

APPENDIX G

TRAFFIC

Crain & Associates

Of Southern California

2007 Sawtelle Boulevard, Suite 4
Los Angeles, California 90025
Telephone (310) 473-6508
Facsimile (310) 444-9771

FEDERAL EXPRESS

January 8, 2003

Ms. Laura Kaufman, AICP
Director, Environmental Services
Envicom Corporation
28328 Agoura Road
Agoura Hills, California 91301

RE: Revised Final Draft Traffic Impact Studies for Palazzo Westwood Project

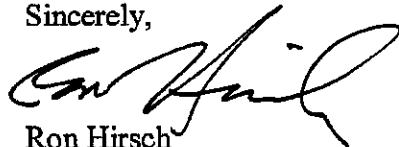
Dear Laura,

Per your request, enclosed please find one (1) copy of the current draft traffic studies for each of the Palazzo Westwood project alternatives, including CMA worksheet appendices. One report contains the updated analyses for the proposed EIR "supermarket" project proposal, while the second report contains the analysis for the "all shopping center" project alternative.

These are the same versions as submitted to LADOT for their review. However, as you are aware, during the course of their review, the need for several corrections and/or revisions to the report or analyses were noted by LADOT. These changes have been made available to you throughout the past several weeks, for your information. Please be aware that the enclosed traffic studies contain all of the revisions or corrections requested by LADOT. I do not anticipate any additional LADOT comments or changes to this report.

If you have any other questions, please feel free to call me.

Sincerely,



Ron Hirsch
Senior Transportation Planner

RH
C12809

Enclosures

Crain & Associates

Of Southern California

2007 Sawtelle Boulevard, Suite 4
Los Angeles, California 90025
Telephone (310) 473-6508
Facsimile (310) 444-9771

FAX TRANSMITTAL

January 10, 2003

TO:	Greg Smith	FAX #:	(310) 276-6486
	Howard Katz		(310) 276-6486
	Laura Kaufman		(818) 879-4711
	Ellen Berkowitz		(310) 312-4224

FROM: Ron Hirsch

Number of Pages (including this one): 15

Please see the attached LADOT Letter of Determination on the Palazzo Westwood traffic study reports. Both project alternatives are covered in this letter. Aside from a couple of typographical errors, this letter looks about like we expected. However, the reference to ATCS specifies a 51-signal system, whereas we had lobbied for more general "system to be determined" language. Please also be aware that, per LADOT precedent, the amount of restaurant space in the "supermarket" alternative has been limited to 15% of the retail area, or 9,150 square feet as we had predicted. Lastly, note that the trip fee amount has also increased from the April 18, 2002 LADOT sign-off, from \$2,170 to \$2,231 per PM peak hour trip.

Review this letter as you have time, and feel free to call me if you have any questions.

Ron

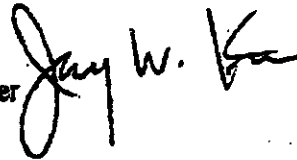
**CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE**

Palazzo Westwood
DOT Case No. WLA 02-091

Date: January 9, 2003

To: Emily Gabel-Luddy, Associate Zoning Administrator
Department of City Planning

From: Jay W. Kim, Senior Transportation Engineer
Department of Transportation



Subject: **REVISED TRAFFIC ASSESSMENT FOR THE PROPOSED PALAZZO
WESTWOOD PROJECT**

EAF Case No. ENV-2000-3213

Pursuant to the West Los Angeles Transportation Improvement and Mitigation Specific Plan Ordinance 171,492 (WLA TIMP), the Department of Transportation (DOT) has completed the traffic assessment for the proposed Palazzo Westwood Project. The site is located in the Westwood Village and is bounded by Tiverton Avenue on the east, the alley east of Westwood Boulevard on the west, Weyburn Avenue on the north and just north of Kinross Avenue on the south. Glendon Avenue bisects the project site. The following two alternatives were reviewed:

1. Mixed-Use Project Alternative - (evaluated previously, see DOT's April 18, 2002 letter), consists of an approximately 115,000 square foot shopping center and 350 apartment units. This revised traffic assessment is due to a change in the project "build out" year, from 2005 to 2006.
2. Supermarket Project Alternative - (not evaluated previously) consists of an approximately 61,000 square foot shopping center, 54,000 square foot supermarket and 350 apartment units.

This traffic assessment is based on traffic studies prepared by Crain & Associates, received on November 12, 2002. After a careful review of the pertinent data, DOT has determined that the traffic studies adequately describe the project-related traffic impacts of the proposed development alternatives.

DISCUSSION AND FINDINGS

Currently, the land use consists a 652-seat cinema, 42 apartment units, and 24,400 square feet of specialty retail. The proposed Mixed-Use Alternative (with shopping center and residential units) will generate approximately 3,374 net new daily trips, with 164 net new a.m. peak hour trips and 442 net new trips in the p.m. peak hour (for traffic impact analysis only). The proposed Supermarket Alternative will generate approximately 5,811 net new daily trips, with 238 net new a.m. peak hour

Emily Gabel-Luddy

2

January 9, 2003

trips and 503 net new trips in the p.m. peak hour (for traffic impact analysis only).

The trip generation estimates are based on rates from Appendix "A" of the WLA TMAP and formulas published by the Institute of Transportation Engineers (ITE) Trip Generation, 6th Edition, 1997.

Land Use	Size	Net Daily Trips	Net New AM Peak Hour Trips			Net New PM Peak Hour Trips		
		Total	In	Out	Total	In	Out	Total
Mixed-Use Alternative (Shopping Center/ Apartments)	115,000 s.f./ 350 units	3,374	73	91	164	229	213	442
Supermarket Alternative (Shopping Center/ Supermarket/Apartments)	61,000 s.f./ 54,000 s.f./ 350 units	5,811	119	119	238	266	237	503

DOT has determined that the Mixed-Use Alternative (shopping center and apartments) will generate significant traffic impacts at nine intersections and the Supermarket Alternative will generate significant traffic impacts at additional four intersections (total of 13 intersections). However, neither of the alternatives will create significant traffic impacts at the studied residential street segments. A summary of volume-to-capacity (V/C) ratios, levels of service (LOS) and the average daily traffic (ADT) volumes of the streets studied are in Attachments A, B, C and D for the Mixed-Use and Supermarket Alternatives, respectively. The impacted intersections are as follows:

Mixed-Use Alternative (shopping center and apartments)

1. Gayley Avenue and Sunset Boulevard
2. Hilgard Avenue/Copa de Oro Road and Sunset Boulevard
3. Montana Boulevard/Gayley Avenue and Veteran Avenue
4. Hilgard Avenue and Le Conte Avenue
5. Westwood Boulevard and Weyburn Avenue
6. Hilgard Avenue and Weyburn Avenue
7. Lindbrook Drive and Glendon Avenue/Tiverton Avenue
8. Glendon Avenue and Wilshire Boulevard
9. Ohio Avenue and Westwood Boulevard

Supermarket Alternative (supermarket, shopping center and apartments)

1. Gayley Avenue and Sunset Boulevard
2. Hilgard Avenue/Copa de Oro Road and Sunset Boulevard
3. Montana Boulevard/Gayley Avenue and Veteran Avenue
4. Hilgard Avenue and Le Conte Avenue
5. Westwood Boulevard and Weyburn Avenue
6. Hilgard Avenue and Weyburn Avenue

Emily Gabel-Luddy

3

January 9, 2003

7. Lindbrook Drive and Glendon Avenue/Tiverton Avenue
8. Glendon Avenue and Wilshire Boulevard
9. Ohio Avenue and Westwood Boulevard
10. Gayley Avenue and Weyburn Avenue
11. Sepulveda Boulevard and Wilshire Boulevard
12. Veteran Avenue and Wilshire Boulevard
13. Westwood Boulevard and Wilshire Boulevard

The applicant has proposed to mitigate the impacts at these intersections to less than significant levels by funding the design and implementation of the Adaptive Traffic Control System (ATCS) upgrade to the existing Westwood Automated Traffic Surveillance and Control (ATSAC) system in the vicinity of the project.

DOT recommends that the following Project Requirements be adopted as conditions of project approval in order to mitigate the project's traffic impacts to less than significant levels. In addition, these Requirements must be completed and/or guaranteed before the issuance of any building permits for the proposed project.

PROJECT REQUIREMENTS

Note: Separate project requirements have been outlined for each land use alternative. For clarity purposes, the Supermarket Alternative requirements are shown in italics.

Mixed-Used Alternative (shopping center and apartments):

A. Limitation on Restaurant Use Square Footage

Consistent with the traffic impact analysis, the total square footage of Restaurant Use shall not exceed fifteen(15) percent of the total square footage of the Shopping Center.

B. Limitation on Market Use

Consistent with the traffic impact analysis, there shall not be any market use with the exception of a drugstore not to exceed 17,000 square feet.

C. ATCS Upgrade

Fund the design and implementation of a 51-intersection ATCS upgrade to the existing Westwood ATSAC system. Funding of the ATCS upgrade shall be through a cash payment, in full, to the Los Angeles Department of Transportation prior to the issuance of any building permit. The current estimate of the ATCS upgrade is \$1,020,000. This cost estimate was prepared on January 9, 2003 and is valid for a period of nine months, until October 9, 2003, provided a cash payment in full is received on or before that date. ATCS costs are reviewed and adjusted periodically; actual cost may vary if payment is made after October 9, 2003. This money is to be used for system design, construction, inspection, equipment purchase, and integration of the ATCS at the ATSAC Center.

Emily Gabel-Luddy

4

January 9, 2003

Prior to construction of the ATCS upgrade, if DOT were to accept ATCS contributions from other development projects impacting one or more of the same 51 intersections, a partial reimbursement to the project applicant may be investigated and considered by DOT. In the event that reimbursement is approved, the in-lieu credit against the Transportation Impact Assessment (TIA) Fee that is approved for the Westwood ATCS system shall be adjusted accordingly and the balance of the said adjusted portion of the TIA Fee, if any, shall be due concurrently.

D. Highway Dedication and Physical Street Improvements

Pursuant to Section 4.E.2 of the WLA TIMP, and in order to mitigate potential significant traffic impacts, the applicant must make the following improvements:

1. Lindbrook Drive and Glendon Avenue/Tiverton Avenue

Restripe the east and west legs of Lindbrook Drive to provide for eastbound left-turn channelization and a left-turn only lane, one through lane and one through-right shared lane for westbound Lindbrook Drive. Modify signal phasing if found warranted by DOT.

It should be noted that DOT previously considered additional measures for this location including the widening of Lindbrook Drive on both sides of the intersection. However, these measures are not recommended due to secondary impacts to the trees, pedestrian facilities and businesses in the vicinity.

2. Glendon Avenue and Wilshire Boulevard

Restripe the south leg of Glendon Avenue to provide two northbound through lanes.

3. Westwood Boulevard and Weyburn Avenue

Restripe the east leg of this intersection to provide a left-through shared lane and a right-through shared lane in the westbound direction.

The applicant shall consult the Bureau of Engineering for any additional highway dedication or street widening requirements. The required street improvements must be guaranteed before the issuance of any building permit through the B-Permit process of the Bureau of Engineering, Department of Public Works. They must be constructed and completed prior to the issuance of any certificate of occupancy to the satisfaction of DOT and the Bureau of Engineering. Prior to setting the bond amount for the B-permit, the Bureau of Engineering shall require the developer's engineer to contact DOT's B-permit coordinator at (213) 580-5322 to arrange a pre-design meeting and finalize the design for the required transportation improvements.

Emily Gabel-Luddy

5

January 9, 2003

E. Application Fee

Pursuant to Section 4.D of the WLA TIMP, the applicant shall submit \$25,000 for the application/traffic study review fee. This fee was previously submitted fully in installments on December 28, 2000 and March 2, 2001. No additional application fee is required.

F. Transportation Impact Assessment (TIA) Fee

Pursuant to Section 5.A of the WLA TIMP, an applicant for a project within the Specific Plan area, except as exempted, shall pay, or guarantee payment of, a TIA Fee prior to issuance of any building permit. While the residential portion of the project is exempted from TIA fees, the proposed shopping center is not exempted from payment of TIA Fees. In addition, as distinguished from impact analysis, "pass-by trips" and "internal trips" discounts are not included in the TIA Fee assessment. The TIA Fee has been determined as follows:

Proposed Use:

Trip rate for shopping center @ 115,000 sq.ft. = 6.29 trips/1,000 sq. ft.

Trips generated by proposed shopping center
(115,000sq.ft. - 30,000sq.ft.)* = 85,000 sq.ft. = 85,000 x 6.29/1000
= 535 trips

Previous Use:

Trip rate for 652-seat Cinema (non-exempt) = 0.15 per seat

Trips generated by cinema = 652 x 0.15
= <98 trips>

Total net new p.m. trips (non-exempt) = 437 trips

Current Trip Cost Factor for WLA TIMP area: \$2231.00 per trip**

TIA Fee: \$2231.00 x 437 = \$974,947.00

*Pursuant to Section 5.F.1.(i), the first 30,000 sq.ft. of floor area in all shopping centers are exempted from the TIA Fee.

**Pursuant to Section 5.D of the WLA TIMP, the Trip Cost factor shall be increased (or decreased) as of January 1 of each year by the amount of the percent increase (or decrease) in the most recently available City Building Cost Index as determined by DOT. Therefore, the actual TIA Fee may vary depending upon when payment is made to DOT.

Pursuant to Section 6.B of the WLA TIMP, in-lieu credit against the TIA Fee shall be given for all portions of regional or subregional improvements. DOT has determined that the funding of the design and implementation the ATCS upgrade would qualify for in-lieu credits

Emily Gabel-Luddy

6

January 9, 2003

against the TIA Fee. The maximum allowable in-lieu credit is 90% of the TIA Fee.

G. Transportation Demand Management (TDM)

Pursuant to Section 4.G. of the WLA TIMP, the applicant shall submit a Transportation Demand Management (TDM) plan to DOT prior to the issuance of any building permit. The project shall also comply with Section 12.26-J (Ordinance 168,700) of the Los Angeles Municipal Code which requires specific TDM and trip reduction measures before the issuance of any building permit.

H. Covenant and Agreement

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

I. Site Access and Internal Circulation

This determination does not include approval of the project's driveways, internal circulation, and parking scheme. Adverse traffic impacts could occur due to access and circulation issues. Specifically, locations of the loading docks, egress and ingress of commercial trucks destined to the project site shall be reviewed and approved by DOT. Final DOT approval shall be obtained prior to issuance of any building permits. This should be accomplished by submitting a detailed site/driveway plans, at a scale of at least 1" = 40', to DOT's West Los Angeles Development Review Section at 7166 W. Manchester Avenue, Los Angeles, 90045 as soon as possible but prior to the submittal of building plans for plan check by the Department of Building and Safety.

It is noted that the project has proposed to reduce the roadway width of Glendon Avenue adjacent to the project site from the current 42 feet to 36 feet. Due to concern of the proximity of proposed commercial loading area, DOT recommends that existing half-roadway width and sidewalk on the east side of Glendon Avenue from the northerly edge of the commercial loading driveway to approximately 180 feet north of the driveway curb be maintained. Further, the elimination of on-street parking spaces as a result of the roadway width reduction shall be replaced on site.

Supermarket Alternative (supermarket, shopping center and apartments):

A. Limitation on Restaurant Use Square Footage

Consistent with the traffic impact analysis, the total square footage of Restaurant Use shall not exceed fifteen(15) percent of the total square footage of the Shopping Center.

Emily Gabel-Luddy

7

January 9, 2003

B. ATCS Upgrade

Fund the design and implementation of a 51-intersection ATCS upgrade to the existing Westwood ATSAC system. Funding of the ATCS upgrade shall be through a cash payment, in full, to the Los Angeles Department of Transportation prior to the issuance of any building permit. The current estimate of the ATCS upgrade is \$1,020,000. This cost estimate was prepared on January 9, 2003 and is valid for a period of nine months, until October 9, 2003, provided a cash payment in full is received on or before that date. ATCS costs are reviewed and adjusted periodically; actual cost may vary if payment is made after October 9, 2003. This money is to be used for system design, construction, inspection, equipment purchase, and integration of the ATCS at the ATSAC Center.

Prior to construction of the ATCS upgrade, if DOT were to accept ATCS contributions from other development projects impacting one or more of the same 51 intersections, a partial reimbursement to the project applicant may be investigated and considered by DOT. In the event that reimbursement is approved, the in-lieu credit against the Transportation Impact Assessment (TIA) Fee that is approved for the Westwood ATCS system shall be adjusted accordingly and the balance of the said adjusted portion of the TIA Fee, if any, shall be due concurrently.

C. Highway Dedication and Physical Street Improvements

Pursuant to Section 4.E.2 of the WLA TIMP, and in order to mitigate potential significant traffic impacts, the applicant must make the following improvements:

1. Lindbrook Drive and Glendon Avenue/Tiverton Avenue

Restripe the east and west legs of Lindbrook Drive to provide for eastbound left-turn channelization and a left-turn only lane, one through lane and one through-right shared lane for westbound Lindbrook Drive. Modify signal phasing if found warranted by DOT.

It should be noted that DOT previously considered additional measures for this location including the widening of Lindbrook Drive on both sides of the intersection. However, these measures are not recommended due to secondary impacts to the trees, pedestrian facilities and businesses in the vicinity.

2. Glendon Avenue and Wilshire Boulevard

Restripe the south leg of Glendon Avenue to provide two northbound through lanes.

3. Westwood Boulevard and Weyburn Avenue

Emily Gabel-Luddy

8

January 9, 2003

Restripe the east leg of this intersection to provide a left-through shared lane and a right-through shared lane in the westbound direction.

The applicant shall consult the Bureau of Engineering for any additional highway dedication or street widening requirements. The required street improvements must be guaranteed before the issuance of any building permit through the B-Permit process of the Bureau of Engineering, Department of Public Works. They must be constructed and completed prior to the issuance of any certificate of occupancy to the satisfaction of DOT and the Bureau of Engineering. Prior to setting the bond amount for the B-permit, the Bureau of Engineering shall require the developer's engineer to contact DOT's B-permit coordinator at (213) 580-5322 to arrange a pre-design meeting and finalize the design for the required transportation improvements.

D. Application Fee

Pursuant to Section 4.D of the WLA TMAP, the applicant shall submit \$25,000 for the application/traffic study review fee. This fee was previously submitted fully on November 13, 2002. No additional application fee is required.

E. Transportation Impact Assessment (TIA) Fee

Pursuant to Section 5.A of the WLA TMAP, an applicant for a project within the Specific Plan area, except as exempted, shall pay, or guarantee payment of, a TIA Fee prior to issuance of any building permit. While the residential portion of the project is exempted from TIA fees, the proposed shopping center is not exempted from payment of TIA Fees. In addition, as distinguished from impact analysis, "pass-by trips" and "internal trips" discounts are not included in the TIA Fee assessment. The TIA Fee has been determined as follows:

Proposed Use:

Trip rate for shopping center @ 61,000 sq.ft. = 7.91 trips/1,000 sq. ft.

*Trips generated by proposed shopping center
(61,000sq.ft. - 30,000sq.ft.)* = 31,000 sq.ft. = 31,000 x 7.91/1000
= 245 trips*

Previous Use:

Trip rate for 652-seat Cinema (non-exempt) = 0.15 per seat

*Trips generated by cinema = 652 x 0.15
= <98 trips>*

Total net new p.m. trips (non-exempt) = 147 trips

Emily Gabel-Luddy

9

January 9, 2003

Current Trip Cost Factor for WLA TIMP area: \$2231.00 per trip**

TIA Fee: \$2231.00 x 147 = \$327,957.00

*Pursuant to Section 5.F.1.(i), the first 30,000 sq.ft. of floor area in all shopping centers are exempted from the TIA Fee.

**Pursuant to Section 5.D of the WLA TIMP, the Trip Cost factor shall be increased (or decreased) as of January 1 of each year by the amount of the percent increase (or decrease) in the most recently available City Building Cost Index as determined by DOT. Therefore, the actual TIA Fee may vary depending upon when payment is made to DOT.

Pursuant to Section 6.B of the WLA TIMP, in-lieu credit against the TIA Fee shall be given for all portions of regional or subregional improvements. DOT has determined that the funding of the design and implementation the ATCS upgrade would qualify for in-lieu credits against the TIA Fee. The maximum allowable in-lieu credit is 90% of the TIA Fee.

F. Transportation Demand Management (TDM)

Pursuant to Section 4.G. of the WLA TIMP, the applicant shall submit a Transportation Demand Management (TDM) plan to DOT prior to the issuance of any building permit. The project shall also comply with Section 12.26-J (Ordinance 168,700) of the Los Angeles Municipal Code which requires specific TDM and trip reduction measures before the issuance of any building permit.

G. Covenant and Agreement

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

H. Site Access and Internal Circulation

This determination does not include approval of the project's driveways, internal circulation, and parking scheme. Adverse traffic impacts could occur due to access and circulation issues. Specifically, locations of the loading docks, egress and ingress of commercial trucks destined to the project site shall be reviewed and approved by DOT. Final DOT approval shall be obtained prior to issuance of any building permits. This should be accomplished by submitting a detailed site/driveway plans, at a scale of at least 1" = 40', to DOT's West Los Angeles Development Review Section at 7166 W. Manchester Avenue, Los Angeles, 90045 as soon as possible but prior to the submittal of building plans for plan check by the Department of Building and Safety.

Emily Gabel-Luddy

10

January 9, 2003

It should be noted that the project has proposed to reduce the roadway width of Glendon Avenue adjacent to the project site from the current 42 feet to 36 feet. Due to concern of the proximity of proposed commercial loading area, DOT continues to recommend that existing half-roadway width and sidewalk on the east side of Glendon Avenue from the northerly edge of the commercial loading driveway to approximately 180 feet north of the driveway curb be maintained. Further, the elimination of on-street parking spaces as a result of the roadway width reduction shall be replaced on site.

If you have any questions regarding any of the foregoing, please contact me or Esther Tam of my staff at (213) 485-1062.

C:\Documents and Settings\User\Desktop\WLA020911A.wpd

Attachments

c: Renee Schillaci, Fifth Council District
Ron Hirsch, Crain & Associates
Mike Patonai, Bureau of Engineering
Verej Janoyan, DOT
Mo Blorfroshan, DOT
Allyn Rifkin, DOT
Tim Conger, DOT

ATTACHMENT A
Palazzo Westwood Mixed-Use Alternative
(Shopping Center and Apartments)

Summary of Volume to Capacity Ratios (V/C) and Levels of Service (LOS)

No.	Intersection	Peak Hour	Year 2001 Existing		Year 2006 w/o Project		Year 2006 w/ Project		Project Impact	Year 2006 w/ Mitigation		Impact w/ Mitigation
			V/C	LOS	V/C	LOS	V/C	LOS		V/C	LOS	
1	Veteran Ave & Sunset Blvd.	AM PM	0.954 0.814	E D	1.075 0.912	F E	1.076 0.922	F E	0.001 0.010*	1.046 0.892	F D	-0.029 -0.020
2	Copa de Oro Rd/Hilgard Ave & Sunset Blvd	AM PM	1.016 0.835	F D	1.102 0.972	F E	1.103 0.982	F E	0.001 0.010*	1.073 0.952	F E	-0.029 -0.020
5	Montana Bl/ Gayley Ave & Veteran Ave	AM PM	0.959 0.969	B E	1.029 1.089	F F	1.033 1.104	F F	0.004 0.015*	1.003 1.074	F F	-0.026 -0.015
11	Hilgard Ave & Le Conte Ave	AM PM	0.557 0.684	A B	0.637 0.810	B D	0.644 0.842	B D	0.007 0.032*	0.614 0.812	B D	-0.023 +0.002
14	Westwood Blvd & Weyburn Ave	AM PM	0.427 0.601	A B	0.474 0.789	A C	0.508 0.847	A D	0.034 0.058*	0.422 0.727	A C	-0.052 -0.062
17	Hilgard Ave & Weyburn Ave	AM PM	0.352 0.511	A A	0.404 0.710	A C	0.411 0.767	A C	0.007 0.057*	0.385 0.737	A C	-0.019 +0.027
24	Lindbrook Dr & Glendon Ave/Tiverton Ave	AM PM	0.539 0.716	A C	0.597 0.876	A D	0.635 0.999	B E	0.038 0.123*	0.649 0.833	B D	+0.032 -0.043
30	Glendon Ave & Wilshire Blvd	AM PM	0.609 0.718	B C	0.674 0.836	B D	0.686 0.856	B D	0.012 0.020*	0.645 0.786	B C	-0.029 -0.050
35	Ohio Ave & Westwood Blvd	AM PM	0.732 0.815	C D	0.795 0.897	C D	0.801 0.908	D E	0.006 0.011*	0.771 0.878	C D	-0.024 -0.019

*Significant Impact

ATTACHMENT B
Palazzo Westwood Supermarket Alternative
(Shopping Center, Supermarket, and Apartments)

Summary of Volume to Capacity Ratios (V/C) and Levels of Service (LOS)

No.	Intersection	Peak Hour	Year 2001 Existing		Year 2006 w/o Project		Year 2006 w/ Project		Project Impact Δ V/C	Year 2006 w/ Mitigation		Impact w/ Mitigation Δ V/C
			V/C	LOS	V/C	LOS	V/C	LOS		V/C	LOS	
1	Veteran Ave & Sunset Blvd.	AM PM	0.934 0.814	E D	1.075 0.912	F E	1.077 0.924	F E	0.002 0.012*	1.047 0.894	F D	-0.028 -0.018
2	Copa de Oro Rd/Hilgard Ave & Sunset Blvd	AM PM	1.016 0.833	F D	1.102 0.972	F E	1.109 0.987	F E	0.007 0.015*	1.079 0.957	F E	-0.023 -0.015
5	Montana Bl/ Gayley Ave & Veteran Ave.	AM PM	0.959 0.969	E E	1.029 1.089	F F	1.038 1.108	F F	0.009 0.019*	1.008 1.078	F F	-0.021 -0.011
11	Hilgard Ave & Le Conte Ave	AM PM	0.557 0.684	A B	0.637 0.810	B D	0.648 0.839	B D	0.011 0.029*	0.618 0.809	B D	-0.019 -0.001
13	Gayley Ave & Weyburn Ave	AM PM	0.560 0.707	A C	0.602 0.820	B D	0.615 0.842	B D	0.013 0.022*	0.585 0.812	A D	-0.017 -0.008
14	Westwood Blvd & Weyburn Ave	AM PM	0.427 0.601	A B	0.474 0.789	A C	0.512 0.849	A D	0.038 0.060*	0.425 0.730	A C	-0.049 -0.039
17	Hilgard Ave & Weyburn Ave	AM PM	0.352 0.511	A A	0.404 0.710	A C	0.417 0.778	A C	0.013 0.068*	0.390 0.748	A C	-0.014 +0.038
24	Lindbrook Dr & Glendon Ave/Tiverton Ave	AM PM	0.539 0.716	A C	0.597 0.876	A D	0.655 1.024	B F	0.058 0.148*	0.663 0.850	B D	+0.066 -0.026
26	Sepulveda Blvd & Wilshire Blvd	AM PM	1.099 1.153	F F	1.189 1.291	F F	1.195 1.303	F F	0.006 0.012*	1.165 1.273	F F	-0.024 -0.018
27	Veteran Ave & Wilshire Blvd	AM PM	1.039 0.980	F E	1.134 1.157	F F	1.140 1.173	F F	0.006 0.016*	1.110 1.143	F F	-0.024 -0.014
29	Westwood Blvd & Wilshire Blvd	AM PM	0.778 0.788	C C	0.848 0.912	D E	0.858 0.925	D E	0.010 0.013*	0.828 0.895	D D	-0.020 -0.017
30	Glendon Ave & Wilshire Blvd	AM PM	0.609 0.718	B C	0.674 0.836	B D	0.690 0.858	B D	0.016 0.022*	0.649 0.788	B C	-0.025 -0.048
35	Ohio Ave & Westwood Blvd	AM PM	0.732 0.815	C D	0.795 0.897	C D	0.801 0.907	D E	0.006 0.010*	0.771 0.877	C D	-0.024 -0.020

*Significant Impact

ATTACHMENT C
Palazzo Westwood Mixed-Use Alternative
(Shopping Center and Apartments)

Summary of Average Daily Traffic (ADT) Volumes

No.	Study Segment	Year 2001 Existing	Year 2006 w/o Project	Net Project Traffic	Year 2006 w/ Project	Significance Threshold	Project Impact
		ADT	ADT	ADT	Daily		Δ ADT
1.	Montana Ave. west of Veteran Ave.	12,945	14,739	94	14,833	+8.0%	+0.6%
2.	Weyburn Ave. east of Hilgard Ave.	1,952	2,682	131	2,813	+10.0%	+4.7%
3.	Lindbrook Ave. east of Hilgard Ave.	4,591	5,434	208	5,642	+8.0%	+3.7%
4.	Le Conte Ave. east of Hilgard Ave.	2,999	3,834	237	80	+8.0%	+2.0%

ATTACHMENT D
Palazzo Westwood Supermarket Alternative
(Shopping Center, Supermarket, and Apartments)

Summary of Average Daily Traffic (ADT) Volumes

No.	Study Segment	Year 2001 Existing	Year 2006 w/o Project	Net Project Traffic	Year 2006 w/ Project	Significance Threshold	Project Impact
		ADT	ADT	ADT	Daily		Δ ADT
1.	Montana Ave. west of Veteran Ave.	12,945	14,739	293	15,032	+8.0%	+1.9%
2.	Weyburn Ave. east of Hilgard Ave.	1,952	2,682	222	2,904	+10.0%	+7.6%
3.	Lindbrook Ave. east of Hilgard Ave.	4,591	5,434	333	5,773	+8.0%	+5.9%
4.	Le Conge Ave. east of Hilgard Ave.	2,999	3,834	171	4,005	+8.0%	+4.3%

**TRAFFIC ANALYSIS FOR
PALAZZO WESTWOOD
MIXED-USE DEVELOPMENT
(SUPERMARKET ALTERNATIVE)**

Prepared for:

CASDEN PROPERTIES

Prepared by:

**Crain & Associates
2007 Sawtelle Boulevard, Suite 4
Los Angeles, California 90025
(310) 473-6508**

August 2002

EXECUTIVE SUMMARY

The purpose of this traffic study is to provide an analysis of the potential transportation impacts of the proposed Palazzo Westwood project. This traffic analysis follows City of Los Angeles Department of Transportation procedures and was prepared to assist with the environmental review for the Palazzo Westwood project. This report documents the existing as well as future AM and PM peak hour traffic conditions within an area surrounding the proposed project site and analyzes the traffic impacts of the Palazzo Westwood project at thirty-six intersections during these peak hours.

As currently proposed, the mixed-use project will consist of an approximately 61,000 square foot shopping center, a 54,000 square foot supermarket, and 350 apartment units. All retail uses will be constructed at ground level, with a four story residential community above ground level. A total of 1,475 surface and structured parking spaces will also be constructed.

The project site is located in Westwood Village area of the City of Los Angeles, and is bounded by Tiverton Avenue on the east, the alley east of Westwood Boulevard on the west, Weyburn Boulevard on the north and just north of Kinross Avenue on the south. Glendon Avenue bisects the project site. The site is currently occupied by a 652-seat Cinema, 42 apartment units and 24,400 square feet of specialty retail. A public surface parking lot containing a total of approximately 385 parking spaces is also located on the site. All of these uses will be removed as part of the project.

Vehicular access to the residential subterranean parking structure and a small at-grade residential lot will be provided by a driveway from Tiverton Avenue, near the northern boundary of the site. Parking in this area will be restricted to residents and guest of the residential portion of this project. Access to retail parking will be provided by a

driveway on Glendon Avenue near the northern boundary of the project site. A total of approximately 1,475 parking spaces will be provided for the Palazzo Westwood project. This total includes replacement parking spaces as required by the Westwood Specific Plan to compensate for the removal of 385 existing public parking spaces on the site.

Following its completion and full occupancy, the Palazzo Westwood is expected to generate approximately 5,811 net new daily trips, with approximately 238 of the trips during the AM peak hour and 503 trips during the afternoon peak traffic hour. During these peak hours, the Palazzo Westwood project is expected to result in significant traffic impacts at thirteen intersections in the Westwood study area. While the project could also add traffic to area residential streets, it is envisioned that the site will be primarily local-serving, and that most project traffic in the nearby residential areas would actually originate within those neighborhoods. As a result, it is not expected that any of the nearby residential streets in the vicinity of the project site would be significantly impacted by the project.

As discussed previously, the project would be expected to significantly impact thirteen of the thirty-six study intersections, all during the PM peak hour. In order to mitigate the traffic impacts at these intersections, several roadway improvements were considered for implementation by the project. These improvements include traffic signal enhancements, minor roadway widenings, and intersection restripings. The recommended project traffic mitigation roadway improvements are listed and described below.

- o Weyburn Avenue and Westwood Boulevard - Restripe the intersection to provide a shared left-turn/through lane and a shared right-turn/through lane in the westbound direction. This improvement could require the removal of up to

two metered on-street parking spaces on the north side of the east leg of the intersection.

- o Lindbrook Drive and Glendon Avenue/Tiverton Avenue - Restripe the eastbound and westbound approaches of Lindbrook Drive at this intersection to provide a left-turn only lane, one through lane and one through-right shared lane for westbound Lindbrook Drive. Modify the signal phasing if necessary.
- o Wilshire Boulevard and Glendon Avenue - Restripe the south leg of Glendon Avenue to provide two northbound through lanes (one shared left-turn/through lane and one shared through/right-turn lane). PM peak hour parking restrictions currently exist along the east side of Glendon Avenue south of Wilshire Boulevard, and therefore, no parking removals are necessary.

In addition to the recommended physical intersection improvements described above, the project should contribute to the installation of the following traffic signal enhancement measure.

- o Install ATCS - Contribute to the installation of the City's Adaptive Traffic Control System (ATCS) in the study area. The ATCS system is an automated traffic signal coordination system designed as an upgrade to the current Automated Traffic Surveillance and Control (ATSAC) system currently implemented in the project vicinity. ATSAC/ATCS monitors traffic volumes and travel demands throughout a network of signalized intersections, and adjusts traffic signal timing and phasing in real time to maximize the capacity of the intersections and reduce delay.

Implementation of the measures summarized above will reduce the project's anticipated traffic impacts to less than significant levels at all of the study intersections.

TABLE OF CONTENTS

	<u>Page</u>
Introduction.....	1
Project Description	5
Environmental Setting	8
Streets and Highways	8
Public Transit	14
Existing Traffic Volumes.....	17
Analysis of Existing Traffic Conditions.....	17
Project Traffic	27
Trip Generation.....	27
Trip Distribution.....	28
Traffic Assignment	28
Access.....	29
Parking.....	32
Future Traffic Conditions.....	36
Traffic Growth and Related Projects	36
Highway System Improvements	46
Analysis of Future Traffic Conditions	47
Freeway Impact Analysis	55
Neighborhood Impacts	56
Mitigation Measures	59
Appendix	
Project Component Trip Distribution	
Project Component Trip Assignment	
CMA Calculation Worksheets	

LIST OF FIGURES

<u>Figure No.</u>		<u>Page</u>
1	Site Vicinity Map	2
2	Project Site Layout.....	6
3	Existing (2001) Peak Hour Traffic Volumes.....	18
4	Project Traffic Volumes.....	30
5	Project Driveway Volumes	33
6	Related Projects Locations	40
7	Future (2005) Peak Hour Traffic Volumes Without Project.....	44
8	Future (2005) Peak Hour Traffic Volumes With Project.....	49

LIST OF TABLES

<u>Table No.</u>		<u>Page</u>
1	Critical Movement Volume Ranges - Level of Service.....	21
2	Level of Service - CMA Values	22
3	Critical Movement Analysis (2001) Summary	23
4	Project Traffic Generation Rates	26
5	Project Traffic Generation.....	28
6	Project Directional Trip Distribution	29
7	Parking Provision.....	35
8	Related Projects Descriptions.....	38
9	ITE Related Projects Trip Generation Rates	41
10	Related Projects Traffic Generation.....	42
11	Critical Movement Analysis (2005) Summary	51
12	Neighborhood Traffic Intrusion Analysis Summary.....	58
13	Critical Movement Analysis (2005) Summary - With Mitigation.....	61

INTRODUCTION

The applicant, Casden Properties, is planning to develop a mixed-use project in Westwood Village in the City of Los Angeles. The project site is located at 1001-1029 Tiverton Avenue, 1020-1070 Glendon Avenue, and 1015-1065 Glendon Avenue and will consist of the construction of a 350-unit residential community, a 54,000 square foot supermarket, and 61,000 square feet of neighborhood retail uses. A three-level subterranean parking structure containing a total of 1,475 parking spaces and bicycle spaces (5 percent of total required parking spaces) will be constructed as part of the project. The site is currently developed with a 652-seat cinema, a total of 24,400 square feet of specialty retail shops, and 42 apartment units. A surface public parking lot containing a total of 385 spaces is also located on the site. These uses will be removed as part of the project, although as required by the Westwood Specific Plan, the public parking removed will be replaced as part of the project. The location of the project is shown in Figure 1, Site Vicinity Map.

The project is expected to be completed by the year 2006. Once fully occupied, it is estimated that the project will generate approximately 5,811 net new vehicle trips per day, including 238 trips in the AM peak hour and 503 trips in the PM peak hour.

Crain & Associates has been retained to conduct this traffic study to assess the impact of the proposed development on the surrounding street system. This report documents the results and analysis of existing traffic conditions, as well as an evaluation of forecast future traffic conditions following completion of the project. The study of the future conditions also includes an analysis of cumulative effects of traffic additions from other projects that are planned or are under development in the surrounding area.

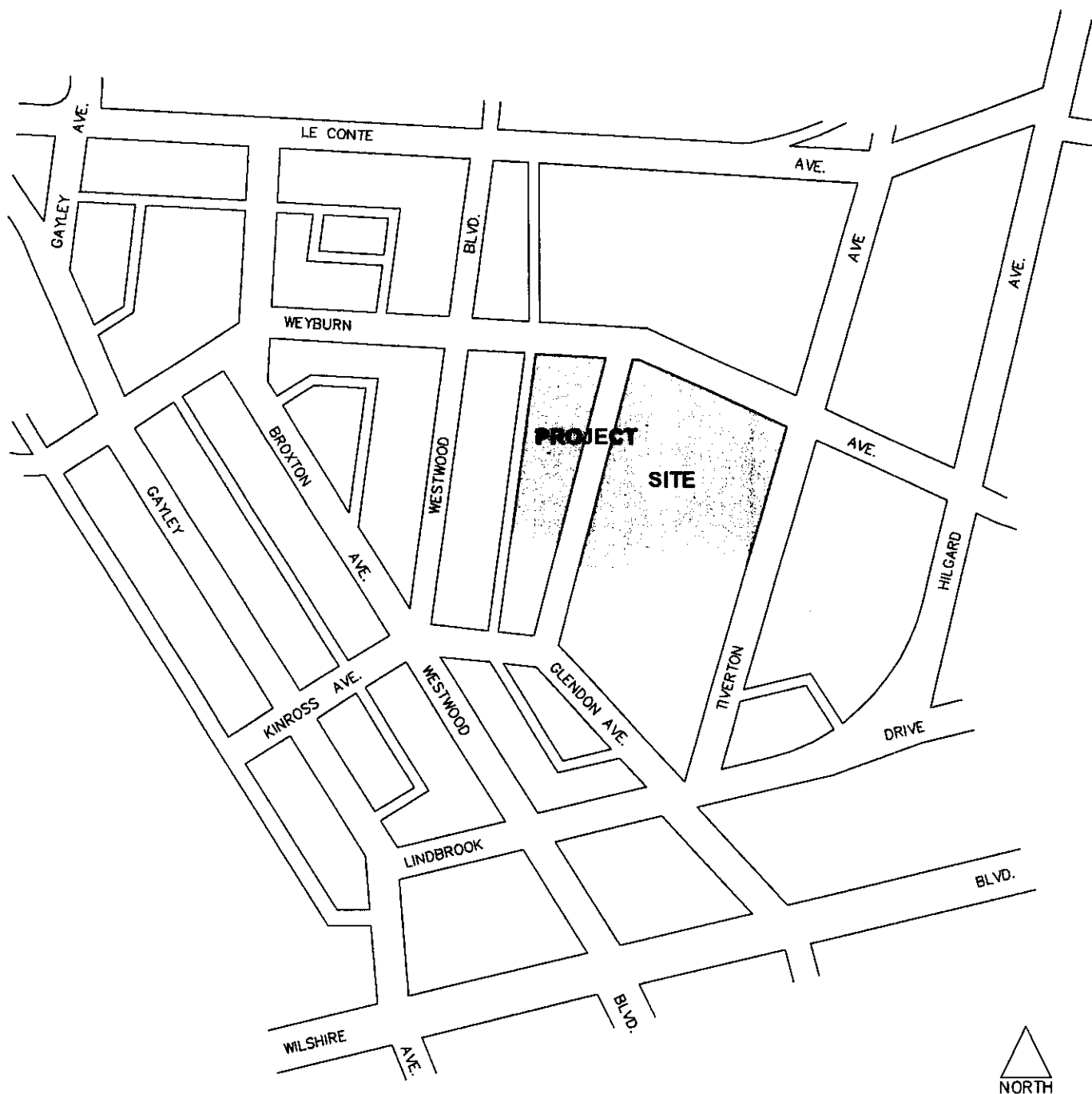


FIGURE 1

8/19/02

FN CASDEN-WESTWD\SUPERMARKET PROJECT\SITE VICN

**PALAZZO WESTWOOD
SITE VICINITY MAP**



CRAIN & ASSOCIATES

2007 Sawtelle Boulevard
Los Angeles, California 90025
(310) 473-6508

Transportation Planning - Traffic Engineering

As requested by the City of Los Angeles, this analysis includes a detailed evaluation of both existing and future traffic conditions at thirty-six key intersections surrounding the project site, both within and adjacent to Westwood Village. The study intersections included in this analysis are listed below.

- o Sunset Boulevard and Veteran Avenue
- o Sunset Boulevard and Hilgard Avenue/Copa de Oro Road
- o Sunset Boulevard and Beverly Glen Boulevard/Bel Air Road
- o Sepulveda Boulevard and Montana Avenue
- o Montana Boulevard/Gayley Avenue and Veteran Avenue
- o Wyton Avenue and Hilgard Avenue
- o Veteran Avenue and Levering Avenue
- o Le Conte Avenue and Gayley Avenue
- o Le Conte Avenue and Westwood Boulevard/Westwood Plaza
- o Le Conte Avenue and Tiverton Avenue
- o Le Conte Avenue and Hilgard Avenue
- o Weyburn Avenue and Veteran Avenue
- o Weyburn Avenue and Gayley Avenue
- o Weyburn Avenue and Westwood Boulevard
- o Weyburn Avenue and Glendon Avenue
- o Weyburn Avenue and Tiverton Avenue
- o Weyburn Avenue and Hilgard Avenue
- o Kinross Avenue and Veteran Avenue (Future Extension)
- o Kinross Avenue and Gayley Avenue
- o Kinross Avenue and Westwood Boulevard
- o Kinross Avenue and Glendon Avenue
- o Lindbrook Drive and Gayley Avenue
- o Lindbrook Drive and Westwood Boulevard
- o Lindbrook Drive, Glendon Avenue and Tiverton Avenue
- o Lindbrook Drive and Hilgard Avenue
- o Wilshire Boulevard and Sepulveda Boulevard
- o Wilshire Boulevard and Veteran Avenue

- o Wilshire Boulevard and Gayley Avenue/Midvale Avenue
- o Wilshire Boulevard and Westwood Boulevard
- o Wilshire Boulevard and Glendon Avenue
- o Wilshire Boulevard and Selby Avenue
- o Wilshire Boulevard and Westholme Avenue
- o Wilshire Boulevard and Warner Avenue
- o Wellworth Avenue and Westwood Boulevard
- o Ohio Avenue and Westwood Boulevard
- o Santa Monica Boulevard (north intersection) and Westwood Boulevard

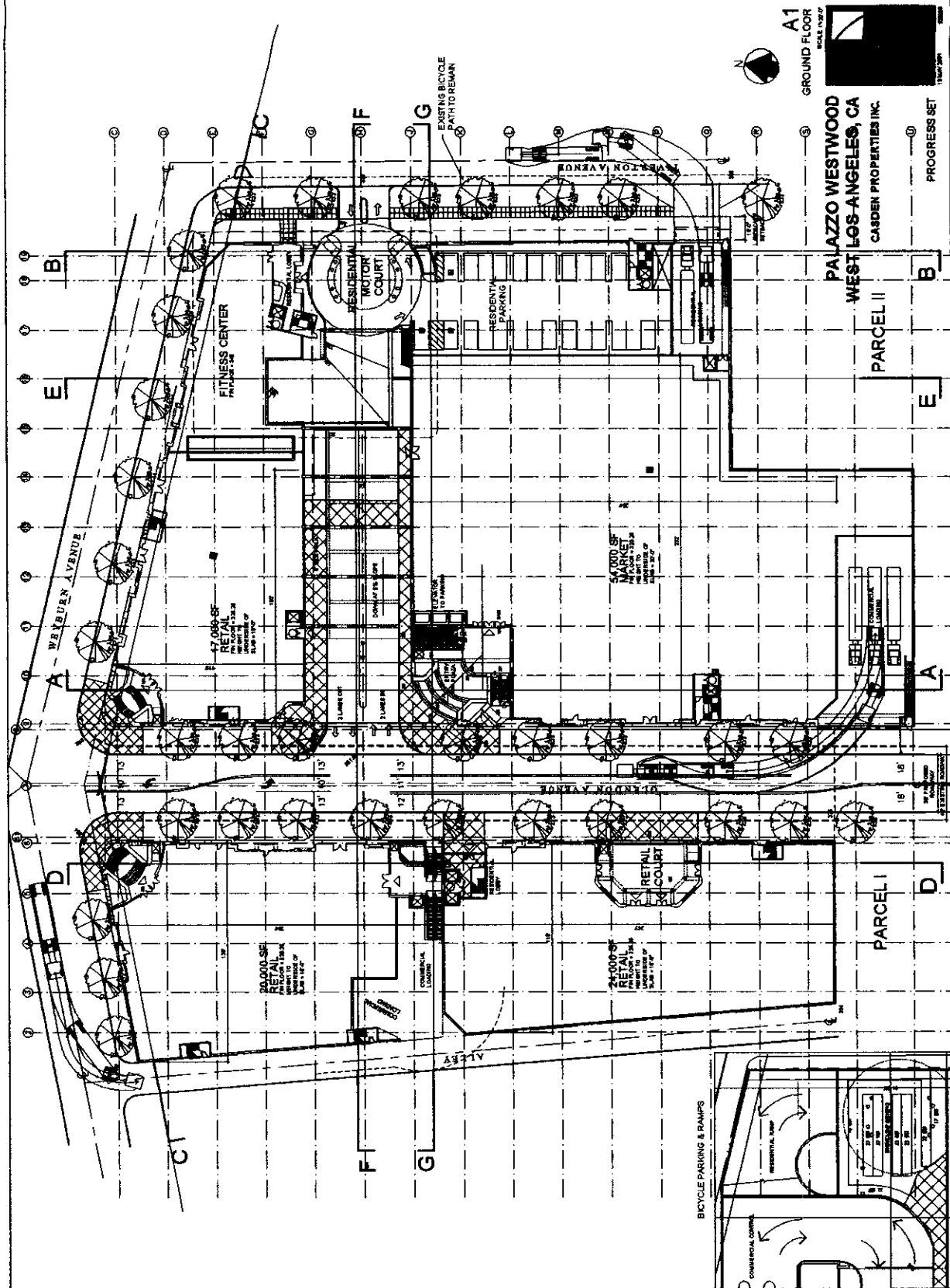
All of these intersections are within an area surrounding the project site and are the intersections expected to be most directly affected by traffic generated by the proposed project during the weekday peak hours. Additionally, the traffic implications of potential project traffic on key residential access routes through the adjacent neighborhood areas surrounding the project site were analyzed.

PROJECT DESCRIPTION

The project under consideration is the development of a mixed-use project consisting of residential, supermarket, and retail uses. The project site is located in Westwood Village area of the City of Los Angeles, and is bounded by Tiverton Avenue on the east, the alley east of Westwood Boulevard on the west, Weyburn Boulevard on the north and just north of Kinross Avenue on the south. Glendon Avenue bisects the project site. As proposed, the mixed-use project will consist of an approximately 61,000 square foot shopping center, a 54,000 square foot supermarket, and 350 apartment units. All retail uses will be constructed at ground level, with a four story residential community above ground level, as shown in Figure 2, Conceptual Project Site Plan. A 652-seat movie theater, 24,400 square feet of specialty retail, 42-apartment units, and a public surface parking lot currently occupy the site. These uses will be removed in order to construct the project. The existing parking supply on the project site will be replaced as part of the project as required by the Westwood Specific Plan.

Parking for the project will be provided by a multi-level subterranean parking structure. This structure will provide a total of approximately 1,450 spaces for the project, including the replacement of public parking removed to construct the project, all of the commercial parking, and most of the residential parking. An additional 25 surface level residential parking spaces are also provided along Tiverton Avenue. This total amount of parking will exceed both the City Code and Westwood Village Specific Plan requirements for the project and is more than adequate to provide for the anticipated parking demands of the project.

Residential vehicular access will be provided from a single driveway on Tiverton Avenue, which will access both a small surface-level motor court, and the subterranean



8/15/2002

IN CASDEN WESTWOOD SUPERMARKET PROJECT SITE PLAN

PROJECT SITE PLAN



CRAIN & ASSOCIATES

2007 Sawtelle Boulevard
Los Angeles, California 90025
(310) 473-6508

Transportation Planning - Traffic Engineering

residential parking spaces. All commercial vehicular access will be provided from via a single driveway on the east side of Glendon Avenue. Truck loading docks for the commercial component of the project is also located on Glendon Avenue, near the southern boundary of the site. No internal circulation between the residential and commercial parking spaces within the subterranean parking garage will be provided.

ENVIRONMENTAL SETTING

The proposed development is located in the community of Westwood, in the City of Los Angeles. The land uses in the area are a mixture of retail, residential, restaurant, educational, cultural and commercial office uses. Access to and from the area is provided by a well developed surface street network and by the nearby San Diego (Route 405) Freeway. A substantial portion of the surface street traffic in the area is through traffic, with origins or destinations in the UCLA, Century City, and/or Beverly Hills areas.

Streets and Highways

Wilshire Boulevard begins near Downtown Los Angeles and traverses westerly through the cities of Los Angeles, Beverly Hills and Santa Monica, terminating near the Pacific Ocean. This arterial is among the most prominent streets in the West Los Angeles area, providing direct access to the commercial establishments along this route, as well as serving as a major thoroughfare between the Westside and Downtown. Wilshire Boulevard is also one of the highest capacity surface street routes between the San Diego Freeway and the Century City/Beverly Hills areas. At the San Diego Freeway, Wilshire Boulevard provides full access to both the northbound and southbound freeway facilities.

Wilshire Boulevard is designated a Major Class I Highway throughout its length. West of Glendon Avenue and east of the San Diego Freeway, Wilshire Boulevard provides four westbound and four eastbound through lanes, with left-turn channelization also provided (including double left-turn lanes westbound and eastbound at many locations). Within this section, Wilshire Boulevard has a width of 105 feet. At Westwood Boulevard, Wilshire Boulevard carries about 69,500 vehicles per day (VPD),

with volumes increasing to 103,000 VPD west of Veteran Avenue. This roadway carries among the highest surface street traffic volumes in the City of Los Angeles. At Westwood Boulevard, Wilshire Boulevard exhibits PM peak hour traffic volumes of nearly 3,000 VPH eastbound and 2,500 VPH westbound.

Sunset Boulevard is an east-west oriented Major Class II Highway throughout West Los Angeles that provides a continuous facility from downtown Los Angeles, through West Hollywood and Beverly Hills, and continuing through Santa Monica. Sunset Boulevard also provides the northernmost east-west thoroughfare south of the Santa Monica Mountains through the project vicinity, and is therefore heavily used by both local and commuter traffic. In the study area, Sunset Boulevard is approximately 50 feet wide, and is striped for two lanes in each direction, plus left-turn channelization at major intersections. Parking is prohibited along Sunset Boulevard within the study area. Daily traffic volumes on this facility approach 45,000 VPD near Veteran Avenue, with 2,300 VPH westbound and 1,400 VPH eastbound during the evening peak hour.

Veteran Avenue is a north-south oriented Secondary Highway in the project vicinity, and is located to the west of the project site. Between Sunset Boulevard and Wilshire Boulevard, Veteran Avenue varies in width from approximately 40 to 60 feet, and is striped to provide a single travel lane in each direction, along with on-street parking on both sides of the street. At Wilshire Boulevard, the roadway flares to approximately 70 feet in width, to provide additional through lanes as well as left and right-turn channelization in both the northbound and southbound directions. Veteran Avenue provides a primary connection between Sunset and Wilshire Boulevards, as well as access to the UCLA campus. North of Wilshire Boulevard, Veteran Avenue carries more than 21,500 VPD, with peak directional volumes of 1,450 VPH southbound and 1,050 VPH northbound in the PM peak hour.

Hilgard Avenue is a north-south oriented Secondary Highway between Wilshire Boulevard and Sunset Boulevard. This roadway is the approximate eastern boundary of the Westwood Village commercial sector, and generally provides one-two travel lanes in each direction. On-street parking is generally prohibited, but is allowed on some segments. Traffic volumes near the project are about 8,000 VPD. Peak hour traffic is currently 400 VPH northbound and 600 VPH southbound in the afternoon.

Beverly Glen Boulevard is a roughly north-south facility located to the east of the project site. This roadway is designated as a Secondary Highway in the study area, and is striped to provide a single lane in each direction along with on-street parking on both sides of the street within its typical 40-foot width. Between Sunset Boulevard and Wilshire Boulevard, Beverly Glen Boulevard carries approximately 17,500 VPD. PM peak hour directional traffic volumes along this portion of the roadway are approximately 950 VPH northbound and 500 VPH southbound.

Gayley Avenue is a north/south-oriented Secondary Highway located to the west of the project site. Gayley Avenue is a primary access route for both Westwood Village and the UCLA Campus, and is striped to provide two travel lanes in each direction, south of Strathmore Drive/Strathmore Place. On-street parking is allowed along some portions of Gayley Avenue. Traffic volumes on Gayley Avenue north of Wilshire Boulevard are approximately 27,800 VPD, with nearly 2,400 VPH southbound and over 900 VPH northbound occurring during the afternoon peak hour.

Le Conte Avenue is designated a Secondary Highway through the commercial portions of the Westwood Village (between Gayley Avenue and Hilgard Avenue), but is downgraded to a local (residential) street east of Hilgard Avenue. Le Conte Avenue, west of Hilgard Avenue, provides a single travel lane in each direction plus on-street

parking on both sides of the street. Current traffic counts for Le Conte Avenue east of Hilgard Avenue show that it carries approximately 3,000 VPD, with approximately 100 vehicles per hour westbound and 200 vehicles per hour eastbound during the PM peak hour.

Levering Avenue is a short, northwest-to-southeast oriented local street to the northwest of the project site, beginning at Montana Avenue west of Veteran Avenue, and terminating at Glenrock Avenue west of Gayley Avenue. Although this facility is only approximately one-half mile long, its location and orientation make it enticing as an alternate route to Montana/Gayley Avenue both into and out of Westwood Village. At its intersection with Veteran Avenue, Levering Avenue is 40 feet wide and is striped to provide a single lane in each direction plus on-street parking. Levering Avenue carries approximately 5,000 VPD, with PM peak hour traffic volumes of 250 VPH westbound and 75 VPH eastbound.

Westwood Boulevard is also designated a Major Class II Highway. Westwood Boulevard, with two to three through lanes in each direction and left-turn channelization, currently carries approximately 31,000 VPD north of Santa Monica Boulevard, and approximately 33,000 VPD north of Wilshire Boulevard. In the Village, north of Wilshire Boulevard, Westwood Boulevard carries approximately 1,300 VPH southbound and nearly 1,000 VPH northbound during the PM peak hour.

Weyburn Avenue is a short local street in the project area, beginning at Veteran Avenue on the west and continuing east to approximately Selby Avenue. This roadway forms the northern boundary of the proposed project site. Weyburn Avenue provides a single travel lane in each direction along with on-street parking on both sides of the street. Near the project site, Weyburn Avenue carries approximately 1,900 VPD. Peak

hour traffic volumes to the east of Hilgard Avenue are presently approximately 80 VPH westbound and 90 VPH eastbound in the afternoon.

Kinross Avenue is another short local street that runs between Gayley Avenue on the west and Glendon Avenue on the east and is located south of the project site. This street provides a single travel lane and on-street parking in each direction. At Westwood Boulevard, daily traffic volumes on this street are approximately 4,400 VPD, with PM peak hour traffic volumes of 200 VPH westbound and 300 VPH eastbound.

Glendon Avenue is another local street running in a north/south orientation through Westwood that bisects the project site. Within Westwood Village, Glendon Avenue currently terminates at Weyburn Avenue, and is used primarily as access to the developments and parking facilities fronting the roadway. Glendon Avenue is striped to provide a single travel lane in each direction, and on-street parking is allowed. Glendon Avenue, north of Kinross Avenue, currently carries over 7,200 VPD, with approximately 250 VPH southbound and 200 VPH northbound in the evening.

Tiverton Avenue is a short Secondary Highway running between Lindbrook Drive and Le Conte Avenue that forms the eastern boundary of the project site. Tiverton Avenue is a one-way facility in the northbound direction, between Lindbrook Drive and Weyburn Avenue. On-street parking is allowed on both sides of the street. Approximately 3,600 VPD use Tiverton Avenue, with 200 VPH occurring during the PM peak hour.

Lindbrook Drive is an east-west local street east of Hilgard Avenue, but west of Hilgard Avenue it is a Secondary Highway. Through the Westwood Village commercial section, it is striped for two travel lanes in each direction, with limited on-street parking allowed. This street provides access to and from the Westwood Village primarily for

the residential neighborhoods east of Hilgard Avenue. In the vicinity of the proposed project, traffic counts show that approximately 6,500 vehicle trips per day occur along Lindbrook Drive, with peak hour directional traffic volumes of over 225 VPH westbound and over 450 VPH eastbound in the PM peak hour.

Ohio Avenue is an east-west collector street located to the south of the project site. This facility is a relatively heavily used roadway for local access, as it provides the only roadway connection across the San Diego Freeway between Wilshire and Santa Monica Boulevards. In the project vicinity, Ohio Avenue is typically 40 feet in width, and is striped to provide a single travel lane in each direction, although at many intersections, localized flarings or parking restrictions allow for left and/or right-turn channelization. At Westwood Boulevard, Ohio Avenue currently carries approximately 11,500 VPD, with peak PM hour directional volumes of approximately 320 VPH westbound and 220 VPH eastbound.

Santa Monica Boulevard is a Major Class I Highway through the southern portion of the study area. This east-west oriented roadway extends from near downtown Los Angeles through West Hollywood and Beverly Hills to the Santa Monica Bay. In the study area, Santa Monica Boulevard exhibits a dual roadway configuration, with the northern roadway (major) providing the primary regional circulation facility, and the southern (minor) roadway serving as a local access roadway. Santa Monica Boulevard (major) is approximately 70 feet wide, with three through lanes and left-turn channelization. Parking is prohibited along Santa Monica Boulevard (major) in the project vicinity. Daily traffic volumes on this facility, near Westwood Boulevard, are approximately 45,000 VPD. At this intersection, PM peak hour traffic volumes on Santa Monica Boulevard (major) are over 1,850 VPH westbound and over 1,300 VPH.

Public Transit

The Westwood Village area is served by a number of bus lines operated by the Santa Monica Municipal Bus Lines (SMMBL), Culver City Municipal Bus Line (CCMBL), the Metropolitan Transportation Authority (MTA) and City of Los Angeles, Department of Transportation (LADOT). Several of these lines operate along Westwood Boulevard, and provide stops within walking distance of the proposed project, at the intersections of Westwood Boulevard with Weyburn Avenue and Kinross Avenue. These lines provide convenient service westerly into the City of Santa Monica, easterly into Downtown Los Angeles and southerly to the Los Angeles International Airport (LAX). When transfer opportunities are considered, these bus systems provide very good transit service to much of the entire Los Angeles region. The following is a brief discussion of the bus lines that serve the project area:

Line 1 (SMMBL) operates between UCLA and Venice via Westwood Boulevard, Santa Monica Boulevard, Ocean Avenue and Main Street. Buses on this line operate on 10 to 30-minute headways and provide service until midnight on weekdays, weekends and holidays.

Line 2 (SMMBL) operates between UCLA and Venice High School via Westwood Boulevard, Wilshire Boulevard, 4th Street, Pacific Avenue, California Avenue and Walgrove Avenue. This route operates on 15-minute to one-half hour headways and provides service seven days a week including evenings and holidays.

Line 3 (SMMBL) connects UCLA with the LAX Bus Transportation Center via downtown Santa Monica. It operates along Westwood Boulevard, Wilshire Boulevard, Montana Avenue, Lincoln Boulevard, Manchester Avenue and Sepulveda Boulevard. Service is provided on 20 to 30-minute headways during

weekdays. Evening and weekend service extends only to Federal Center and does not directly serve the project area.

Line 8 (SMMBL) operates between UCLA and Venice via Westwood Boulevard, National Avenue, Stoner Avenue, Ocean Park Boulevard, and Main Street. Buses on this line operate on 15-minute headways during weekdays, 30-minute headways on weeknights and on Saturdays, and 60-minute headways on Sundays and holidays.

Line 12 (SMMBL) connects UCLA with the Pico-Rimpau Bus Center. It operates along Westwood Boulevard, National Boulevard, Sepulveda Boulevard, Palms Boulevard, Robertson Boulevard and Pico Boulevard. It operates on approximately one-half hour headways on weekdays, but does not provide service to the project area on Saturdays. This line does not operate on Sundays or holidays.

Line 6 (CCMBL) operates between UCLA and Los Angeles International Airport via Westwood Boulevard, Wilshire Boulevard and Sepulveda Boulevard. This bus operates approximately 30 minutes apart during weekdays and 60 minutes apart during evenings and on weekends. Limited service is also provided on major holidays.

Line 21 (MTA) provides service between UCLA and the Metro Rail station at Wilshire Boulevard and Alvarado Street. This line operates along Westwood Boulevard and Wilshire Boulevard and provides 20 to 30-minute headways on weekdays and Saturdays. This route is not served on Sundays and holidays.

Line 429 (MTA) provides express services between the Veterans Administration facility at Wilshire Boulevard and Veteran Avenue, and downtown Los Angeles. This route provides three eastbound and five westbound runs on weekday

mornings and five eastbound and three westbound runs on weekday afternoons.

Service is provided along Westwood Boulevard, Hilgard Avenue, Sunset Boulevard and Hollywood Boulevard. No weekend or holiday service is provided.

Line 560 (MTA) provides express service between Van Nuys and LAX via Westwood Village. This route operates along Van Nuys Boulevard, Ventura Boulevard, the San Diego Freeway, Sunset Boulevard, Hilgard Avenue, Westwood Boulevard, Wilshire Boulevard, Jefferson Boulevard and Sepulveda Boulevard. In the project vicinity, this route provides service seven days per week, including holidays, and operates on 10-minute to one-hour headways for travel to and from the north and 30-minute to one-hour headways for travel to and from the south.

Line 431 (LADOT) provides express service between West Los Angeles and Downtown Los Angeles, originating at Sepulveda Boulevard and Church Lane to the northwest of the Village. It operates along Sepulveda Boulevard, Montana Avenue, Gayley Avenue, Westwood Boulevard, Wilshire Boulevard, Beverly Glen Boulevard, Overland Avenue, National Boulevard and the Santa Monica Freeway. It operates on weekdays only, providing four eastbound runs on weekday mornings and four westbound runs on weekday evenings.

In addition to these routes, several other routes operate along Wilshire Boulevard and Le Conte Avenue, within walking distance of the site. UCLA also operates an extensive network of shuttle systems throughout the area.

Existing Traffic Volumes

The traffic volume data used in the following analyses were based on both automatic and manual traffic counts conducted by Crain & Associates. Supplemental traffic count data at the study intersections were also obtained from the files of the City of Los Angeles Department of Transportation (LADOT). The count days represent typical, non-summer conditions, with UCLA classes in normal schedules. Count data were also collected on key residential streets surrounding the project. Existing (2001) peak hour traffic volumes and turning movement counts at the thirty-six intersections analyzed in detail for this study are summarized in Figure 3(a) for the AM peak hour and Figure 3(b) for the PM Peak Hour.

Analysis of Existing Conditions

Detailed traffic analyses of existing traffic conditions were performed at the thirty-six intersections listed previously. These traffic analyses were performed through the use of established traffic engineering techniques for the critical peak periods. The new traffic counts described earlier were utilized to reflect any recent changes in traffic demand patterns. Other data pertaining to intersection geometrics, parking related curb restrictions, and signal operations were obtained through field surveys of the study locations. Further, special counts were conducted on key residential streets surrounding the project, for use both in evaluating current commuter and/or Westwood Village traffic intrusion in the neighborhood, and as a tool to forecast the future impacts of area growth on these residential streets.

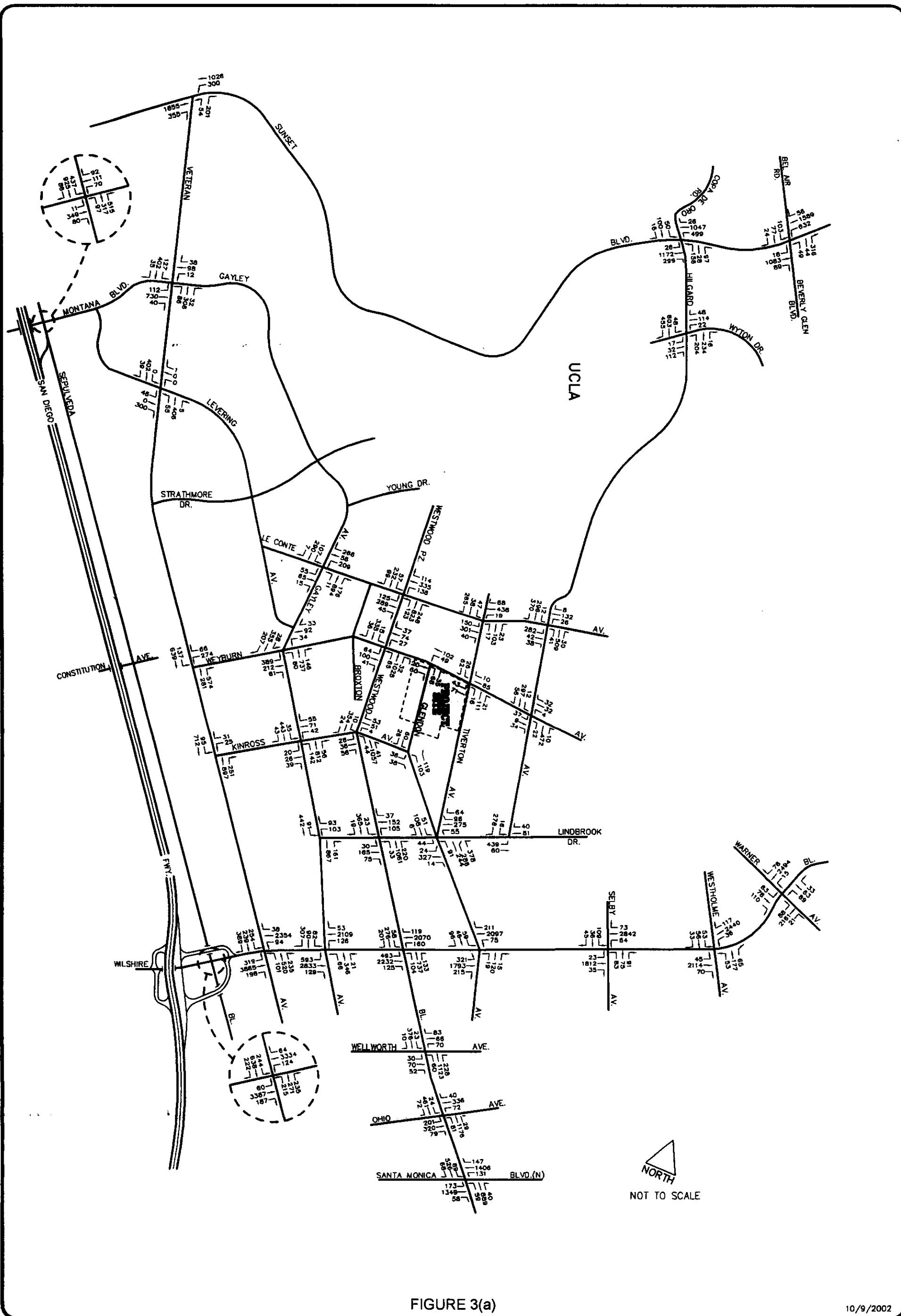


FIGURE 3(a)

10/9/2002

CASDEN-WESTWOOD\SUPERMARKET PROJECT\AM2001

EXISTING (2001) TRAFFIC VOLUMES
AM PEAK HOUR



CRAIN & ASSOCIATES

2007 Sawtelle Boulevard
Los Angeles, California 90025
(310) 473-6508

Transportation Planning · Traffic Engineering

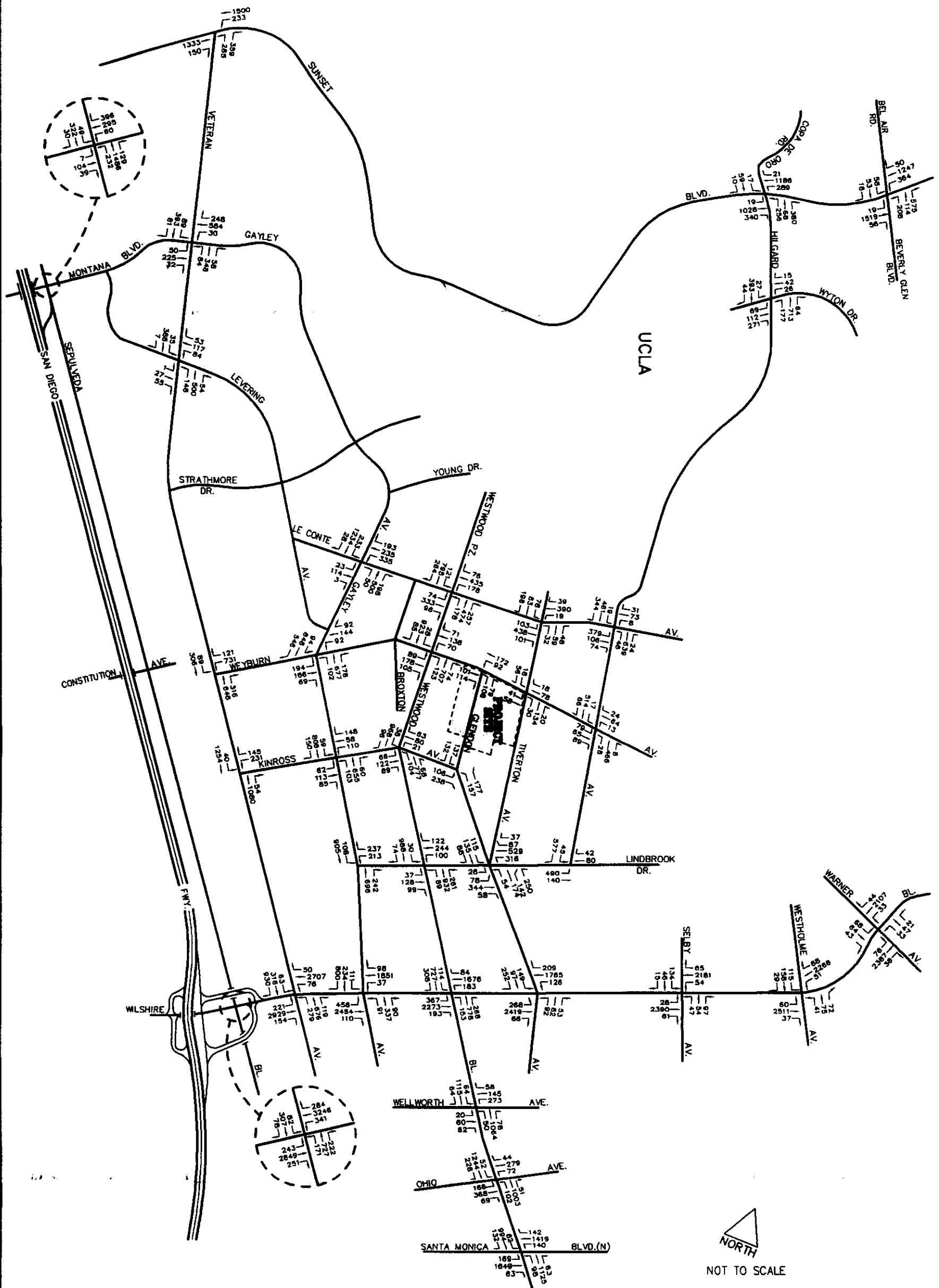


FIGURE 3(b)

10/9/2002

CASDEN-WESTWOOD\SUPERMARKET PROJECT\PM2001

EXISTING (2001) TRAFFIC VOLUMES
PM PEAK HOUR



CRAIN & ASSOCIATES

2007 Sawtelle Boulevard
Los Angeles, California 90025
(310) 473-6508

Transportation Planning · Traffic Engineering

The methodology used in this study for the analysis and evaluation of traffic operations at each study intersection is based on procedures outlined in Circular Number 212 of the Transportation Research Board.¹ In the discussion of Critical Movement Analysis for signalized intersections, procedures are developed for determining operating characteristics of an intersection in terms of the Level of Service provided for different levels of traffic volume and other variables, such as the number of signal phases. The term "Level of Service" describes the quality of traffic flow. Levels of Service A to C operate quite well. Level D typically is the level for which a metropolitan area street system is designed. Level E represents volumes at or near the capacity of the highway, which will result in possible stoppages of momentary duration and fairly unstable flow. Level F occurs when a facility is overloaded, and is characterized by stop-and-go traffic with stoppages of long duration.

A determination of the Level of Service (LOS) at an intersection, where traffic volumes are known or have been projected, can be obtained through a summation of the critical movement volumes at that intersection. Once the sum of critical movement volumes has been obtained, the values indicated in Table 1 can be used to determine the applicable Level of Service.

Capacity is defined herein to represent the maximum total hourly movement volume which has a reasonable expectation of passing through an intersection under prevailing roadway and traffic conditions. For planning purposes, capacity equates to the maximum value of Level of Service E, as indicated in Table 1.

¹ Interim Materials on Highway Capacity, Circular Number 212, Transportation Research Board, Washington, D.C., 1980.

Table 1
Critical Movement Volume Ranges*
For Determining Levels of Service

Level of Service	Maximum Sum of Critical Volumes (VPH)		
	Two Phase	Three Phase	Four or More Phases
A	900	855	825
B	1,050	1,000	965
C	1,200	1,140	1,100
D	1,350	1,275	1,225
E	1,500	1,425	1,375
F	-----Not Applicable-----		

* For planning applications only, i.e., not appropriate for operations and design applications.

The Critical Movement Analysis (CMA) indices used in this study were calculated by dividing the sum of critical movement volumes by the appropriate capacity value for the type of signal control present or proposed at the study intersections. Thus, the Level of Service corresponding to a range of CMA values is shown in Table 2.

By applying this analysis procedure to the study intersections, the Critical Movement Analysis (CMA) values and the corresponding Levels of Service (LOS) for existing traffic conditions were determined. The values for existing (2001) weekday AM and PM peak hour conditions are shown in Table 3.

As the values in Table 3 indicate, most study intersections, and all of the intersections in the interior portion of Westwood Village are presently operating at good Levels of Service (LOS A to C). However, eight of the study intersections are operating at LOS E or F during either or both the AM and PM peak hour. In general, the street network in the vicinity of the proposed development is currently operating well, although most

Table 2
Level of Service
As a Function of CMA Values

<u>Level of Service</u>	<u>Description of Operating Characteristics</u>	<u>Range of CMA Values</u>
A	Uncongested operations; all vehicles clear in a single cycle.	< 0.60
B	Same as above.	>0.60 < 0.70
C	Light congestion; occasional backups on critical approaches.	>0.70 < 0.80
D	Congestion on critical approaches, but intersection functional. Vehicles required to wait through more than one cycle during short peaks. No long-standing lines formed.	>0.80 < 0.90
E	Severe congestion with some long-standing lines on critical approaches. Blockage of intersection may occur if traffic signal does not provide for protected turning movements.	>0.90 < 1.00
F	Forced flow with stoppages of long duration.	> 1.00

intersections along both Wilshire Boulevard and Sunset Boulevard are operating at or beyond their design capacities during the AM and PM peak travel hours. The heavy congestion along the facilities within the study area is primarily due to existing high-density office uses along Wilshire Boulevard, daytime commuter traffic on both Wilshire Boulevard and Sunset Boulevard in connection with UCLA, and the proximity to the San Diego Freeway (I-405) ramp interchanges on both roadways near Sepulveda Boulevard. Both Wilshire Boulevard and Sunset Boulevard are also heavily used as east/west connector facilities, due to their continuity from Downtown Los Angeles to the City of Santa Monica.

Table 3
Critical Movement Analysis Summary
Existing (2001) Conditions

No.	<u>Intersection</u>	<u>AM Peak Hour</u>		<u>PM Peak Hour</u>	
		<u>CMA</u>	<u>LOS</u>	<u>CMA</u>	<u>LOS</u>
1.	Sunset Boulevard & Veteran Avenue	0.954	E	0.814	D
2.	Sunset Blvd. & Hilgard Ave./Copa de Oro Road	1.016	F	0.835	D
3.	Sunset Blvd. & Beverly Glen Blvd./Bel Air Road	1.000	E	1.147	F
4.	Sepulveda Boulevard & Montana Avenue	0.931	E	0.752	C
5.	Montana Blvd./Gayley Avenue & Veteran Avenue	0.959	E	0.969	E
6.	Wyton Avenue & Hilgard Avenue	0.553	A	0.352	A
7.	Veteran Avenue & Levering Avenue	0.491	A	0.591	A
8.	Le Conte Avenue & Gayley Avenue	0.551	A	0.685	B
9.	Le Conte Ave. & Westwood Blvd./Westwood Plz.	0.556	A	0.719	C
10.	Le Conte Avenue & Tiverton Avenue	0.346	A	0.303	A
11.	Le Conte Avenue & Hilgard Avenue	0.557	A	0.684	B
12.	Weyburn Avenue & Veteran Avenue	0.404	A	0.489	A
13.	Weyburn Avenue & Gayley Avenue	0.560	A	0.707	C
14.	Weyburn Avenue & Westwood Boulevard	0.427	A	0.601	B
15.	Weyburn Avenue & Glendon Avenue	0.168	A	0.235	A
16.	Weyburn Avenue & Tiverton Avenue	0.312	A	0.339	A
17.	Weyburn Avenue & Hilgard Avenue	0.352	A	0.511	A
18.	Kinross Ave. & Veteran Ave. (Future Extension)	0.316	A	0.433	A
19.	Kinross Avenue & Gayley Avenue	0.348	A	0.523	A
20.	Kinross Avenue & Westwood Boulevard	0.417	A	0.569	A
21.	Kinross Avenue & Glendon Avenue	0.196	A	0.288	A
22.	Lindbrook Drive & Gayley Avenue	0.402	A	0.473	A

Table 3 (continued)
Critical Movement Analysis Summary
Existing (2001) Conditions

No.	<u>Intersection</u>	<u>AM Peak Hour</u>		<u>PM Peak Hour</u>	
		<u>CMA</u>	<u>LOS</u>	<u>CMA</u>	<u>LOS</u>
23.	Lindbrook Drive & Westwood Boulevard	0.480	A	0.603	B
24.	Lindbrook Drive, Glendon Avenue & Tiverton Ave.	0.539	A	0.716	C
25.	Lindbrook Drive & Hilgard Avenue	0.383	A	0.496	A
26.	Wilshire Boulevard & Sepulveda Boulevard	1.099	F	1.153	F
27.	Wilshire Boulevard & Veteran Avenue	1.039	F	0.980	E
28.	Wilshire Blvd. & Gayley Avenue/Midvale Ave.	0.717	C	0.677	B
29.	Wilshire Boulevard & Westwood Boulevard	0.778	C	0.788	C
30.	Wilshire Boulevard & Glendon Avenue	0.609	B	0.718	C
31.	Wilshire Boulevard & Selby Avenue	0.832	D	0.719	C
32.	Wilshire Boulevard & Westholme Avenue	0.804	D	0.794	C
33.	Wilshire Boulevard & Warner Avenue	0.710	C	0.601	B
34.	Wellworth Avenue & Westwood Boulevard	0.562	A	0.687	B
35.	Ohio Avenue & Westwood Boulevard	0.732	C	0.815	D
36.	Santa Monica Blvd. (N I/S) & Westwood Blvd.	0.803	D	0.903	E

PROJECT TRAFFIC

The following section describes the methodology used and results of the calculations for traffic generation, distribution and assignment for the proposed project.

Traffic Generation

Traffic generation rates for the project land-use components are specified in the current West Los Angeles Transportation Improvement and Mitigation Specific Plan (TIMP) Ordinance Number 171,492 (March 8, 1997). This document lists the critical PM peak hour trip rates for the retail, supermarket, and residential uses proposed for the site. However, the daily and AM peak hour trip rates and inbound/outbound traffic directional split percentages are not listed, and this information was obtained either directly from or through comparisons to data published in the Institute of Transportation Engineers (ITE) 6th Edition of Trip Generation, which is the current industry standard for trip generation data.

The trip rates used in this traffic analysis have been reviewed and approved by LADOT, and are listed in Table 4. Based on these traffic generation rates, projections of the amount of traffic expected as a result of the proposed project's uses were calculated. Additionally, the rates were used to determine the amount of traffic being generated by the current development on the project site. These existing trips will be removed from the area roadway system as a result of the removal of the existing site uses prior to construction of the Palazzo Westwood project.

These "base" trip generation values were then adjusted to account for both on-site "mixed-use" interactions, Westwood Village trip-making characteristics, and pass-by trips currently on the street system but having primary destinations other than the

Table 4
Project Traffic Generation Rates*

Apartments - (per dwelling unit)

Daily:	T = 6.63(D)
AM Peak Hour:	T = 0.30(D); I/B = 31%, O/B = 69%
PM Peak Hour:	T = 0.49(D); I/B = 58%, O/B = 42%

Shopping Center - (per 1,000 sq. ft.)

Daily:	T = 81.33(A)
AM Peak Hour:	T = 1.95(A); I/B = 61%, O/B = 39%
PM Peak Hour:	T = 7.91(A); I/B = 48%, O/B = 52%

Supermarket - (per 1,000 sq. ft.)

Daily:	T = 111.51 (A)
AM Peak Hour:	T = 3.25(A); I/B = 61%, O/B = 39%
PM Peak Hour:	T = 10.34(A); I/B = 51%, O/B = 49%

Theater - (per seat)

Daily:	T = 1.88(S)
AM Peak Hour:	T = 0.01(S); I/B = 50%, O/B = 50%
PM Peak Hour:	T = 0.15(S); I/B = 53%, O/B = 47%

Specialty Retail - (per 1,000 sq. ft.)

Daily:	T = 40.67(A)
AM Peak Hour:	N/A
PM Peak Hour:	T = 5.00(A); I/B = 43%, O/B = 57%

Where:

T = Trip ends	A = Building area in 1,000 sq. ft.
S = Theater seat	D = Dwelling unit
I/B = Inbound	O/B = Outbound

* PM Trip Rates per WWLA TIMP where available. Daily trip rates plus inbound/outbound trip split percentages were derived from ITE 6th Edition.

project. These factors essentially act to reduce the site trip generation in that some of the trips to the site will be multi-purpose trips, while others are already on the roadways for another purpose. The adjustments used to account for interactions between land uses (both project-specific and Village-wide), as well as to adjust for pass-by and diverted trips were reviewed and approved by LADOT. The resulting project trip adjustment percentages are shown, by land use, in the following table.

<u>Use</u>	<u>Adjustment Percentage</u>		
	<u>Internal Trips</u>	<u>Pass-by Trips</u>	<u>Total</u>
Cinema	0%	10%	10%
Specialty Retail	5%	10%	15%
Shopping Center	5%	40%	45%
Supermarket	20%	40%	60%

Applying these mixed-use adjustment factors to the project trip generation calculations yields the net new project trips expected during the AM and PM peak hour, as summarized in Table 5. As shown in Table 5, the project could be expected to generate approximately 5,811 net new trips per day, including 238 (119 inbound and 119 outbound) trips during the AM peak hour and 503 (266 inbound and 237 outbound) trips during the PM peak hour.

Trip Distribution

Determination of the geographic distribution of generated trips is the next step in the study process. The primary factors affecting trip distribution is the relative distribution of employment and residential areas, shopping centers, schools, and other typical origin and destination points in the surrounding area, and vehicle-turning movement patterns in the vicinity of the project site. Based on these considerations, and examination of the Westwood traffic model data, the directional trip distribution for the project was estimated as summarized in Table 6.

Traffic Assignment

The assignment of project trips was accomplished in two steps. The number of trips associated with each direction was first calculated using the distribution percentages shown above. A more discrete trip assignment was then made to the street system expected to be used. These assignments considered the most likely routings to and

Table 5
Project Trip Generation

Size/Use	Daily	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
61,000 sq. ft. Shopping Center	4,961	73	46	119	232	251	483
Less 5% Internal Capture	(248)	(4)	(2)	(6)	(12)	(12)	(24)
Retail Driveway Trips	4,713	69	44	113	220	239	459
Less 40% Pass-By	(1,885)	(27)	(18)	(45)	(88)	(96)	(184)
Net Shopping Center Trips	2,828	42	26	68	132	143	275
54,000 sq. ft. Supermarket	6,022	107	69	176	285	273	558
Less 20% Internal Capture	(1,204)	(21)	(14)	(35)	(57)	(55)	(112)
Supermarket Driveway Trips	4,818	86	55	141	228	218	446
Less 40% Pass-By	(1,927)	(34)	(22)	(56)	(91)	(87)	(178)
Net Supermarket Trips	2,891	52	33	85	137	131	268
350 Apartments	2,321	33	72	105	100	72	172
Net Project Trips	8,040	127	131	258	369	346	715
Less Existing Site Trips							
652 - seat Theater	1,226	4	3	7	52	46	98
Less 10% Pass-By	(123)	0	0	0	(5)	(5)	(10)
Net Theater Trips	1,103	4	3	7	47	41	88
24,000 sq. ft. Specialty Retail	992	0	0	0	52	70	122
Less 5% Internal Capture	(50)	0	0	0	(3)	(4)	(7)
Less 10% Pass-By	(94)	0	0	0	(5)	(7)	(12)
Net Specialty Retail Trips	848	0	0	0	44	59	103
42 Apartments	278	4	9	13	12	9	21
Net Trips Removed	2,229	8	12	20	103	109	212
Net Project Trips	5,811	119	119	238	266	237	503

Table 6
Directional Trip Distribution of Project Traffic

<u>Direction</u>	<u>Percentage of Trips by Component*</u>		
	<u>Retail/ Theater</u>	<u>Supermarket/ Restaurant</u>	<u>Residential</u>
North	25%	30%	25%
South	30%	30%	35%
East	25%	30%	25%
West	<u>20%</u>	<u>10%</u>	<u>15%</u>
	100%	100%	100%

* Including freeway use

from the project site based on current traffic turning patterns, potential congestion points, roadway geometrics, traffic signal controls and project access constraints.

The estimated inbound and outbound project trip percentages at the study intersections for each land use component is shown in the Appendix of this report. The net project AM and PM peak hour volumes assigned to these intersections are shown in Figures 4(a) and 4(b), respectively, while the peak-hour traffic volumes attributable to each project component is shown in the Appendix of this report. The results of these traffic assignments provide the necessary level of detail to conduct the traffic analysis.

Access

Vehicular access to the project site's parking and loading areas will be provided from Tiverton Avenue, Glendon Avenue, and an alley located between Westwood Boulevard and Glendon Avenue. One driveway located on Tiverton Avenue will provide access to residential parking areas. Parking in this area will be restricted to residents and guests of the residential portion of this project. This driveway will be restricted to a left-turn in/left-turn out access scheme due to the one-way northbound restriction on Tiverton

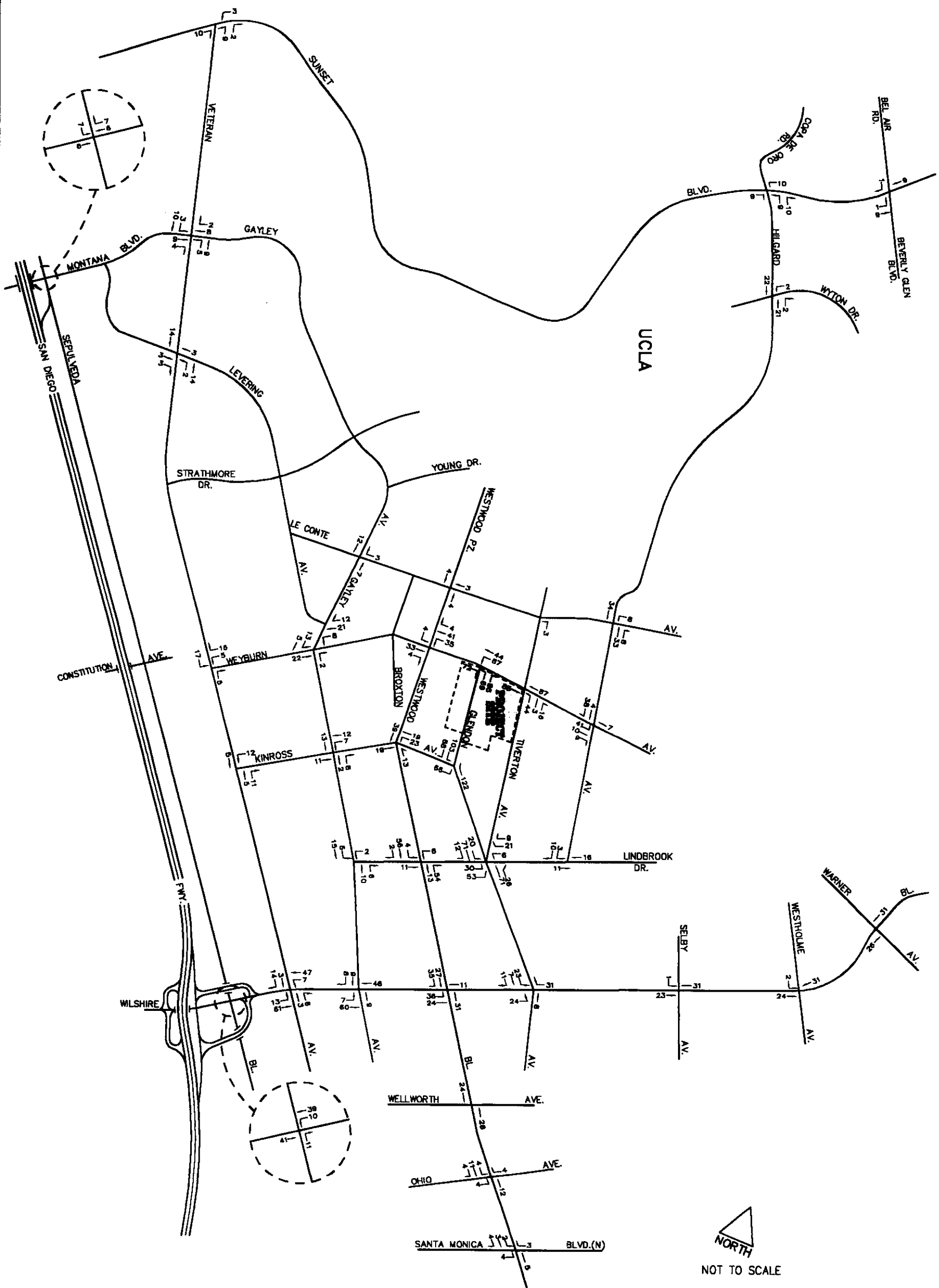


FIGURE 4(b)

1/2/2003

CASDEN-WESTWOOD\SUPERMARKET PROJECT\PMPROJONLY

FUTURE (2006) TRAFFIC VOLUMES
PROJECT ONLY
PM PEAK HOUR



CRAIN & ASSOCIATES

2007 Sawtelle Boulevard
Los Angeles, California 90025
(310) 473-6508

Transportation Planning · Traffic Engineering

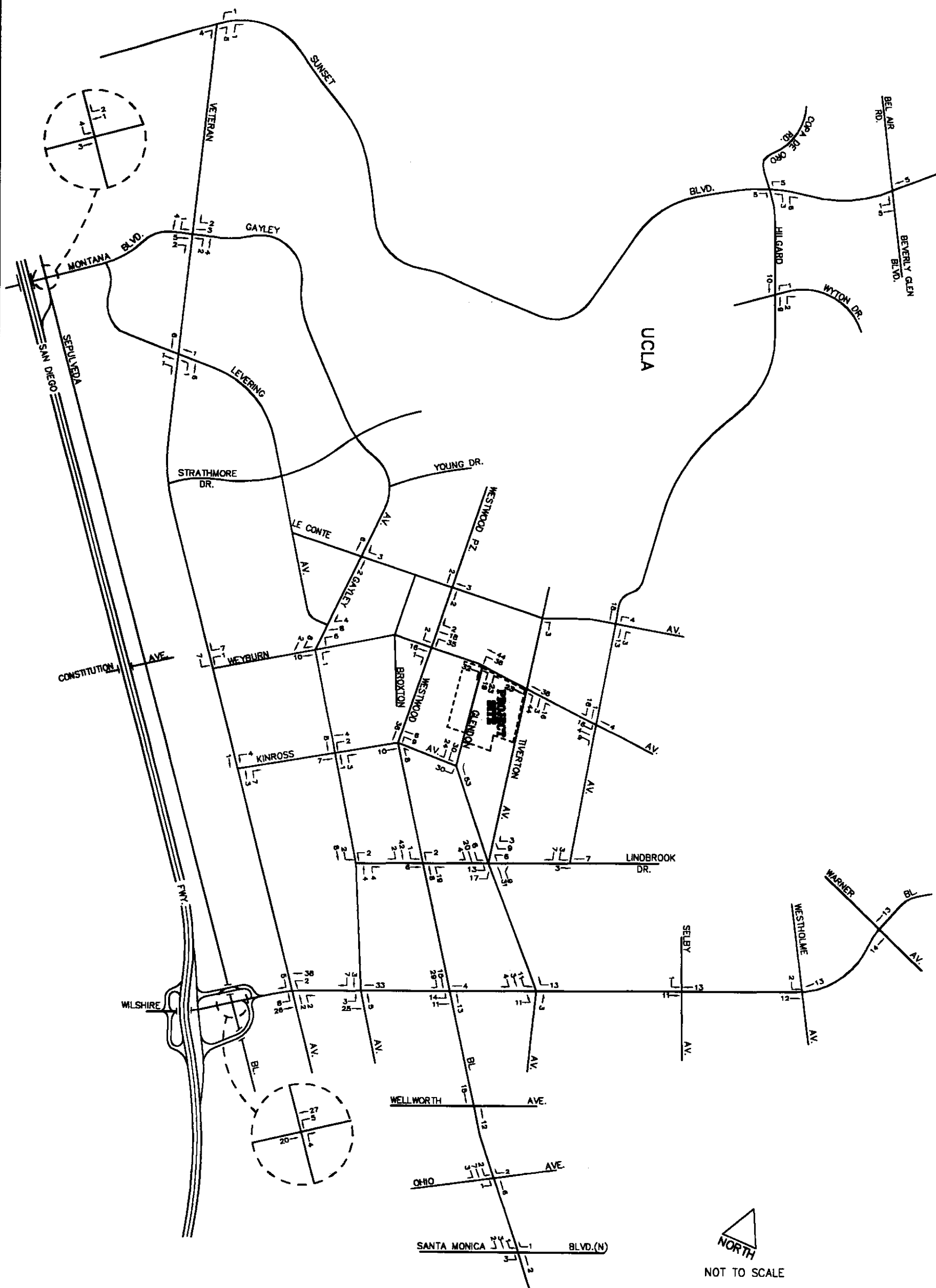


FIGURE 4(a)

1/2/2003

CASDEN-WESTWOOD/SUPERMARKET PROJECT/AMPROJONLY

FUTURE (2006) TRAFFIC VOLUMES
PROJECT ONLY
AM PEAK HOUR



CRAIN & ASSOCIATES

2007 Sawtelle Boulevard
Los Angeles, California 90025
(310) 473-6508

Transportation Planning • Traffic Engineering

Avenue between Weyburn Avenue and Lindbrook Drive. In addition, residential loading areas will be provided on Tiverton Avenue at the southern boundary of the project site.

Access to the commercial subterranean parking area will be provided by a driveway on the east side of Glendon Avenue. This driveway will provide two inbound and two outbound lanes into and out of the project site. This driveway will be unrestricted. A loading area for the proposed commercial use is proposed for the east side on Glendon Avenue, just north of Kinross Avenue.

An alley way located between Westwood Boulevard and Glendon Avenue will provide access to a commercial loading area. This alley is currently southbound only. The anticipated project driveway volumes for the AM and PM peak hours are shown in Figure 5. These volumes are higher than the net project roadway volumes shown in Figure 4 for two reasons. First, the driveway volumes were not reduced by the amount of pass-by trips described previously. While pass-by trips already exist on the area roadway system, and thus will not be new traffic at the study intersections, they are included in the amount of trips entering and exiting the site. Secondly, the driveway volumes do not include reductions for the trips generated by the existing site uses, which also are currently on the area roadway network, but do not affect the “new” trips at the project driveways. Only the reduction for “internal”, or multi-purpose trips was applied to the driveway volumes calculations, as this factor will reduce the amount of trips accessing the site.

Parking

Parking for the project will be provided in a three-level, 1,450-space subterranean parking structure, and by a small residential grade level parking area containing

approximately 25 parking spaces. This amount of parking includes replacement of parking spaces removed to construct the project, as required by the Westwood Specific Plan. The parking structure will contain both the commercial and residential parking spaces, and will occupy the entire area beneath the site, with parking levels extending from Tiverton Avenue to the alley behind Glendon Avenue, passing under Glendon Avenue.

The City of Los Angeles Municipal Code (LAMC) requires that off-street parking for retail and supermarket uses be provided at a ratio of 4.00 spaces per 1,000 square feet of floor area, while restaurant uses must provide 10.00 spaces of off-street parking per 1,000 square feet of development. The project parking calculations assume that up to 9,150 square of restaurant use could be developed within the 61,000 square foot "shopping center" envelope, as allowed by the City. In addition to these commercial use parking requirements described above, the LAMC specifies parking requirements for apartment developments at the following ratios:

- One parking space per unit of less than three habitable rooms;
- One and one-half parking spaces for units with three habitable rooms; and
- Two parking spaces for each unit with more than three habitable rooms.

"Habitable rooms" are defined by LAMC as any interior space of a residential dwelling unit over 50 square feet, but not including closets, hallways, bathrooms or storage areas. Based on this definition, it is generally assumed that efficiency or studio units should provide one parking space, one bedroom units should provide one and one-half parking spaces, and two bedroom and larger units should provide two parking spaces.

Table 7 summarizes the parking required of the project under the current provisions of the LAMC.

Table 7
Parking Provided Per Use

<u>Proposed Land Use</u>	<u>Size</u>	<u>Parking Ratio</u>	<u>Parking Required</u>
Retail	51,850 sq. ft.	4/1,000 sq. ft.	207
Supermarket	54,000 sq. ft.	4/1,000 sq. ft.	216
Restaurant	9,150 sq. ft.	10.00/1,000 sq. ft.	92
Apartments (One Bedroom)	172 Units	1.5/Bedroom	258
Apartments (2+ Bedrooms)	178 Units	2.0/Bedroom	356
Apartments (Guest)	350 Units	0.25/Unit	<u>88</u>
		Subtotal	1,217
Replacement Parking			135
Covenanted Parking			<u>57</u>
		Total	1,409
Less Bicycle Parking Reduction			<u>-14</u>
		Total	1,395 spaces

In addition to the number of spaces required by the project uses themselves, the Westwood Village Specific Plan calls for the replacement of public parking spaces removed as part of this project, or parking covenanted from the site. A total of 135 parking spaces are required as replacement of removed spaces. However, the total amount of automobile parking required can be reduced by bicycle parking provided per code requirements. The parking requirement calculations summarized in Table 7, including the amount of project required parking, required replacement parking spaces, and reductions for provision of bicycle spaces, show that a total of 1,395 parking spaces would be required for the project. The project proposes to provide a total of 1,475 spaces, which is more than adequate to meet the parking requirements for the site. As a result, no off-site parking impacts are anticipated.

FUTURE TRAFFIC CONDITIONS

There are other projects proposed for development or currently under construction which could add new traffic to the project area. For this reason, the analysis of future traffic conditions has been expanded to include traffic which may be generated by yet undeveloped or unoccupied projects. Briefly, the methodology for estimating future traffic volumes is as follows: First, current 2001 traffic volumes were determined by traffic counts (as described in a preceding section). Next, a traffic growth factor of 1.0 percent compounded annually was applied to develop "baseline" volumes for the year 2006 future study year. This growth factor is consistent with the studied rate approved in the Los Angeles Congestion Management Program (CMP). In addition, although the 1.0 percent annual growth factor is expected to fully represent all area traffic increases, for the purposes of conservative analysis, traffic generated from nearby "related projects" was added to these future baseline traffic volumes, to form the basis for the 2005 "Without Project" condition. The project traffic, calculated previously, was analyzed as an incremental addition to the 2006 "Without Project" condition.

Traffic Growth and Related Projects

Based on analyses of the trends in traffic growth in the Westwood area over the last several years as documented in the Los Angeles County CMP, an annual traffic growth factor of 1.0 percent appears reasonable. This growth factor is used to account for increases in traffic resulting from projects not yet proposed, or outside of the study area. This growth factor, compounded annually, was applied to the 2001 traffic volumes to develop an estimate of the future year 2006 baseline volumes.

In addition to the 1.0 percent annual growth rate in traffic used for this study, a listing of specific projects located in the study area was obtained from the City of Los Angeles

Planning Department and City of Los Angeles Department of Transportation, which has been used for previous studies in the Westwood Village area. As noted previously, the ambient traffic growth factor is expected to accurately represent all area traffic growth within the study period, and as such, the inclusion of such projects in addition to assumed background traffic growth may tend to overstate cumulative conditions. A review of the current available information indicated that traffic from 15 individual projects near the study site may produce additional traffic at study intersections. The related projects are listed and described in Table 8(a). Additionally, a number of projects are proposed on the UCLA Campus, as detailed in the University's Long-Range Development Plan (LRDP). The LRDP is a general planning document for the UCLA Campus and contains a listing of potential development that could occur on the Campus over a 15-year period. Those UCLA projects reasonably expected to be completed within the study year time frame of this project were cumulatively included in the analysis and are shown in Table 8(b).

The locations of these related projects are shown in Figure 6. Traffic expected to be generated from these related projects was estimated by applying the trip generation formulas listed in Table 9. Estimates of "non-UCLA" related projects traffic are shown in Table 10(a), with the anticipated UCLA LRDP projects trip generation estimates contained in Table 10(b). This list of cumulative projects accurately reflects the current status of the related projects at the time of preparation of this document.

The Year 2006 "Without Project" traffic condition were forecast by combining the related projects' traffic with the growth-factored existing peak-hour traffic volumes. The resulting year 2006 "Without Project" AM and PM peak hour traffic estimates are shown in Figure 7(a) and 7(b), respectively. These are the "benchmark" values used in

**Table 8(a)
Related Projects List**

<u>No.</u>	<u>Project ID</u>	<u>Size/Type</u>	<u>Location</u>	<u>Status</u>
1.	90-BS-778	93 Condominiums	10733 Wilshire Blvd.	Under Construction
2.	MND 94-0146 SUB	187 Condominiums	10807-53 Wilshire Blvd. (north side bet. Glendon & Malcolm)	Under Construction
3.	DRB 90-0001 WWC	34,641 sf Office	1100-34 Westwood Blvd. (southeast corner @ Kinross)	Under Construction
4.	MND 92-0379 ZV	2,074 sf Auto Service	10461-63 Santa Monica Blvd. (northeast of Thayer)	Pending
5.	MND 90-0941 CUZ	50-rm Motel (remove 19-rm Motel)	10811 Santa Monica Blvd.	Pending
6.		70,000 sf Office	11175 Santa Monica Blvd. (north side bet. Cotner & Pontius)	Built Leasing
7.	MND 94-0355 CUB CUZ	1,140 sf Retail Alcohol Permit	11305 Santa Monica Blvd. (bet. Corinth & Sawtelle)	Pending
8.		771,000 sf Studio Expansion	20 th Century Fox Studios 10201 Pico Boulevard	Under Construction
9.	DOT 93-091	25,000 sf Office	Santa Monica Blvd. (south side & west of Beverly Glen)	Pending
10.	EIR 91-0148 CUZ	874,000 sf Office	1950 Avenue of the Stars (south of Santa Monica)	Pending
11.	MND 91-0390 PP (ZV)	20,043 sf Office	2422-26 Overland Ave. east side & south of Pico)	Pending
12.	Broxton Avenue Parking Structure	400-space Garage 6,000 sf Retail	Broxton Ave. at Weyburn Ave.	Built Leasing
13.		330,000 sf Office (remove previous uses)	12233 W. Olympic Blvd.	Pending
14.	Regent Westwood	Mixed-use Center	1015 - 1031 & 1043 -1051 Broxton Ave.	Pending
15.	Madison Marquette	Shopping Center	Weyburn, Le Conte, Tiverton	Under Construction

**Table 8(b)
UCLA Related Projects**

Project	Net New GSF
Men's Gym Staging Building	60,470
Northwest Campus Housing Phase II Development	296,700
Southwest Campus Staging Building	75,000
Southwest Campus Housing/Parking	2,000 beds & 2,068 parking spaces
Intramural Field Parking	NA
Physics and Astronomy	101,900
Luck Research Center/Thermal Energy Storage System	95,000
Gloria Kaufman Hall (Garden Dance Theater)	3,600
Remaining Buildout of 1990 LRDP through 2005 which may include:	Approx. 1,600,000
Ambulatory/Cancer Clinic	TBD
Acosta Training Center	TBD
Science and Engineering Replacement/Expansion	TBD
Seismic Renovation	Renovation or Replacement GSF
Academic Health Center Replacement (Hosp. SRB1 & 2)	1,710,000
Haines Hall	132,500
Dickson Art Center	146,000
Kinsey Hall	142,000
Men's Gym	103,300
Rehabilitation Center	148,100
Gloria Kaufman Hall (Dance)	81,000

Notes:

GSF = gross square feet

TBD = to be determined

Source: UCLA, June 2000



FIGURE 6

11/12/2002

FM: CASDEN-WESTWOOD/REL PROJ3

RELATED PROJECTS LOCATION MAP



CRAIN & ASSOCIATES

2007 Sawtelle Boulevard
Los Angeles, California 90025
(310) 473-6508

Transportation Planning · Traffic Engineering

Table 9
Trip Generation Rates and Equations for Related Projects
ITE 6th Edition

Condominiums - (per unit)

Daily:	$\text{Ln}(T) = 0.879 \text{Ln}(U) + 2.565$
AM Peak Hour:	$\text{Ln}(T) = 0.790 \text{Ln}(U) + 0.298$; I/B = 17%, O/B = 83%
PM Peak Hour:	$\text{Ln}(T) = 0.827 \text{Ln}(U) + 0.309$; I/B = 67%, O/B = 33%

Retail (Shopping Center) - (per ksf)

Daily:	$\text{Ln}(T) = 0.643 \text{Ln}(A) + 5.886$
AM Peak Hour:	$\text{Ln}(T) = 0.596 \text{Ln}(A) + 2.378$; I/B = 61%, O/B = 39%
PM Peak Hour:	$\text{Ln}(T) = 0.660 \text{Ln}(A) + 3.403$; I/B = 48%, O/B = 52%

Office - (per ksf)

Daily:	$\text{Ln}(T) = 0.768 \text{Ln}(A) + 3.854$
AM Peak Hour:	$\text{Ln}(T) = 0.797 \text{Ln}(A) + 1.674$; I/B = 88%, O/B = 12%
PM Peak Hour:	$\text{Ln}(T) = 1.121 \text{Ln}(A) + 1.831$; I/B = 17%, O/B = 83%

Motel - (per room)

Daily:	$\text{Ln}(T) = 0.973 \text{Ln}(R) + 2.298$
AM Peak Hour:	$T = 0.897 (R) - 0.013$; I/B = 36%, O/B = 64%;
PM Peak Hour:	$\text{Ln}(T) = 0.532 \text{Ln}(R) + 5.947$; I/B = 53%, O/B = 47%

Auto Repair Center - (per ksf)

Daily:	$T = 60 (A)$
AM Peak Hour:	$T = 2.94(A)$; I/B = 65%, O/B = 35%
PM Peak Hour:	$T = 3.38(A)$; I/B = 50%, O/B = 80%

Specialty Retail - (per ksf)

Daily:	$T = 40.67(A)$
AM Peak Hour:	$T = 6.41(A)$; I/B = 48%, O/B = 52%
PM Peak Hour:	$T = 2.59(A)$; I/B = 43%, O/B = 57%

Service Station - (per pump)

Daily:	$T = 168.56(P)$
AM Peak Hour:	$T = 9.81(P) + 18.865$; I/B = 51%, O/B = 49%
PM Peak Hour:	$T = 14.56(P)$; I/B = 51%, O/B = 49%

A = Building area in 1,000's of square feet
T = Trip ends
U = Dwelling units
P = Pump

R = Room
I/B = Inbound
O/B = Outbound

Table 10(a)
Non-UCLA Related Projects Generation

Map No.	Size/Description	Daily Traffic	AM Peak Hour		PM Peak Hour	
			<u>I/B</u>	<u>O/B</u>	<u>I/B</u>	<u>O/B</u>
1.	93 Condominiums	612	8	40	39	19
2.	187 Condominiums	1,108	14	70	69	34
3.	34,641 sf Office	588	70	10	20	90
4.	2,074 sf Auto Service	124	4	2	4	3
5.	50-rm Motel (19-rm Motel)	448 <u>(168)</u> 280	12 <u>(5)</u> 7	21 <u>(9)</u> 12	17 <u>(9)</u> 8	16 <u>(7)</u> 9
6.	70,000 sf Office	1,009	123	17	27	131
7.	1,140 sf Retail	432	7	4	16	17
8.	771,000 sf Studio Expansion	0	0	0	0	0
9.	25,000 sf Office	458	55	7	18	89
10.	874,000 sf Office	7,014	924	126	180	879
11.	20,043 sf Office	386	46	6	17	85
12.	400-space Garage 6,000 sf Retail	0 1,117	0 18	0 12	0 47	0 51
13.	330,00 sf. Office (41,000 sf Office (6,000 sf Special Retail) (16 fuel pump gas station)	3,320 (669) (224) <u>(2,700)</u> (293)	425 (81) (18) <u>(88)</u> 238	58 (11) (20) <u>(88)</u> (61)	76 (21) (7) <u>(119)</u> (71)	373 (104) (9) <u>(114)</u> 146
14.	Regent Westwood	2,268	53	19	136	110
15.	Madison Marquette	8,037	94	59	452	489

**Table 10(b)
UCLA Related Projects Generation**

<u>Size/Description</u>	<u>Daily Traffic</u>	<u>AM Peak Hour</u>		<u>PM Peak Hour</u>	
		<u>I/B</u>	<u>O/B</u>	<u>I/B</u>	<u>O/B</u>
Men's Gym Staging Building	--	--	--	--	--
Northwest Campus Phase II Development	143	11	--	2	11
Southwest Campus Staging Building	--	--	--	--	--
Intramural Field Parking Structure	7,220	493	71	184	406
Southwest Campus Housing & Parking	1,461	(31)	178	142	37
Physics and Astronomy Building	18	2	--	--	2
Luck Research Center/ Thermal Energy Storage	137	10	--	2	10
Gloria Kaufman Hall	--	--	--	--	--
Seismic Renovation	--	--	--	--	--
Remaining 1990 LRDP Buildout	*	*	*	*	*

* Buildout of the LRDP has been assumed to increase total with project campus trip generation to the trip cap limits of 139,504 daily trips, 10,682 AM peak hour trips, and 12,384 PM peak hour trips.

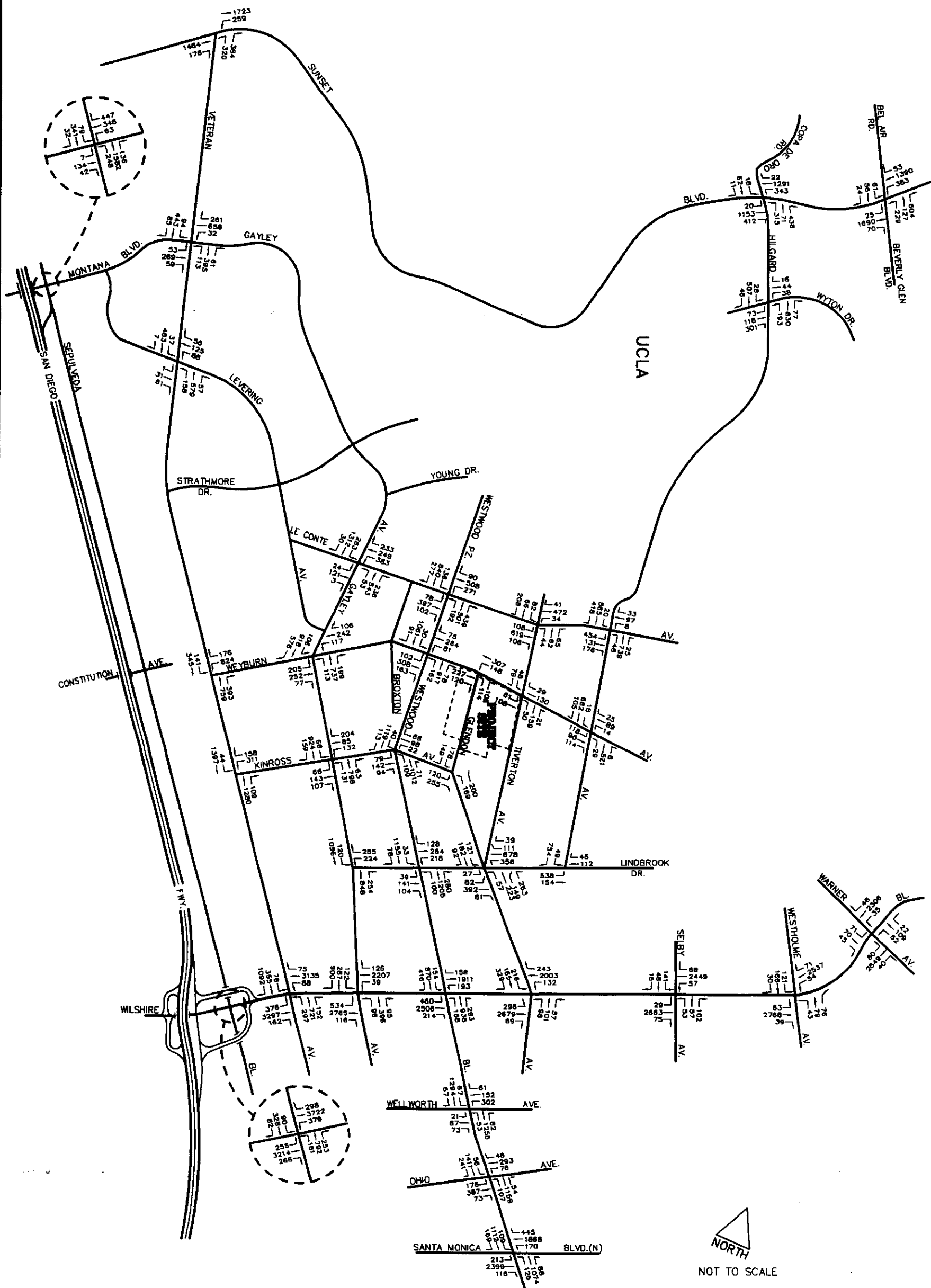


FIGURE 7(b)

10/9/2002

CASDEN-WESTWOOD\SUPERMARKET PROJECT\PM2006WO

FUTURE (2006) TRAFFIC VOLUMES
WITHOUT PROJECT
PM PEAK HOUR



CRAIN & ASSOCIATES

2007 Sawtelle Boulevard
Los Angeles, California 90025
(310) 473-6508

Transportation Planning • Traffic Engineering

determining project traffic impacts on the street system. They represent a “worst case” condition due to several factors: not all of the related projects are expected to be approved and built; reduction in existing traffic due to the demolition or removal of existing land uses resulting from development of the related projects is largely unaccounted for; some projects will implement traffic reduction programs; no discount was taken for expected trip-end linkages between future traffic generators; and transit usage may increase. Thus, actual future traffic volumes in the study area may be substantially less than depicted in Figures 7(a) and 7(b).

Highway System Improvements

Many traffic control improvements have already been implemented at critical points within the existing highway network serving the proposed development. Left-turn channelization is incorporated in the roadway geometrics throughout the study area street system. These and other traffic control measures are an indication of a very good use of the existing highway facilities. Additionally, the City of Los Angeles has implemented the ATSAC (Automated Traffic Surveillance and Control) System at all of the signalized study intersections, as well as other signalized intersections throughout the Westwood area. The City is currently in the process of installing ATCS (Adaptive Traffic Signal Control) along Sunset Boulevard in the vicinity of the San Diego Freeway, eastward to Veteran Avenue. Upon completion of this installation, all of the signalized study intersections will be controlled by ATSAC or ATCS signals. These automated traffic control computerized system add an estimated seven to ten percent capacity to signalized intersections which have been included in the ATSAC or ATCS program.

In addition to these traffic signal upgrades, the City is currently finalizing designs for a major improvement program to Santa Monica Boulevard in the study area. The “dual roadway” configuration of Santa Monica Boulevard and Little Santa Monica Boulevard will be replaced by a single roadway as part of the Santa Monica Boulevard Transitway project. The reconstructed roadway configuration will eventually extend from near the San Diego Freeway to the City of Beverly Hills. In the project vicinity, the reconstructed roadway will provide additional intersection capacity, including left-turn and right-turn lanes, at Westwood Boulevard. This portion of the Transitway project was assumed to be completed by the study year of 2006.

Analysis of Future Traffic Conditions (With and Without Project)

The analysis of future conditions in the project area was performed using the same critical movement analysis procedures as described previously in this report. For future project conditions, the roadway system was considered to have been improved only to the extent discussed in the Highway System Improvements section. As described previously, the analysis assumes that the intersections where ATSC has been implemented exhibit approximately seven percent more traffic capacity than non-ATSC locations. This methodology conforms to standard LADOT analysis procedures.

Traffic volumes for the analysis of future conditions were developed as follows:

- o As described earlier in the report, future-year benchmark traffic volumes for the “Without Project” condition were determined by combining the projected area traffic growth (one percent annual ambient growth) with new traffic generated by the 15 identified related projects and projected UCLA development.

- o Traffic volumes generated by the project were combined with these benchmark volumes to form the basis for the "With Project" traffic analysis.

The net project traffic, shown previously in Figures 4(a) and 4(b) was added to the future year 2006 "Without Project" traffic volumes shown in Figures 7(a) and 7(b) to develop the future "With Project" traffic volumes shown in Figures 8(a) and 8(b). The critical movement analysis for future traffic conditions at all of the study intersections are summarized in Table 11(a) and 11(b) for both "Without Project" and "With Project" (prior to project mitigation) scenarios for the AM and PM peak hours. A review of the expected future traffic conditions at the study intersections indicates that several study intersections, primarily located along heavily traveled Wilshire and Sunset Boulevards, are expected to be operating at Levels of Service E and F during the PM peak hour, both without and with the proposed development.

In the WLA TIMP Ordinance, LADOT defines a "significant transportation impact" at intersection locations based on relative increases in the intersection CMA values due to project and project-related traffic. The definition uses a "sliding scale" to evaluate impacts, allowing for greater increases in traffic at locations with more available (unused) capacity than at those intersections experiencing near or at capacity conditions. The LADOT significant impact criteria are shown below:

**West Los Angeles TIMP
Significant Transportation Impact Criteria**

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

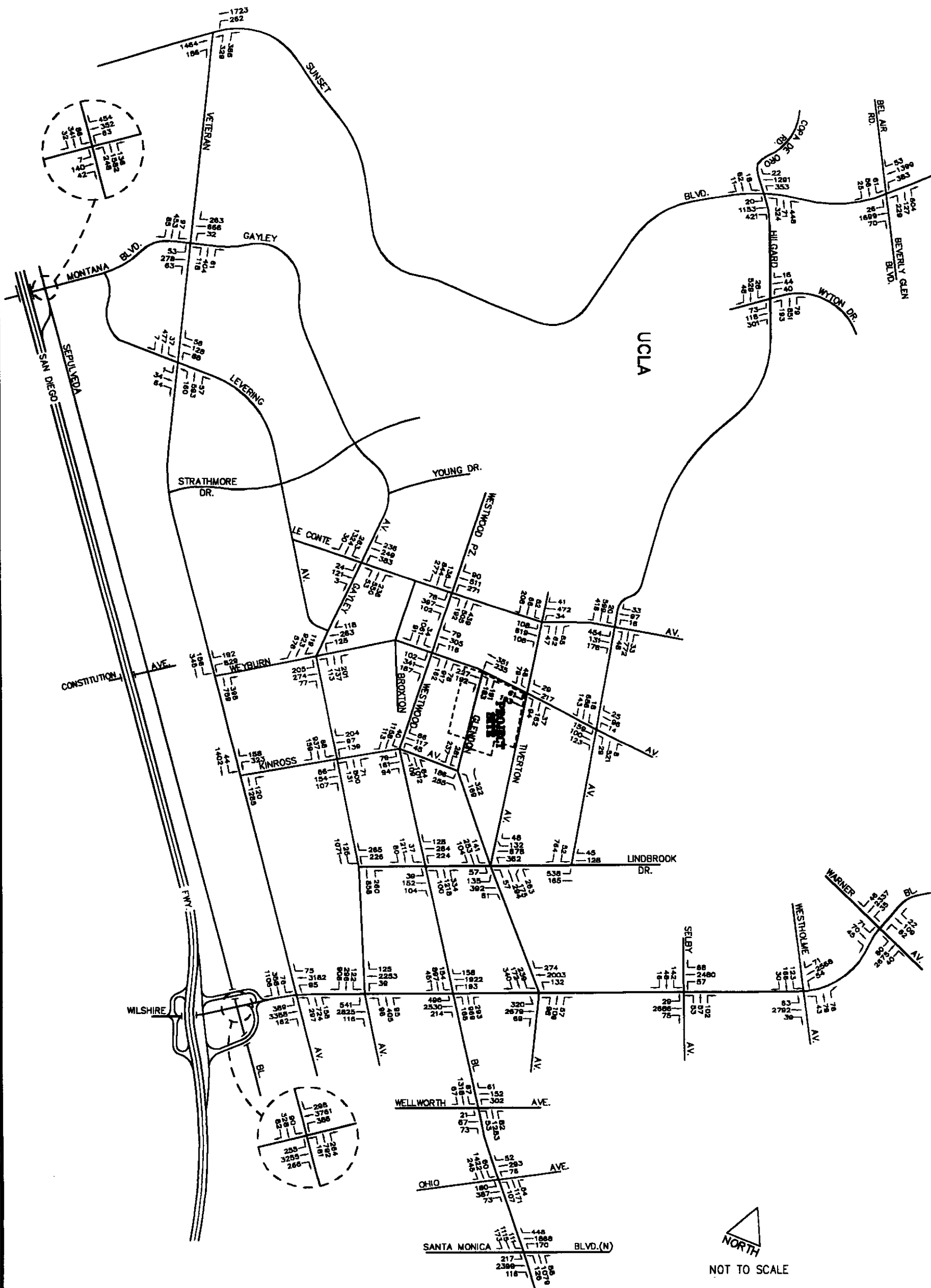


FIGURE 8(b)

1/2/2003

CASDEN-WESTWOOD\SUPERMARKET PROJECT\PM2006WP

FUTURE (2006) TRAFFIC VOLUMES
WITH PROJECT
PM PEAK HOUR



CRAIN & ASSOCIATES

2007 Sawtelle Boulevard
Los Angeles, California 90025
(310) 473-6508

Transportation Planning · Traffic Engineering

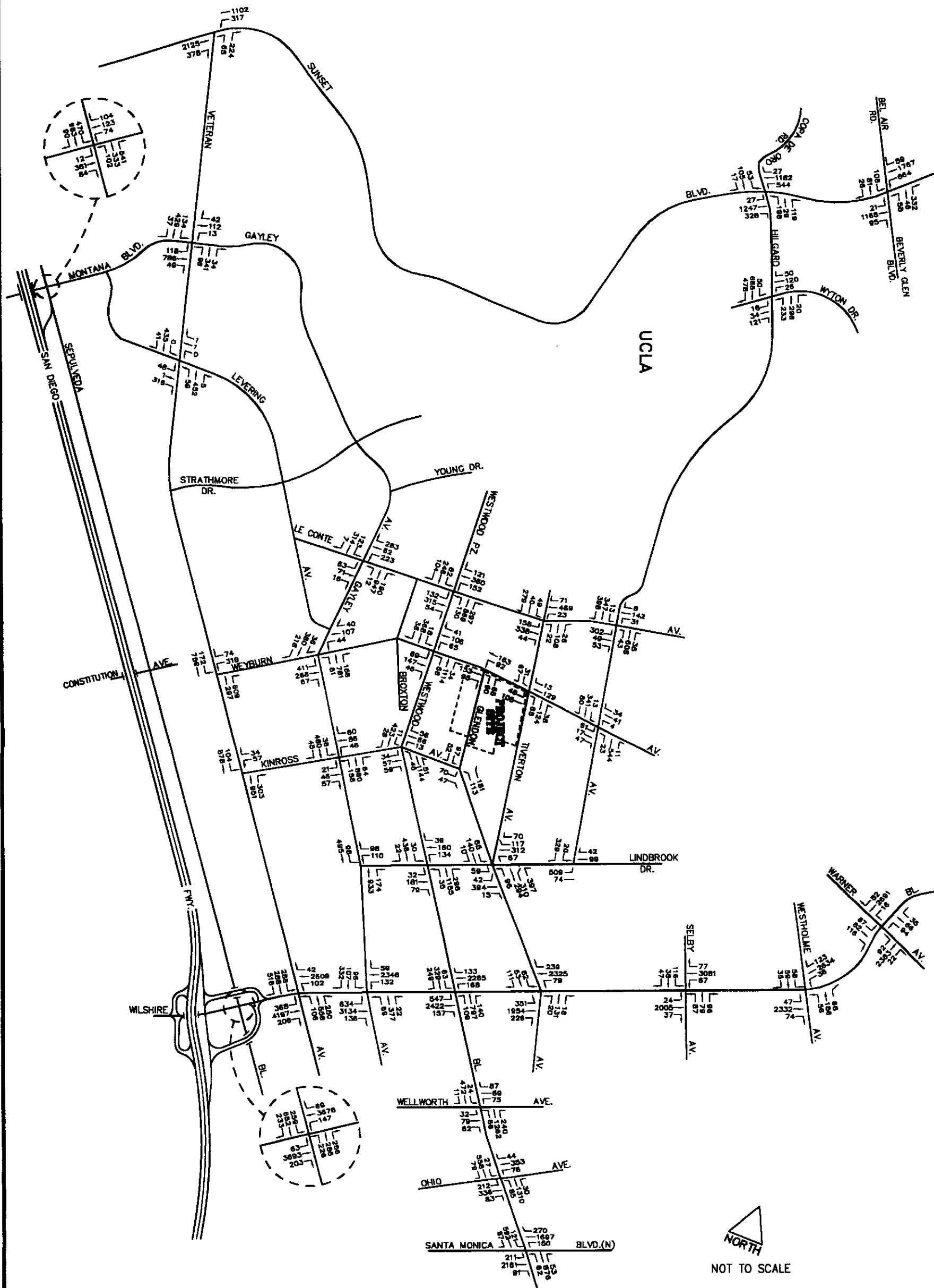


FIGURE 8(a)

1/2/2003

CASDEN-WESTWOOD\SUPERMARKET PROJECT\AM2006WP

FUTURE (2006) TRAFFIC VOLUMES
WITH PROJECT
AM PEAK HOUR



CRAIN & ASSOCIATES

2007 Sawtelle Boulevard
Los Angeles, California 90025
(310) 473-6508

Transportation Planning · Traffic Engineering

Table 11(a)
Summary of Critical Movement Analysis
Future (2006) Traffic Conditions
With and Without Project Traffic (prior to mitigation)
AM Peak Hour

No.	Intersection	Without Project		With Project		
		CMA	LOS	CMA	LOS	Impact
1.	Sunset Boulevard & Veteran Avenue	1.075	F	1.077	F	+0.002
2.	Sunset Blvd. & Hilgard Ave./Copa de Oro Rd.	1.102	F	1.109	F	+0.007
3.	Sunset Blvd. & Beverly Glen Blvd./Bel Air Rd.	1.066	F	1.069	F	+0.003
4.	Sepulveda Boulevard & Montana Avenue	0.995	E	1.000	E	+0.005
5.	Montana Blvd./Gayley Ave. & Veteran Ave.	1.029	F	1.038	F	+0.009
6.	Wyton Avenue & Hilgard Avenue	0.606	B	0.610	B	+0.004
7.	Veteran Avenue & Levering Avenue	0.524	A	0.530	A	+0.006
8.	Le Conte Avenue & Gayley Avenue	0.597	A	0.597	A	+0.000
9.	Le Conte Ave. & Westwood Blvd./Westwood Plz.	0.608	B	0.608	B	+0.000
10.	Le Conte Avenue & Tiverton Avenue	0.367	A	0.368	A	+0.001
11.	Le Conte Avenue & Hilgard Avenue	0.637	B	0.648	B	+0.011
12.	Weyburn Avenue & Veteran Avenue	0.446	A	0.451	A	+0.005
13.	Weyburn Avenue & Gayley Avenue	0.602	B	0.615	B	+0.013
14.	Weyburn Avenue & Westwood Boulevard	0.474	A	0.512	A	+0.038
15.	Weyburn Avenue & Glendon Avenue	0.194	A	0.244	A	+0.050
16.	Weyburn Avenue & Tiverton Avenue	0.349	A	0.449	A	+0.100
17.	Weyburn Avenue & Hilgard Avenue	0.404	A	0.417	A	+0.013
18.	Kinross Ave. & Veteran Ave. (Future Extension)	0.344	A	0.346	A	+0.002
19.	Kinross Avenue & Gayley Avenue	0.375	A	0.378	A	+0.003
20.	Kinross Avenue & Westwood Boulevard	0.464	A	0.473	A	+0.009
21.	Kinross Avenue & Glendon Avenue	0.214	A	0.312	A	+0.098

Table 11(a) (continued)
Summary of Critical Movement Analysis
Future (2006) Traffic Conditions
With and Without Project Traffic (prior to mitigation)
AM Peak Hour

No.	<u>Intersection</u>	<u>Without Project</u>		<u>With Project</u>		
		<u>CMA</u>	<u>LOS</u>	<u>CMA</u>	<u>LOS</u>	<u>Impact</u>
22.	Lindbrook Drive & Gayley Avenue	0.433	A	0.438	A	+0.005
23.	Lindbrook Drive & Westwood Boulevard	0.539	A	0.549	A	+0.010
24.	Lindbrook Drive, Glendon Avenue & Tiverton Ave.	0.597	A	0.655	B	+0.058
25.	Lindbrook Drive & Hilgard Avenue	0.439	A	0.447	A	+0.008
26.	Wilshire Boulevard & Sepulveda Boulevard	1.189	F	1.195	F	+0.006
27.	Wilshire Boulevard & Veteran Avenue	1.134	F	1.140	F	+0.006
28.	Wilshire Blvd. & Gayley Avenue/Midvale Ave.	0.790	C	0.796	C	+0.006
29.	Wilshire Boulevard & Westwood Boulevard	0.848	D	0.858	D	+0.010
30.	Wilshire Boulevard & Glendon Avenue	0.674	B	0.690	B	+0.016
31.	Wilshire Boulevard & Selby Avenue	0.896	D	0.900	D	+0.004
32.	Wilshire Boulevard & Westholme Avenue	0.862	D	0.866	D	+0.004
33.	Wilshire Boulevard & Warner Avenue	0.764	C	0.766	C	+0.002
34.	Wellworth Avenue & Westwood Boulevard	0.618	B	0.622	B	+0.004
35.	Ohio Avenue & Westwood Boulevard	0.795	C	0.801	D	+0.006
36.	Santa Monica Blvd. (N I/S) & Westwood Blvd.	0.870	D	0.871	D	+0.001

* Indicates significant impact as defined by West Los Angeles Transportation Improvement and Mitigation (TIMP) Specific Plan Ordinance Number 171,492, March 8, 1997.

Table 11(b)
Summary of Critical Movement Analysis
Future (2006) Traffic Conditions
With and Without Project Traffic (prior to mitigation)
PM Peak Hour

No.	<u>Intersection</u>	<u>Without Project</u>		<u>With Project</u>		
		<u>CMA</u>	<u>LOS</u>	<u>CMA</u>	<u>LOS</u>	<u>Impact</u>
1.	Sunset Boulevard & Veteran Avenue	0.912	E	0.924	E	+0.012*
2.	Sunset Blvd. & Hilgard Ave./Copa de Oro Rd.	0.972	E	0.987	E	+0.015*
3.	Sunset Blvd. & Beverly Glen Blvd./Bel Air Rd.	1.251	F	1.254	F	+0.003
4.	Sepulveda Boulevard & Montana Avenue	0.859	D	0.869	D	+0.010
5.	Montana Blvd./Gayley Ave. & Veteran Ave.	1.089	F	1.108	F	+0.019*
6.	Wyton Avenue & Hilgard Avenue	0.409	A	0.418	A	+0.009
7.	Veteran Avenue & Levering Avenue	0.664	B	0.677	B	+0.013
8.	Le Conte Avenue & Gayley Avenue	0.751	C	0.755	C	+0.004
9.	Le Conte Ave. & Westwood Blvd./Westwood Plz.	0.851	D	0.853	D	+0.002
10.	Le Conte Avenue & Tiverton Avenue	0.368	A	0.369	A	+0.001
11.	Le Conte Avenue & Hilgard Avenue	0.810	D	0.839	D	+0.029*
12.	Weyburn Avenue & Veteran Avenue	0.611	B	0.629	B	+0.018
13.	Weyburn Avenue & Gayley Avenue	0.820	D	0.842	D	+0.022*
14.	Weyburn Avenue & Westwood Boulevard	0.789	C	0.849	D	+0.060*
15.	Weyburn Avenue & Glendon Avenue	0.345	A	0.488	A	+0.143
16.	Weyburn Avenue & Tiverton Avenue	0.498	A	0.647	B	+0.149
17.	Weyburn Avenue & Hilgard Avenue	0.710	C	0.778	C	+0.068*
18.	Kinross Ave. & Veteran Ave. (Future Extension)	0.509	A	0.516	B	+0.007
19.	Kinross Avenue & Gayley Avenue	0.633	B	0.649	B	+0.016
20.	Kinross Avenue & Westwood Boulevard	0.705	C	0.740	C	+0.035
21.	Kinross Avenue & Glendon Avenue	0.320	A	0.508	A	+0.188

Table 11(b) (continued)
Summary of Critical Movement Analysis
Future (2006) Traffic Conditions
With and Without Project Traffic (prior to mitigation)
PM Peak Hour

No.	Intersection	Without Project		With Project		
		CMA	LOS	CMA	LOS	Impact
22.	Lindbrook Drive & Gayley Avenue	0.554	A	0.563	A	+0.009
23.	Lindbrook Drive & Westwood Boulevard	0.805	D	0.821	D	+0.016
24.	Lindbrook Drive, Glendon Avenue & Tiverton Ave.	0.876	D	1.024	F	+0.148*
25.	Lindbrook Drive & Hilgard Avenue	0.639	B	0.659	B	+0.020
26.	Wilshire Boulevard & Sepulveda Boulevard	1.291	F	1.303	F	+0.012*
27.	Wilshire Boulevard & Veteran Avenue	1.157	F	1.173	F	+0.016*
28.	Wilshire Blvd. & Gayley Avenue/Midvale Ave.	0.814	D	0.831	D	+0.017
29.	Wilshire Boulevard & Westwood Boulevard	0.912	E	0.925	E	+0.013*
30.	Wilshire Boulevard & Glendon Avenue	0.836	D	0.858	D	+0.022*
31.	Wilshire Boulevard & Selby Avenue	0.795	C	0.801	D	+0.006
32.	Wilshire Boulevard & Westholme Avenue	0.868	D	0.875	D	+0.007
33.	Wilshire Boulevard & Warner Avenue	0.710	C	0.716	C	+0.006
34.	Wellworth Avenue & Westwood Boulevard	0.777	C	0.787	C	+0.010
35.	Ohio Avenue & Westwood Boulevard	0.897	D	0.907	E	+0.010*
36.	Santa Monica Blvd. (N I/S) & Westwood Blvd.	1.082	F	1.086	F	+0.004

* Indicates significant impact as defined by West Los Angeles Transportation Improvement and Mitigation (TIMP) Specific Plan Ordinance Number 171,492, March 8, 1997.

As shown in Tables 11(a) and 11(b), the project is expected to have significant traffic impacts at thirteen of the thirty-six study intersections, all during the PM peak hour. Mitigation measures to address these impacts are discussed in a following section. These measures will reduce all project traffic impact to less than significant levels.

Freeway Impact Analysis

Primary regional access to the Palazzo Westwood project is provided via the north/south oriented San Diego Freeway (I-405) approximately three-quarters of a mile to the west of the project site, and to a lesser degree by the east/west-oriented Santa Monica Freeway (I-10) approximately two and one-half miles to the south. Freeway ramps for the San Diego Freeway in the project vicinity are located at Santa Monica Boulevard, Wilshire Boulevard, Sepulveda Boulevard/Montana Avenue (northbound off only), Waterford Street (southbound on only), and Sunset Boulevard. The nearest Santa Monica Freeway ramp is located at Overland Avenue.

Both of these freeways exhibit severely congested conditions during the peak hours, with average travel speeds dropping below 30 miles per hour for several hours in the peak direction of travel during the peak commute periods.

The San Diego Freeway currently carries in excess of 270,000 vehicles per day (VPD), with peak directional volumes during the peak commute hour of over 10,000 vehicles per hour (VPH) in the vicinity of the project. Likewise, the Santa Monica Freeway near Overland Avenue, exhibits existing daily traffic volumes of approximately 230,000 VPD. Peak directional traffic volumes on this portion of the I-10 approach 9,000 VPH.

Standard freeway analysis procedures established by LADOT assigns capacities to the freeway mainline system at 2,000 vehicles per hour per lane. The San Diego Freeway in the project vicinity provides four to five northbound and four to five southbound lanes, for a total directional capacity of between approximately 8,000 and 10,000 vehicles per hour.

A significant freeway impact is generally accepted as an increase in the direction volume-to-capacity (V/C) of two percent or more at Level of Service E or F. Thus, in order to produce a significant impact, the project would need to add 160 VPH or more

per direction for a four-lane freeway segment, or 200 VPH or more per direction for a five-lane segment. The maximum peak hour freeway volume increase attributable to the project would be significantly less than 160 vehicles per hour per direction, the threshold level of significance. Therefore, no significant project-related impacts to the regional transportation system are expected.

Neighborhood Traffic Impacts

This study also analyzed the potential impacts of traffic on the nearby neighborhood streets surrounding the project site. This area currently experiences traffic intrusion resulting from both commuter traffic and Westwood/UCLA traffic. Four neighborhood streets, Weyburn Avenue, Lindbrook Avenue and Le Conte Avenue, to the east of Hilgard Avenue, and Montana Avenue, west of Veteran Avenue are currently utilized as "cut-through" routes to avoid the congested intersections along Wilshire Boulevard south of the Westwood Village and could be potentially impacted by project patrons as well.

Due to these existing cut-through traffic problems and the potential for increased traffic intrusion in the neighborhood as a result of increases in ambient traffic, on-going and future area development, and construction of the Palazzo Westwood project itself, an analysis of traffic impacts along these residential streets was conducted. The methodology used by the City for determining neighborhood impacts is based on daily traffic along each street.

Recent 24-hour traffic counts on the three neighborhood streets in question were conducted to determine the amount of existing traffic currently utilizing these facilities. These counts were taken on each of the three streets at locations designed to fully

intercept all commuter and Westwood/UCLA traffic entering or exiting the neighborhood. The counts were conducted for multiple days while UCLA was in session.

The counts indicated that Montana Avenue currently carries an average of approximately 13,000 vehicles per day (VPD) during weekdays along the segment immediately west of Veteran Avenue. Weyburn Avenue east of Hilgard Avenue exhibits average daily traffic of approximately 2,000 VPD during weekdays. Le Conte Avenue in the same vicinity, daily traffic volumes were approximately 3,000 VPD for weekdays, while Lindbrook Avenue in the same vicinity, daily weekday traffic volumes are approximately 4,600 VPD.

Using the methodology described earlier in this report for forecasting future year "Without Project" conditions for the study intersections, the future daily traffic volume on each of the residential streets was projected. Existing traffic was growth factored by one percent per year to the year 2006 to account for expected ambient area wide traffic growth. Then daily trips resulting from nearby related projects were added to this traffic base. Future "Without Project" traffic volumes were estimated to be approximately 14,750 VPD on Montana Avenue, 2,700 VPD on Weyburn Avenue, and 3,800 VPD on Le Conte Avenue, and 5,400 VPD on Lindbrook Avenue.

The West Los Angeles TIMP defines a project's significant neighborhood impact as a percentage of future projected daily traffic volumes on the street analyzed. For neighborhood streets projected to operate at 1,000 VPD or lower, a significant project impact occurs when daily project traffic increases by 120 vehicles per day or more. For streets with between 1,000 and 2,000 daily trips, an increase of 12 percent or more of the total future traffic on the street (considering ambient growth, related projects and project traffic) is considered significant. Between 2,000 and 3,000 daily trips, a 10 percent increase is deemed to constitute a significant impact, and above 3,000 daily trips, an eight percent increase is the threshold.

Using the daily trip generation calculations summarized earlier in this report, along with the anticipated project traffic distributions used for the intersection analysis, the amount of daily project-related trips along each of the studied neighborhood streets was estimated. These project traffic volumes, along with a summary of existing and future street traffic volumes are contained in Table 12.

Table 12
Palazzo Westwood
Neighborhood Traffic Intrusion Analysis
Average Daily Traffic Volumes

<u>Location</u>	<u>Existing (2001) Daily Traffic</u>	<u>Projected Future (2006) Without Project</u>	<u>Daily Project Traffic</u>	<u>Future (2006) With Project</u>	<u>Significance Threshold</u>	<u>Project Impact Percent</u>
Montana Ave. W/O Veteran Ave.	12,945	14,739	293	15,032	8%	1.9%
Weyburn Ave. E/O Hilgard Ave.	1,952	2,682	222	2,904	10%	7.6%
Lindbrook Ave. E/O Hilgard Ave.	4,591	5,434	339	5,773	8%	5.9%
Le Conte Ave. E/O Hilgard Ave.	2,999	3,834	171	4,005	8%	4.3%

The project is estimated to result in an increase in daily traffic along Montana Avenue of approximately 293 VPD, and an increase on Le Conte Avenue of approximately 171 VPD. On Weyburn Avenue, project traffic volume increases of about 222 VPD are expected. Traffic volumes on Lindbrook Drive are expected to increase by approximately 339 vehicles per day. However, as shown in Table 12, these traffic increases are below the significance thresholds established by LADOT, and no significant neighborhood impacts would occur as a result of traffic generated by the project.

MITIGATION MEASURES

As discussed previously, the project would be expected to significantly impact thirteen of the thirty-six study intersections, all during the PM peak hour. In order to mitigate the traffic impacts at these intersections, several roadway improvements were considered for implementation by the project. These improvements include traffic signal enhancements, minor roadway widenings, and intersection restripings. The recommended project traffic mitigation roadway improvements are listed and described below.

- o Weyburn Avenue and Westwood Boulevard - Restripe the intersection to provide a shared left-turn/through lane and a shared right-turn/through lane in the westbound direction. This improvement could require the removal of up to two metered on-street parking spaces on the north side of the east leg of the intersection.
- o Lindbrook Drive and Glendon Avenue/Tiverton Avenue - Restripe the eastbound and westbound approaches of Lindbrook Drive at this intersection to provide a left-turn only lane, one through lane and one through-right shared lane for westbound Lindbrook Drive. Modify the signal phasing if necessary.
- o Wilshire Boulevard and Glendon Avenue - Restripe the south leg of Glendon Avenue to provide two northbound through lanes (one shared left-turn/through lane and one shared through/right-turn lane). PM peak hour parking restrictions currently exist along the east side of Glendon Avenue south of Wilshire Boulevard, and therefore, no parking removals are necessary.

In addition to the recommended physical intersection improvements described above, the project should contribute to the installation of the following traffic signal enhancement measure.

- o Install ATCS - Contribute to the installation of the City's Adaptive Traffic Control System (ATCS) in the study area. The ATCS system is an automated traffic signal coordination system designed as an upgrade to the current Automated Traffic Surveillance and Control (ATSAC) system currently implemented in the project vicinity. ATSAC/ATCS monitors traffic volumes and travel demands throughout a network of signalized intersections, and adjusts traffic signal timing and phasing in real time to maximize the capacity of the intersections and reduce delay.

To evaluate the proposed mitigation improvements, a supplemental analysis was conducted, using the same intersection evaluation techniques and methodologies as described previously, but assuming the recommended mitigation measures are "in place". The results of the supplemental mitigation analysis are summarized in Table 13.

As shown in Table 13, the recommended mitigation improvements will reduce the expected impacts of the proposed Palazzo Westwood project to less than significant levels at the thirteen affected intersections.

Table 13
Summary of Critical Movement Analysis
Future (2006) Traffic Conditions - Without and With Project Mitigation

No.	Intersection	Peak Period	Without Project		With Project			With Project + Project Mitigation		
			CMA	LOS	CMA	LOS	Impact	CMA	LOS	Impact
1.	Sunset Blvd. & Veteran Ave.	AM	1.075	F	1.077	F	+ 0.002	1.047	F	- 0.028
		PM	0.912	E	0.924	E	+ 0.012*	0.894	D	- 0.018
2.	Sunset Blvd. & Hilgard Ave./ Copa de Oro Dr.	AM	1.102	F	1.109	F	+ 0.007	1.079	F	- 0.023
		PM	0.972	E	0.987	E	+ 0.015*	0.957	E	- 0.015
5.	Montana Ave./ Gayley Ave. & Veteran Ave.	AM	1.029	F	1.038	F	+ 0.009	1.008	F	- 0.021
		PM	1.089	F	1.108	F	+ 0.019*	1.078	F	- 0.011
11.	Le Conte Ave. & Hilgard Avenue	AM	0.637	B	0.648	B	+ 0.011	0.618	B	- 0.019
		PM	0.810	D	0.839	D	+ 0.029*	0.809	D	- 0.001
13.	Weyburn Ave. & Gayley Ave.	AM	0.602	B	0.615	B	+ 0.013	0.585	A	- 0.017
		PM	0.820	D	0.842	D	+ 0.022*	0.812	D	- 0.008
14.	Weyburn Ave. & Westwood Blvd.	AM	0.474	A	0.512	A	+ 0.038	0.425	A	- 0.049
		PM	0.789	C	0.849	D	+ 0.060*	0.730	C	- 0.059
17.	Weyburn Ave. & Hilgard Ave.	AM	0.404	A	0.417	A	+ 0.013	0.390	A	- 0.014
		PM	0.710	C	0.778	C	+ 0.068*	0.748	C	+ 0.038
24.	Lindbrook Dr. & Glendon Ave./ Tiverton Ave.	AM	0.597	A	0.655	B	+ 0.058	0.663	B	+ 0.066
		PM	0.876	D	1.024	F	+ 0.148*	0.850	D	- 0.026
26.	Wilshire Blvd. & Sepulveda Blvd.	AM	1.189	F	1.195	F	+ 0.006	1.165	F	- 0.024
		PM	1.291	F	1.303	F	+ 0.012*	1.273	F	- 0.018
27.	Wilshire Blvd. & Veteran Ave.	AM	1.134	F	1.140	F	+ 0.006	1.110	F	- 0.024
		PM	1.157	F	1.173	F	+ 0.016*	1.143	F	- 0.014
29.	Wilshire Blvd. & Westwood Blvd.	AM	0.848	D	0.858	D	+ 0.010	0.828	D	- 0.020
		PM	0.912	E	0.925	E	+ 0.013*	0.895	D	- 0.017
30.	Wilshire Blvd. & Glendon Ave.	AM	0.674	B	0.690	B	+ 0.016	0.649	B	- 0.025
		PM	0.836	D	0.858	D	+ 0.022*	0.788	C	- 0.048
35.	Ohio Ave. & Westwood Blvd.	AM	0.795	C	0.801	D	+ 0.006	0.771	C	- 0.024
		PM	0.897	D	0.907	E	+ 0.010*	0.877	D	- 0.020

* Indicates significant impact, prior to mitigation.

PROJECT COMPONENT TRIP DISTRIBUTION

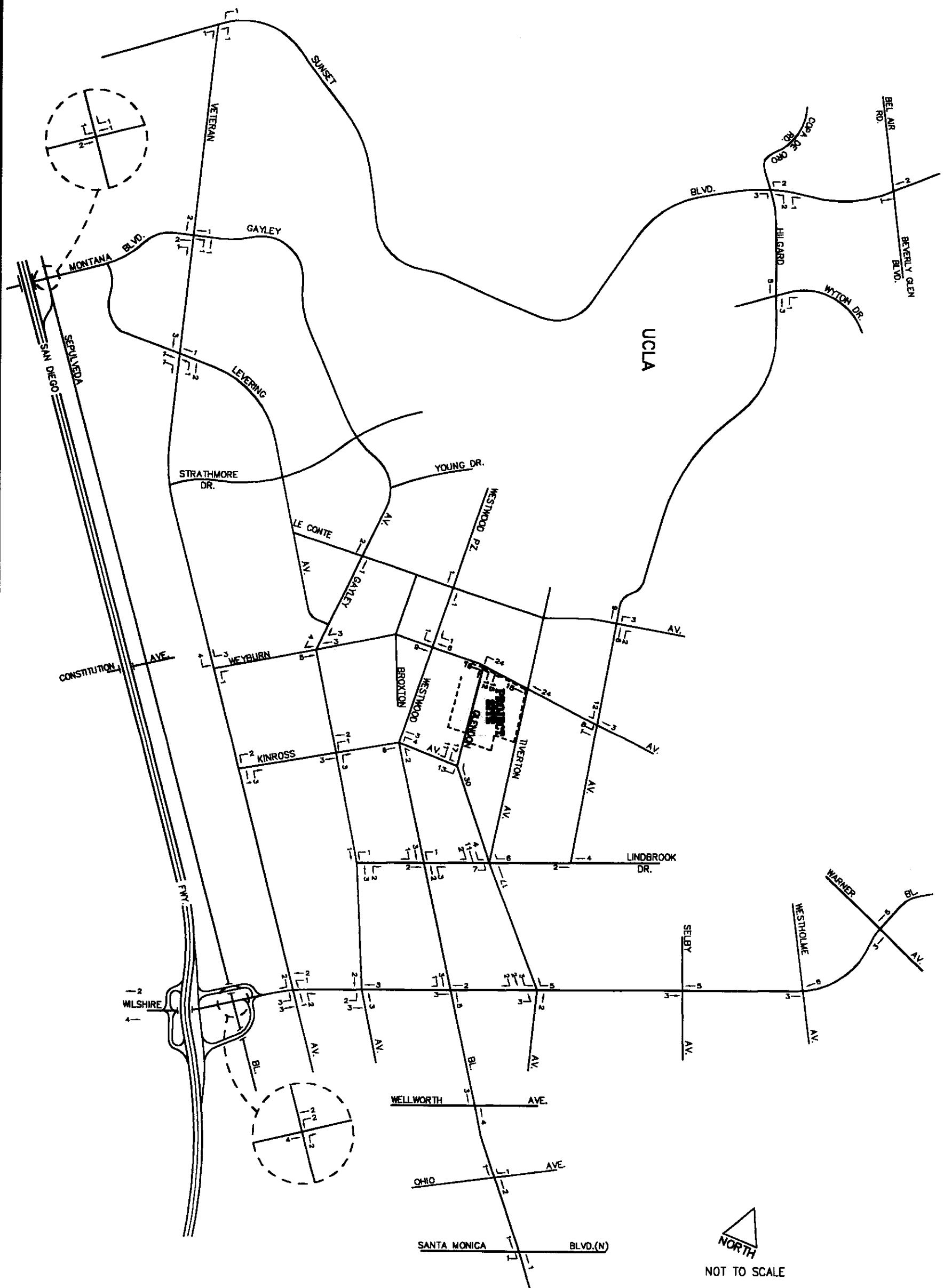


FIGURE B-3(a)

1/2/03

CASDEN-WESTWOOD/SUPERMARKET PROJECT\AM-SUPERMARKET

NET SUPERMARKET TRIPS
AM PEAK HOUR



CRAIN & ASSOCIATES

2007 Sawtelle Boulevard
Los Angeles, California 90025
(310) 473-6508

Transportation Planning · Traffic Engineering

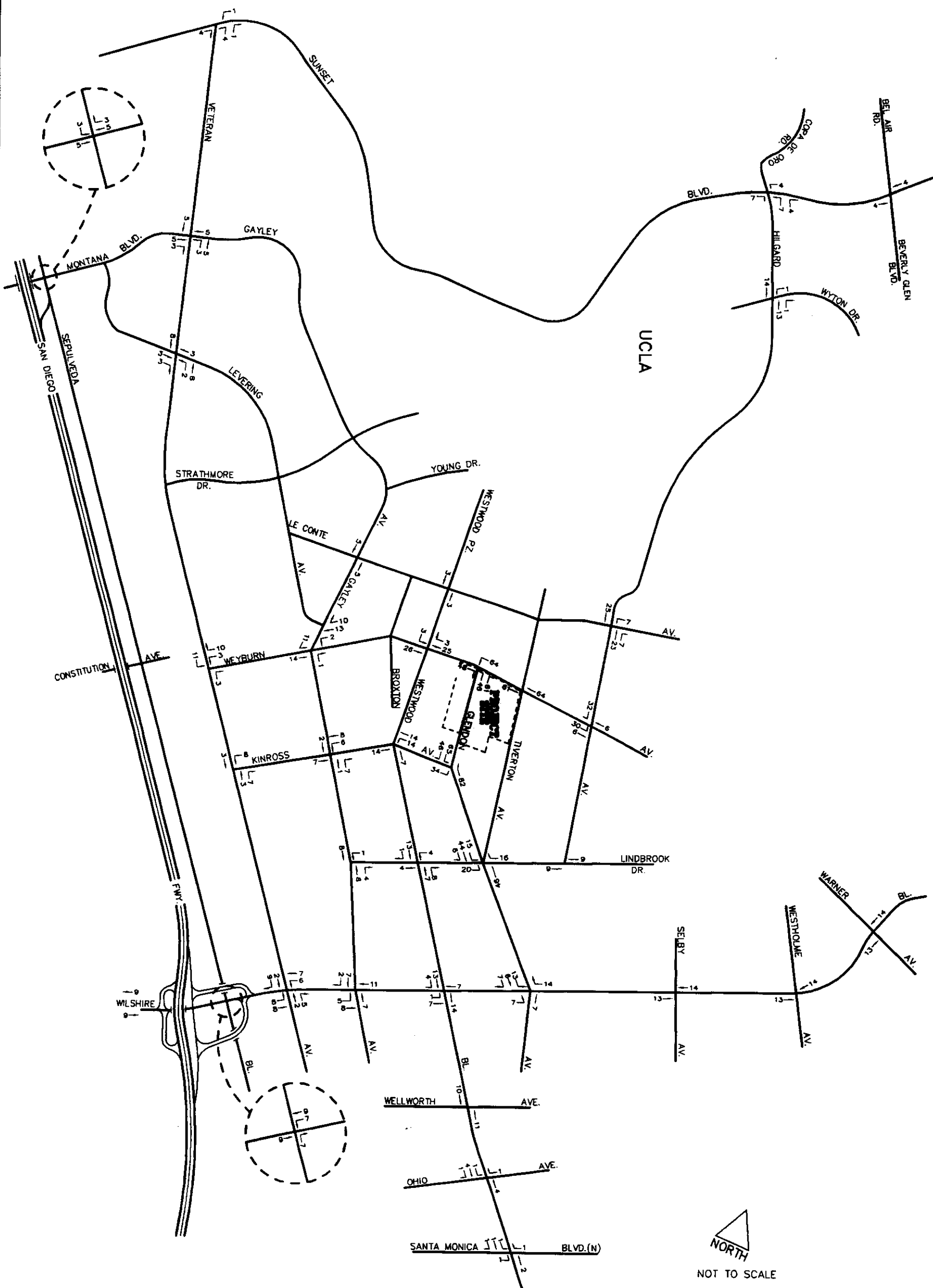


FIGURE B-3(b)

1/2/03

CASDEN-WESTWOOD\SUPERMARKET PROJECT\PM-SUPERMARKET

NET SUPERMARKET TRIPS
PM PEAK HOUR



CRAIN & ASSOCIATES

2007 Sawtelle Boulevard
Los Angeles, California 90025
(310) 473-6508

Transportation Planning • Traffic Engineering

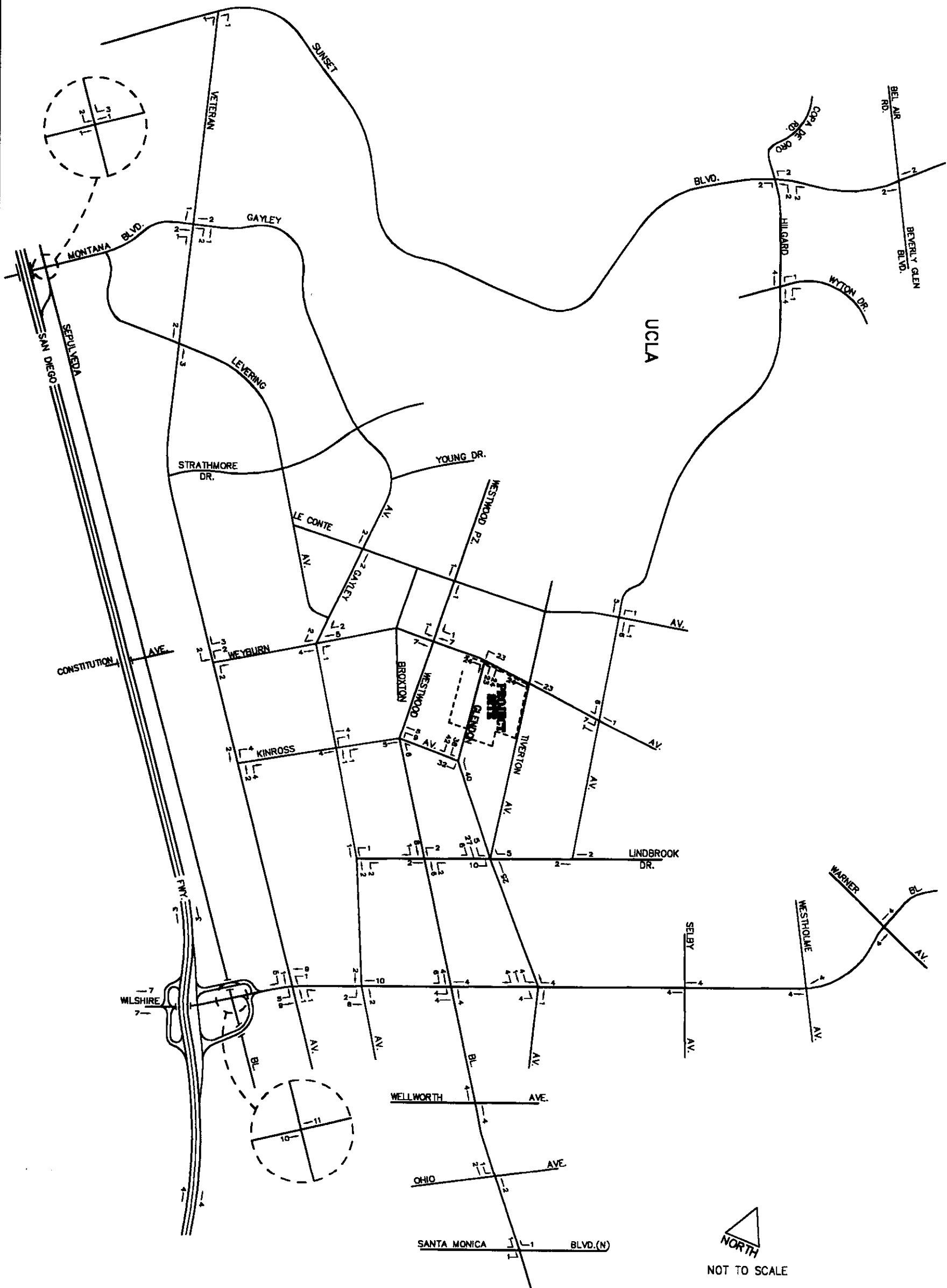


FIGURE B-2(b)

1/2/03

CASDEN-WESTWOOD\SUPERMARKET PROJECT\PM-SHOPPING

NET SHOPPING CENTER TRIPS
PM PEAK HOUR



CRAIN & ASSOCIATES

2007 Sawtelle Boulevard
Los Angeles, California 90025
(310) 473-6508

Transportation Planning · Traffic Engineering

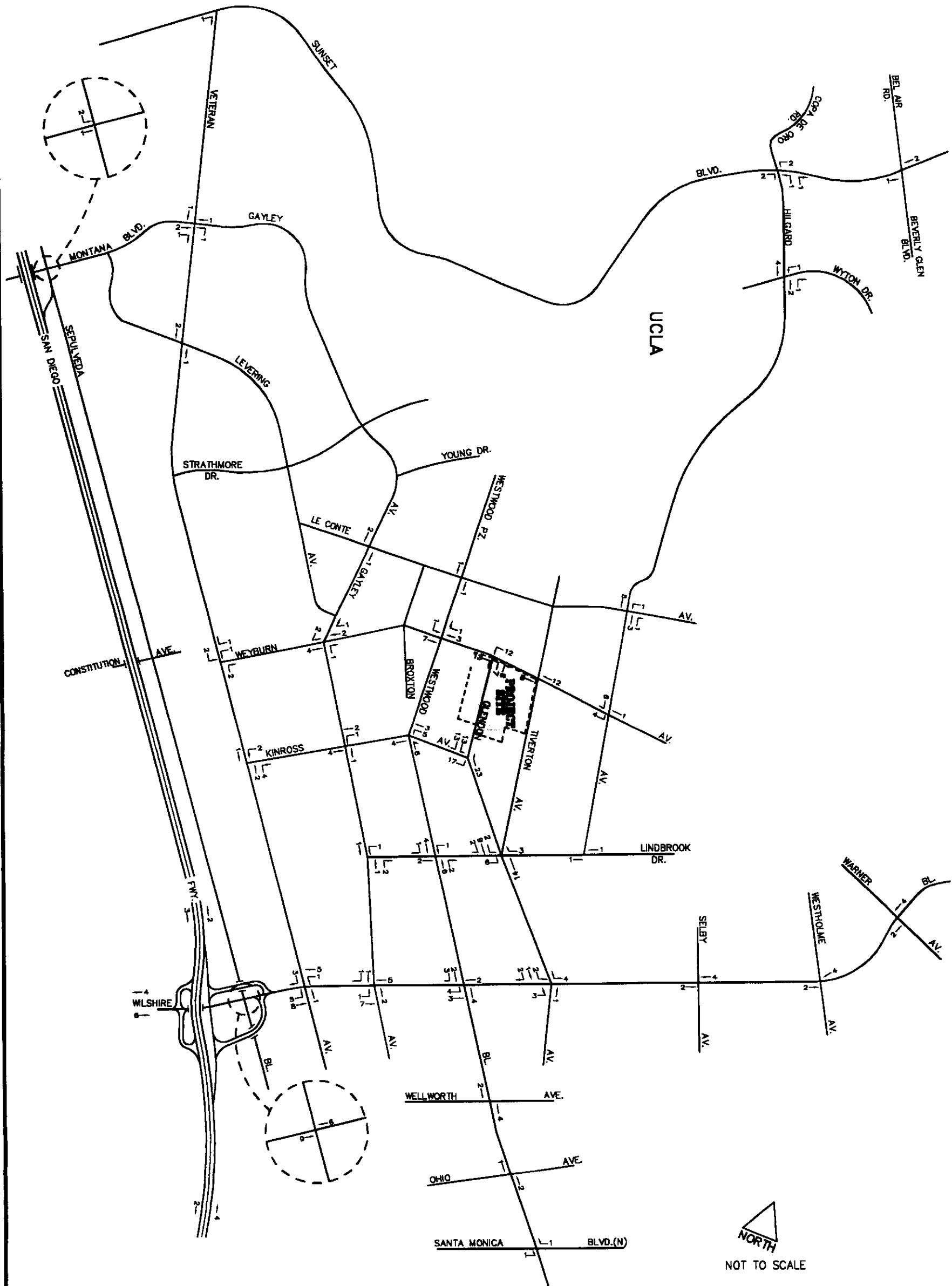


FIGURE B-2(a)

1/2/03

CASDEN-WESTWOOD\SUPERMARKET PROJECT\AM-SHOPPING

NET SHOPPING CENTER TRIPS
AM PEAK HOUR



CRAIN & ASSOCIATES

2007 Sawtelle Boulevard
Los Angeles, California 90025
(310) 473-6508

Transportation Planning · Traffic Engineering

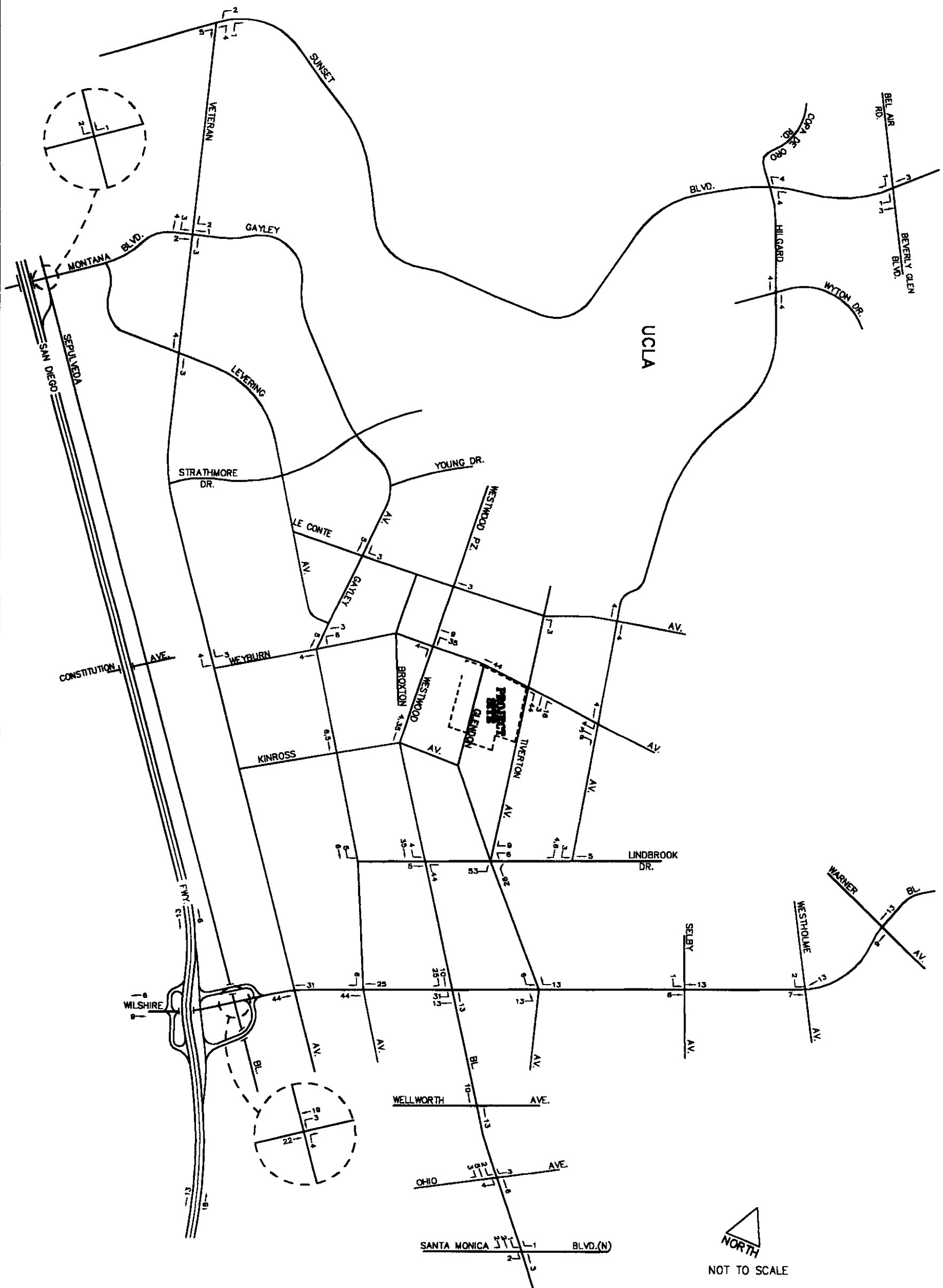


FIGURE B-1(b)

1/3/03

CASDEN-WESTWOOD\SUPERMARKET PROJECT\PM-RESIDENTIAL

NET RESIDENTIAL TRIPS
PM PEAK HOUR



CRAIN & ASSOCIATES

2007 Sawtelle Boulevard
Los Angeles, California 90025
(310) 473-6508

Transportation Planning • Traffic Engineering

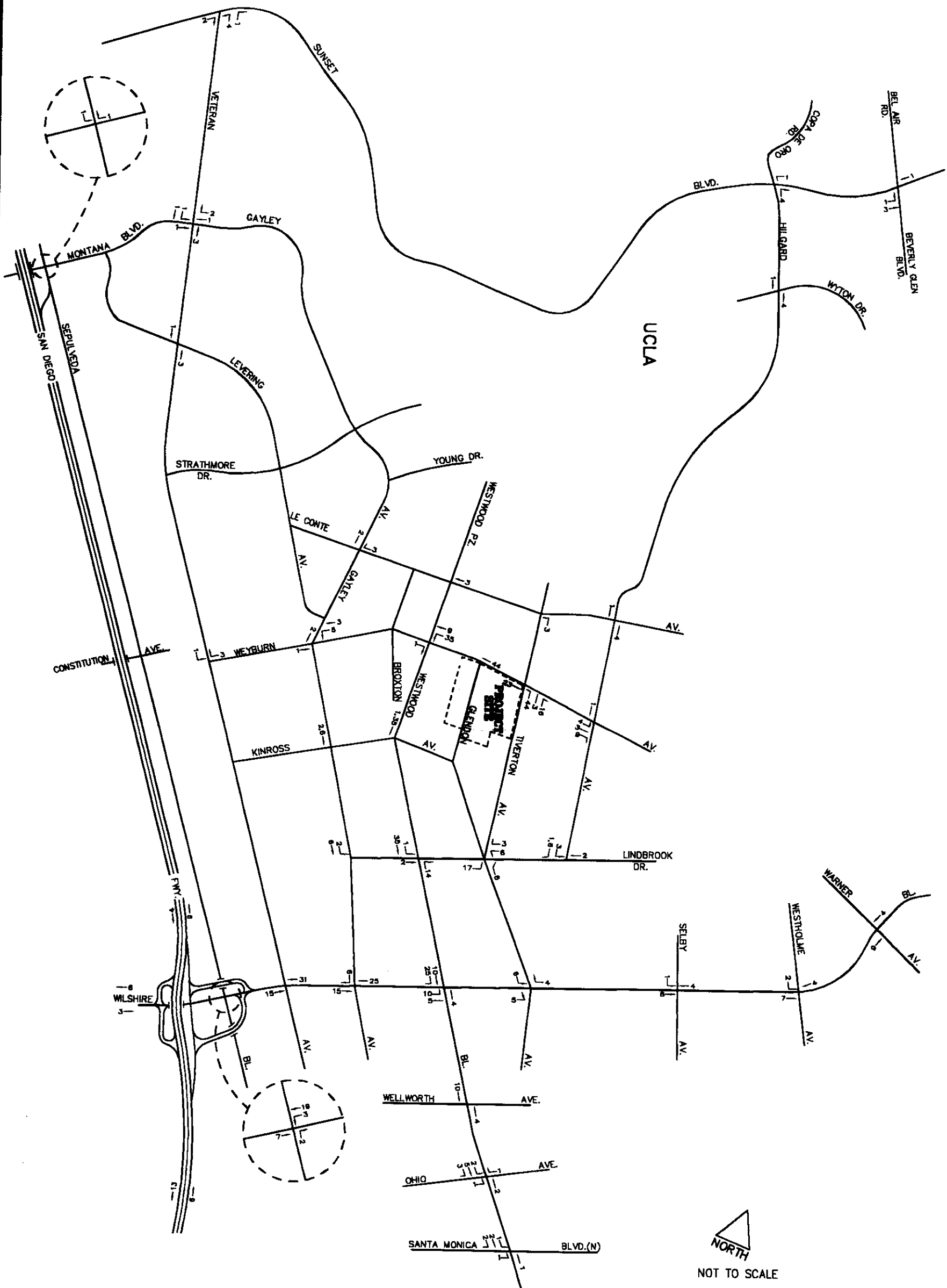


FIGURE B-1(a)

1/3/03

CASDEN-WESTWOOD SUPERMARKET PROJECT AM-RESIDENTIAL

NET RESIDENTIAL TRIPS
AM PEAK HOUR



CRAIN & ASSOCIATES

2007 Sawtelle Boulevard
Los Angeles, California 90025
(310) 473-6508

Transportation Planning · Traffic Engineering

PROJECT COMPONENT TRIP ASSIGNMENTS

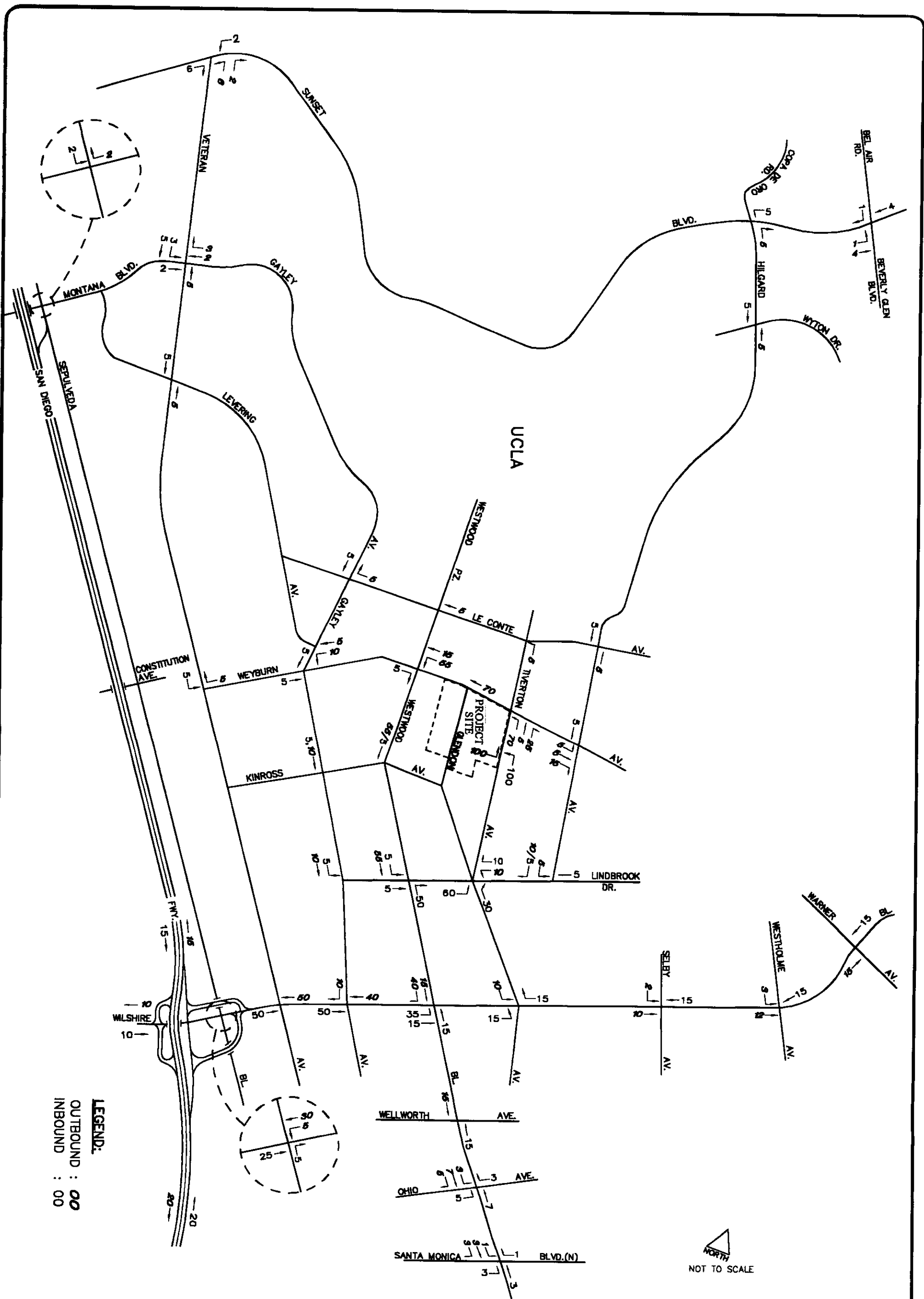


FIGURE A-1

12/30/02

FN: CASDEN-WESTWOOD\SUPERMARKET PROJECT\PROJDIST-RESIDENT

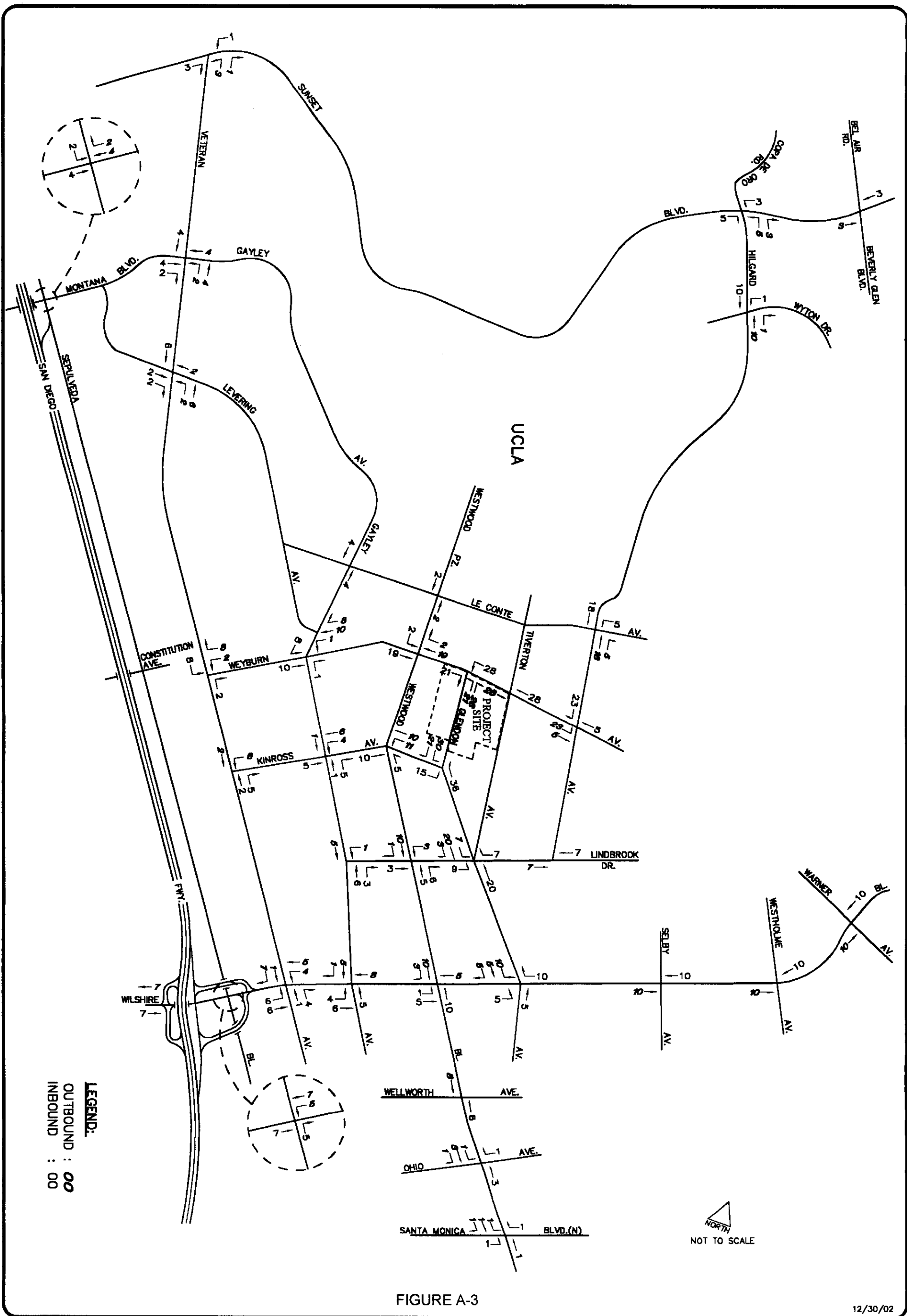
RESIDENTIAL DISTRIBUTION PERCENTAGES



CRAIN & ASSOCIATES

2007 Sawtelle Boulevard
 Los Angeles, California 90025
 (310) 473-6508

Transportation Planning • Traffic Engineering



FN: CASDEN-WESTWOOD\SUPERMARKET PROJECT\PROJDIST-DRUGSTORE

SUPERMARKET DISTRIBUTION PERCENTAGES



CRAIN & ASSOCIATES

2007 Sawtelle Boulevard
 Los Angeles, California 90025
 (310) 473-6508

Transportation Planning Traffic Engineering

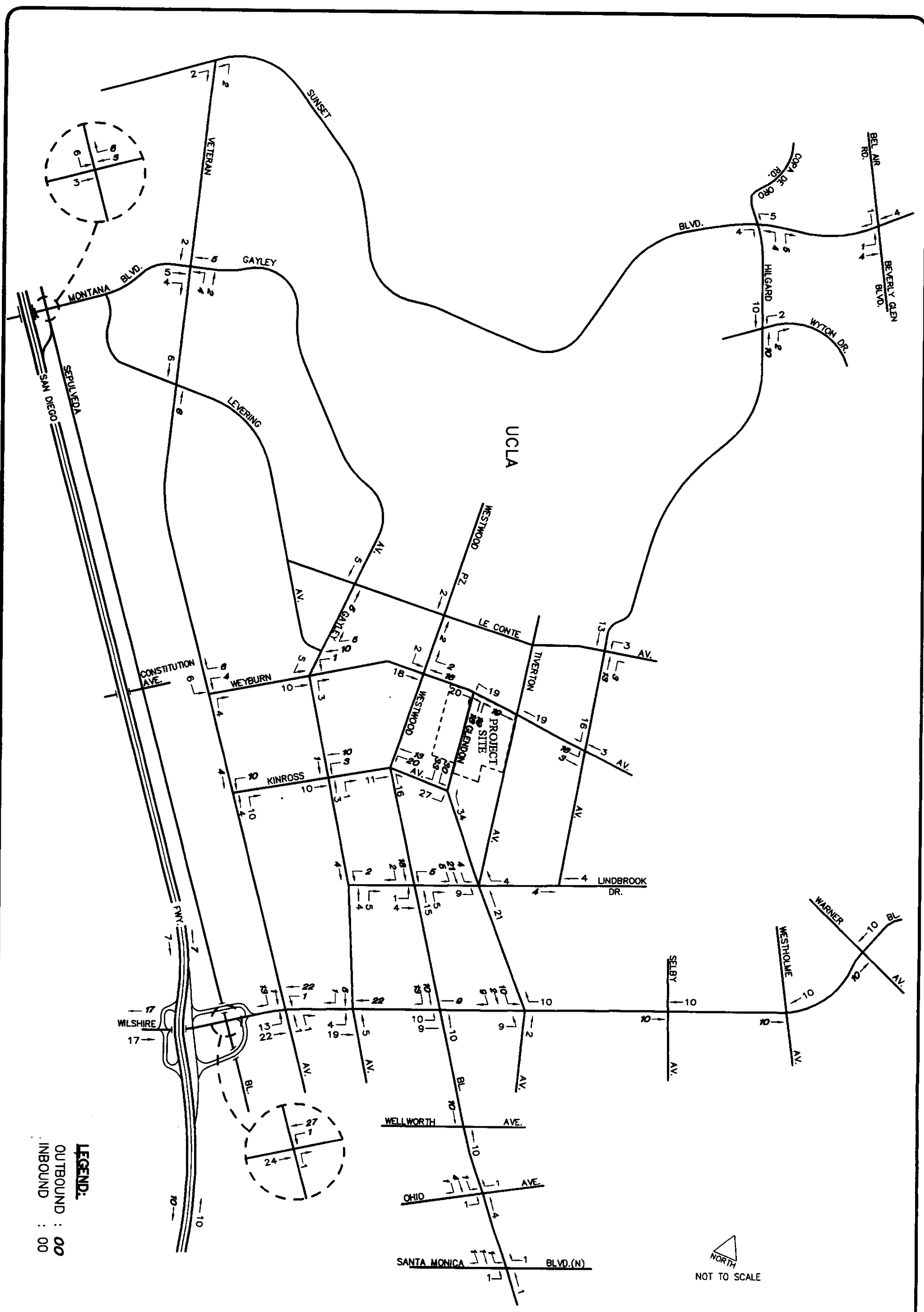


FIGURE A-2

8/21/02

FN: CASDEN-WESTWOOD\SUPERMARKET PROJECT\PROJDIST-RETAIL

RETAIL/THEATER DISTRIBUTION PERCENTAGES



CRAIN & ASSOCIATES

2007 Sawtelle Boulevard
 Los Angeles, California 90025
 (310) 473-6508

Transportation Planning Traffic Engineering