use Condominium buildings with commercial uses, and luxury public gardens.	Vacant (Former Robinson's May Site)	Mixed-Use (Condominium and Commercial): 193 Condo Units with 134 Rooms, 16,057 SF of Restaurant/Retail, 7,942 SF of Ballrooms/Conference Rooms, 18,826 SF of Ancillary Uses, 1,140 parking spaces	2	310	134.000	RMS	47	38	85	56	43	99	187	167	352	1195	Building permits for completed plan check were not utilized.
						232	193.000	DU	13	52	65	45	28	73	23	41	64	806	Although there is an existing approved entitlement for this site, this may be superseded by the pending One Beverly Hills application. For purposes of this tracking list, the proposed project is generally within the scope of what has been approved.
						820R-1	18.400	TSF	11	7	18	33	36	69	30	28	58	772	
						932-1	14.200	TSF	65	14	79	80	48	128	90	63	153	1263	
24	9876 Wilshire Blvd. (PHASE 1 - The Waldorf-Astoria Hotel and Beverly Hilton Renovation)	Beverly Hilton/Waldorf: Specific Plan request to allow a new Luxury Hotel, Condominium Building, Gardens, and modifications to the existing Beverly Hilton Hotel, with an overall decreased in the total number of hotel rooms.	Hotel (The Beverly Hilton) - 569 Rooms	Mixed-Use (Hotel and Condominium): 170 hotel rooms in a new hotel; 120,700 SF of landscaped gardens, and public art; approximately 300 subterranean parking spaces (portion complete)	5	310	170	Rooms	28	32	60	33	36	69	Not Available	Not Available	96	934	Phase 1 has been completed.
25	9876 Wilshire Blvd. (PHASE II - Condominium Building and Conference Center)	Beverly Hilton Revitalization Specific Plan request to allow Condominium Building, Gardens, and conference center addition/modifications to the existing Beverly Hilton Hotel, with an overall decrease in the total number of hotel rooms.	Hotel (The Beverly Hilton) - 739 Total Rooms in Interim before Phase II Completion	140 Condo Units, 10 accessory staff units, 37,409 SF of Conference Center/Meeting Room Uses, 157,843 sf of landscaped gardens; Overall Hotel Rooms reduced to maximum 522 after completion of Phase II;	2	310	-46.000	RMS	16	10	26	14	13	27	14	13	27	376	Phases I and II of the 9876 Wilshire project are approved; however, the city is currently processing a request for a new Specific Plan Overlay entitlement request that approximately matches the floor area of these two approved entitlements, but reconfigures location and uses located within the plan area
						230	140.000	DU	8	41	48	39	19	57	28	24	52	645	
						931	5.000	TSF	2	2	4	25	12	37	32	22	54	450	
						820	5.000	TSF	16	10	26	42	45	87	64	59	123	969	

Attachment E
TDM Strategies

**ATTACHMENT E
TDM STRATEGY DETAILS**

On-site Wayfinding & Signage	
Description:	Applicable to developments on sites greater than 2.5 acres in size. Provide directional signage and/or wayfinding to locate nearby transportation services and amenities (e.g. transit stops and bicycle routes).
Standards:	Provide multimodal wayfinding and signage at main entrances and/or at key decision points. Wayfinding and signage should be located externally/internally to direct users to transportation services and infrastructure, including but not limited to transit, bikeshare, carshare, bike parking and amenities, ride-hailing, taxi/shuttle/carpool/vanpool pick-up/drop-off locations. Wayfinding and signage shall meet City standards.
Monitoring & Reporting:	City staff should confirm installed wayfinding meets design requirements noted above during a pre-occupancy inspection of the site. The property owner should include photos of wayfinding demonstrating that all signage is in place, up to date, properly maintained, and visible to tenants/residents upon submittal of their annual TDM Reporting Update.
Justification:	Establishing a wayfinding system throughout a project site, or near key access points, provides clear directions to key destinations and encourages the use of implemented TDM amenities. CAPCOA does not specifically quantify the trip reduction benefits of wayfinding and signage, as it has little impact when implemented alone.

Real-Time Multimodal Information	
Points:1	
Description:	Provide monitors that display travel options and real-time transit schedules (e.g. transit screens, TNC wait times, bikeshare availability). Should be located in highly visible locations such as building entrances and hotel lobbies.
Standards:	Provide at least one real-time display at highly visible location. Display should be curated by location and show nearby stops, travel time for different transportation modes and options, and transit schedules. Transportation options include, but are not limited to: train, bus, personal bike, bikeshare, walking, ride-hailing service (Uber/Lyft), carshare, and private shuttles.
Monitoring & Reporting:	City staff should confirm that the installed display(s) meet design requirements noted above during a pre-occupancy inspection of the site. The property owner should include current photos of the display to demonstrate that all components are in place, properly maintained, and visible to tenants/residents upon submittal of their annual TDM Reporting Update.
Justification:	Real-time information displays support on-the-go decision-making and help to mitigate reliability concerns with alternative modes. CAPCOA does not specifically quantify the trip reduction benefits of wayfinding and signage, as it has little impact when implemented alone.

Bike Repair Station	
Points:1	
Description:	Provide an on-site bicycle repair station with adequate tools that is publicly accessible, visible, and located at ground level.
Standards:	Install bicycle repair stations to allow for basic repair with a bicycle pump, screwdrivers, wrenches, and hex tools. Locate at ground level, weather-protected, well-lit, easy-to-find areas near bicycle parking and building entrances.
Monitoring & Reporting:	City staff should confirm that the installed repair station(s) meet design requirements noted above during a pre-occupancy inspection of the site. The property owner should include up-to-date photos of the repair station(s) demonstrating that all tools are in place, properly maintained, and accessible to tenants/residents upon submittal of their annual TDM reporting update.
Justification:	On-site repair stations support the ongoing use of bicycles as a reliable mode of alternative transportation. CAPCOA does not specifically quantify the trip reduction benefits of repair stations, as they have little impact when implemented alone.

Guaranteed Ride Home	
Points:2	
Description:	Offer non-drive alone commuters free rides home in event of an approved emergency. Can be provided through LA Metro's Guaranteed Ride Home Program which offers up to two rides per 12-month period.
Standards:	Provide full reimbursements for qualified trips home to employees who commute to/from work by biking, taking public transit, or carpooling at least one day of the week. Valid emergencies include personal illness/emergencies, family illness/emergency, unplanned overtime, inclement weather, and mechanical problems. Provide at least 2 free rides in a 12-month period, and up to \$3.50 per mile. Set a cap to discourage commuters from abusing the program and relying on it as a secondary commute mode. Provide reimbursements for taxis, ride-hailing services (Uber/Lyft), company vehicles, and transit. Can be implemented internally or through Metro's Guaranteed Ride Home program.
Monitoring & Reporting:	Employers should designate a representative to ensure that employees do not exceed their maximum number of free rides/per mile subsidies within the 12-month period. Employees should submit receipts detailing the transportation mode, mileage, and total cost. Provide written policy to City as part of the annual report.
Justification:	Provides a way for employees who commute to work by transit, carpool, vanpool, biking, or walking to travel home when an unexpected need arises (such as a personal emergency or unscheduled overtime). CAPCOA calculates a trip reduction ranging from 1.0 – 6.2% for Guaranteed Ride Home programs when it is part of a larger group of commute trip strategies.

Rideshare Matching	
Points:2	
Description:	Facilitate carpooling by investing in a platform or database that matches potential riders. Can be implemented through the Director or through a private operator such as Scoop or RideAmigos.
Standards:	Provide a rideshare matching service to identify potential carpool partners; dynamic rideshare options may be suitable if encouraged for all participants. Ridesharing shall mean the use of a private vehicle to facilitate pre-arranged rides between residents, visitors, or employees within similar trip origins and destinations. Rideshare can be facilitated through a trip coordinator or with web or mobile based applications. Implement internally or through a third-party operator such as Scoop or RideAmigos. Partners can be matched during new hire orientation, a company-wide survey, and/or on-demand.
Monitoring & Reporting:	The property owner should submit copies of invoices for a ride matching platform and provide any informational materials distributed that describe the program during submittal of their annual TDM reporting update.
Justification:	Rideshare matching eases the burden of locating carpool partners by connecting employees who live and work in close proximity and have similar work hours. Rideshare matching falls under Commute Trip Reduction Programs, which CAPCOA calculates a VMT reduction of 1-6.2%.

Delivery Amenities	
Points:2	
Description:	Facilitate delivery services by providing a staffed reception desk, delivery lockers, or other delivery amenity.
Standards:	Facilitate delivery services by providing one of the following areas to receive deliveries: - Staffed reception desk -Delivery lockers -Temporary storage for deliveries -Temporary refrigeration of grocery deliveries -Other delivery supportive areas as proposed by the property owner.
Monitoring & Reporting:	The City should confirm the installation of the aforementioned amenities during a pre-occupancy inspection of the site. The property owner should include up to date photos of the amenities demonstrating that all components are properly maintained and accessible to tenants/residents upon submittal of their annual monitoring and reporting update.
Justification:	May reduce VMT through reducing the number of trips, such as shopping, that may otherwise have been made by a single occupant vehicle and reduces trip by delivery vehicles. CAPCOA does not specifically quantify the trip reduction benefits of delivery support amenities, as they have little impact when implemented alone.

Bike Racks	
Points:2	
Description:	Provide on-site bike parking that is double the amount required by the Municipal Code 19.28.150. Can be provided via a combination of bike racks and secure bike storage if desired. The Director is available to advise on more detailed design and siting considerations to ensure that bicycle facilities are placed and designed to ensure high visibility and usage.
Standards:	Provide bike parking that is double the amount required by the Municipal Code 19.28.150. Can be provided via a combination of bike racks and secure bike storage if desired. Locate bike racks at well-lit, easy-to-find areas nearby bike facilities and building entrances and at grade. The Director is available to advise on more detailed design and siting considerations to ensure that bicycle facilities are placed and designed to ensure high visibility and usage.
Monitoring & Reporting:	The City should confirm that the installed spaces meet the design requirements stated above during a pre-occupancy inspection of the site. The property owner should include up to date photos of the bicycle parking demonstrating that the spaces are in good condition and accessible during annual reporting.
Justification:	CAPCOA does not specifically quantify the trip reduction benefits of bicycle parking; however, it is included as a supporting element of "Improved Design of Development," which has a calculated trip reduction of 3.0-21.3%. The Center for Clean Air Policy (CCAP) Guidebook attributes a 1%-5% VMT reduction to the overall use of bicycles, of which 0.625% can be attributed to bicycle parking.

Secure Bike Storage	
Points:2	
Description:	Provide secure and long-term bike parking on-site via a secure bike room or ground floor lockers. Provide at least 1 space per 3,000 sq. ft. of floor area, with a minimum of 4 spaces. Establish a building policy to permit bicycles in elevators.
Standards:	Provide at least one space/ 3,000 sq. ft. of floor area, with a minimum of four spaces. Establish a building policy to permit bicycles in elevators. Locate bike parking at weather-protected, well-lit, easy-to-find areas nearby bike facilities and building entrances and at grade where possible. Install signage to increase awareness of the facility among site users.
Monitoring & Reporting:	The City should confirm that the installed spaces meet the design requirements stated above during a pre-occupancy inspection of the site. The property owner should include up to date photos of the bicycle parking demonstrating that the spaces are in good condition and accessible during annual reporting.
Justification:	CAPCOA does not specifically quantify the trip reduction benefits of bicycle parking; however, it is included as a supporting element of "Improved Design of Development," which has a calculated trip reduction of 3.0-21.3%. The Center for Clean Air Policy (CCAP) Guidebook attributes a 1%-5% VMT reduction to the overall use of bicycles, of which 0.625% can be attributed to bicycle parking.

On-Site Bike Share Hub	
Points:2	
Description:	Sponsor or provide a WeHo Pedals Bike Share hub on site. If the City determines the location is not a good site or expansion is not possible at that time, a private bike share fleet may be provided.
Standards:	When possible, if bikeshare stations are not located nearby, negotiate with the City Bikeshare representative for on-site placement of stations in convenient, publicly accessible locations. When not a viable option, property owners and managers can provide on-site bikeshare themselves or through a third-party vendor. Shared bikes should be branded and marketed to increase visibility.
Monitoring & Reporting:	City staff should confirm the provision of the shared bicycles during a pre-occupancy inspection of the site. The property owner should include up to date photos of the bicycles demonstrating that all components are properly maintained and accessible to tenants/residents upon submittal of their annual TDM reporting update.
Justification:	Provides a flexible alternative to driving alone at places of work and residential buildings. While unlikely to serve as a means of commuting, onsite loaner bicycles offer a viable alternative for midday trips such as lunch or meetings at offices and for errands at residential sites. CAPCOA does not specifically quantify the trip reduction benefits of loaner bicycles, as they have little impact when implemented alone.

Preferential Parking	
Points:2	
Description:	Designate the most desirable parking spaces for carpools and vanpools. Requires ongoing enforcement to be effective.
Standards:	Provide preferential parking at the following rates: -Carpool/vanpool: 2% of all parking spaces. Post or mark parking spaces clearly as carpool or vanpool use only. Identify preferential locations, such as the first (or most convenient) level within parking structures and spaces closest to building entrances (after ADA spaces).

	Pair with enforcement to monitor use and compliance; adjust total quantities of spaces needed annually.
Monitoring & Reporting:	Assign parking permits and monitor the occupancy rate to determine whether sufficient levels of preferential parking are being provided. Property owners should employ parking enforcement officers to ensure spaces are solely being used by carpool and vanpool users. Provide documentation to City during annual reporting.
Justification:	Reserving parking spaces near building entrances and other desirable locations for carpool and vanpool vehicles encourages people to share rides to work. CAPCOA calculates a trip reduction ranging from 1.0 – 6.2% for preferential parking for carpools and vanpools.

EV Chargers and Preferential Parking	
Points:2	
Description:	Designate the most desirable parking spaces for electric vehicles (EVs) and provide charging stations. Requires ongoing enforcement to be effective.
Standards:	For development required to provide Electric Vehicle Charging per Zoning Ordinance, West Hollywood Municipal Code, provide double the EV preferential parking and chargers (1 charger per space) for electric vehicles.
	Post or mark parking spaces clearly as EV use only.
	Identify preferential locations, such as the first (or most convenient) level within parking structures and spaces closest to building entrances (after ADA spaces).
	Pair with enforcement to monitor use and compliance; adjust total quantities of spaces needed annually.
Monitoring & Reporting:	Property owners should employ parking enforcement officers to ensure spaces are solely being used by EV vehicles. Provide documentation to City during annual reporting.
Justification:	Reserving parking spaces near building entrances and other desirable locations for carpool and vanpool vehicles encourages people to share rides to work. CAPCOA calculates a trip reduction ranging from 1.0 – 6.2% for preferential parking for carpools and vanpools.

Carshare Parking	
Points:3	
Description:	Designate parking for carshare vehicles in convenient and publicly accessible area with spaces clearly marked as carshare only. This strategy is available to all but particularly recommend for new development projects.
Standards:	Post or mark parking spaces clearly as carshare only at the following rates: - A minimum of one carshare parking space per site; and - One carshare parking space per 20,000 Occupied Floor Area.
	Assign carshare spaces by converting existing parking spaces or in convenient and publically accessible areas.
	City staff should confirm that the numbers of required spaces are provided during a pre-occupancy inspection of the site. The property owner should include up-to-date photos of the carshare spaces and any accompanying signage to demonstrate that they are in good condition and accessible to tenants/residents in the submittal of their annual TDM reporting update.
Monitoring & Reporting:	City staff should confirm that the numbers of required spaces are provided during a pre-occupancy inspection of the site. The property owner should include up-to-date photos of the carshare spaces and any accompanying signage to demonstrate that they are in good condition and accessible to tenants/residents in the submittal of their annual TDM reporting update.
Justification:	Carshare enables people to forego car ownership and thereby drive less overall. Providing onsite carshare parking increases program accessibility. CAPCOA calculates a VMT reduction of 0.4-0.7% for carshare programming.

Carshare Membership	
Points:3	
Description:	Offer fully subsidized annual carshare memberships. For developments, the strategy can be accomplished by providing one year of a fully subsidized carshare membership. Recommended to be combined with carshare parking for maximum effectiveness.
Standards:	Provide a carshare subsidy to cover at least 50% of monthly carshare membership fees.
	Establish a business account with a third party vendor and purchase memberships for employees who wish to carshare.
	If carshare vehicles are not located within walking distance of the site, negotiate with the vendor for on-site placement of vehicles in convenient, publicly accessible locations.
Monitoring & Reporting:	The property owner should submit copies of invoices for carshare memberships and any informational materials that describe available carshare benefits that have been provided to employees/residents during submittal of their annual TDM reporting update.
Justification:	Carshare enables people to forego car ownership and thereby drive less overall. CAPCOA calculates a VMT reduction of 0.4-0.7% for carshare programming.

Price Parking	
Points:3	
Description:	Applicable to any facility that offers private parking. Charge for parking by setting a minimum price per hour or per day. For residential uses, utilize the unbundled parking strategy.
Standards:	Determine pricing based on optimal occupancy during peak periods (85%).
Monitoring & Reporting:	The property owner should submit copies of all informational materials about parking pricing and current rates as part of their annual TDM reporting update. Conduct bi-annual parking occupancy analysis to evaluate program effectiveness.
Justification:	Pricing parking at or above market rates provides a clear signal to employees to consider shifting to alternate modes. Workplace parking pricing is most effective when nearby on-street spaces are priced at market rates or regulated with residential parking permits. CAPCOA calculates a VMT reduction of 0.1-19.7% for parking cash out.

Bike Share Membership	
Points:3	
Description:	Offer a fully subsidized WeHo Pedals/Bikeshare Connect membership as an option to employees, residents and/or visitors.
Standards:	Determine pricing based on optimal occupancy during peak periods (85%).
	Establish a corporate account with WeHo Pedals/Bikeshare Connect to purchase memberships for employees, residents, and visitors who wish to use bikeshare.
	If bikeshare stations are not located nearby, negotiate with the vendor for on-site placement of stations in convenient, publicly accessible locations.

Monitoring & Reporting:	The property owner should submit copies of invoices for WeHo Pedals memberships and any informational materials describing available bike share benefits provided to employees/residents during submittal of their annual monitoring and reporting update.
Justification:	Bikeshare provides flexibility and options for existing cyclists while introducing bicycling as a viable form of transportation to new users. CAPCOA does not specifically quantify the trip reduction benefits of bike share, as it has little impact when implemented alone.

Telecommuting Points:4	
Description:	Provide telecommute and/or flexible schedule options for employees, with the exception of temporary, contracted, and seasonal employees.
Standards:	A site is eligible for this strategy if 10% of employees or more could potentially access this policy based on their job requirements.
	Adopt an official telecommute and/or flexible schedule policy allowing employees to: <ul style="list-style-type: none"> - Telecommute at least 1.5 days per week and/or - Work compressed work weeks outside of the traditional five eight-hour days per week (i.e. 9/80, 4/40).
	Document telecommuting and/or flexible schedule policy and enrollment figures in the annual report.
Monitoring & Reporting:	Conduct an annual survey to determine how many employees are partaking in flexible work schedules and use the data to track popularity each year.
Justification:	Telecommuting and flexible schedules allows employees to commute less frequently or during off-peak times. CAPCOA calculates a trip reduction ranging from 0.07 – 5.50% for flexible work arrangement programs.

Vanpool, Shuttle, or Microtransit Program Points:4	
Description:	Offer private vanpool, shuttle, or microtransit services to employees or other site users. Can be achieved by partnering with other employers or entities. For example, providing connections to nearby rail stations.
Standards:	Limit vanpools to groups of five to 15 employees.
	Vanpool members should regularly travel together no less than 30 roundtrip miles at least 13 days each month.
	Riders typically pay a monthly fare and maintenance fee, while drivers ride at a discounted rate in exchange for driving and maintaining the van.
	Vans can be owned/leased by employers, employees, or third-party operators.
	Provide a vanpool subsidy to cover at least 50% of monthly vanpool expenses which can include vanpool fare, insurance, fuel, or maintenance.
	Implemented internally, through the Metro Vanpool Program, or third-party operator.
Monitoring & Reporting:	The property owner should submit copies of invoices for vanpool expenses and any informational materials distributed that describe the program during submittal of their annual TDM reporting update.
Justification:	Vanpooling is a proven and effective means of reducing commuter trips. CAPCOA groups vanpool programs with shuttle programs for a combined calculated VMT reduction of 0.3-13.4%.

Employee Parking Cash-Out Points:4	
Description:	Applicable to new developments and employers. If parking is leased, give employees the option to receive the full cash value of the space in lieu of parking. If parking is not leased, the cash-out can be equal to or more than the lowest monthly parking rate at the nearest public parking facility as identified at time of annual submission.
Standards:	Offer to employees who receive free or subsidized parking.
	Cash-out amounts vary by office and the amount paid per parking space.
	Can be applied to employers who lease or own their parking supply.
Monitoring & Reporting:	The property owner should submit copies of all informational materials about cash out and current rates for all employers at the site as part of their annual TDM reporting update.
Justification:	Parking cash-out allows employees to forgo subsidized or free workplace parking in exchange for the cash equivalent of the cost of the space covered by the employer. Like unbundling, cash out can be an extremely effective strategy as it helps to highlight the true cost of parking and provides financial incentive to shift to, or maintain use of alternative modes. CAPCOA calculates a VMT reduction of 0.6-7.7% for parking cash out.

Unbundled Parking Points:4	
Description:	Detach the cost of parking from rents or leases. Affordable units should unbundle parking rates proportional to the unit cost.
Standards:	Lease parking spaces separately so tenants only pay for the number of desired parking spaces.
	Property owners must be able to lease or sell excess parking spaces.
	City staff should regulate nearby on-street parking to avoid potential spillover issues from residents and employees using on-street parking to avoid paying for parking.
	Charge affordable units for parking in proportion to the cost of the unit.
Monitoring & Reporting:	The property owner should submit copies of all informational materials about unbundled parking and current parking rates as part of their annual TDM reporting update.
Justification:	Unbundling separates parking from property costs and requires those who wish to access a parking space to do so at an additional marginal cost. Unbundling is one of the most effective methods of discouraging single-occupant vehicle (SOV) travel as it reflects the true cost of parking, which is usually "hidden" in rents. CAPCOA calculates a VMT reduction of 2.6-13% for unbundling parking.

Showers & Lockers

Points:4	
Description:	Applicable to commercial and mixed use projects. Provide showers and lockers on-site for employees.
Standards:	Provide shower facilities and lockers for employees or other visitors to secure and store clothing and personal items – at least one showers and at least six lockers for every 30 bike parking spaces.
Monitoring & Reporting:	City staff should confirm that the changing facilities meet design requirements stated above during a pre-occupancy inspection of the site. The property owners should include up-to-date photos of the changing facilities demonstrating that the showers and lockers are in good shape and accessible to tenants during submittal of their annual TDM reporting update.
Justification:	Providing showers and lockers encourages employees to walk and bike to work, especially for employees that ride longer distances or have concerns about arriving to work sweaty from a bike ride. A policy brief from the California Air Resources Board cites studies in which end of trip facilities, including showers at work places, increase the perceived comfort of bicycling and encourage shifts from other modes. CAPCOA calculates a VMT reduction of 5.4-6.2% for providing showers and lockers.

Transit Subsidies	
Points:5	
Description:	Provide a transit subsidy equal to at least 50% of a monthly transit pass (i.e. Metro BTAP) to all residents and/or employees on site. Can be provided via a BTAP pass or a stored value on a TAP card.
Standards:	Provide a monthly transit subsidy to cover at least 50% of monthly transit fares. Distribute pass subsidies on a monthly, quarterly, or annual basis by providing preloaded TAP cards or using a third-party transit benefits vendor. Offer pass subsidies to all employees and/or residents, regardless of primary commute mode, to encourage using transit as a primary or secondary choice.
Monitoring & Reporting:	Business/property owners should include copies of invoices for transit pass contributions and any informational materials that describe available transit benefits that have been provided to employees/residents in the submittal of their annual TDM reporting update.
Justification:	Subsidized transit passes provide a strong incentive to utilize transit and may be the catalyst for some residents or employees to forgo vehicle ownership entirely. CAPCOA calculates a VMT reduction of 0.3-20.0% for transit subsidies.

Commuter Incentives	
Points:5	
Description:	Applicable to employees who do not receive free parking at work. Provide a monetary incentive of at least \$30 per month for employees who commute to work via sustainable modes (i.e. walk, bike, transit, carpool/vanpool, or low-emission vehicle).
Standards:	Provide a direct cash incentive for each non-drive alone commute trip (i.e. walk, bike, transit, carpool/vanpool, or low-emission vehicle). The total value of incentives should be at least \$30 per participant, per month, or \$360 annually. May also incorporate shared Transportation Network Company services (e.g. UberPOOL or LyftLine) only for trips to and from a Metro/bus hub and pending confirmation of the ability to geofence and ensure ridesharing.
Monitoring & Reporting:	Business owners should document the total number of employees and/or visitors that were provided with incentives for non-drive alone trips within the year. If no employees or visitors have opted to receive the incentive, the business owners should submit documentation showing that incentives were offered and declined.
Justification:	Incentivizing alternative modes and shared rides can dissuade drive alone commuting. CAPCOA does not specifically quantify the trip reduction benefits of commuter incentives; however, this is similar to providing a parking cash-out, which has a calculated VMT reduction of 0.6-7.7%.

On-Site Daycare	
Points:5	
Description:	Provide childcare services on-site through a licensed daycare provider. Preference should be given to those who live or work on-site.
Standards:	Include an on-site childcare facility through a licensed daycare provider that complies with all state and City requirements, including provisions within the West Hollywood Municipal Code. Enrollment preference should be given to on-site employees and residents.
Monitoring & Reporting:	Before construction the developer/property owner should identify the location of the childcare space and submit plans for City staff to ensure that the facility will meet any applicable State and City requirements. Department of City Planning staff should confirm the constructed facility meets the specifications of approved plans during a pre-occupancy inspection of the site. The property owner should submit a letter from the contracted childcare provider that includes a description of the facility's operations (days of week and hours of operation, level of enrollment, etc.) and contact information of all applicable parties upon submittal of their annual monitoring and reporting update.
Justification:	Provision of on-site childcare may reduce VMT related to drop-off/pick-ups of children, in addition to making it easier for parents and caregivers to shift their daily commutes to other modes. CAPCOA does not specifically quantify the trip reduction benefits of on-site childcare, as no literature on its effects was identified.

Innovative Measures	
Points:1-5	
Description:	Innovation is encouraged. Other strategies may achieve similar effects, ranging from emerging technology-based initiatives to physical features that enhance walkability. To achieve this strategy, propose your concept to the Director to receive confirmation of its applicability and point value.
Standards:	Trip Reduction Potential: The potential reduction should be proven to reach the drive-alone mode share, or AVR, target set for the development. Average vehicle ridership or AVR shall mean the total number of people that arrived at a site on the given day of observation, divided by the number of vehicles trips into or out of the site during the defined peak period of 6 a.m. to 10 a.m. in the morning and 3 p.m. to 7 p.m. in the evening.
Monitoring & Reporting:	As part of the annual reporting, information must be included to show the overall effectiveness, use, and impact of user satisfaction of any "innovation" strategy implemented as part of a TDM program.