J. TRANSPORTATION/TRAFFIC

A traffic study for the proposed Palazzo Project was prepared by Crain & Associates. A summary of the traffic study is provided below. The complete traffic study is included in **Appendix G** of this EIR. Construction phase impacts were evaluated by Crain & Associates in a letter to Envicom Corporation in July 2001. This letter follows the Project Traffic Study in Appendix G. (Also see Section V.L., Subsurface Vacation of Glendon Avenue regarding construction effects.)

Existing Conditions

The following describes the existing (2001) roadway network in the Project vicinity, land use conditions, future planned road improvements, existing peak hour and daily traffic volumes, and existing operating conditions.

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. According to a transportation study prepared by Crain & Associates, traffic engineers, , Wilshire Boulevard at Westwood 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 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 show that it carries approximately 3,000 VPD, with approximately 100 vehicles per hour westbound and 200 vehicles per hour eastbound to the east of Hilgard Avenue 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. A listing of the individual bus lines that serve the Project area is provided in the Project traffic study in Appendix G.

Existing Traffic Volumes

The traffic volume data used in the Project impact analysis was 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 V.J-1a** for the AM peak hour and **Figure V.I-1b** for the PM Peak Hour.

Analysis of Existing Conditions

Detailed traffic analyses of existing traffic conditions were performed at thirty-six intersections. 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. The thirty-six intersections analyzed are as follows:

- Sunset Boulevard and Veteran Avenue
- Sunset Boulevard and Hilgard Avenue/Copa de Oro Road
- Sunset Boulevard and Beverly Glen Boulevard/Bel Air Road
- Sepulveda Boulevard and Montana Avenue
- Montana Boulevard/Gayley Avenue and Veteran Avenue
- Wyton Avenue and Hilgard Avenue
- Veteran Avenue and Levering Avenue
- Le Conte Avenue and Gayley Avenue
- Le Conte Avenue and Westwood Boulevard/Westwood Plaza
- Le Conte Avenue and Tiverton Avenue

Figure V.J-1a Existing (2001) Traffic Volumes AM Peak Hour

Figure V.J-1b Existing (2001) Traffic Volumes PM Peak Hour

- Le Conte Avenue and Hilgard Avenue
- Weyburn Avenue and Veteran Avenue
- Weyburn Avenue and Gayley Avenue
- Weyburn Avenue and Westwood Boulevard
- Weyburn Avenue and Glendon Avenue
- Weyburn Avenue and Tiverton Avenue
- Weyburn Avenue and Hilgard Avenue
- Kinross Avenue and Veteran Avenue (Future Extension)
- Kinross Avenue and Gayley Avenue
- Kinross Avenue and Westwood Boulevard
- Kinross Avenue and Glendon Avenue
- Lindbrook Drive and Gayley Avenue
- Lindbrook Drive and Westwood Boulevard
- Lindbrook Drive, Glendon Avenue and Tiverton Avenue
- Lindbrook Drive and Hilgard Avenue
- Wilshire Boulevard and Sepulveda Boulevard
- Wilshire Boulevard and Veteran Avenue
- Wilshire Boulevard and Gayley Avenue/Midvale Avenue
- Wilshire Boulevard and Westwood Boulevard
- Wilshire Boulevard and Glendon Avenue
- Wilshire Boulevard and Selby Avenue
- Wilshire Boulevard and Westholme Avenue
- Wilshire Boulevard and Warner Avenue
- Wellworth Avenue and Westwood Boulevard
- Ohio Avenue and Westwood Boulevard
- 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 future Project traffic on key residential access routes through the adjacent neighborhood areas surrounding the Project site were analyzed.

Level of Service Methodology

The methodology used in the 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

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

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 V.J-1** can be used to determine the applicable Level of Service.

Table V.J-1[(a)]
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----------		

[(a)] For planning applications only, i.e., not appropriate for operations and design applications.

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 V.J-1. 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 V.J-2**.

Table V.J-2
Level of Service
As a Function of CMA Values

Level of Service	Description of Operating Characteristics	Range ofCMA Values
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

Existing Intersection Levels of Service

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 V.J-3**.

As the values in **Table V.J-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 intersections along both Wilshire and Sunset Boulevards 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 V.J-3

Critical Movement Analysis Summary
Existing (2001) Conditions

No.	Intersection	AM Peak Hour		PM Peak Hour	
		CMA	LOS	CMA	LOS
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
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

Threshold of Significance

In the WLA TIMP Ordinance and in the LA CEQA Thresholds Guide, 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 is shown below:

West Los Angeles TIMP
Significant Transportation Impact Criteria

Final CMA	Level of Service	Project-Related Increase in CMA
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

Project Impacts

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 the 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 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 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 approximately 1,450 spaces for the Project. An additional 25 surface level residential parking spaces are also provided. This level of parking supply is more than adequate to provide for the parking demands of the Project. Residential vehicular access will be provided from Tiverton Avenue, while commercial vehicular access will be provided from Glendon Avenue. As mentioned, some convenience residential parking will be provided along Tiverton Avenue. Truck loading docks for the commercial components of the Project are also located on Glendon Avenue. No internal circulation between the residential and commercial parking spaces within the subterranean parking garage will be provided. The following describes the methodology used and results of the calculations for traffic generation, distribution and assignment for the Proposed Project.

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, which became effective March 8, 1997. This document lists the critical PM peak hour trip rates for the retail, supermarket, restaurant and residential uses of the site. However, the daily and AM peak hour trip rates and inbound/outbound traffic directional split percentages are not listed.

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 the traffic analysis for the Proposed Project have been reviewed and approved by LADOT, and are listed in Table V.J-4a. On the basis of 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.

Table V.J-4a
Project Traffic Generation Rates[(a)]

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%
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%
Shopping Center - (per 1,000 sq. ft.)	
Daily:	T=81.33 (A)
AM Peak Hour:	T= 1.95 (A); I/B = 61%, O/B =52%
PM Peak Hour:	T= 7.91(A); I/B = 48% O/B = 52%
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%
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%
Key	
T = Trip ends	A = Building area in 1,000 sq. ft.
S = Theater seat	D = Dwelling unit
I/B = Inbound	O/B = Outbound

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

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 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. For example, patrons traveling to the site for the primary purpose of shopping may also visit a restaurant or theater while there. These trip interactions were discussed with LADOT, and reduction percentages for this traffic analysis were recommended. The recommended adjustments, by land use, to account for interactions (Project and Village), as well as pass-by and diverted trips were reviewed and approved by LADOT. The adjustment percentages are as follows in **Table V.J-4b**:

Table V.J-4b
Project Traffic Generation
Adjustment Percentages

Use	Internal Trips	Pass-by Trips	Total
Cinema	0%	10%	10%
Specialty Retail	5%	10%	15%
Supermarket	20%	40%	60%
Shopping Center	5%	40%	45%

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 V.J-5**. As shown in **Table V.J-5**, the Project could be expected to generate approximately 5,811 net new trips per day, including 119 inbound and 119 outbound trips during the AM peak hour and 266 inbound and 237 outbound trips during the PM peak hour.

Table V.J-5
Project Traffic 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	9	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**

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 V.J-6**.

Table V.J-6
Directional Trip Distribution of Project Traffic

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

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 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 V.J-2a and V.J-2b**, respectively, while the peak-hour traffic volumes attributable to each Project component is shown in the Crain & Associates traffic 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 guest 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 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.

Anticipated Project driveway volumes for the AM and PM peak hours are shown in **Figure V.J-3**. These volumes are higher than the net Project roadway volumes shown in **Figure V.J-2a &V.J-2b** for two reasons. First, the driveway volumes were not reduced by the amount of pass-by trips described previously. Pass-by trips already exist on the area roadway system, and thus will not be new traffic

Figures V.J-2a Net Project Volumes- AM Peak Hour

Figures V.J-2b Net Project Volumes PM Peak Hour

Figure V.J-3 Net Project Driveway Volumes – AM & PM PEAK HOUR

at the study intersections. These trips will, however, be included in the amount of trips entering and exiting the site. Secondly, the driveway volumes were not reduced by the amount of trips generated by the existing site uses. Again, the trips generated by the existing uses are currently on the area roadway network, but their removal from the nearby streets and intersections will 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 by the Project parking structure, with parking levels extending from Tiverton Avenue to the Alley behind Glendon Avenue, passing under Glendon Avenue. A total of 1,452 parking spaces will be provided, including replacement spaces, as required by the Westwood Specific Plan and the LAMC. Project parking is introduced in Section III., Project Description, and is evaluated in detail in Section V.F., Land Use.

The traffic study provides an alternate analysis of parking, based upon the mix of land uses assumed in the traffic study.[2] **Table V.J-7** summarizes the parking required of the Project under the provisions of the City of Los Angeles Municipal Code (LAMC) based upon the mix of land uses proposed in the traffic study. As shown, 1,395 spaces would be required, 57 fewer spaces than the 1,452 spaces described in the Project Description and Land Use Sections of this EIR. The Project will provide 1,452 spaces, the larger number of spaces calculated.

Table V.J-7
Parking Required by Use
(Based on Traffic Study Mix of Project Uses)

Proposed Land Use	Size	Parking Ratio	Parking Required
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 [(a)]	88
		Subtotal	***1,217***
Replacement Parking			135
Covenanted Parking			57
		Total	**1,409**
Less Bicycle Parking Reduction			14
		Total	**1,395 spaces**

[(a)] Neither the Westwood Specific Plan nor the Zoning Code provide guest parking requirements; the 0.25/unit requirement is from the Westwood Community Multiple, Family Residential Specific Plan (the area addressed by that plan is located to the east, across Tiverton Avenue).

[2] The traffic study mix of uses would result in the greatest amount of traffic. Table III-2 in Project Description and the analysis and tables in Section V.F., Land Use describe the greatest amount of parking that would be required by Project land uses.

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.

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 to the extent discussed in the Highway System Improvements section. As described previously, the analysis assumes that the intersections where ATSAC has been implemented exhibit approximately seven percent more traffic capacity than non-ATSAC locations. This methodology conforms to standard LADOT analysis procedures.

Project Traffic Impacts

Traffic volumes for the analysis were developed as follows:

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

The future year 2006 "Without Project" traffic volumes at the study intersections are shown in **Figures V.J-4a and V.J-4b** for the AM and PM peak hours, respectively. "With Project" traffic volumes are shown in **Figures V.J-5a and V.J-5b** for the AM and PM peak hour, respectively. The critical movement analysis for future traffic conditions at all of the study intersections are summarized in **Table V.J-8a and V.J-8b** 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 is is stated above, under Threshold of Significance, and repeated here for convenient reference:

West Los Angeles TIMP
Significant Transportation Impact Criteria

Final CMA	Level of Service	Project-Related Increase in CMA
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

As shown in **Tables IV-1a and IV-b**, the Project is expected to have significant traffic impacts at thirteen study intersections during the PM peak hour. These intersections are: Sunset Boulevard & Veteran Avenue (Intersection 1), Sunset Boulevard & Hilgard Avenue/Copa de Oro Road (Intersection 2), Montana Boulevard / Gayley Avenue & Veteran Avenue (Intersection 5), Le Conte Avenue & Hilgard Avenue (Intersection 11), Weyburn Avenue & Gayley Avenue (Intersection 13), Weyburn Avenue & Westwood Boulevard (Intersection 14), Weyburn Avenue & Hilgard Avenue (Intersection 17), Lindbrook Drive, Glendon Drive & Tiverton Avenue (Intersection 24), Wilshire Boulevard & Sepulveda Boulevard (Intersection of Wilshire Boulevard and Veteran Avenue (Intersection 27), Wilshire Boulevared and Westwood Boulevard (Intersection 29), and Wilshire Boulevard & Glendon Avenue (Intersection 30) and Ohio Avenue & Westwood Boulevard (Intersection 35). Mitigation measures, discussed in a forthcoming section, will reduce all Project traffic impact to a less than significant level.

Figure V.J-4a - Future (2006) Traffic Volumes Without Project Traffic - AM Peak Hour

Figure V.J-4b - Future (2005) Traffic Volumes Without Project Traffic - PM Peak Hour

Figure V.J-5a- Future (2006) Traffic Volumes - AM Peak Hour

Figure V.J-5b- Future (2006) Traffic Volumes - PM Peak Hour

Table V.J-8a
Summary of Critical Movement Analysis
Future (2006) Traffic Conditions-Project Impact
(prior to mitigation) AM Peak Hour

No.	Intersection	Without Project		With Project		Impact
		CMA	LOS	CMA	LOS	
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	0.0.312	A	+0.058
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 a significant impact as defined by West Los Angeles Transportation Improvement and Mitigation (TIMP) Specific Plan Ordinance Number 171,492, March 8, 1997.

Table V.J-8b
Summary of Critical Movement Analysis
Future (2006) Traffic Conditions-Project Impact
(prior to mitigation)
PM Peak Hour

No.	Intersection	Without Project		With Project		Impact
		CMA	LOS	CMA	LOS	
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 Plaza.	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
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 a significant impact as defined by West Los Angeles Transportation Improvement and Mitigation (TIMP) Specific Plan Ordinance Number 171,492, March 8, 1997.

Impacts on Regional Transportation System

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 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 four-lane freeway segments, or 200 VPH or more per direction for five-lane segments such as the San Diego Freeway through the Project vicinity. As shown in **Table V.J-9**, below, the maximum peak hour (a.m. or p.m.) freeway volume increase attributable to the Project would be significantly less than 160 vehicles per hour per direction during peak hours, the threshold level of significance. Additionally, Project contributions toward cumulative increases in freeway traffic will be nominal. Therefore, no significant Project related impacts to the regional transportation system are expected.

Table V.J-9

Net Project Traffic Volumes - San Diego Freeway

	Net Project Traffic Volume					
	Northbound			Southbound		
	ADT	AM	PM	ADT	AM	PM
San Diego Fwy North of Wilshire Blvd	184	11	7	184	12	16
San Diego Fwy South of Wilshire Blvd	248	10	15	248	22	17

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, 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 V.J-10**.

Table V.J-10
Palazzo Westwood Neighborhood Traffic Intrusion Analysis
Average Daily Operational Traffic Volumes

		Projected				
Location	**Existing (2001) Project Daily Traffic Percent**	**Future (2006) Without Project**	**Daily Project Traffic**	**Future (2006) With Project**	**Significance Threshold**	**Impact**
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%
Key: W/O = west of; E/O = east of						

The Project is estimated to result in an increase in daily traffic along Montana Avenue by approximately 293 VPD with an increase on Le Conte Avenue by approximately 171 VPD, while on Weyburn Avenue, Project traffic volumes of about 222 VPD are expected. Traffic volumes on Lindbrook are expected to increase by approximately 339 vehicles per day. As shown in Table T-9, no significant neighborhood impacts would occur as a result of traffic generated by the Project.

Construction Phase

Construction of the Project will require demolition of all existing structures, excavation of earth under the entire site and erection of the Project structures. A 652-seat movie theater, 24,400 square feet of specialty retail, 42 apartment units, and two parking lots will be demolished. The existing parking supplied on the Project site will be replaced in the Proposed Project's underground parking structure. Glendon Avenue would be temporarily closed from Weyburn Avenue to the southerly Project boundary during construction, and would be re-opened upon Project completion. The excavation under Glendon Avenue is required for construction of the underground parking structure, which will extend under the street.

Traffic during construction activities would be generated by activities including construction equipment, crew vehicles, haul trucks and trucks delivering building materials. Hauling of earth and debris would be restricted to a haul route approved by the City.

Haul sites identified for the site are Lopez Canyon landfill, Terminal Island and Playa Vista. The proposed haul route would direct trucks to travel south on Glendon Avenue to Wilshire Boulevard, turn right to the San Diego Freeway, and then travel either north to Lopez Canyon landfill, or south to either the Terminal Island dump site or the Playa Vista development site. Return trips will follow the same route. No truck staging or travel is planned to occur on the adjacent Weyburn or Tiverton Avenues.

Staging Area (prior to 7:00 a.m.) The truck staging area is located on Sepulveda Boulevard north of Constitution Avenue to Montana Avenue. All staged trucks will be called to the site by radio. The trucks proceed south to Wilshire Boulevard to Glendon Avenue. This staging area has been used for haul trucks for the construction of various UCLA projects. After 9:00 a.m., the trucks will proceed directly to Glendon Avenue.

Short Term Construction Impacts

Demolition

An estimated 9,500 cubic yards of building material will be removed from the site due to demolition. Removal of this material is expected to take 30 working days (45 calendar days) and will require approximately 20 truckloads per day (or 40 directional daily trips, counting the arrival and departure of each truck separately). It is also estimated that 15 daily construction workers will be traveling to and from the site during demolition. Work hours are anticipated to be from 7:00 a.m. to 5:30 p.m. Monday through Friday and 10:00 a.m. to 6:00 p.m. on Saturday. The amount of traffic generated from the trucks and workers during demolition spread over a typical workday will not be significant.

Temporary Closure of Glendon Avenue

The closure of Glendon would temporarily cause through-traffic to use other Westwood streets. However, traffic volumes on Glendon Avenue are currently low (less than 3,000 vehicles per day), with most traffic using the street to access land uses adjacent to the street. Since the amount of traffic rerouted due to the temporary closure is expected to be nominal. Therefore, most of these uses will be removed as part of the Project, No significant impact is expected.

Excavation Phase

The amount of export material to be removed from the site for the construction of a three-level garage is estimated at 330,000 cubic yards with the removal to take seven to eight months. The early stages of site excavation will generate up to 320 truckloads per day, or 640 directional daily trips (arrivals and departures). This activity will commence 30 days into the Project construction phase and continue for approximately two months. In later stages of excavation, the truckloads per day will reduce to 200 loads and further to 100 or less in the final stages of the excavation operation.

In the initial stage of site excavation (first two months) 80 - 90 trucks will be removing dirt for ten hours per day, six days a week. Once the depth of the excavation reaches the first row of the garage tie-backs, excavation will reduced and continue with 30 - 40 trucks operating ten hours per day six days per week (for approximately 4-5 months). During the final month of excavation, 20 - 30 trucks per day will be exporting dirt.

It is estimated that at peak construction, 320 truckloads of excavation would be hauled per day. This level of peak truck activity would generate approximately 32 trucks loads per hour each hour during a ten-hour day. For comparison purposes, the truckloads have been converted to equivalent passenger car trips. Each truckload requires two truck trips (an arrival and a departure trip).

Therefore, 32 truckloads are equivalent to 64 truck trips per hour. When considering the passenger car equivalent of trucks (one double bottom dump truck is approximately equivalent to three passenger vehicles), this level of truck activity is equivalent to 192 passenger car trips per hour. This volume of construction traffic will create short term temporary adverse effects on the nearby street system. However, these impacts will be temporary, and therefore not significant. Likewise, excavation phase traffic will not be sufficient to create significant freeway impacts. Furthermore, this level of traffic is less than that analyzed for the Project's build out condition.

In summary, the traffic impacts associated with the construction actives and the closure of Glendon Avenue will not be long-term adverse impacts, and as such, will be less than significant. Nevertheless, it will be necessary to develop and implement a construction traffic control plan, including a designated haul route and staging area, traffic control procedures, emergency access provisions, and construction crew parking to mitigate the traffic impact during construction.

Mitigation Measures

Construction Phase

Traffic impacts associated with the construction actives and the closure of Glendon Avenue are short-term adverse impacts, therefore less than significant. Nevertheless, it will be necessary to develop and implement the following mitigation measures to adhere to City requirements and further reduce impacts:

1. A Project construction traffic control plan will be developed, to the satisfaction of LADOT, including a designated haul route and staging area, traffic control procedures, emergency access provisions, and construction crew parking to mitigate the traffic impact during construction.

Operational Phase

As discussed previously, the Project would be expected to significantly impact thirteen of the thirty-six study intersections during one or both of the peak hours. 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 roadway improvements considered as mitigation are listed and described below.

1. 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.
2. 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.
3. 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.

- 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 V.J-11**.

Table V.J-11

Summary of Critical Movement Analysis Future (2005) Traffic Conditions –V.J-34
Without and With Project Mitigation

No.	Intersection		Without Impact		With Project			With Project+ Project Mitigation		
		Peak Period	CMA	LOS	CMA	LOS	Impact	CMA	LOS	Impact
1.	Sunset Blvd. &	AM	1.075	F	1.077	F	+ 0.002	1.047	F	- 0.028
	Veteran Ave.	PM	0.912	E	0.924	E	+ 0.012*	0.894	D	- 0.018
2.	Sunset Blvd. &	AM	1.102	F	1.109	F	+ 0.007	1.079	F	- 0.023
	Hilgard Ave./	PM	0.972	E	0.987	E	+ 0.015*	0.957	E	- 0.015
	Copa de Oro Dr.									
5.	Montana Ave./	AM	1.029	F	1.038	F	+ 0.009	1.008	F	- 0.021
	Gayley Ave. &	PM	1.089	F	1.108	F	+ 0.019*	1.078	F	- 0.011
	Veteran Ave.									
11.	Le Conte Ave. &	AM	0.637	B	0.648	B	+ 0.011	0.618	B	- 0.019
	Hilgard Avenue	PM	0.810	D	0.839	D	+ 0.029*	0.809	D	- 0.001
13.	Weyburn Ave. &	AM	0.602	B	0.615	B	+ 0.013	0.585	A	- 0.017
	Gayley Ave.	PM	0.820	D	0.842	D	+ 0.022*	0.812	D	- 0.008
14.	Weyburn Ave. &	AM	0.474	A	0.512	A	+ 0.038	0.425	A	- 0.049
	Westwood Blvd.	PM	0.789	C	0.849	D	+ 0.060*	0.730	C	- 0.059
17.	Weyburn Ave. &	AM	0.404	A	0.417	A	+ 0.013	0.390	A	- 0.014
	Hilgard Ave.	PM	0.710	C	0.778	C	+ 0.068*	0.748	C	+ 0.038
24.	Lindbrook Dr. &	AM	0.597	A	0. 0.6	B	+0.058	0.663	B	0.066
	Glendon Ave./	PM	0.876	D	1.024	F	+0.148*	0.850	D	- 0.026
	Tiverton Ave.									
26.	Wilshire Blvd. &	AM	1.189	F	1.195	F	+ 0.006	1.165	F	- 0.024
	Sepulveda Blvd.	PM	1.291	F	1.303	F	+ 0.012*	1.273	F	- 0.018
27.	Wilshire Blvd. &	AM	1.134	F	1.140	F	+ 0.006	1.110	F	- 0.024
	Veteran Ave.	PM	1.157	F	1.173	F	+ 0.016*	1.143	F	- 0.014

Table V.J-11 (Cont.)

Summary of Critical Movement Analysis Future (2005) Traffic Conditions –V.J-34
Without and With Project Mitigation

No.	Intersection		Without Impact		With Project			With Project+ Project Mitigation		
		Peak Period	CMA	LOS	CMA	LOS	Impact	CMA	LOS	Impact
29.	Wilshire Blvd. &	AM	0.848	D	0.858	D	+ 0.010	0.828	D	- 0.020
	Westwood Blvd.	PM	0.912	E	0.925	E	+ 0.013*	0.895	D	- 0.017
30.	Wilshire Blvd. &	AM	0.674	B	0.690	B	+ 0.016	0.649	B	- 0.025
	Glendon Ave.	PM	0.836	D	0.858	D	+ 0.022*	0.788	C	- 0.048
35.	Ohio Ave. &	AM	0.795	C	0.801	D	+ 0.006	0.771	C	- 0.024
	Westwood Blvd.	PM	0.897	D	0.907	E	+ 0.010*	0.877	D	- 0.020
Indicates significant impact, prior to mitigation.										

As shown in **Table V.J-11**, 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.

Significant Project Impacts After Mitigation

Implementation of the measures summarized above will reduce Project traffic impacts to levels of insignificance at all of the study intersections.

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. Thus, after mitigation no significant Project impacts are expected to occur.

Cumulative Impacts

The related projects are listed and described in Section IV, Environmental Setting, **Tables IV 1a and 1b**. The locations of these related projects are shown in Section IV, **Figure IV-1**. Traffic expected to be generated from these related projects was estimated by applying the trip generation formulas listed in Appendix G. 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. Only those UCLA projects reasonably expected to be completed within the study year time frame of the Proposed Project were cumulatively included in the analysis (see Table IV-1b).

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 above in **Figures V.J-4a and V.J-4b**, respectively. These are the "benchmark" values used in 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 V.J-4a and V.J-4b**.

Under these conservative, worst-case assumptions, **Tables IV.J-12a and IV, I-12b**, compare existing and future-without-project CMA and LOS values to determine potentially significant cumulative impacts. Under the worst-case scenario, without mitigation, cumulative impacts would be significant at 14 intersections in the morning peak hour and 25 intersections in the evening peak hour. As with the Proposed Project, related projects will be evaluated for individual project impacts by the LADOT, and mitigation measures required, where appropriate. Since not all of the mitigation requirements can be known at this time, cumulative impacts are conservatively considered significant before and after mitigation.

Table V.J-12a
Summary of Critical Movement Analysis - AM Peak Hour
Future (2006) Traffic Conditions-Cumulative Impact

	Intersection	Existing		Future Without Project		
		CMA	LOS	CMA	LOS	Impact
1.	Sunset Boulevard & Veteran Avenue	0.954	E	1.075	F	+0.121*
2.	Sunset Blvd. & Hilgard Ave./Copa de Oro Rd.	1.016	F	1.102	F	+0.086*
3.	Sunset Blvd. & Beverly Glen Blvd./Bel Air Rd.	1.000	E	1.066	F	+0.066*
4.	Sepulveda Boulevard & Montana Avenue	0.931	E	0.995	E	+0.064*
5.	Montana Blvd./Gayley Ave. & Veteran Ave.	0.959	E	1.029	F	+0.070*
6.	Wyton Avenue & Hilgard Avenue	0.553	A	0.606	B	+0.053
7.	Veteran Avenue & Levering Avenue	0.491	A	0.524	A	+0.033
8.	Le Conte Avenue & Gayley Avenue	0.551	A	0.597	A	+0.046
9.	Le Conte Ave. & Westwood Blvd./Westwood Plz.	0.556	A	0.608	B	+0.052
10.	Le Conte Avenue & Tiverton Avenue	0.346	A	0.367	A	+0.021
11.	Le Conte Avenue & Hilgard Avenue	0.557	A	0.637	B	+0.080
12.	Weyburn Avenue & Veteran Avenue	0.404	A	0.446	A	+0.042
13.	Weyburn Avenue & Gayley Avenue	0.560	A	0.602	B	+0.042
14.	Weyburn Avenue & Westwood Boulevard	0.427	A	0.474	A	+0.047
15.	Weyburn Avenue & Glendon Avenue	0.168	A	0.194	A	+0.026
16.	Weyburn Avenue & Tiverton Avenue	0.312	A	0.349	A	+0.037
17.	Weyburn Avenue & Hilgard Avenue	0.352	A	0.404	A	+0.052
18.	Kinross Ave. & Veteran Ave. (Future Extension)	0.316	A	0.344	A	+0.028
19.	Kinross Avenue & Gayley Avenue	0.348	A	0.375	A	+0.027
20.	Kinross Avenue & Westwood Boulevard	0.417	A	0.464	A	+0.047
21.	Kinross Avenue & Glendon Avenue	0.196	A	0.214	A	+0.018
22.	Lindbrook Drive & Gayley Avenue	0.402	A	0.433	A	+0.031
23.	Lindbrook Drive & Westwood Boulevard	0.480	A	0.539	A	+0.059
24.	Lindbrook Drive, Glendon Avenue & Tiverton Ave.	0.539	A	0.597	A	+0.058
25.	Lindbrook Drive & Hilgard Avenue	0.383	A	0.439	A	+0.056
26.	Wilshire Boulevard & Sepulveda Boulevard	1.099	F	1.189	F	+0.090*
27.	Wilshire Boulevard & Veteran Avenue	1.039	F	1.134	F	+0.095*
28.	Wilshire Blvd. & Gayley Avenue/Midvale Ave.	0.717	C	0.790	C	+0.073*
29.	Wilshire Boulevard & Westwood Boulevard	0.778	C	0.848	D	+0.070*
30.	Wilshire Boulevard & Glendon Avenue	0.609	B	0.674	B	+0.065
31.	Wilshire Boulevard & Selby Avenue	0.832	D	0.896	D	+0.064*
32.	Wilshire Boulevard & Westholme Avenue	0.804	D	0.862	D	+0.058*
33.	Wilshire Boulevard & Warner Avenue	0.710	C	0.764	C	+0.054*
34.	Wellworth Avenue & Westwood Boulevard	0.562	A	0.618	B	+0.056
35.	Ohio Avenue & Westwood Boulevard	0.732	C	0.795	C	+0.063*
36.	Santa Monica Blvd. (N I/S) & Westwood Blvd.	0.803	D	0.870	D	+0.067*

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

Table V.J-12b
Summary of Critical Movement Analysis - PM Peak Hour
Future (2006) Traffic Conditions-Cumulative Impact

Inspection	Existing		Without Project		
	CMA	LOS	CMA	LOS	Impact
1. Sunset Boulevard & Veteran Avenue	0.814	D	0.912	E	+0.098*
2. Sunset Blvd. & Hilgard Ave./Copa de Oro Rd.	0.835	D	0.972	E	+0.137*
3. Sunset Blvd. & Beverly Glen Blvd./Bel Air Rd.	1.147	F	1.251	F	+0.104*
4. Sepulveda Boulevard & Montana Avenue	0.752	C	0.859	D	+0.107*
5. Montana Blvd./Gayley Ave. & Veteran Ave.	0.969	E	1.089	F	+0.120*
6. Wyton Avenue & Hilgard Avenue	0.352	A	0.409	A	+0.057
7. Veteran Avenue & Levering Avenue	0.591	A	0.664	B	+0.073
8. Le Conte Avenue & Gayley Avenue	0.685	B	0.751	C	+0.066*
9. Le Conte Ave. & Westwood Blvd./Westwood Plz.	0.719	C	0.851	D	+0.132*
10. Le Conte Avenue & Tiverton Avenue	0.303	A	0.368	A	+0.065
11. Le Conte Avenue & Hilgard Avenue	0.684	B	0.810	D	+0.126*
12. Weyburn Avenue & Veteran Avenue	0.489	A	0.611	B	+0.122
13. Weyburn Avenue & Gayley Avenue	0.707	C	0.820	D	+0.113*
14. Weyburn Avenue & Westwood Boulevard	0.601	B	0.789	C	+0.188*
15. Weyburn Avenue & Glendon Avenue	0.235	A	0.345	A	+0.110
16. Weyburn Avenue & Tiverton Avenue	0.339	A	0.498	A	+0.159
17. Weyburn Avenue & Hilgard Avenue	0.511	A	0.710	C	+0.199*
18. Kinross Ave. & Veteran Ave. (Future Extension)	0.433	A	0.509	A	+0.076
19. Kinross Avenue & Gayley Avenue	0.523	A	0.633	B	+0.110
20. Kinross Avenue & Westwood Boulevard	0.569	A	0.705	C	+0.136*
21. Kinross Avenue & Glendon Avenue	0.288	A	0.320	A	+0.032
22. Lindbrook Drive & Gayley Avenue	0.473	A	0.554	A	+0.081
23. Lindbrook Drive & Westwood Boulevard	0.603	B	0.805	D	+0.202*
24. Lindbrook Drive, Glendon Avenue & Tiverton Ave.	0.716	C	0.876	D	+0.160*
25. Lindbrook Drive & Hilgard Avenue	0.496	A	0.639	B	+0.143
26. Wilshire Boulevard & Sepulveda Boulevard	1.153	F	1.291	F	+0.138*
27. Wilshire Boulevard & Veteran Avenue	0.980	E	1.157	F	+0.177*
28. Wilshire Blvd. & Gayley Avenue/Midvale Ave.	0.677	B	0.814	D	+0.137*
29. Wilshire Boulevard & Westwood Boulevard	0.788	C	0.912	E	+0.124*
30. Wilshire Boulevard & Glendon Avenue	0.718	C	0.836	D	+0.118*
31. Wilshire Boulevard & Selby Avenue	0.719	C	0.795	C	+0.076*
32. Wilshire Boulevard & Westholme Avenue	0.794	C	0.868	D	+0.074*
33. Wilshire Boulevard & Warner Avenue	0.601	B	0.710	C	+0.109*
34. Wellworth Avenue & Westwood Boulevard	0.687	B	0.777	C	+0.090*
35. Ohio Avenue & Westwood Boulevard	0.815	D	0.897	D	+0.082*
36. Santa Monica Blvd. (N I/S) & Westwood Blvd.	0.903	E	1.082	F	+0.179*

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