



TRANSPORTATION STUDY FOR THE CENTURY CITY CENTER PROJECT

SEPTEMBER 2012

PREPARED FOR
CENTURY CITY REALTY, LLC

PREPARED BY





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Executive Summary

This study was undertaken to analyze the potential transportation impacts of the Century City Center Project (the “Modified Project”) which is proposed by Century City Realty, LLC (the “Applicant”). The study was conducted as part of the Subsequent Environmental Impact Report (EIR) which builds upon and modifies the residential development originally approved in year 2006 (the “Approved Project”). The following section summarizes the results of the analysis.

PROJECT DESCRIPTION

The proposed Modified Project is located on the northeast corner of Avenue of the Stars & Constellation Boulevard (1950 Avenue of the Stars) in the Century City neighborhood of the City of Los Angeles. The Modified Project would be developed on a 5.5-acre site (the “Project Site”) located entirely within the Century City North Specific Plan (“CCNSP”) area.

The Modified Project would result in the construction of a 37-story, approximately 700,000 sf office tower on the west side of the Project Site and approximately 25,830 sf of creative office space in one- and two-story buildings. The office tower would include a 3,000 sf private screening room accommodating approximately 200 people, which would be for the use of building tenants and their guests. Additionally, the Modified Project would include construction of a Transit Plaza comprising 35,000 sf of public open space which would be designed to accommodate the potential Century City Westside Subway Extension station, and would include 4,120 sf of small-scale ancillary retail uses and a 1,300 sf Mobility Hub to provide alternative forms of transportation such as flex car and bicycle rentals.

The Modified Project would include a parking structure consisting of three subterranean levels and two above-ground levels containing approximately 1,579 parking spaces. Vehicular access would be provided at a new signalized intersection on Constellation Boulevard and one access point along each of the existing alleys running along the northern and eastern borders of the Project

Site. An approximately 2.14-acre landscaped deck for tenants would be provided on the roof of the parking garage.

The Approved Project was approved in year 2006. It consisted of two 47-story residential towers and one 12-story building holding 483 condominium units for a total of approximately 1,292,358 sf of development. A Development Agreement approved in year 2009 extended the development horizon to year 2022.

The CCNSP controls development within the plan area according to the availability of Cumulative Automobile Trip Generation Potential (CATGP) trips (CATGP Trips) allocated to parcels within the plan area. The Project Site has a total of 4,114.957 CATGP Trips, which are reflected in a covenant recorded on the Project Site's title on April 13, 2007.

PROJECT LOCATION AND STUDY AREA

The Project Site is located approximately 2.1 miles east of the San Diego Freeway (I-405) and 1.95 miles north (2.5 miles along the street network) of the Santa Monica Freeway (I-10), both of which provide regional access. Local access to the Project Site is provided by a network of streets including Wilshire Boulevard, Santa Monica Boulevard, Olympic Boulevard, Pico Boulevard, Sawtelle Boulevard, Sepulveda Boulevard, Westwood Boulevard, Overland Avenue, Beverly Glen Boulevard, Avenue of the Stars, and Constellation Boulevard.

For the purposes of this analysis, the Study Area encompasses approximately 17 square miles surrounding the Project Site. A total of 80 intersections were selected for detailed analysis within the cities of Los Angeles, Beverly Hills, and West Hollywood. The Study Area and intersections were selected to analyze all potentially significantly impacted intersections, prior to any mitigation. For comparison, the Approved Project's traffic impact analysis included 32 study intersections and approximately five square miles.

ANALYSIS METHODOLOGY AND SCENARIOS

Since the Project Site falls entirely within the City of Los Angeles, primary consultation on the scope of the analysis was with the Los Angeles Department of Transportation (LADOT). Intersections within the City of Los Angeles were analyzed according to the methodology described in *Traffic Study Policies and Procedures* (LADOT, August 2011). The “Critical Movement Analysis (CMA) – Planning” (Transportation Research Board, 1980) methodology implemented through LADOT’s CalcaDB Lite software was used to assess intersection volume-to-capacity (V/C) and the resulting level of service (LOS). LOS is a measure of intersection operating conditions ranging from LOS A at nearly free-flow conditions to LOS F, failing conditions.

Pursuant to City of Beverly Hills guidelines, intersections within the City of Beverly Hills were analyzed using the “Intersection Capacity Utilization” (ICU) methodology to determine V/C and LOS. One currently unsignalized intersection within Beverly Hills was analyzed using *2000 Highway Capacity Manual* (Transportation Research Board, 2000) (HCM) unsignalized methodology implemented through the Traffix software package to assess seconds of delay and the resulting LOS. Pursuant to City of West Hollywood guidelines, intersections within the City of West Hollywood were analyzed using Synchro software to implement the HCM signalized methodology to assess seconds of delay and the resulting LOS.

Intersection traffic impacts for the Modified Project were evaluated for typical weekday morning (7:00 a.m. to 10:00 a.m.) and afternoon (3:00 p.m. to 6:00 p.m.) peak periods. Analysis was conducted for the existing condition (year 2011), the projected future buildout (year 2015), and an extended buildout year according to a proposed amendment to the Approved Project’s development agreement (year 2021). Significant traffic impacts were measured as compared to (1) Approved Project-generated traffic impacts, and (2) Existing (year 2011) and Future (years 2015 and 2021) conditions without the Approved Project.

The following 12 scenarios were analyzed:

- Existing Conditions (Year 2011) – The analysis of existing traffic conditions provides a basis for the assessment of future traffic conditions. The Existing Conditions analysis includes a description of key area streets and highways, traffic volumes and current operating conditions, and transit service in the Project Site vicinity. Intersection turning

movement counts for typical weekday morning (7:00 a.m. to 10:00 a.m.) and afternoon (3:00 p.m. to 6:00 p.m.) peak periods were collected in February, May, and September 2011. Fieldwork (lane configurations and signal phasing) for the analyzed intersections was collected in April and September 2011. LADOT guidelines allow for use of traffic counts up to a maximum of two years old at the time of the issuance of the Notice of Preparation (NOP) (June 28, 2011). This analysis provides the baseline conditions by which project impacts are evaluated under existing conditions at full buildout.

- Existing with Approved Project Conditions (Year 2011) – This scenario projects the potential intersection operating conditions that could be expected if the Approved Project were built. In this scenario, the Approved Project-generated traffic is added to the Existing Conditions (year 2011). The Approved Project EIR did not identify any significant intersection impacts and thus did not propose any intersection mitigation measures.
- Existing with Modified Project Conditions (Year 2011) – This scenario projects the potential intersection operating conditions that could be expected if the Modified Project were built under existing conditions, prior to any mitigation. In this scenario, the Modified Project-generated traffic is added to the Existing Conditions (year 2011).
- Existing with Modified Project After Mitigation Conditions (Year 2011) – This scenario projects the potential intersection operating conditions that could be expected if the Modified Project were built under existing conditions, including the effect of any mitigation. In this scenario, the Modified Project-generated traffic with mitigation incorporated is added to the Existing Conditions (year 2011).
- Future without Project Conditions (Year 2015) – This scenario projects the potential intersection operating conditions that could be expected as a result of regional growth and related project traffic in the vicinity of the Project Site by year 2015. This analysis provides the baseline conditions by which project impacts are evaluated in the future at full buildout.
- Future with Approved Project Conditions (Year 2015) – This scenario projects the potential intersection operating conditions that could be expected if the Approved Project were built in the projected buildout year (2015) by adding the Approved Project traffic to the Future without Project Conditions (year 2015). The Approved Project EIR did not identify any significant intersection impacts and thus did not propose any intersection mitigation measures.
- Future with Modified Project Conditions (Year 2015) – This scenario projects the potential intersection operating conditions that could be expected if the Modified Project were built in the projected buildout year (2015), prior to any mitigation. In this scenario, the Modified Project-generated traffic is added to the Future without Project Conditions (year 2015).
- Future with Modified Project After Mitigation Conditions (Year 2015) – This scenario projects the potential intersection operating conditions that could be expected if the Modified Project were built in the projected buildout year (2015), including the effect of any mitigation. In this scenario, the Modified Project-generated traffic with mitigation incorporated is added to the Future without Project Conditions (year 2015).

- Future without Project Conditions (Year 2021) – This scenario projects the potential intersection operating conditions that could be expected as a result of regional growth and related project traffic in the vicinity of the Project Site by year 2021. This analysis provides the baseline conditions by which project impacts are evaluated for the final year of the Development Agreement at full buildout.
- Future with Approved Project Conditions (Year 2021) – This scenario projects the potential intersection operating conditions that could be expected if the Approved Project were built in the last year of the amended Development Agreement (2021) by adding the Approved Project traffic to the Future without Project Conditions (year 2021). The Approved Project EIR did not identify any significant intersection impacts and thus did not propose any intersection mitigation measures.
- Future with Modified Project Conditions (Year 2021) – This scenario projects the potential intersection operating conditions that could be expected if the Modified Project were built in the last year of the amended Development Agreement (2021), prior to any mitigation. In this scenario, the Modified Project-generated traffic is added to the Future without Project Conditions (year 2021) to coincide with the last year of the Development Agreement.
- Future with Modified Project After Mitigation Conditions (Year 2021) – This scenario projects the potential intersection operating conditions that could be expected if the Modified Project were built in the last year of the amended Development Agreement (2021), including the effect of any mitigation. In this scenario, the Modified Project-generated traffic with mitigation incorporated is added to the Future without Project Conditions (year 2021) to coincide with the last year of the Development Agreement.

Intersection Impact Criteria

Each jurisdiction has established its own threshold criteria for determining significant impacts caused by a proposed project. Each set of criteria involve a maximum incremental increase in the V/C ratio or seconds of delay at a particular intersection operating LOS. In each jurisdiction, a sliding scale has been developed in which the minimum allowable increase in the V/C ratio or delay attributable to a project decreases as the intersection LOS increases (worsens). The following tables summarize these thresholds for each jurisdiction.

City of Los Angeles (Signalized Intersections)		
Intersection Conditions with Project Traffic		Significant Impact Threshold for Project-related Increase in V/C Ratio
LOS	V/C	
C	0.701 – 0.800	Equal to or greater than 0.04
D	0.801 – 0.900	Equal to or greater than 0.02
E, F	> 0.900	Equal to or greater than 0.01

Source: City of Los Angeles.

City of Beverly Hills (Signalized Intersections)		
Signalized Intersection Conditions with Project Traffic		Significant Impact Threshold for Project-related Increase in V/C Ratio
LOS	V/C	
D	0.801 - 0.900	Equal to or greater than 0.03
E, F	> 0.900	Equal to or greater than 0.02

Source: City of Beverly Hills.

City of Beverly Hills (Unsignalized Intersections)		
Unsignalized Intersection Conditions with Project Traffic		Significant Impact Threshold for Project-related Increase in Seconds of Delay
LOS	Delay (seconds per vehicle)	
D	25.1 – 35.0	Equal to or greater than 4 seconds
E, F	> 35.0	Equal to or greater than 3 seconds

Source: City of Beverly Hills.

City of West Hollywood (Signalized Intersections)		
Intersection Conditions with Project Traffic		Significant Impact Threshold for Project-related Increase in Seconds of Delay
LOS	Delay (seconds per vehicle)	
D	35.1 – 55.0	Equal to or greater than 12 seconds
E, F	> 55.0	Equal to or greater than 8 seconds

Source: City of West Hollywood.

EXISTING CONDITIONS (YEAR 2011)

The analysis of existing conditions within the Study Area establishes a baseline of current operating conditions on which the future conditions analysis is based. The existing conditions

analysis included reviewing traffic volumes and current intersection operating conditions as well as a study of the existing street network and public transit system.

Turning movement counts were conducted at the 80 study intersections for the weekday morning (7:00 a.m. to 10:00 a.m.) and afternoon (3:00 p.m. to 6:00 p.m.) peak periods in February, May, and September 2011. Sixty of the 80 analyzed intersections currently operate at LOS D or better during both the morning and afternoon peak hours. The remaining 20 intersections operate at LOS E or F during at least one of the analyzed peak hours.

Currently, bus transit service is operated in the Study Area by the following providers: Metro, LADOT Commuter Express, Santa Monica Big Blue Bus, Culver City Bus, Antelope Valley Transit Authority, and the Santa Clarita Transit systems. Twenty-nine total bus lines are offered between these services, and have combined residual capacity of approximately 3,285 transit riders during the morning peak period and 4,133 riders during the afternoon peak period.

FUTURE WITHOUT PROJECT (YEAR 2015) CONDITIONS

The Future without Project (year 2015) traffic volume forecasts were developed by accounting for growth in traffic over existing conditions from ambient traffic growth and Related Projects. Additionally, the intersection operating conditions are affected by improvements to the street network as a result of regional improvement plans, local specific plans, and programmed improvements. Specifically, the Future (year 2015) traffic conditions take into account completion of the I-405 Sepulveda Pass Improvement Project, the Wilshire Boulevard Bus Rapid Transit (BRT) Project, and the expected signalization of the intersection of Merv Griffin Way & Santa Monica Boulevard (N).

Based on historic trends and standard LADOT operating procedures, an ambient growth factor of 0.75% per year was used to adjust the existing traffic volumes to reflect the effects of regional growth and development by year 2015. The total compounded adjustment applied over the four-year period to full buildout of the Modified Project was therefore 3.03%.

A total of 98 Related Projects were identified by way of location and completion dates comparable to the Modified Project for consideration in the development of Future (year 2015) traffic

conditions. Traffic expected to be added from these developments was estimated and distributed through the street network as part of the Future without Project (year 2015) traffic projections. The Related Projects are expected to generate a net total of 141,263 daily trips on a typical weekday, including 8,126 morning peak hour trips and 12,992 afternoon peak hour trips.

Under Future without Project (year 2015) conditions, 41 of the 80 analyzed intersections are projected to operate at LOS D or better during both the morning and afternoon peak hours. The remaining 39 intersections would operate at LOS E or F during at least one of the analyzed peak hours. Should the intersection of Merv Griffin Way & Santa Monica Boulevard (N) remain unsignalized at the time of completion of the Modified Project, it would operate at LOS E during both the morning and afternoon peak hours under Future without Project (year 2015) conditions.

FUTURE WITHOUT PROJECT (YEAR 2021) CONDITIONS

The Future without Project (year 2021) traffic volume forecasts were developed using the same process as described above for the Future without Project (year 2015) conditions. By year 2021, the Metro Westside Subway Extension is expected to be nearing completion. As a result, traffic shifts related to the construction of the Metro Westside Subway Extension through Century City were incorporated into the Future without Project (year 2021) traffic conditions. However, no additional trip generation credit was incorporated into the Modified Project analysis to reflect the additional transit connectivity and capacity.

The total compounded ambient growth adjustment applied over the 10-year period to year 2021 was 7.76%. Other than the addition of the Metro Westside Subway Extension traffic, Related Project traffic projections were the same as for the Future without Project (year 2015) traffic projections.

Under Future without Project (year 2021) conditions, 38 of the 80 analyzed intersections are projected to operate at LOS D or better during both the morning and afternoon peak hours. The remaining 42 intersections would operate at LOS E or F during at least one of the analyzed peak hours. Should the intersection of Merv Griffin Way & Santa Monica Boulevard (N) remain unsignalized at the time of completion of the Modified Project, it would operate at LOS E during

the morning peak hour and LOS F during the afternoon peak hour under Future without Project (year 2021) conditions.

MODIFIED PROJECT TRIP GENERATION AND TRIP DISTRIBUTION

Guidelines published by the Institute of Transportation Engineers (ITE) specify that empirical trip generation studies should be conducted for developments that do not conform to the typical land uses or conditions surveyed in *Trip Generation, 8th Edition* (ITE, 2008) (the ITE Trip Generation Report). High-rise office towers in Century City have substantially different trip-generating characteristics than the typical office buildings surveyed for the ITE Trip Generation Report, including a lower employee density, a higher rate of alternative work schedules, higher levels of transit usage, and other factors. Therefore, empirical trip generation data was collected at four high-rise office buildings within Century City comparable to the Modified Project to determine the appropriate trip generation rate for the Modified Project.

The empirical trip generation data indicate a daily trip generation rate of 4.69 trips per 1,000 sf, including 0.57 trips per 1,000 sf during the morning peak hour and 0.51 trips per 1,000 sf during the afternoon peak hour. Using this empirical trip generation rate, the Modified Project is expected to generate approximately 3,404 trips during a typical weekday, including 414 trips during the morning peak hour (393 inbound, 21 outbound) and 370 trips during the afternoon peak hour (33 inbound, 337 outbound). These numbers include the effect of transit usage and the Modified Project's Transportation Demand Management (TDM) program, both of which are inherent in the empirical data collected at the four other sites.

In order to present a conservative analysis, additional Modified Project analyses were conducted based on two alternative trip generation rates. The Economy Adjustment analysis (Appendix G) increased the empirical trip generation presented above by 6% to offset the effect of current unemployment levels due to the on-going economic recession. The Published Rates analysis (Appendix H) used published trip generation rates from the ITE Trip Generation Report and the West Los Angeles Transportation Improvement and Mitigation Plan (West LA TIMP) to estimate trips for the Modified Project.

Modified Project traffic was distributed through the street network and to the regional transportation system using a pattern based on a combination zip code data for Century City employees and on LADOT's Travel Demand Model, based on the Southern California Association of Governments' (SCAG) regional travel demand forecasting model. Generally speaking, traffic to and from the Project Site would come from the north (22%), the south (25%), the east (34%), and the west (19%).

APPROVED PROJECT TRIP GENERATION AND TRIP DISTRIBUTION

The Approved Project trip generation estimates came from the Approved Project EIR. Accounting for the land uses that were active on the Project Site prior to completion of the Approved Project EIR, the Approved Project was expected to generate a net total of -1,636 daily trips, including 48 morning peak hour trips (-37 inbound, 85 outbound) and -154 afternoon peak hour trips (-49 inbound, -105 outbound). The Approved Project was expected to generate a gross total of 2,019 daily trips, including 164 morning peak hour trips (32 inbound, 132 outbound) and 184 afternoon peak hour trips (114 inbound, 70 outbound). Analysis of the Approved Project utilizes the gross trip generation totals, because the prior land uses on the Project Site were not active at the time the traffic volumes were collected (Year 2011) and thus the removal of those trips is inherent in the traffic volumes.

The trip distribution pattern also came from the Approved Project EIR.

EXISTING WITH MODIFIED PROJECT (YEAR 2011) INTERSECTION OPERATIONS

The Existing with Modified Project (year 2011) conditions are defined by the traffic volumes, roadways, and intersection configurations that currently exist in the year 2011, including addition of traffic that would occur with construction of the Modified Project. The study intersections were analyzed using the methodologies prescribed by each intersection's jurisdiction as described above. Under Existing with Modified Project (year 2011) conditions, 58 of the 80 analyzed intersections are projected to operate at LOS D or better during both the morning and afternoon peak hours. The remaining 22 intersections would operate at LOS E or F during at least one of the analyzed peak hours.

EXISTING WITH APPROVED PROJECT (YEAR 2011) INTERSECTION OPERATIONS

The Existing with Approved Project (year 2011) conditions are defined by the traffic volumes, roadways, and intersection configurations that currently exist in the year 2011, including addition of traffic that would occur with construction of the Approved Project. The study intersections were analyzed using the methodologies prescribed by each intersection's jurisdiction as described above. Under Existing with Approved Project (year 2011) conditions, 60 of the 80 analyzed intersections are projected to operate at LOS D or better during both the morning and afternoon peak hours. The remaining 20 intersections would operate at LOS E or F during at least one of the analyzed peak hours.

FUTURE WITH MODIFIED PROJECT (YEAR 2015) INTERSECTION OPERATIONS

The Future with Modified Project (year 2015) conditions are defined by the traffic volumes, roadways, and intersection configurations that would exist in the year 2015 following full development of the Modified Project. The study intersections were analyzed using the methodologies prescribed by each intersection's jurisdiction as described above. Under Future with Modified Project (year 2015) conditions, 41 of the 80 analyzed intersections are projected to operate at LOS D or better during both the morning and afternoon peak hours. The remaining 39 intersections would operate at LOS E or F during at least one of the analyzed peak hours. Should the intersection of Merv Griffin Way & Santa Monica Boulevard (N) remain unsignalized at the time of completion of the Modified Project, it would operate at LOS E during both the morning and afternoon peak hours under Future with Modified Project (year 2015) conditions.

FUTURE WITH APPROVED PROJECT (YEAR 2015) INTERSECTION OPERATIONS

The Future with Approved Project (year 2015) conditions are defined by the traffic volumes, roadways, and intersection configurations that would exist in the year 2015 following full development of the Approved Project. The study intersections were analyzed using the methodologies prescribed by each intersection's jurisdiction as described above. Under Future with Approved Project (year 2015) conditions, 41 of the 80 analyzed intersections are projected to operate at LOS D or better during both the morning and afternoon peak hours. The remaining 39

intersections would operate at LOS E or F during at least one of the analyzed peak hours. Should the intersection of Merv Griffin Way & Santa Monica Boulevard (N) remain unsignalized at the time of completion of the Modified Project, it would operate at LOS E during both the morning and afternoon peak hours under Future with Approved Project (year 2015) conditions.

FUTURE WITH MODIFIED PROJECT (YEAR 2021) INTERSECTION OPERATIONS

The Future with Modified Project (year 2021) conditions are defined by the traffic volumes, roadways, and intersection configurations that would exist in the year 2021 following full development of the Modified Project. The study intersections were analyzed using the methodologies prescribed by each intersection's jurisdiction as described above. Under Future with Modified Project (year 2021) conditions, 37 of the 80 analyzed intersections are projected to operate at LOS D or better during both the morning and afternoon peak hours. The remaining 43 intersections would operate at LOS E or F during at least one of the analyzed peak hours. Should the intersection of Merv Griffin Way & Santa Monica Boulevard (N) remain unsignalized at the time of completion of the Modified Project, it would operate at LOS E during the morning peak hour and LOS F during the afternoon peak hour under Future with Modified Project (year 2021) conditions.

FUTURE WITH APPROVED PROJECT (YEAR 2021) INTERSECTION OPERATIONS

The Future with Approved Project (year 2021) conditions are defined by the traffic volumes, roadways, and intersection configurations that would exist in the year 2021 following full development of the Approved Project. The study intersections were analyzed using the methodologies prescribed by each intersection's jurisdiction as described above. Under Future with Approved Project (year 2021) conditions, 38 of the 80 analyzed intersections are projected to operate at LOS D or better during both the morning and afternoon peak hours. The remaining 42 intersections would operate at LOS E or F during at least one of the analyzed peak hours. Should the intersection of Merv Griffin Way & Santa Monica Boulevard (N) remain unsignalized at the time of completion of the Modified Project, it would operate at LOS E during the morning peak hour and LOS F during the afternoon peak hour under Future with Approved Project (year 2021) conditions.

INTERSECTION IMPACTS – EXISTING WITH MODIFIED PROJECT (YEAR 2011)

Intersection impacts were measured for the Existing with Modified Project (year 2011) as compared to Existing with Approved Project (year 2011) conditions and as compared to Existing (year 2011) conditions. Per California Environmental Quality Act (CEQA) Guidelines (Section 15163(b)), the Subsequent EIR and this traffic study are only required to examine the changes in potential environmental impacts between the Approved Project and the proposed Modified Project. However, to provide additional information for decision-makers and the public, this report also includes analysis of the potential impacts from developments of the proposed Modified Project when compared to traffic generated under existing Project Site conditions.

As Compared to Existing with Approved Project (Year 2011) Conditions. The Modified Project is projected to significantly impact four study intersections prior to incorporation of any mitigation, all in the morning peak hour, when compared to Existing with Approved Project (year 2011) conditions. The remaining 76 analyzed intersections would not be impacted during either peak hour.

As Compared to Existing (Year 2011) Conditions. The Modified Project is projected to significantly impact seven study intersections prior to incorporation of any mitigation, including five during the morning peak hour and two during the afternoon peak hour, when compared to Existing (year 2011) conditions. The remaining 73 analyzed intersections would not be impacted during either peak hour. This represents all significant intersection impacts of the Modified Project alone on the Existing (year 2011) environment.

INTERSECTION IMPACTS – FUTURE WITH MODIFIED PROJECT (YEAR 2015)

Intersection impacts were measured for the Future with Modified Project (year 2015) as compared to Future with Approved Project (year 2015) conditions and as compared to Future without Project (year 2015) conditions. Per State CEQA Guidelines (Section 15163(b)), the Subsequent EIR and this traffic study are only required to examine the changes in potential environmental impacts between the Approved Project and the proposed Modified Project. However, to provide additional information for decision-makers and the public, this report also includes analysis of the potential

impacts from development of the proposed Modified Project when compared to traffic generated under future Project Site conditions.

As Compared to Future with Approved Project (Year 2015) Conditions. The Modified Project is projected to significantly impact six study intersections prior to incorporation of any mitigation, including five during the morning peak hour and one during the afternoon peak hour, when compared to Future with Approved Project (year 2015) conditions. The remaining 74 analyzed intersections would not be impacted during either peak hour.

As Compared to Future without Project (Year 2015) Conditions. The Modified Project is projected to significantly impact 10 study intersections prior to incorporation of any mitigation, including seven during the morning peak hour and four during the afternoon peak hour, when compared to Future (year 2015) conditions. One of the 10 intersections would be impacted during both the morning and afternoon peak hours. The remaining 70 analyzed intersections would not be impacted during either peak hour. This represents all significant intersection impacts of the Modified Project alone on the Future (year 2015) environment.

INTERSECTION IMPACTS – FUTURE WITH MODIFIED PROJECT (YEAR 2021)

Intersection impacts were measured for the Future with Modified Project (year 2021) as compared to Future with Approved Project (year 2021) conditions and as compared to Future without Project (year 2021) conditions. Per State CEQA Guidelines (Section 15163(b)), the Subsequent EIR and this traffic study are only required to examine the changes in potential environmental impacts between the Approved Project and the proposed Modified Project. However, to provide additional information for decision-makers and the public, this report also includes analysis of the potential impacts from development of the proposed Modified Project when compared to traffic generated under future Project Site conditions.

As Compared to Future with Approved Project (Year 2021) Conditions. The Modified Project is projected to significantly impact six study intersections prior to incorporation of any mitigation, including five during the morning peak hour and two during the afternoon peak hour, when compared to Future with Approved Project (year 2021) conditions. One of the six intersections would be impacted during both the morning and afternoon peak hours. The remaining 74 analyzed intersections would not be impacted during either peak hour.

As Compared to Future without Project (Year 2021) Conditions. The Modified Project is projected to significantly impact 10 study intersections prior to incorporation of any mitigation, including seven during the morning peak hour and six during the afternoon peak hour, when compared to Future (year 2021) conditions. Three of the 10 intersections would be impacted during both the morning and afternoon peak hours. The remaining 70 analyzed intersections would not be impacted during either peak hour. This represents all significant intersection impacts of the Modified Project alone on the Future (year 2021) environment.

TRANSPORTATION IMPROVEMENT AND MITIGATION PROGRAM

The Applicant proposed a comprehensive package of transportation improvements and mitigation measures to be implemented with the Modified Project. Transportation improvements would include support for the aforementioned Mobility Hub and implementation of a TDM program similar to those at the buildings surveyed to develop the empirical trip generation rate.

TDM Program

The Applicant would implement a TDM program, which is a series of programs for Modified Project employees to encourage flexible or alternative work schedules and alternative travel modes. The TDM program would include measures such as discounted or free transit passes, bicycle amenities, a Guaranteed Ride Home program, ridesharing promotion and support, a pedestrian-friendly environment, and a transportation information center to promote and inform all of the options available. Additionally, the provision of a Mobility Hub as part of the Modified Project will help to support these goals.

The Modified Project trip generation estimates are based on empirical data collected at other Century City office buildings that have already implemented TDM programs comparable to the one discussed above. Therefore, the estimates already include the benefits of the TDM program and no further reduction to trip generation estimates have been taken to account for the TDM program.

As a condition of Modified Project approval, the building would be subject to on-going monitoring to ensure that the actual Modified Project trip generation is at or below the projected level. Should it be found to exceed the estimates for three consecutive months, it would undergo a six-month probationary period during which time the building operator would be required to implement further trip reduction measures. Further mitigation measures would be required if Modified Project traffic continued to exceed the trip generation estimates.

Transportation Mitigation Measures

Historically, mitigation measures for developments in Los Angeles have identified physical improvements for significantly impacted intersections, including restriping, road widening to add lanes, and signal enhancements. The Applicant initially proposed physical improvements at 6 locations, which LADOT agreed were both feasible and beneficial. However, none may be implemented because they face opposition from local residents and other stakeholders who would prefer to discourage the additional traffic that could be accommodated by the increased capacity. As a result, there are limited traditional mitigation measures available within the Study Area. The Applicant met with LADOT to discuss the problem, and together they developed a menu of transportation mitigations that focus on area-wide reductions in traffic volumes and improvements in traffic flow.

Transportation Systems Management Improvements. To mitigate Modified Project impacts, the Applicant would implement or pay for the implementation of various transportation systems management (TSM) improvements. These would include installation of closed circuit television (CCTV) cameras and real-time, video-based traffic volume count systems at key intersections within the Study Area, along with the necessary infrastructure (i.e. fiber optic and interconnect tubes) to support the system.

Area-wide Transportation Management Improvements. The Applicant would work with the CCTMO to develop a high-quality mobile (cell phone) application for the use of residents, employees, and visitors to the Study Area which would:

- Alert drivers of congestion on key routes serving Century City
- Identify alternate routes that bypass congestion
- Identify real-time visitor parking availability within Century City
- Identify transit options for travel to and from Century City

These mitigation measures are designed to improve area-wide transportation flow by promoting non-automotive modes of travel and diverting people away from congestion points. Not only will the improvements serve to reduce the impact of Modified Project traffic in the Study Area, but they have the potential to affect all traffic in and around Century City. As a result, and in consultation with LADOT, these improvements equate to a 1% capacity credit (0.01 reduction in V/C ratio) at all analyzed intersections under City of Los Angeles jurisdiction.

Additionally, should the intersection of Merv Griffin Way & Santa Monica Boulevard (N) not be signalized by the time the Modified Project is constructed, the Applicant would pay to install the traffic signal with an agreement from the City of Beverly Hills that, should one of the two developments currently responsible for the improvement commence construction, the Applicant would be reimbursed for the cost.

INTERSECTION OPERATIONS AFTER MITIGATION

Existing with Modified Project After Mitigation (Year 2011) Conditions

Under Existing with Modified Project After Mitigation (year 2011) conditions, 60 of the 80 analyzed intersections are projected to operate at LOS D or better during both the morning and afternoon peak hours. The remaining 20 intersections would operate at LOS E or F during at least one of the analyzed peak hours.

Future with Modified Project After Mitigation (Year 2015) Conditions

Under Future with Modified Project After Mitigation (year 2015) conditions, 41 of the 80 analyzed intersections are projected to operate at LOS D or better during both the morning and afternoon peak hours. The remaining 39 intersections would operate at LOS E or F during at least one of the analyzed peak hours.

Future with Modified Project After Mitigation (Year 2021) Conditions

Under Future with Modified Project After Mitigation (year 2021) conditions, 38 of the 80 analyzed intersections are projected to operate at LOS D or better during both the morning and afternoon peak hours. The remaining 42 intersections would operate at LOS E or F during at least one of the analyzed peak hours.

REMAINING SIGNIFICANT INTERSECTION IMPACTS AFTER MITIGATION

Intersection impacts were again measured for the Modified Project, after mitigation, as compared to Approved Project conditions and no-project conditions in years 2011, 2015, and 2021. In each of those six cases, all of the significant impacts identified prior to mitigation would be fully mitigated below the applicable thresholds of significance by the proposed mitigation program.

The two alternative traffic impact analyses based on economy-adjusted trip generation rates and published trip generation rates would result in additional significant impacts as discussed in Appendices G and H, respectively. These analyses identify additional mitigation measures, and should the mitigation monitoring program indicate that the empirical trip generation estimates for the Modified Project are not being met, these additional measures would be implemented as necessary.

CONGESTION MANAGEMENT PROGRAM (CMP) ANALYSIS

An analysis of the regional transportation facilities in the vicinity of the Modified Project was conducted in accordance with the traffic impact analysis (TIA) procedures outlined in the *2010 Congestion Management Program* (Metro, 2010). The CMP requires that a TIA be performed for all arterial monitoring intersections where a project would add 50 or more trips during either the morning or afternoon weekday peak hour and all mainline freeway monitoring locations where a project would add 150 or more trips (in either direction) during the morning or afternoon weekday peak hours. It also requires a review of the future transit capacity after implementation of a project.

CMP Intersection Analysis

The Modified Project is expected to add 50 or more peak hour trips to one designated arterial monitoring intersection (Westwood Boulevard & Santa Monica Boulevard). However, under Existing with Modified Project (year 2011) conditions, that location is not projected to operate at LOS F and therefore, under CMP significant impact criteria, is not significantly impacted. Under both Future with Modified Project (year 2015) conditions and Future with Modified Project (year 2021) conditions, while the location is projected to operate at LOS F during both the morning and afternoon peak hours, the incremental increase in V/C ratio attributable to the Modified Project is less than 0.020 during each peak hour and therefore is not significantly impacted. Therefore, the Modified Project would not result in a significant traffic impact at any CMP arterial monitoring intersections under any analysis scenario.

CMP Freeway Analysis

The Modified Project is not expected to add 150 or more peak hour trips in either direction to the nearest freeway mainline monitoring location. Therefore, the Modified Project would not result in a significant traffic impact at any CMP freeway monitoring location.

CMP Transit Analysis

An analysis of the existing and future transit system was conducted based on the residual capacity in the existing transit system in the Project Site vicinity and projected transit usage growth over the years until Modified Project buildout. The transit system is currently (year 2011) estimated to have a residual capacity of approximately 3,285 transit patrons during the morning peak hour and 4,133 transit patrons during the afternoon peak hour. In year 2015, the transit system is projected to have a residual capacity of approximately 3,033 transit patrons during the morning peak hour and 3,892 transit patrons during the afternoon peak hour. In year 2021, the transit system is projected to have a residual capacity of approximately 2,579 transit patrons during the morning peak hour and 3,503 transit patrons during the afternoon peak hour.

The Modified Project is expected to have approximately 1,464 employees associated with office and ancillary uses on the Project Site. Assuming a total of 20% of Modified Project employees use transit, it is conservatively estimated that the Modified Project would add approximately 293 morning peak period transit trips and 293 afternoon peak period transit trips. This is less than the existing (year 2011) and projected future (years 2015 and 2021) residual transit capacity and, therefore, the Modified Project is not expected to result in a significant impact on the regional transit system.

PARKING

The Modified Project would construct a parking structure containing approximately 1,579 parking spaces. The City of Los Angeles Municipal Code requires two parking space for every 1,000 sf of gross floor area of office and four spaces for every 1,000 sf of retail use. Additionally, a screening room requires one space for every five seats, which is being conservatively applied to the Modified Project despite the fact that its screening room would only be used by building tenants and their guests. Based on these rates, the Municipal Code requires the Modified Project to provide 1,509 parking spaces, fewer than the 1,579 spaces proposed. Thus, the Modified Project would have adequate parking for all proposed uses on the Project Site.

SITE ACCESS AND CIRCULATION

The Modified Project would have vehicular access points on three sides. The primary access would be a three-lane driveway at the south side of the Project Site on Constellation Boulevard providing full-service ingress and egress to the parking structure and direct access to a drop-off area. The Applicant proposes to install a traffic signal at this location if the owner of 2000 Avenue of the Stars to the south, which would share in the benefits of the signal control, agreed to the improvement.

The remaining two driveways would provide access to Avenue of the Stars and Constellation Boulevard via the alleyways running along the north and east sides of the Project Site. Both of these alleys provide right-turn in, right-turn out access to the respective streets to which they connect. No operational access impacts would occur at these locations.

The signalized driveway on Constellation Boulevard would operate at LOS A during the morning peak hour and LOS B during the afternoon peak hour upon construction of the Modified Project. If the driveway were not signalized, it would operate at LOS C during the morning peak hour and LOS F during the afternoon peak hour in year 2015. In year 2021, it would operate at LOS D during the morning peak hour and LOS F during the afternoon peak hour.

The City of Los Angeles' 2010 Bicycle Plan proposes a bike lane on Avenue of the Stars that would pass in front of the alleyway running along the north side of the Project Site. Due to the potential for increased bicycle traffic, as well as the high volume of pedestrian traffic in Century City, there could be safety access impacts at this location. The Applicant would provide an audible alert upon the approach of exiting vehicles at this location as well as convex mirrors to improve visibility, and thus potential impacts would be less than significant.

CONSTRUCTION IMPACTS

It is anticipated that construction of the Modified Project would commence in year 2013 and continue through year 2015. Construction staging would occur on the Project Site and activity would occur between 7:00 a.m. and 6:00 p.m. on weekdays and 8:00 a.m. and 6:00 p.m. on Saturdays.

A maximum of up to 125 daily haul trips are expected to occur spread evenly throughout the work days. It was conservatively assumed that up to 20 haul trips would occur during both the morning and afternoon peak hours. Haul trucks would access I-405 via either Santa Monica Boulevard or Pico Boulevard or I-10 via Overland Avenue. Construction worker trips would occur outside of the morning and afternoon peak hours. No impacts on the study intersections are expected to occur as a result of this level of construction traffic.

Potential temporary impacts to access, transit, and on-street parking could occur from the installation of the driveway on Constellation Boulevard, new landscaping, and widening of pedestrian facilities. To the extent possible, these and other potential impacts as a result of construction would be minimized by implementation of a construction traffic management plan which would include the following elements, as appropriate:

1. Provisions for temporary traffic control during all construction activities adjacent to public right-of-way to improve traffic flow on public roadways (e.g., flag person);
2. Scheduling construction activities to reduce the effect on traffic flow on arterial streets;
3. Rerouting construction trucks to reduce travel on congested streets;
4. Prohibiting construction-related vehicles from parking on public streets;
5. Providing safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers;
6. Requiring contractors to participate in a common carpool registry during all periods of contract performance monitored and maintained by the general contractor;
7. Scheduling construction-related deliveries, other than concrete and earthwork-related deliveries, so as to reduce travel during peak travel periods as identified in this study;
8. Coordination with other construction projects in the vicinity to minimize conflicts;
9. Obtaining the required permits for truck haul routes from the City of Los Angeles prior to the issuance of any permit for the Modified Project;
10. Obtaining a Caltrans transportation permit for use of oversized transport vehicles on Caltrans facilities; and
11. Submitting a traffic management plan to Caltrans for review and approval.

NEIGHBORHOOD INTRUSION IMPACTS

LADOT policy and *L.A. CEQA Thresholds Guide: Your Resource for Preparing CEQA Analyses in Los Angeles* (City of Los Angeles, 2006) outline a procedure for assessing the potential for neighborhood intrusion impacts (i.e., residential neighborhood cut-through traffic) if the following three conditions are met:

1. There must be 1,200 or more daily trips added by a project to an arterial corridor.
2. There must be congestion on the arterial corridor (determined by intersections operating at LOS E or F)
3. There must be parallel local residential streets providing a cut-through route.

Though one arterial met the first criterion with more than 1,200 daily Modified Project trips, the corridor operates at LOS A and there are no parallel residential streets. Therefore, no significant neighborhood intrusion impacts were identified.

CUMULATIVE AUTOMOBILE TRIP GENERATION POTENTIAL

The CCNSP, adopted in 1981 by the City of Los Angeles, imposes a development restriction by limiting the total number of daily vehicle trips that can be generated within the CCNSP area. These restrictions are administered through the availability of CATGP Trips, which were allocated to each parcel in 1981 as Phase I and Phase II trips. CATGP Trips are also available through the demolition of existing structures in Century City North (Replacement Trips) or the private party transfer of trips between different parcels (Transferred Trips). The Project Site has 4,114.957 CATGP Trips available.

The CCNSP includes a default office land use CATGP trip rate of 14 CATGP Trips per 1,000 sf of floor area. Section 6 of the CCNSP specifies a procedure by which a developer can propose an alternative trip generation rate through empirical studies. Empirical trip generation studies of four other office towers in Century City resulted in a daily trip generation rate of 4.69 trips per 1,000 sf of office floor area. Using this empirical CATGP Trip rate, the Modified Project would require a total of 3,404.143 CATGP Trips for the 725,830 sf office project. After development of the

Modified Project, 710.814 CATGP Trips would remain available for future development, transfer, or sale.

Chapter 1

Introduction

The transportation analysis described in this study has been prepared for the Century City Center Project (referred to as the “Modified Project”) which is proposed by Century City Realty, LLC (“Applicant”). The report identifies the base assumptions, describes the methodologies, and summarizes the findings of the study, which was conducted as part of the Subsequent Environmental Impact Report (EIR) for the Modified Project. The methodology and base assumptions used in this analysis were established in conjunction with the Los Angeles Department of Transportation (LADOT). In addition, consultations were conducted with the City of Beverly Hills and the City of West Hollywood.

PROJECT DESCRIPTION

The proposed Modified Project is located on the northeast corner of Avenue of the Stars & Constellation Boulevard (1950 Avenue of the Stars) in the Century City neighborhood of the City of Los Angeles. The Modified Project would be developed on a 5.5-acre site (the “Project Site”) located entirely within the West Los Angeles Community Plan (WLACP) area and the Century City North Specific Plan (CCNSP) area. The Applicant is seeking modifications to existing approvals obtained for a residential development on the Project Site in 2006 (the “Approved Project”). Both the Modified Project and the Approved Project are discussed in more detail below.

Modified Project

The Modified Project would result in the construction of approximately 731,250 square feet (sf) of floor area, made up of office space, creative office space, a small amount of supporting retail, and a mobility hub. The office component of the Modified Project would consist of a 37-story, approximately 700,000 sf office tower on the west side of the Project Site, along Avenue of the Stars, and approximately 25,830 sf creative office space in one and two-story buildings along

Constellation Boulevard. The office tower's proposed square footage is inclusive of a 3,000 sf private screening room, accommodating approximately 200 people, which would be for the use of building tenants and their guests.

The Modified Project would also include construction of a Transit Plaza. The Transit Plaza would comprise approximately 35,000 sf of public open space (not included in the developed floor area total), and would be located near the corner of Avenue of the Stars & Constellation Boulevard. The Transit Plaza would be designed to accommodate the potential Century City Westside Subway Extension station and would include 4,120 sf of small-scale ancillary retail uses and a 1,300 sf Mobility Hub which would provide alternative forms of transportation, including flex car and bicycle rentals, and smart transit information.

Lastly, the Modified Project would include a parking structure located to the east of the high-rise office building. The parking garage would consist of three subterranean levels and two above ground levels containing a total of approximately 1,579 parking spaces. Vehicular access to the parking garage would be provided by three proposed driveways. One driveway would be located along Constellation Boulevard at a new signalized intersection and the other two driveways would access the existing alleys running along the northern and eastern borders of the Project Site. The Modified Project's site plan along with proposed driveway locations is illustrated in Figure 1. An approximately 2.14-acre landscaped deck for tenants would be provided on the roof of the parking garage and would consist of gardens, seating areas, walkways, and lush landscaping.

As discussed above, the Transit Plaza would be designed to accommodate a potential portal for the proposed Century City Westside Subway Extension station. The Westside Subway Extension is a proposed mass-transit rail project that would extend the Los Angeles County Metropolitan Transportation Authority's (Metro) Purple Line from its current terminus at Wilshire/Western to the west side of Los Angeles. In late October 2010, the Metro Board of Directors approved the Draft Environmental Impact Statement (EIS)/EIR for the subway extension project and accepted the staff recommendation for the Locally Preferred Alternative (LPA). The LPA would extend the subway from Wilshire/Western to the Westwood Veteran's Affairs Hospital and would include a station in Century City at one of three locations. Further environmental study was completed by Metro including a comparison of the three Century City station options, one of which includes a station location with a portal on the Project Site.

In March 2012, the Final EIS/EIR was released to the public. Two of the possible Century City stations were determined not to be viable after engineering studies revealed earthquake faults directly beneath them. The station location at Avenue of the Stars & Constellation Boulevard, under the Project Site, remains as the only viable and recommended option. On April 26, 2012, the Metro Board of Directors certified the Final EIS/EIR and approved a portion of the subway extension project through a proposed station at La Cienega Boulevard. The Metro Board of Directors did not make a decision regarding the location of a station in Century City, and has put off that decision until a future date.

As part of the Modified Project, the Applicant is also seeking to amend the previously approved Development Agreement for the Approved Project to extend the development horizon to the year 2021.

Approved Project

In year 2005, the Applicant proposed the construction of 483 residential condominiums in two 47-story towers and one 12-story building for a total of approximately 1,292,358 sf on the Project Site (the “Approved Project”). The Approved Project’s EIR was certified on November 29, 2006 by the City of Los Angeles and a Site Plan Review, a Project Permit, and a Vesting Tentative Tract Map were approved. A Development Agreement for the Approved Project extending the development horizon to year 2022 was also approved on June 2, 2009.

At the time of the preparation of the Approved Project’s EIR, the Project Site was occupied by a restaurant and nightclub, as well as a drive-through banking facility and associated office space. After the Approved Project was approved in 2006, most of the previously existing structures on the Project Site were demolished. The Cumulative Automobile Trip Generation Potential (CATGP) trips (CATGP Trips) allocated to the Project Site under the CCNSP due to the removal of the previously existing uses were recorded through a covenant on the Project Site’s title on April 13, 2007. CATGP Trips and the CCNSP’s requirements are discussed further in Chapter 14 below.

In its current condition, the Project Site consists of disturbed land, asphalt, surface parking lots, and various remnant structures from the previously demolished buildings. Due to changes in

market conditions and demand, the Applicant now proposes to modify the Approved Project to allow construction of the Modified Project as described above.

PROJECT LOCATION AND STUDY AREA

The Project Site is located approximately 2.1 miles east of the San Diego Freeway (I-405), which runs generally southeast-northwest, and 1.95 miles north (2.5 miles along the street network) of the Santa Monica Freeway (I-10), which runs generally east-west. I-10 connects with I-405 approximately 2.25 miles southwest of the Project Site. These freeways provide regional access to the Project Site. Primary local access to the Project Site is provided by a network of streets including Wilshire Boulevard, Santa Monica Boulevard, Olympic Boulevard, Pico Boulevard, Sawtelle Boulevard, Sepulveda Boulevard, Westwood Boulevard, Overland Avenue, Beverly Glen Boulevard, Avenue of the Stars, and Constellation Boulevard.

The Modified Project's study area (the "Study Area") includes a geographic area approximately 4 miles (north-south) by approximately 4.25 miles (east-west). This approximately 17 square-mile Study Area was established in consultation with LADOT and by reviewing the travel patterns and the potential impacts of traffic generated by the proposed Modified Project. As discussed in Chapter 7, the Study Area was designed to ensure that all potentially significantly impacted intersections, prior to any mitigation, were analyzed, and the boundary of the Study Area was extended, as necessary, to confirm that there were no significant impacts at or outside the boundary of the Study Area based on the Modified Project's traffic travel patterns. A total of 80 intersections within the cities of Los Angeles, Beverly Hills, and West Hollywood have been selected for detailed analysis in the Study Area. Figure 2 illustrates the location of the Project Site in relation to the surrounding street system and the 80 analyzed intersections. Table 1 lists the 80 study intersections and their jurisdictions.

The Modified Project Study Area encompasses a much wider area than that which was studied in the Approved Project's EIR. The Approved Project's traffic impact analysis included 32 study intersections and approximately five square miles as compared to 80 study intersections and 17 square miles for the Modified Project Study Area.

STUDY SCOPE

The scope of work for this study was developed in conjunction with LADOT. The base assumptions and technical methodologies were discussed as part of the study approach and agreed to in a memorandum of understanding (MOU). A copy of the MOU is provided in Appendix A.

As described in more detail below, the study analyzed the potential Modified Project-generated traffic impacts on the street system surrounding the Project Site as compared to (1) the Approved Project-generated traffic impacts; (2) existing conditions (year 2011); and (3) future conditions (years 2015 and 2021). Intersection traffic impacts for the Modified Project were evaluated for typical weekday morning (7:00 a.m. to 10:00 a.m.) and afternoon (3:00 p.m. to 6:00 p.m.) peak periods. The analysis of future year traffic forecasts was conducted for full buildout of the Modified Project and is based on projected conditions in years 2015 and years 2021 both with and without the addition of the Modified Project's traffic. Since the Applicant is modifying the project approvals for a previously Approved Project, per State CEQA Guidelines (Section 15163(b)), the Subsequent EIR and this traffic study are only required to examine the changes in potential environmental impacts between the Approved Project and the proposed Modified Project. However, to provide additional information for decision-makers and the public, this report also includes analysis of the potential impacts from development of the proposed Modified Project when compared to traffic generated under existing Project Site conditions.

Accordingly, the following traffic scenarios have been developed and analyzed as part of this study:

- Existing Conditions (Year 2011) – The analysis of existing traffic conditions provides a basis for the assessment of future traffic conditions. The Existing Conditions analysis includes a description of key area streets and highways, traffic volumes and current operating conditions, and transit service in the Project Site vicinity. Intersection turning movement counts for typical weekday morning (7:00 a.m. to 10:00 a.m.) and afternoon (3:00 p.m. to 6:00 p.m.) peak periods were collected in February, May, and September 2011. Fieldwork (lane configurations and signal phasing) for the analyzed intersections was collected in April and September 2011 and is shown in Appendix B. The traffic count worksheets are available in Appendix C, and traffic volumes in tabular form are found in Appendix D. LADOT guidelines allow for use of traffic counts up to a maximum of two years old at the time of the issuance of the Notice of Preparation (NOP) (June 28, 2011).

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- Existing with Approved Project Conditions (Year 2011) – This scenario projects the potential intersection operating conditions that could be expected if the Approved Project were built. In this scenario, the Approved Project-generated traffic is added to the Existing Conditions (year 2011). The Approved Project EIR did not identify any significant intersection impacts and thus did not propose any intersection mitigation measures.
 - Existing with Modified Project Conditions (Year 2011) – This scenario projects the potential intersection operating conditions that could be expected if the Modified Project were built under existing conditions, prior to any mitigation. In this scenario, the Modified Project-generated traffic is added to the Existing Conditions (year 2011).
 - Existing with Modified Project After Mitigation Conditions (Year 2011) – This scenario projects the potential intersection operating conditions that could be expected if the Modified Project were built under existing conditions, including the effect of any mitigation. In this scenario, the Modified Project-generated traffic with mitigation incorporated is added to the Existing Conditions (year 2011).
 - Future without Project Conditions (Year 2015) – This scenario projects the potential intersection operating conditions that could be expected as a result of regional growth and related project traffic in the vicinity of the Project Site by year 2015. This analysis provides the baseline conditions by which project impacts are evaluated in the future at full buildout.
 - Future with Approved Project Conditions (Year 2015) – This scenario projects the potential intersection operating conditions that could be expected if the Approved Project were built in the projected buildout year (2015) by adding the Approved Project traffic to the Future without Project Conditions (year 2015). The Approved Project EIR did not identify any significant intersection impacts and thus did not propose any intersection mitigation measures.
 - Future with Modified Project Conditions (Year 2015) – This scenario projects the potential intersection operating conditions that could be expected if the Modified Project were built in the projected buildout year (2015), prior to any mitigation. In this scenario, the Modified Project-generated traffic is added to the Future without Project Conditions (year 2015).
 - Future with Modified Project After Mitigation Conditions (Year 2015) – This scenario projects the potential intersection operating conditions that could be expected if the Modified Project were built in the projected buildout year (2015), including the effect of any mitigation. In this scenario, the Modified Project-generated traffic with mitigation incorporated is added to the Future without Project Conditions (year 2015).
 - Future without Project Conditions (Year 2021) – This scenario projects the potential intersection operating conditions that could be expected as a result of regional growth and related project traffic in the vicinity of the Project Site by year 2021. This analysis provides the baseline conditions by which project impacts are evaluated for the final year of the Development Agreement at full buildout.

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- Future with Approved Project Conditions (Year 2021) – This scenario projects the potential intersection operating conditions that could be expected if the Approved Project were built in the last year of the Development Agreement (2021) by adding the Approved Project traffic to the Future without Project Conditions (year 2021). The Approved Project EIR did not identify any significant intersection impacts and thus did not propose any intersection mitigation measures.
 - Future with Modified Project Conditions (Year 2021) – This scenario projects the potential intersection operating conditions that could be expected if the Modified Project were built in the last year of the Development Agreement (2021), prior to any mitigation. In this scenario, the Modified Project-generated traffic is added to the Future without Project Conditions (year 2021) to coincide with the last year of the Development Agreement.
 - Future with Modified Project After Mitigation Conditions (Year 2021) – This scenario projects the potential intersection operating conditions that could be expected if the Modified Project were built in the last year of the Development Agreement (2021), including the effect of any mitigation. In this scenario, the Modified Project-generated traffic with mitigation incorporated is added to the Future without Project Conditions (year 2021) to coincide with the last year of the Development Agreement.

Intersection Capacity Analyses

Intersection capacity has been analyzed using the methods prescribed by the jurisdiction in which each intersection is located. As stated above, the 80 study intersections are located in the cities of Los Angeles, Beverly Hills, and West Hollywood, and thus three different methodologies were used:

City of Los Angeles. Intersections falling within the City of Los Angeles' jurisdiction were analyzed using the "Critical Movement Analysis (CMA) – Planning" (Transportation Research Board, 1980) methodology as required by LADOT for consistency with the *2010 Congestion Management Program for Los Angeles County* (Metro, 2010). The CMA methodology was implemented using LADOT's Calcadb Lite spreadsheet application to analyze intersection operating conditions.

City of Beverly Hills. Signalized intersections falling within the City of Beverly Hills jurisdiction were analyzed using the "Intersection Capacity Utilization" (ICU) methodology as required by the City of Beverly Hills traffic engineer. One currently unsignalized intersection within Beverly Hills was analyzed using *2000 Highway Capacity Manual* (Transportation Research Board,

2000) (HCM) unsignalized methodology implemented through the Traffix software package in accordance with City of Beverly Hills direction.

City of West Hollywood. Intersections falling within the City of West Hollywood's jurisdiction were analyzed using Synchro software to implement HCM signalized methodology in accordance with City of West Hollywood policy.

The intersection capacity calculation worksheets for each scenario are available in Appendix E.

Significant Impact Criteria

Each jurisdiction has established its own threshold criteria for determining significant traffic impacts caused by a proposed project at study intersections. Thus, as described in more detail below, three different criteria were utilized to assess impacts using the intersection capacity methodologies described above for each jurisdiction, depending on the jurisdiction in which an intersection is located. Each set of criteria depend on the measurement of the intersection's level of service (LOS) by the methodologies described above. Definitions of LOS for signalized and unsignalized intersections are shown in Tables 2 and 3, respectively.

City of Los Angeles. LADOT standards indicate that a project is considered to have a significant traffic impact on a signalized intersection if the increase in the volume-to-capacity (V/C) ratio attributable to the project exceeds a specific standard depending on the final intersection LOS. LADOT's significant impact criteria for signalized intersections is consistent with the criteria identified in the *L.A. CEQA Thresholds Guide: Your Resource for Preparing CEQA Analyses in Los Angeles* (City of Los Angeles, 2006) ("L.A. CEQA Thresholds Guide").

LADOT has developed a sliding scale in which the minimum allowable increase in the V/C ratio attributable to a project decreases as the V/C ratio of the intersection increases:

Intersection Conditions with Project Traffic		Significant Impact Threshold for Project-related Increase in V/C Ratio
LOS	V/C	
C	0.701 – 0.800	Equal to or greater than 0.04
D	0.801 – 0.900	Equal to or greater than 0.02
E, F	> 0.900	Equal to or greater than 0.01

Source: City of Los Angeles.

City of Beverly Hills. The City of Beverly Hills has adopted a sliding threshold scale similar to LADOT's for determining significant traffic impacts to signalized intersections:

Signalized Intersection Conditions with Project Traffic		Significant Impact Threshold for Project-related Increase in V/C Ratio
LOS	V/C	
D	0.801 - 0.900	Equal to or greater than 0.03
E, F	> 0.900	Equal to or greater than 0.02

Source: City of Beverly Hills.

Additionally, Beverly Hills has adopted similar criteria for unsignalized intersections. Unlike the CMA and ICU analysis methodologies, the HCM unsignalized methodology utilized by Beverly Hills calculates the average delay, in seconds, for each vehicle passing through an unsignalized intersection. Therefore, the impact criterion is based on a maximum allowable increase in delay attributable to a project as the overall LOS of the intersection decreases:

Unsignalized Intersection Conditions with Project Traffic		Significant Impact Threshold for Project-related Increase in Seconds of Delay
LOS	Delay (seconds per vehicle)	
D	25.1 – 35.0	Equal to or greater than 4 seconds
E, F	> 35.0	Equal to or greater than 3 seconds

Source: City of Beverly Hills.

City of West Hollywood. The City of West Hollywood has also adopted a sliding scale for determining significant traffic impacts to signalized intersections. Like the HCM unsignalized methodology used by the City of Beverly Hills, the HCM signalized methodology used by West Hollywood calculates the average delay, in seconds, for each vehicle passing through the intersection. Therefore, the West Hollywood significant impact criterion is based on a minimum

allowable increase in delay attributable to a project as the overall LOS of the intersection decreases:

Intersection Conditions with Project Traffic		Significant Impact Threshold for Project-related Increase in Seconds of Delay
LOS	Delay (seconds per vehicle)	
D	35.1 – 55.0	Equal to or greater than 12 seconds
E, F	> 55.0	Equal to or greater than 8 seconds

Source: City of West Hollywood.

Congestion Management Program Analysis

An analysis also was conducted according to Los Angeles County (County) Congestion Management Program (CMP) guidelines. The CMP is a State-mandated program that serves as the monitoring and analytical basis for transportation funding decisions in the County made through the Regional Transportation Improvement Program (RTIP) and State Transportation Improvement Program (STIP) processes. The CMP requires that a Traffic Impact Analysis (TIA) be performed for all CMP arterial monitoring intersections where a project would add 50 or more trips during either the morning or afternoon weekday peak hours and all mainline freeway monitoring locations where a project would add 150 or more trips (in either direction) during the morning or afternoon weekday peak hours. Additionally, it requires a review of potential impacts to the regional transit system.

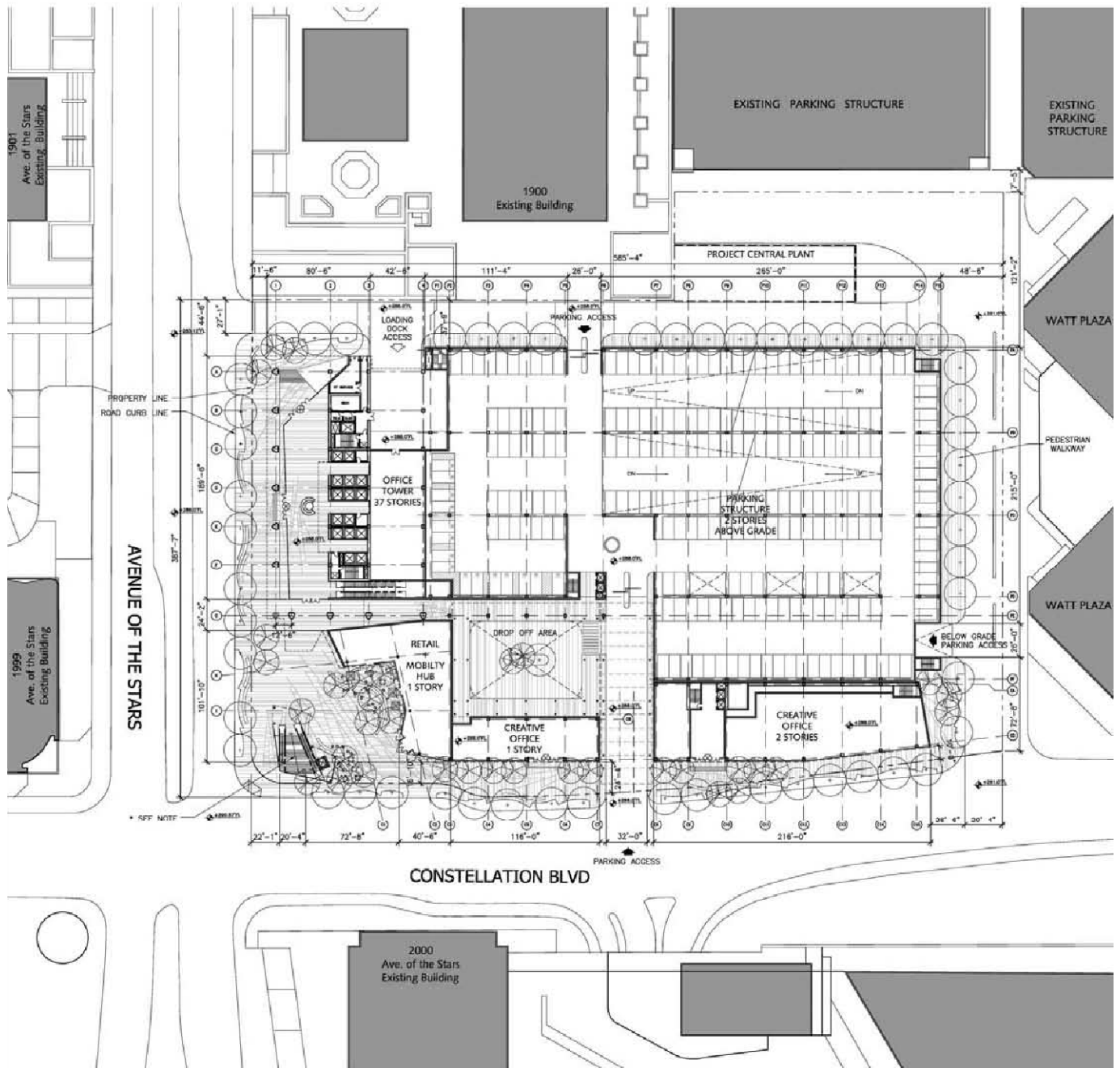
Additional Review and Analysis

In addition to the various intersection analysis scenarios and the CMP analysis discussed above, this study includes a review of various other features and conditions related to the proposed Modified Project. These include a review of the Modified Project's access and circulation plan (Chapter 10), parking requirements and proposed supply (Chapter 11), an analysis of potential traffic impacts associated with the Modified Project's construction (Chapter 12), and an analysis of potential neighborhood intrusion impacts (Chapter 13). Additionally, there is an analysis of CATGP Trips allocated to the Project Site under the Century City North Specific Plan and how many CATGP Trips the proposed Modified Project requires under the CCNSP (Chapter 14).

Additional analyses are contained in the appendices, including support for the trip generation rate used for the Modified Project (Appendix F), analysis of the Modified Project using two alternative trip generation calculations (Appendices G and H), of several identified alternatives to the Modified Project (Appendix I), of potential impacts to Caltrans facilities (Appendix J), of the Modified Project driveway (Appendix K), and of potential construction impacts (Appendix L).

ORGANIZATION OF REPORT

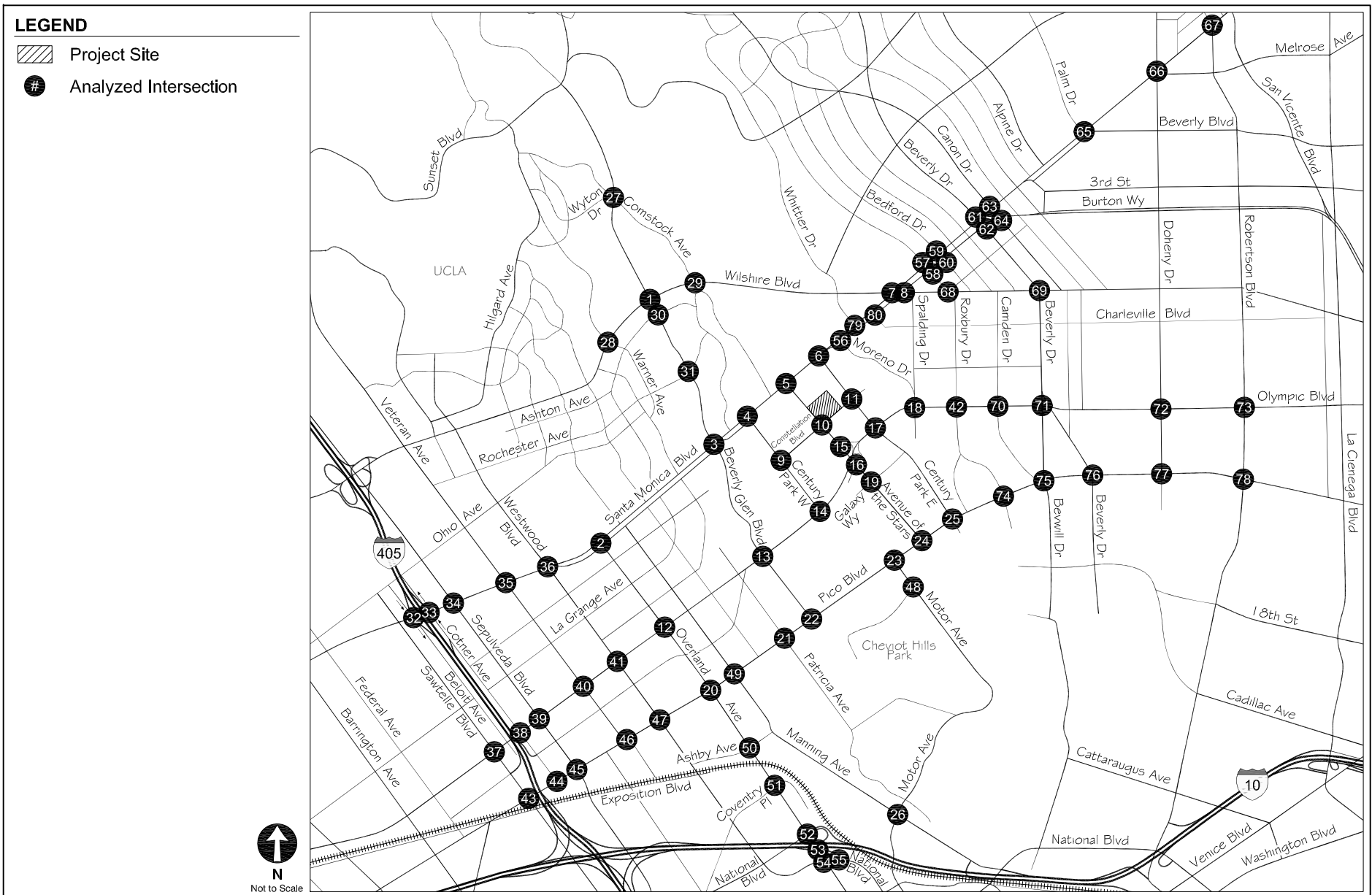
This report is divided into 14 chapters, including this introduction. Chapter 2 describes the existing circulation system, traffic volumes, and traffic conditions in the Study Area. Chapter 3 forecasts and analyzes future base operating conditions without Modified Project traffic. Chapter 4 describes the procedure used to forecast Modified Project traffic volumes and distribution through the Study Area. It also reviews the traffic volumes and distribution set forth for the Approved Project in the Approved Project EIR. Chapter 5 presents the intersection operating conditions associated with construction of the Modified Project or the Approved Project on top of Existing Conditions (year 2011). Chapter 6 presents the intersection operating conditions associated with construction of the Modified Project or the Approved Project on top of Future without Project Conditions (years 2015 and year 2021). Chapter 7 assesses the significant traffic impacts associated with the Modified Project on top of existing and future conditions before any mitigation. Chapter 8 presents a traffic improvement and mitigation program and an analysis of significant traffic impacts associated with the Modified Project on top of existing and future conditions after implementation of the mitigation program. Chapter 9 analyzes traffic impacts under the requirements of the CMP. Chapter 10 reviews the Project Site plan and general circulation plan, and Chapter 11 presents an analysis of the Modified Project's proposed parking. Chapter 12 presents an assessment of potential impacts associated with Modified Project construction. Chapter 13 examines the potential for neighborhood intrusion impacts as a result of the Modified Project. Chapter 14 presents an analysis of the Project Site's CATGP Trip allocation under the CCNSP. The aforementioned additional analyses as well as details of the technical analyses are included in the appendices.



Source: Johnson Fain, July 21, 2011

CONCEPTUAL SITE PLAN

FIGURE
1



STUDY AREA AND ANALYZED INTERSECTIONS

FIGURE
2

TABLE 1
ANALYZED INTERSECTIONS

No.	Intersection	Jurisdiction
1. [a]	Beverly Glen Boulevard & Wilshire Boulevard	City of Los Angeles
2. [a]	Overland Avenue & Santa Monica Boulevard (N)/Santa Monica Boulevard (S)	City of Los Angeles
3. [a]	Beverly Glen Boulevard & Santa Monica Boulevard	City of Los Angeles
4. [a]	Century Park West & Santa Monica Boulevard	City of Los Angeles
5. [a]	Avenue of the Stars & Santa Monica Boulevard	City of Los Angeles
6. [a]	Century Park East & Santa Monica Boulevard	City of Los Angeles
7.	Santa Monica Boulevard (N) & Wilshire Boulevard	City of Beverly Hills
8.	Santa Monica Boulevard (S) & Wilshire Boulevard	City of Beverly Hills
9. [a]	Century Park West & Constellation Boulevard	City of Los Angeles
10. [a]	Avenue of the Stars & Constellation Boulevard	City of Los Angeles
11. [a]	Century Park East & Constellation Boulevard	City of Los Angeles
12. [a]	Overland Avenue & Olympic Boulevard	City of Los Angeles
13. [a]	Beverly Glen Boulevard & Olympic Boulevard	City of Los Angeles
14. [a]	Century Park West & Olympic Boulevard	City of Los Angeles
15. [a]	Avenue of the Stars & Olympic Boulevard WB Ramps	City of Los Angeles
16. [a]	Avenue of the Stars & Olympic Boulevard EB Ramps	City of Los Angeles
17. [a]	Century Park East & Olympic Boulevard	City of Los Angeles
18.	Spalding Drive & Olympic Boulevard	City of Beverly Hills
19. [a]	Avenue of the Stars & Galaxy Way	City of Los Angeles
20. [a]	Overland Avenue & Pico Boulevard	City of Los Angeles
21. [a]	Patricia Avenue & Pico Boulevard	City of Los Angeles
22. [a]	Beverly Glen Boulevard & Pico Boulevard	City of Los Angeles
23. [a]	Motor Avenue & Pico Boulevard	City of Los Angeles
24. [a]	Avenue of the Stars & Pico Boulevard	City of Los Angeles
25. [a]	Century Park East & Pico Boulevard	City of Los Angeles
26. [a]	Motor Avenue & Manning Avenue	City of Los Angeles
27.	Beverly Glen Boulevard & Wyton Drive/Comstock Avenue	City of Los Angeles
28. [a]	Warner Avenue & Wilshire Boulevard	City of Los Angeles
29. [a]	Comstock Avenue & Wilshire Boulevard	City of Los Angeles
30. [a]	Beverly Glen Boulevard & Ashton Avenue	City of Los Angeles
31. [a]	Beverly Glen Boulevard & Rochester Avenue	City of Los Angeles
32. [a]	Beloit Avenue & Santa Monica Boulevard	City of Los Angeles
33. [a]	Cotner Avenue & Santa Monica Boulevard	City of Los Angeles
34. [a]	Sepulveda Boulevard & Santa Monica Boulevard	City of Los Angeles
35. [a]	Veteran Avenue & Santa Monica Boulevard	City of Los Angeles
36. [a]	Westwood Boulevard & Santa Monica Boulevard	City of Los Angeles
37. [a]	Sawtelle Boulevard & Olympic Boulevard	City of Los Angeles
38. [a]	Cotner Avenue & Olympic Boulevard	City of Los Angeles
39. [a]	Sepulveda Boulevard & Olympic Boulevard	City of Los Angeles
40. [a]	Veteran Avenue & Olympic Boulevard	City of Los Angeles

Note:

- [a] Intersection is operating under LADOT's Adaptive Traffic Control System (ATCS). A V/C credit of 0.10 is applied to these intersections under all existing and future analysis scenarios.

TABLE 1 (cont'd)
ANALYZED INTERSECTIONS

No.	Intersection	Jurisdiction
41. [a]	Westwood Boulevard & Olympic Boulevard	City of Los Angeles
42.	Roxbury Drive & Olympic Boulevard	City of Beverly Hills
43. [a]	Sawtelle Boulevard & Pico Boulevard	City of Los Angeles
44. [a]	Cotner Avenue & Pico Boulevard	City of Los Angeles
45. [a]	Sepulveda Boulevard & Pico Boulevard	City of Los Angeles
46. [a]	Veteran Avenue & Pico Boulevard	City of Los Angeles
47. [a]	Westwood Boulevard & Pico Boulevard	City of Los Angeles
48. [a]	Motor Avenue & Cheviot Hills Recreation Center Driveway	City of Los Angeles
49. [a]	Manning Avenue & Pico Boulevard	City of Los Angeles
50. [a]	Overland Avenue & Ashby Avenue	City of Los Angeles
51. [a]	Overland Avenue & Coventry Place	City of Los Angeles
52. [a]	Overland Avenue & National Boulevard/I-10 Ramps	City of Los Angeles/Caltrans
53. [a]	Overland Avenue & I-10 Eastbound Onramp	City of Los Angeles/Caltrans
54. [a]	Overland Avenue & National Place/National Boulevard	City of Los Angeles
55. [a]	I-10 Eastbound Offramp & National Boulevard	City of Los Angeles/Caltrans
56. [a]	Moreno Drive & Santa Monica Boulevard (N & S)	Los Angeles/Beverly Hills
57.	Roxbury Drive & Santa Monica Boulevard (N)	City of Beverly Hills
58.	Roxbury Drive & Santa Monica Boulevard (S)	City of Beverly Hills
59.	Bedford Drive & Santa Monica Boulevard (N)	City of Beverly Hills
60.	Bedford Drive & Santa Monica Boulevard (S)	City of Beverly Hills
61.	Beverly Drive & Santa Monica Boulevard (N)	City of Beverly Hills
62.	Beverly Drive & Santa Monica Boulevard (S)	City of Beverly Hills
63.	Canon Drive & Santa Monica Boulevard (N)	City of Beverly Hills
64.	Canon Drive & Santa Monica Boulevard (S)	City of Beverly Hills
65.	Palm Drive/Beverly Boulevard & Santa Monica Boulevard	City of Beverly Hills
66.	Doheny Drive & Santa Monica Boulevard/Melrose Avenue	City of West Hollywood
67.	Robertson Boulevard & Santa Monica Boulevard	City of West Hollywood
68.	Roxbury Drive/Brighton Way & Wilshire Boulevard	City of Beverly Hills
69.	Beverly Drive & Wilshire Boulevard	City of Beverly Hills
70.	Camden Drive & Olympic Boulevard	City of Beverly Hills
71.	Beverly Drive/Beverwil Drive & Olympic Boulevard	City of Beverly Hills
72.	Doheny Drive & Olympic Boulevard	City of Beverly Hills
73.	Robertson Boulevard & Olympic Boulevard	City of Beverly Hills
74. [a]	Roxbury Drive & Pico Boulevard	City of Los Angeles
75. [a]	Beverwil Drive & Pico Boulevard	City of Los Angeles
76. [a]	Beverly Drive & Pico Boulevard	City of Los Angeles
77. [a]	Doheny Drive & Pico Boulevard	City of Los Angeles
78. [a]	Robertson Boulevard & Pico Boulevard	City of Los Angeles
79.	Merv Griffin Way & Santa Monica Boulevard (N)	City of Beverly Hills
80.	Charleville Boulevard & Santa Monica Boulevard (S)	City of Beverly Hills

Note:

- [a] Intersection is operating under LADOT's Adaptive Traffic Control System (ATCS). A V/C credit of 0.10 is applied to these intersections under all existing and future analysis scenarios.

TABLE 2
LEVEL OF SERVICE DEFINITIONS FOR SIGNALIZED INTERSECTIONS

Level of Service	V/C Ratio [a]	Delay [b]	Definition
A	0.000 - 0.600	0.0 - 10.0	EXCELLENT. No vehicle waits longer than one red light and no approach phase is fully used.
B	0.601 - 0.700	10.1 - 20.0	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.
C	0.701 - 0.800	20.1 - 35.0	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	0.801 - 0.900	35.1 - 55.0	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.
E	0.901 - 1.000	55.1 - 80.0	POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	> 1.000	> 80.0	FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.

Notes:

[a] - *Transportation Research Circular No. 212, Interim Materials on Highway Capacity*,
Transportation Research Board, 1980.

[b] - *Highway Capacity Manual*, Transportation Research Board, 2000.

TABLE 3
LEVEL OF SERVICE DEFINITIONS FOR UNSIGNALIZED INTERSECTIONS

Level of Service	Delay [a]	Definition
A	0.0 - 10.0	EXCELLENT. No vehicle waits longer than one red light and no approach phase is fully used.
B	10.1 - 15.0	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.
C	15.1 - 25.0	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	25.1 - 35.0	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.
E	35.1 - 50.0	POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	> 50.0	FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.

Note:

[a] - *Highway Capacity Manual*, Transportation Research Board, 2000.

Chapter 2

Existing Conditions

This chapter presents existing traffic conditions and the Modified Project's environmental setting. A comprehensive data collection effort was undertaken to develop a detailed description of existing conditions in the Study Area. The existing conditions analysis relevant to this study includes an assessment of the existing freeway and street systems and an analysis of traffic volumes, current operating conditions, and existing public transit service.

STUDY AREA

The Study Area, shown in Figure 2, encompasses approximately 17 square miles and is roughly bounded by Comstock Avenue/Wyton Drive and Santa Monica Boulevard on the north, Robertson Boulevard on the east, National Boulevard on the south, and Sawtelle Boulevard on the west. This analysis area includes facilities in the jurisdictions of the City of Los Angeles, the City of Beverly Hills, and the City of West Hollywood. Additionally, intersections located at freeway on-ramps and off-ramps share jurisdiction with the California Department of Transportation (Caltrans). The roadway system serving the Study Area is primarily an arterial grid, oriented along a diagonal, with the exception of the area south of Pico Boulevard and east of Manning Avenue, which is a hilly residential area primarily served by winding residential streets.

The Study Area was designed to confirm that all potentially significantly impacted intersections, prior to any mitigation, were analyzed, and the boundary of the Study Area was extended, as necessary, to ensure that there were no significant impacts at or outside the boundary of the Study Area by reviewing the Modified Project traffic's travel patterns.

EXISTING STREET SYSTEM

The existing street system in the Study Area consists of a regional roadway system including freeways, principal and secondary arterials, and collector and local streets. The secondary arterials, collectors, and selected local streets in the Study Area offer sub-regional and local access and circulation opportunities. These transportation facilities generally provide two to four travel lanes and allow parking on either side of the street. Typically, the speed limits generally range between 25 and 45 miles per hour (mph) on the principal and secondary arterials, collector, and local streets and between 55 and 65 mph on freeways.

Freeway System

Primary regional access to the Project Site is provided by the I-10 and I-405 freeways. The Project Site is approximately 2.15 miles east of I-405, which runs generally southeast-northwest, and 1.95 miles north (2.5 miles along the street network) of I-10, which runs generally east-west. I-10 connects with I-405 approximately 2.25 miles southwest of the Project Site.

Street System

The major roadways providing regional and sub-regional access to the Project Site vicinity are categorized by the City of Los Angeles General Plan as major highway, secondary highway, and collector roads. Major highways within the Study Area include Wilshire Boulevard, Santa Monica Boulevard, Overland Avenue (south of Pico Boulevard), Olympic Boulevard, Pico Boulevard, Sepulveda Boulevard, Beverly Glen Boulevard, Beverly Drive, and Avenue of the Stars. Secondary highways include Westwood Boulevard, Veteran Avenue (north of Missouri Avenue), Century Park West, Century Park East, Constellation Boulevard, National Boulevard, Doheny Drive, and Robertson Boulevard. Collector roads include Sawtelle Boulevard, Veteran Avenue (south of Missouri Avenue), Overland Avenue (between Santa Monica Boulevard and Pico Boulevard), Motor Avenue, and Beverwil Drive.

STUDY INTERSECTIONS

Study intersections were selected based on the Modified Project's traffic patterns and in consultation with LADOT, the City of Beverly Hills, and the City of West Hollywood. The Study Area was designed to ensure that all potentially significantly impacted intersections, prior to any mitigation, were analyzed, and the boundary of the Study Area was extended as necessary to confirm that there were no significant impacts at or outside the boundary of the Study Area. As discussed later in Chapter 7, at least one intersection beyond any significantly impacted intersection was analyzed to validate that there were no outlying impacted intersections due to the Modified Project's traffic travel patterns. As a result, a total of 80 intersections are analyzed as part of this study. Of the 80 study intersections, 56 are located wholly in the City of Los Angeles, 21 are located wholly in the City of Beverly Hills, and 2 are located wholly in the City of West Hollywood. One intersection shares jurisdiction with the Cities of Los Angeles and Beverly Hills. Furthermore, three of the study intersections within Los Angeles are freeway ramp locations that share jurisdiction with Caltrans. A list of these intersections is presented in Table 1 and illustrated in Figure 2. The existing lane configurations at the analyzed intersections are provided in Appendix B.

EXISTING TRAFFIC VOLUMES AND OPERATING CONDITIONS

Intersection turning movement counts for the morning and afternoon peak periods for typical weekdays were collected in February, May, and September 2011 for all of the analyzed intersections. LADOT guidelines allow for use of traffic counts up to a maximum of two years old at the time of the issuance of the NOP. The NOP for the Modified Project was issued by the City of Los Angeles on June 28, 2011.

These existing traffic volumes, illustrated in Figure 3, represent the existing conditions for the purposes of this analysis. Intersection fieldwork (signal phasing and lane configurations) was collected at all of the analyzed intersections in April and September 2011. The existing lane configurations at the intersections and the traffic counts are provided in Appendices B and C, respectively. The existing traffic volumes are available in tabular form in Appendix D.

Level of Service Methodology

LOS categories range from excellent, nearly free-flow traffic at LOS A to stop-and-go conditions at LOS F. LOS D is typically recognized as an acceptable service level in urban areas, although many intersections in urbanized areas operate at LOS E or F.

There are a variety of standard methodologies to analyze LOS for signalized intersections. According to LADOT policy (*Traffic Study Policies and Procedures* [LADOT, August 2011]), this study is required to utilize the CMA method of intersection capacity calculation to analyze signalized intersections in the City of Los Angeles. The City of Beverly Hills requires the ICU method of intersection capacity calculation for intersections located within the City of Beverly Hills. Both the CMA and ICU methodologies determine the intersection V/C ratio and corresponding LOS for the turning movements and intersection characteristics at signalized intersections based on the definitions described in Table 2. The City of West Hollywood requires the HCM methodology for intersection capacity analysis, which determines the average delay, in seconds, experienced by vehicles passing through the intersection. The corresponding delay-based LOS is also based on the definitions described in Table 2.

One study intersection within the City of Beverly Hills, Merv Griffin Way & Santa Monica Boulevard (N), is currently unsignalized. Under year 2011 conditions, this intersection was analyzed using the HCM unsignalized method of intersection capacity calculation in accordance with City of Beverly Hills requirements. Similar to HCM methodology for signalized intersections, the HCM unsignalized method calculates vehicular delay through the intersection. The corresponding delay-based LOS for unsignalized intersections is based on the definitions described in Table 3. Traffix software was used to implement the HCM unsignalized methodology.

All remaining analyzed intersections are currently controlled by traffic signals. For intersections in the City of Los Angeles, the Calcadb Lite spreadsheet developed by LADOT was used to implement the CMA methodology. For intersections in the City of Beverly Hills, a proprietary spreadsheet was used to implement the ICU methodology. For intersections in the City of West Hollywood, the City of West Hollywood's Synchro network was used to implement the HCM methodology.

Computer Traffic Signal Control

The Automated Traffic Surveillance and Control (ATSAC) system represents an advanced system in computer control of traffic signals. It was first put into operation in June 1984 in the Coliseum area of the City of Los Angeles to anticipate the expected increase in traffic due to the Summer Olympic Games, and has since been expanded to other parts of the City. The advantages of ATSAC-controlled traffic signals are substantial, including real-time adjustment of signal timing plans to reflect changing traffic conditions, identification of unusual traffic conditions caused by incidents, the ability to implement special purpose short-term signal timing changes in response to incidents, and the ability to identify signal equipment malfunctions quickly. LADOT estimates that implementation of this system increases intersection capacity by an average of 7%.

In addition to ATSAC, the Adaptive Traffic Control System (ATCS) has been tested and implemented along major travel corridors in the City of Los Angeles. ATCS is a computer-based traffic signal control program built upon the ATSAC system that provides fully responsive traffic signal control based on real-time traffic conditions. It automatically adjusts and optimizes traffic signal timing in response to current traffic demands on the entire signal network such that the number of stops and the amount of delay is minimized along with improved traffic signal coordination throughout the network. LADOT estimates that implementation of this system increases intersection capacity by an additional 3% over those operating under the ATSAC system alone.

The ATCS and ATSAC systems are currently in place at 56 of the 57 study intersections that fall wholly or partly within the City of Los Angeles' jurisdiction. In accordance with standard LADOT procedures, a capacity increase of 10% (0.10 V/C adjustment) was applied to reflect the cumulative benefits of ATCS and ATSAC control at these intersections. The remaining intersection within the City of Los Angeles, Beverly Glen & Wynton Drive/Comstock Avenue, does not have any automated control system installed and received no capacity adjustment. Intersections within the Cities of Beverly Hills and West Hollywood operate outside of the ATSAC and ATCS systems and received no capacity adjustment.

Existing Intersection Operations

Table 4 shows the existing intersection operations (year 2011) during the weekday morning and afternoon peak hours and summarizes the V/C ratios and corresponding LOS at each of the analyzed locations. Detailed LOS worksheets are provided in Appendix E.

A number of corridors that serve the major regional traffic in the area are affected by the location and capacity of the I-405 freeway ramps. Field observations confirmed that traffic at certain intersections was blocked by downstream congestion related to freeway ramps. These corridors include Santa Monica Boulevard, Olympic Boulevard, and Pico Boulevard. After consultation with LADOT, V/C calculations for five of the analyzed intersections were adjusted to reflect the effects of freeway congestion on the street system within the Study Area. Using ramp metering, Caltrans has established a maximum capacity of 900 vehicles per hour per lane (vphpl) for on-ramps. Therefore, instead of a capacity ranging from 1,375 to 1,500 vphpl for signalized intersections, as established by the CMA methodology, the capacity of movements affected by the on-ramps was reduced to 900 vphpl. The field observations indicated that an adjustment was necessary only for the afternoon peak hour analysis. During the morning peak hour, traffic at these intersections was observed to flow without notable downstream blockage. The capacity adjustments were made for the following study intersections:

- 32. Beloit Avenue & Santa Monica Boulevard
- 33. Cotner Avenue & Santa Monica Boulevard
- 34. Sepulveda Boulevard & Santa Monica Boulevard
- 38. Cotner Avenue & Olympic Boulevard
- 44. Cotner Avenue & Pico Boulevard

Additionally, capacity calculations at several study intersections indicated a better level of service during the afternoon peak period than expected from qualitative experience. At LADOT's request, the afternoon peak hour LOS at these intersections was manually adjusted downward by two or three levels of service (e.g., from LOS B to LOS D) based on qualitative observations of operating conditions. These adjustments were also made to the existing and future conditions for those intersections, with and without the addition of Modified Project or Approved Project traffic. The locations and amounts of these adjustments were:

-
53. Overland Avenue & I-10 Eastbound On-ramp (two levels of service)
 54. Overland Avenue & National Place/National Boulevard (two levels of service)
 55. I-10 Eastbound Off-ramp & National Boulevard (two levels of service)
 74. Roxbury Drive & Pico Boulevard (three levels of service)
 77. Doheny Drive & Pico Boulevard (three levels of service)

As shown in Table 4, 60 of the 80 analyzed intersections currently operate at LOS D or better during both the morning and afternoon peak hours. The remaining 20 intersections operate at LOS E or F during at least one of the analyzed peak hours.

PUBLIC TRANSIT SYSTEM

Bus service is available as part of the public transit system in the immediate vicinity of the Project Site. Bus transit providers in the region providing service in the vicinity of the Project Site include the Metro, LADOT Commuter Express (CE), Santa Monica Big Blue Bus, Culver City Bus, Antelope Valley Transit Authority, and the Santa Clarita Transit systems. The Santa Monica Big Blue Bus system provides 12 bus lines in the form of both rapid and local service in the area. The Metro bus system provides eight bus lines in the form of both rapid and local service in the area. The LADOT CE and Culver City Bus systems each provide three bus lines in the area. The Santa Clarita Transit system provides two bus lines in the area, and Antelope Valley Transit Authority provides one line.

Figure 4 illustrates the existing transit service within the Study Area. The following provides a brief description of the bus lines providing service within the Study Area:

- Metro Local 4 – Route 4 is a local line that travels from Santa Monica to downtown Los Angeles, with average headways of 12 minutes during the weekday morning and afternoon peak hours. This line provides service to St. John's Hospital, University of California, Los Angeles (UCLA) Medical Center, and Los Angeles City College. It travels along Santa Monica Boulevard within the Study Area and provides a stop at the intersection of Avenue of the Stars & Santa Monica Boulevard, within walking distance of the Project Site.
- Metro Local 16 and Limited Stop 316 – Route 16 is a local line that travels from Century City to downtown Los Angeles, with average headways of five minutes during the weekday morning and afternoon peak hours. This line provides service to the St. Vincent Medical Center, The Grove, Cedars-Sinai Medical Center, and Beverly Hills

Civic Center. It travels along Santa Monica Boulevard, Century Park West, Constellation Boulevard, and Avenue of the Stars within the Study Area, with a stop at Century Park West & Constellation Boulevard. Route 316 is a limited stop line that travels the same route as Route 16, with average headways of 12 minutes during the weekday morning and afternoon peak hours. Both lines provide a stop adjacent to the Project Site.

- Metro Local 20 – Route 20 is a local line that travels from Santa Monica to downtown Los Angeles, with average headways of seven minutes during the weekday morning and afternoon peak hours. This line provides service to Veteran's Hospital, Los Angeles County Museum of Art, the Wiltern Theatre, Good Samaritan Hospital, and 7th Street/ Metro Center. It travels along Wilshire Boulevard within the Study Area.
- Metro Local 28 – Route 28 is a local line that travels from Century City to downtown Los Angeles, with average headways of 10 minutes during the weekday morning and afternoon peak hours. This line provides service to the Westfield Shopping Center in Century City. It travels along Santa Monica Boulevard, Century Park West, Constellation Boulevard, Avenue of the Stars, and Century Park East within the Study Area. It provides a stop adjacent to the Project Site.
- Metro Rapid 704 – Route 704 is a rapid line that travels from Santa Monica to downtown Los Angeles, with average headways of 12 minutes during the weekday morning and afternoon peak hours. This line provides service to St. John's Hospital, UCLA Medical Center, Los Angeles City College, and Union Station. It travels along Santa Monica Boulevard within the Study Area and provides a stop at the intersection of Avenue of the Stars & Santa Monica Boulevard, within walking distance of the Project Site.
- Metro Rapid 720 – Route 720 is a rapid line that travels from Santa Monica to Commerce, with average headways of three minutes during the weekday morning and afternoon peak hours. This line provides service to Veterans Administration Medical Center, UCLA, Los Angeles County Museum of Art, Good Samaritan Hospital, and Commerce Center. It travels along Wilshire Boulevard within the Study Area.
- Metro Rapid 728 – Route 728 is a rapid line that travels from Century City to downtown Los Angeles, with average headways of 12 minutes during the weekday morning peak hour and 15 minutes during the weekday afternoon peak hour. This line provides service to the Westfield Shopping Center in Century City. It travels along Olympic Boulevard, Century Park East, Santa Monica Boulevard, Century Park West, Constellation Boulevard, and Avenue of the Stars within the Study Area. It provides a stop at the intersection of Avenue of the Stars & Santa Monica Boulevard, within walking distance of the Project Site.
- Metro Rapid 761 – Route 761 is a rapid line that travels from Pacoima to Westwood, with average headways of 10 minutes during the weekday morning peak hour and 13 minutes during the weekday afternoon peak hour. This line provides service to Panorama Mall, Van Nuys Metrolink Station, Van Nuys Orange Line Station, Skirball Cultural center and Museum, Getty Center Museum, UCLA, and the Federal Building. It travels along Wilshire Boulevard, Veteran Avenue, and Sepulveda Boulevard within the Study Area.

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- LADOT CE 431 – Route 431 is a commuter express line that travels from the Veterans Administration Medical Center in Westwood to Union Station in downtown Los Angeles, with average headways of 30 minutes during the weekday morning and afternoon peak hours. This line provides service to Westwood, Century City, Rancho Park, Palms and downtown Los Angeles. It travels along Wilshire Boulevard, Beverly Glen Boulevard, Pico Boulevard, and Overland Avenue within the Study Area.
 - LADOT CE 534 – Route 534 is a commuter express line that travels from Westwood to downtown Los Angeles, with average headways of 30 minutes during the weekday morning and afternoon peak hours. This line provides service to the Westfield Shopping Center in Century City and Union Station in downtown Los Angeles. It travels along Wilshire Boulevard, Beverly Glen Boulevard, Santa Monica Boulevard, Century Park West, and Olympic Boulevard within the Study Area. It provides a stop at the intersection of Avenue of the Stars & Santa Monica Boulevard, within walking distance of the Project Site.
 - LADOT CE 573 – Route 573 is a commuter express line that travels from Mission Hills to Century City, with average headways of 20 minutes during the weekday morning and afternoon peak hours. This line provides service to Northridge, Encino, and Westwood. It travels along Wilshire Boulevard, Beverly Glen Boulevard, Santa Monica Boulevard, Century Park East, and Constellation Boulevard within the Study Area. It provides a stop adjacent to the Project Site.
 - Culver City Bus 3 – Route 3 is a local line that travels from Howard Hughes Center to Century City, with average headways of 20 minutes during the weekday morning and afternoon peak hours. This line provides service to West Los Angeles College, Sony Studios, Westside Pavilion, and Westfield Shopping Center in Century City. It travels along Westwood Boulevard, Pico Boulevard, Olympic Boulevard, and Constellation Boulevard within the Study Area. It provides a stop adjacent to the Project Site.
 - Culver City Bus 6 – Route 6 is a local line that travels from Aviation/LAX Metro Green Line Station to the UCLA Ackerman Terminal with average headways of 20 minutes during the weekday morning and afternoon peak hours. This line provides service to the Los Angeles International Airport, Howard Hughes Center, and Westfield Shopping Center in Culver City. It travels along Sepulveda Boulevard and Westwood Boulevard within the Study Area.
 - Culver City Bus Rapid 6 – Route 6 is a rapid line that travels from Aviation/LAX Metro Green Line Station to the UCLA Ackerman Terminal with average headways of 15 minutes during the weekday morning and afternoon peak hours. This line provides service to the Los Angeles International Airport, Howard Hughes Center, and Westfield Shopping Center in Culver City. It travels along Sepulveda Boulevard within the Study Area.
 - Santa Monica Big Blue Bus 1 – Route 1 is a local line that travels from Venice to UCLA with average headways of 10 minutes during the weekday morning and afternoon peak hours. This line provides service to Main Street and Third Street Promenade in Santa Monica, Santa Monica/UCLA Medical Center, and University High School. It travels along Santa Monica Boulevard and Westwood Boulevard within the Study Area.

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- Santa Monica Big Blue Bus 2 – Route 2 is a local line that travels from Venice to the UCLA with average headways of 15 minutes during the weekday morning and afternoon peak hours. This line provides service to Main Street and Third Street Promenade in Santa Monica and Brentwood. It travels along Wilshire Boulevard, Westwood Boulevard, and Hilgard Avenue within the Study Area.
 - Santa Monica Big Blue Bus 3 – Route 3 is a local line that travels from Aviation/LAX Metro Green Line Station to the UCLA with average headways of 15 minutes during the weekday morning and afternoon peak hours. This line provides service to Los Angeles International Airport, Marina del Rey, Third Street Promenade in Santa Monica, and Veterans Administration Medical Center. It travels along Wilshire Boulevard, Westwood Boulevard, and Hilgard Avenue within the Study Area.
 - Santa Monica Big Blue Bus 4 – Route 4 is a local line that travels from Santa Monica Civic Center to Westside Pavilion with average headways of 30 minutes during the weekday morning and afternoon peak hours. This line provides service to Third Street Promenade in Santa Monica and Veterans Administration Medical Center. It travels along Sawtelle Boulevard, Pico Boulevard, Westwood Boulevard, and Olympic Boulevard within the Study Area.
 - Santa Monica Big Blue Bus 5 – Route 5 is a local line that travels from Santa Monica to Rimpau Transit Center with average headways of 25 minutes during the weekday morning peak hour and 20 minutes during the weekday afternoon peak hour. This line provides service to Santa Monica, Century City, and Beverly Hills. It travels along Olympic Boulevard and Constellation Boulevard within the Study Area and provides a stop adjacent to the Project Site.
 - Santa Monica Big Blue Bus 7 – Route 7 is a local line that travels from Third Street Promenade in Santa Monica to Rimpau Transit Center with average headways of 10 minutes during the weekday morning and afternoon peak hours. This line provides service to Santa Monica College, Westside Pavilion., and Century City. It travels along Pico Boulevard within the Study Area.
 - Santa Monica Big Blue Bus 8 – Route 8 is a local line that travels from Santa Monica to UCLA with average headways of 15 minutes during the weekday morning and afternoon peak hours. This line provides service to Third Street Promenade in Santa Monica, Santa Monica Airport, and Westside Pavilion. It travels along Westwood Boulevard and Hilgard Avenue within the Study Area.
 - Santa Monica Big Blue Bus 11 – Route 11 is a local line that travels from Santa Monica College to UCLA with average headways of one hour during the weekday morning peak hour. This line provides service to St. John's Hospital and Westwood Village. It travels along Santa Monica Boulevard, Westwood Boulevard, and Hilgard Avenue within the Study Area.
 - Santa Monica Big Blue Bus 12 – Route 12 is a local line that travels from Robertson Boulevard & Pico Boulevard to UCLA with average headways of 15 minutes during the weekday morning peak hour and 13 minutes during the weekday afternoon peak hour. This line provides service to Culver City, Palms and Westwood. This line travels along Westwood Boulevard and Hilgard Avenue within the Study Area.

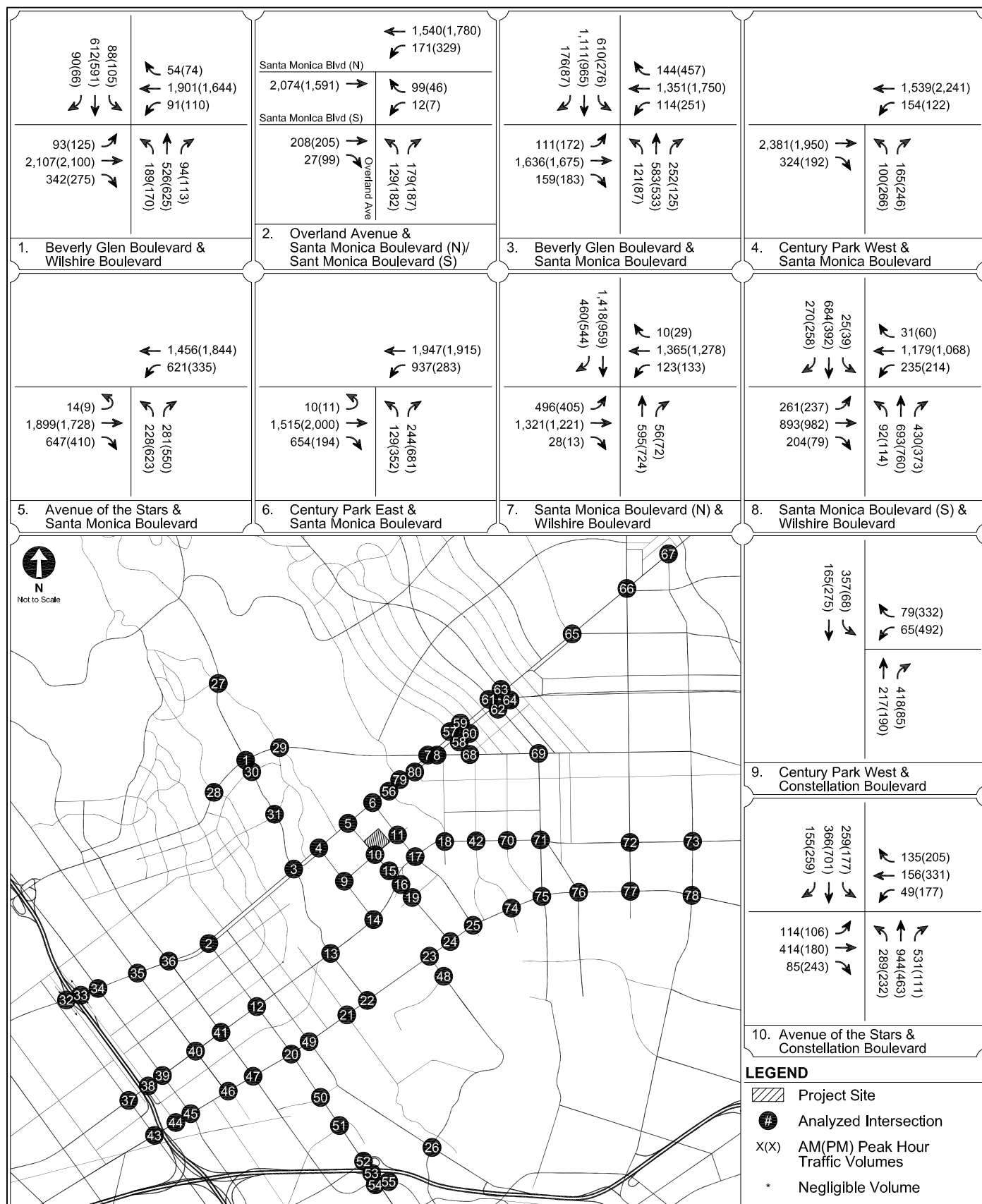
- Santa Monica Big Blue Bus 13 – Route 13 is a local line that travels from Westside Pavilion to Rimpau Transit Center with average headways of 30 minutes during the weekday morning and afternoon peak hours. This line provides service to Rancho Park and 20th Century Fox Studios. It travels along Pico Boulevard, Manning Avenue, and Motor Avenue within the Study Area.
- Santa Monica Big Blue Bus Rapid 7 – Route 7 is a rapid line that travels from Santa Monica to Rimpau Transit Center with average headways of 10 minutes during the weekday morning peak hour and 13 minutes during the weekday afternoon peak hour. This line provides service to Santa Monica College and Westside Pavilion. This line travels along Pico Boulevard within the Study Area.
- Santa Monica Big Blue Bus Super 12 – Route 12 is a rapid line that travels from National Boulevard & Venice Boulevard to UCLA with average headways of 15 minutes during the weekday morning and afternoon peak hours. This line provides service to Westside Pavilion and Westwood Village. This line travels along Westwood Boulevard within the Study Area.
- Santa Clarita Transit 792 – Route 792 is a commuter express line that travels from Valencia to Century City with average headways of 30 minutes during the weekday morning and afternoon peak hours. This line travels along Wilshire Boulevard, Santa Monica Boulevard, Beverly Glen Boulevard, and Constellation Boulevard within the Study Area. It provides a stop at Century Park West & Constellation Boulevard, within walking distance of the Project Site.
- Santa Clarita Transit 797 – Route 797 is a commuter express line that travels from the Santa Clarita Metrolink Station to Century City with average headways of 30 minutes during the weekday morning and afternoon peak hours. This line travels along Wilshire Boulevard, Santa Monica Boulevard, Beverly Glen Boulevard, and Constellation Boulevard within the Study Area. It provides a stop at Century Park West & Constellation Boulevard, within walking distance of the Project Site.
- Antelope Valley Transit 786 – Route 786 is a commuter express line that travels from Lancaster and Palmdale in the Antelope Valley to West Los Angeles with four inbound trips during the morning peak period and four outbound trips during the afternoon peak period. It travels along Wilshire Boulevard and Santa Monica Boulevard in the Study Area, including a loop through Century City with a stop adjacent to the Project Site. The line eventually terminates in Westwood.

The transit lines serving the Project Site, along with the number of runs of each line in each direction during the morning and afternoon peak periods (6:00 a.m. to 10:00 a.m. and 3:00 p.m. to 7:00 p.m., respectively) are summarized in Table 5.

Existing Transit Ridership

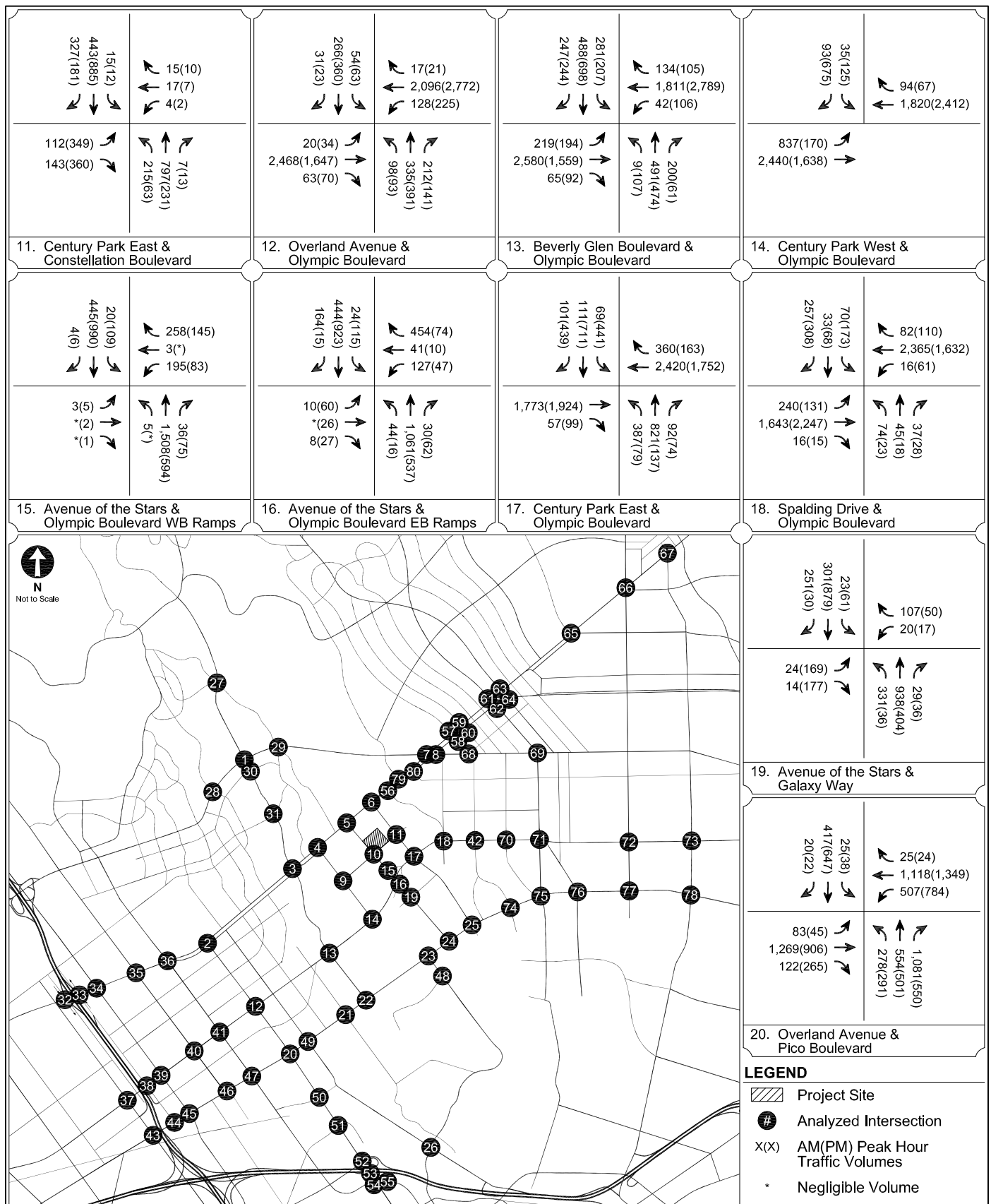
Existing ridership statistics were provided by each of the transit providers with lines serving the Project Site. While the specific type and format of data provided by each transit operator differed, the data was analyzed to determine a conservative estimate of the average number of riders during the morning and afternoon peak commuter periods. For local bus lines, in which riders tend to board and alight all along the route, average ridership was based on the average peak load of five consecutive runs, including the run with the highest peak load, the two runs before it, and the two runs following it. For commuter lines, which provide limited-stop peak period service between one locality and another, average ridership was based on the average load of all runs.

Table 6 summarizes the average load for each line as well as the capacity of each run. It also shows the average residual transit capacity for each run and total residual capacity during the peak periods. As indicated in Table 6, all bus lines have residual capacity during the morning peak period. In total, the transit system has residual capacity of 3,285 riders during the morning peak period. During the afternoon peak period, all lines but one have residual capacity. Metro 16/316 operates at capacity, on average, for the five highest runs during the peak period. Though other runs during the afternoon peak period may have residual capacity, this analysis conservatively assumes that no residual capacity is available on Metro 16/316 during the afternoon peak period. In total, the transit system has residual capacity of 4,133 riders during the afternoon peak period.



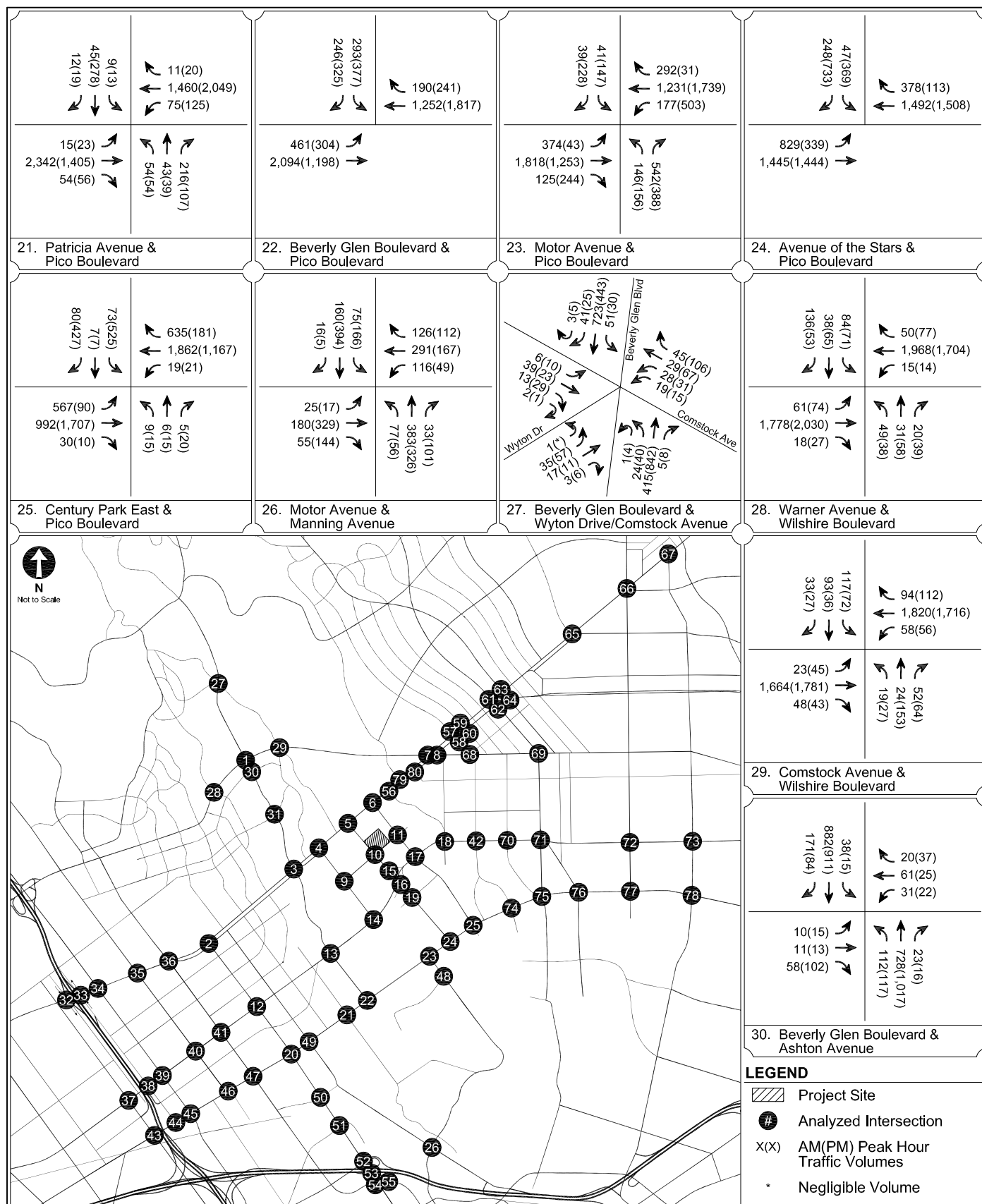
EXISTING CONDITIONS (YEAR 2011)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE
3 A



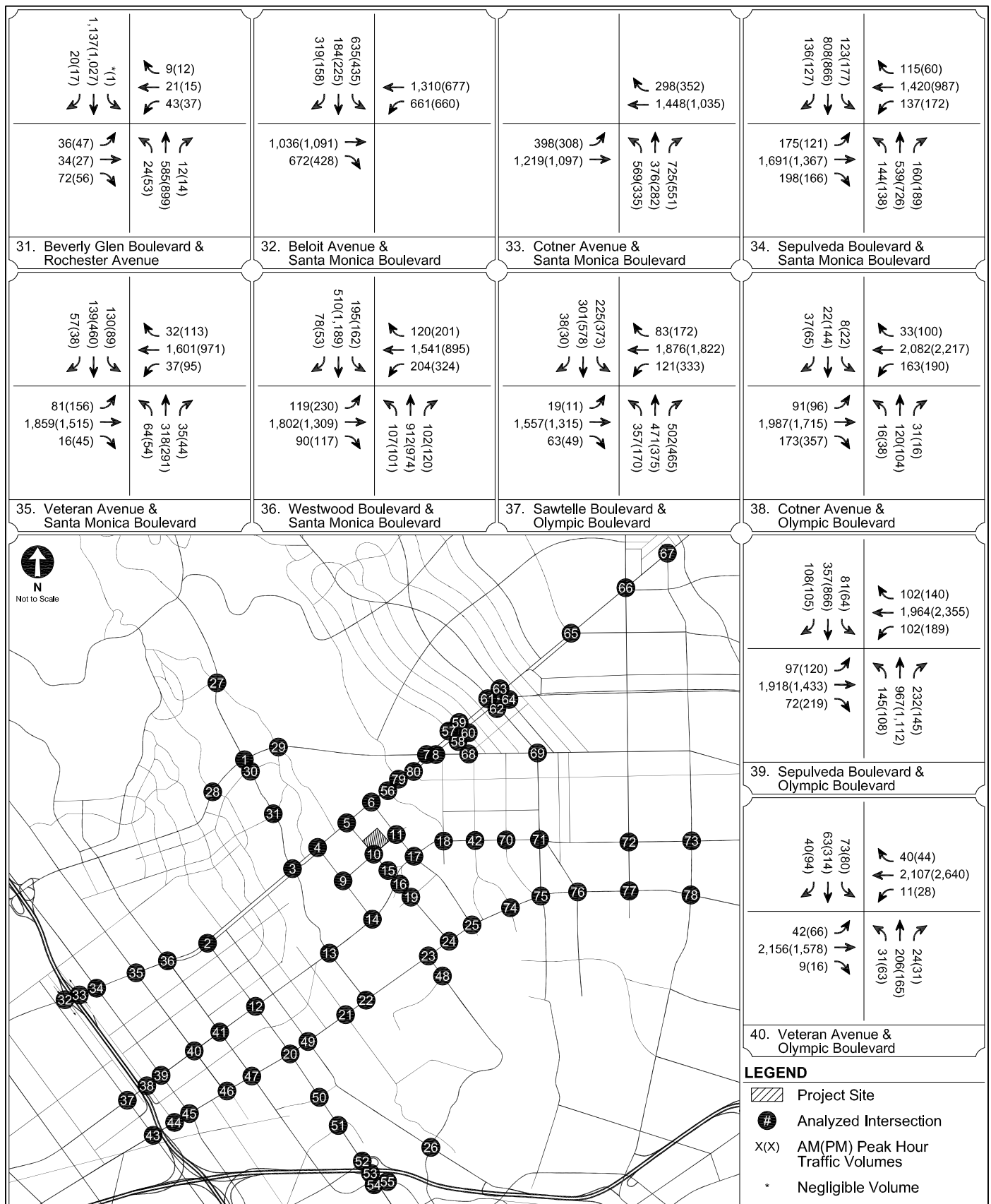
EXISTING CONDITIONS (YEAR 2011)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE
3 B



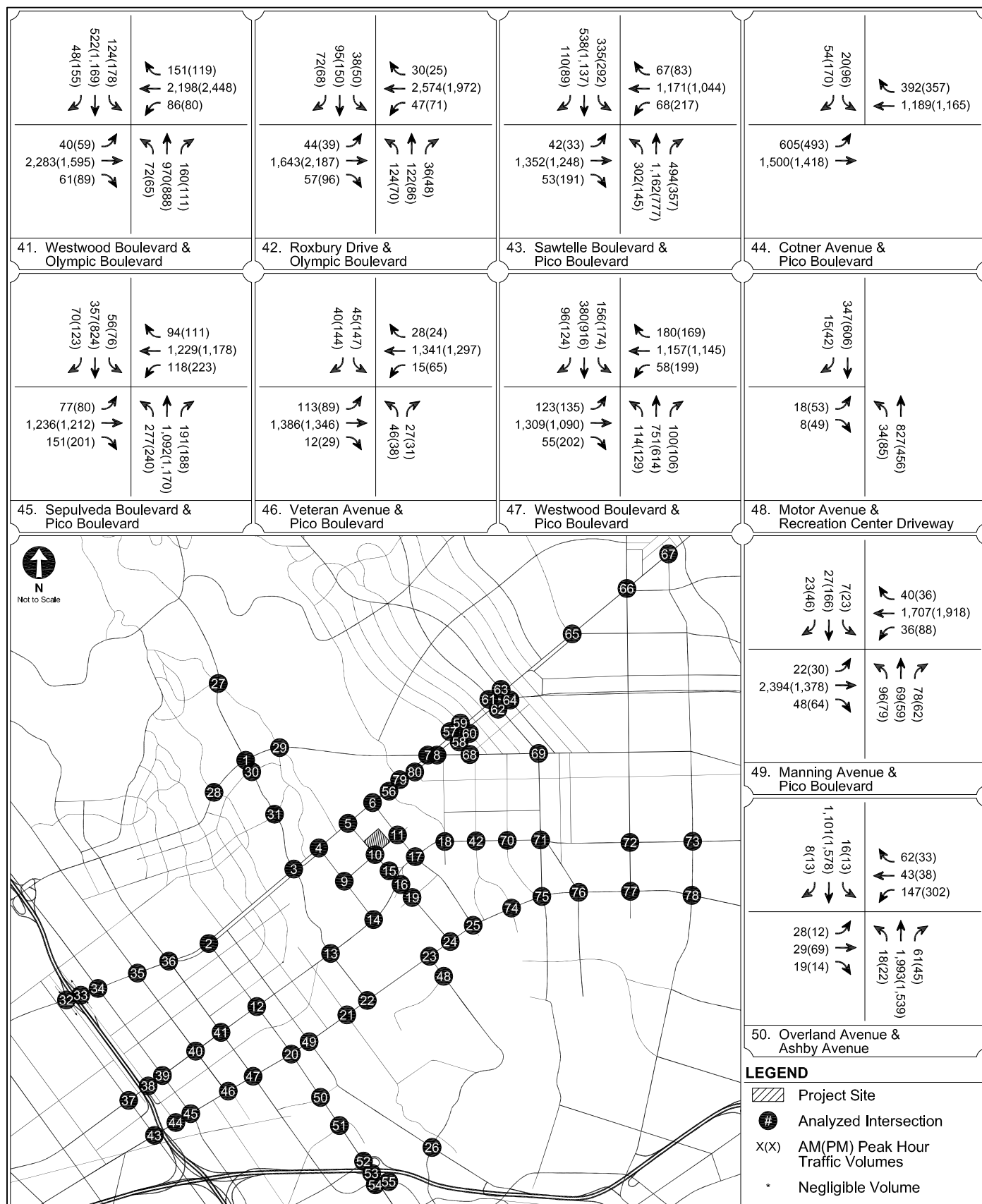
EXISTING CONDITIONS (YEAR 2011)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE
3 C



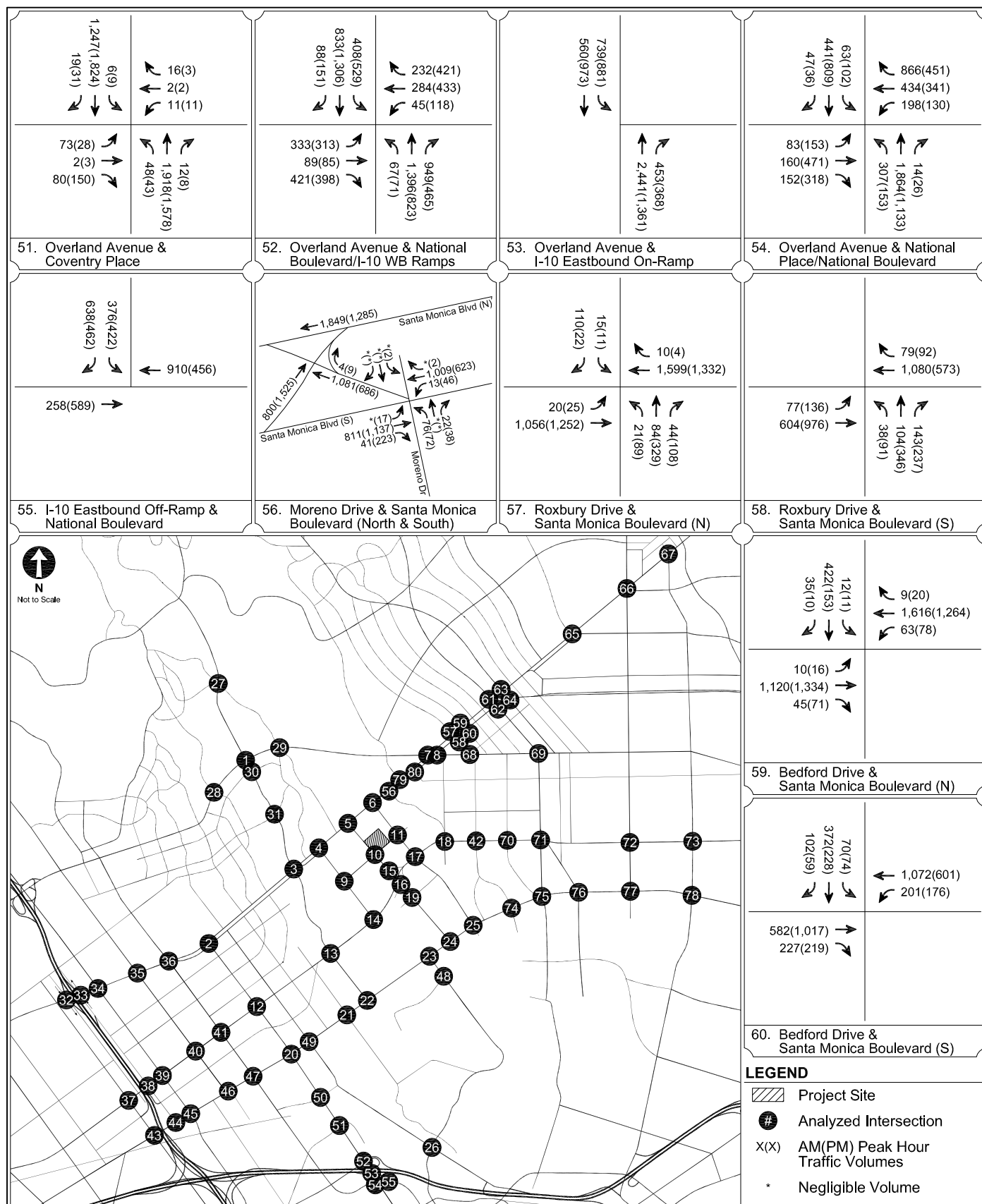
EXISTING CONDITIONS (YEAR 2011)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

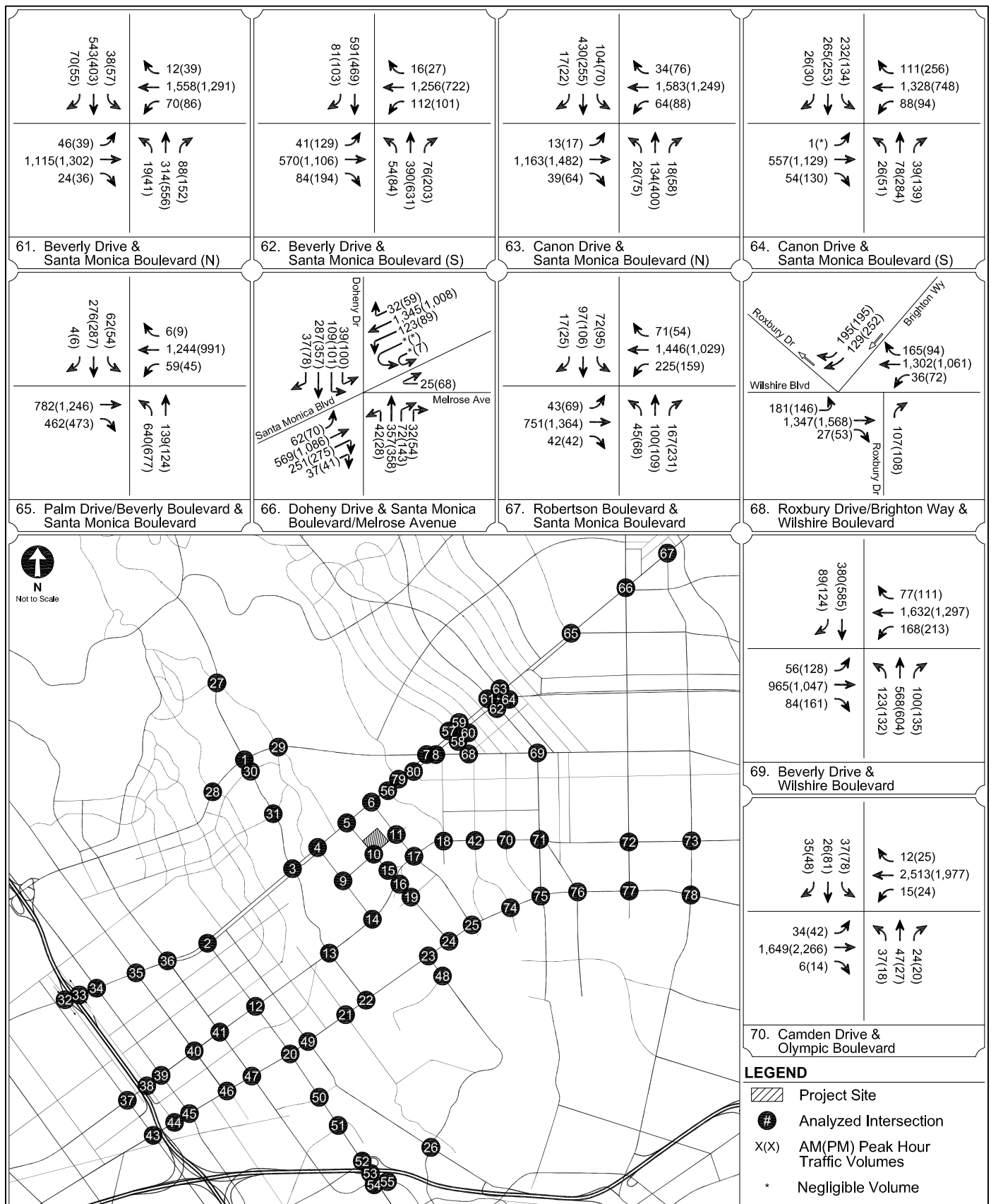
FIGURE
3 D



EXISTING CONDITIONS (YEAR 2011)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

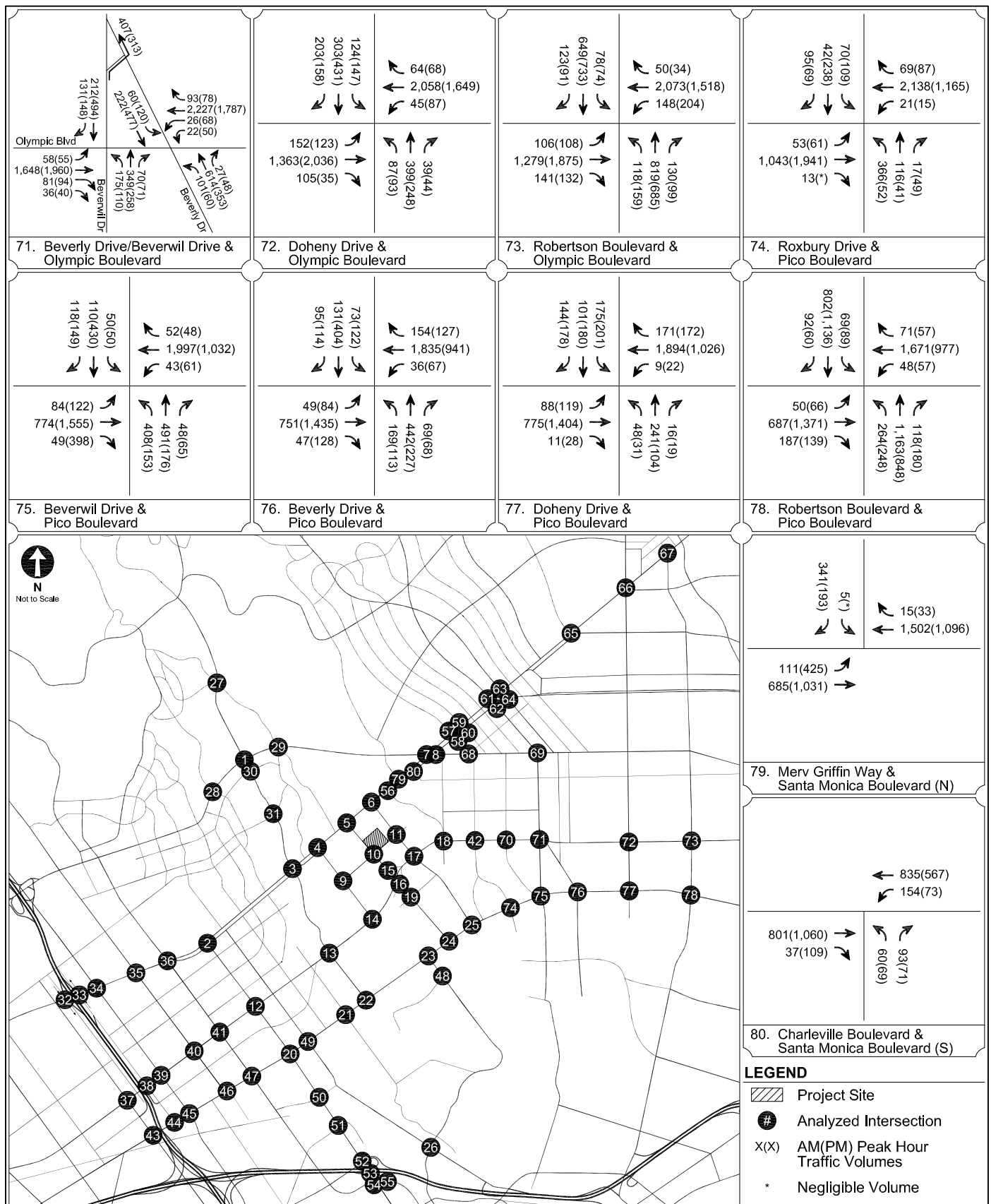
FIGURE
3 E





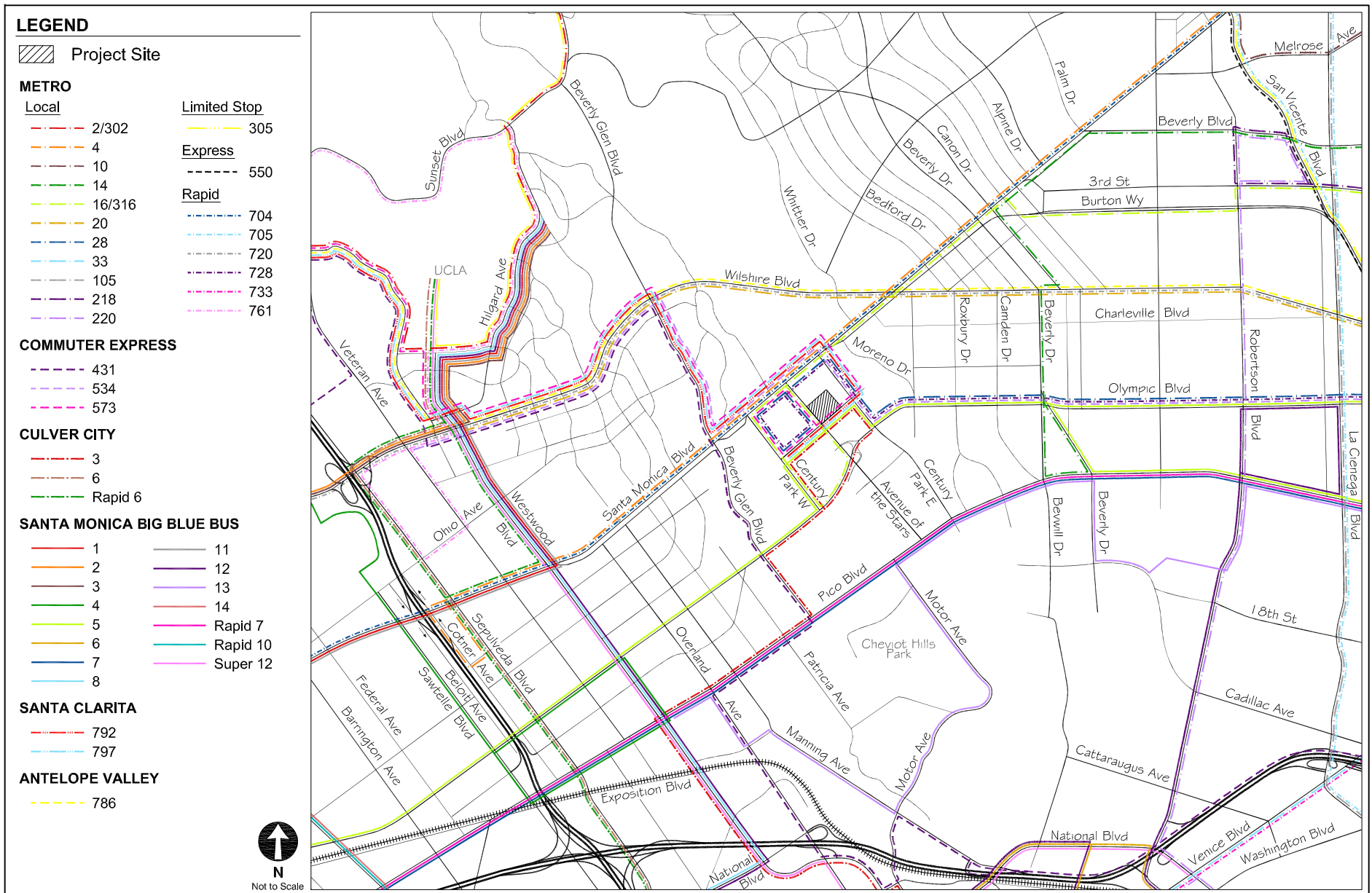
EXISTING CONDITIONS (YEAR 2011)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE
3 G



EXISTING CONDITIONS (YEAR 2011)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE
3 H



EXISTING TRANSIT SERVICE

FIGURE
4

TABLE 4
EXISTING CONDITIONS (YEAR 2011)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	V/C	LOS
1.	LA	Beverly Glen Boulevard & Wilshire Boulevard	A.M. P.M.	0.869 0.852	D D
2.	LA	Overland Avenue & Santa Monica Boulevard (N & S)	A.M. P.M.	0.729 0.694	C B
3.	LA	Beverly Glen Boulevard & Santa Monica Boulevard	A.M. P.M.	0.799 0.792	C C
4.	LA	Century Park West & Santa Monica Boulevard	A.M. P.M.	0.579 0.544	A A
5.	LA	Avenue of the Stars & Santa Monica Boulevard	A.M. P.M.	0.594 0.491	A A
6.	LA	Century Park East & Santa Monica Boulevard	A.M. P.M.	0.720 0.514	C A
7.	BH	Santa Monica Boulevard (N) & Wilshire Boulevard	A.M. P.M.	1.092 0.900	F D
8.	BH	Santa Monica Boulevard (S) & Wilshire Boulevard	A.M. P.M.	0.928 0.815	E D
9.	LA	Century Park West & Constellation Boulevard	A.M. P.M.	0.444 0.205	A A
10.	LA	Avenue of the Stars & Constellation Boulevard	A.M. P.M.	0.540 0.438	A A
11.	LA	Century Park East & Constellation Boulevard	A.M. P.M.	0.320 0.409	A A
12.	LA	Overland Avenue & Olympic Boulevard	A.M. P.M.	1.004 0.877	F D
13.	LA	Beverly Glen Boulevard & Olympic Boulevard	A.M. P.M.	0.955 0.899	E D
14.	LA	Century Park West & Olympic Boulevard	A.M. P.M.	0.662 0.725	B C
15.	LA	Avenue of the Stars & Olympic Boulevard WB Ramps	A.M. P.M.	0.416 0.185	A A
16.	LA	Avenue of the Stars & Olympic Boulevard EB Ramps	A.M. P.M.	0.481 0.213	A A
17.	LA	Century Park East & Olympic Boulevard	A.M. P.M.	0.628 0.616	B B
18.	BH	Spalding Drive & Olympic Boulevard	A.M. P.M.	0.944 0.813	E D
19.	LA	Avenue of the Stars & Galaxy Way	A.M. P.M.	0.290 0.264	A A
20.	LA	Overland Avenue & Pico Boulevard	A.M. P.M.	0.861 0.935	D E

Notes: LA = Los Angeles; BH = Beverly Hills; WH = West Hollywood.

TABLE 4 (continued)
EXISTING CONDITIONS (YEAR 2011)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	V/C	LOS
21.	LA	Patricia Avenue & Pico Boulevard	A.M. P.M.	0.739 0.656	C B
22.	LA	Beverly Glen Boulevard & Pico Boulevard	A.M. P.M.	0.776 0.740	C C
23.	LA	Motor Avenue & Pico Boulevard	A.M. P.M.	0.677 0.893	B D
24.	LA	Avenue of the Stars & Pico Boulevard	A.M. P.M.	0.559 0.562	A A
25.	LA	Century Park East & Pico Boulevard	A.M. P.M.	0.615 0.629	B B
26.	LA	Motor Avenue & Manning Avenue	A.M. P.M.	0.500 0.480	A A
27.	LA	Beverly Glen Boulevard & Wyton Drive/Comstock Avenue	A.M. P.M.	0.647 0.772	B C
28.	LA	Warner Avenue & Wilshire Boulevard	A.M. P.M.	0.572 0.501	A A
29.	LA	Comstock Avenue & Wilshire Boulevard	A.M. P.M.	0.469 0.535	A A
30.	LA	Beverly Glen Boulevard & Ashton Avenue	A.M. P.M.	0.350 0.383	A A
31.	LA	Beverly Glen Boulevard & Rochester Avenue	A.M. P.M.	0.425 0.423	A A
32.	LA	Beloit Avenue & Santa Monica Boulevard	A.M. P.M.	0.872 0.869	D D
33.	LA	Cotner Avenue & Santa Monica Boulevard	A.M. P.M.	0.588 0.816	A D
34.	LA	Sepulveda Boulevard & Santa Monica Boulevard	A.M. P.M.	0.809 0.824	D D
35.	LA	Veteran Avenue & Santa Monica Boulevard	A.M. P.M.	0.699 0.654	B B
36.	LA	Westwood Boulevard & Santa Monica Boulevard	A.M. P.M.	0.929 0.862	E D
37.	LA	Sawtelle Boulevard & Olympic Boulevard	A.M. P.M.	0.887 1.017	D F
38.	LA	Cotner Avenue & Olympic Boulevard	A.M. P.M.	0.631 0.880	B D
39.	LA	Sepulveda Boulevard & Olympic Boulevard	A.M. P.M.	0.833 0.857	D D
40.	LA	Veteran Avenue & Olympic Boulevard	A.M. P.M.	0.598 0.705	A C

Notes: LA = Los Angeles; BH = Beverly Hills; WH = West Hollywood.

TABLE 4 (continued)
EXISTING CONDITIONS (YEAR 2011)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	V/C	LOS
41.	LA	Westwood Boulevard & Olympic Boulevard	A.M. P.M.	1.032 0.903	F E
42.	BH	Roxbury Drive & Olympic Boulevard	A.M. P.M.	0.892 0.837	D D
43.	LA	Sawtelle Boulevard & Pico Boulevard	A.M. P.M.	1.136 1.032	F F
44.	LA	Cotner Avenue & Pico Boulevard	A.M. P.M.	0.709 0.921	C E
45.	LA	Sepulveda Boulevard & Pico Boulevard	A.M. P.M.	0.793 0.905	C E
46.	LA	Veteran Avenue & Pico Boulevard	A.M. P.M.	0.501 0.391	A A
47.	LA	Westwood Boulevard & Pico Boulevard	A.M. P.M.	0.657 0.781	B C
48.	LA	Roxbury Drive & Olympic Boulevard	A.M. P.M.	0.463 0.396	A A
49.	LA	Manning Avenue & Pico Boulevard	A.M. P.M.	0.690 0.666	B B
50.	LA	Overland Avenue & Ashby Avenue	A.M. P.M.	0.762 0.710	C C
51.	LA	Overland Avenue & Coventry Place	A.M. P.M.	0.658 0.665	B B
52.	LA	Overland Avenue & National Boulevard/I-10 Ramps	A.M. P.M.	1.139 0.989	F E
53.	LA	Overland Avenue & I-10 Eastbound Onramp	A.M. P.M.	0.653 0.511	B C **
54.	LA	Overland Avenue & National Place/National Boulevard	A.M. P.M.	0.754 0.673	C D **
55.	LA	I-10 Eastbound Offramp & National Boulevard	A.M. P.M.	0.629 0.405	B C **
56.	LA	Moreno Drive & Santa Monica Boulevard (N & S)	A.M. P.M.	0.771 0.735	C C
57.	BH	Roxbury Drive & Santa Monica Boulevard (N)	A.M. P.M.	0.753 0.685	C B
58.	BH	Roxbury Drive & Santa Monica Boulevard (S)	A.M. P.M.	0.626 0.577	B A
59.	BH	Bedford Drive & Santa Monica Boulevard (N)	A.M. P.M.	0.796 0.670	C B
60.	BH	Bedford Drive & Santa Monica Boulevard (S)	A.M. P.M.	0.641 0.698	B B

Notes: LA = Los Angeles; BH = Beverly Hills; WH = West Hollywood.

** While the baseline traffic count volumes led to the V/C calculation shown in the table, field observations of these intersections showed that actual operating conditions were worse. The LOS shown is a qualitative assessment of the actual operating LOS.

TABLE 4 (continued)
EXISTING CONDITIONS (YEAR 2011)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	V/C	LOS
61.	BH	Beverly Drive & Santa Monica Boulevard (N)	A.M. P.M.	0.861 0.868	D D
62.	BH	Beverly Drive & Santa Monica Boulevard (S)	A.M. P.M.	0.802 0.837	D D
63.	BH	Canon Drive & Santa Monica Boulevard (N)	A.M. P.M.	0.805 0.845	D D
64.	BH	Canon Drive & Santa Monica Boulevard (S)	A.M. P.M.	0.758 0.803	C D
65.	BH	Palm Drive/Beverly Boulevard & Santa Monica Boulevard	A.M. P.M.	0.887 0.932	D E
66.	WH	Doheny Drive & Santa Monica Boulevard/Melrose Avenue	A.M. P.M.	128.0 116.0	F F
67.	WH	Robertson Boulevard & Santa Monica Boulevard	A.M. P.M.	26.1 33.4	C C
68.	BH	Roxbury Drive/Brighton Way & Wilshire Boulevard	A.M. P.M.	0.512 0.454	A A
69.	BH	Beverly Drive & Wilshire Boulevard	A.M. P.M.	0.718 0.784	C C
70.	BH	Camden Drive & Olympic Boulevard	A.M. P.M.	0.771 0.764	C C
71.	BH	Beverly Drive/Beverwil Drive & Olympic Boulevard	A.M. P.M.	0.907 0.862	E D
72.	BH	Doheny Drive & Olympic Boulevard	A.M. P.M.	0.921 0.956	E E
73.	BH	Robertson Boulevard & Olympic Boulevard	A.M. P.M.	0.999 1.050	E F
74.	LA	Roxbury Drive & Pico Boulevard	A.M. P.M.	0.716 0.535	C D **
75.	LA	Beverwil Drive & Pico Boulevard	A.M. P.M.	0.802 0.809	D D
76.	LA	Beverly Drive & Pico Boulevard	A.M. P.M.	0.761 0.859	C D
77.	LA	Doheny Drive & Pico Boulevard	A.M. P.M.	0.705 0.651	C E **
78.	LA	Robertson Boulevard & Pico Boulevard	A.M. P.M.	0.841 0.936	D E
79.	BH	Merv Griffin Way & Santa Monica Boulevard (N)	A.M. P.M.	30.0 22.0	D C
80.	BH	Charleville Boulevard & Santa Monica Boulevard (S)	A.M. P.M.	0.516 0.578	A A

Notes: LA = Los Angeles; BH = Beverly Hills; WH = West Hollywood.

** While the baseline traffic count volumes led to the V/C calculation shown in the table, field observations of these intersections showed that actual operating conditions were worse. The LOS shown is a qualitative assessment of the actual operating LOS.

TABLE 4 (continued)
EXISTING CONDITIONS (YEAR 2011)
INTERSECTION PEAK HOUR LEVELS OF SERVICE SUMMARY

Level of Service	Intersections Operating at Specified LOS	
	A.M. Peak Hour	P.M. Peak Hour
A	20	20
B	14	10
C	19	14
D	14	23
E	7	9
F	6	4
Total	80	80

**TABLE 5
EXISTING TRANSIT SERVICE SERVING PROJECT PERIPHERY**

Provider, Route, and Service Area	Service Type	Hours of Operation	Number of Runs During Peak Period [a]					
			A.M.			P.M.		
			NB/EB	SB/WB	Total	NB/EB	SB/WB	Total
Metro Bus								
4 Downtown Los Angeles - West Los Angeles - Santa Monica via Santa Monica Boulevard	Local	24 - Hour	22	20	42	21	23	44
16/316 Downtown Los Angeles - Century City via 3rd Street	Local/Limited Stop	4:00 A.M. - 1:00 A.M.	17	16	33	14	18	32
28 Downtown Los Angeles - Century City via Olympic Boulevard	Local	5:00 A.M. - 11:00 P.M.	9	12	21	9	9	18
704 Downtown Los Angeles - Santa Monica via Santa Monica Boulevard	RAPID	6:00 A.M. - 9:00 P.M.	15	19	34	24	17	41
728 Downtown Los Angeles - Century City via Olympic Boulevard	RAPID	5:30 A.M. - 8:30 P.M.	17	17	34	17	17	34
LADOT Commuter Express								
534 Downtown Los Angeles - West Los Angeles via Olympic Boulevard	Commuter	6:30 A.M. - 6:30 P.M.	0	4	4	4	0	4
573 San Fernando Valley - Century City via I-405	Commuter	5:30 A.M. - 8:00 P.M.	3	12	15	13	2	15
Culver City Bus								
3 Culver City - Century City via Overland Avenue and Westwood Boulevard	Local	5:30 A.M. - 11:00 P.M.	11	12	23	12	12	24
Santa Monica Big Blue Bus								
5 Santa Monica - Pico Rimpau Transit Center via Pico Boulevard and Olympic Boulevard	Local	5:00 A.M. - 9:00 P.M.	11	15	26	12	11	23
Santa Clarita Transit								
792 Valencia - Century City via I-405	Commuter	7:00 A.M. - 7:30 P.M.	0	4	4	6	0	6
797 Valencia - Century City via I-405	Commuter	5:30 A.M. - 9:00 P.M.	0	5	5	6	0	6
Antelope Valley Transit Authority								
786 Lancaster/Palmdale - Century City via I-405	Commuter	4:00 A.M. - 7:30 P.M.	0	4	4	4	0	4

Notes:
Metro: Los Angeles County Metropolitan Transportation Authority.
LADOT: Los Angeles Department of Transportation
[a] For the purposes of this transit analysis, A.M. Peak Period is from 6:00 A.M. to 10:00 A.M. and P.M. Peak Period is from 3:00 P.M. to 7:00 P.M.

TABLE 6
EXISTING TRANSIT SERVICE PATRONAGE AND RESIDUAL CAPACITY
LINES SERVING PROJECT PERIPHERY

A.M. Peak Period						
Provider and Route	Number of Runs During Peak Period [a]	Capacity [b]	Average Load [c]	Load Factor - Load/Capacity [d]	Residual Capacity per Run	Residual Capacity in Peak Period [e]
Metro Bus						
4	42	50	42	0.84	8	336
16/316	33	50	44	0.88	6	198
28	21	50	43	0.86	7	147
704	34	75	54	0.72	21	714
728	34	75	66	0.88	9	306
LADOT Commuter Express						
534	4	49	25	0.51	24	96
573	15	49	30	0.61	19	285
Culver City Bus						
3	23	[e]	[e]	n/a	n/a	n/a
Santa Monica Big Blue Bus						
5	26	60	30	0.50	30	780
Santa Clarita Transit						
792	4	55	7	0.13	48	192
797	5	55	28	0.51	27	135
Antelope Valley Transit Authority						
786	4	53	29	0.55	24	96
Total Residual Capacity in Peak Period						3,285

P.M. Peak Period						
Provider and Route	Number of Runs During Peak Period [a]	Capacity [b]	Average Load [c]	Load Factor - Load/Capacity	Residual Capacity per Run	Residual Capacity in Peak Period [d]
Metro Bus						
4	44	50	41	0.82	9	396
16/316	32	50	50	1.00	0	0
28	18	50	37	0.74	13	234
704	41	75	47	0.63	28	1,148
728	34	75	56	0.75	19	646
LADOT Commuter Express						
534	4	49	25	0.51	24	96
573	15	49	30	0.61	19	285
Culver City Bus						
3	24	[e]	[e]	n/a	n/a	n/a
Santa Monica Big Blue Bus						
5	23	60	26	0.43	34	782
Santa Clarita Transit						
792	6	55	7	0.13	48	288
797	6	55	28	0.51	27	162
Antelope Valley Transit Authority						
786	4	53	29	0.55	24	96
Total Residual Capacity in Peak Period						4,133

Notes:

Metro: Los Angeles County Metropolitan Transportation Authority.

LADOT: Los Angeles Department of Transportation

[a] Number of runs in both directions combined during peak period (A.M. - 6:00 - 10:00; P.M. - 3:00 - 7:00).

[b] Capacity assumptions:

Metro Regular Bus - 40 seated + 10 standing = 50.

Metro Articulated Bus - 66 seated + 9 standing = 75.

LADOT Commuter Express Bus - 49 seated.

Santa Monica Big Blue Bus - 50 seated + 10 standing = 60.

Santa Clarita Transit Bus - 55 seated.

Antelope Valley Transit Bus - 53 seated.

[c] Local Bus Route: Average load is the average peak load of 5 consecutive runs, 2 runs before and 2 after the maximum load observed.

Commuter Bus Route: Average load is the average number of passengers on all runs during peak period.

[d] Residual capacity in peak period = (residual capacity per run) x (number of peak period runs).

[e] No applicable data was available for Culver City Bus Route 3.

Chapter 3

Future without Project Conditions

In accordance with California Environmental Quality Act (CEQA) requirements, the Modified Project's Traffic Impact Analysis (TIA) considers the effects of the Modified Project in relation to other developments either proposed, approved, or under construction in the Study Area. These development proposals and the methodologies used in projecting future traffic conditions without the Modified Project are discussed in this section. The future years 2015 and 2021 roadway network conditions are also discussed in this Chapter in terms of anticipated supply, demand, and operations (system performance). The analyzed year 2015 was selected to coincide with the projected full buildout of the Modified Project. The analyzed year 2021 was selected in order to analyze potential impacts related to buildout under the last year of the proposed Development Agreement, which would extend the potential development horizon to year 2021.

FUTURE BASE IMPROVEMENTS

The roadway network for the Future without Project conditions (years 2015 and 2021) within the Study Area is affected by regional improvement plans, local specific plans, and programmed improvements. These changes were accounted for as described below.

I-405 Sepulveda Pass Improvement Project

This improvement project includes construction of a new High-Occupancy Vehicle (HOV) lane on northbound I-405 between I-10 and the Ventura Freeway (US 101). In addition, the existing travel lanes along this section of the I-405 freeway will be widened, 27 freeway ramps will be realigned, and three bridges will be reconstructed. The project is scheduled to be completed by summer of year 2013.

Two study intersections are indirectly affected by construction related to this improvement:

- 33. Cotner Avenue & Santa Monica Boulevard
- 34. Sepulveda Boulevard & Santa Monica Boulevard

As described in Chapter 2, these two locations operate at reduced capacity due to queuing at the I-405 northbound on-ramp from Cotner Avenue north of Santa Monica Boulevard. The on-ramp is currently two lanes, which, when combined with construction conditions on the freeway mainline, results in significant congestion and queuing back to Santa Monica Boulevard. As part of the I-405 Sepulveda Pass Improvement Project, the on-ramp will be widened to three lanes, which will improve both the flow capacity and storage capacity of the ramp. Therefore, under Future analysis conditions, these two intersections are assumed to operate at full capacity of between 1,375 and 1,500 vphpl, depending on signal phasing. Further, in order to account for the potential for demand to increase with capacity, the traffic volumes on these on-ramps were increased by 33% and 50%, respectively, for analysis of all future conditions during the afternoon peak hour, when the congestion is most disruptive.

Wilshire Boulevard Bus Rapid Transit Project

The Final EIR has been prepared for the Wilshire Boulevard Bus Rapid Transit (BRT) project as part of the environmental review and approval process. The Wilshire Boulevard BRT project includes the conversion of the existing curb lanes running east and west along Wilshire Boulevard into exclusive BRT lanes during peak periods in some areas to facilitate rapid bus transportation connecting west Los Angeles to downtown Los Angeles. The bus lane is anticipated to begin operation in late 2012, prior to the Modified Project buildout year of 2015 or the Development Agreement year of 2021.

For the sections of Wilshire Boulevard that would gain exclusive peak period BRT lanes, a number of general improvements are required as part of the BRT project. This includes restriping traffic lanes, converting the existing curb lanes to bus lanes in each direction during peak periods, upgrading the existing transit signal priority system and installing traffic/transit signage and pavement markings. The conversion of the curb lanes to bus lanes during the peak hours would reduce the number of through travel lanes (i.e., automobile capacity on Wilshire Boulevard) from

six lanes to four lanes in the converted sections. In the Study Area, the exclusive BRT lanes would be installed at the three Wilshire Boulevard study intersections that fall within the City of Los Angeles. No exclusive bus lanes would be implemented within the City of Beverly Hills, and therefore, the four Wilshire Boulevard study intersections within Beverly Hills would not experience any peak hour capacity reduction as a result of this project.

A review of the Wilshire Boulevard BRT project's EIR indicated that the project would have significant traffic impacts at seven intersections included in the Modified Project analysis. They are:

2. Overland Avenue & Santa Monica Boulevard (afternoon peak hour)
13. Beverly Glen Boulevard & Olympic Boulevard (afternoon peak hour)
20. Overland Avenue & Pico Boulevard (morning peak hour)
35. Veteran Avenue & Santa Monica Boulevard (afternoon peak hour)
36. Westwood Boulevard & Santa Monica Boulevard (morning peak hour)
45. Sepulveda Boulevard & Pico Boulevard (morning peak hour)
47. Westwood Boulevard & Pico Boulevard (morning and afternoon peak hours)

However, four of those intersections already operate at LOS E or F during the morning and afternoon peak hours, as discussed later in this Chapter. Intersections operating at LOS E or F have the lowest threshold at which a project's traffic would cause a significant impact according to each city's significance criteria. Therefore, any worsening of traffic conditions at these four locations as a result of the Wilshire Boulevard BRT operations would not affect the threshold level for an impact from Modified Project traffic since these intersections already operate at LOS E or F. The remaining three locations are projected to operate at LOS C without Wilshire Boulevard BRT operations but could potentially operate at LOS D with the worsening of traffic conditions due to the Wilshire Boulevard BRT. However, a review of Project traffic levels at those intersections (Intersection 2, Overland Avenue & Santa Monica Boulevard; Intersection 35, Veteran Avenue & Santa Monica Boulevard; and Intersection 47, Westwood Boulevard & Pico Boulevard) indicates that the Project would not add sufficient amounts of traffic to any of those locations to cause a significant impact with or without considering the Wilshire Boulevard BRT. Therefore, no traffic shifts resulting from implementation of the Wilshire Boulevard BRT were assumed in this analysis.

Metro Westside Subway Extension

Metro is currently developing plans for the Westside Subway Extension, an extension of the Purple Line from its existing terminus at Western Avenue & Wilshire Boulevard to West Los Angeles. The extension would run west mostly under Wilshire Boulevard and provide service to Miracle Mile, Beverly Hills, Century City and Westwood/UCLA. The Westside Subway Extension would also connect the west side of Los Angeles to other transit rail in downtown Los Angeles, including the Red Line subway, the Gold Line and Blue Line Light Rail systems, and the future Exposition Light Rail line (which is currently under construction, with Phase I from downtown Los Angeles to Culver City anticipated to begin service by mid-2012).

Metro released the Final EIS/EIR for the Westside Subway Extension on March 19, 2012. The Metro Board of Directors certified the Final EIS/EIR on April 26, 2012, and approved a portion of the Westside Subway Extension through the proposed station at La Cienega Boulevard. Metro is still finalizing station locations for the Century City, Westwood/UCLA, and Westwood/VA Hospital stations, as well as determining construction staging locations, and the Metro Board of Directors will consider these issues at a future date.

Based on the findings of the Final EIS/EIR, the intersection of Avenue of the Stars & Constellation Boulevard, where the Project Site is located, is Metro's preferred alternative for the subway station serving Century City. The Modified Project is designed to accommodate a subway portal on-site in anticipation of the potential station. The other Century City station locations under review are at Avenue of the Stars & Santa Monica Boulevard and at Century Park East & Santa Monica Boulevard, both of which are within walking distance of the Project Site. However, the Final EIS/EIR states that engineering surveys have identified earthquake faults below each of the latter two station locations which would make each not viable and, thus, the preferred location is the only viable alternative currently proposed.

Construction of the Westside Subway Extension is anticipated to begin as early as 2013, with the earliest possible completion of the Century City station scheduled for year 2022. Because service would not begin until well beyond the scheduled completion of the Modified Project in year 2015, the effects of the Westside Subway Extension on traffic were not considered in the year 2015 analysis. Because service could begin around the final year of the proposed Development Agreement (year 2021), the year 2021 analysis assumed the Westside Subway

Extension would be complete by the time the Modified Project is complete and traffic shifts from the Westside Subway Extension EIR were included as part of the Future without Project (year 2021) traffic projections.

Additionally, the Applicant acknowledges that Westside Subway Extension construction activities could occur simultaneously with Modified Project construction activities, or could occur after completion of the Modified Project, and thus may temporarily alter the future street network and future traffic patterns. However, the effects of Westside Subway Extension construction activities are the responsibility of the Metro (the applicant for the Westside Subway Extension) and any impacts associated with subway construction would be identified and mitigated pursuant to the Westside Subway Extension EIR.

Signalization of Merv Griffin Way & Santa Monica Boulevard (N)

The intersection of Merv Griffin Way & Santa Monica Boulevard (N) is currently unsignalized. It is controlled by a stop-sign for southbound traffic on Merv Griffin Way while traffic on Santa Monica Boulevard (N) is uncontrolled. Currently, left-turns from Merv Griffin Way to Santa Monica Boulevard are prohibited during the afternoon peak period. According to City of Beverly Hills staff, this intersection will be converted to signal control as a joint mitigation measure of both the Hilton Hotel development and the residential development at 9900 Wilshire Boulevard. Along with signal control, left-turns would be permitted at the intersection.

In the event that neither development is completed before completion of the Modified Project, the signalization of Merv Griffin Way & Santa Monica Boulevard (N) would not occur prior to the Project's scheduled completion date. Therefore, this intersection was analyzed both as a signalized and unsignalized intersection for all future conditions analyses using the HCM 2000 and ICU methodologies required by the City of Beverly Hills.

FUTURE WITHOUT PROJECT TRAFFIC PROJECTIONS

The Future without Project traffic projections reflect growth in traffic over existing conditions from two sources. The first source is the ambient growth in traffic, which reflects increases in traffic

due to regional growth and development outside the Study Area. The second source is growth due to traffic generated by projects which are proposed, approved, or under construction within and in the vicinity of the Study Area (collectively, the “Related Projects”), listed in Table 7.

Ambient Traffic Growth

Existing traffic is expected to increase as a result of regional growth and development. Based on historic trends and standard LADOT procedures, an ambient growth factor of 0.75% per year was used to adjust the existing traffic volumes to reflect the effects of regional growth and development by the years 2015 and 2021. The total compounded adjustment applied over the four-year period to full buildout of the Modified Project (year 2015) was therefore 3.03%. The total compounded adjustment applied over the 10-year period to the proposed Development Agreement horizon was 7.76%,

Related Projects

In accordance with CEQA requirements, this study considers the effects of the Modified Project in relation to other developments either proposed, approved, or under construction in the Study Area and expected to be implemented prior to the buildout date of the Modified Project. Information about Related Projects was obtained from LADOT and the Cities of Beverly Hills, West Hollywood, and Culver City in 2011.

A total of 98 Related Projects, illustrated in Figure 5, have been identified in relation to the Modified Project by way of location and completion dates comparable with the Modified Project. Table 7 provides information on the land use, location, size, status, and trip generation estimates of these Related Projects. Other developments outside the Study Area have been determined to be geographically too far from the Project Site to add substantially to the potential cumulative effects of Related Project traffic within the Study Area. Any additional projects which may be proposed between now and the full buildout of the Modified Project are accounted for by the ambient growth in traffic described above. Additionally, any such potential future projects requiring CEQA review would take Modified Project traffic into account in their own traffic analyses.

The specifics regarding Related Projects compiled for this study are based on information provided by LADOT, the City of Beverly Hills, the City of West Hollywood, Culver City, and recent published reports for other developments. The trips associated with these Related Projects have been accounted for in the future traffic forecasts through the following three-step process.

Trip Generation. Trip generation estimates for the Related Projects were calculated using a combination of previous study findings and the trip generation rates contained in the Institute of Transportation Engineer's *Trip Generation, 8th Edition*, 2008 (ITE Trip Generation Report). As shown in Table 7, the Related Projects are expected to generate a total of approximately 141,263 daily trips on a typical weekday, including 8,126 morning peak hour trips and 12,992 afternoon peak hour trips. These projections are conservative in that they do not in every case provide credit for either the existing uses to be removed or the likely use of non-motorized travel modes (mass transit, bicycling, walking, etc.)

Trip Distribution. The geographic distribution of the traffic generated by the Related Projects is dependent on several factors. These factors include the type and density of the proposed land uses, the geographic distribution of population from which the employees/residents and potential patrons of the Related Projects are drawn, and the location of these projects in relation to the surrounding street system.

Trip Assignment. The trip generation estimates for the Related Projects were assigned to the local street system using the trip distribution pattern described above. These volumes were then added to the existing traffic volumes after adjustment for the 3.03% ambient growth through the assumed buildout year of 2015 and after adjustment for the 7.76% ambient growth to the proposed Development Agreement horizon year of 2021. The resulting Future without Project intersections traffic volumes are illustrated in Figures 6 and 7 for years 2015 and 2021, respectively. The intersection traffic volumes represent future conditions without the Modified Project in the years 2015 and 2021.

INTERSECTION OPERATIONS

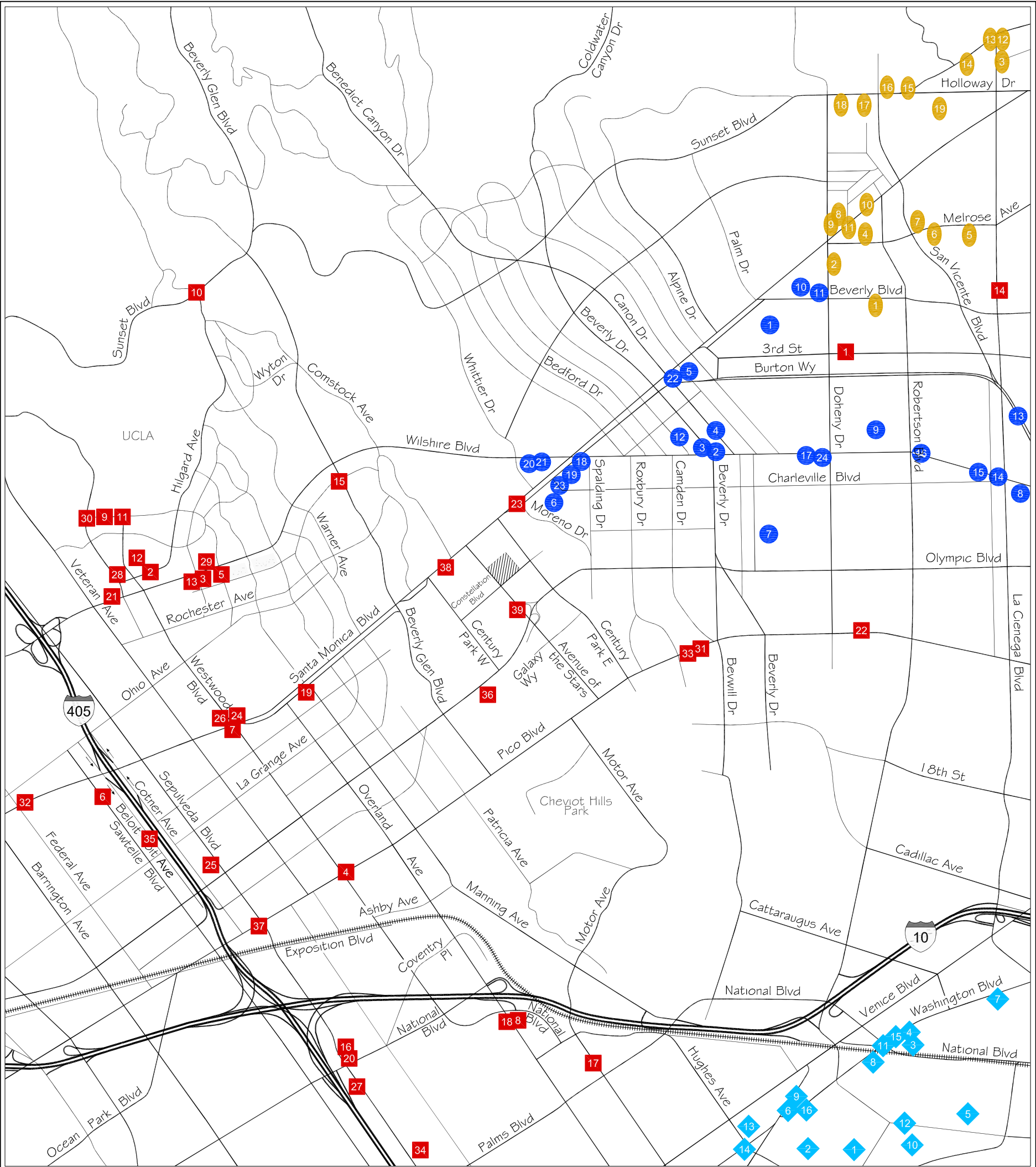
This section presents the methodology and results of the intersection operations for the Future without Project conditions that are defined by the traffic volumes, intersection lane configurations, and roadways that would exist in the years 2015 and 2021 as noted above.

Similar to the analysis presented in Chapter 2, the study intersections were analyzed using the various methodologies prescribed by each intersection's jurisdiction. The projected Future without Project intersection operating conditions for the weekday morning and afternoon peak hours are shown in Tables 8 and 9 for years 2015 and 2021, respectively. Intersection lane configurations and detailed LOS worksheets are provided in Appendices B and E, respectively. The Future without Project traffic volumes are available in tabular form in Appendix D.

As shown in Table 8, in the year 2015, 41 intersections are expected to operate at LOS D or better during both the morning and afternoon peak hours. The remaining 39 intersections are projected to operate at LOS E or F during at least one peak hour.

As shown in Table 9, in the year 2021, 38 intersections are expected to operate at LOS D or better during both the morning and afternoon peak hours. The remaining 42 intersections are projected to operate at LOS E or F during at least one peak hour.

As discussed above, Intersection #79, Merv Griffin Way & Santa Monica Boulevard (N), is scheduled to be signalized as a joint mitigation measure for two different developments. In case it is not signalized by years 2015 or 2021, an analysis of the intersection in its existing configuration was conducted for the Future without Project (years 2015 and 2021) conditions. In year 2015 without signalization, the intersection would operate at LOS E during both the morning and afternoon peak hours. In year 2021 without signalization, the intersection would operate at LOS E during the morning peak hour and LOS F during the afternoon peak hour.



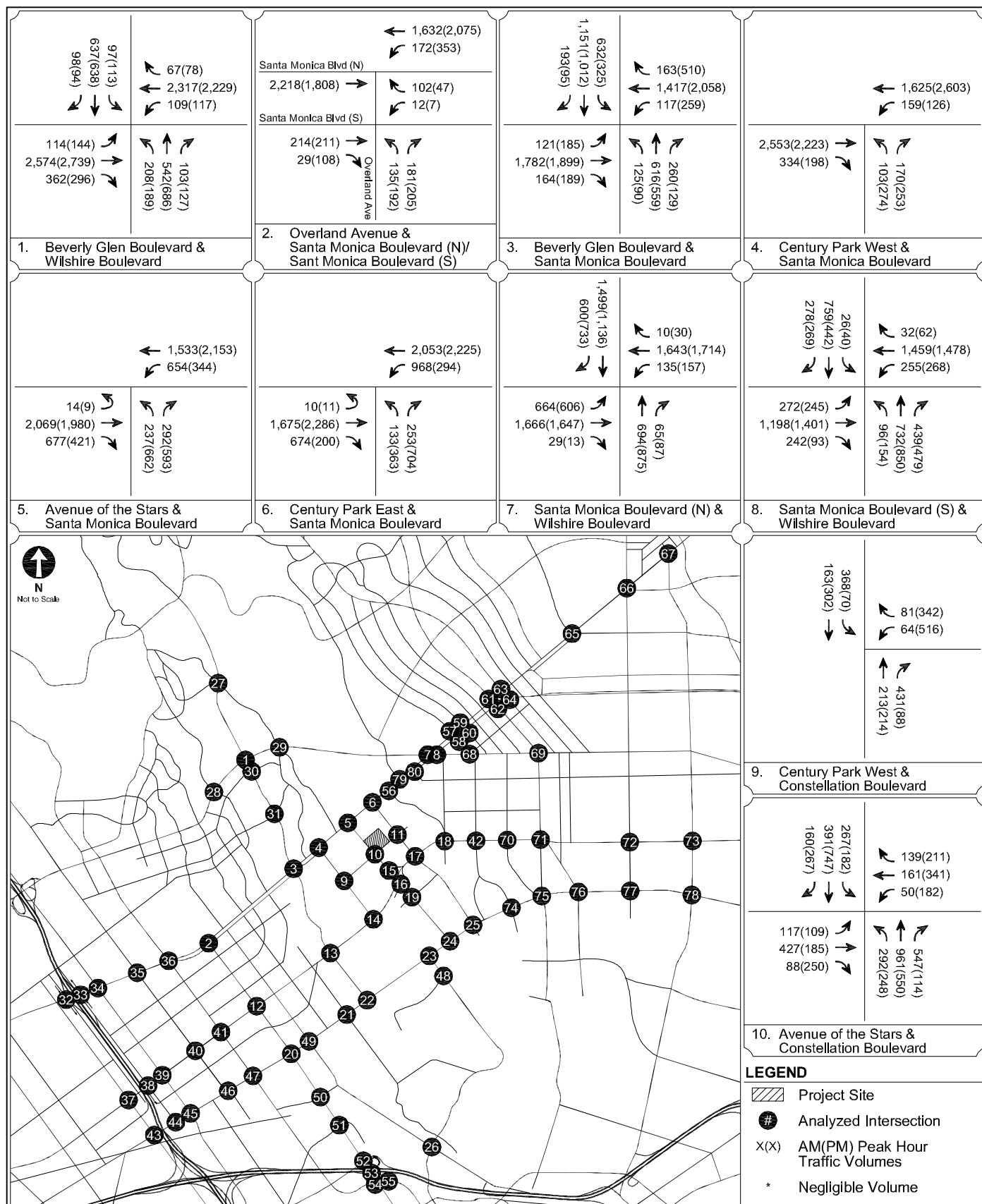
LEGEND

- Project Site
- Related Project - City of Los Angeles
- Related Project - City of Beverly Hills
- Related Project - City of Culver City
- Related Project - City of West Hollywood



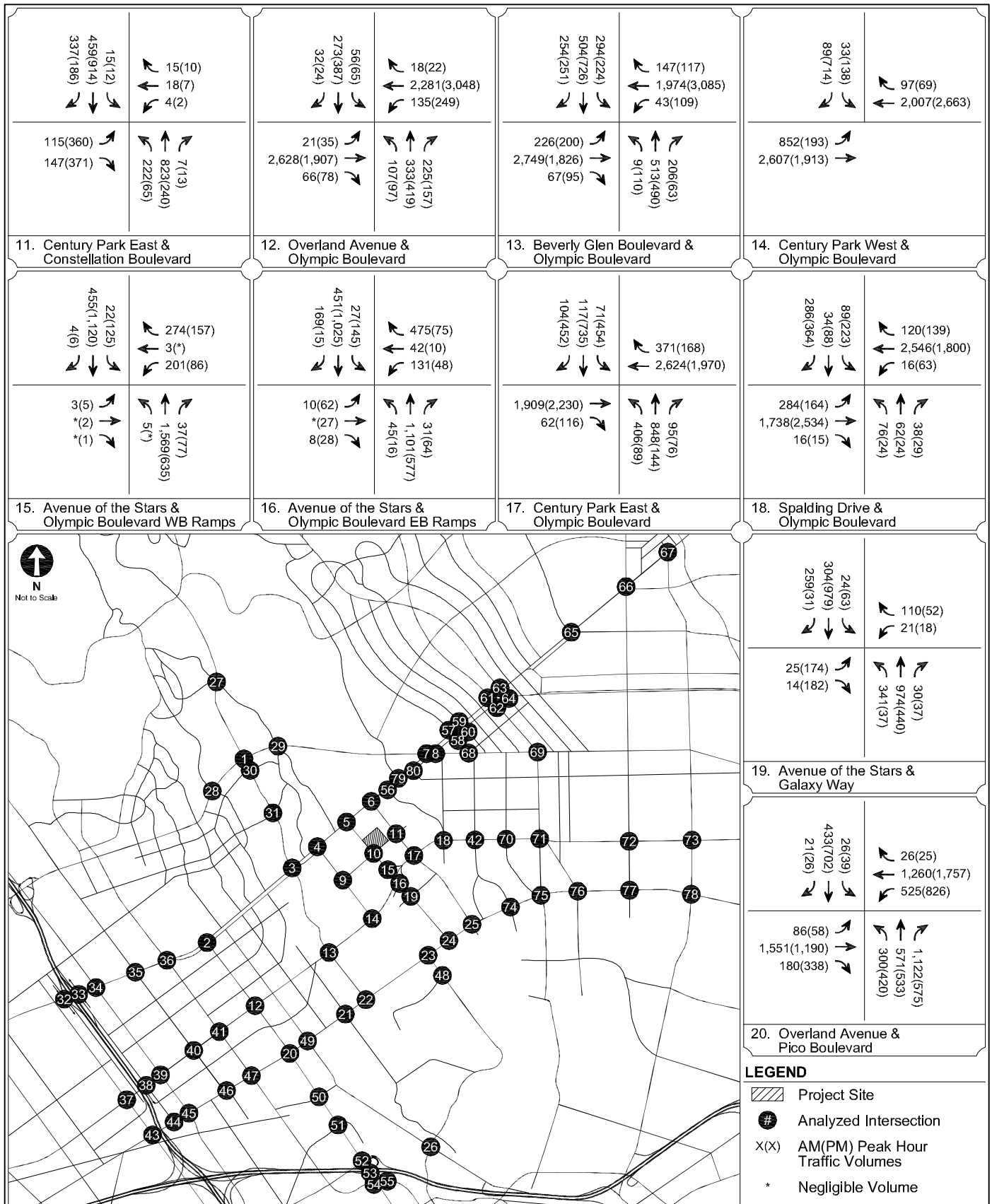
LOCATION OF RELATED PROJECTS

FIGURE
5



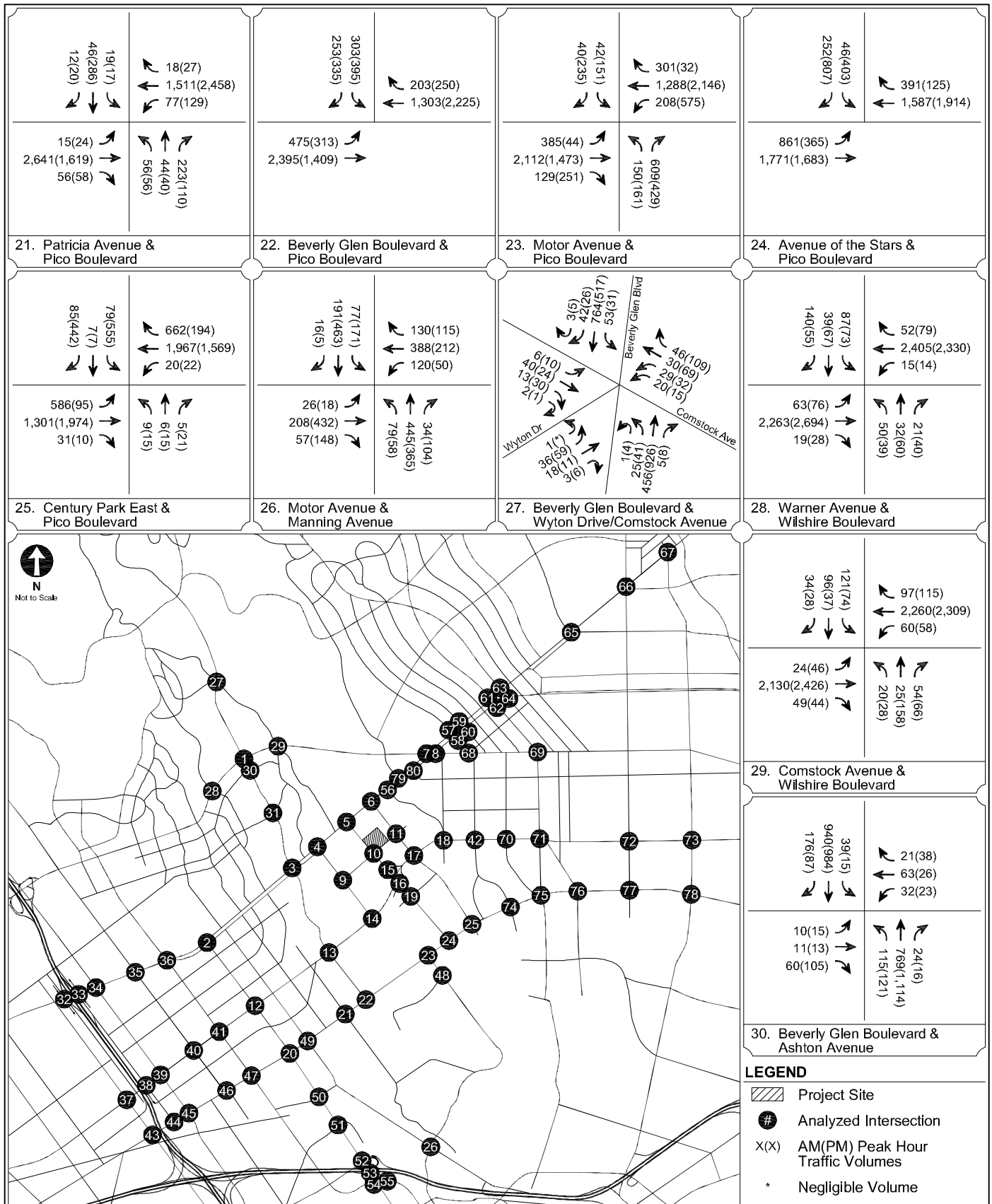
FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2015)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE
6 A



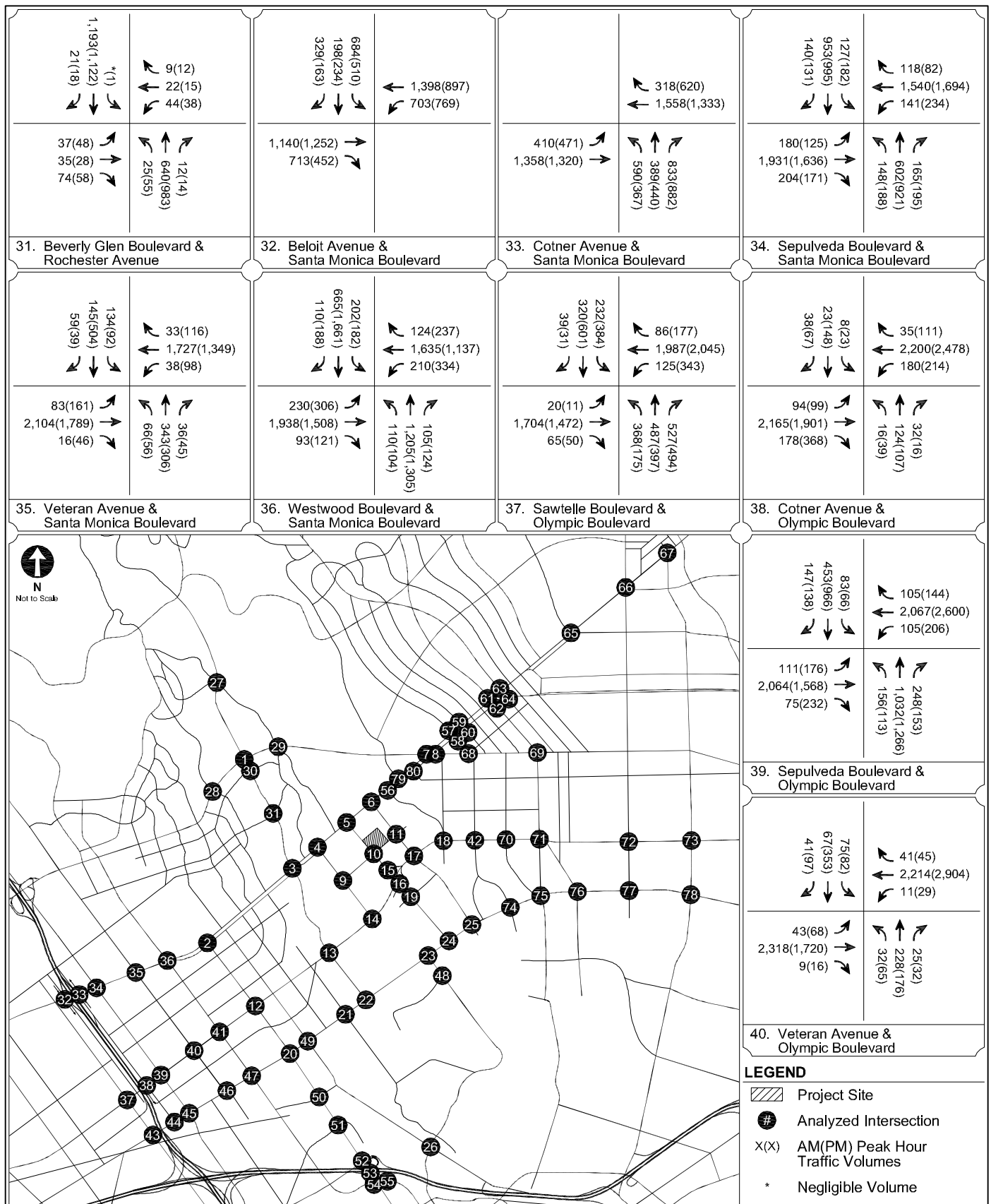
FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2015)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE
6 B



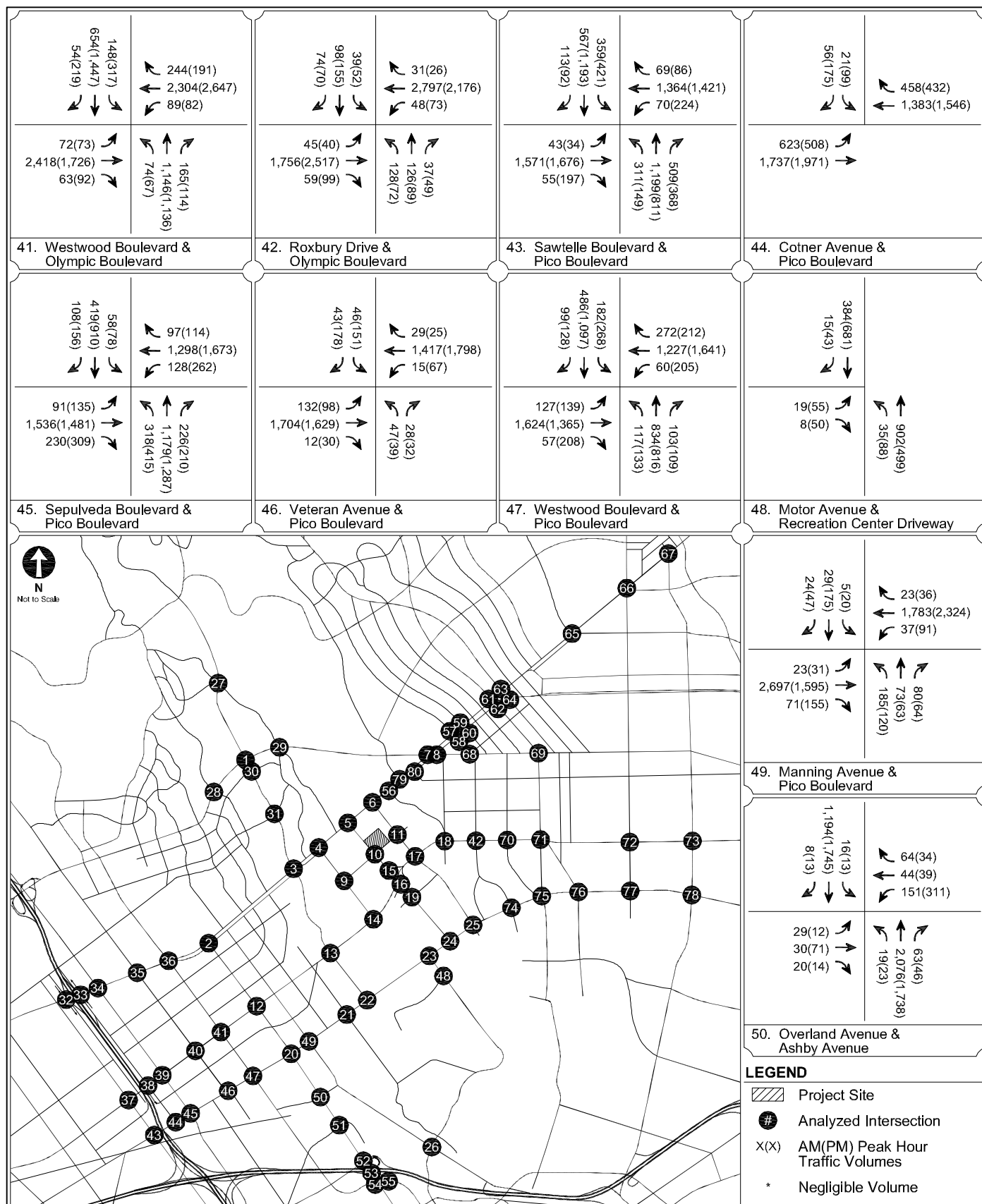
FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2015)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE
6 C



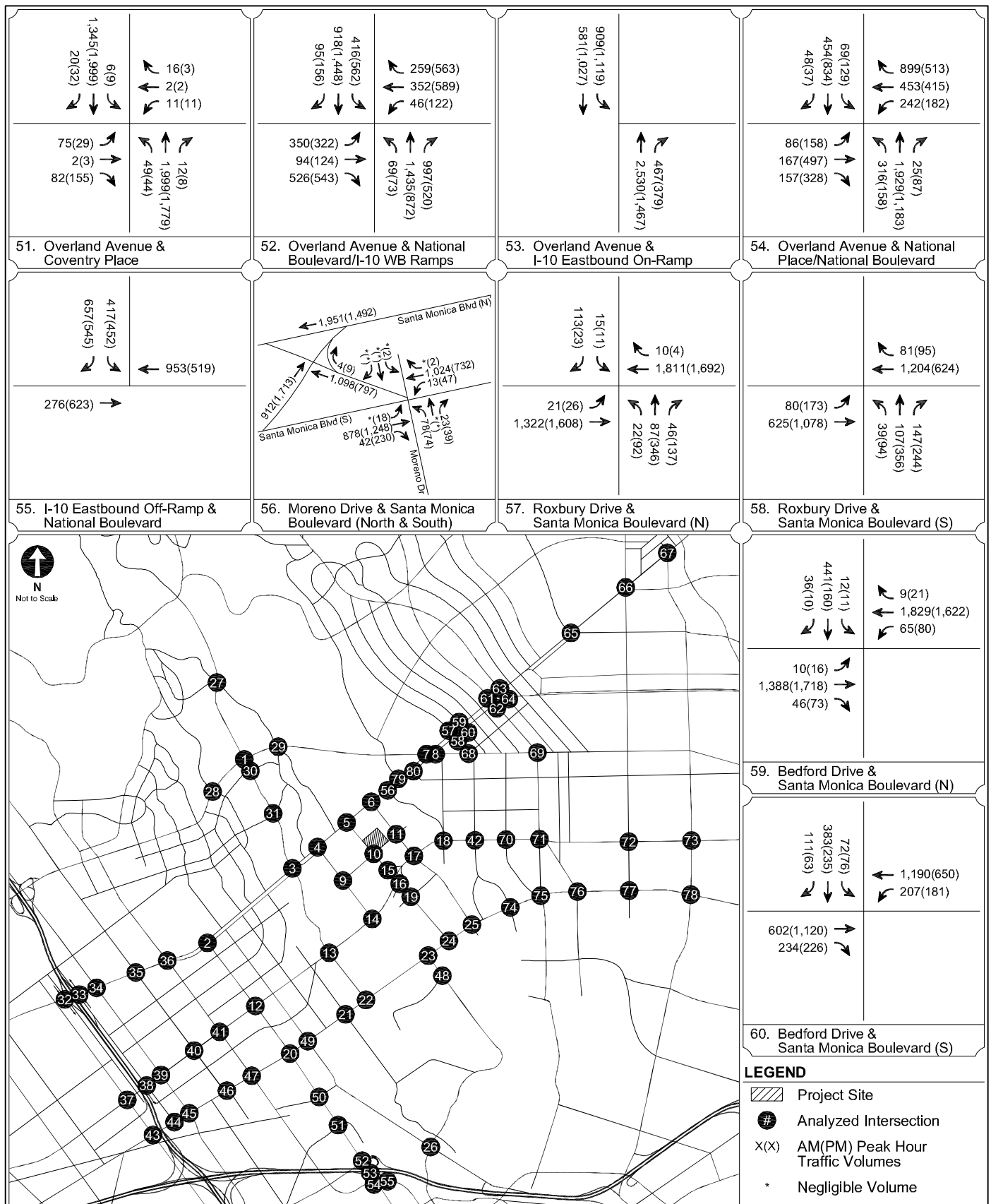
FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2015)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

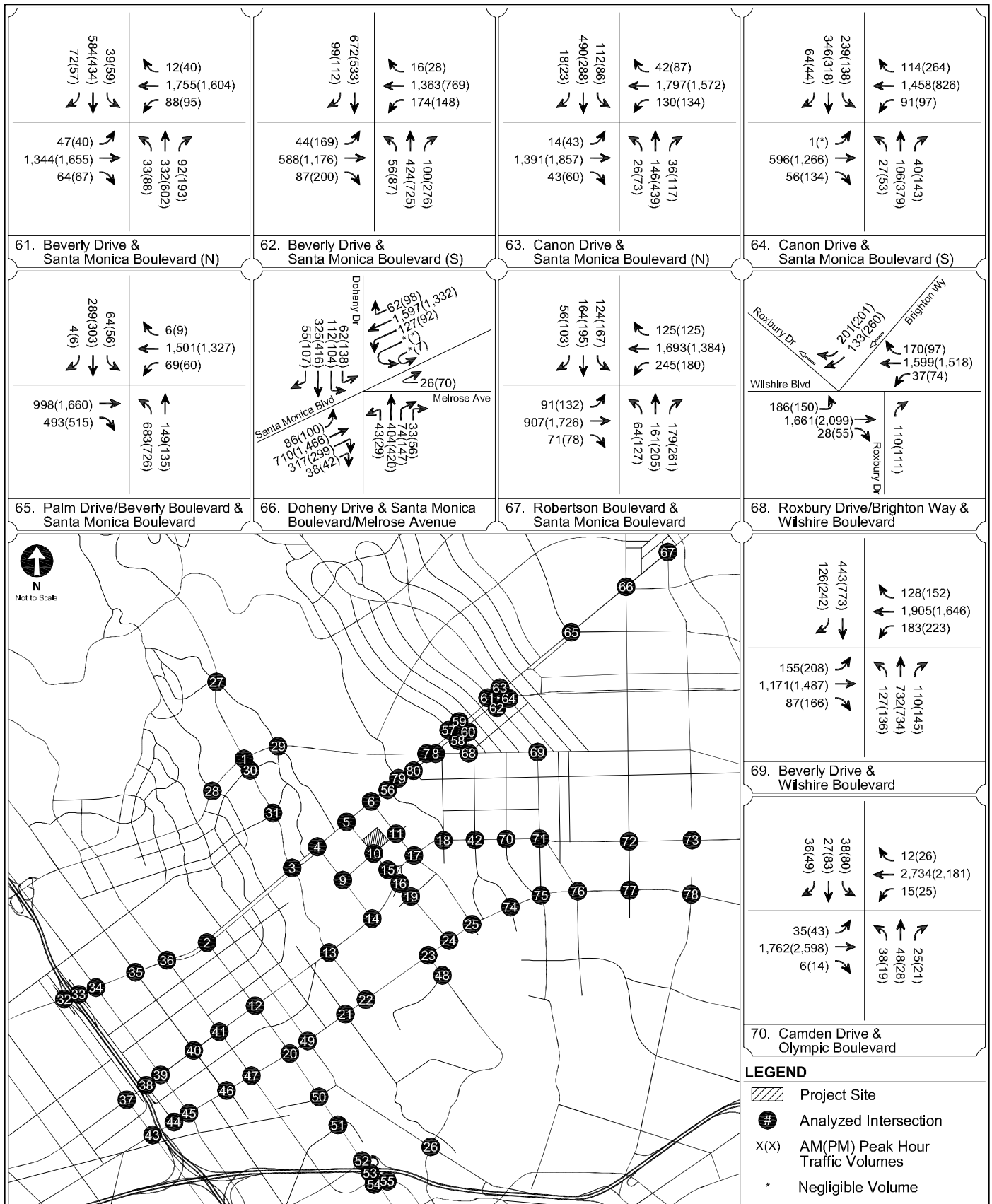
FIGURE
6 D



FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2015)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

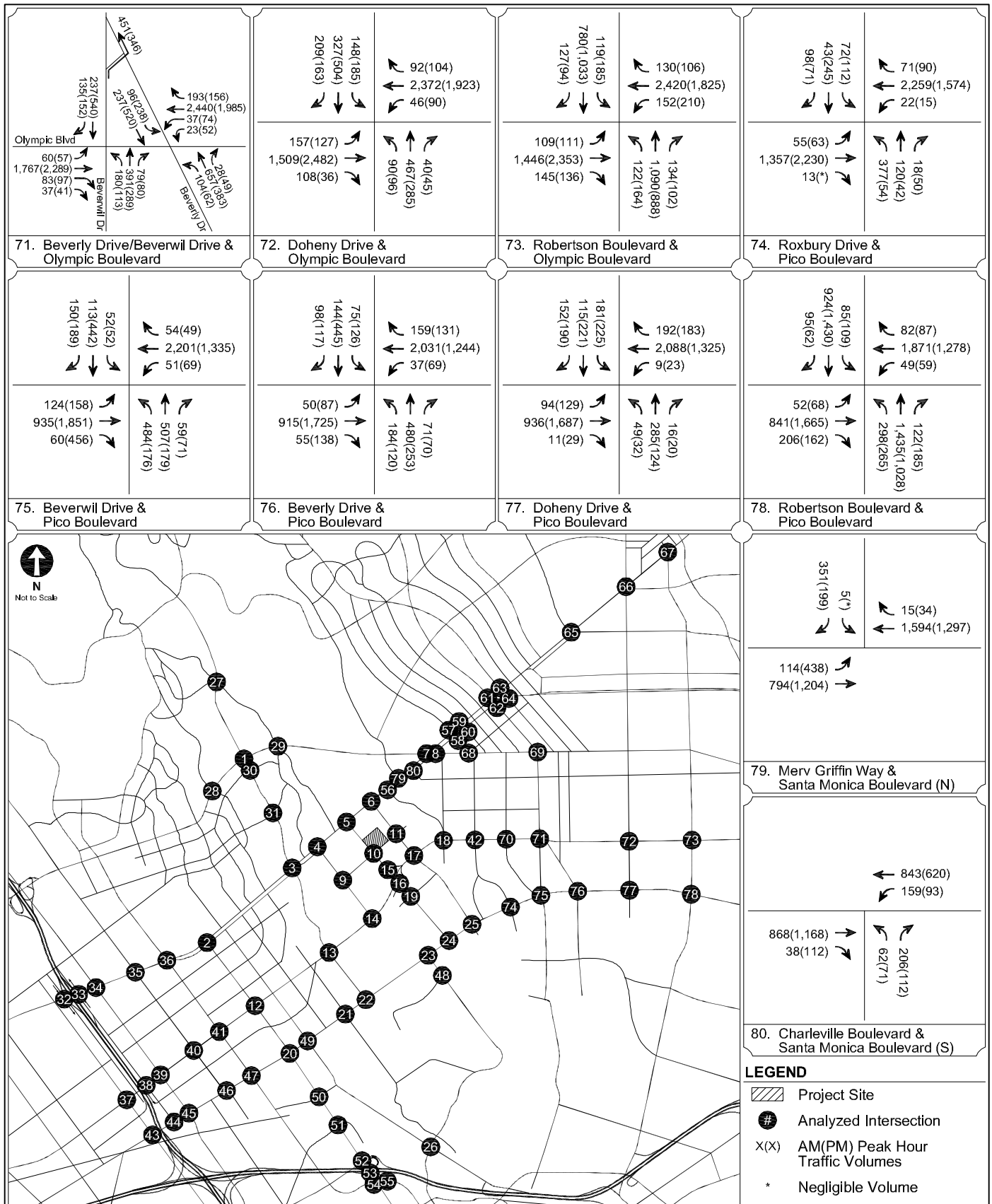
FIGURE
6 E





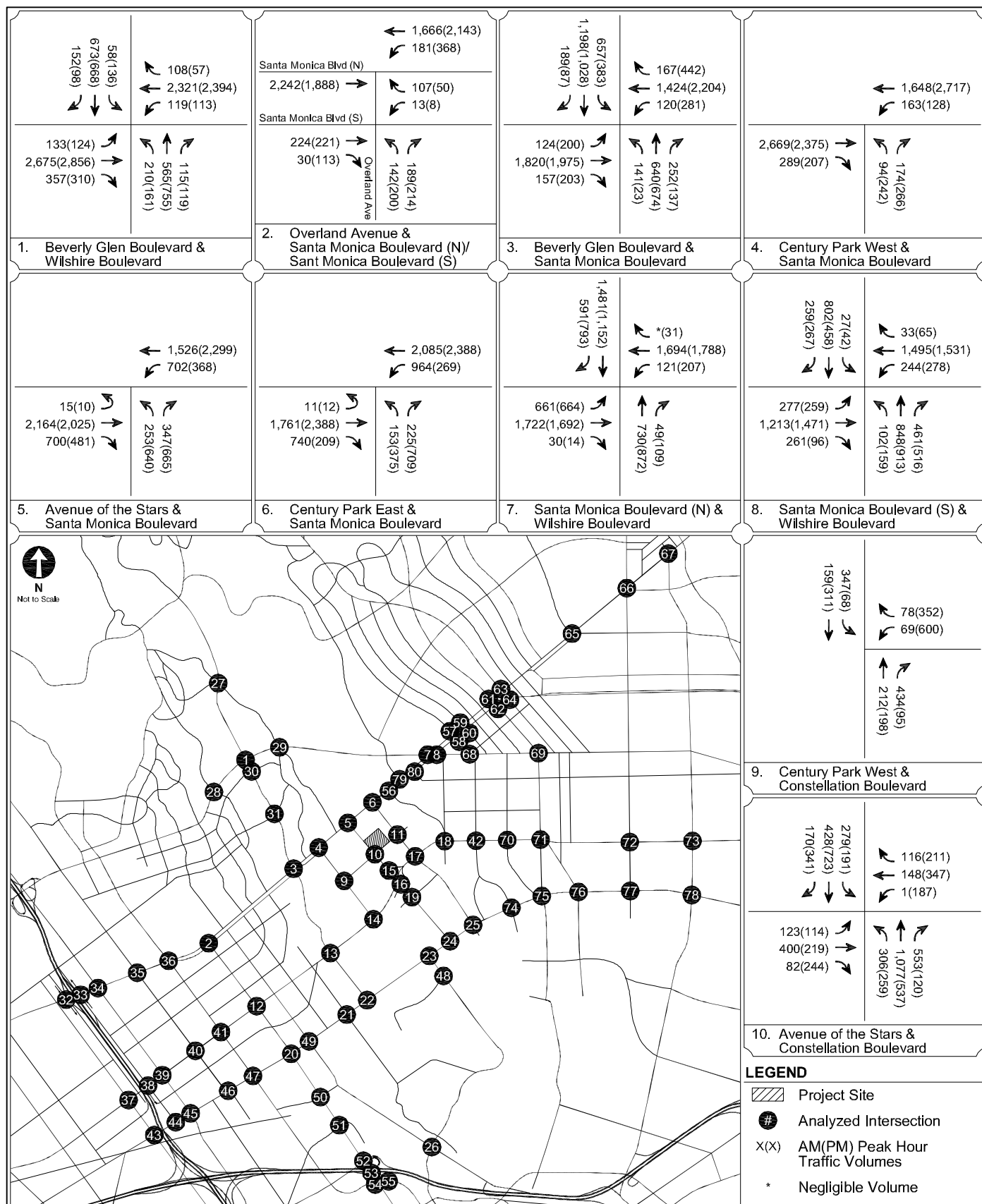
FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2015)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE
6 G



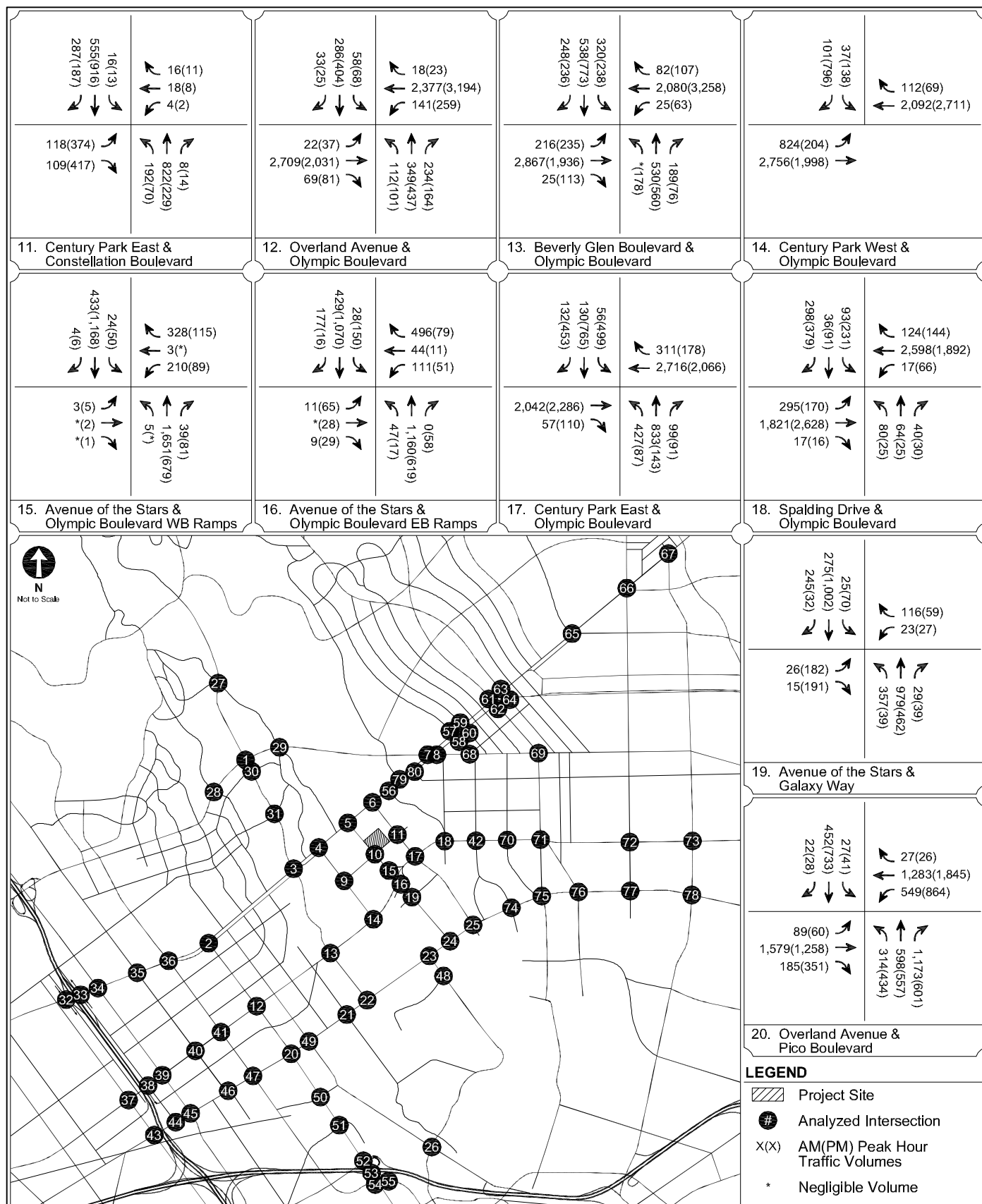
FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2015)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE
6 H



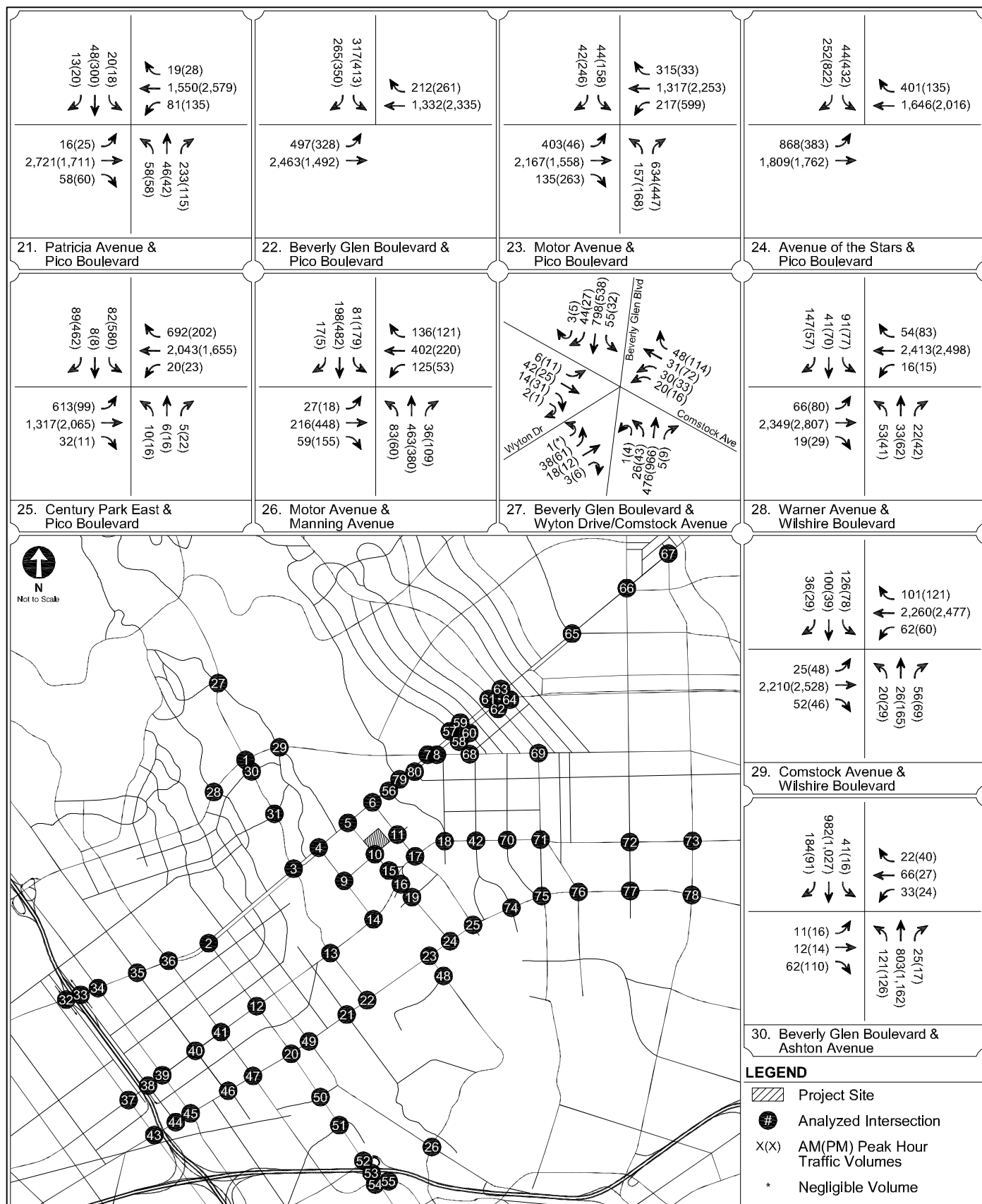
FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2021)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE
7 A



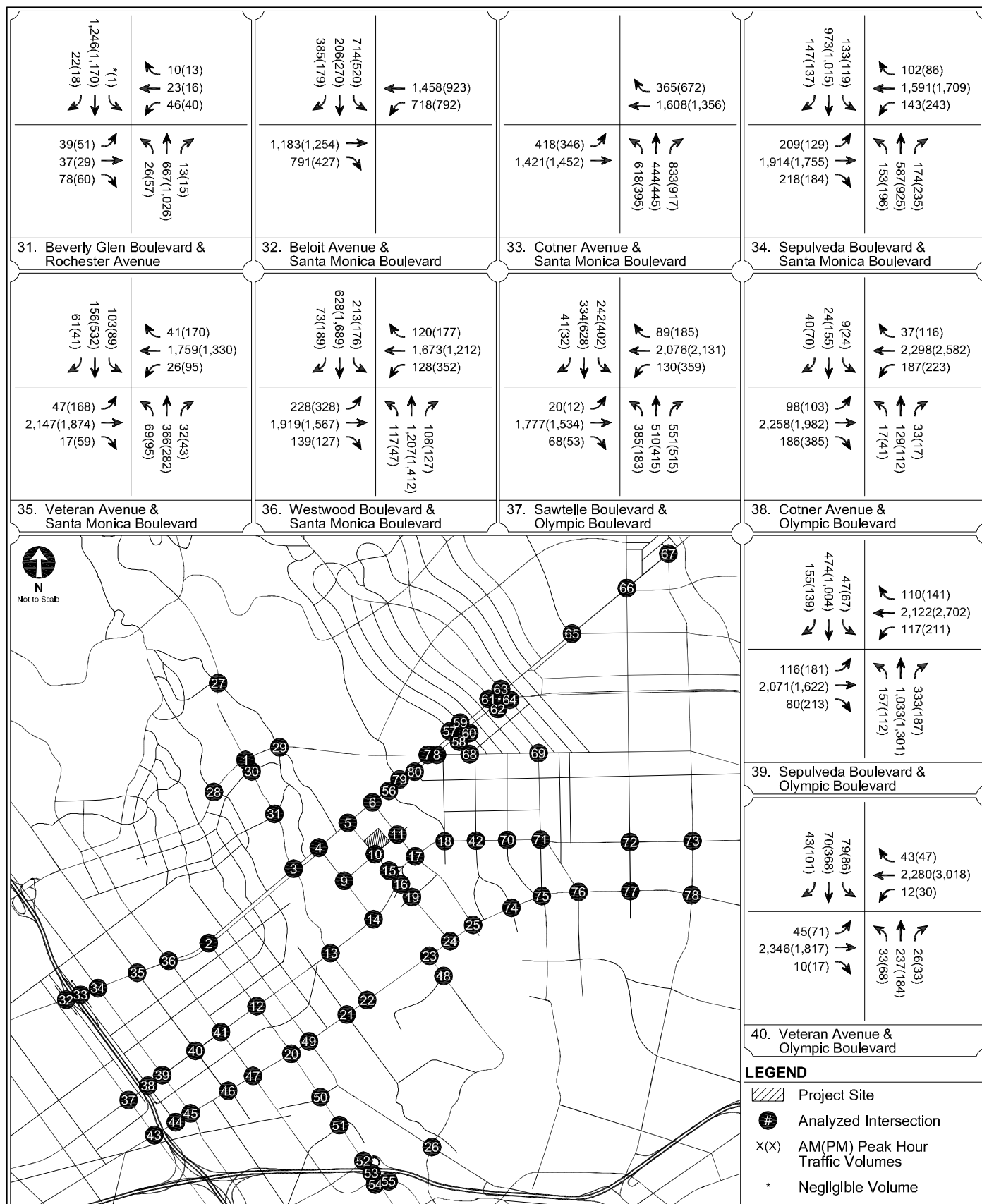
FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2021)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE
7 B



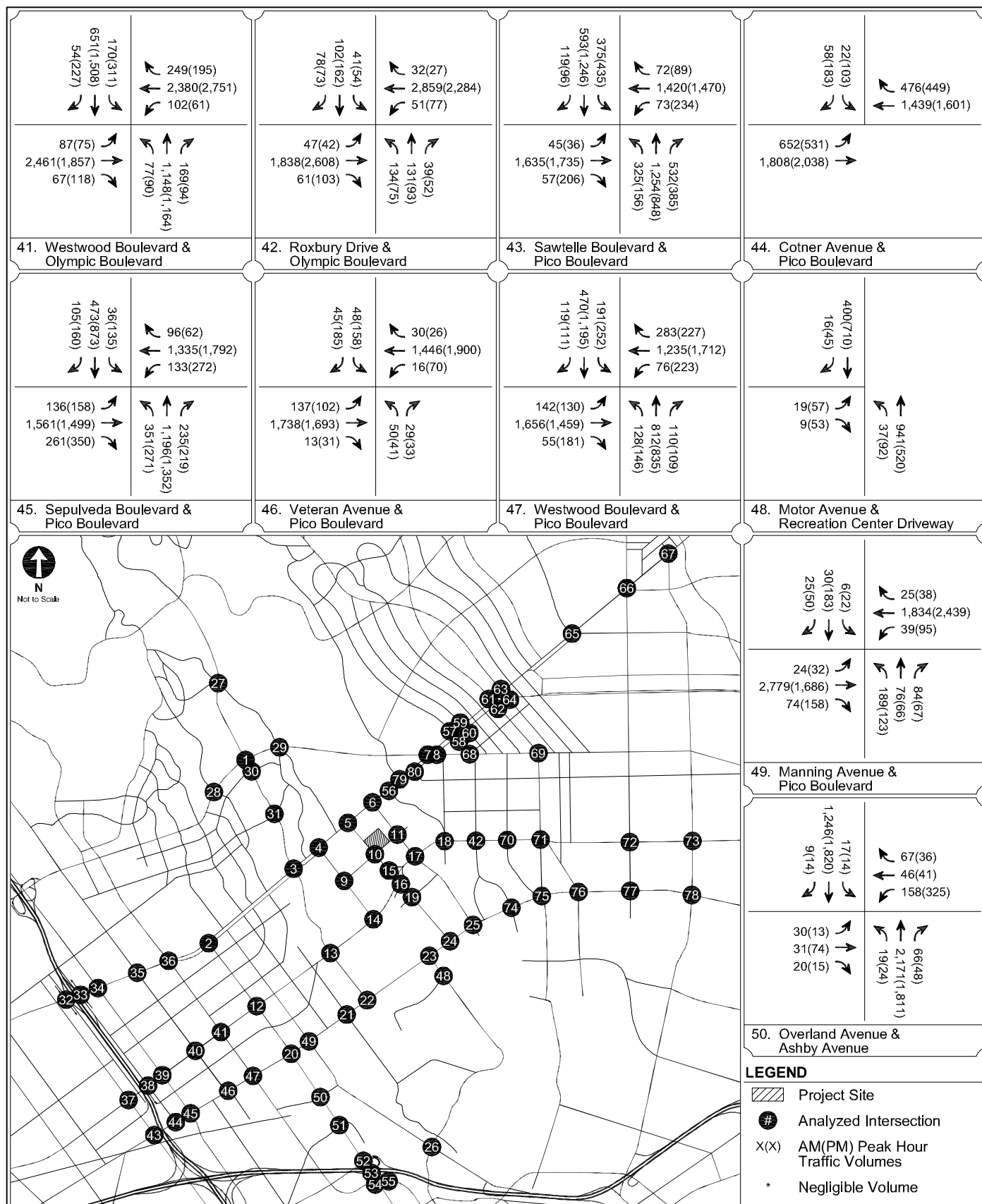
FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2021)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE
7 C



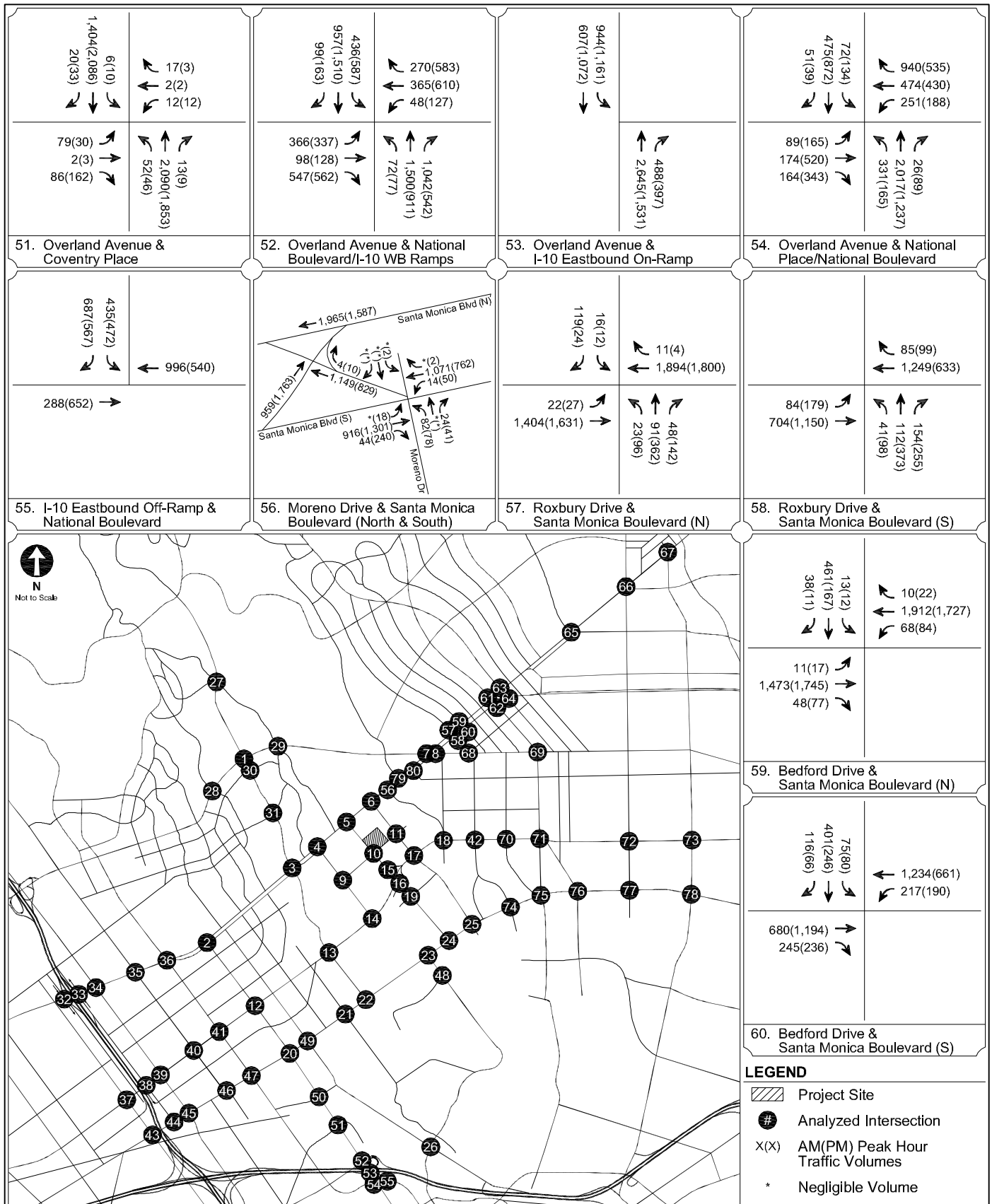
FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2021)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE
7 D



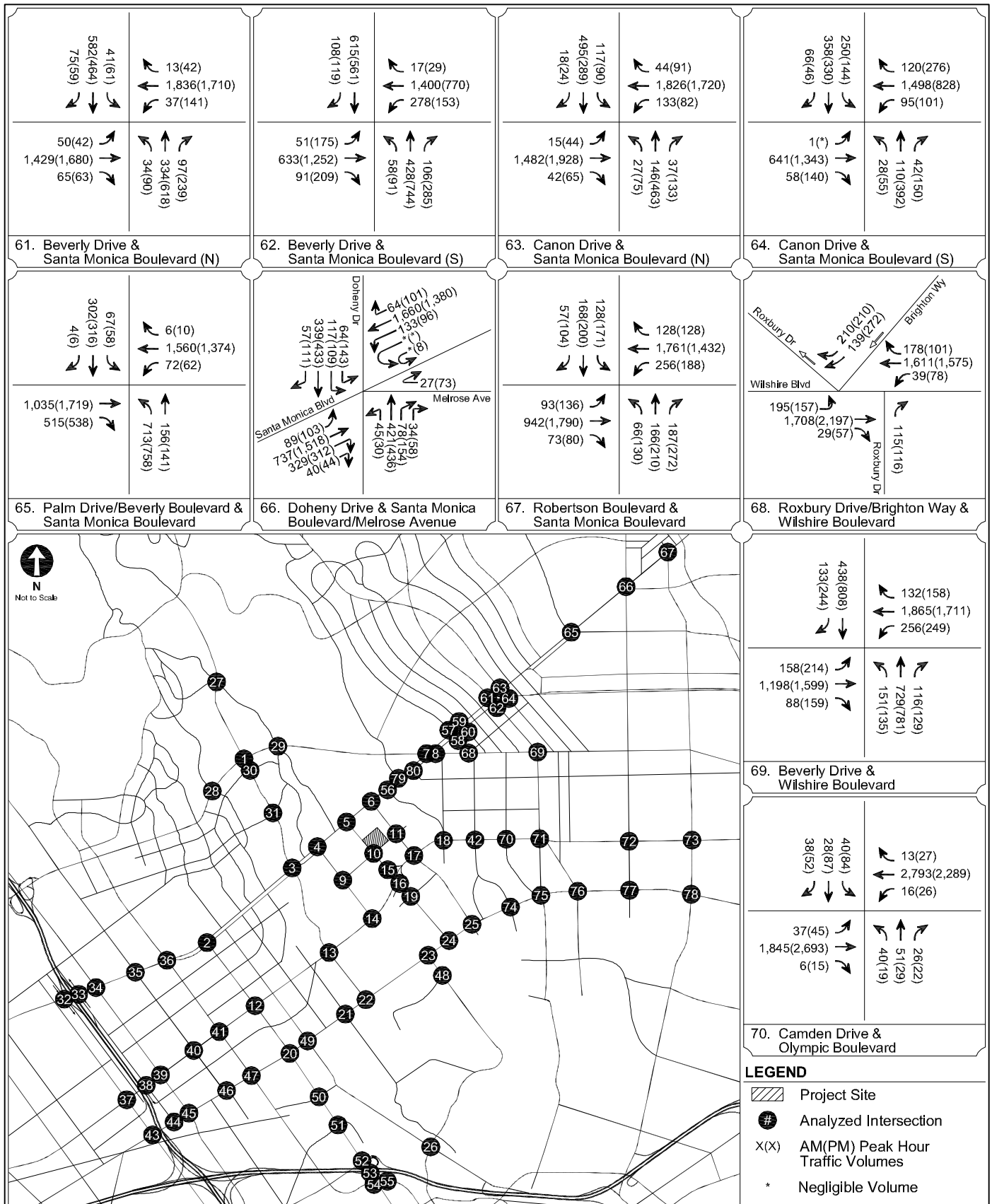
FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2021)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE
7 E



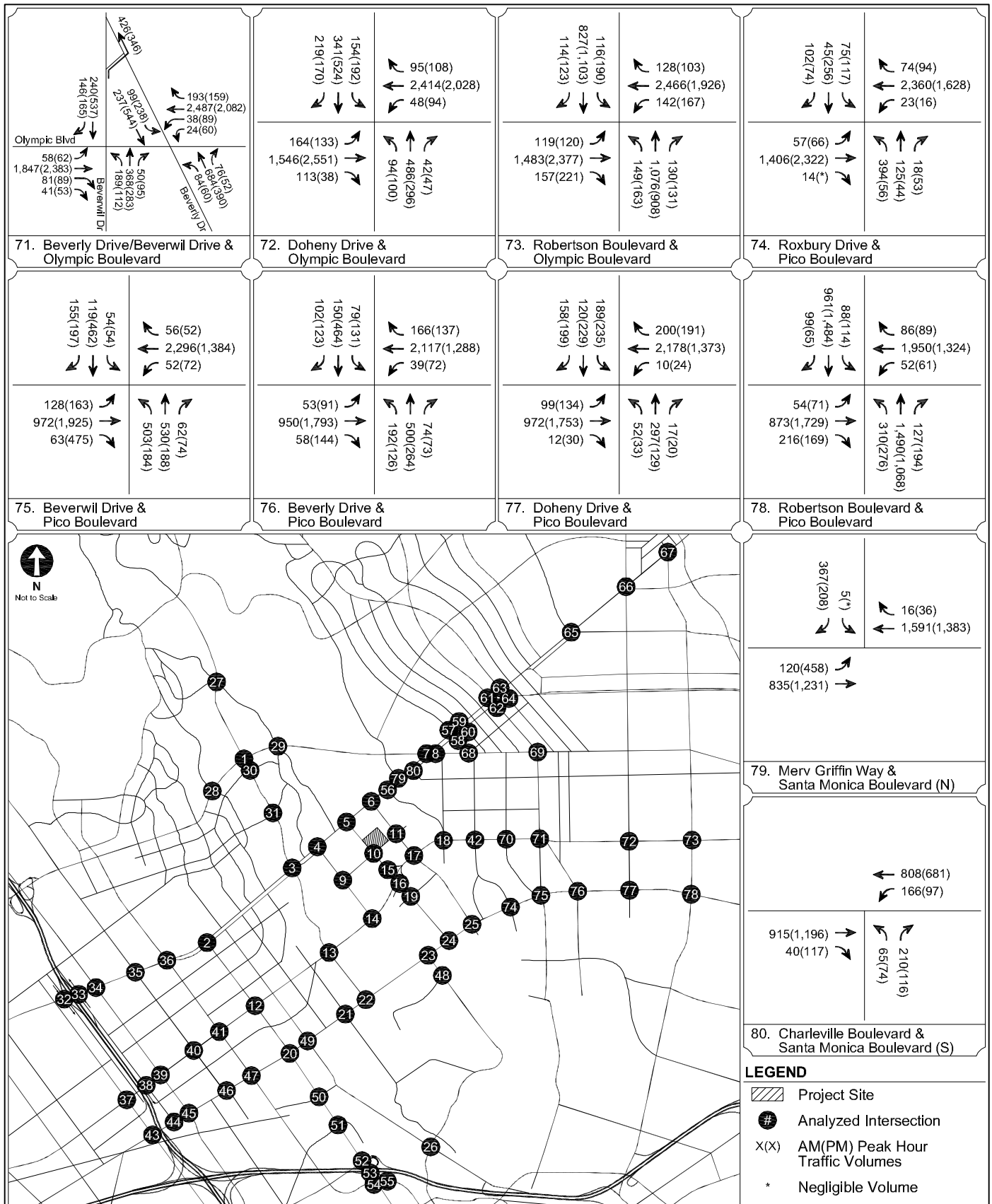
FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2021)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE
7 F



FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2021)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE
7 G



FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2021)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE
7 H

**TABLE 7
TRIP GENERATION ESTIMATES FOR RELATED PROJECTS**

Map ID	Project Name/Location	Description/Land Use	Size	Net Daily Trips	Net A.M. Peak Hour Trips			Net P.M. Peak Hour Trips		
					In	Out	Total	In	Out	Total
CITY OF LOS ANGELES										
1.	Condominium Project 2007-CEN-4200 300 S Wetherly Drive	Condominiums	140 DU	270	3	17	20	15	7	22
2.	Apartments & Retail ENV2001-4592 10852 W Lindbrook Drive	Apartments Retail	19 DU -10,000 sf	-162	0	1	1	3	1	4
3.	Century Wilshire Condominium Project ENV2003-4621EI 10776 W Wilshire Boulevard	Condominiums	119 DU	526	6	29	35	20	10	30
4.	Westside Pavilion Remodel ENV2003-6052 10800 W Pico Boulevard	Retail Theater	723,466 sf 1,994 Seats	2,045	1	1	2	74	78	152
5.	Condominium Project ENV2005-4238MN 10763 W Wilshire Boulevard	Condominiums	60 DU	416	6	28	34	27	13	40
6.	Condominium Project ENV2005-9462MN 1700 W Sawtelle Boulevard	Condominiums	94 DU	523	7	33	40	45	22	67
7.	Mixed-Use Project ENV2007-2397MN 1767 S Westwood Boulevard	Apartments Retail	111 DU 7,000 sf	1,154	11	45	56	76	41	117
8.	Mixed-Use Project VTT-63155 10604 W National Boulevard	Condominiums Retail Office	29 DU 1,250 sf 2,000 sf	683	6	32	38	92	46	138
9.	Le Conte Commercial Le Conte Avenue & Broxton Avenue	Theater Retail Office	1,500 Seats 40,000 sf 150,000 sf	7,006	307	42	349	121	588	709
10.	UCLA Long Range Development Program 405 S Hilgard Avenue	-	-	9,351	576	144	720	255	594	849
11.	Geffen Playhouse - Theater Expansion 10886 W Le Conte Avenue	Theater	106 Seats	187	-	-	-	3	4	7
12.	Palazzo Westwood 1060 S Glendon Avenue	Apartments Retail	350 DU 50,000 sf	6,582	56	222	278	394	212	606
13.	Condominium Project 10800 W Wilshire Boulevard	Condominiums	85 DU	559	8	37	45	36	17	53

TABLE 7 (continued)
TRIP GENERATION ESTIMATES FOR RELATED PROJECTS

Map ID	Project Name/Location	Description/Land Use	Size	Net Daily Trips	Net A.M. Peak Hour Trips			Net P.M. Peak Hour Trips		
					In	Out	Total	In	Out	Total
CITY OF LOS ANGELES										
14.	Apartments WLA08-070 375 N La Cienega Blvd	Apartment	125 DU	467	11	44	55	30	16	46
15.	Office CPC-2008-1271-GPA-ZC / WLA08-053 10400 Ashton Ave	Office	17,500 sf	241	34	5	39	7	35	42
16.	Mixed-Use Project ENV-2008-3265-EAF / WLA08-032 2900 S Sepulveda Blvd	Apartment Office	48 DU 1,500 sf	376	6	25	31	18	10	28
17.	Mixed-Use Project ENV-2010-3211-EAF / WLA11-006 3417 Motor Ave	Apartment Retail	115 DU 975,000 sf	651	26	17	43	23	24	47
18.	Mixed-Use Project WLA05-034 10612 National Blvd	Restaurant Retail	2,500 sf 3,500 sf	475	16	18	34	29	37	66
19.	Mixed-Use Project WLA08-007 10700 Santa Monica Blvd	Office Retail	35,000 sf 9,000 sf	-834	-89	-12	-101	-4	-17	-21
20.	Private School WLA09-002 2920 S Sepulveda Blvd	Private School	120 Student	-	68	44	112	-	-	-
21.	Mixed-Use Project WLA07-093 10955 Wilshire Blvd	Hotel Condominium Commercial	134 Rooms 10 DU 16,500 sf	1,291	35	26	61	41	43	84
22.	High School ENV-2007-3719-EIR / WLA07-094 9001 W Pico Blvd	Private High School Retail Dormitory	425 Student 9,000 sf 31 DU	836	65	42	107	29	39	68
23.	Condominium Project WLA07-079 10000 S Santa Monica Blvd	Condominium	283 DU	1,189	18	78	96	67	41	108
24.	Mixed-Use Project WLA07-007 10857 Santa Monica Blvd	Condominium Retail	47 DU 16,500 sf	-	-	-	-	123	61	184
25.	Office WLA06-133 2142 Pontius Ave	Office	17,600 sf	350	41	6	47	9	41	50
26.	Mixed-Use Project ENV-2007-2397-EAF / WLA07-077 1777 Westwood Blvd	Condominium Retail	45 DU 9,000 sf	-311	-8	-37	-45	2	1	3

TABLE 7 (continued)
TRIP GENERATION ESTIMATES FOR RELATED PROJECTS

Map ID	Project Name/Location	Description/Land Use	Size	Net Daily Trips	Net A.M. Peak Hour Trips			Net P.M. Peak Hour Trips		
					In	Out	Total	In	Out	Total
CITY OF LOS ANGELES										
27.	Mixed-Use Project WLA07-078 3115 S Sepulveda Blvd	Condominium Retail	175 DU 28,000 sf	989	15	74	89	88	43	131
28.	Mixed-Use Project WLA07-088 1130 Gayley Ave	Retail Apartment	7,000 sf 48 DU	-1,635	3	11	14	-21	-12	-33
29.	Condominium Project TTM#62964 / WLA07-061 10777 Wilshire Blvd	Condominium	60 DU	-	-	-	-	22	11	33
30.	24-hour Convenience Store WLA06-103 900 Gayley Ave	24-hour Convenience Store	2,800 sf	1,142	51	52	103	42	40	82
31.	School ENV-2008-1799-EIR / WLA07-069 9760 W Pico Blvd	High School Community College Synagogue	350 Student 100 Student 100 Attendee	820	99	65	164	35	64	99
32.	Mixed-Use Project WLA06-091 11567 Santa Monica Blvd	Condominium Retail	68 DU 10,000 sf	633	9	45	54	41	20	61
33.	Museum of Tolerance Expansion ENV-2007-2476-EIR / WLA07-064 9786 W Pico Blvd	Museum Event Hall	100,000 sf 800 Attendee	1,713	242	0	242	67	182	249
34.	Condominium Project ENV-2007-2190-EAF / WLA07-062 11131 Rose Ave	Condominium	227 DU	727	9	46	55	54	27	81
35.	Condominium Project ENV-2007-1733-EAF 1929 Beloit Ave	Condominium	63 DU	369	5	23	28	23	12	35
36.	Assisted Living WLA 10-051 10330-10380 Bellwood Ave	Nursing Home Assisted Living Medical Office	42 Bed 142 Bed 24,000 sf	914	38	17	55	36	72	108
37.	Mixed-Use Project ENV-2008-3989-EIR / WLA09-018 11122 W Pico Blvd	Apartment Discount Superstore Supermarket	538 DU 212,000 sf 54,000 sf	13,713	90	359	449	801	431	1,232
38.	Westfield Century City Expansion ENV-2006-1914-EIR / WLA06-095 10250 Santa Monica Blvd	Retail Condominium	359,000 262 DU	5,922	-108	-69	-177	178	186	364

TABLE 7 (continued)
TRIP GENERATION ESTIMATES FOR RELATED PROJECTS

Map ID	Project Name/Location	Description/Land Use	Size	Net Daily Trips	Net A.M. Peak Hour Trips			Net P.M. Peak Hour Trips		
					In	Out	Total	In	Out	Total
CITY OF LOS ANGELES										
39.	Mixed-Use Project ENV-2008-4950-EIR / WLA09-009 2025 Avenue Of The Stars	Condominium Hotel Office Fitness Club Restaurant Retail	271 DU 394 Room 119,400 sf 14,000 sf 11,500 sf 85,000 sf	-826	69	12	81	-8	131	123
CITY OF BEVERLY HILLS										
1.	Synagogue 9261 Alden Drive	Synagogue	14,811 sf	158	2	0	2	12	13	25
2.	Mixed-Use Project 202-240 N Beverly Drive	Condominium Shopping Center Hotel	25 DU 27,000 sf 214 Rooms	4,795	119	84	202	202	201	403
3.	Mixed-Use Project 231 N Beverly Drive	Shopping Center Office Quality Restaurant	68,375 sf 177,225 sf 8,000 sf	1,326	243	26	269	22	179	201
4.	Mixed-Use Project 257 N Canon Drive	Office Shopping Center Restaurant	11,400 sf 30,700 sf 1,800 sf	3,055	115	56	170	129	164	294
5.	Mixed-Use Project 469 N Crescent Drive	Live Theater Private School (K-12) United States Post Office	500 Seats 210 Students 34,000 sf	8,043	-41	-65	-107	-124	-111	-234
6.	Condominium Project 9936 Durant Drive	Condominium	13 DU	76	2	4	6	5	2	7
7.	Condominium Project 309-325 S Elm Drive	Condominium	7 DU	41	0	3	3	2	1	4
8.	Condominium Project 225 S Hamilton Drive	Condominium	13 DU	76	1	5	6	5	2	7
9.	Condominium Project 156-168 N La Peer Drive	Condominium	10 DU	59	1	4	4	4	2	5
10.	Condominium Project 450-460 N Palm Drive	Condominium	35 DU	205	3	12	15	12	6	18
11.	Condominium Project 432 N Oakhurst Drive	Condominium	34 DU	200	3	12	15	12	6	18

TABLE 7 (continued)
TRIP GENERATION ESTIMATES FOR RELATED PROJECTS

Map ID	Project Name/Location	Description/Land Use	Size	Net Daily Trips	Net A.M. Peak Hour Trips			Net P.M. Peak Hour Trips		
					In	Out	Total	In	Out	Total
CITY OF BEVERLY HILLS										
12.	Shopping Center 320 N Rodeo Drive	Shopping Center	15,000 sf	645	9	6	15	27	29	56
13.	Mixed-Use Project 121 San Vicente Boulevard	Medical-Dental Office Specialty Retail Center	34,000 sf 6,700 sf	1,562	87	44	133	53	110	163
14.	Shopping Center 8536 Wilshire Boulevard	Shopping Center	24,890 sf	2,750	41	26	68	120	130	250
15.	Mixed-Use Project 8600 Wilshire Boulevard	Condominium Shopping Center	21 DU 7,300 sf	960	14	17	31	43	43	86
16.	Mixed-Use Project 8767 Wilshire Boulevard	Office Shopping Center Restaurant	60,856 sf 11,260 sf 3,000 sf	2,693	127	45	171	106	165	272
17.	Mixed-Use Project 9200 Wilshire Blvd.	Condominium Shopping Center Quality Restaurant	53 DU 8,400 sf 5,600 sf	2,172	28	36	63	106	86	192
18.	Mixed-Use Project 9817 Wilshire Boulevard	Office Shopping Center	41,920 sf 31,307 sf	1,669	75	16	91	59	108	167
19.	Mixed-Use Project 9844 Wilshire Boulevard	Office	95,347 sf	648	82	-31	-51	13	102	115
20.	Mixed-Use Project 9876 Wilshire Boulevard	Hotel Condominium Quality Restaurant Shopping Center	- 46 Rooms 110 DU 5,000 sf 5,000 sf	1,688	10	43	52	92	63	154
21.	Mixed-Use Project 9900 Wilshire Boulevard	Shopping Center Condominium Shopping Center Restaurant	220,000 sf 235 DU 11,656 sf 4,200 sf	-626	44	73	117	-21	-30	-50
22.	Wallis Annenberg Center & Public Garage OUT08-001 470 N Canon Dr	Live Theater	-	-	62	61	123	83	82	165
23.	Mixed-Use Project 9900 Santa Monica Boulevard	Office Shopping Center	112,346 sf 7,100 sf	1,531	157	23	180	40	151	191
24.	Jim Faulk Lexus 9230 Wilshire Blvd.	Car Dealership	150,000 sf	-	46	30	76	23	49	72

TABLE 7 (continued)
TRIP GENERATION ESTIMATES FOR RELATED PROJECTS

Map ID	Project Name/Location	Description/Land Use	Size	Net Daily Trips	Net A.M. Peak Hour Trips			Net P.M. Peak Hour Trips		
					In	Out	Total	In	Out	Total
CITY OF CULVER CITY										
1.	Condominium Project 4141 Van Buren Place	Condominium	4 DU	23	0	2	2	1	1	2
2.	Irving Residential/Office 4043 Irving Place	Condominium Office Units	26 DU 3 DU	168	2	11	13	10	5	15
3.	Morphosis Architects Office 3440 Wesley Street	Office	11,657 sf	128	16	2	18	3	14	17
4.	Distribution & Warehouse 3434 Wesley Street	Warehouse	10,500 sf	37	2	1	3	1	2	3
5.	Warner Parking Structure 8511 Warner Drive	Retail / Restaurant	51,520 sf	2,212	32	20	52	94	98	192
6.	Fresh Paint Mixed Use 9355 Culver Boulevard	Office Residential	5,708 sf 1 DU	63	8	1	9	2	7	9
7.	Clive Wilkinson Architects 6114/6116/6118 Washington Boulevard	Office	5,560 sf	61	8	1	9	1	7	8
8.	Washington/ Landmark Mixed Use TOD 8810/8840/8850 Washington Boulevard	Restaurant Retail Office	12,257 sf 36,819 sf 28,708 sf	2,512	74	32	106	71	167	238
9.	Parcel B 9300 Culver Boulevard	Office Restaurant Retail	118,000 sf	1,299	161	22	183	30	146	176
10.	Greg Reitz 8665 Hayden Place	Office	63,679 sf	701	87	12	99	16	79	95
11.	Triangle Site - Washington/National TOD Corner of Washington Blvd/National Blvd	Condominium Hotel Office Retail Restaurant	200 DU 149 Rooms 200,000 sf 51,500 sf 20,000 sf	7,651	415	138	553	189	568	757
12.	Willow's School Comprehensive Plan 8509 Higuera Street/8476 Warner Drive	K-8 School	150 Students	243	45	36	81	12	12	24
13.	Jewish Home for the Aging Gonda Healthy Aging Campus 3847 Delmas Terrace/3820 Hughes Ave/9832 Venice Blvd	Congregate Care Residential Care PACE Program	184 Rooms 48 DU 14,000 sf	504	15	10	25	21	18	39

TABLE 7 (continued)
TRIP GENERATION ESTIMATES FOR RELATED PROJECTS

Map ID	Project Name/Location	Description/Land Use	Size	Net Daily Trips	Net A.M. Peak Hour Trips			Net P.M. Peak Hour Trips		
					In	Out	Total	In	Out	Total
CITY OF CULVER CITY										
14.	Mixed-Use Project ENV-2008-2453-EAF / WLA08-026 9901 Washington Blvd	Apartment Retail	131 DU 12,000 sf	8	5	21	26	23	12	35
15.	Mixed-Use Project OUT08-002 8770 Washington Blvd	Condominium Office Supermarket Pharmacy Specialty Retail Restaurant	115 DU 13,800 sf 15,600 sf 11,500 sf 3,000 sf 1,500 sf	2,907	30	119	149	183	98	281
16.	Culver Studios OUT09-005 9336 Washington Blvd	Studio	107,688 sf	1,043	68	41	109	47	58	105
CITY OF WEST HOLLYWOOD										
1.	Mixed-Use Project 8900 Beverly Blvd	Retail Restaurant Medical Office Apartments	18,260 sf 1,600 sf 18,970 sf 6 du	1,737	61	31	92	53	88	141
2.	Retail Project 458 Doheny Dr	Retail	4,850 sf	215	4	2	6	6	7	13
3.	Condominiums 1136 La Cienega Blvd	Condominium	14 du	82	1	5	6	5	2	7
4.	La Peer Hotel 623 La Peer Dr	Hotel	-	876	28	24	52	36	32	68
5.	Mixed-Use Project 8551, 8564 & 8568 Melrose Ave	Retail Apartments	30,700 sf 10 du	1,428	26	20	46	41	48	89
6.	Mixed-Use Project 8650 Melrose Ave	Retail Apartments	14,571 sf 7 du	693	12	11	23	20	23	43
7.	Office Project 8687 Melrose Ave	Office	400,000 sf	4,404	546	74	620	93	455	548
8.	Retail Project 9061 Nemo St	Retail	9,990 sf	443	8	5	13	12	15	27

TABLE 7 (continued)
TRIP GENERATION ESTIMATES FOR RELATED PROJECTS

Map ID	Project Name/Location	Description/Land Use	Size	Net Daily Trips	Net A.M. Peak Hour Trips			Net P.M. Peak Hour Trips		
					In	Out	Total	In	Out	Total
CITY OF WEST HOLLYWOOD										
9.	Mixed-Use Project 9062 Nemo St	Retail Condominiums	20,105 sf 4 du	914	16	13	29	24	31	56
10.	Mixed-Use Project 9001 Santa Monica Blvd	Mixed-use Project	-	829	16	-8	8	31	16	47
11.	Melrose Triangle 9040,9060,9080, 9098 Santa Monica Blvd	Melrose Triangle	-	3,426	21	106	126	181	81	262
12.	Mixed-Use Project 8490 Sunset Blvd	Hotel Retail/Restaurant Residential	296 or 39,440 sf 189 du	5,496	160	173	333	214	198	412
13.	Mixed-Use Project 8497 Sunset Blvd	Residential/Retail/Restaurant	-	1,921	32	30	62	32	31	63
14.	Retail Project 8600 Sunset Blvd	Retail	16,785 sf	744	13	9	22	20	25	45
15.	Tower Records 8801 Sunset Blvd	-	-	1,161	42	27	69	63	73	136
16.	Retail Project 8873 Sunset Blvd	Retail	9,995 sf	443	8	5	13	12	15	27
17.	Mixed-Use Project 8950 Sunset Blvd	Hotel Apartments	196 or 4 du	2,218	84	62	146	80	86	166
18.	Hotel 9040 Sunset Blvd	Hotel	-	2,554	63	49	112	106	91	197
19.	Condominium Project 8703 West Knoll Dr	Condominiums	7 du	41	1	2	3	3	1	4
TOTAL - ALL RELATED PROJECTS				141,263	5,072	3,161	8,126	5,654	7,334	12,992

Sources:

City of Los Angeles Planning Department & Department of Transportation, March 2011.

City of Beverly Hills Planning Department, November 2010.

City of Culver City, April 2011.

City of West Hollywood, August 2011.

Trip Generation, 8th Edition, Institute of Transportation Engineers (ITE), 2008.

TABLE 8
FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2015)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	V/C	LOS
1.	LA	Beverly Glen Boulevard & Wilshire Boulevard	A.M. P.M.	1.245 1.219	F F
2.	LA	Overland Avenue & Santa Monica Boulevard (N & S)	A.M. P.M.	0.768 0.779	C C
3.	LA	Beverly Glen Boulevard & Santa Monica Boulevard	A.M. P.M.	0.856 0.877	D D
4.	LA	Century Park West & Santa Monica Boulevard	A.M. P.M.	0.622 0.633	B B
5.	LA	Avenue of the Stars & Santa Monica Boulevard	A.M. P.M.	0.628 0.573	B A
6.	LA	Century Park East & Santa Monica Boulevard	A.M. P.M.	0.746 0.573	C A
7.	BH	Santa Monica Boulevard (N) & Wilshire Boulevard	A.M. P.M.	1.293 1.255	F F
8.	BH	Santa Monica Boulevard (S) & Wilshire Boulevard	A.M. P.M.	1.047 0.992	F E
9.	LA	Century Park West & Constellation Boulevard	A.M. P.M.	0.461 0.224	A A
10.	LA	Avenue of the Stars & Constellation Boulevard	A.M. P.M.	0.560 0.460	A A
11.	LA	Century Park East & Constellation Boulevard	A.M. P.M.	0.333 0.424	A A
12.	LA	Overland Avenue & Olympic Boulevard	A.M. P.M.	1.056 0.989	F E
13.	LA	Beverly Glen Boulevard & Olympic Boulevard	A.M. P.M.	1.015 0.972	F E
14.	LA	Century Park West & Olympic Boulevard	A.M. P.M.	0.711 0.799	C C
15.	LA	Avenue of the Stars & Olympic Boulevard WB Ramps	A.M. P.M.	0.441 0.217	A A
16.	LA	Avenue of the Stars & Olympic Boulevard EB Ramps	A.M. P.M.	0.505 0.239	A A
17.	LA	Century Park East & Olympic Boulevard	A.M. P.M.	0.673 0.699	B B
18.	BH	Spalding Drive & Olympic Boulevard	A.M. P.M.	1.047 0.921	F E
19.	LA	Avenue of the Stars & Galaxy Way	A.M. P.M.	0.301 0.293	A A
20.	LA	Overland Avenue & Pico Boulevard	A.M. P.M.	0.964 1.096	E F

Notes: LA = Los Angeles; BH = Beverly Hills; WH = West Hollywood.

TABLE 8 (continued)
FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2015)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	V/C	LOS
21.	LA	Patricia Avenue & Pico Boulevard	A.M. P.M.	0.825 0.764	D C
22.	LA	Beverly Glen Boulevard & Pico Boulevard	A.M. P.M.	0.808 0.851	D D
23.	LA	Motor Avenue & Pico Boulevard	A.M. P.M.	0.734 1.008	C F
24.	LA	Avenue of the Stars & Pico Boulevard	A.M. P.M.	0.591 0.689	A B
25.	LA	Century Park East & Pico Boulevard	A.M. P.M.	0.650 0.704	B C
26.	LA	Motor Avenue & Manning Avenue	A.M. P.M.	0.611 0.579	B A
27.	LA	Beverly Glen Boulevard & Wyton Drive/Comstock Avenue	A.M. P.M.	0.681 0.838	B D
28.	LA	Warner Avenue & Wilshire Boulevard	A.M. P.M.	0.949 0.968	E E
29.	LA	Comstock Avenue & Wilshire Boulevard	A.M. P.M.	0.803 0.946	D E
30.	LA	Beverly Glen Boulevard & Ashton Avenue	A.M. P.M.	0.374 0.413	A A
31.	LA	Beverly Glen Boulevard & Rochester Avenue	A.M. P.M.	0.448 0.458	A A
32.	LA	Beloit Avenue & Santa Monica Boulevard	A.M. P.M.	0.936 0.999	E E
33.	LA	Cotner Avenue & Santa Monica Boulevard	A.M. P.M.	0.654 0.857	B D
34.	LA	Sepulveda Boulevard & Santa Monica Boulevard	A.M. P.M.	0.925 0.965	E E
35.	LA	Veteran Avenue & Santa Monica Boulevard	A.M. P.M.	0.752 0.780	C C
36.	LA	Westwood Boulevard & Santa Monica Boulevard	A.M. P.M.	1.077 1.080	F F
37.	LA	Sawtelle Boulevard & Olympic Boulevard	A.M. P.M.	0.943 1.086	E F
38.	LA	Cotner Avenue & Olympic Boulevard	A.M. P.M.	0.689 0.960	B E
39.	LA	Sepulveda Boulevard & Olympic Boulevard	A.M. P.M.	0.894 0.995	D E
40.	LA	Veteran Avenue & Olympic Boulevard	A.M. P.M.	0.643 0.780	B C

Notes: LA = Los Angeles; BH = Beverly Hills; WH = West Hollywood.

TABLE 8 (continued)
FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2015)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	V/C	LOS
41.	LA	Westwood Boulevard & Olympic Boulevard	A.M. P.M.	1.151 1.155	F F
42.	BH	Roxbury Drive & Olympic Boulevard	A.M. P.M.	0.947 0.917	E E
43.	LA	Sawtelle Boulevard & Pico Boulevard	A.M. P.M.	1.227 1.252	F F
44.	LA	Cotner Avenue & Pico Boulevard	A.M. P.M.	0.783 1.060	C F
45.	LA	Sepulveda Boulevard & Pico Boulevard	A.M. P.M.	0.919 1.139	E F
46.	LA	Veteran Avenue & Pico Boulevard	A.M. P.M.	0.541 0.513	A A
47.	LA	Westwood Boulevard & Pico Boulevard	A.M. P.M.	0.773 0.941	C E
48.	LA	Roxbury Drive & Olympic Boulevard	A.M. P.M.	0.514 0.449	A A
49.	LA	Manning Avenue & Pico Boulevard	A.M. P.M.	0.814 0.778	D C
50.	LA	Overland Avenue & Ashby Avenue	A.M. P.M.	0.795 0.773	C C
51.	LA	Overland Avenue & Coventry Place	A.M. P.M.	0.688 0.728	B C
52.	LA	Overland Avenue & National Boulevard/I-10 Ramps	A.M. P.M.	1.311 1.297	F F
53.	LA	Overland Avenue & I-10 Eastbound Onramp	A.M. P.M.	0.733 0.618	C D **
54.	LA	Overland Avenue & National Place/National Boulevard	A.M. P.M.	0.788 0.734	C E **
55.	LA	I-10 Eastbound Offramp & National Boulevard	A.M. P.M.	0.656 0.471	B C **
56.	LA	Moreno Drive & Santa Monica Boulevard (N & S)	A.M. P.M.	0.802 0.844	D D
57.	BH	Roxbury Drive & Santa Monica Boulevard (N)	A.M. P.M.	0.827 0.811	D D
58.	BH	Roxbury Drive & Santa Monica Boulevard (S)	A.M. P.M.	0.673 0.616	B B
59.	BH	Bedford Drive & Santa Monica Boulevard (N)	A.M. P.M.	0.873 0.802	D D
60.	BH	Bedford Drive & Santa Monica Boulevard (S)	A.M. P.M.	0.686 0.739	B C

Notes: LA = Los Angeles; BH = Beverly Hills; WH = West Hollywood.

** While the baseline traffic count volumes led to the V/C calculation shown in the table, field observations of these intersections showed that actual operating conditions were worse. The LOS shown is a qualitative assessment of the projected operating LOS.

TABLE 8 (continued)
FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2015)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	V/C	LOS
61.	BH	Beverly Drive & Santa Monica Boulevard (N)	A.M. P.M.	0.950 1.030	E F
62.	BH	Beverly Drive & Santa Monica Boulevard (S)	A.M. P.M.	0.874 0.919	D E
63.	BH	Canon Drive & Santa Monica Boulevard (N)	A.M. P.M.	0.898 1.020	D F
64.	BH	Canon Drive & Santa Monica Boulevard (S)	A.M. P.M.	0.816 0.888	D D
65.	BH	Palm Drive/Beverly Boulevard & Santa Monica Boulevard	A.M. P.M.	0.994 1.104	E F
66.	WH	Doheny Drive & Santa Monica Boulevard/Melrose Avenue	A.M. P.M.	197.4 176.7	F F
67.	WH	Robertson Boulevard & Santa Monica Boulevard	A.M. P.M.	65.8 197.1	E F
68.	BH	Roxbury Drive/Brighton Way & Wilshire Boulevard	A.M. P.M.	0.584 0.573	A A
69.	BH	Beverly Drive & Wilshire Boulevard	A.M. P.M.	0.900 0.993	D E
70.	BH	Camden Drive & Olympic Boulevard	A.M. P.M.	0.823 0.841	D D
71.	BH	Beverly Drive/Beverwil Drive & Olympic Boulevard	A.M. P.M.	1.007 0.999	F E
72.	BH	Doheny Drive & Olympic Boulevard	A.M. P.M.	1.017 1.106	F F
73.	BH	Robertson Boulevard & Olympic Boulevard	A.M. P.M.	1.212 1.263	F F
74.	LA	Roxbury Drive & Pico Boulevard	A.M. P.M.	0.753 0.605	C E **
75.	LA	Beverwil Drive & Pico Boulevard	A.M. P.M.	0.934 0.922	E E
76.	LA	Beverly Drive & Pico Boulevard	A.M. P.M.	0.837 0.999	D E
77.	LA	Doheny Drive & Pico Boulevard	A.M. P.M.	0.791 0.783	C F **
78.	LA	Robertson Boulevard & Pico Boulevard	A.M. P.M.	1.000 1.152	E F
79.	BH	Merv Griffin Way & Santa Monica Boulevard (N)	A.M. P.M.	0.821 0.826	D D
80.	BH	Charleville Boulevard & Santa Monica Boulevard (S)	A.M. P.M.	0.640 0.736	B C

Notes: LA = Los Angeles; BH = Beverly Hills; WH = West Hollywood.

** While the baseline traffic count volumes led to the V/C calculation shown in the table, field observations of these intersections showed that actual operating conditions were worse. The LOS shown is a qualitative assessment of the projected operating LOS.

TABLE 8 (continued)
FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2015)
INTERSECTION PEAK HOUR LEVELS OF SERVICE SUMMARY

Level of Service	Intersections Operating at Specified LOS	
	A.M. Peak Hour	P.M. Peak Hour
A	12	14
B	14	4
C	12	12
D	16	11
E	12	19
F	14	20
Total	80	80

TABLE 9
FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2021)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	V/C	LOS
1.	LA	Beverly Glen Boulevard & Wilshire Boulevard	A.M. P.M.	1.294 1.277	F F
2.	LA	Overland Avenue & Santa Monica Boulevard (N & S)	A.M. P.M.	0.790 0.817	C D
3.	LA	Beverly Glen Boulevard & Santa Monica Boulevard	A.M. P.M.	0.885 0.913	D E
4.	LA	Century Park West & Santa Monica Boulevard	A.M. P.M.	0.650 0.654	B B
5.	LA	Avenue of the Stars & Santa Monica Boulevard	A.M. P.M.	0.662 0.602	B B
6.	LA	Century Park East & Santa Monica Boulevard	A.M. P.M.	0.791 0.593	C A
7.	BH	Santa Monica Boulevard (N) & Wilshire Boulevard	A.M. P.M.	1.308 1.306	F F
8.	BH	Santa Monica Boulevard (S) & Wilshire Boulevard	A.M. P.M.	1.061 1.026	F F
9.	LA	Century Park West & Constellation Boulevard	A.M. P.M.	0.448 0.249	A A
10.	LA	Avenue of the Stars & Constellation Boulevard	A.M. P.M.	0.559 0.477	A A
11.	LA	Century Park East & Constellation Boulevard	A.M. P.M.	0.312 0.435	A A
12.	LA	Overland Avenue & Olympic Boulevard	A.M. P.M.	1.099 1.045	F F
13.	LA	Beverly Glen Boulevard & Olympic Boulevard	A.M. P.M.	1.045 1.093	F F
14.	LA	Century Park West & Olympic Boulevard	A.M. P.M.	0.721 0.842	C D
15.	LA	Avenue of the Stars & Olympic Boulevard WB Ramps	A.M. P.M.	0.495 0.225	A A
16.	LA	Avenue of the Stars & Olympic Boulevard EB Ramps	A.M. P.M.	0.527 0.255	A A
17.	LA	Century Park East & Olympic Boulevard	A.M. P.M.	0.671 0.722	B C
18.	BH	Spalding Drive & Olympic Boulevard	A.M. P.M.	1.073 0.951	F E
19.	LA	Avenue of the Stars & Galaxy Way	A.M. P.M.	0.301 0.309	A A
20.	LA	Overland Avenue & Pico Boulevard	A.M. P.M.	1.002 1.154	F F

Notes: LA = Los Angeles; BH = Beverly Hills; WH = West Hollywood.

TABLE 9 (continued)
FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2021)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	V/C	LOS
21.	LA	Patricia Avenue & Pico Boulevard	A.M. P.M.	0.857 0.805	D D
22.	LA	Beverly Glen Boulevard & Pico Boulevard	A.M. P.M.	0.838 0.896	D D
23.	LA	Motor Avenue & Pico Boulevard	A.M. P.M.	0.762 1.061	C F
24.	LA	Avenue of the Stars & Pico Boulevard	A.M. P.M.	0.609 0.720	B C
25.	LA	Century Park East & Pico Boulevard	A.M. P.M.	0.681 0.742	B C
26.	LA	Motor Avenue & Manning Avenue	A.M. P.M.	0.639 0.607	B B
27.	LA	Beverly Glen Boulevard & Wyton Drive/Comstock Avenue	A.M. P.M.	0.711 0.874	C D
28.	LA	Warner Avenue & Wilshire Boulevard	A.M. P.M.	0.962 1.014	E F
29.	LA	Comstock Avenue & Wilshire Boulevard	A.M. P.M.	0.817 0.991	D E
30.	LA	Beverly Glen Boulevard & Ashton Avenue	A.M. P.M.	0.396 0.436	A A
31.	LA	Beverly Glen Boulevard & Rochester Avenue	A.M. P.M.	0.473 0.482	A A
32.	LA	Beloit Avenue & Santa Monica Boulevard	A.M. P.M.	1.008 1.002	F F
33.	LA	Cotner Avenue & Santa Monica Boulevard	A.M. P.M.	0.664 0.860	B D
34.	LA	Sepulveda Boulevard & Santa Monica Boulevard	A.M. P.M.	0.933 1.014	E F
35.	LA	Veteran Avenue & Santa Monica Boulevard	A.M. P.M.	0.725 0.830	C D
36.	LA	Westwood Boulevard & Santa Monica Boulevard	A.M. P.M.	1.050 1.109	F F
37.	LA	Sawtelle Boulevard & Olympic Boulevard	A.M. P.M.	0.989 1.140	E F
38.	LA	Cotner Avenue & Olympic Boulevard	A.M. P.M.	0.723 1.008	C F
39.	LA	Sepulveda Boulevard & Olympic Boulevard	A.M. P.M.	0.881 1.030	D F
40.	LA	Veteran Avenue & Olympic Boulevard	A.M. P.M.	0.665 0.816	B D

Notes: LA = Los Angeles; BH = Beverly Hills; WH = West Hollywood.

TABLE 9 (continued)
FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2021)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	V/C	LOS
41.	LA	Westwood Boulevard & Olympic Boulevard	A.M. P.M.	1.190 1.174	F F
42.	BH	Roxbury Drive & Olympic Boulevard	A.M. P.M.	0.971 0.950	E E
43.	LA	Sawtelle Boulevard & Pico Boulevard	A.M. P.M.	1.285 1.306	F F
44.	LA	Cotner Avenue & Pico Boulevard	A.M. P.M.	0.821 1.109	D F
45.	LA	Sepulveda Boulevard & Pico Boulevard	A.M. P.M.	0.922 1.134	E F
46.	LA	Veteran Avenue & Pico Boulevard	A.M. P.M.	0.558 0.545	A A
47.	LA	Westwood Boulevard & Pico Boulevard	A.M. P.M.	0.791 0.997	C E
48.	LA	Roxbury Drive & Olympic Boulevard	A.M. P.M.	0.540 0.473	A A
49.	LA	Manning Avenue & Pico Boulevard	A.M. P.M.	0.844 0.824	D D
50.	LA	Overland Avenue & Ashby Avenue	A.M. P.M.	0.836 0.812	D D
51.	LA	Overland Avenue & Coventry Place	A.M. P.M.	0.725 0.764	C C
52.	LA	Overland Avenue & National Boulevard/I-10 Ramps	A.M. P.M.	1.372 1.352	F F
53.	LA	Overland Avenue & I-10 Eastbound Onramp	A.M. P.M.	0.768 0.647	C D **
54.	LA	Overland Avenue & National Place/National Boulevard	A.M. P.M.	0.828 0.771	D E **
55.	LA	I-10 Eastbound Offramp & National Boulevard	A.M. P.M.	0.690 0.495	B C **
56.	LA	Moreno Drive & Santa Monica Boulevard (N & S)	A.M. P.M.	0.826 0.876	D D
57.	BH	Roxbury Drive & Santa Monica Boulevard (N)	A.M. P.M.	0.862 0.854	D D
58.	BH	Roxbury Drive & Santa Monica Boulevard (S)	A.M. P.M.	0.695 0.646	B B
59.	BH	Bedford Drive & Santa Monica Boulevard (N)	A.M. P.M.	0.907 0.817	E D
60.	BH	Bedford Drive & Santa Monica Boulevard (S)	A.M. P.M.	0.709 0.776	C C

Notes: LA = Los Angeles; BH = Beverly Hills; WH = West Hollywood.

** While the baseline traffic count volumes led to the V/C calculation shown in the table, field observations of these intersections showed that actual operating conditions were worse. The LOS shown is a qualitative assessment of the projected operating LOS.

TABLE 9 (continued)
FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2021)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	V/C	LOS
61.	BH	Beverly Drive & Santa Monica Boulevard (N)	A.M. P.M.	0.979 1.088	E F
62.	BH	Beverly Drive & Santa Monica Boulevard (S)	A.M. P.M.	0.876 0.966	D E
63.	BH	Canon Drive & Santa Monica Boulevard (N)	A.M. P.M.	0.912 1.021	E F
64.	BH	Canon Drive & Santa Monica Boulevard (S)	A.M. P.M.	0.839 0.927	D E
65.	BH	Palm Drive/Beverly Boulevard & Santa Monica Boulevard	A.M. P.M.	1.031 1.143	F F
66.	WH	Doheny Drive & Santa Monica Boulevard/Melrose Avenue	A.M. P.M.	212.9 194.9	F F
67.	WH	Robertson Boulevard & Santa Monica Boulevard	A.M. P.M.	78.9 219.3	E F
68.	BH	Roxbury Drive/Brighton Way & Wilshire Boulevard	A.M. P.M.	0.597 0.600	A A
69.	BH	Beverly Drive & Wilshire Boulevard	A.M. P.M.	0.893 1.025	D F
70.	BH	Camden Drive & Olympic Boulevard	A.M. P.M.	0.842 0.871	D D
71.	BH	Beverly Drive/Beverwil Drive & Olympic Boulevard	A.M. P.M.	1.032 1.039	F F
72.	BH	Doheny Drive & Olympic Boulevard	A.M. P.M.	1.044 1.141	F F
73.	BH	Robertson Boulevard & Olympic Boulevard	A.M. P.M.	1.220 1.290	F F
74.	LA	Roxbury Drive & Pico Boulevard	A.M. P.M.	0.791 0.635	C E **
75.	LA	Beverwil Drive & Pico Boulevard	A.M. P.M.	0.976 0.965	E E
76.	LA	Beverly Drive & Pico Boulevard	A.M. P.M.	0.878 1.045	D F
77.	LA	Doheny Drive & Pico Boulevard	A.M. P.M.	0.830 0.818	D F **
78.	LA	Robertson Boulevard & Pico Boulevard	A.M. P.M.	1.044 1.200	F F
79.	BH	Merv Griffin Way & Santa Monica Boulevard (N)	A.M. P.M.	0.830 0.868	D D
80.	BH	Charleville Boulevard & Santa Monica Boulevard (S)	A.M. P.M.	0.662 0.752	B C

Notes: LA = Los Angeles; BH = Beverly Hills; WH = West Hollywood.

** While the baseline traffic count volumes led to the V/C calculation shown in the table, field observations of these intersections showed that actual operating conditions were worse. The LOS shown is a qualitative assessment of the projected operating LOS.

TABLE 9 (continued)
FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2021)
INTERSECTION PEAK HOUR LEVELS OF SERVICE SUMMARY

Level of Service	Intersections Operating at Specified LOS	
	A.M. Peak Hour	P.M. Peak Hour
A	11	12
B	11	4
C	12	7
D	18	16
E	10	10
F	18	31
Total	80	80

Chapter 4

Modified Project and Approved Project Traffic

This Chapter describes the assumptions and methodology used in developing the traffic volumes associated with the Modified Project within the Study Area. It also reviews the traffic volumes developed for the Approved Project in the Approved Project's EIR.

MODIFIED PROJECT

This section documents the procedure used for developing traffic volumes for the Modified Project.

Project Description

As described in Chapter 1, the Modified Project is proposed to be developed on a 5.5-acre site located entirely within the WLACP area and the CCNSP area. The Project Site is bounded by a contiguous alley to the north and east, Constellation Boulevard to the south, and Avenue of the Stars to the west. The Project Site is currently entitled for the Approved Project, which includes 483 residential condominiums in two 47-story towers and one 12-story building. The Project Site currently consists of disturbed land, asphalt, surface parking lots, and various remnant structures of previously demolished uses.

Figure 1 illustrates the conceptual site plan and Table 10 summarizes the building program for both the Modified Project and Approved Project. The Modified Project includes approximately 725,830 sf of office and creative office space as well as 4,120 sf of supporting retail and a 1,300 sf mobility hub as part of a Transit Plaza. Encompassed within the proposed office tower's square footage is an approximately 3,000 sf, 200-person private screening room for the use of building tenants and their guests. The Modified Project would be served by a total of approximately 1,579 parking spaces in a parking garage with three subterranean levels and two

above ground levels. Vehicular access to the parking garage would be provided by three proposed driveways. One driveway would be located along Constellation Boulevard and the other two would access the alley running along the northern and eastern borders of the Project Site, as shown in Figure 1.

Trip Generation

The ITE *Trip Generation Handbook, 2nd Edition* (ITE, 2004) in Chapter 4 states that empirical trip generation studies of local sites should be conducted for developments located in downtown settings, served by significant public transportation, where extensive transportation demand management is in effect, or where specific circumstances make a site noticeably different from the average rates published in the ITE Trip Generation Report. High-rise office towers in Century City have different trip-generating characteristics than the typical office buildings surveyed for the ITE Trip Generation Report. In general, office towers in Century City have a lower level of employee density and a higher rate of employees on alternative work schedules that reduce the number of trips generated during the peak hours. This is especially true of the entertainment, financial services, and legal professionals that are prevalent in Century City office buildings, who do not typically follow a 9:00 A.M. to 5:00 P.M. work schedule. In contrast, the typical office building surveyed for the ITE Trip Generation Report is in a suburban location with low transit availability and is far smaller than the Modified Project. Additionally, nearly all surveys of large office buildings (buildings larger than 400,000 sf, which tend to generate trips at lower rates than smaller buildings) surveyed in the ITE Trip Generation Report were conducted prior to publication of *Trip Generation, 5th Edition* (ITE, 1991) in year 1991, when typical office density was higher and when alternative work schedules were far less common.

Therefore, to determine the appropriate trip generation rate for the Modified Project, empirical trip generation data was collected at four high-rise office buildings within Century City comparable to the Modified Project. The trip generation rates from the four comparable sites in Century City were averaged to estimate the daily and peak hour trip generation rates for the Modified Project. Table 11 shows the empirical trip generation rates from each of the four sites as well as the average rate used in the Modified Project analysis. As shown in Table 11, high-rise office towers in Century City generate approximately 4.69 daily trips per 1,000 sf of floor area, including approximately 0.57 trips per 1,000 sf during the morning peak hour and 0.51

trips per 1,000 sf during the afternoon peak hour. LADOT has reviewed and approved the use of these rates for the estimation of trip generation for the office component of the Modified Project. A detailed description of the data collection and trip generation study is provided in Appendix F.

A separate set of daily and peak hour trip generation rates based on the shopping center land use from the ITE Trip Generation Report were used for the retail component of the Modified Project. As shown in Table 11, retail uses are expected to generate approximately 42.94 daily trips per 1,000 sf of floor area, including approximately 1.00 trip per 1,000 sf during the morning peak hour and 3.73 trips per 1,000 sf during the afternoon peak hour. In accordance with LADOT policy for small retail uses, a 50% reduction in trips was applied to account for “pass-by” trips, or trips patronizing the retail use that were already on adjacent streets for another purpose. In consultation with LADOT, in recognition of the fact that nearly all of the people expected to patronize the retail use would likely already be on the Project Site at other components of the Modified Project or from other nearby developments, an additional 50% reduction in trips was applied to account for “internal capture.” Additionally, the CCNSP assumes that “incidental retail” not exceeding 3% of the floor area of a commercial office building does not generate additional trips. Therefore, the retail component of the Modified Project is not expected to generate any net trips of its own.

The private screening room and mobility hub are also not expected to generate any net trips. The screening room would be for the exclusive use of building tenants and their guests and not open to the general public. The mobility hub is designed to augment the mass transit service in the vicinity of the Project Site by providing bicycle rentals, car-sharing service, and information. It is not in and of itself a trip generator or attractor, but facilitates the use of alternative travel modes to and from other uses on the Project Site and in the vicinity.

It should be noted that the empirical trip generation rates shown in Table 11 include the effects of both transit usage and Transportation Demand Management (TDM) programs utilized by the employees and visitors to the four sites surveyed. No explicit reduction in Modified Project trip generation due to transit or a TDM program was assumed because both reductions are inherent in the empirical trip generation rates. Because the Modified Project is located in close proximity to the four surveyed sites and because it would implement a similar TDM program to those available at those sites as a Modified Project feature, the inherent trip reduction is appropriate

for the Modified Project. It is estimated that transit usage at the surveyed sites accounts for an approximate 10% reduction in trip generation and that TDM program usage accounts for an additional 15% reduction, for a total of 25% trip reduction.

The trip generation rates shown in Table 11 were applied to the Modified Project land use program shown in Table 10 to calculate the Modified Project trip generation. The daily and peak hour trip generation associated with the Modified Project is shown in Table 12. As shown in Table 12, the Modified Project is expected to generate a total of 3,404 trips during a typical weekday. During the morning peak hour, the Modified Project is expected to generate 414 trips, including 393 inbound and 21 outbound trips. During the afternoon peak hour, the Modified Project is expected to generate 370 trips, including 33 inbound and 337 outbound trips.

Alternative Trip Generation Estimates

Appendices G and H provide impact analyses of the Modified Project using two sets of alternative trip generation estimates. The Economy Adjustment analysis, presented in Appendix G, increases the trip generation estimates presented in Table 12 by 6% to offset the effect of current unemployment levels due to the on-going economic recession. The Published Rates analysis, presented in Appendix H, uses published trip generation rates from the ITE Trip Generation Report and the West LA TIMP for the office components of the Modified Project.

Trip Distribution

Similar to the distribution of traffic for the Related Projects as described in Chapter 3, the geographic distribution of trips generated by the Modified Project is dependent on the locations of residential and employment centers to and from which the patrons of the Modified Project would be drawn, characteristics of the street system serving the Project Site, and the level of accessibility of the routes to and from the Project Site.

The general distribution pattern for this study was developed in conjunction with LADOT by reviewing trip distribution data from multiple sources, including zip code data for current Century City employees working in office buildings similar to the Modified Project, and the City of Los

Angeles' Travel Demand Model, which is based on the Southern California Association of Governments' (SCAG) regional travel demand forecasting model.

Zip code data for Century City employees was provided by the Century City Chamber of Commerce from a survey completed in 2008. This data was analyzed using Geographic Information Systems (GIS) software to determine the general direction from which Century City employees travel to the Study Area. This was used as a basis for the development of the trip distribution patterns for the Modified Project.

The specific travel patterns within the Study Area were modified based on the trip distribution pattern shown for the Traffic Analysis Zone (TAZ) containing the Project Site in the City of Los Angeles' Travel Demand Model. The model was used to run a "select zone analysis" of the TAZ containing the Project Site to track travel patterns of trips to and from the Project Site.

The Modified Project's trip distribution is illustrated in Figure 8. In summary, the regional trip distribution for Modified Project traffic is:

- 22% to/from the north
- 25% to/from the south
- 34% to/from the east
- 19% to/from the west

As illustrated in Figure 8, the Modified Project trips are projected to use the following key travel corridors within the Study Area:

- I-405 to/from the north: 6%
- I-405 to/from the south and/or I-10 to/from the west: 3%
- I-10 to/from the east: 1%
- Santa Monica Boulevard to/from the west: 19%
- Santa Monica Boulevard (North) to/from the east: 10%
- Santa Monica Boulevard (South) to/from the east: 2%
- Wilshire Boulevard to/from the west: 3%
- Wilshire Boulevard to/from the east: 2%
- Olympic Boulevard to/from the west: 15%

-
- Olympic Boulevard to/from the east: 17%
 - Pico Boulevard to/from the west: 2%
 - Pico Boulevard to/from the east: 13%
 - Overland Avenue to/from the south: 10%
 - Motor Avenue to/from the south: 3%

Trip Assignment

The Modified Project trip generation estimates summarized in Table 12 and the distribution patterns illustrated in Figure 8 were used to assign the Modified Project-generated traffic through the 80 analyzed intersections. Figure 9 illustrates the Modified Project-only peak hour traffic volumes at the analyzed intersections for the Modified Project at full buildout during typical weekday morning and afternoon peak hours.

APPROVED PROJECT

This section summarizes the procedure used for developing traffic volumes for the Approved Project.

Project Description

As described in Chapter 1, the Approved Project is an approved development for the Project Site consisting of 483 residential units encompassing approximately 1,292,358 sf in two 47-story towers and one 12-story building. The Approved Project EIR was certified on November 29, 2006, and the Approved Project's approvals included a Site Plan Review, a Project Permit, and a Vesting Tentative Tract Map. In addition, a development agreement for the Approved Project was approved on June 2, 2009.

At the time of the preparation of the Approved Project EIR, the Project Site was occupied by a restaurant and nightclub, as well as a drive-through banking facility and associated office space. After the Approved Project was approved in 2006, most of the previously existing structures on

the Project Site were demolished. Currently, the Project Site consists of disturbed land, asphalt, surface parking lots, and various remnant structures from the previously demolished uses.

Trip Generation

Trip generation for the Approved Project is based on *Traffic Study for the 10131 Constellation Boulevard Residential Project* (Kaku Associates, Inc., October, 2005) (the “Approved Project Traffic Study”). Trip generation estimates for the Approved Project are summarized in Table 13. As shown in Table 13, the Approved Project was expected to generate a gross total of 2,019 daily trips, 164 morning peak hour trips (including 32 inbound and 132 outbound trips), and 184 afternoon peak hour trips (including 114 inbound and 70 outbound trips). After accounting for removal of the land uses that were existing on the Project Site at the time of analysis, the Approved Project was expected to generate a net total of -1,636 daily trips, 48 morning peak hour trips (including -37 inbound and 85 outbound), and -154 afternoon peak hour trips (including -49 inbound and -105 outbound).

Trip Distribution

Similar to the Modified Project trip distribution, the geographic distribution of trips generated by the Approved Project is dependent on a number of factors related to population distribution and the characteristics of the street system. Trip distribution for the Approved Project is based on the distribution used in the Approved Project Traffic Study and is illustrated in Figure 10.

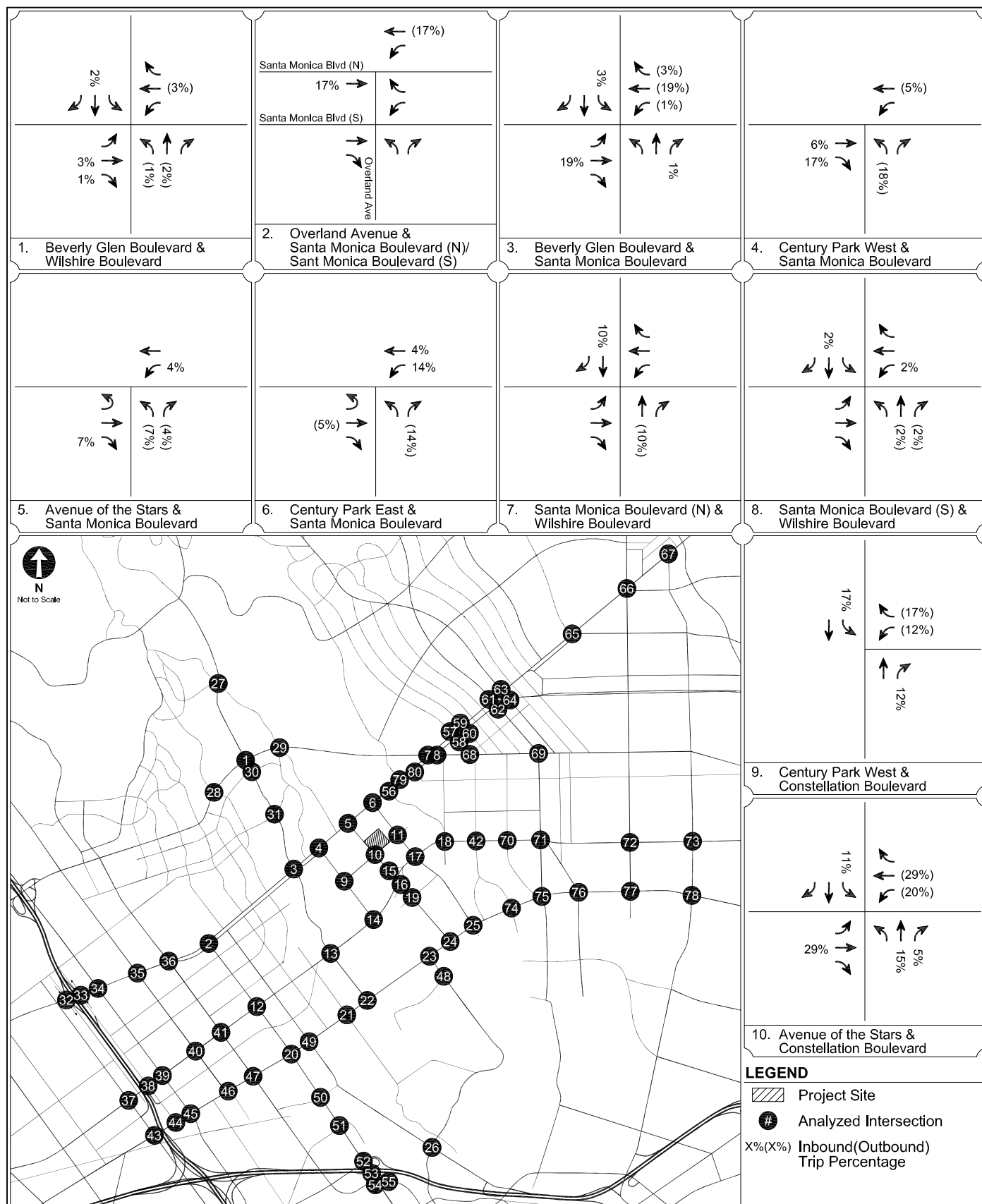
Trip Assignment

The Approved Project trip generation estimates summarized in Table 13 and the distribution patterns illustrated in Figure 10 were used to assign the Approved Project-generated traffic through the 80 analyzed intersections. Figure 11 illustrates the Approved Project-only peak hour traffic volumes at the analyzed intersections during typical weekday morning and afternoon peak hours.



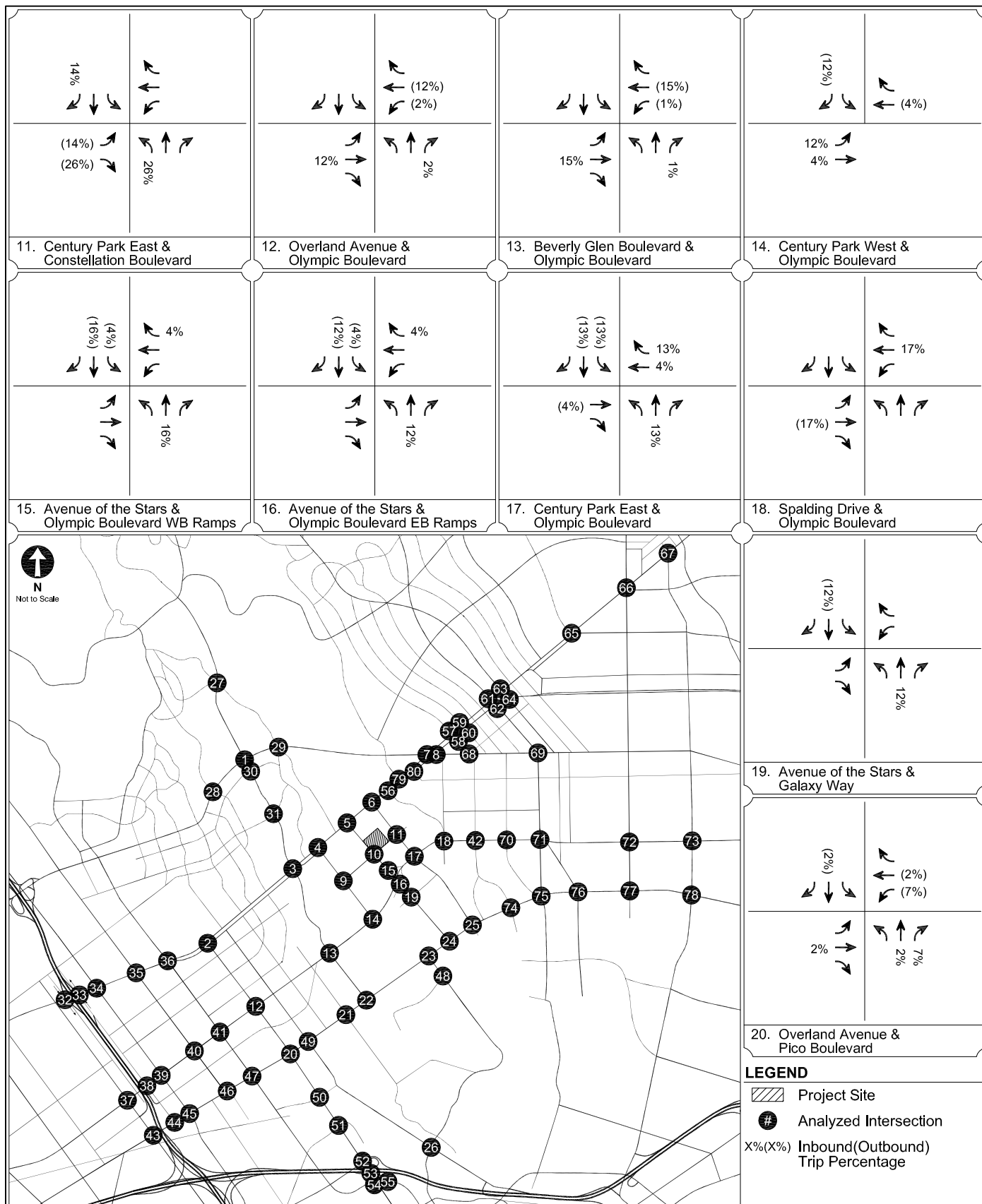
PROJECT ALTERNATIVES

Several land use, density, and location alternatives and associated traffic analysis to the Modified Project are presented in Appendix I.



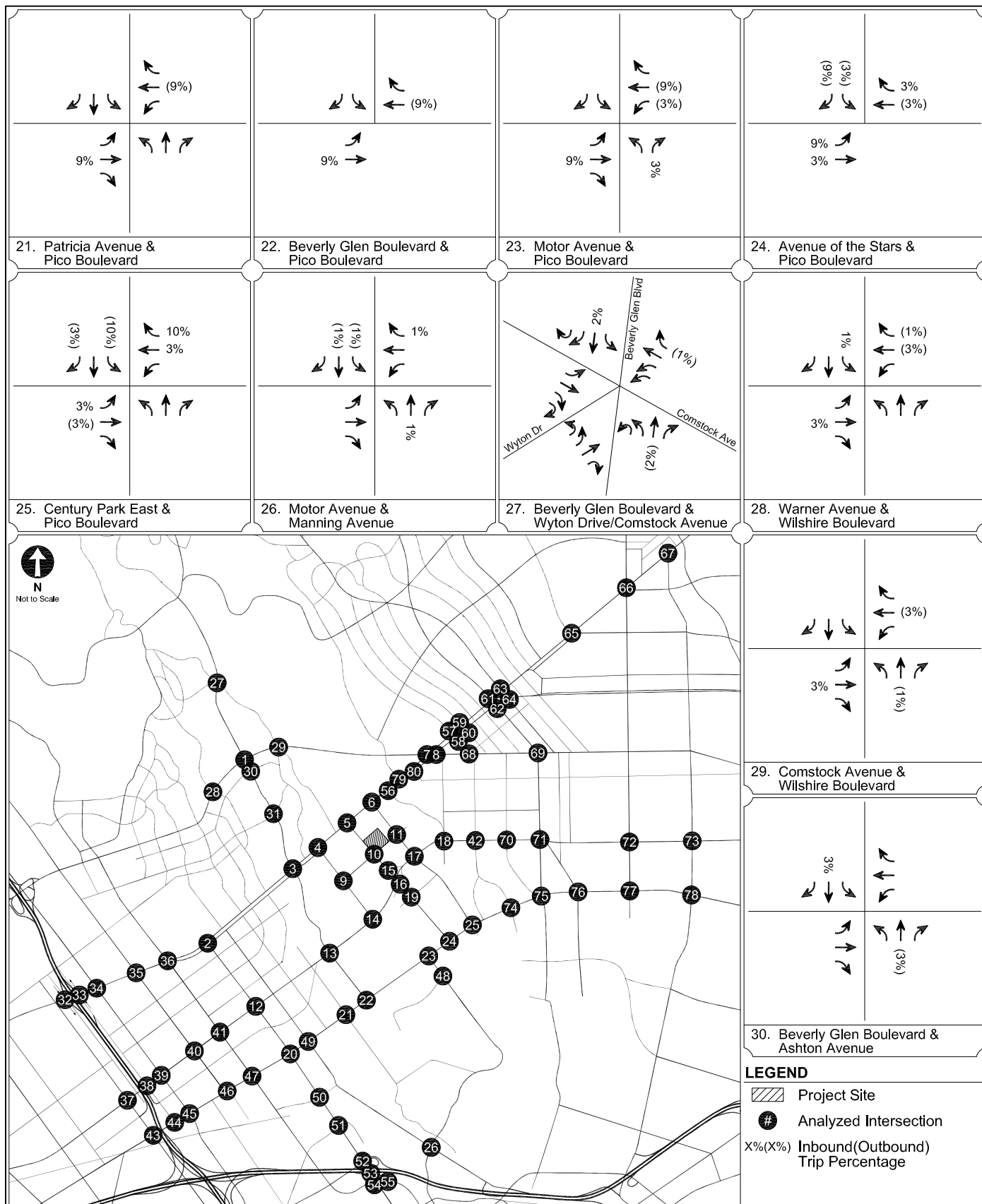
MODIFIED PROJECT
TRIP DISTRIBUTION

FIGURE
8 A



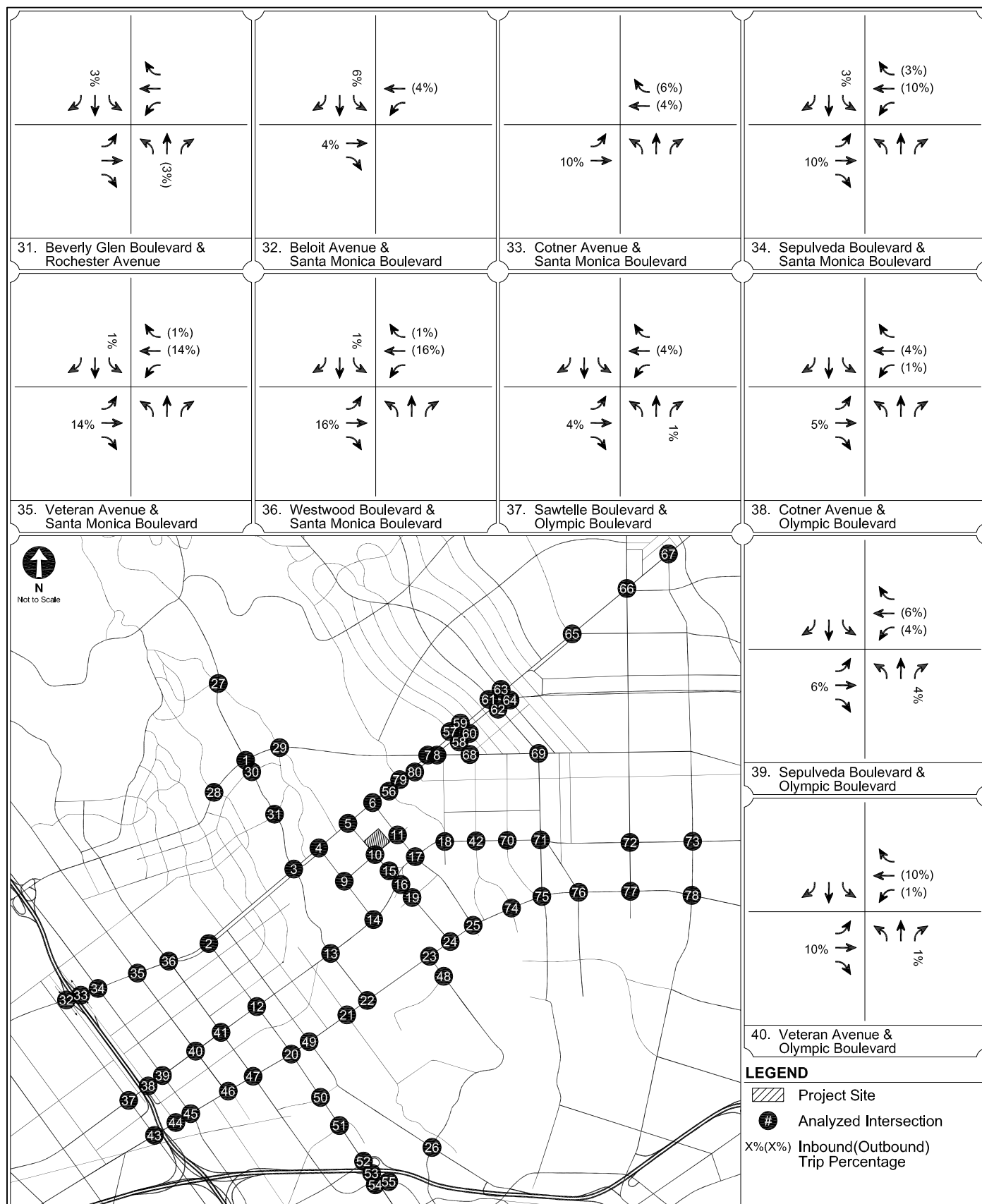
MODIFIED PROJECT
TRIP DISTRIBUTION

FIGURE
8 B



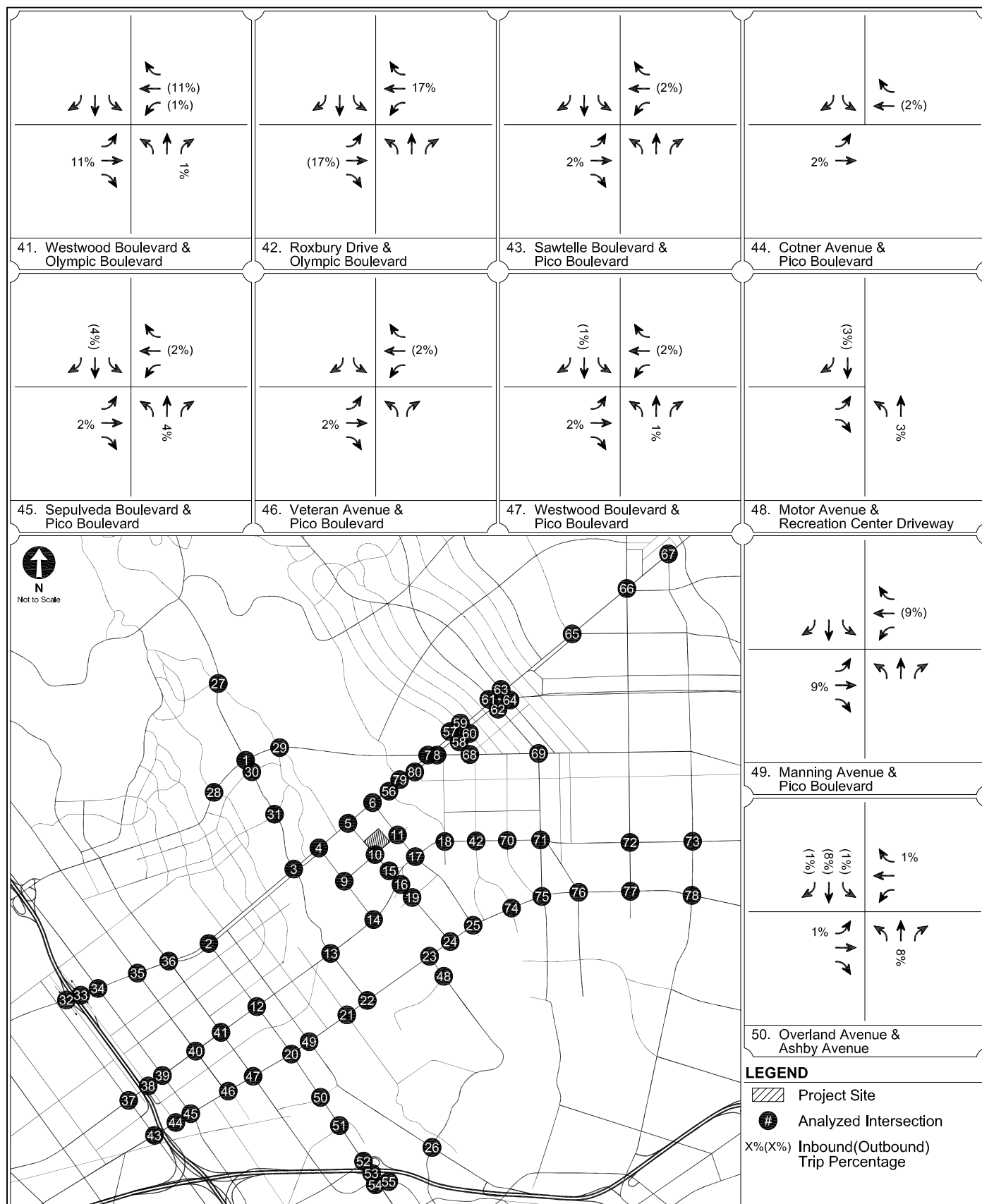
MODIFIED PROJECT
TRIP DISTRIBUTION

FIGURE
8 C



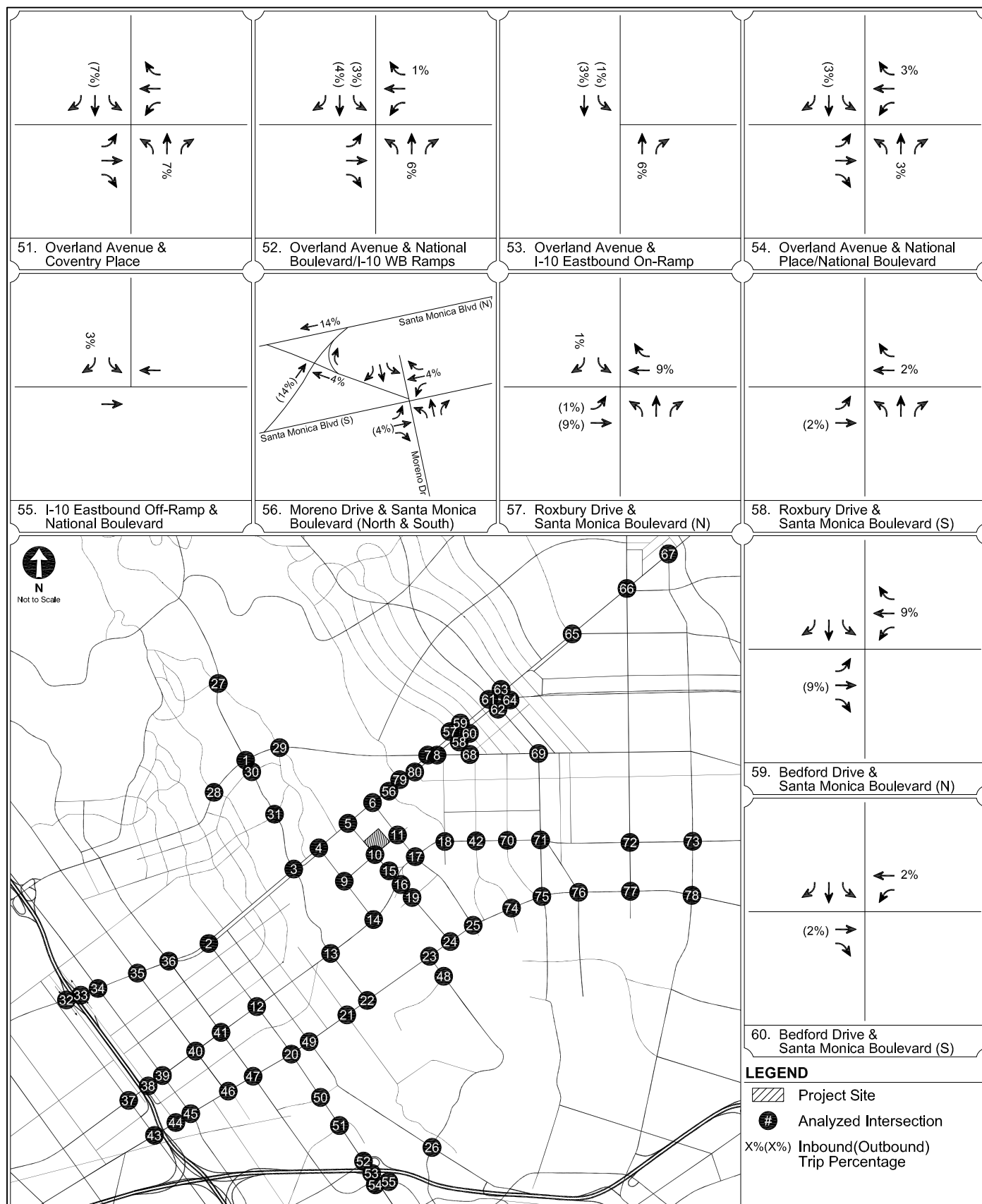
MODIFIED PROJECT
TRIP DISTRIBUTION

FIGURE
8 D



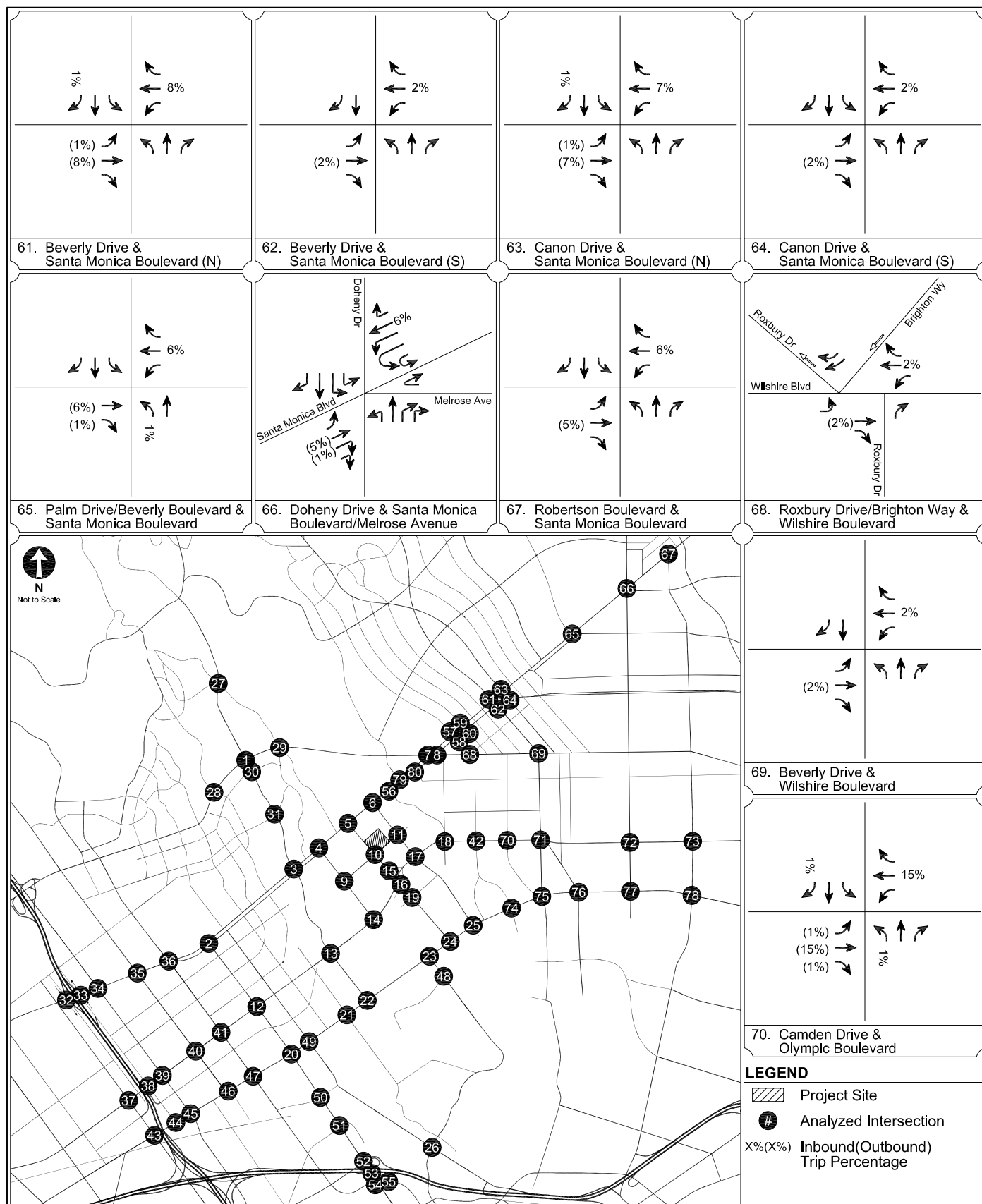
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TRIP DISTRIBUTION

FIGURE
8 E



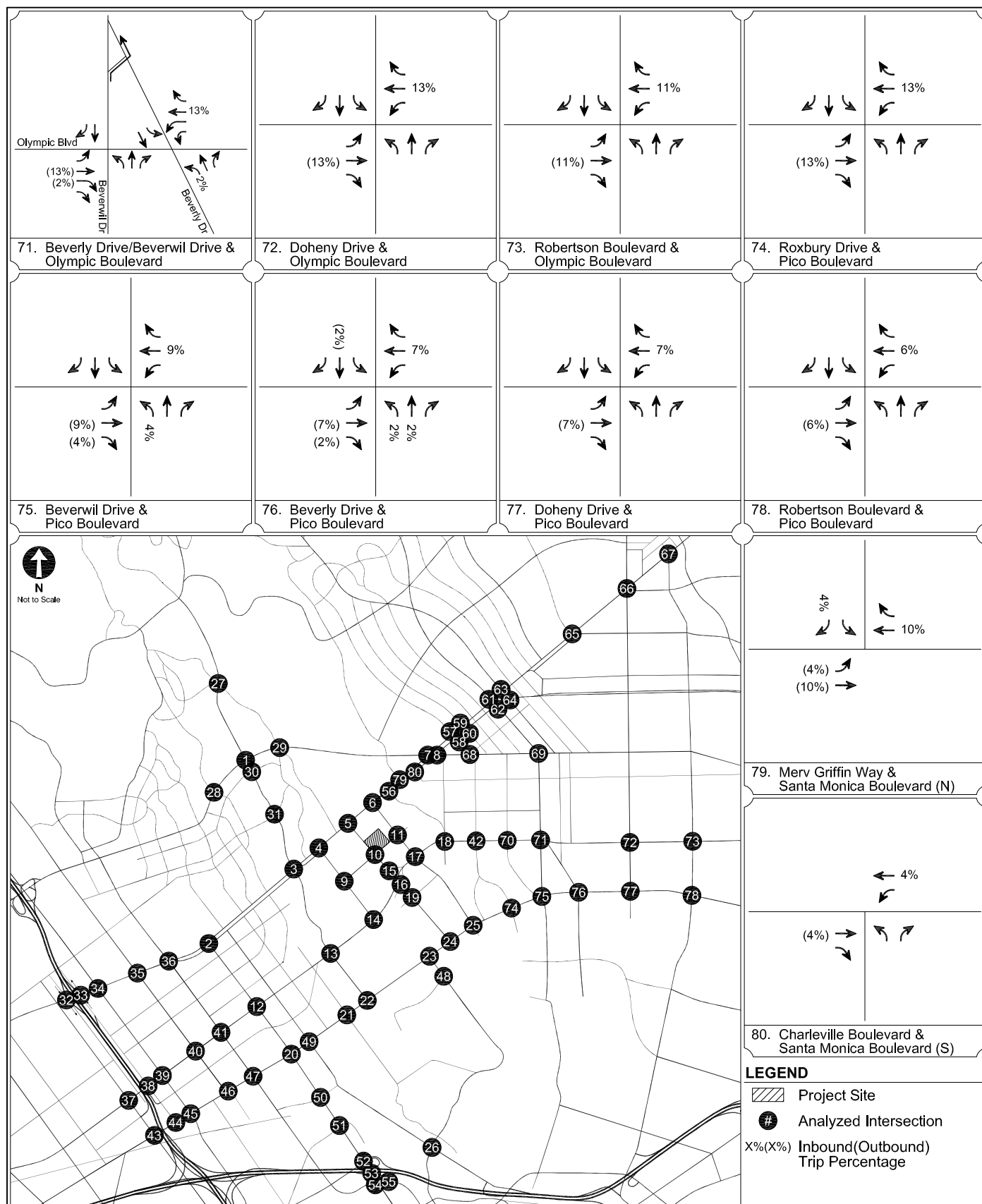
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TRIP DISTRIBUTION

FIGURE
8 F



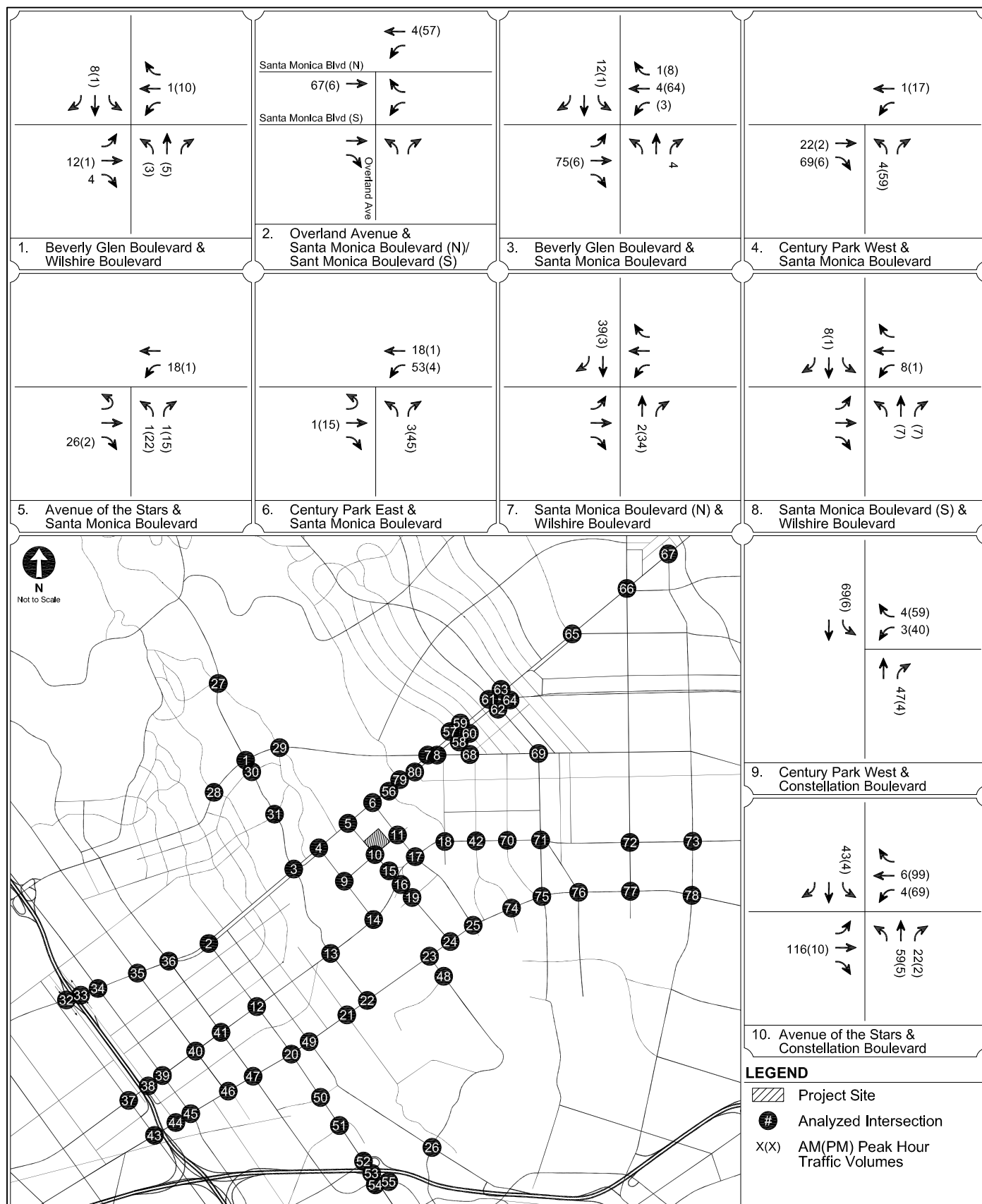
MODIFIED PROJECT
TRIP DISTRIBUTION

FIGURE
8 G



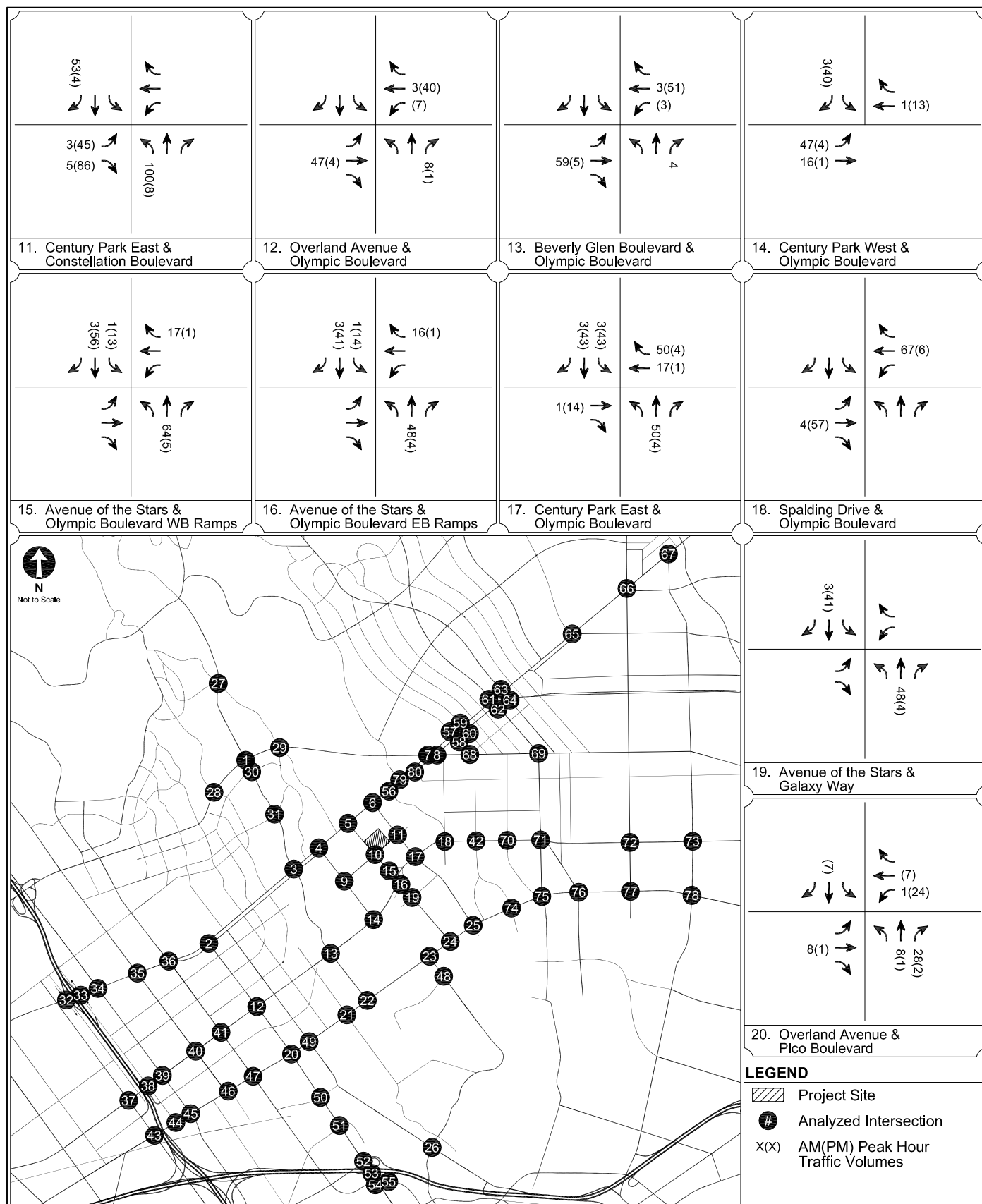
MODIFIED PROJECT
TRIP DISTRIBUTION

FIGURE
8 H



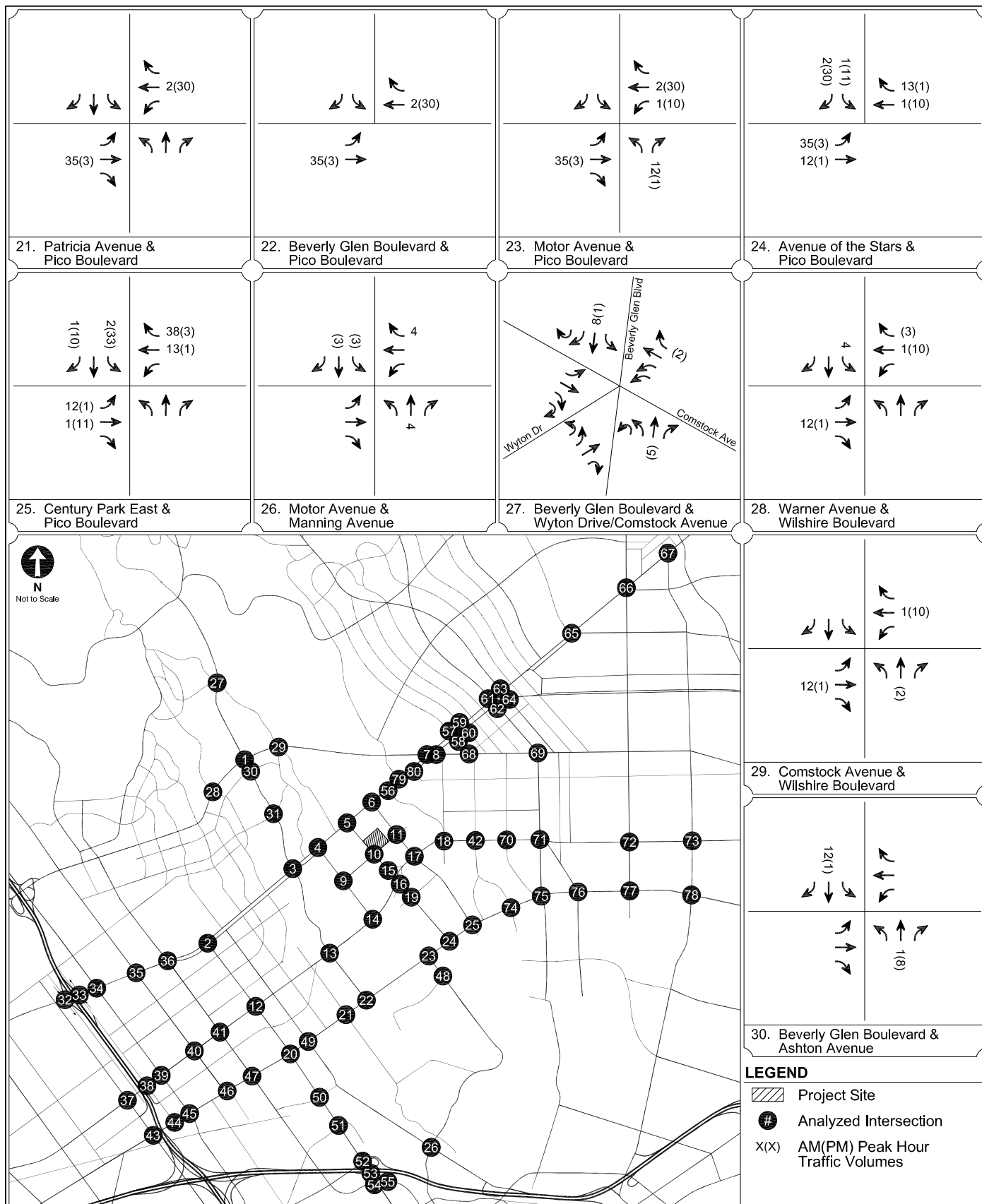
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INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE
9 A



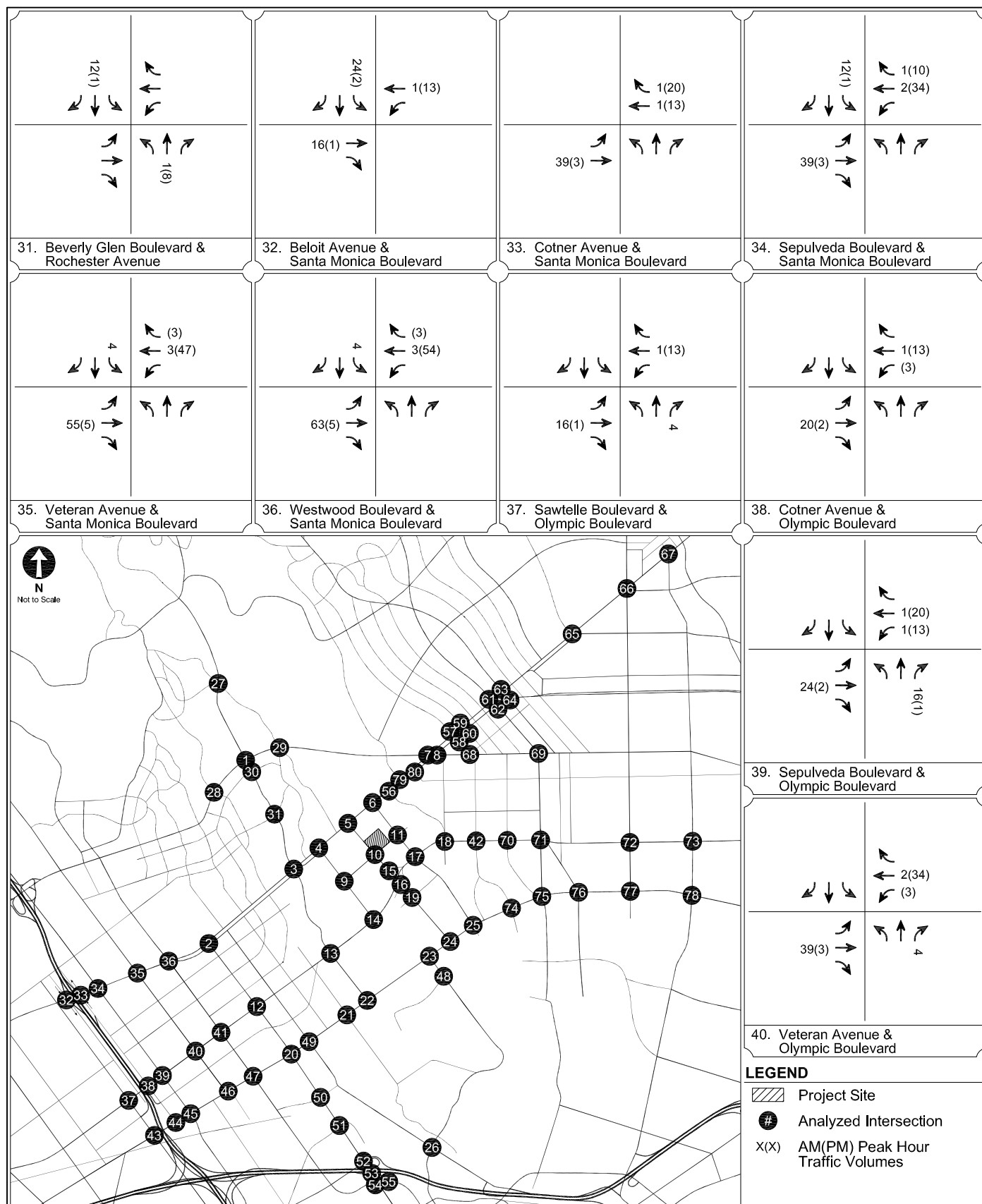
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INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE
9 B



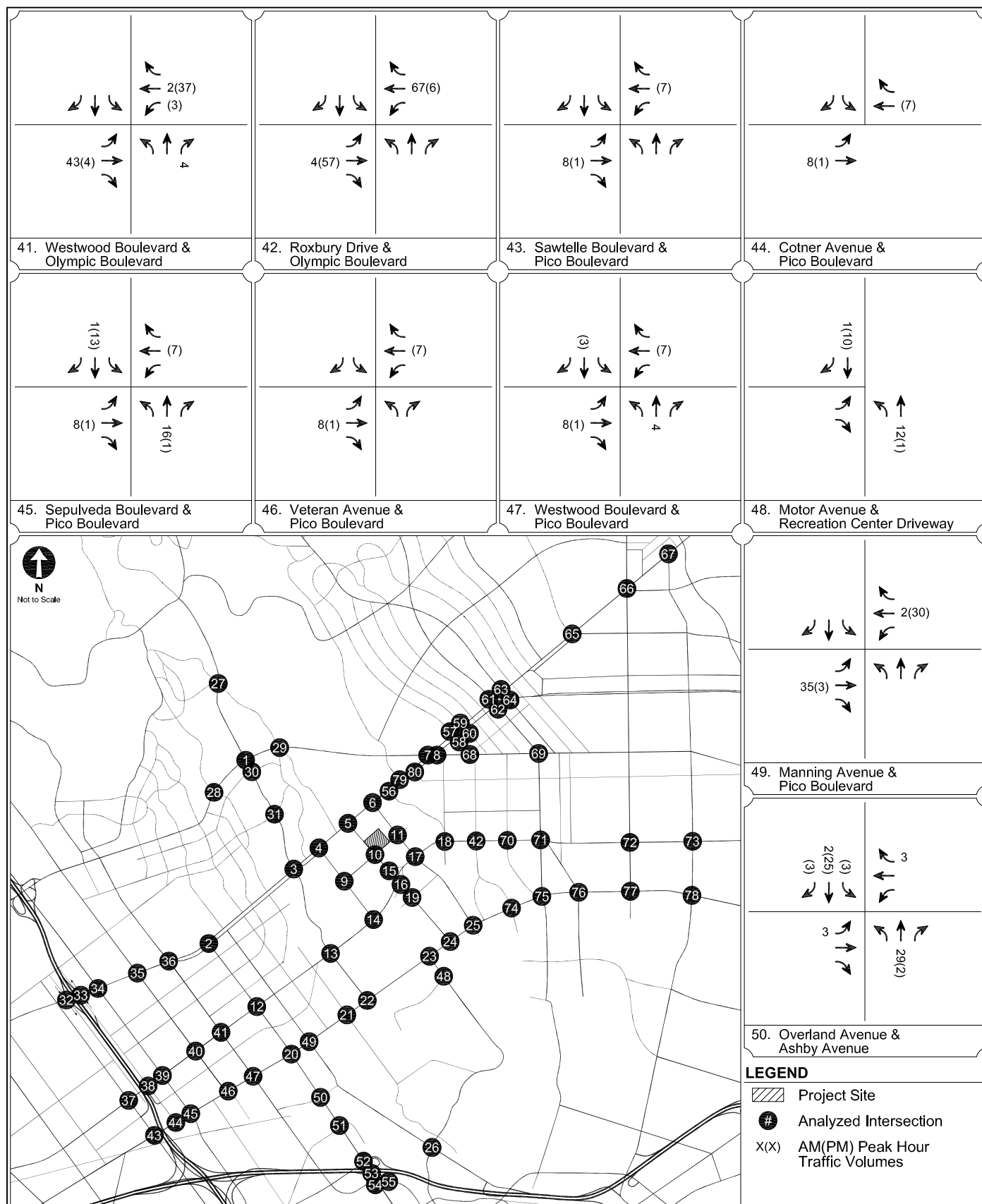
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INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE
9 C



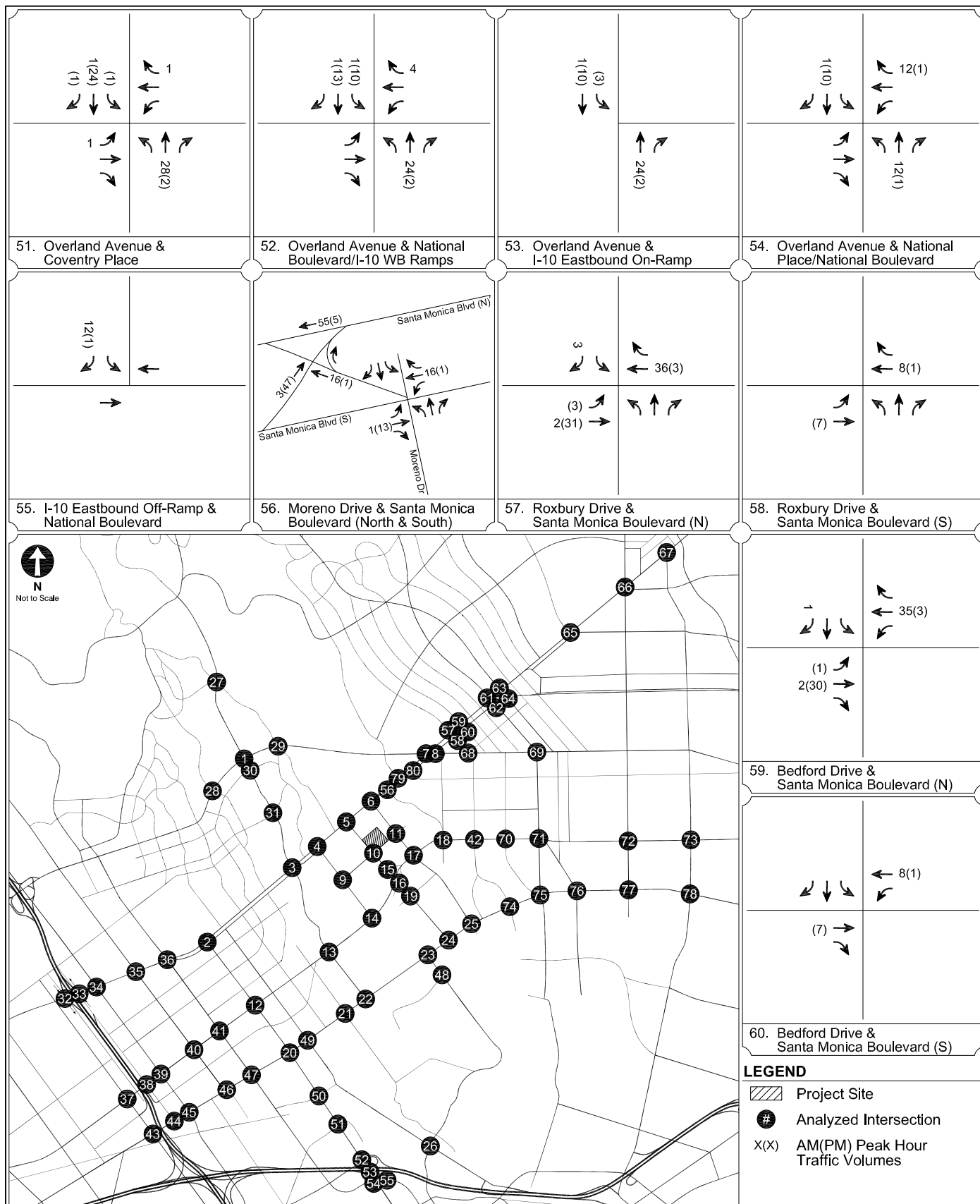
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INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE
9 D



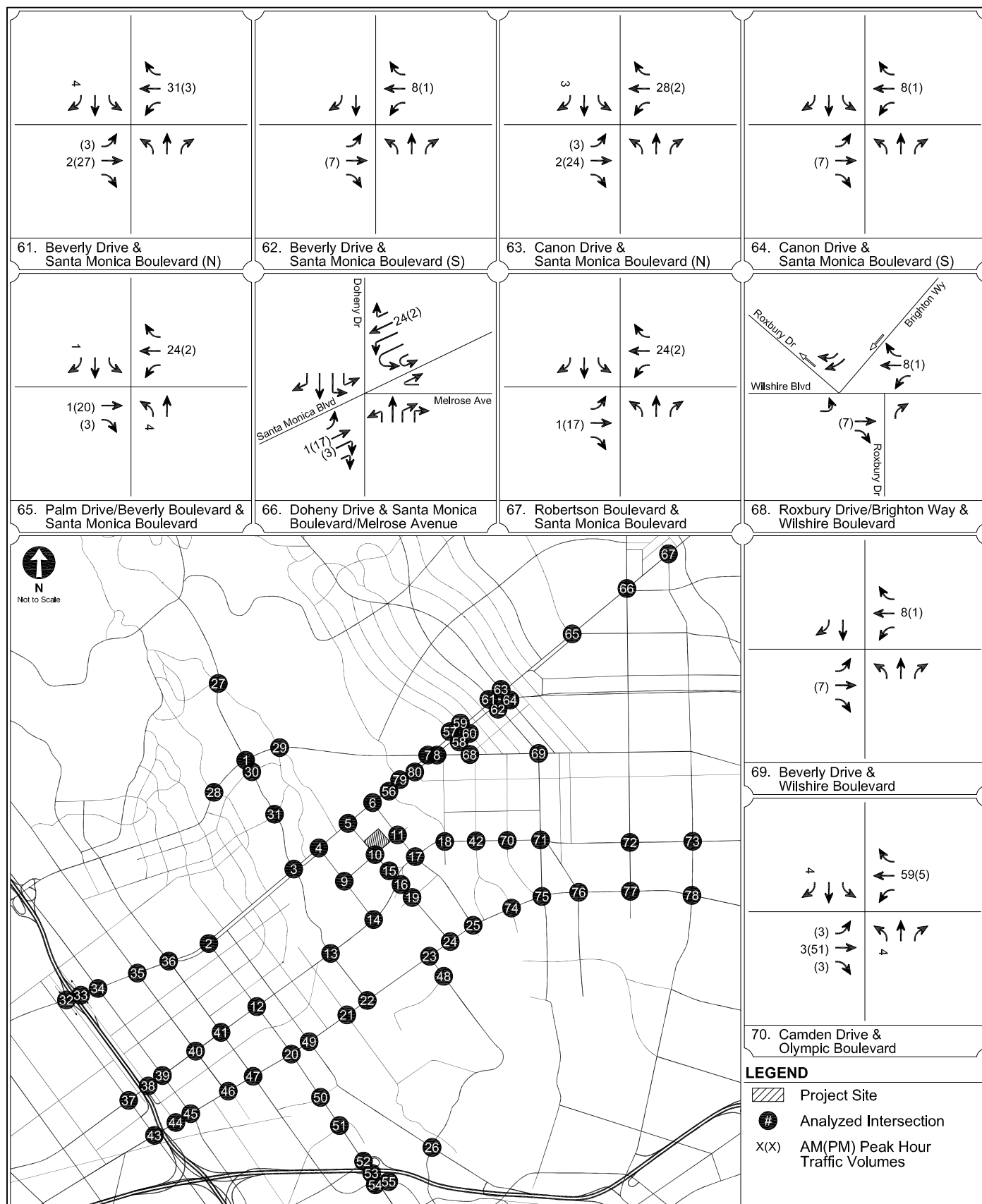
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INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE
9 E



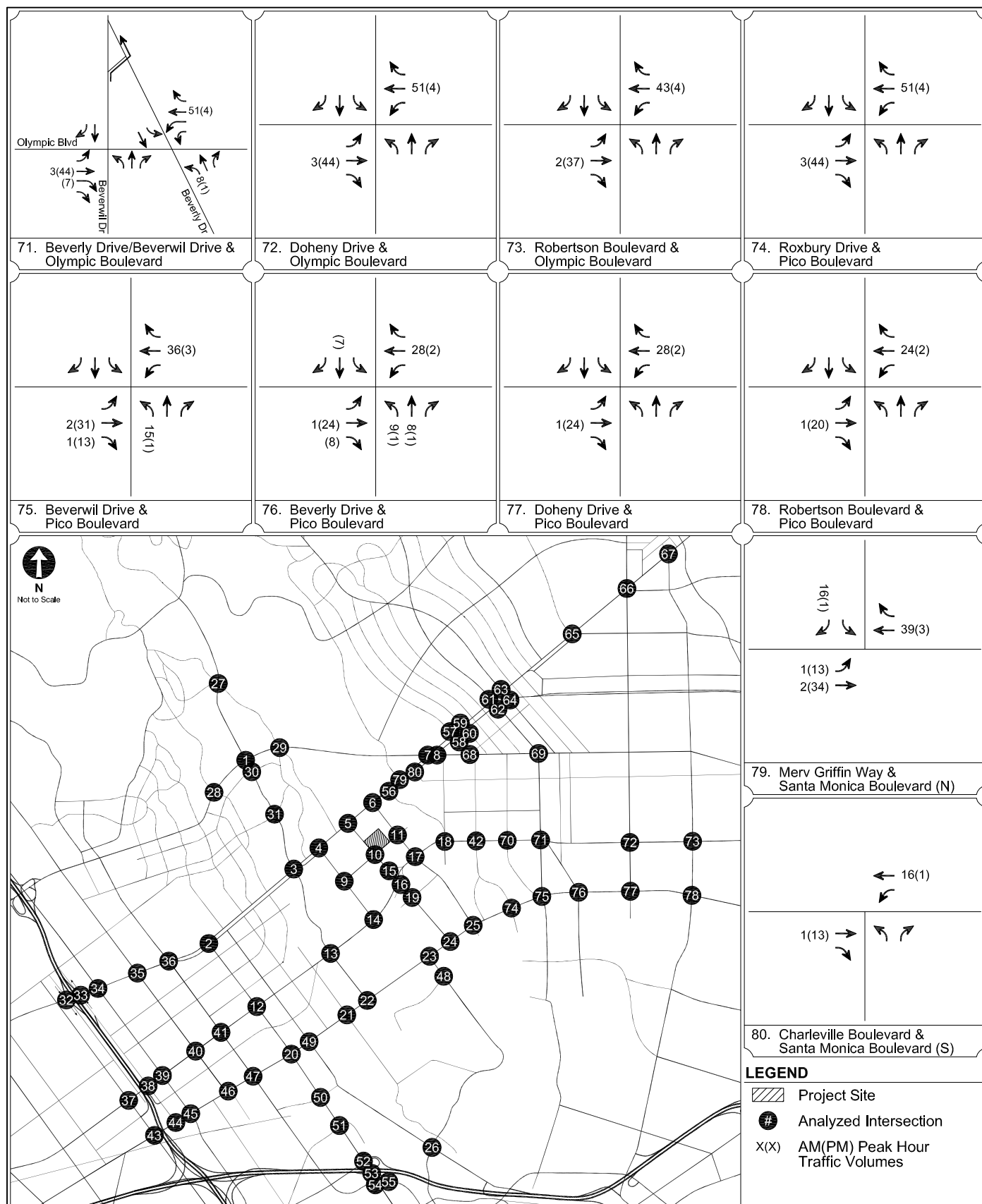
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INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE
9 F



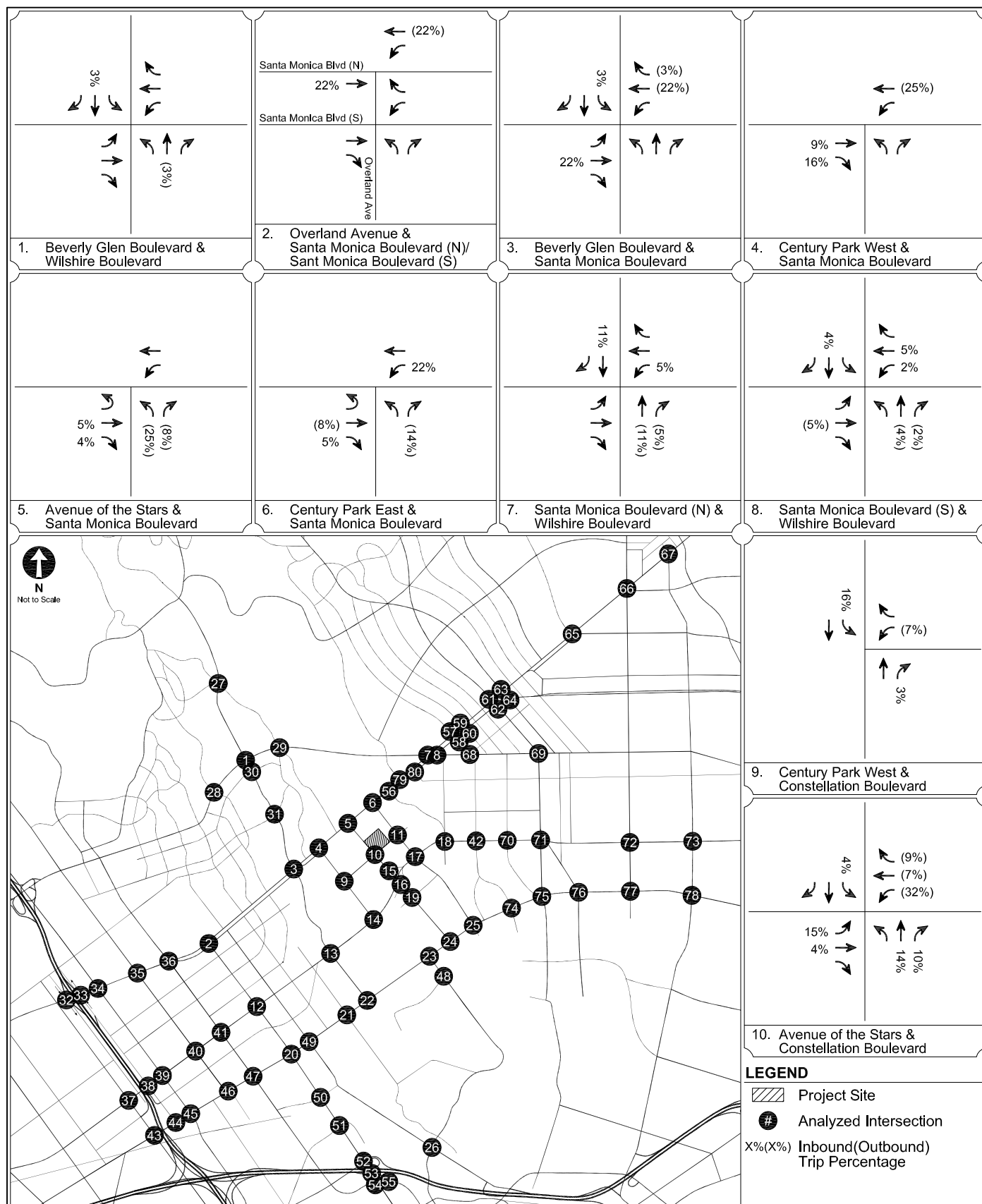
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INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE
9 G



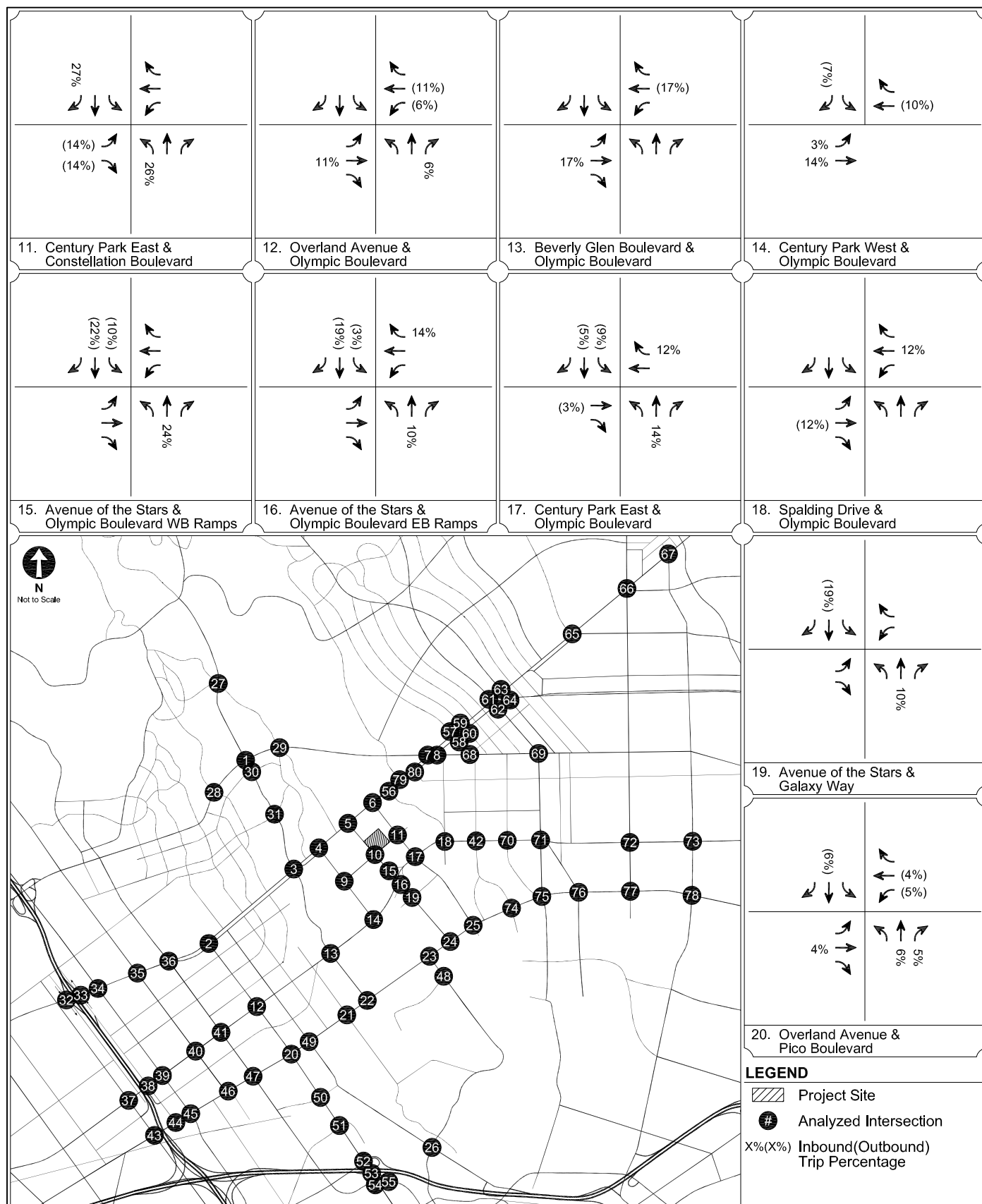
MODIFIED PROJECT-ONLY
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE
9 H



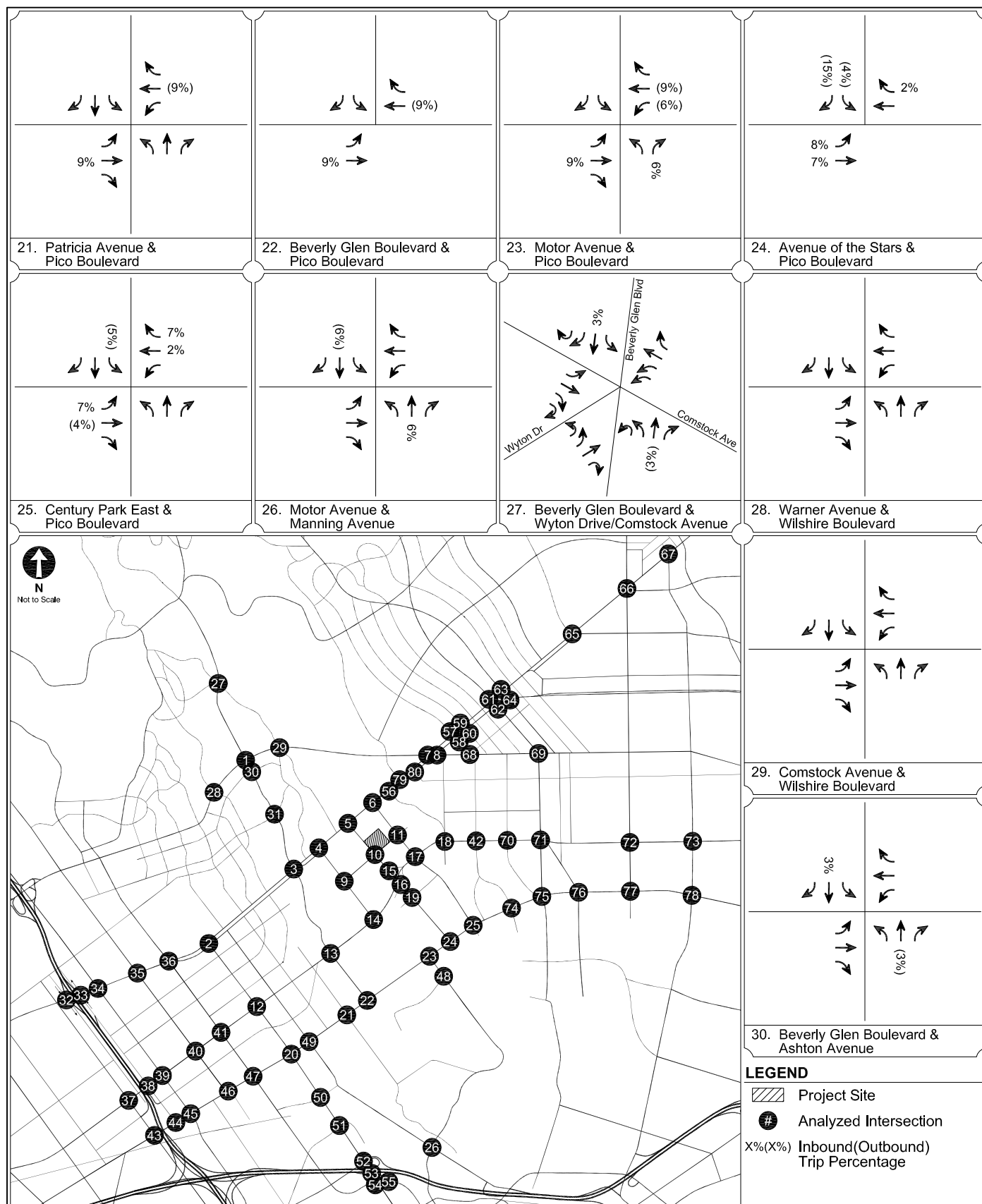
APPROVED PROJECT
TRIP DISTRIBUTION

FIGURE
10 A



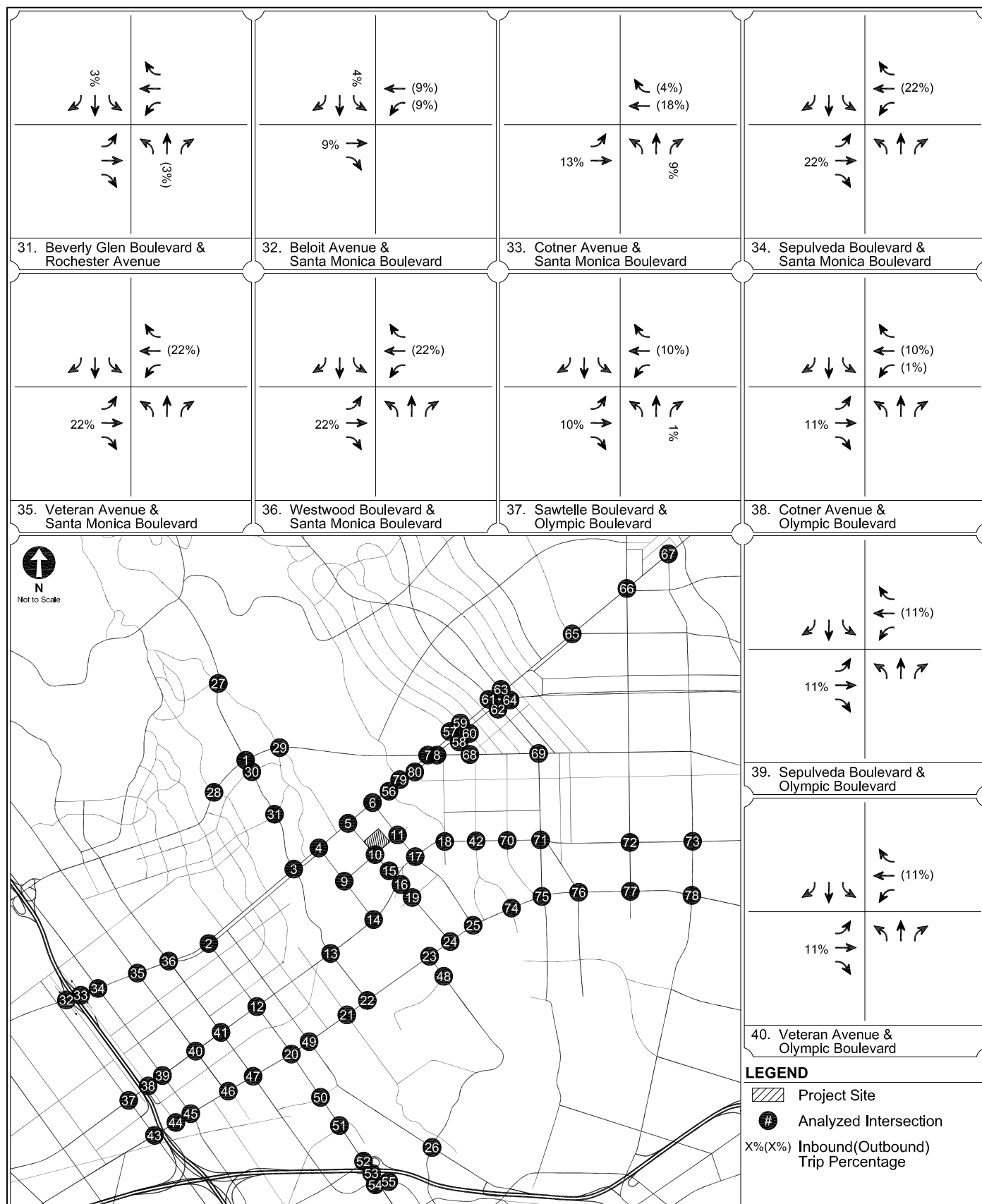
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TRIP DISTRIBUTION

FIGURE
10 B



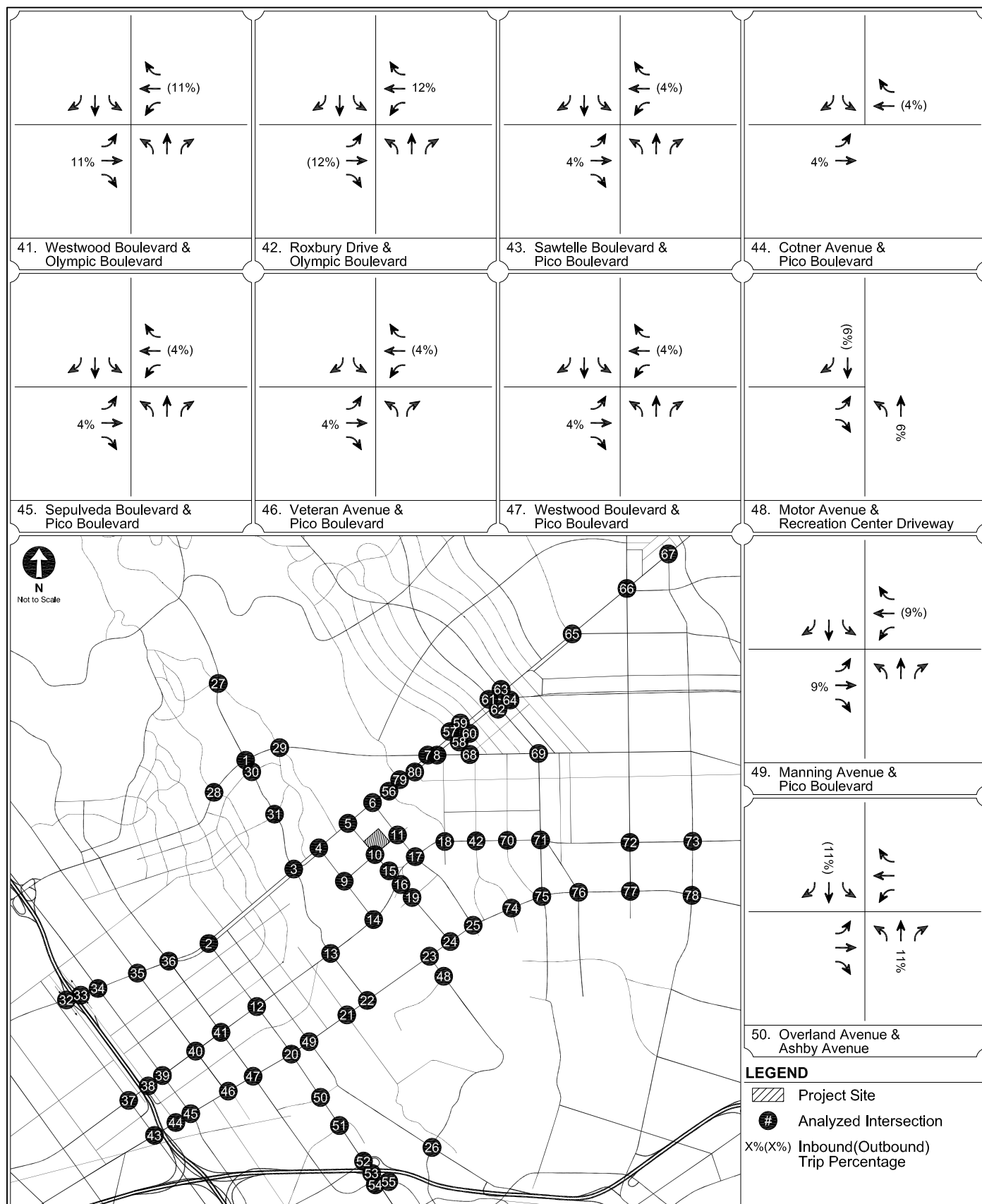
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TRIP DISTRIBUTION

FIGURE
10 C



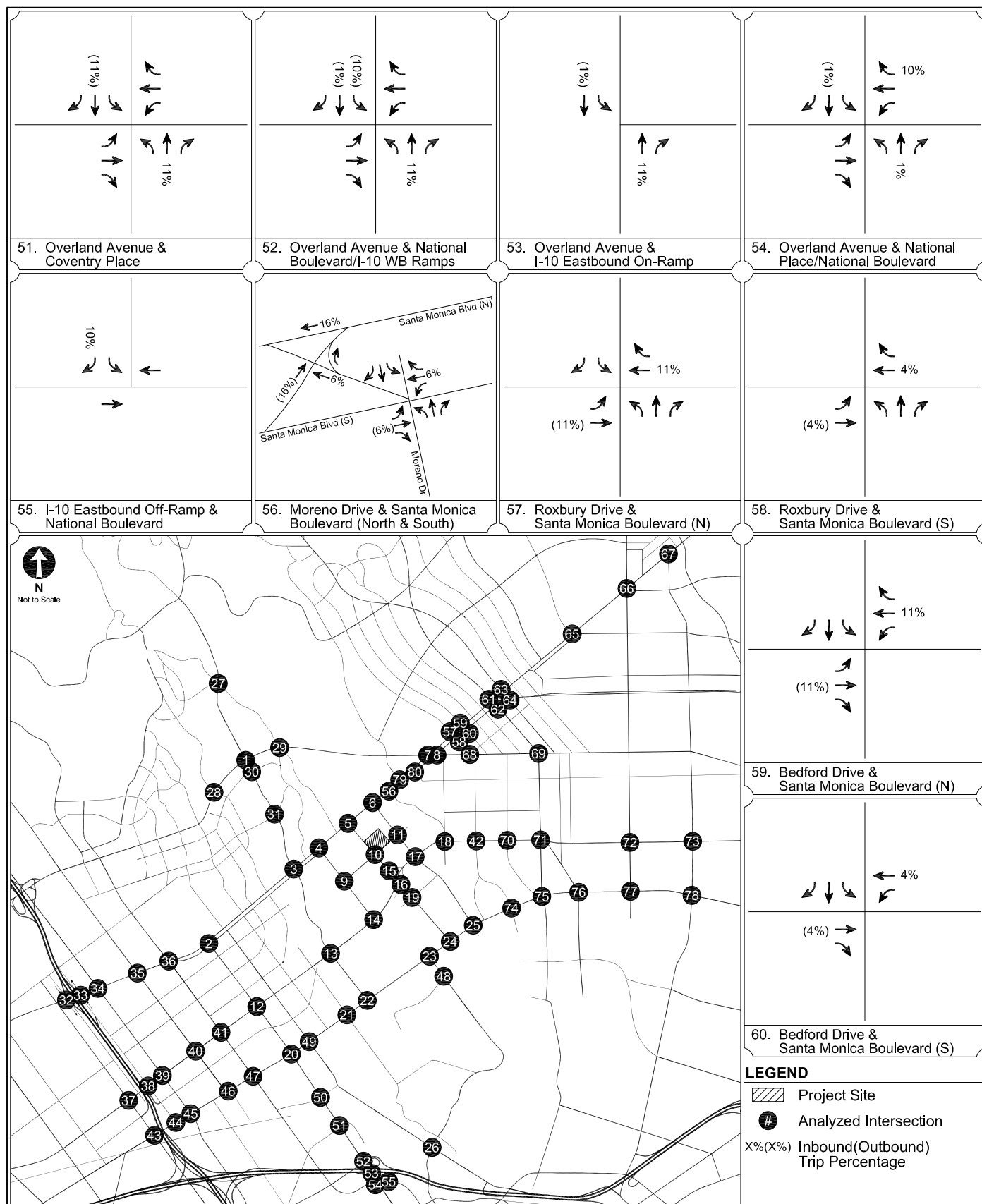
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TRIP DISTRIBUTION

FIGURE
10 D



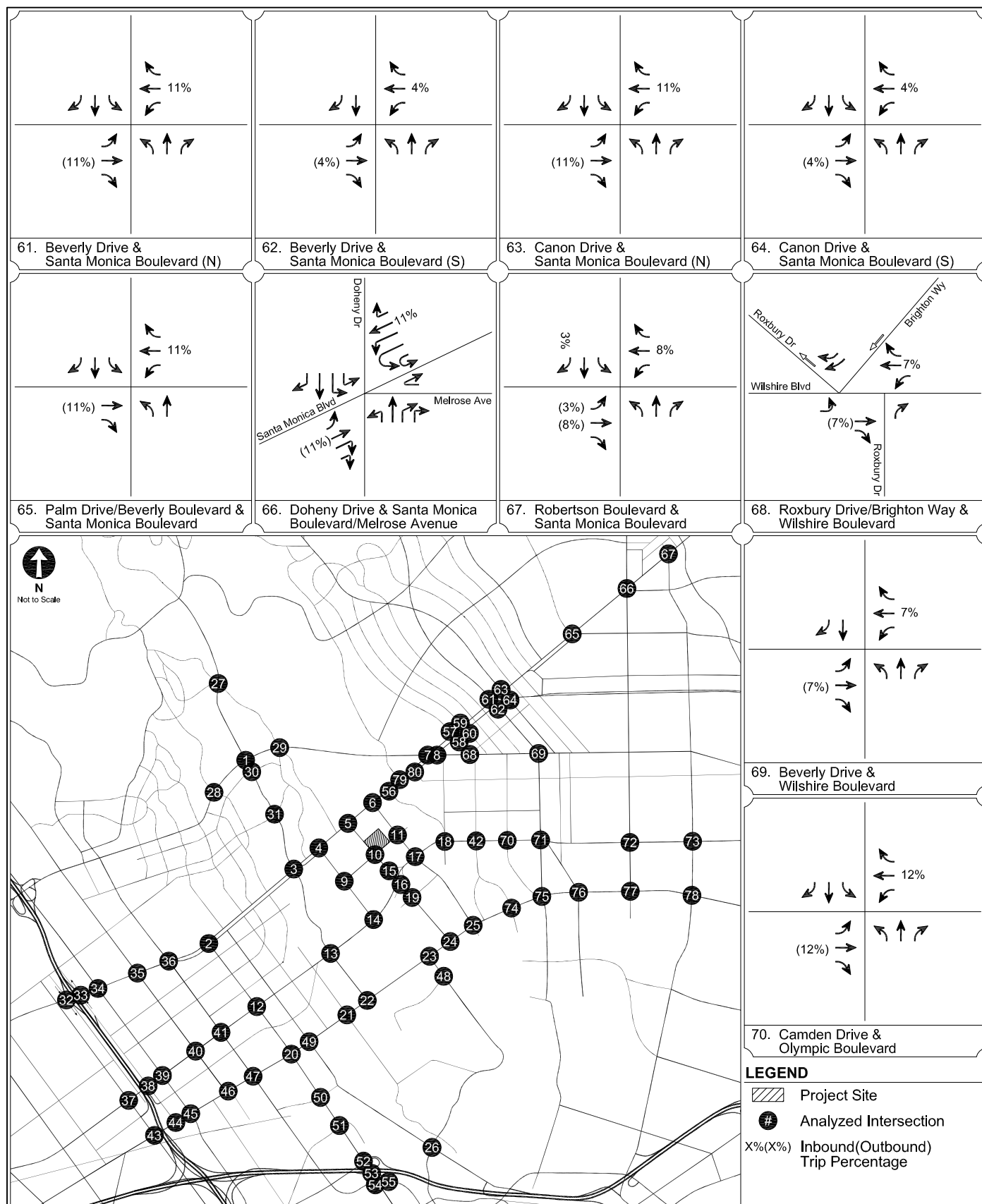
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TRIP DISTRIBUTION

FIGURE
10 E



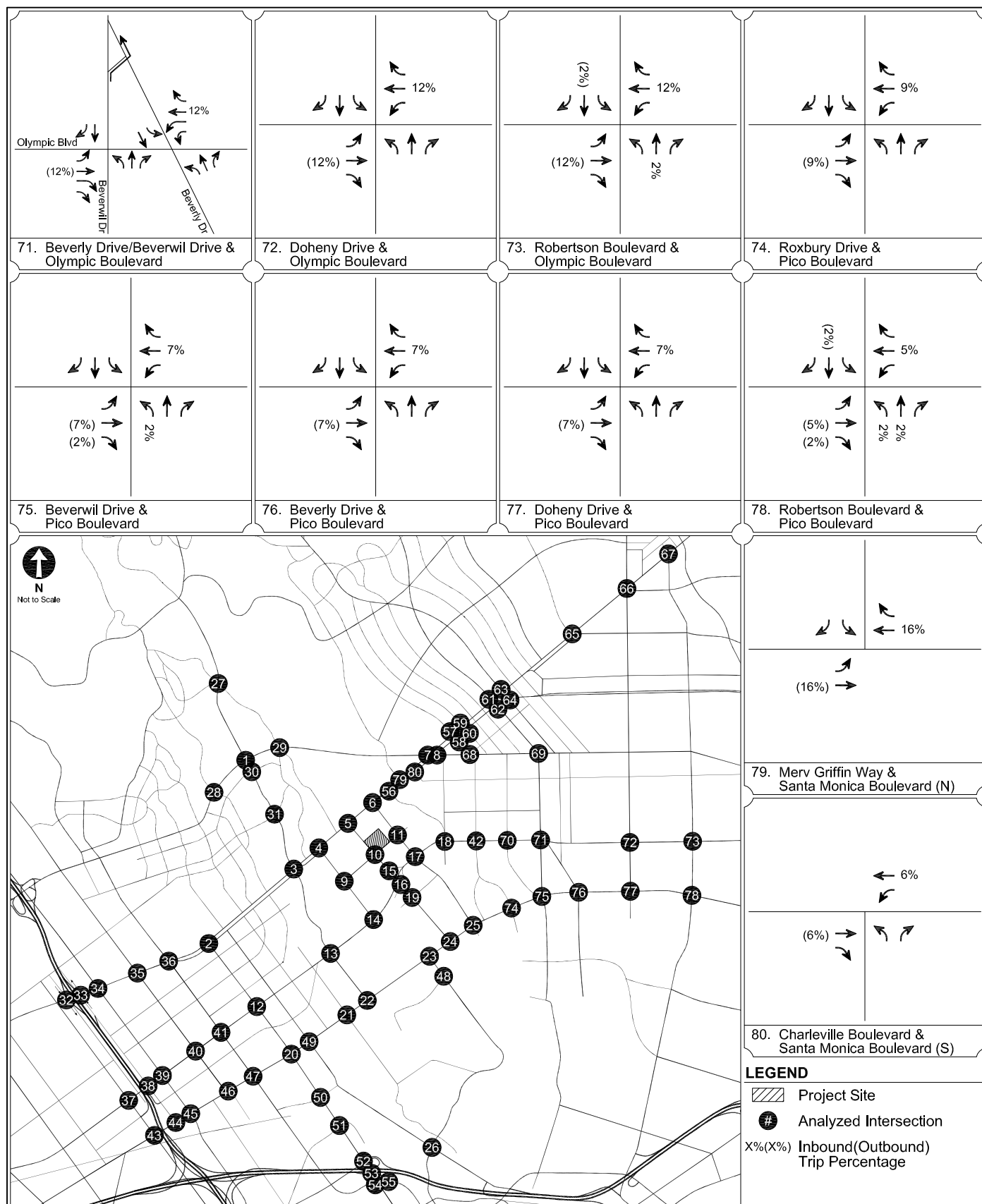
APPROVED PROJECT
TRIP DISTRIBUTION

FIGURE
10 F



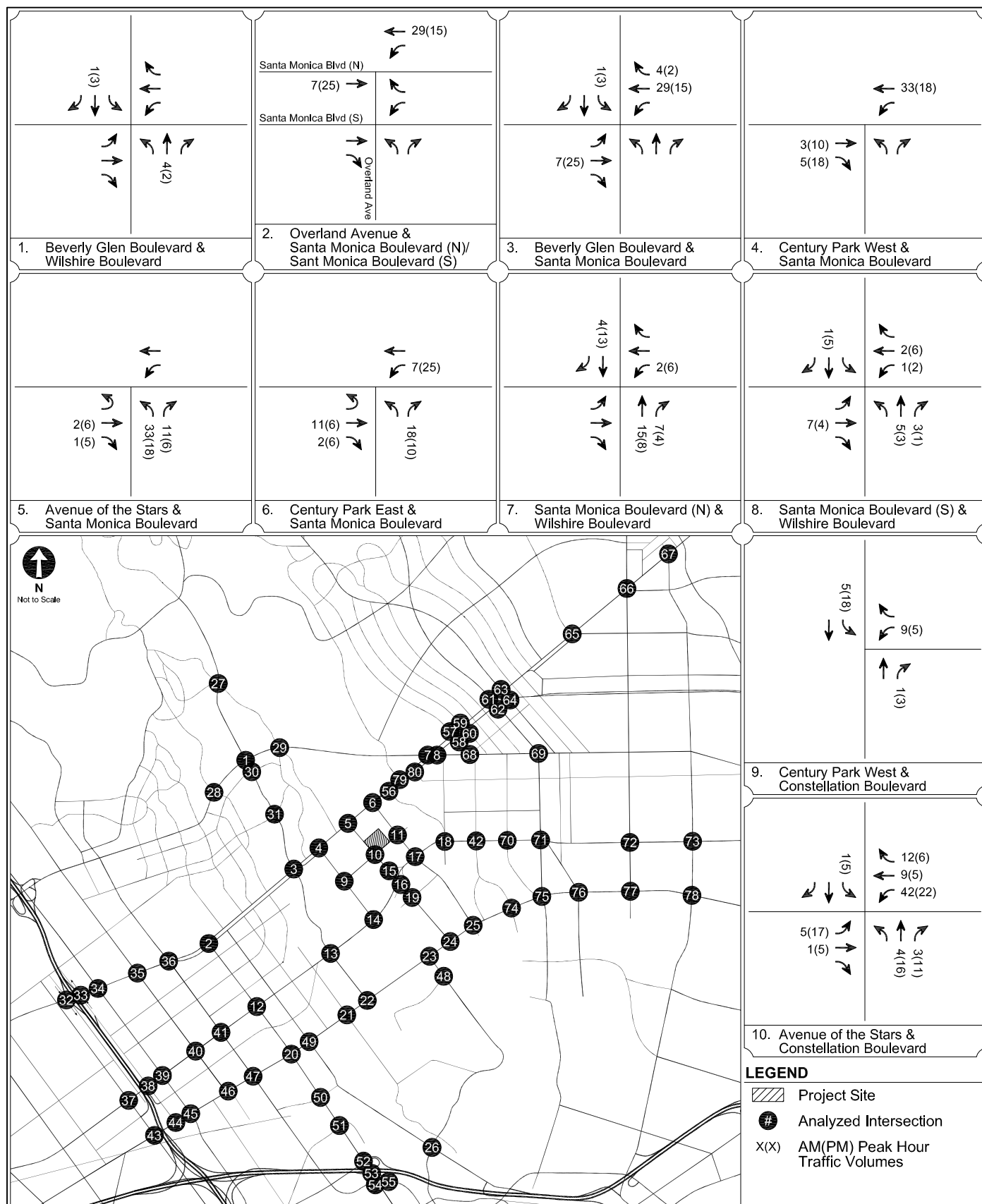
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TRIP DISTRIBUTION

FIGURE
10 G



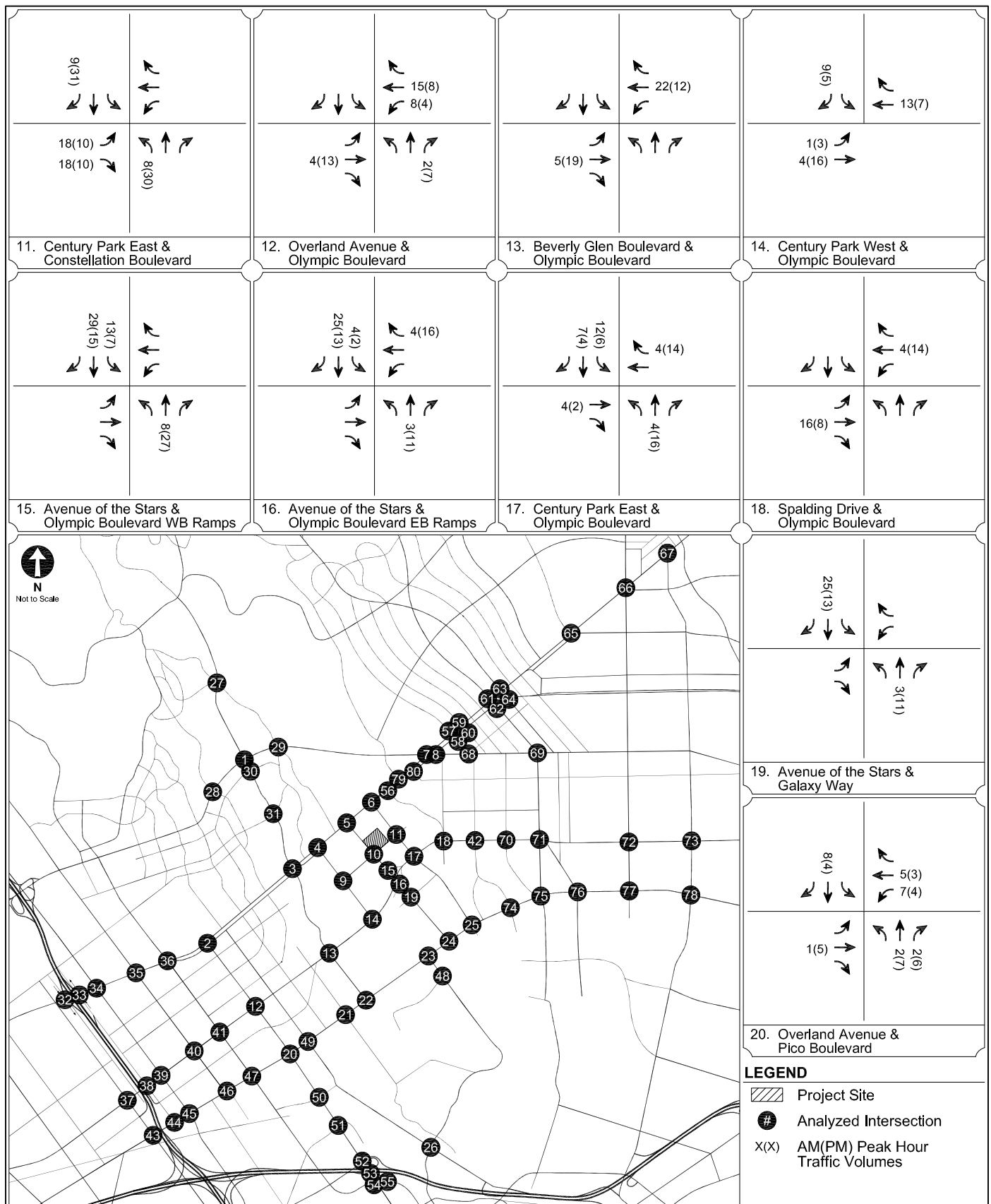
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TRIP DISTRIBUTION

FIGURE
10 H



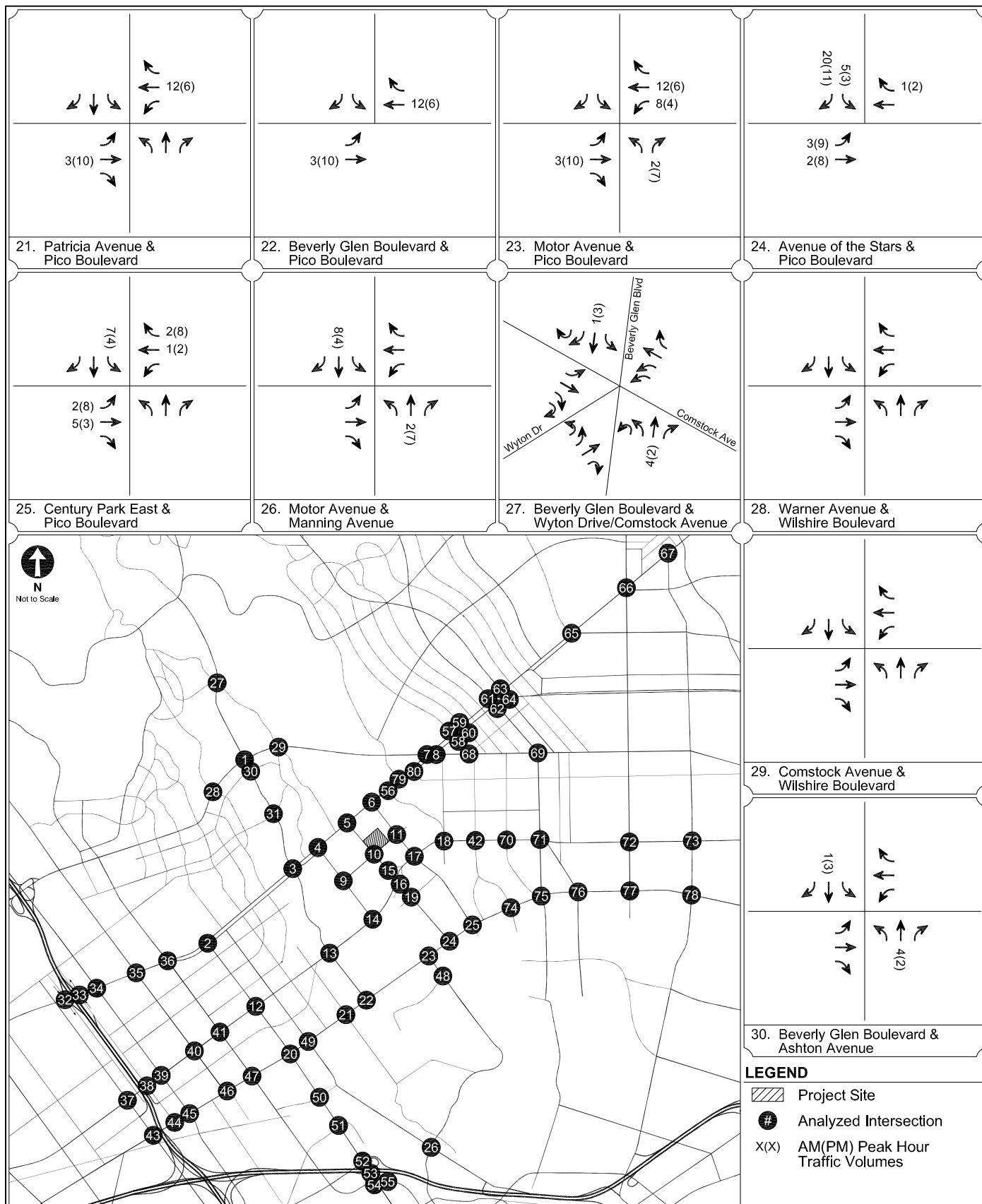
APPROVED PROJECT-ONLY
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE
11 A



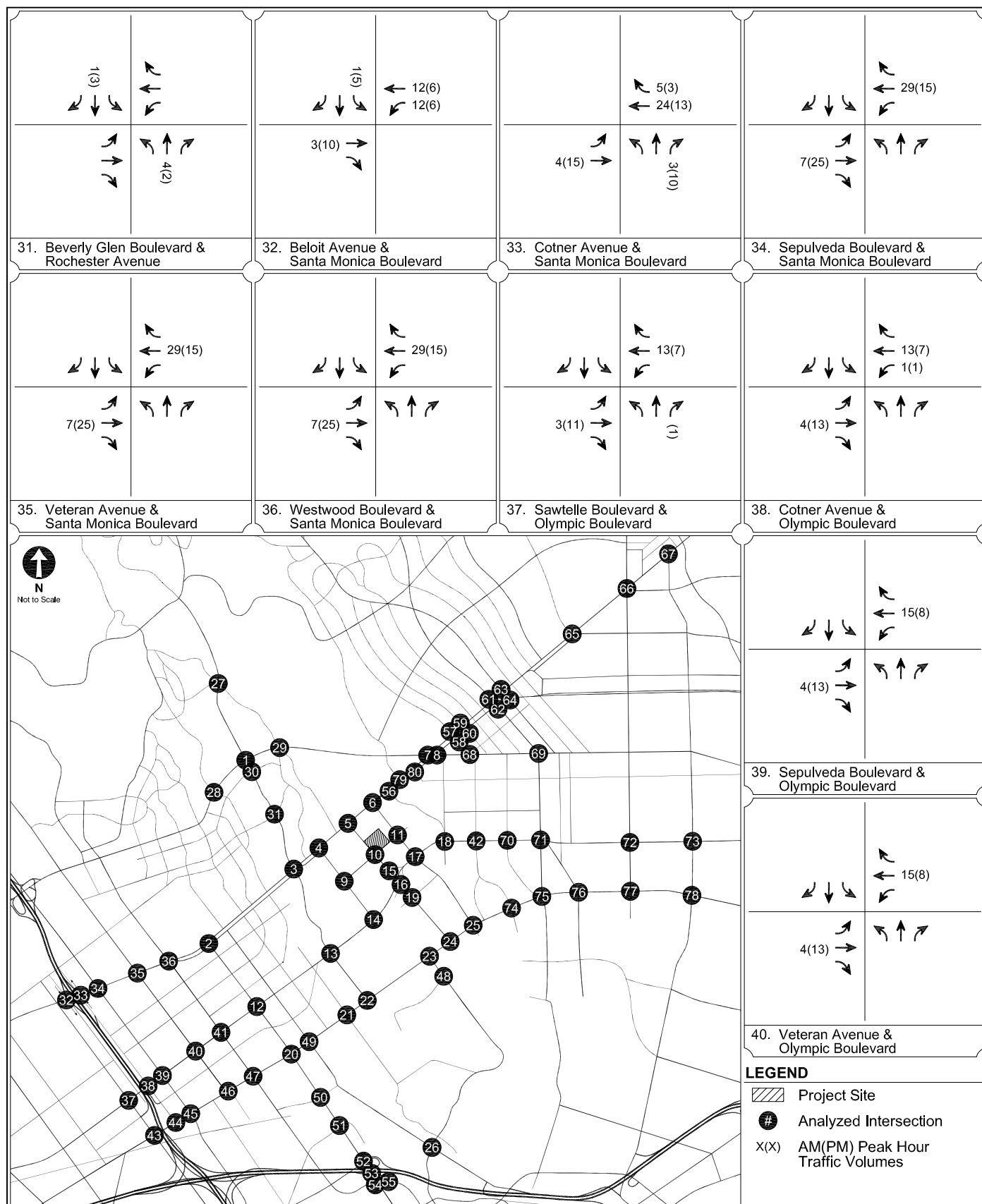
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INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE
11 B



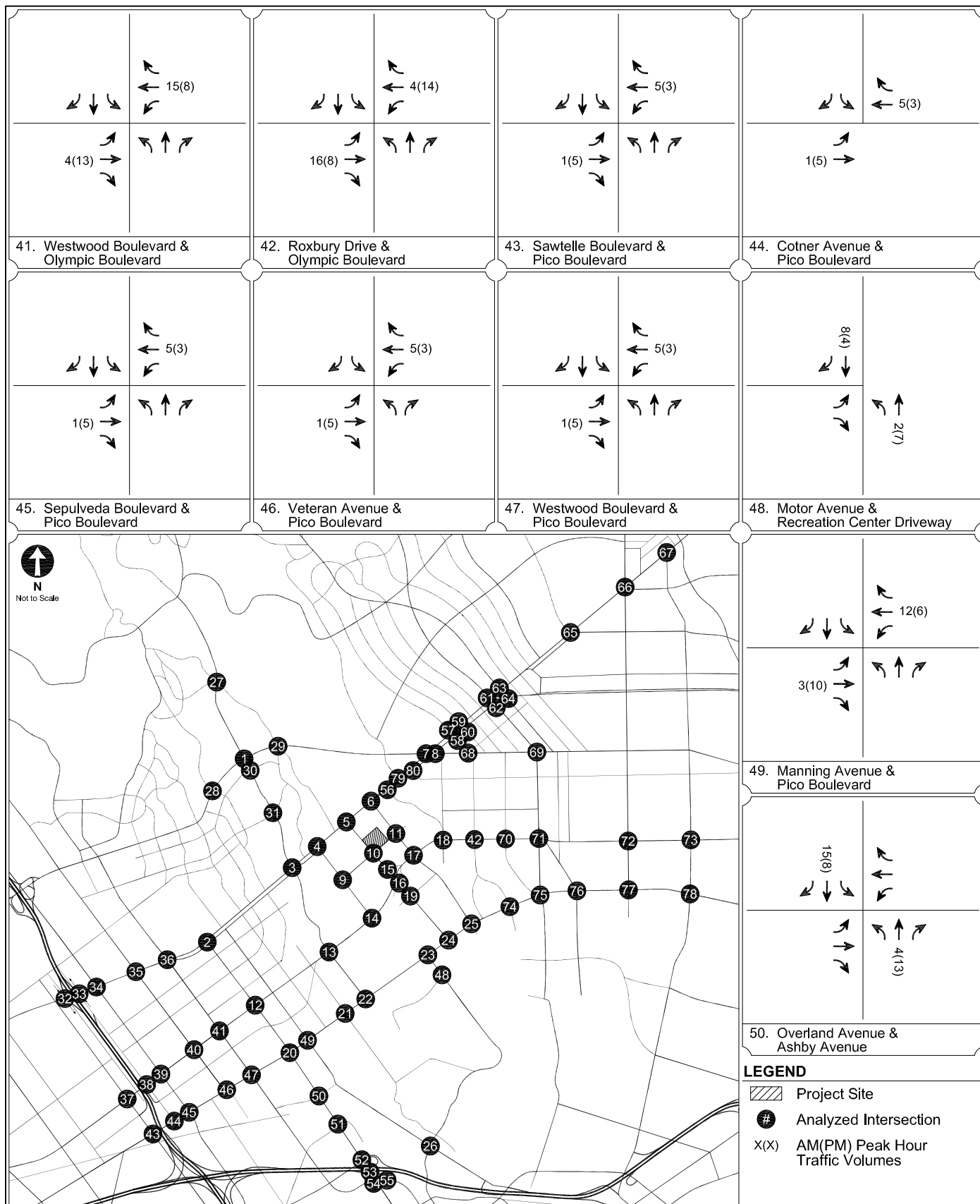
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INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE
11 C



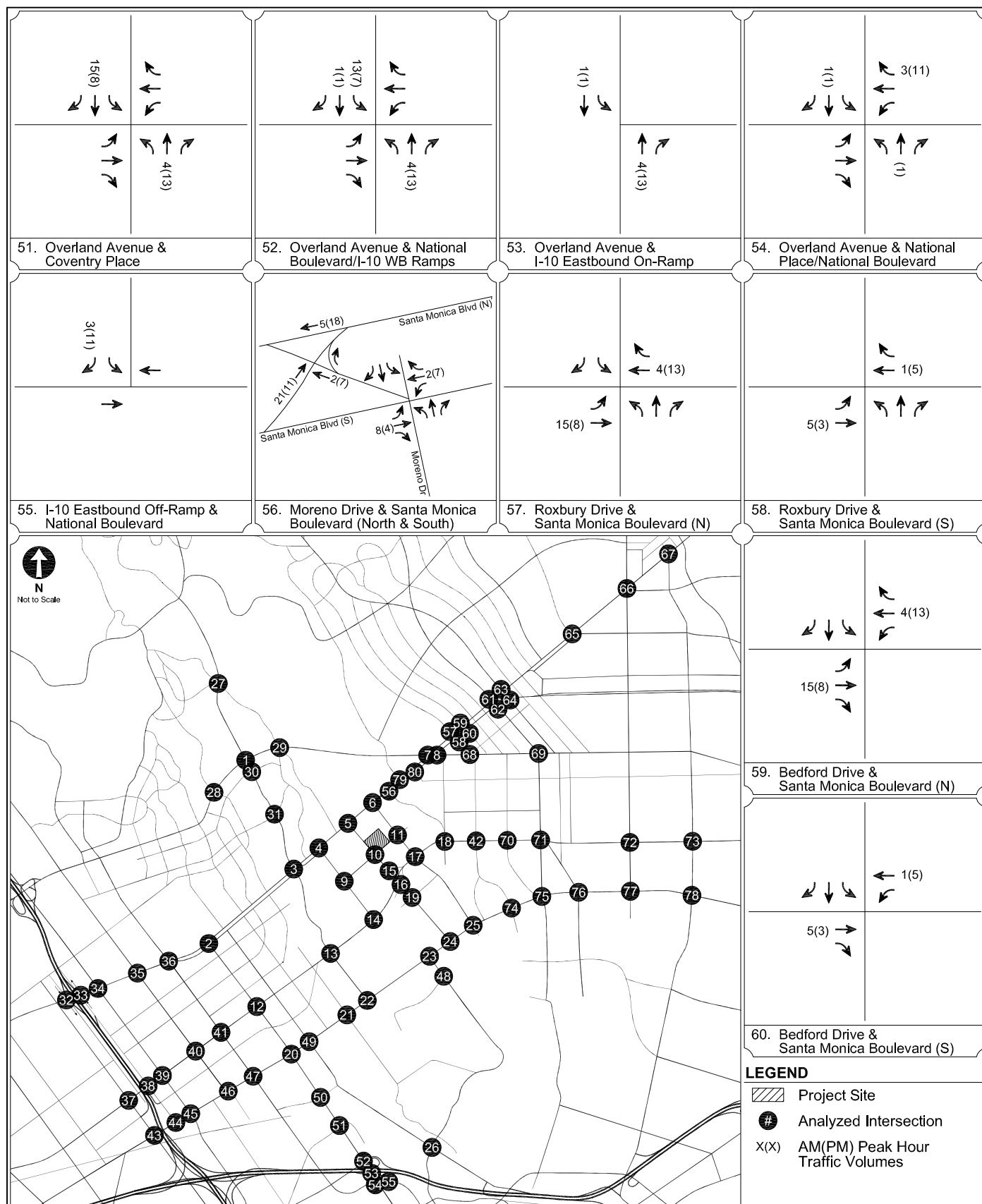
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INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE
11 D



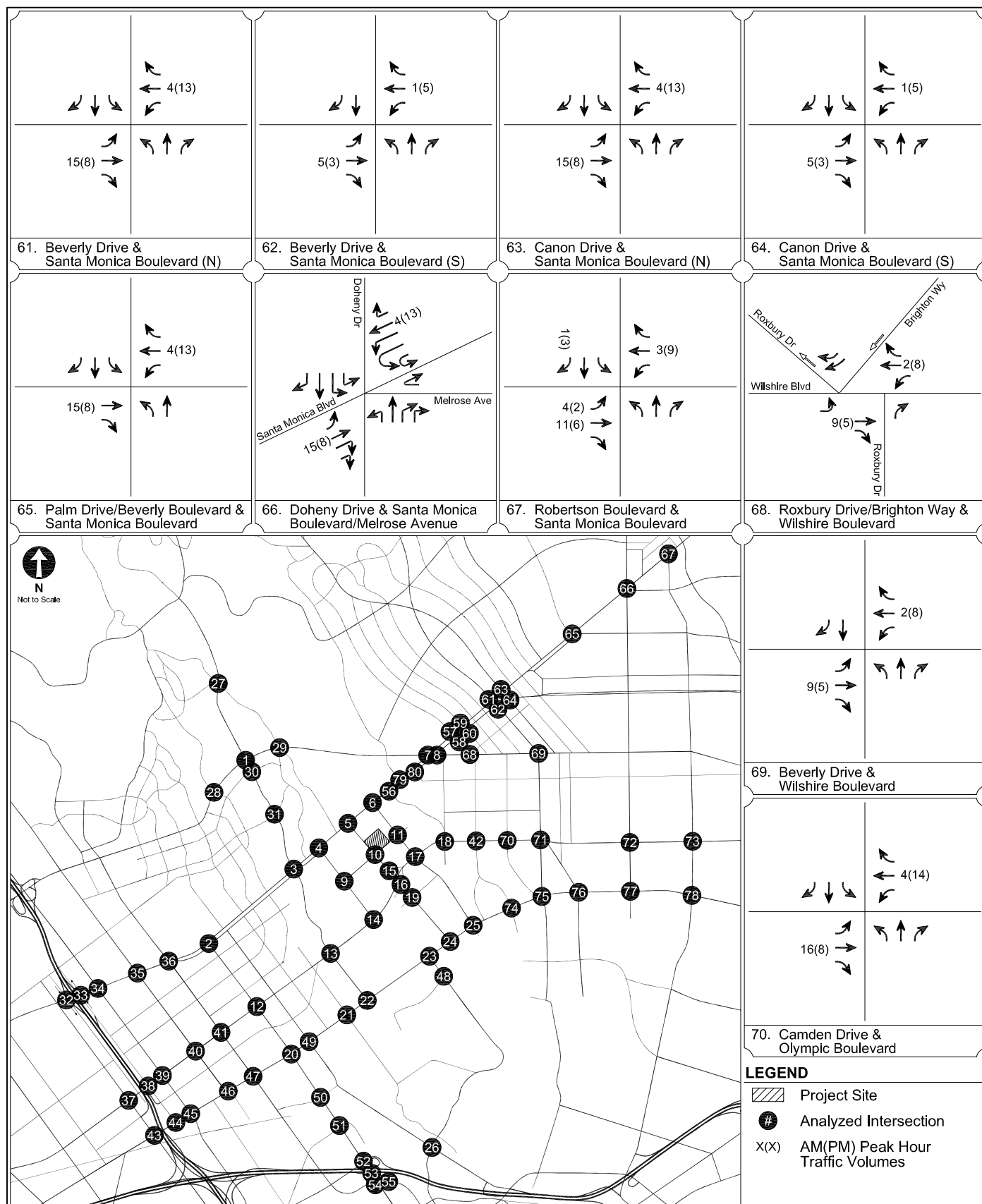
APPROVED PROJECT-ONLY
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE
11 E



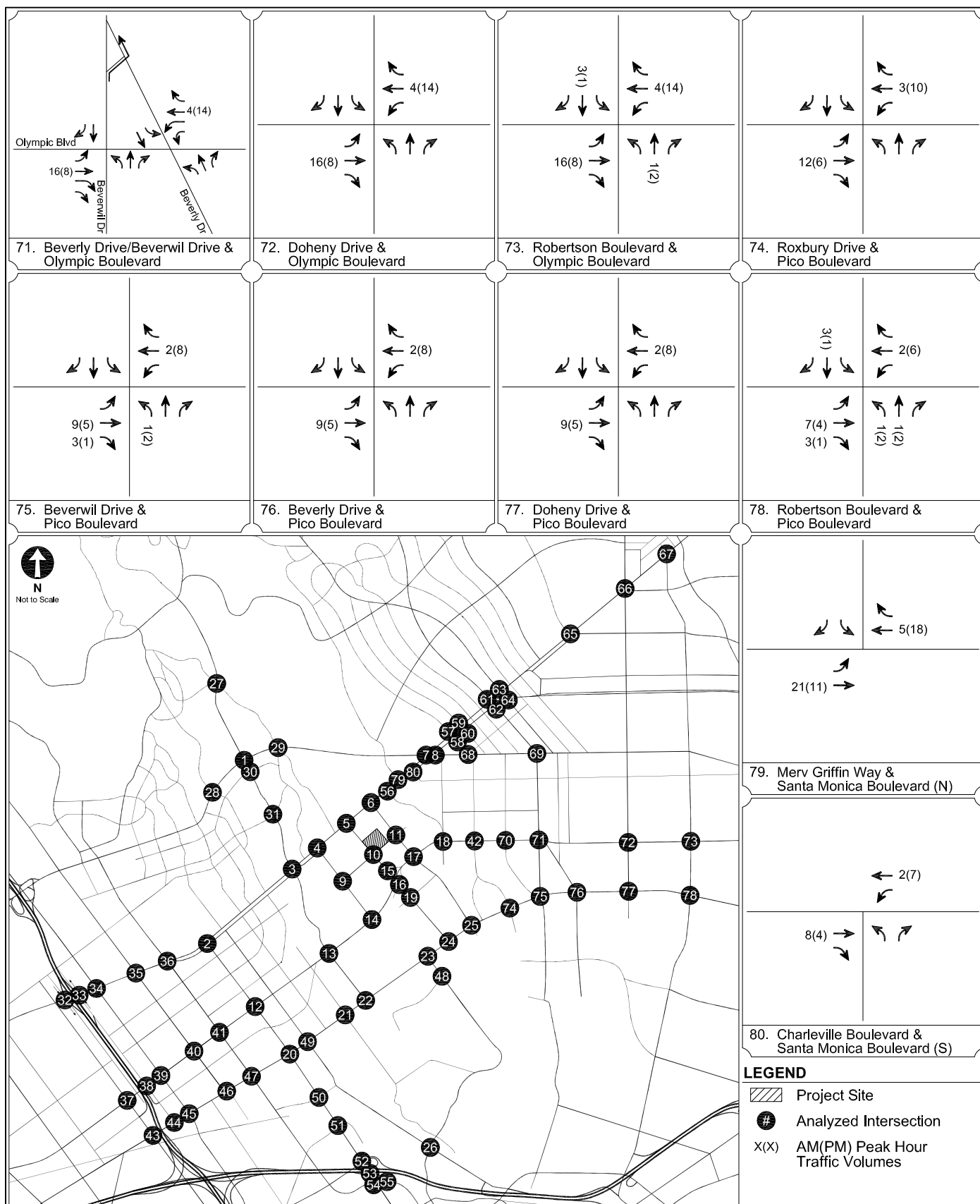
APPROVED PROJECT-ONLY
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE
11 F



APPROVED PROJECT-ONLY
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE
11 G



APPROVED PROJECT-ONLY
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE
11 H

TABLE 10
MODIFIED AND APPROVED PROJECT SUMMARY

Land Use	Approved Project	Modified Project
Condominiums (du)	483	-
Office (sf)	-	725,830
Retail (sf)	-	4,120
Mobility Hub (sf)	-	1,300
Total Size	483 du	731,250 sf
Parking Spaces	1,208	1,579

Notes:

du = dwelling unit; sf = square feet;

TABLE 11
CENTURY CITY EMPIRICAL TRIP GENERATION RATES

TRIP GENERATION RATES							
Source	Daily	A.M. Peak Hour			P.M. Peak Hour		
		In	Out	Total	In	Out	Total
MGM Tower (704,000 sf)	4.63	96%	4%	0.58	3%	97%	0.50
SunAmerica Tower (723,746 sf)	4.57	97%	3%	0.52	15%	85%	0.47
1901 AOS Building (442,925 sf)	4.93	99%	1%	0.75	6%	94%	0.60
1801 Century Park East Building (336,510 sf)	4.78	82%	18%	0.42	12%	88%	0.49
<i>Weighted Average of Empirical Rates</i>	4.69	95%	5%	0.57	9%	91%	0.51

Notes:

MGM Tower and SunAmerica Tower empirical data collected 1/24/2011 through 1/28/2011.

1901 AOS Building empirical data collected 7/20/2011.

1801 Century Park East Building empirical data collected 5/5/2011.

**TABLE 12
MODIFIED PROJECT TRIP GENERATION ESTIMATES**

TRIP GENERATION RATES									
Land Use	ITE Land Use	Rate	Daily	A.M. Peak Hour			P.M. Peak Hour		
				In	Out	Total	In	Out	Total
Office [a]	-	per 1,000 Square Feet ¹	4.69	95%	5%	0.57	9%	91%	0.51
Shopping Center [b]	820	per ksf	42.94	61%	39%	1.00	48%	52%	3.73

TRIP GENERATION ESTIMATES									
Land Use	ITE Land Use	Size	Daily	A.M. Peak Hour			P.M. Peak Hour		
				In	Out	Total	In	Out	Total
<u>Modified Project</u>									
Office	-	725.83 ksf	3,404	393	21	414	33	337	370
Ancillary Retail	820	4.12 ksf	177	2	2	4	7	8	15
Pass-by Trips - 50% [c] & Internal Capture - 50%			(177)	(2)	(2)	(4)	(7)	(8)	(15)
Mobility Hub	-	1.30 ksf	0	0	0	0	0	0	0
TOTAL - MODIFIED PROJECT			3,404	393	21	414	33	337	370

Notes:

¹ 1,000 square feet = ksf.

² Dwelling Unit = DU.

[a] Trip generation rates developed based on empirical counts conducted at the MGM Tower, SunAmerica Tower, 1901 Avenue of the Stars, and 1801 Century Park East in Century City.

[b] Source: *Trip Generation, 8th Edition*, Institute of Transportation Engineers, 2008.

[c] Pass-by trip credits as per *Traffic Study Policies and Procedures*, LADOT, December 2010.

TABLE 13
APPROVED PROJECT TRIP GENERATION ESTIMATES

TRIP GENERATION RATES									
Land Use	ITE Land Use	Rate	Daily	A.M. Peak Hour			P.M. Peak Hour		
				In	Out	Total	In	Out	Total
High-Rise Residential Condominium/Townhouse	232	per Dwelling Unit ¹	4.18	19%	81%	0.34	62%	38%	0.38

TRIP GENERATION ESTIMATES									
Land Use	ITE Land Use	Size	Daily	A.M. Peak Hour			P.M. Peak Hour		
				In	Out	Total	In	Out	Total
<u>Approved Project</u> Condominium	232	483 DU	2,019	32	132	164	114	70	184
GROSS TOTAL - APPROVED PROJECT			2,019	32	132	164	114	70	184
<u>Existing Uses Removed (Included in Approved Project EIR)</u>			(3,655)	(69)	(47)	(116)	(163)	(175)	(338)
NET TOTAL - APPROVED PROJECT			(1,636)	(37)	85	48	(49)	(105)	(154)

Notes:

¹ Dwelling Unit = DU.

Trip estimates based on previous traffic study - *Traffic Study for the 10131 Constellation Boulevard Residential Project*, Kaku Associates, Inc., October 2005.

High-Rise Residential Condominium/Townhouse trip generation rate based on *Trip Generation, 7th Edition*, Institute of Transportation Engineers, 2003.

Chapter 5

Existing with Modified Project Conditions

This Chapter describes the results of the analysis of intersection operating conditions associated with the Modified Project construction on top of Existing Conditions. The analysis year of 2011 corresponds with the Existing Conditions data and analysis presented in Chapter 2. Within this Chapter, both the Existing with Modified Project conditions and the Existing with Approved Project conditions are presented for the 80 study intersections. The results of these analyses form the basis of the intersection impact analysis presented in Chapter 7.

EXISTING WITH MODIFIED PROJECT INTERSECTION OPERATIONS

The Existing with Modified Project conditions are defined by the traffic volumes, roadways, and intersection configurations that currently exist in the year 2011, including the addition of traffic that would occur with construction of the Modified Project. The Modified Project-only traffic volumes described in Chapter 4 and shown in Figure 9 were added to the Existing traffic volumes shown in Figure 3 to obtain the Existing with Modified Project peak hour traffic volumes, shown in Figure 12. None of the ambient or Related Project traffic growth or any of the future roadway and infrastructure improvements described in Chapter 3 were accounted for in this analysis since this analysis looks at the existing condition of the Study Area as of year 2011. Peak hour traffic volumes for the analyzed intersections in tabular form are provided in Appendix D.

The study intersections were analyzed using the methodologies described in Chapter 2. The Existing with Modified Project intersection operating conditions for typical weekday morning and afternoon peak hours are shown in Table 14. Intersection lane configurations and detailed LOS worksheets are provided in Appendices B and E, respectively.

As shown in Table 14, under the Existing with Modified Project conditions, 58 of the 80 analyzed intersections are projected to operate at LOS D or better during both the morning and afternoon

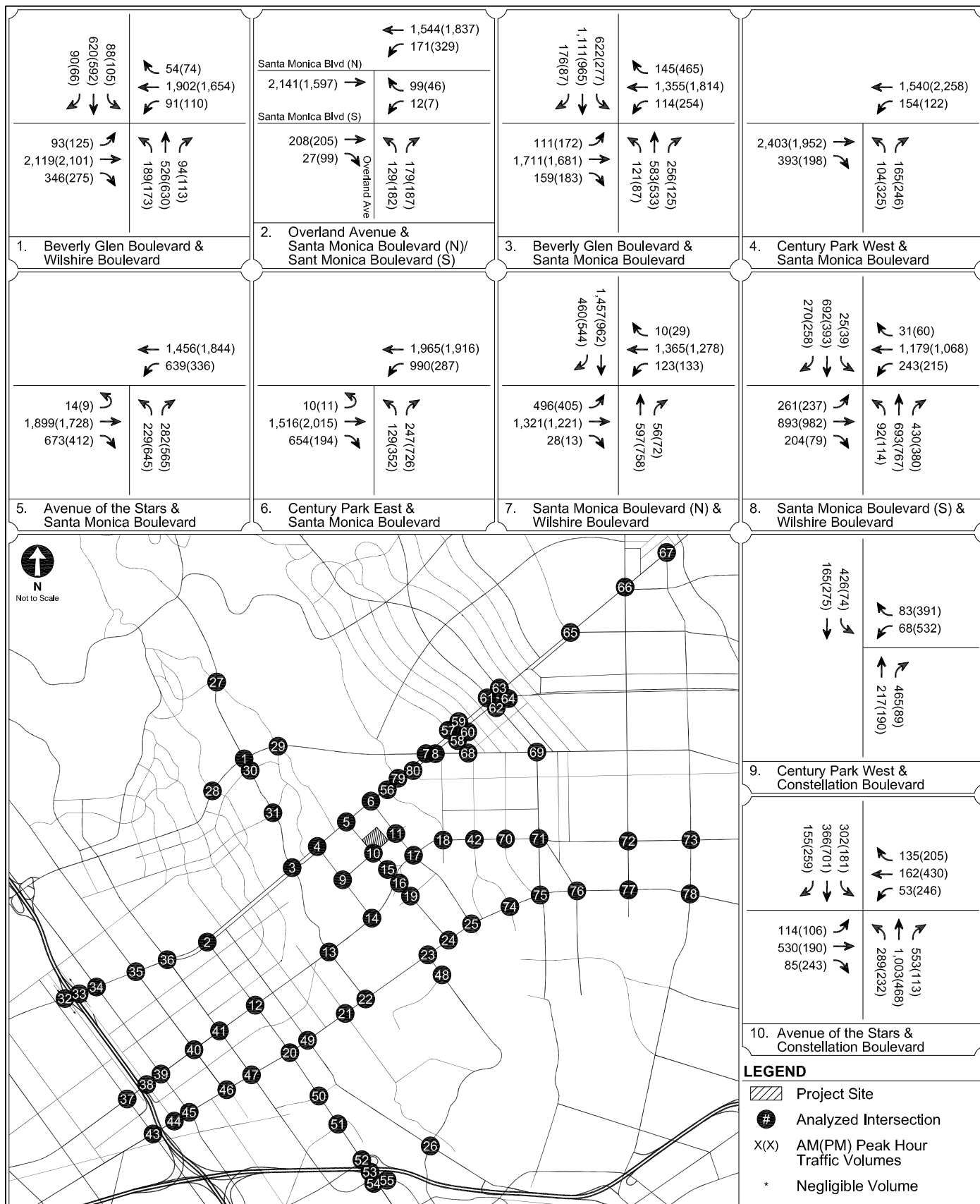
peak hours. The remaining 22 intersections would operate at LOS E or F during at least one of the analyzed peak hours.

EXISTING WITH APPROVED PROJECT INTERSECTION OPERATIONS

The Existing with Approved Project conditions are defined by the traffic volumes, roadways, and intersection configurations that currently exist in the year 2011, including the traffic from the Approved Project. The Approved Project-only traffic volumes described in Chapter 4 and shown in Figure 11 were added to the Existing traffic volumes shown in Figure 3 to obtain the Existing with Approved Project peak hour traffic volumes, shown in Figure 13. None of the ambient or related project traffic growth or any of the future roadway and infrastructure improvements described in Chapter 3 were accounted for in this analysis since this analysis looks at the existing condition of the Study Area as of year 2011. Peak hour traffic volumes for the analyzed intersections in tabular form are provided in Appendix D.

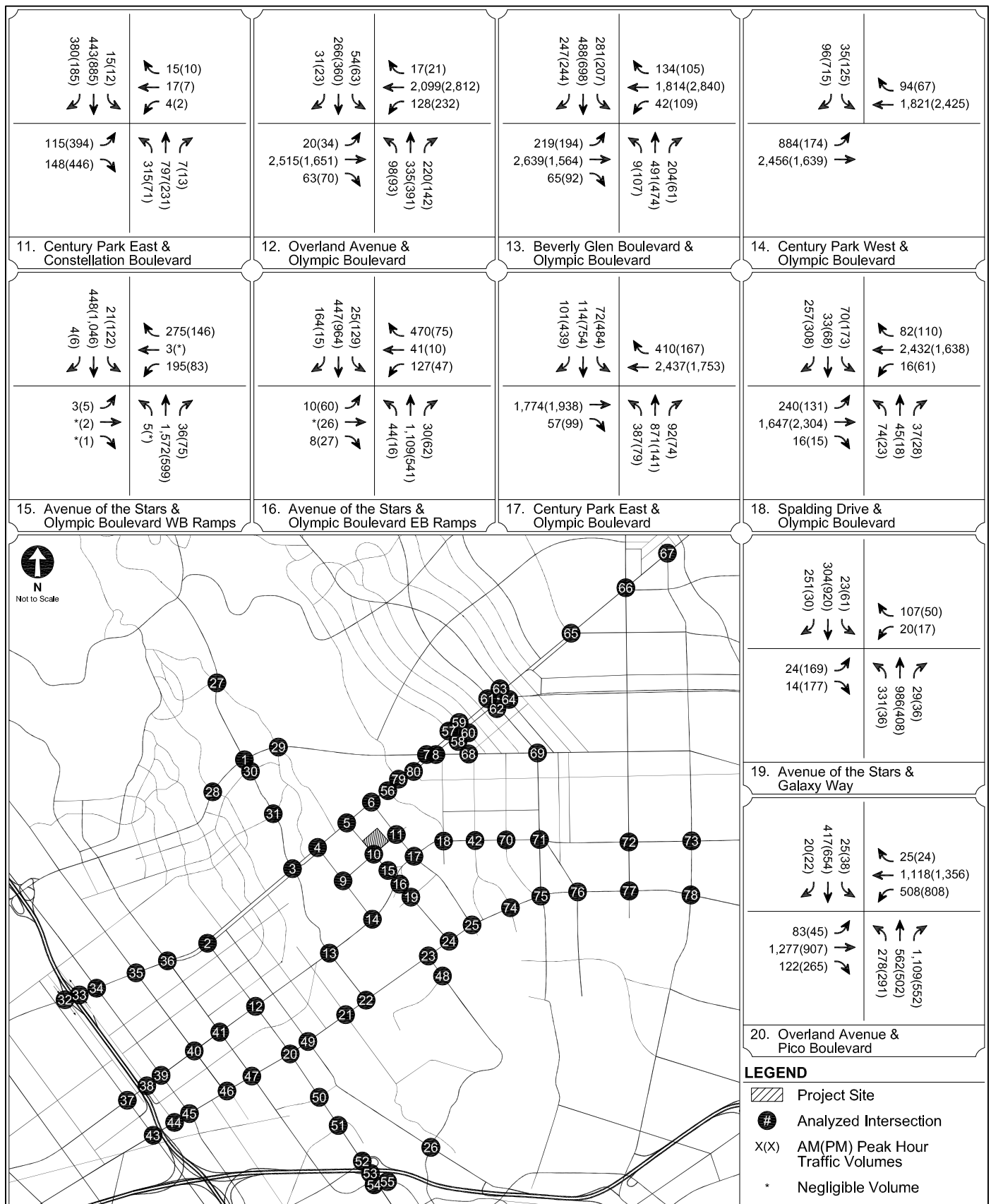
The study intersections were analyzed using the methodologies described in Chapter 2. The Existing with Approved Project intersection operating conditions for typical weekday morning and afternoon peak hours are shown in Table 15. Intersection lane configurations and detailed LOS worksheets are provided in Appendices B and E, respectively.

As shown in Table 15, under the Existing with Approved Project conditions, 60 of the 80 analyzed intersections are projected to operate at LOS D or better during both the morning and afternoon peak hours. The remaining 20 intersections would operate at LOS E or F during at least one of the analyzed peak hours.



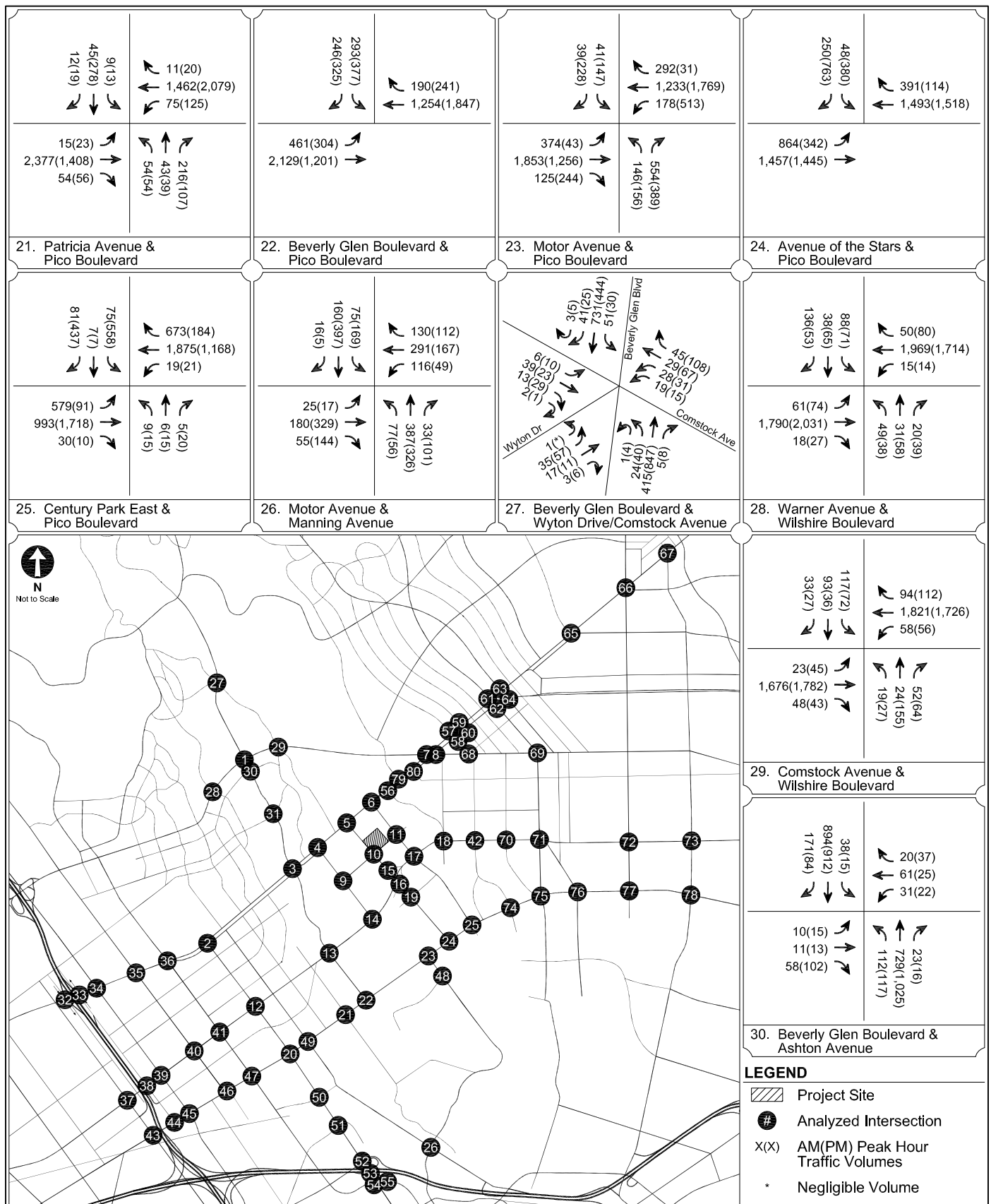
EXISTING WITH MODIFIED PROJECT CONDITIONS (YEAR 2011)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE
12 A



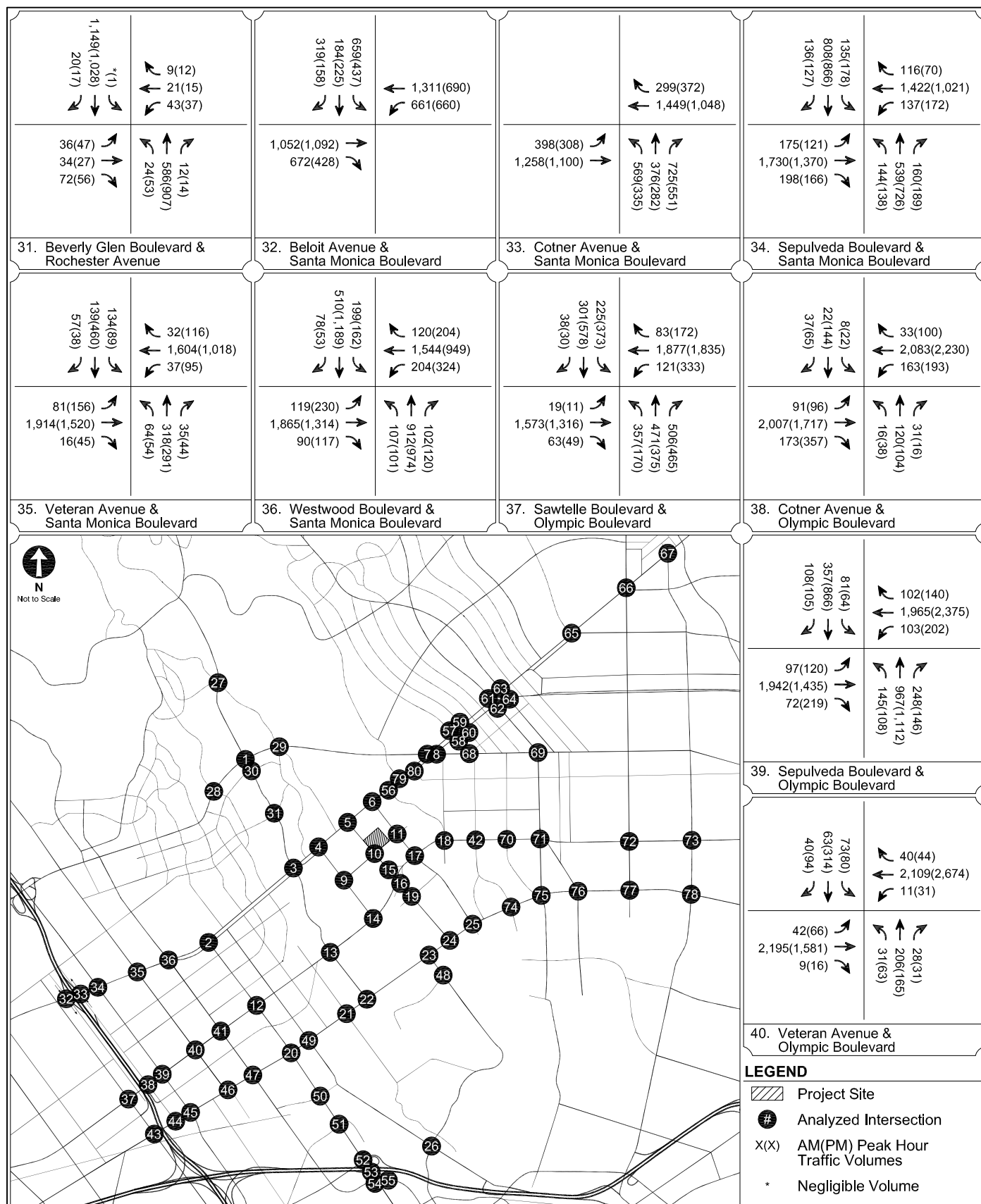
EXISTING WITH MODIFIED PROJECT CONDITIONS (YEAR 2011)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE
12 B



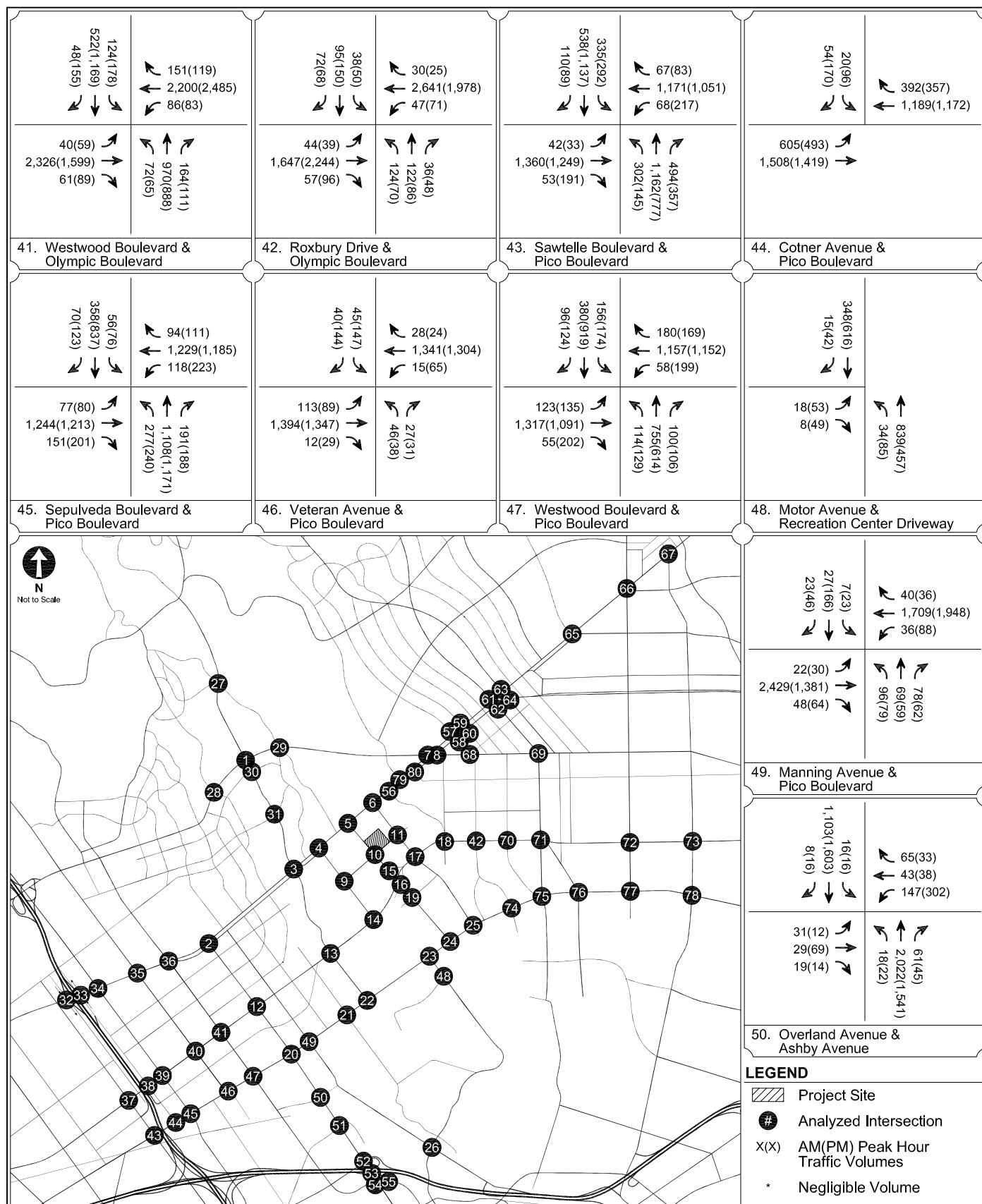
EXISTING WITH MODIFIED PROJECT CONDITIONS (YEAR 2011)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE
12 C



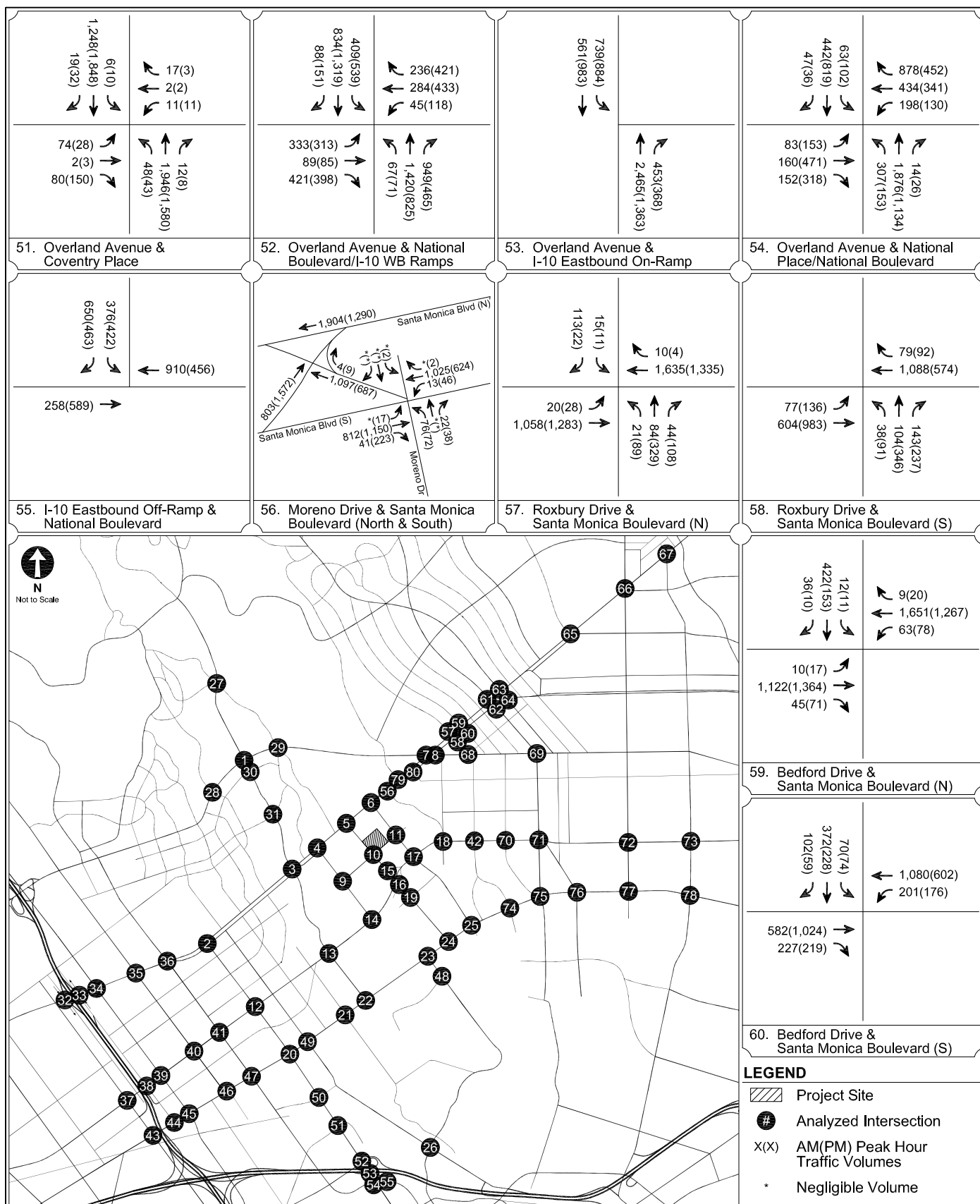
EXISTING WITH MODIFIED PROJECT CONDITIONS (YEAR 2011)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

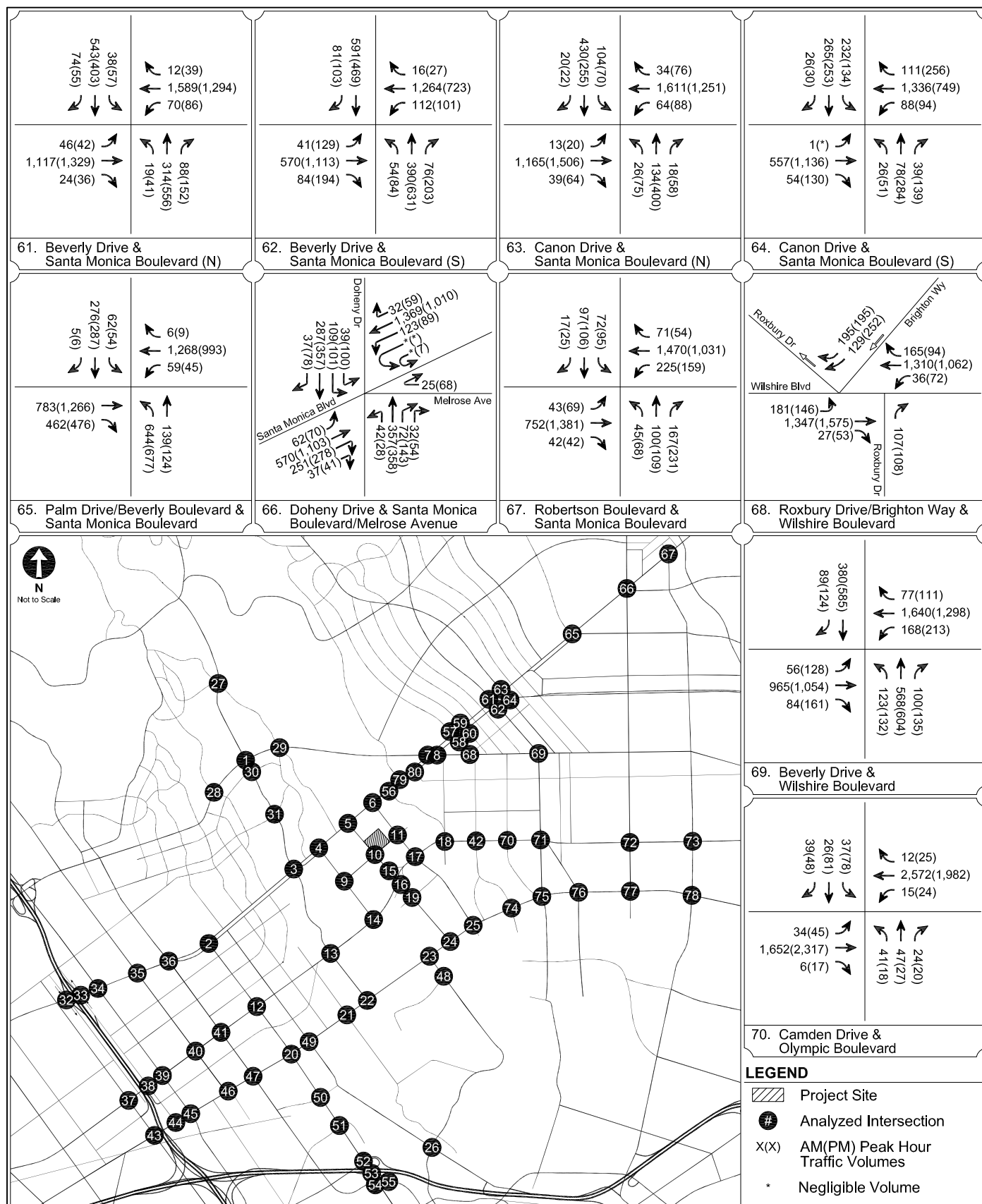
FIGURE
12 D



EXISTING WITH MODIFIED PROJECT CONDITIONS (YEAR 2011)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

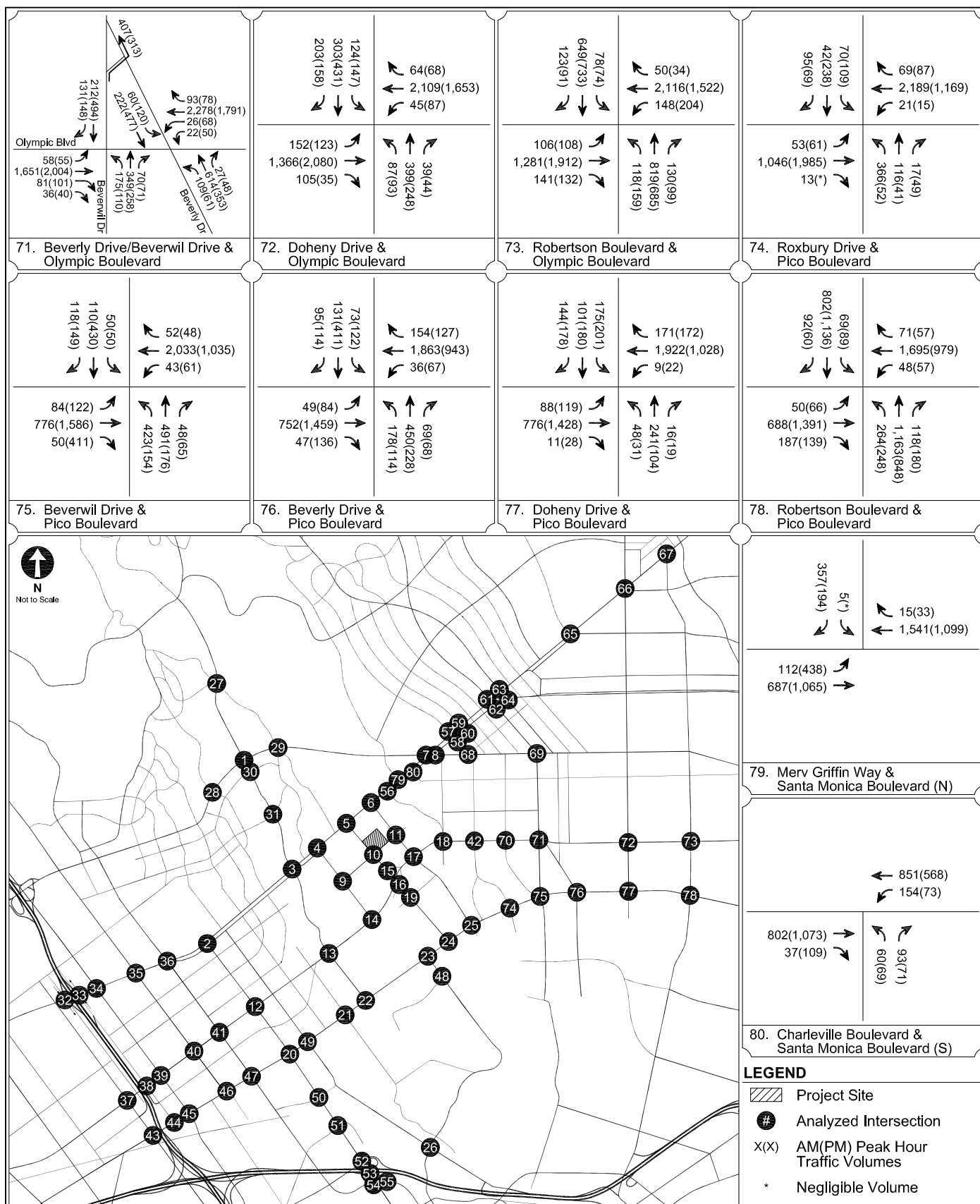
FIGURE
12 E





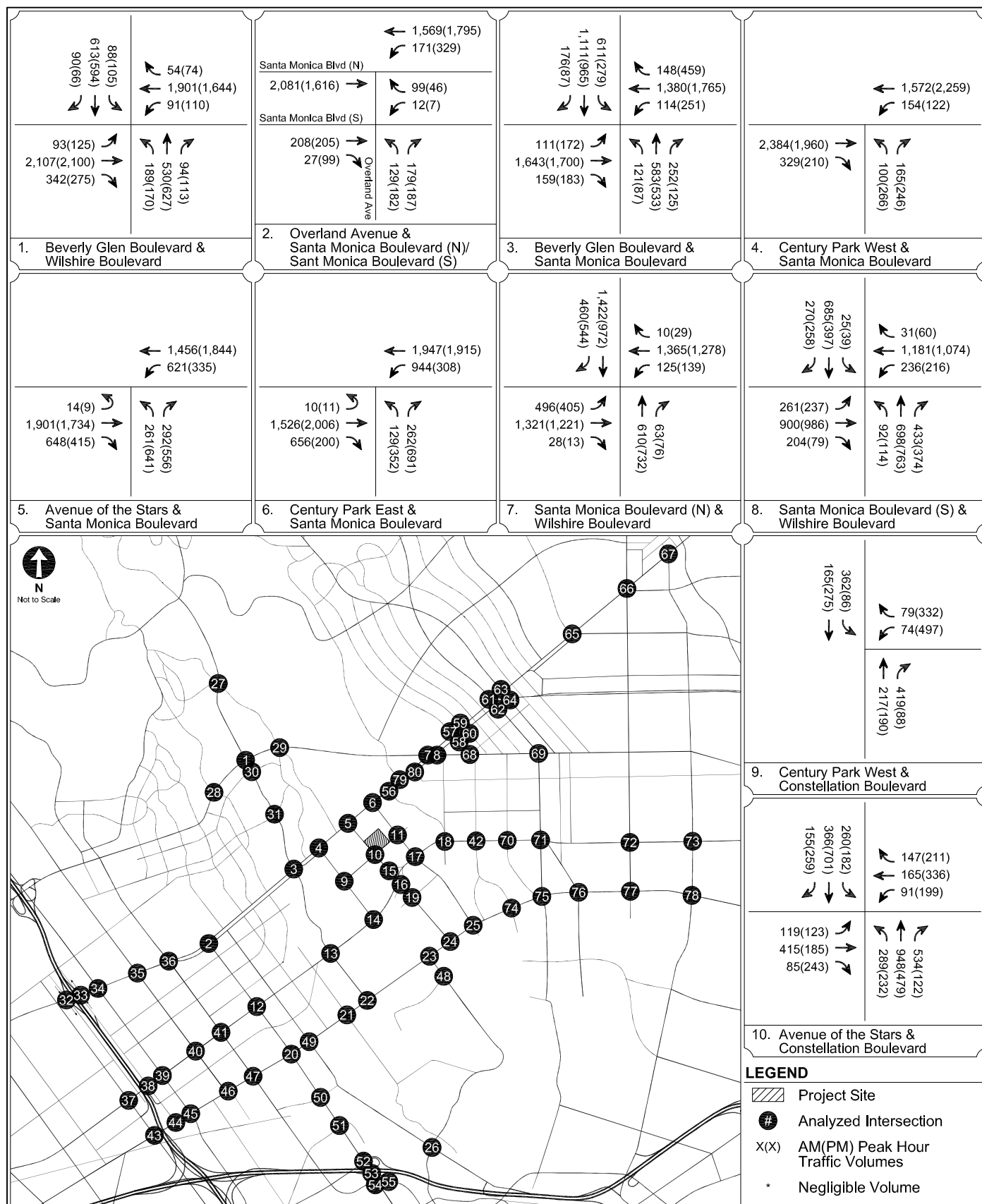
EXISTING WITH MODIFIED PROJECT CONDITIONS (YEAR 2011)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE
12 G



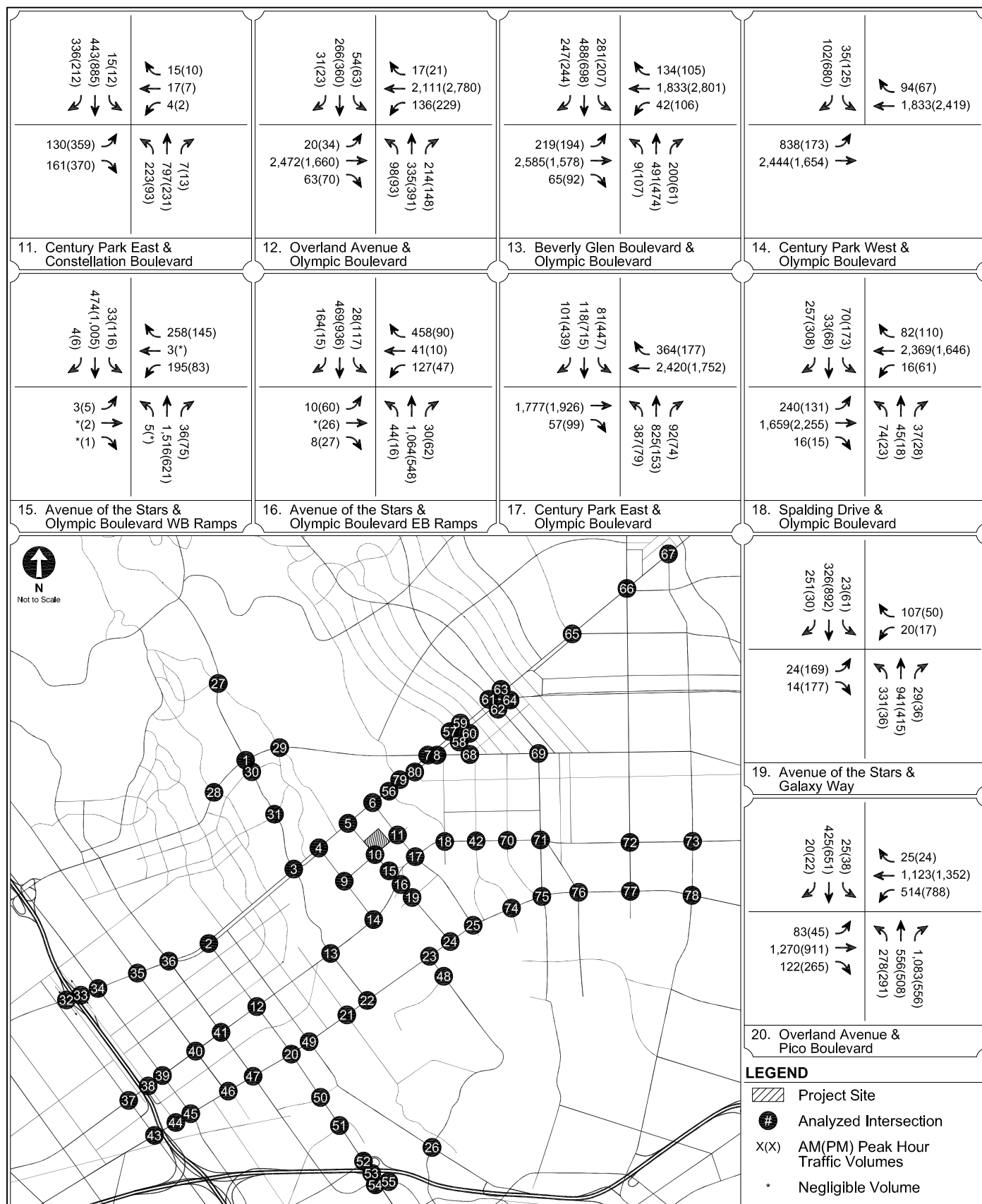
EXISTING WITH MODIFIED PROJECT CONDITIONS (YEAR 2011)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE
12 H



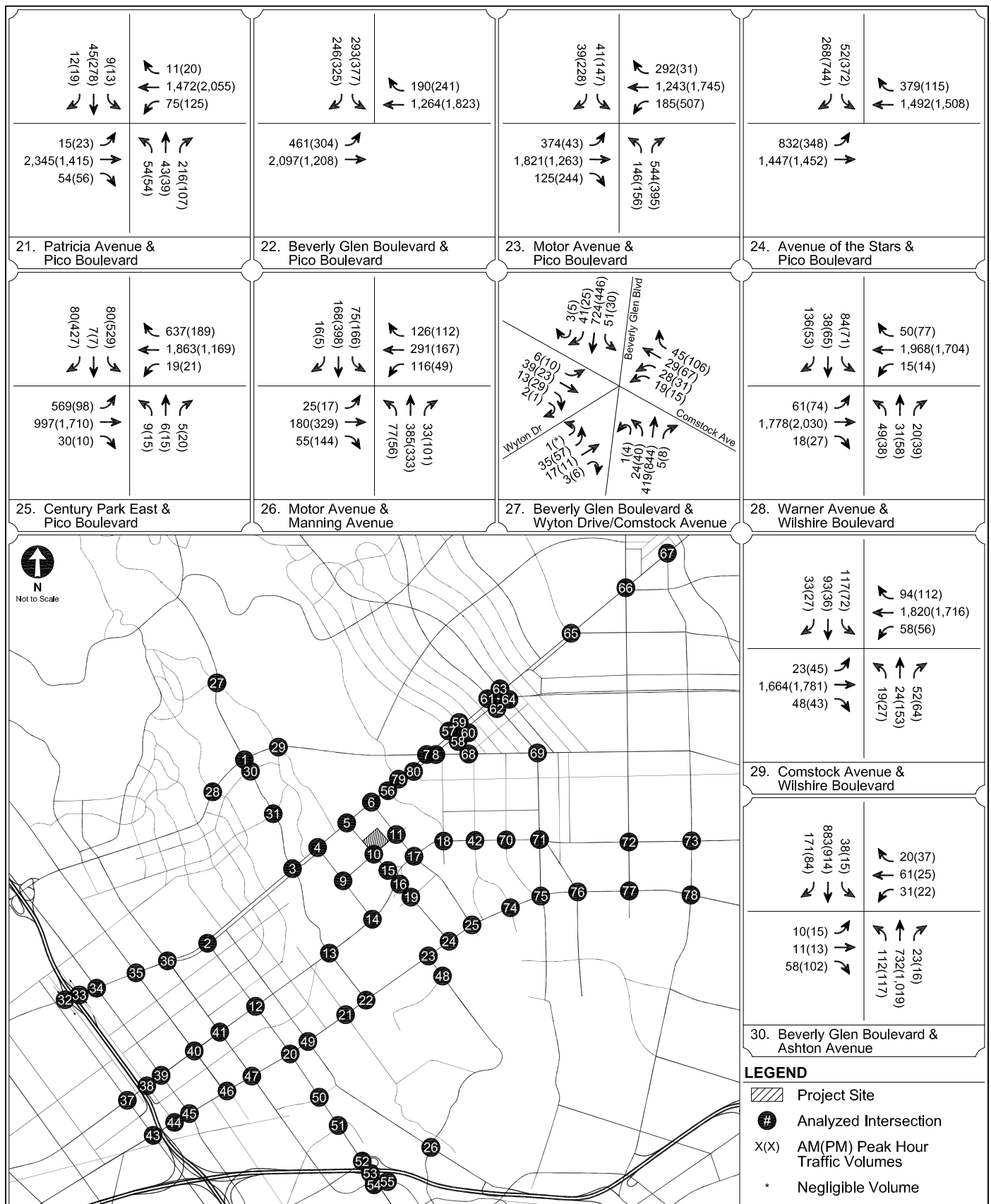
EXISTING WITH APPROVED PROJECT CONDITIONS (YEAR 2011)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE
13 A



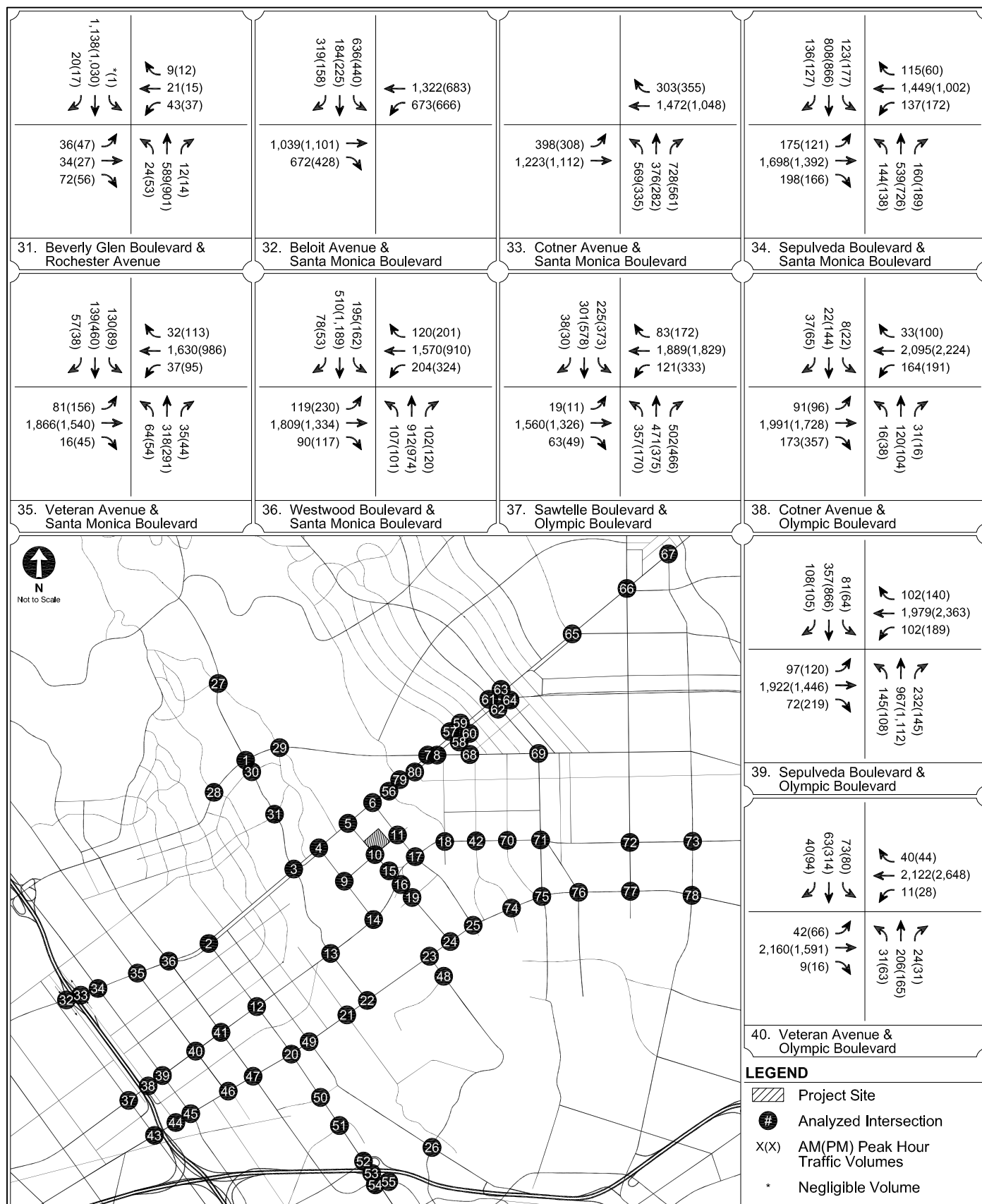
EXISTING WITH APPROVED PROJECT CONDITIONS (YEAR 2011)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE
13 B



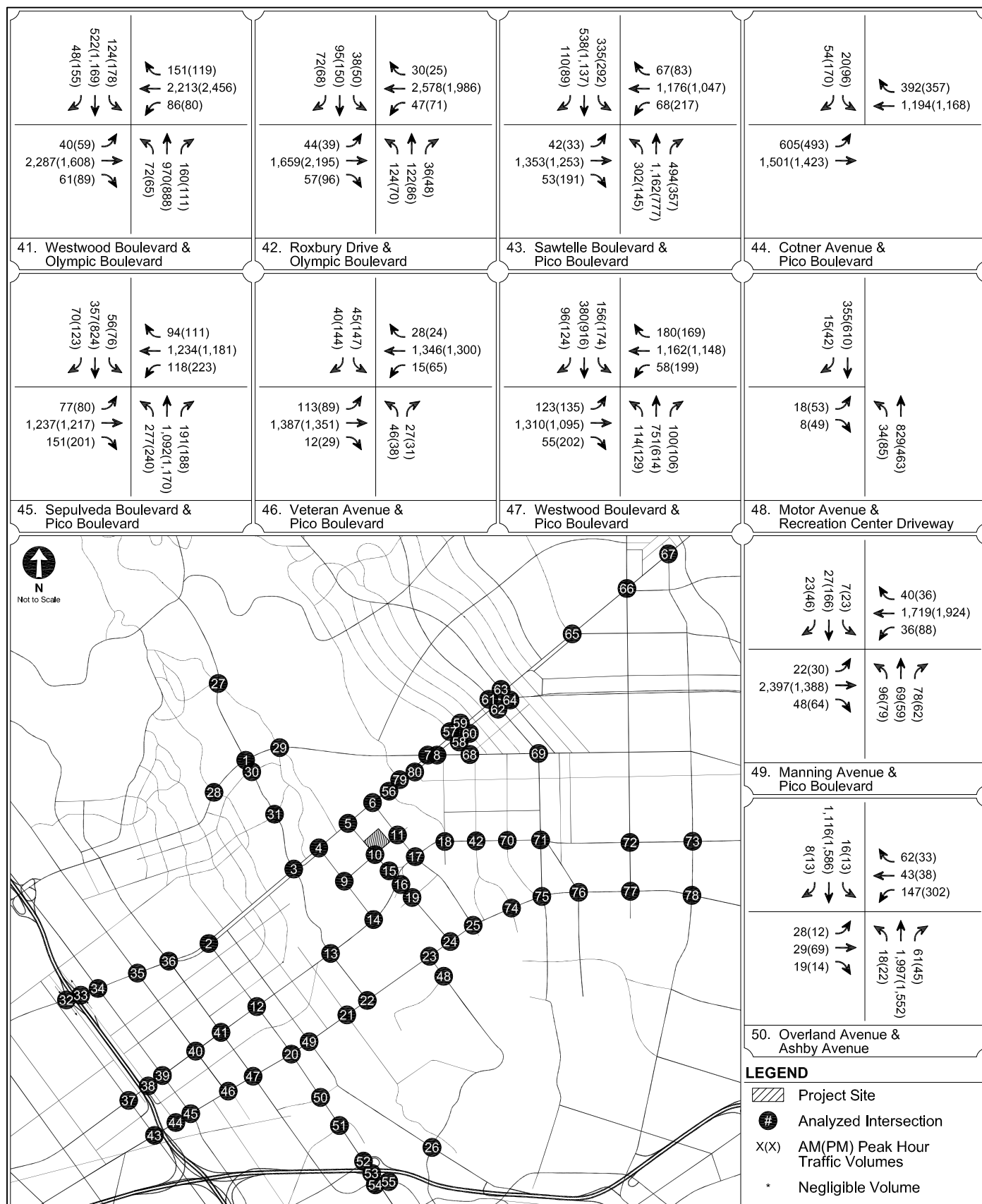
EXISTING WITH APPROVED PROJECT CONDITIONS (YEAR 2011)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE
13 C



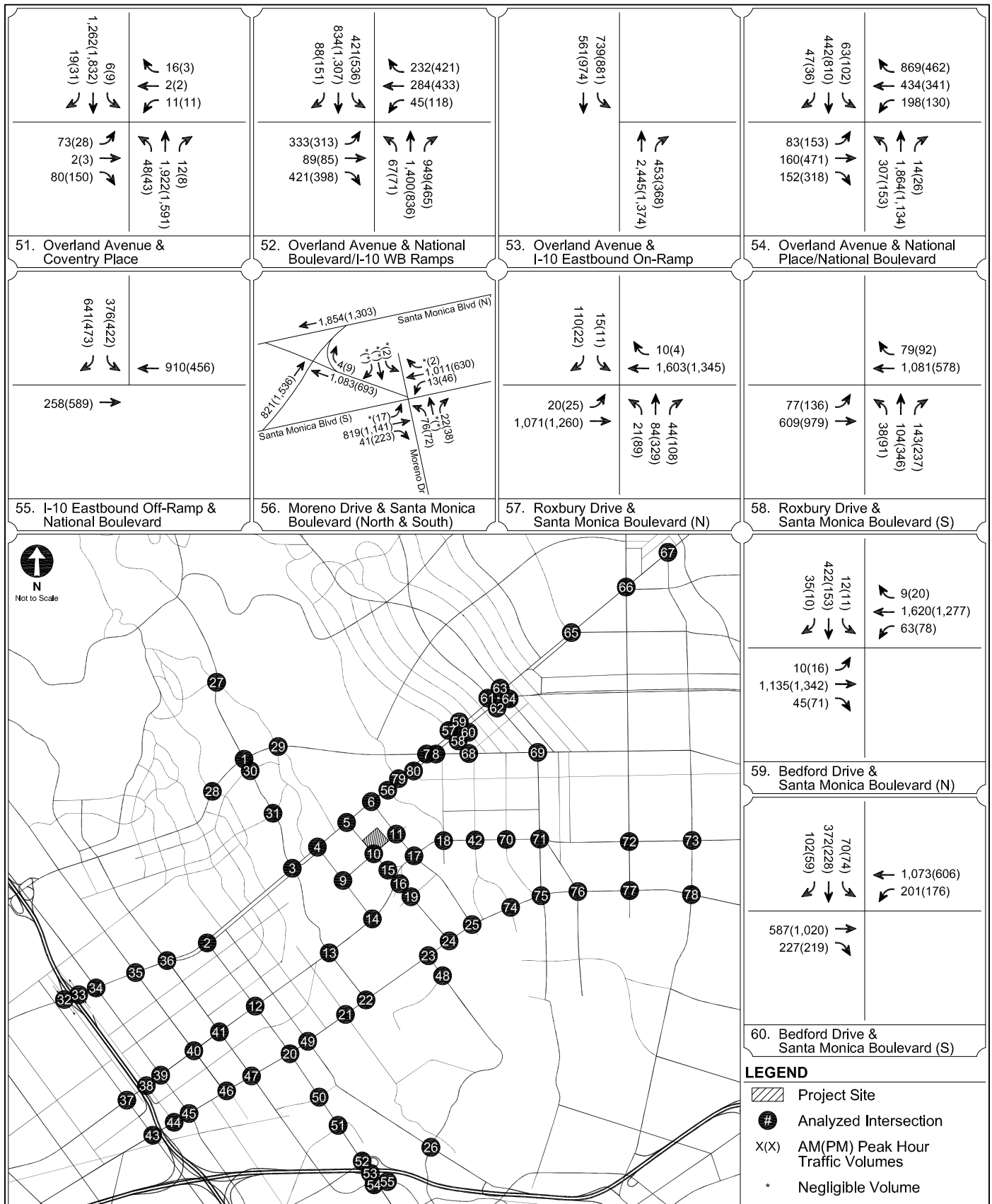
EXISTING WITH APPROVED PROJECT CONDITIONS (YEAR 2011)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

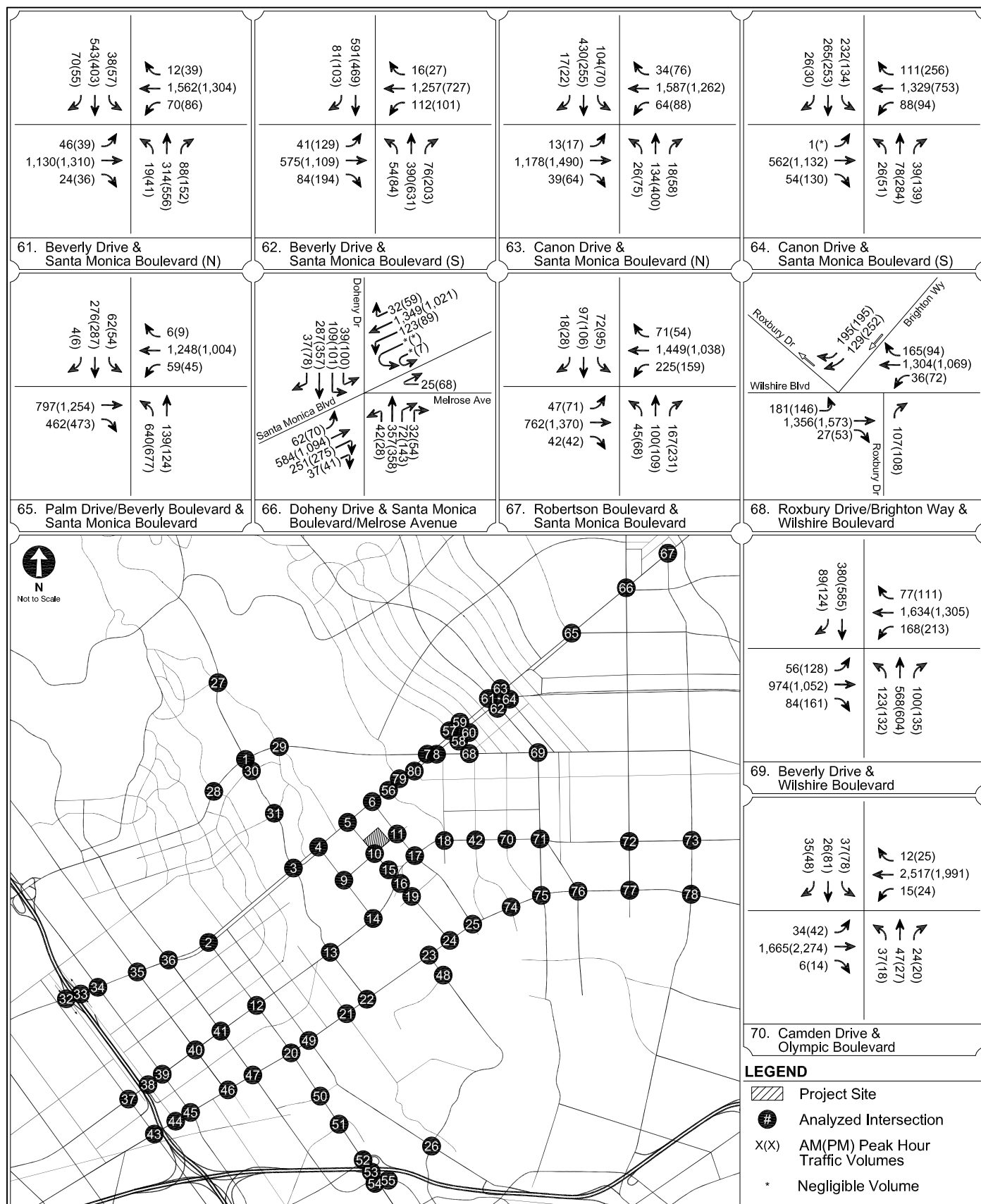
FIGURE
13 D



EXISTING WITH APPROVED PROJECT CONDITIONS (YEAR 2011)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

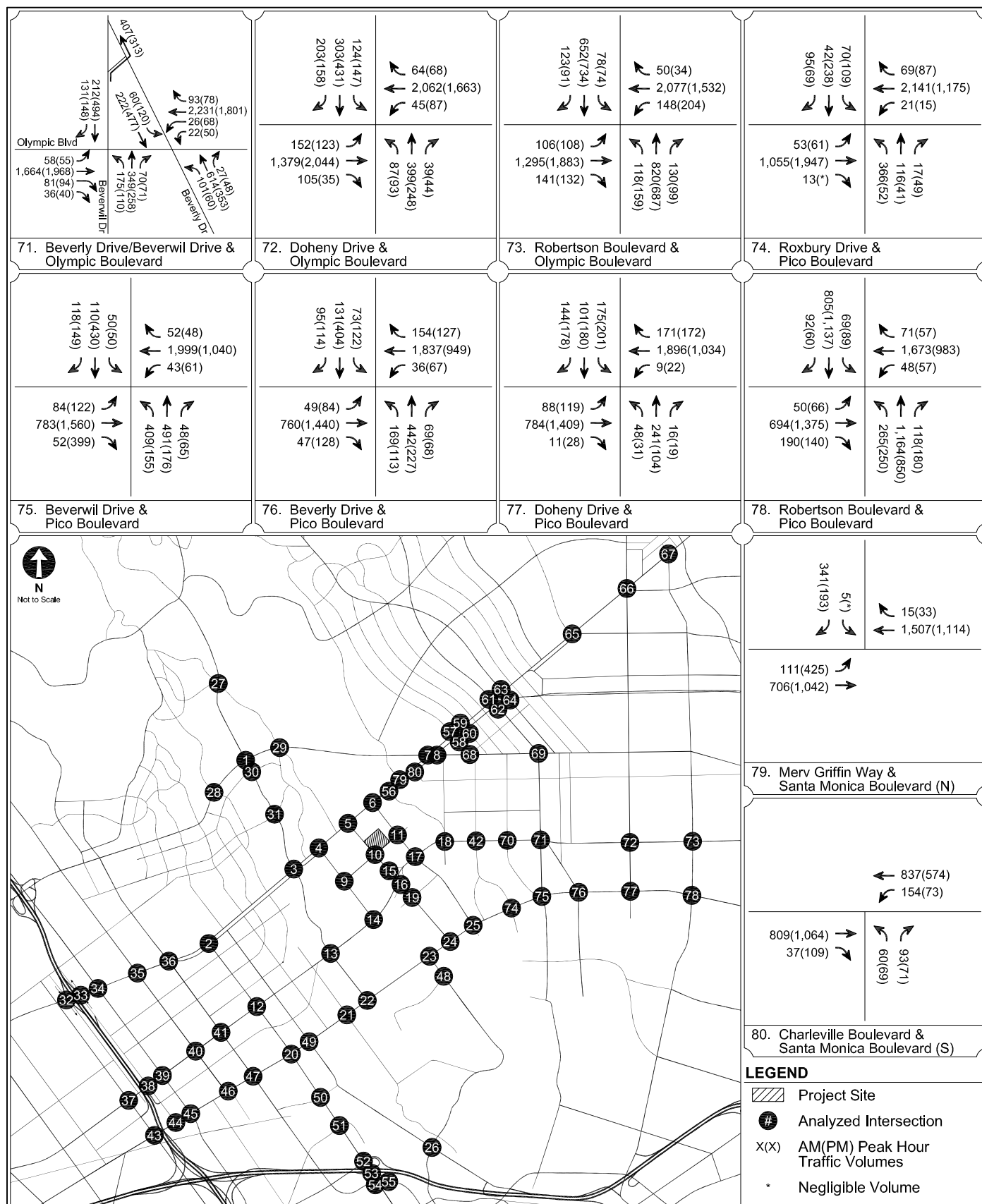
FIGURE
13 E





EXISTING WITH APPROVED PROJECT CONDITIONS (YEAR 2011)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE
13 G



EXISTING WITH APPROVED PROJECT CONDITIONS (YEAR 2011)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE
13 H

TABLE 14
EXISTING WITH MODIFIED PROJECT CONDITIONS (YEAR 2011)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	V/C	LOS
1.	LA	Beverly Glen Boulevard & Wilshire Boulevard	A.M. P.M.	0.875 0.854	D D
2.	LA	Overland Avenue & Santa Monica Boulevard (N & S)	A.M. P.M.	0.746 0.696	C B
3.	LA	Beverly Glen Boulevard & Santa Monica Boulevard	A.M. P.M.	0.821 0.795	D C
4.	LA	Century Park West & Santa Monica Boulevard	A.M. P.M.	0.585 0.562	A A
5.	LA	Avenue of the Stars & Santa Monica Boulevard	A.M. P.M.	0.619 0.496	B A
6.	LA	Century Park East & Santa Monica Boulevard	A.M. P.M.	0.741 0.534	C A
7.	BH	Santa Monica Boulevard (N) & Wilshire Boulevard	A.M. P.M.	1.101 0.902	F E
8.	BH	Santa Monica Boulevard (S) & Wilshire Boulevard	A.M. P.M.	0.935 0.815	E D
9.	LA	Century Park West & Constellation Boulevard	A.M. P.M.	0.525 0.224	A A
10.	LA	Avenue of the Stars & Constellation Boulevard	A.M. P.M.	0.616 0.488	B A
11.	LA	Century Park East & Constellation Boulevard	A.M. P.M.	0.432 0.431	A A
12.	LA	Overland Avenue & Olympic Boulevard	A.M. P.M.	1.020 0.884	F D
13.	LA	Beverly Glen Boulevard & Olympic Boulevard	A.M. P.M.	0.969 0.908	E E
14.	LA	Century Park West & Olympic Boulevard	A.M. P.M.	0.680 0.743	B C
15.	LA	Avenue of the Stars & Olympic Boulevard WB Ramps	A.M. P.M.	0.442 0.194	A A
16.	LA	Avenue of the Stars & Olympic Boulevard EB Ramps	A.M. P.M.	0.504 0.222	A A
17.	LA	Century Park East & Olympic Boulevard	A.M. P.M.	0.653 0.635	B B
18.	BH	Spalding Drive & Olympic Boulevard	A.M. P.M.	0.958 0.826	E D
19.	LA	Avenue of the Stars & Galaxy Way	A.M. P.M.	0.290 0.274	A A
20.	LA	Overland Avenue & Pico Boulevard	A.M. P.M.	0.869 0.946	D E

Notes: LA = Los Angeles; BH = Beverly Hills; WH = West Hollywood.

TABLE 14 (continued)
EXISTING WITH MODIFIED PROJECT CONDITIONS (YEAR 2011)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	V/C	LOS
21.	LA	Patricia Avenue & Pico Boulevard	A.M. P.M.	0.747 0.663	C B
22.	LA	Beverly Glen Boulevard & Pico Boulevard	A.M. P.M.	0.776 0.747	C C
23.	LA	Motor Avenue & Pico Boulevard	A.M. P.M.	0.677 0.901	B E
24.	LA	Avenue of the Stars & Pico Boulevard	A.M. P.M.	0.571 0.576	A A
25.	LA	Century Park East & Pico Boulevard	A.M. P.M.	0.628 0.640	B B
26.	LA	Motor Avenue & Manning Avenue	A.M. P.M.	0.505 0.482	A A
27.	LA	Beverly Glen Boulevard & Wyton Drive/Comstock Avenue	A.M. P.M.	0.653 0.777	B C
28.	LA	Warner Avenue & Wilshire Boulevard	A.M. P.M.	0.572 0.501	A A
29.	LA	Comstock Avenue & Wilshire Boulevard	A.M. P.M.	0.469 0.537	A A
30.	LA	Beverly Glen Boulevard & Ashton Avenue	A.M. P.M.	0.354 0.383	A A
31.	LA	Beverly Glen Boulevard & Rochester Avenue	A.M. P.M.	0.429 0.425	A A
32.	LA	Beloit Avenue & Santa Monica Boulevard	A.M. P.M.	0.881 0.870	D D
33.	LA	Cotner Avenue & Santa Monica Boulevard	A.M. P.M.	0.588 0.838	A D
34.	LA	Sepulveda Boulevard & Santa Monica Boulevard	A.M. P.M.	0.818 0.834	D D
35.	LA	Veteran Avenue & Santa Monica Boulevard	A.M. P.M.	0.702 0.661	C B
36.	LA	Westwood Boulevard & Santa Monica Boulevard	A.M. P.M.	0.947 0.864	E D
37.	LA	Sawtelle Boulevard & Olympic Boulevard	A.M. P.M.	0.891 1.017	D F
38.	LA	Cotner Avenue & Olympic Boulevard	A.M. P.M.	0.636 0.883	B D
39.	LA	Sepulveda Boulevard & Olympic Boulevard	A.M. P.M.	0.840 0.864	D D
40.	LA	Veteran Avenue & Olympic Boulevard	A.M. P.M.	0.602 0.711	B C

Notes: LA = Los Angeles; BH = Beverly Hills; WH = West Hollywood.

TABLE 14 (continued)
EXISTING WITH MODIFIED PROJECT CONDITIONS (YEAR 2011)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	V/C	LOS
41.	LA	Westwood Boulevard & Olympic Boulevard	A.M. P.M.	1.044 0.909	F E
42.	BH	Roxbury Drive & Olympic Boulevard	A.M. P.M.	0.907 0.849	E D
43.	LA	Sawtelle Boulevard & Pico Boulevard	A.M. P.M.	1.138 1.032	F F
44.	LA	Cotner Avenue & Pico Boulevard	A.M. P.M.	0.709 0.923	C E
45.	LA	Sepulveda Boulevard & Pico Boulevard	A.M. P.M.	0.801 0.906	D E
46.	LA	Veteran Avenue & Pico Boulevard	A.M. P.M.	0.501 0.393	A A
47.	LA	Westwood Boulevard & Pico Boulevard	A.M. P.M.	0.659 0.783	B C
48.	LA	Roxbury Drive & Olympic Boulevard	A.M. P.M.	0.471 0.403	A A
49.	LA	Manning Avenue & Pico Boulevard	A.M. P.M.	0.691 0.667	B B
50.	LA	Overland Avenue & Ashby Avenue	A.M. P.M.	0.775 0.719	C C
51.	LA	Overland Avenue & Coventry Place	A.M. P.M.	0.668 0.673	B B
52.	LA	Overland Avenue & National Boulevard/I-10 Ramps	A.M. P.M.	1.139 0.994	F E
53.	LA	Overland Avenue & I-10 Eastbound Onramp	A.M. P.M.	0.657 0.513	B C **
54.	LA	Overland Avenue & National Place/National Boulevard	A.M. P.M.	0.762 0.676	C D **
55.	LA	I-10 Eastbound Offramp & National Boulevard	A.M. P.M.	0.637 0.405	B C **
56.	LA	Moreno Drive & Santa Monica Boulevard (N & S)	A.M. P.M.	0.790 0.752	C C
57.	BH	Roxbury Drive & Santa Monica Boulevard (N)	A.M. P.M.	0.767 0.688	C B
58.	BH	Roxbury Drive & Santa Monica Boulevard (S)	A.M. P.M.	0.629 0.579	B A
59.	BH	Bedford Drive & Santa Monica Boulevard (N)	A.M. P.M.	0.808 0.680	D B
60.	BH	Bedford Drive & Santa Monica Boulevard (S)	A.M. P.M.	0.643 0.700	B B

Notes: LA = Los Angeles; BH = Beverly Hills; WH = West Hollywood.

** While the baseline traffic count volumes led to the V/C calculation shown in the table, field observations of these intersections showed that actual operating conditions were worse. The LOS shown is a qualitative assessment of the projected operating LOS.

TABLE 14 (continued)
EXISTING WITH MODIFIED PROJECT CONDITIONS (YEAR 2011)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	V/C	LOS
61.	BH	Beverly Drive & Santa Monica Boulevard (N)	A.M. P.M.	0.873 0.877	D D
62.	BH	Beverly Drive & Santa Monica Boulevard (S)	A.M. P.M.	0.805 0.839	D D
63.	BH	Canon Drive & Santa Monica Boulevard (N)	A.M. P.M.	0.815 0.852	D D
64.	BH	Canon Drive & Santa Monica Boulevard (S)	A.M. P.M.	0.760 0.805	C D
65.	BH	Palm Drive/Beverly Boulevard & Santa Monica Boulevard	A.M. P.M.	0.897 0.939	D E
66.	WH	Doheny Drive & Santa Monica Boulevard/Melrose Avenue	A.M. P.M.	130.7 118.6	F F
67.	WH	Robertson Boulevard & Santa Monica Boulevard	A.M. P.M.	26.3 34.3	C C
68.	BH	Roxbury Drive/Brighton Way & Wilshire Boulevard	A.M. P.M.	0.514 0.455	A A
69.	BH	Beverly Drive & Wilshire Boulevard	A.M. P.M.	0.720 0.785	C C
70.	BH	Camden Drive & Olympic Boulevard	A.M. P.M.	0.787 0.776	C C
71.	BH	Beverly Drive/Beverwil Drive & Olympic Boulevard	A.M. P.M.	0.918 0.874	E D
72.	BH	Doheny Drive & Olympic Boulevard	A.M. P.M.	0.933 0.966	E E
73.	BH	Robertson Boulevard & Olympic Boulevard	A.M. P.M.	1.008 1.058	F F
74.	LA	Roxbury Drive & Pico Boulevard	A.M. P.M.	0.727 0.545	C D **
75.	LA	Beverwil Drive & Pico Boulevard	A.M. P.M.	0.821 0.820	D D
76.	LA	Beverly Drive & Pico Boulevard	A.M. P.M.	0.773 0.875	C D
77.	LA	Doheny Drive & Pico Boulevard	A.M. P.M.	0.712 0.659	C E **
78.	LA	Robertson Boulevard & Pico Boulevard	A.M. P.M.	0.847 0.944	D E
79.	BH	Merv Griffin Way & Santa Monica Boulevard (N)	A.M. P.M.	33.2 23.2	D C
80.	BH	Charleville Boulevard & Santa Monica Boulevard (S)	A.M. P.M.	0.516 0.582	A A

Notes: LA = Los Angeles; BH = Beverly Hills; WH = West Hollywood.

** While the baseline traffic count volumes led to the V/C calculation shown in the table, field observations of these intersections showed that actual operating conditions were worse. The LOS shown is a qualitative assessment of the projected operating LOS.

TABLE 14 (continued)
EXISTING WITH MODIFIED PROJECT CONDITIONS (YEAR 2011)
INTERSECTION PEAK HOUR LEVELS OF SERVICE SUMMARY

Level of Service	Intersections Operating at Specified LOS	
	A.M. Peak Hour	P.M. Peak Hour
A	17	20
B	16	10
C	17	14
D	16	20
E	7	12
F	7	4
Total	80	80

TABLE 15
EXISTING WITH APPROVED PROJECT CONDITIONS (YEAR 2011)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	V/C	LOS
1.	LA	Beverly Glen Boulevard & Wilshire Boulevard	A.M. P.M.	0.870 0.853	D D
2.	LA	Overland Avenue & Santa Monica Boulevard (N & S)	A.M. P.M.	0.731 0.701	C C
3.	LA	Beverly Glen Boulevard & Santa Monica Boulevard	A.M. P.M.	0.801 0.799	D C
4.	LA	Century Park West & Santa Monica Boulevard	A.M. P.M.	0.579 0.548	A A
5.	LA	Avenue of the Stars & Santa Monica Boulevard	A.M. P.M.	0.595 0.495	A A
6.	LA	Century Park East & Santa Monica Boulevard	A.M. P.M.	0.725 0.519	C A
7.	BH	Santa Monica Boulevard (N) & Wilshire Boulevard	A.M. P.M.	1.093 0.902	F E
8.	BH	Santa Monica Boulevard (S) & Wilshire Boulevard	A.M. P.M.	0.929 0.818	E D
9.	LA	Century Park West & Constellation Boulevard	A.M. P.M.	0.448 0.219	A A
10.	LA	Avenue of the Stars & Constellation Boulevard	A.M. P.M.	0.544 0.454	A A
11.	LA	Century Park East & Constellation Boulevard	A.M. P.M.	0.333 0.435	A A
12.	LA	Overland Avenue & Olympic Boulevard	A.M. P.M.	1.012 0.888	F D
13.	LA	Beverly Glen Boulevard & Olympic Boulevard	A.M. P.M.	0.956 0.901	E E
14.	LA	Century Park West & Olympic Boulevard	A.M. P.M.	0.666 0.728	B C
15.	LA	Avenue of the Stars & Olympic Boulevard WB Ramps	A.M. P.M.	0.422 0.186	A A
16.	LA	Avenue of the Stars & Olympic Boulevard EB Ramps	A.M. P.M.	0.485 0.216	A A
17.	LA	Century Park East & Olympic Boulevard	A.M. P.M.	0.635 0.632	B B
18.	BH	Spalding Drive & Olympic Boulevard	A.M. P.M.	0.945 0.815	E D
19.	LA	Avenue of the Stars & Galaxy Way	A.M. P.M.	0.290 0.267	A A
20.	LA	Overland Avenue & Pico Boulevard	A.M. P.M.	0.866 0.944	D E

Notes: LA = Los Angeles; BH = Beverly Hills; WH = West Hollywood.

TABLE 15 (continued)
EXISTING WITH APPROVED PROJECT CONDITIONS (YEAR 2011)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	V/C	LOS
21.	LA	Patricia Avenue & Pico Boulevard	A.M. P.M.	0.740 0.657	C B
22.	LA	Beverly Glen Boulevard & Pico Boulevard	A.M. P.M.	0.780 0.741	C C
23.	LA	Motor Avenue & Pico Boulevard	A.M. P.M.	0.680 0.898	B D
24.	LA	Avenue of the Stars & Pico Boulevard	A.M. P.M.	0.562 0.567	A A
25.	LA	Century Park East & Pico Boulevard	A.M. P.M.	0.619 0.627	B B
26.	LA	Motor Avenue & Manning Avenue	A.M. P.M.	0.501 0.485	A A
27.	LA	Beverly Glen Boulevard & Wyton Drive/Comstock Avenue	A.M. P.M.	0.648 0.774	B C
28.	LA	Warner Avenue & Wilshire Boulevard	A.M. P.M.	0.572 0.501	A A
29.	LA	Comstock Avenue & Wilshire Boulevard	A.M. P.M.	0.469 0.535	A A
30.	LA	Beverly Glen Boulevard & Ashton Avenue	A.M. P.M.	0.351 0.384	A A
31.	LA	Beverly Glen Boulevard & Rochester Avenue	A.M. P.M.	0.425 0.423	A A
32.	LA	Beloit Avenue & Santa Monica Boulevard	A.M. P.M.	0.878 0.876	D D
33.	LA	Cotner Avenue & Santa Monica Boulevard	A.M. P.M.	0.593 0.825	A D
34.	LA	Sepulveda Boulevard & Santa Monica Boulevard	A.M. P.M.	0.811 0.830	D D
35.	LA	Veteran Avenue & Santa Monica Boulevard	A.M. P.M.	0.705 0.659	C B
36.	LA	Westwood Boulevard & Santa Monica Boulevard	A.M. P.M.	0.931 0.869	E D
37.	LA	Sawtelle Boulevard & Olympic Boulevard	A.M. P.M.	0.888 1.019	D F
38.	LA	Cotner Avenue & Olympic Boulevard	A.M. P.M.	0.633 0.884	B D
39.	LA	Sepulveda Boulevard & Olympic Boulevard	A.M. P.M.	0.835 0.859	D D
40.	LA	Veteran Avenue & Olympic Boulevard	A.M. P.M.	0.601 0.707	B C

Notes: LA = Los Angeles; BH = Beverly Hills; WH = West Hollywood.

TABLE 15 (continued)
EXISTING WITH APPROVED PROJECT CONDITIONS (YEAR 2011)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	V/C	LOS
41.	LA	Westwood Boulevard & Olympic Boulevard	A.M. P.M.	1.033 0.904	F E
42.	BH	Roxbury Drive & Olympic Boulevard	A.M. P.M.	0.893 0.838	D D
43.	LA	Sawtelle Boulevard & Pico Boulevard	A.M. P.M.	1.136 1.032	F F
44.	LA	Cotner Avenue & Pico Boulevard	A.M. P.M.	0.710 0.922	C E
45.	LA	Sepulveda Boulevard & Pico Boulevard	A.M. P.M.	0.793 0.907	C E
46.	LA	Veteran Avenue & Pico Boulevard	A.M. P.M.	0.503 0.392	A A
47.	LA	Westwood Boulevard & Pico Boulevard	A.M. P.M.	0.658 0.782	B C
48.	LA	Roxbury Drive & Olympic Boulevard	A.M. P.M.	0.465 0.399	A A
49.	LA	Manning Avenue & Pico Boulevard	A.M. P.M.	0.694 0.669	B B
50.	LA	Overland Avenue & Ashby Avenue	A.M. P.M.	0.763 0.713	C C
51.	LA	Overland Avenue & Coventry Place	A.M. P.M.	0.659 0.667	B B
52.	LA	Overland Avenue & National Boulevard/I-10 Ramps	A.M. P.M.	1.144 0.989	F E
53.	LA	Overland Avenue & I-10 Eastbound Onramp	A.M. P.M.	0.654 0.514	B C **
54.	LA	Overland Avenue & National Place/National Boulevard	A.M. P.M.	0.755 0.673	C D **
55.	LA	I-10 Eastbound Offramp & National Boulevard	A.M. P.M.	0.631 0.412	B C **
56.	LA	Moreno Drive & Santa Monica Boulevard (N & S)	A.M. P.M.	0.773 0.741	C C
57.	BH	Roxbury Drive & Santa Monica Boulevard (N)	A.M. P.M.	0.755 0.690	C B
58.	BH	Roxbury Drive & Santa Monica Boulevard (S)	A.M. P.M.	0.627 0.578	B A
59.	BH	Bedford Drive & Santa Monica Boulevard (N)	A.M. P.M.	0.797 0.673	C B
60.	BH	Bedford Drive & Santa Monica Boulevard (S)	A.M. P.M.	0.641 0.699	B B

Notes: LA = Los Angeles; BH = Beverly Hills; WH = West Hollywood.

** While the baseline traffic count volumes led to the V/C calculation shown in the table, field observations of these intersections showed that actual operating conditions were worse. The LOS shown is a qualitative assessment of the projected operating LOS.

TABLE 15 (continued)
EXISTING WITH APPROVED PROJECT CONDITIONS (YEAR 2011)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	V/C	LOS
61.	BH	Beverly Drive & Santa Monica Boulevard (N)	A.M. P.M.	0.863 0.871	D D
62.	BH	Beverly Drive & Santa Monica Boulevard (S)	A.M. P.M.	0.803 0.838	D D
63.	BH	Canon Drive & Santa Monica Boulevard (N)	A.M. P.M.	0.806 0.847	D D
64.	BH	Canon Drive & Santa Monica Boulevard (S)	A.M. P.M.	0.758 0.804	C D
65.	BH	Palm Drive/Beverly Boulevard & Santa Monica Boulevard	A.M. P.M.	0.889 0.935	D E
66.	WH	Doheny Drive & Santa Monica Boulevard/Melrose Avenue	A.M. P.M.	128.1 116.9	F F
67.	WH	Robertson Boulevard & Santa Monica Boulevard	A.M. P.M.	26.1 33.7	C C
68.	BH	Roxbury Drive/Brighton Way & Wilshire Boulevard	A.M. P.M.	0.512 0.455	A A
69.	BH	Beverly Drive & Wilshire Boulevard	A.M. P.M.	0.718 0.785	C C
70.	BH	Camden Drive & Olympic Boulevard	A.M. P.M.	0.772 0.766	C C
71.	BH	Beverly Drive/Beverwil Drive & Olympic Boulevard	A.M. P.M.	0.907 0.864	E D
72.	BH	Doheny Drive & Olympic Boulevard	A.M. P.M.	0.922 0.958	E E
73.	BH	Robertson Boulevard & Olympic Boulevard	A.M. P.M.	1.000 1.052	E F
74.	LA	Roxbury Drive & Pico Boulevard	A.M. P.M.	0.717 0.536	C D **
75.	LA	Beverwil Drive & Pico Boulevard	A.M. P.M.	0.803 0.812	D D
76.	LA	Beverly Drive & Pico Boulevard	A.M. P.M.	0.762 0.860	C D
77.	LA	Doheny Drive & Pico Boulevard	A.M. P.M.	0.706 0.653	C E **
78.	LA	Robertson Boulevard & Pico Boulevard	A.M. P.M.	0.841 0.940	D E
79.	BH	Merv Griffin Way & Santa Monica Boulevard (N)	A.M. P.M.	30.3 22.8	D C
80.	BH	Charleville Boulevard & Santa Monica Boulevard (S)	A.M. P.M.	0.518 0.579	A A

Notes: LA = Los Angeles; BH = Beverly Hills; WH = West Hollywood.

** While the baseline traffic count volumes led to the V/C calculation shown in the table, field observations of these intersections showed that actual operating conditions were worse. The LOS shown is a qualitative assessment of the projected operating LOS.

TABLE 15 (continued)
EXISTING WITH APPROVED PROJECT CONDITIONS (YEAR 2011)
INTERSECTION PEAK HOUR LEVELS OF SERVICE SUMMARY

Level of Service	Intersections Operating at Specified LOS	
	A.M. Peak Hour	P.M. Peak Hour
A	19	20
B	14	9
C	19	15
D	15	21
E	7	11
F	6	4
Total	80	80

Chapter 6

Future with Modified Project Conditions

This Chapter describes the results of the analysis of intersection operating conditions associated with the Modified Project construction on top of the future environment. The analysis year of 2015 corresponds to the projected full buildout year of the Modified Project and the analysis year of 2021 corresponds to the year of the Development Agreement. All future background traffic growth and transportation system improvements described in Chapter 3 are assumed in this analysis. Within this Chapter, both the Future with Modified Project conditions and the Future with Approved Project conditions are presented for the 80 study intersections. The results of these analyses form the basis of the intersection impact analysis presented in Chapter 7.

FUTURE WITH MODIFIED PROJECT (YEAR 2015) INTERSECTION OPERATIONS

The Future with Modified Project (year 2015) conditions are defined by the traffic volumes, roadways, and intersection configurations that would exist in the year 2015 following full development of the Modified Project. The Modified Project-only traffic volumes described in Chapter 4 and shown in Figure 9 were added to the Future without Project (year 2015) traffic volumes shown in Figure 6 to obtain the Future with Modified Project (year 2015) peak hour traffic volumes, shown in Figure 14. Peak hour traffic volumes for the analyzed intersections in tabular form are provided in Appendix D.

The study intersections were analyzed using the methodologies described in Chapter 3. The Future with Modified Project (year 2015) intersection operating conditions for typical weekday morning and afternoon peak hours are shown in Table 16. Intersection lane configurations and detailed LOS worksheets are provided in Appendices B and E, respectively.

As shown in Table 16, under the Future with Modified Project (year 2015) conditions, 41 of the 80 analyzed intersections are projected to operate at LOS D or better during both the morning

and afternoon peak hours. The remaining 39 intersections would operate at LOS E or F during at least one of the analyzed peak hours.

FUTURE WITH APPROVED PROJECT (YEAR 2015) INTERSECTION OPERATIONS

The Future with Approved Project (year 2015) conditions are defined by the traffic volumes, roadways, and intersection configurations that would exist in the year 2015 following full development of the Approved Project. The Approved Project-only traffic volumes described in Chapter 4 and shown in Figure 11 were added to the Future without Project (year 2015) traffic volumes shown in Figure 6 to obtain the Future with Approved Project (year 2015) peak hour traffic volumes, shown in Figure 15. Peak hour traffic volumes for the analyzed intersections in tabular form are provided in Appendix D.

The study intersections were analyzed using the methodologies described in Chapter 3. The Future with Approved Project (year 2015) intersection operating conditions for typical weekday morning and afternoon peak hours are shown in Table 17. Intersection lane configurations and detailed LOS worksheets are provided in Appendices B and E, respectively.

As shown in Table 17, under the Future with Approved Project (year 2015) conditions, 41 of the 80 analyzed intersections are projected to operate at LOS D or better during both the morning and afternoon peak hours. The remaining 39 intersections would operate at LOS E or F during at least one of the analyzed peak hours.

FUTURE WITH MODIFIED PROJECT (YEAR 2021) INTERSECTION OPERATIONS

The Future with Modified Project conditions are defined by the traffic volumes, roadways, and intersection configurations that would exist in the year 2021 following full development of the Modified Project. The Modified Project-only traffic volumes described in Chapter 4 and shown in Figure 9 were added to the Future without Project (year 2021) traffic volumes shown in Figure 7 to obtain the Future with Modified Project (year 2021) peak hour traffic volumes, shown in Figure 16. Peak hour traffic volumes for the analyzed intersections in tabular form are provided in Appendix D.

The study intersections were analyzed using the methodologies described in Chapter 3. The Future with Modified Project (year 2021) intersection operating conditions for typical weekday morning and afternoon peak hours are shown in Table 18. Intersection lane configurations and detailed LOS worksheets are provided in Appendices B and E, respectively.

As shown in Table 18, under the Future with Modified Project conditions (year 2021), 37 of the 80 analyzed intersections are projected to operate at LOS D or better during both the morning and afternoon peak hours. The remaining 43 intersections would operate at LOS E or F during at least one of the analyzed peak hours.

FUTURE WITH APPROVED PROJECT (YEAR 2021) INTERSECTION OPERATIONS

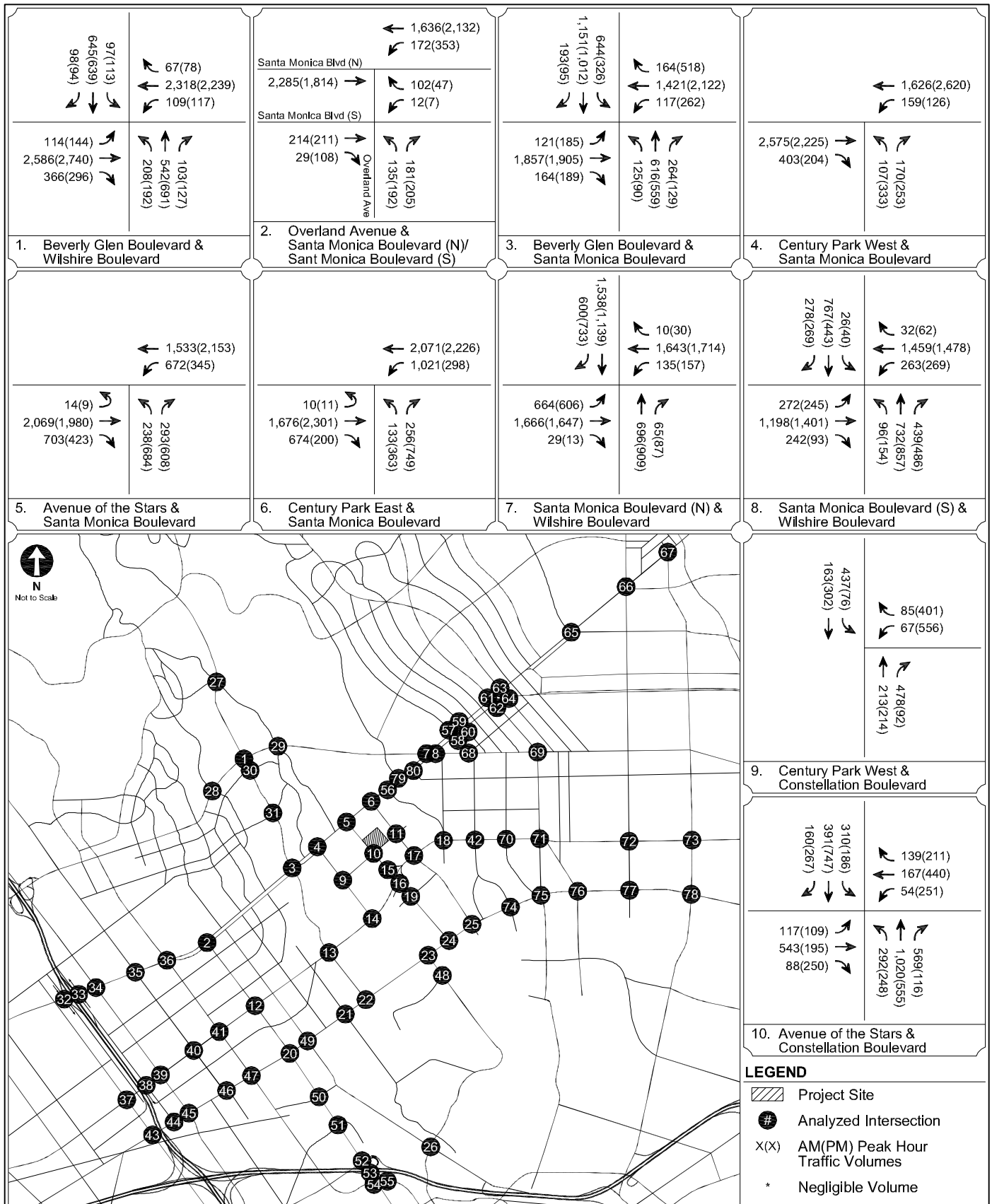
The Future with Approved Project (year 2021) conditions are defined by the traffic volumes, roadways, and intersection configurations that would exist in the year 2021 following full development of the Approved Project. The Approved Project-only traffic volumes described in Chapter 4 and shown in Figure 11 were added to the Future without Project (year 2021) traffic volumes shown in Figure 7 to obtain the Future with Approved Project (year 2021) peak hour traffic volumes shown in Figure 17. Peak hour traffic volumes for the analyzed intersections in tabular form are provided in Appendix D.

The study intersections were analyzed using the methodologies described in Chapter 3. The Future with Approved Project (year 2021) intersection operating conditions for typical weekday morning and afternoon peak hours are shown in Table 19. Intersection lane configurations and detailed LOS worksheets are provided in Appendices B and E, respectively.

As shown in Table 19, under the Future with Approved Project conditions (year 2021), 38 of the 80 analyzed intersections are projected to operate at LOS D or better during both the morning and afternoon peak hours. The remaining 42 intersections would operate at LOS E or F during at least one of the analyzed peak hours.

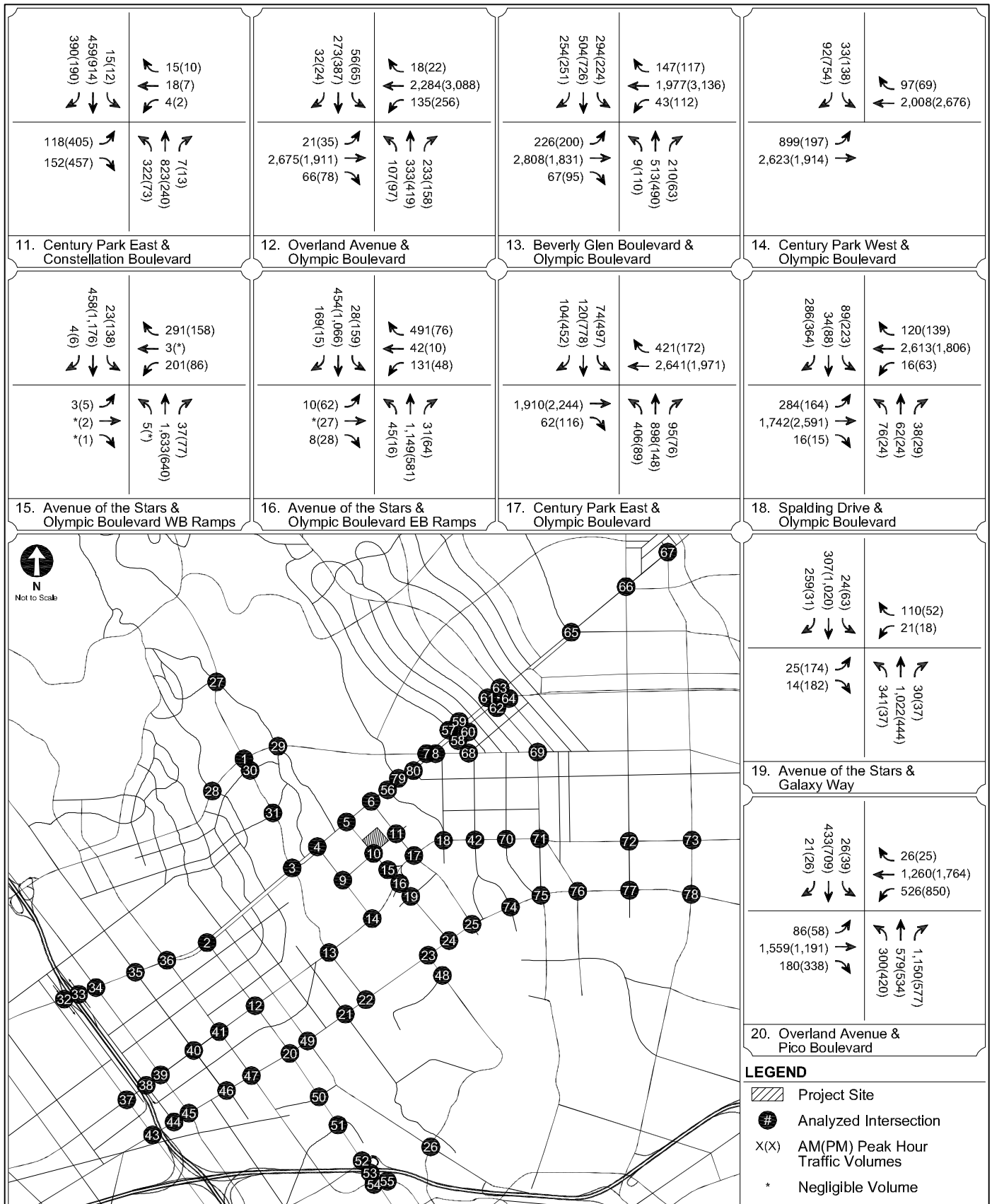
SIGNALIZATION OF MERV GRIFFIN WAY & SANTA MONICA BOULEVARD (N)

As discussed in Chapter 3, Intersection #79, Merv Griffin Way & Santa Monica Boulevard (N), is scheduled to be signalized as a joint mitigation measure for two different developments. In case it is not signalized by years 2015 or 2021, an analysis of the intersection in its existing configuration was conducted for the Future with Approved Project (years 2015 and 2021) and Future with Modified Project (years 2015 and 2021) conditions assuming the intersection remains unsignalized. Under Future with Approved Project (year 2015) conditions without signalization, the intersection would operate at LOS E during both the morning and afternoon peak hour. Under Future with Approved Project (year 2021) conditions without signalization, the intersection would operate at LOS E during the morning peak hour and LOS F during the afternoon peak hour. Under Future with Modified Project (year 2015) conditions without signalization, the intersection would operate at LOS E during both the morning and afternoon peak hour. Under Future with Modified Project (year 2021) conditions without signalization, the intersection would operate at LOS E during the morning peak hour and LOS F during the afternoon peak hour.



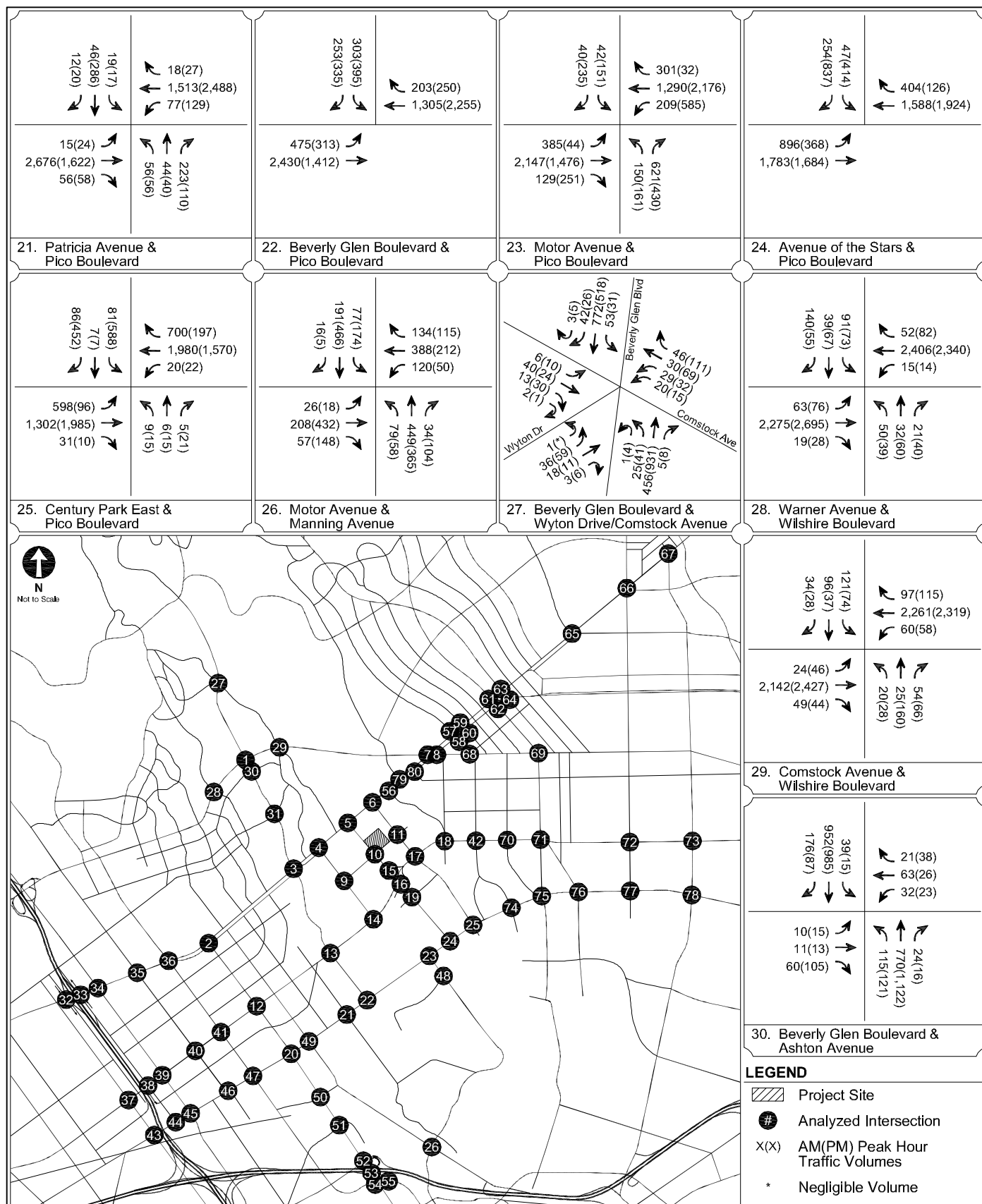
FUTURE WITH MODIFIED PROJECT CONDITIONS (YEAR 2015)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE
14 A



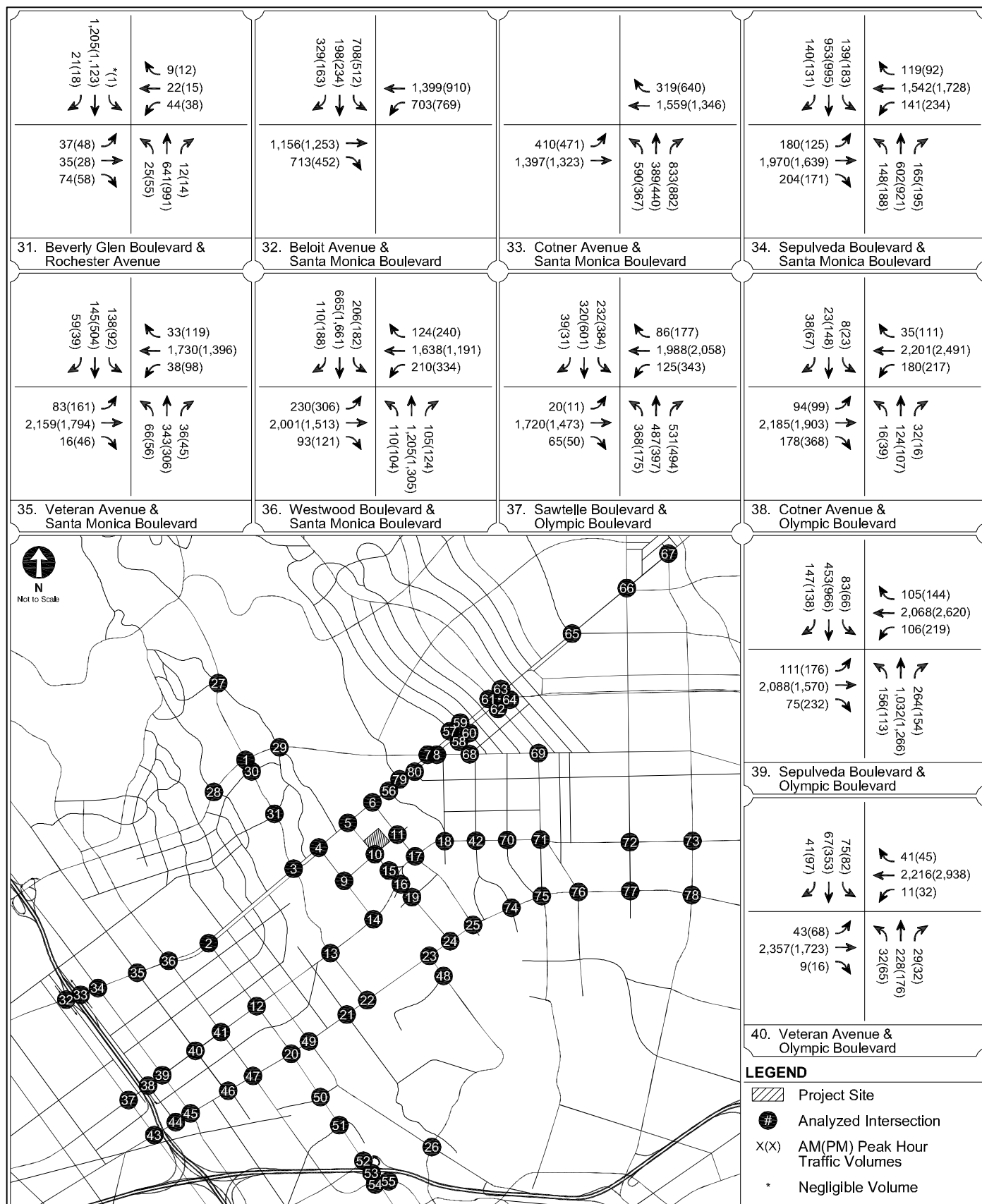
FUTURE WITH MODIFIED PROJECT CONDITIONS (YEAR 2015)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE
14 B



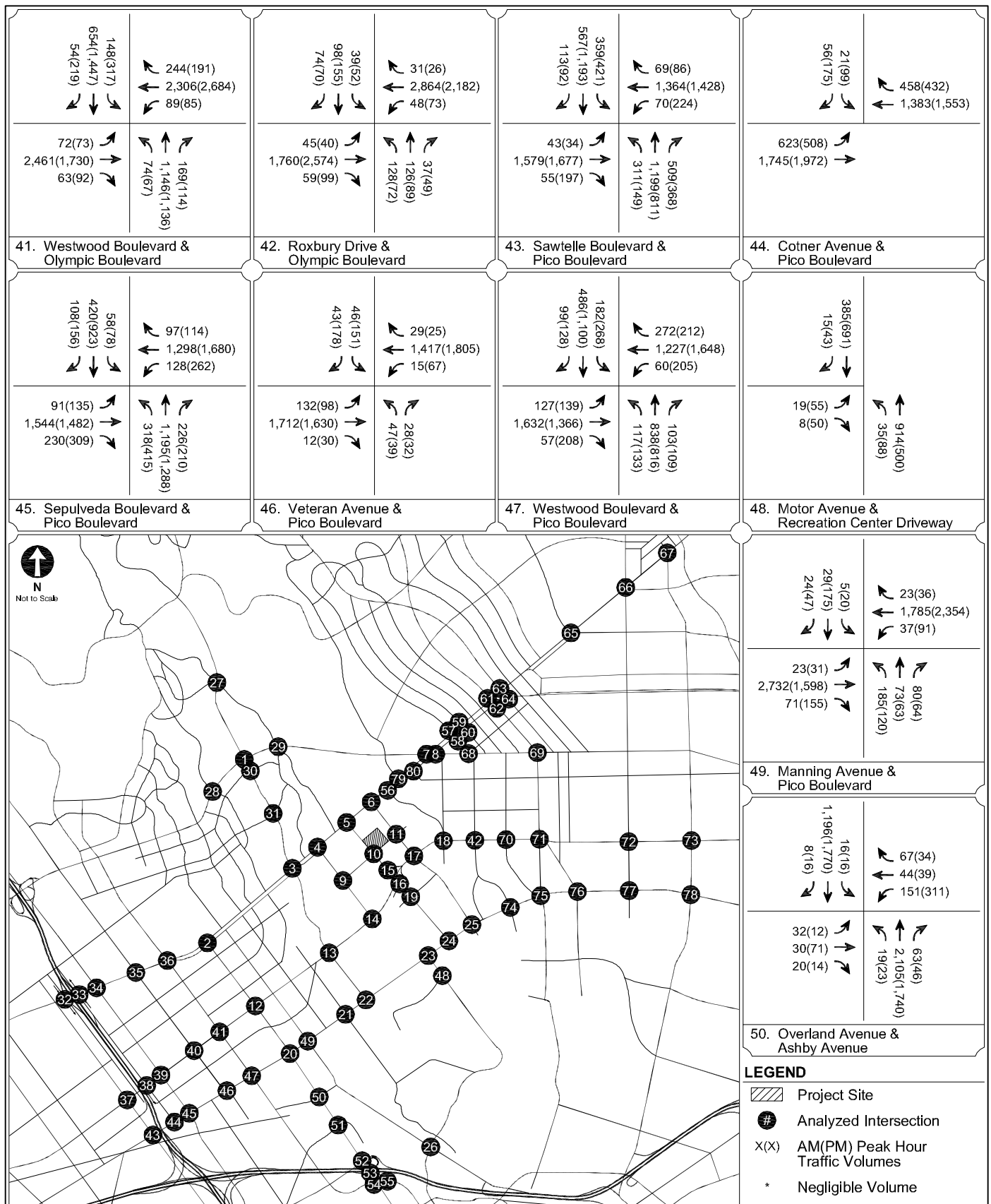
FUTURE WITH MODIFIED PROJECT CONDITIONS (YEAR 2015)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE
14 C



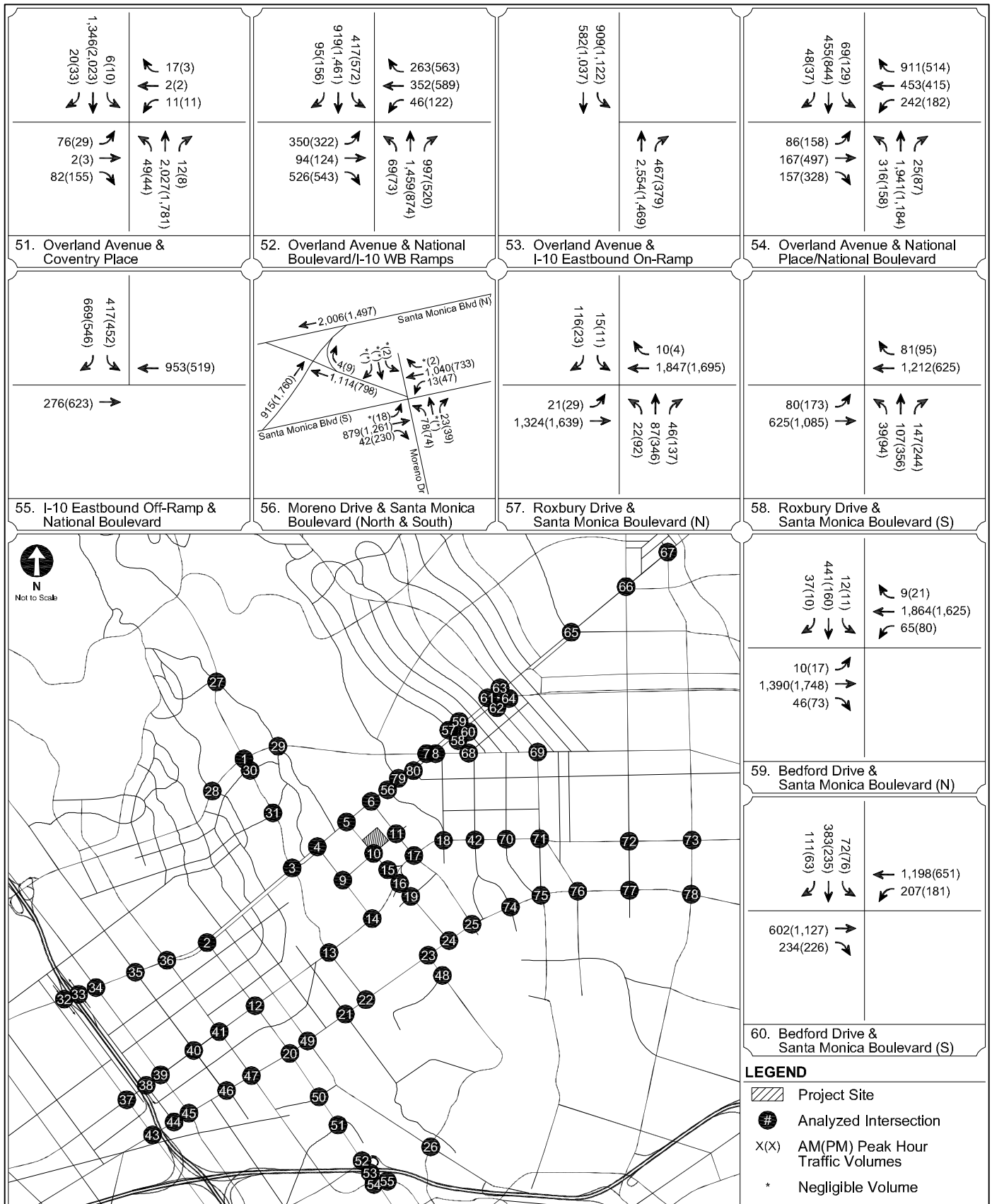
FUTURE WITH MODIFIED PROJECT CONDITIONS (YEAR 2015)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE
14 D



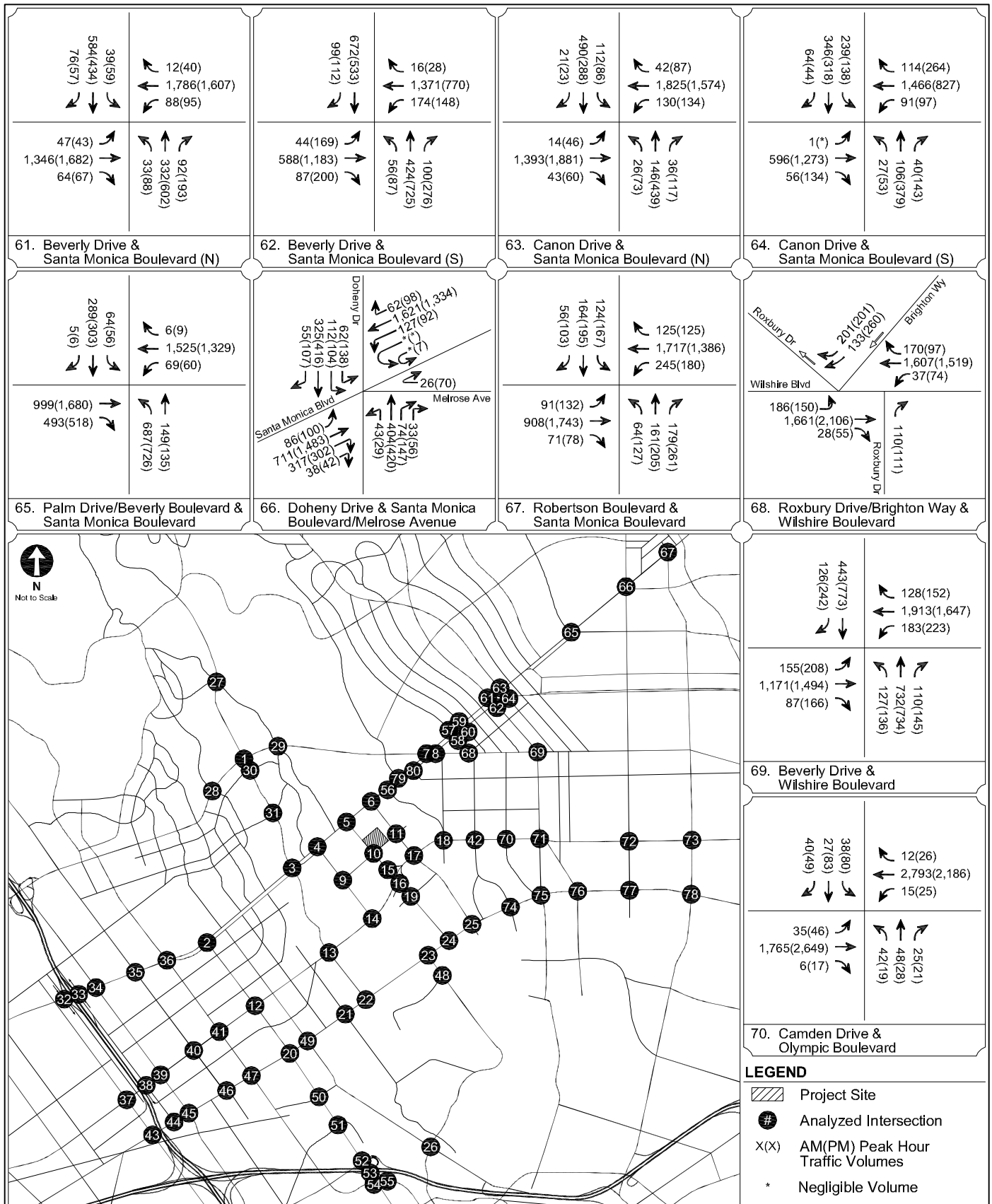
FUTURE WITH MODIFIED PROJECT CONDITIONS (YEAR 2015)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE
14 E



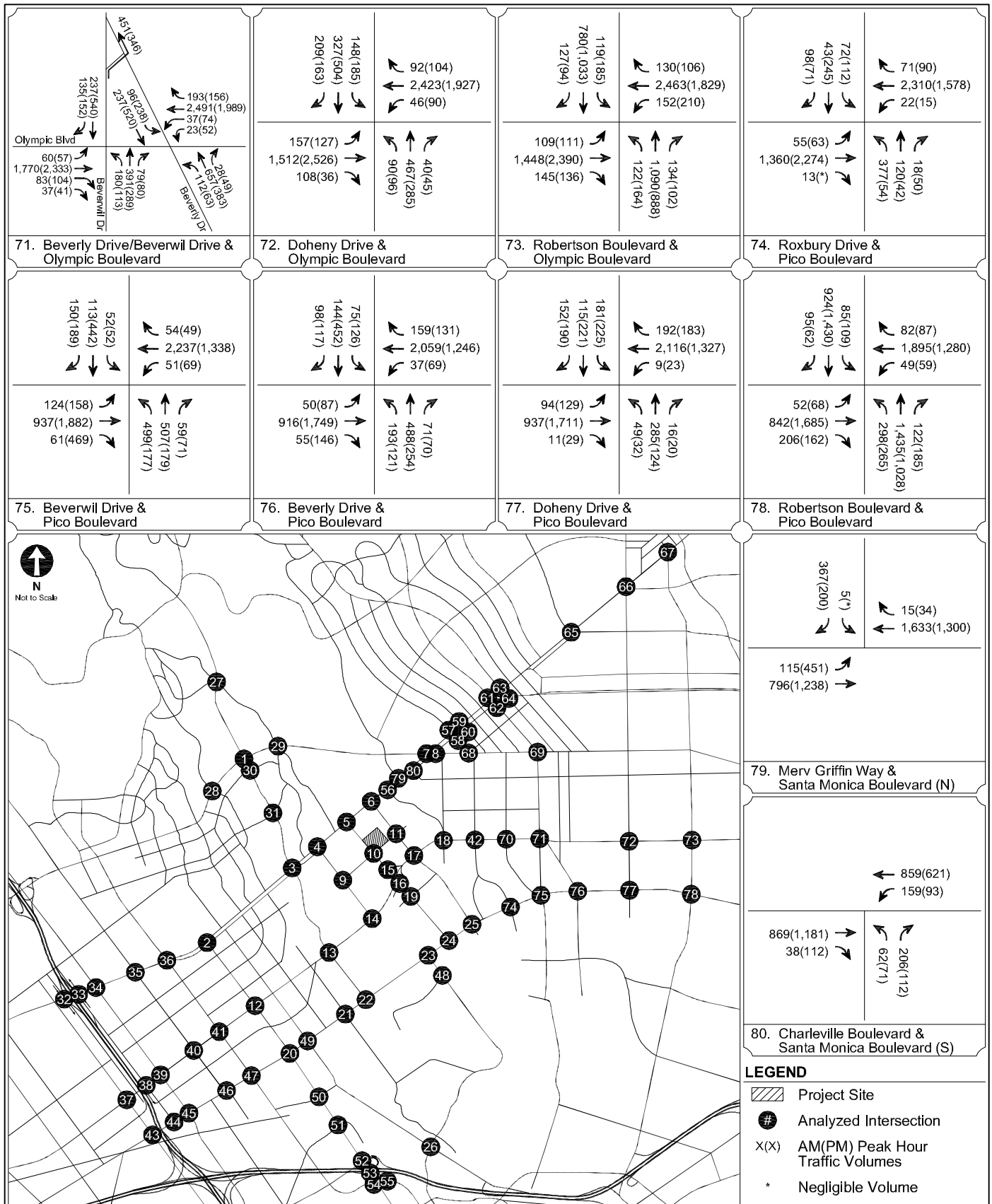
FUTURE WITH MODIFIED PROJECT CONDITIONS (YEAR 2015)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE
14 F



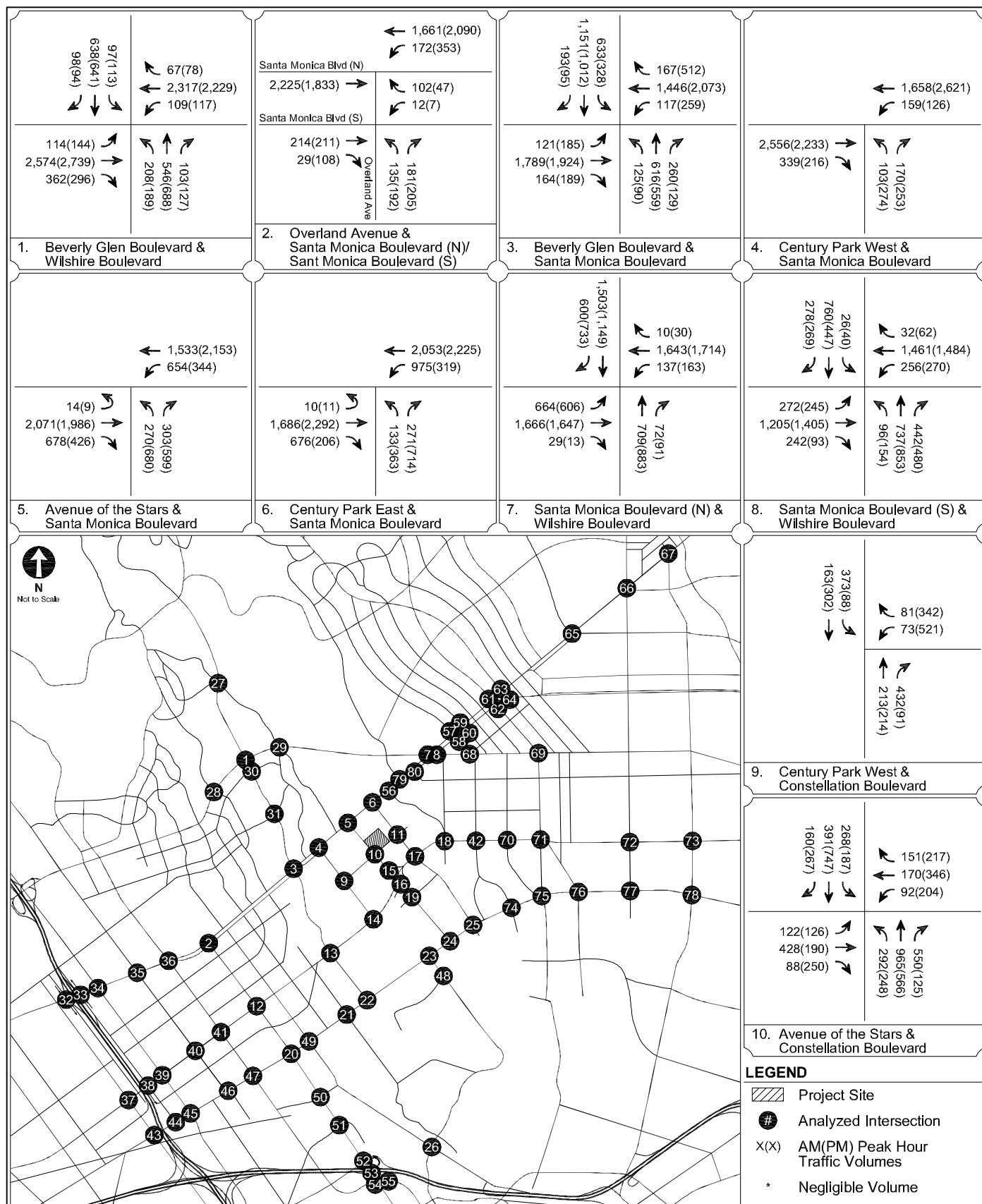
FUTURE WITH MODIFIED PROJECT CONDITIONS (YEAR 2015)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE
14 G



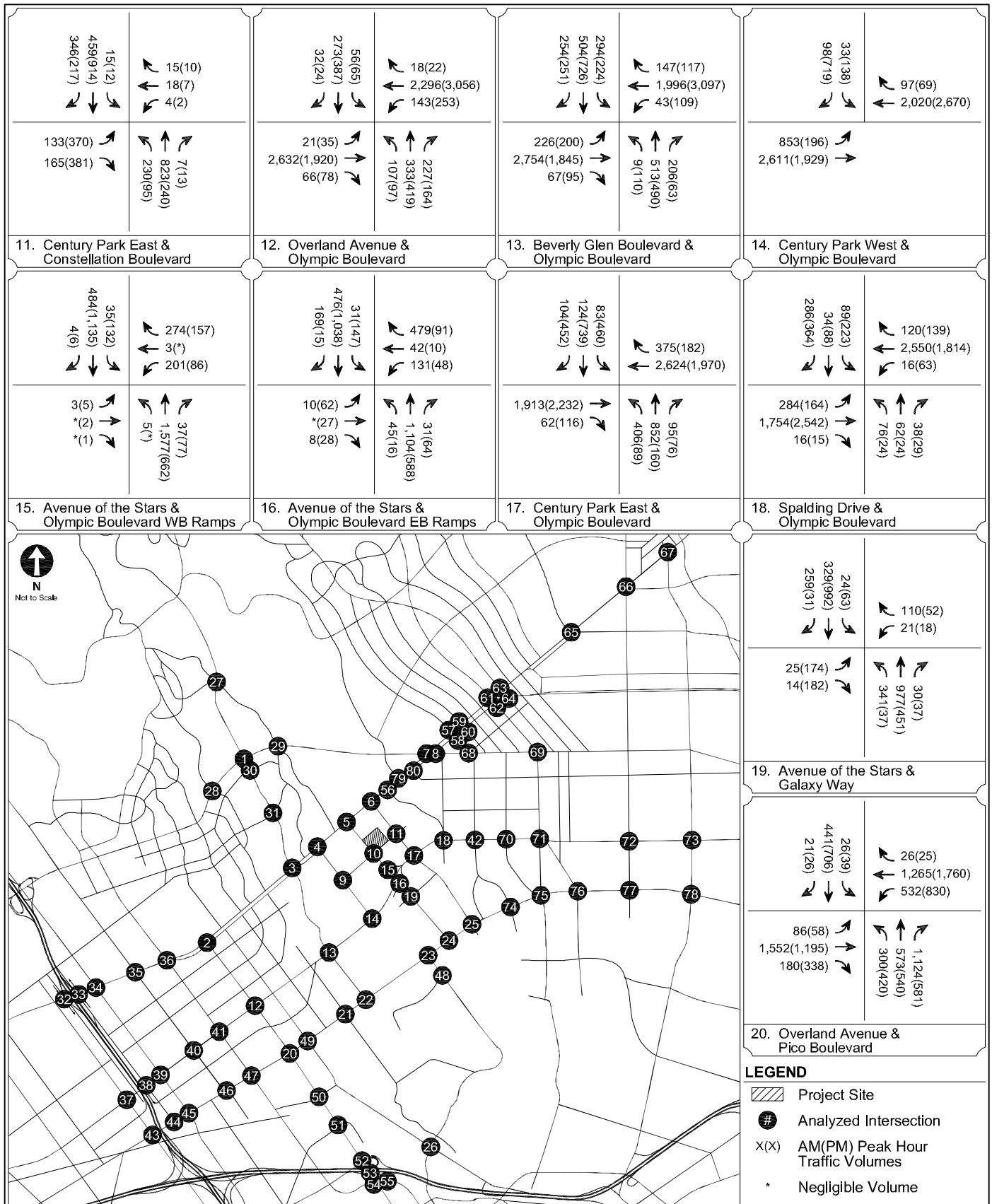
FUTURE WITH MODIFIED PROJECT CONDITIONS (YEAR 2015)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE
14 H



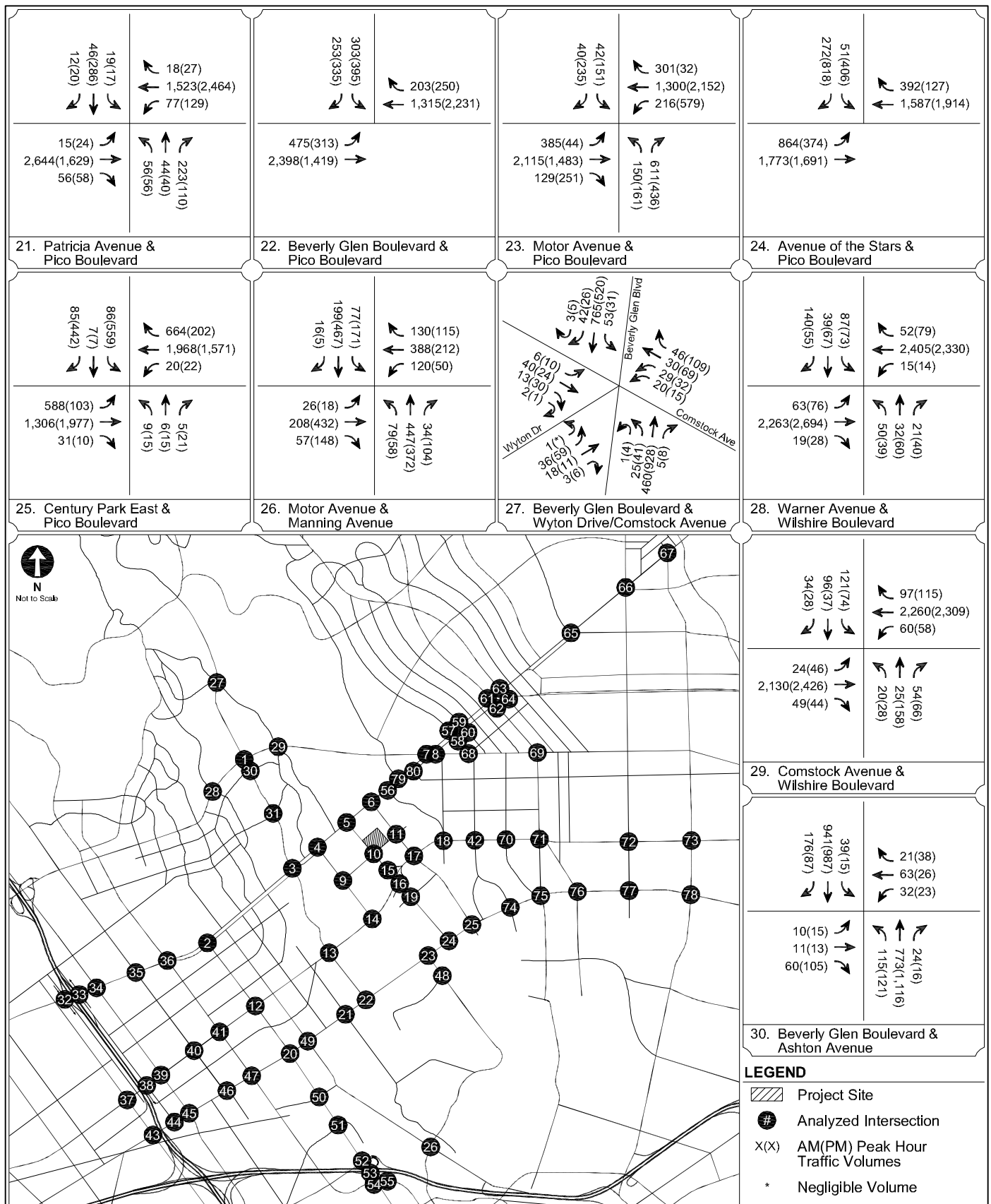
FUTURE WITH APPROVED PROJECT CONDITIONS (YEAR 2015)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE
15 A



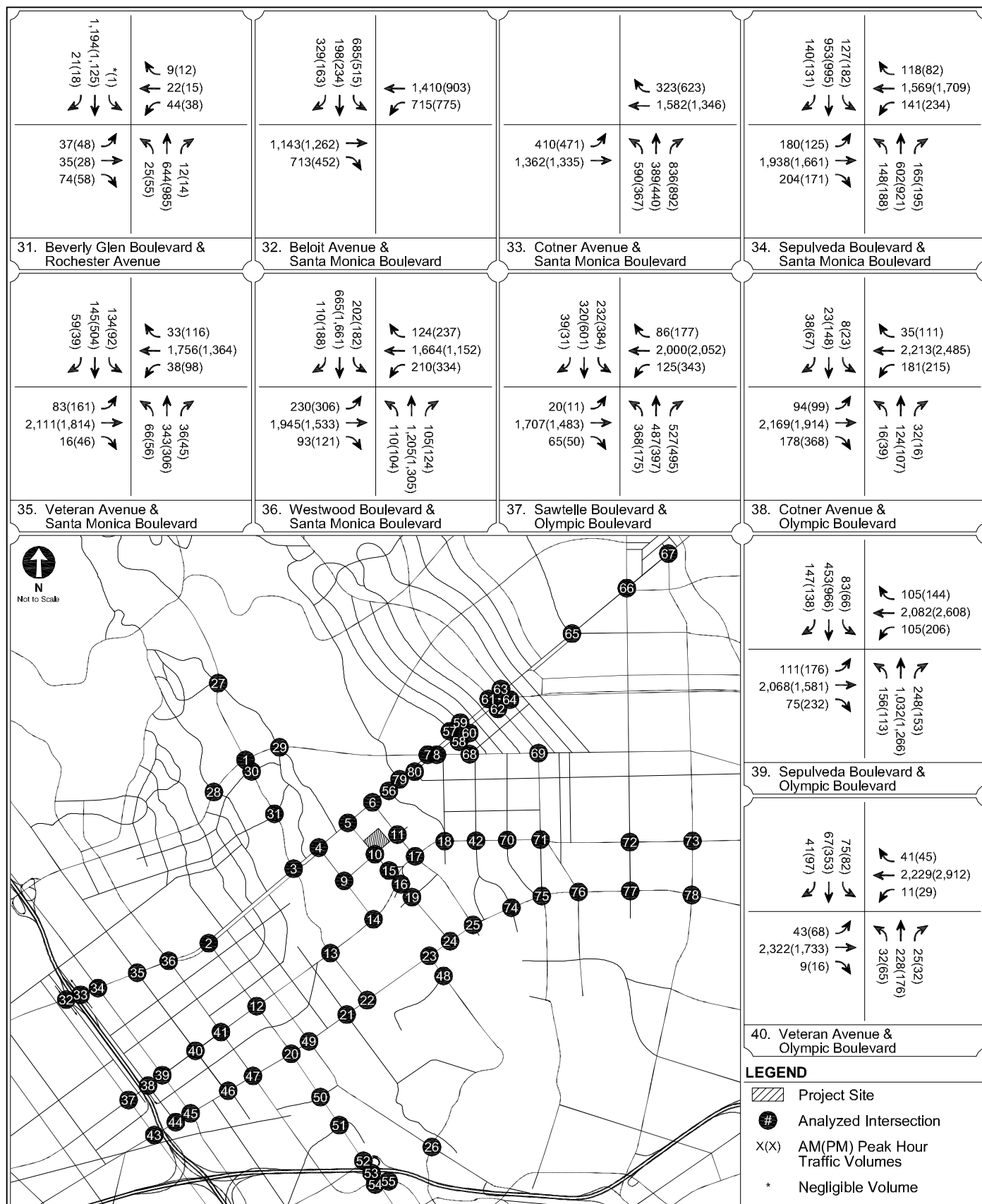
FUTURE WITH APPROVED PROJECT CONDITIONS (YEAR 2015)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE
15 B



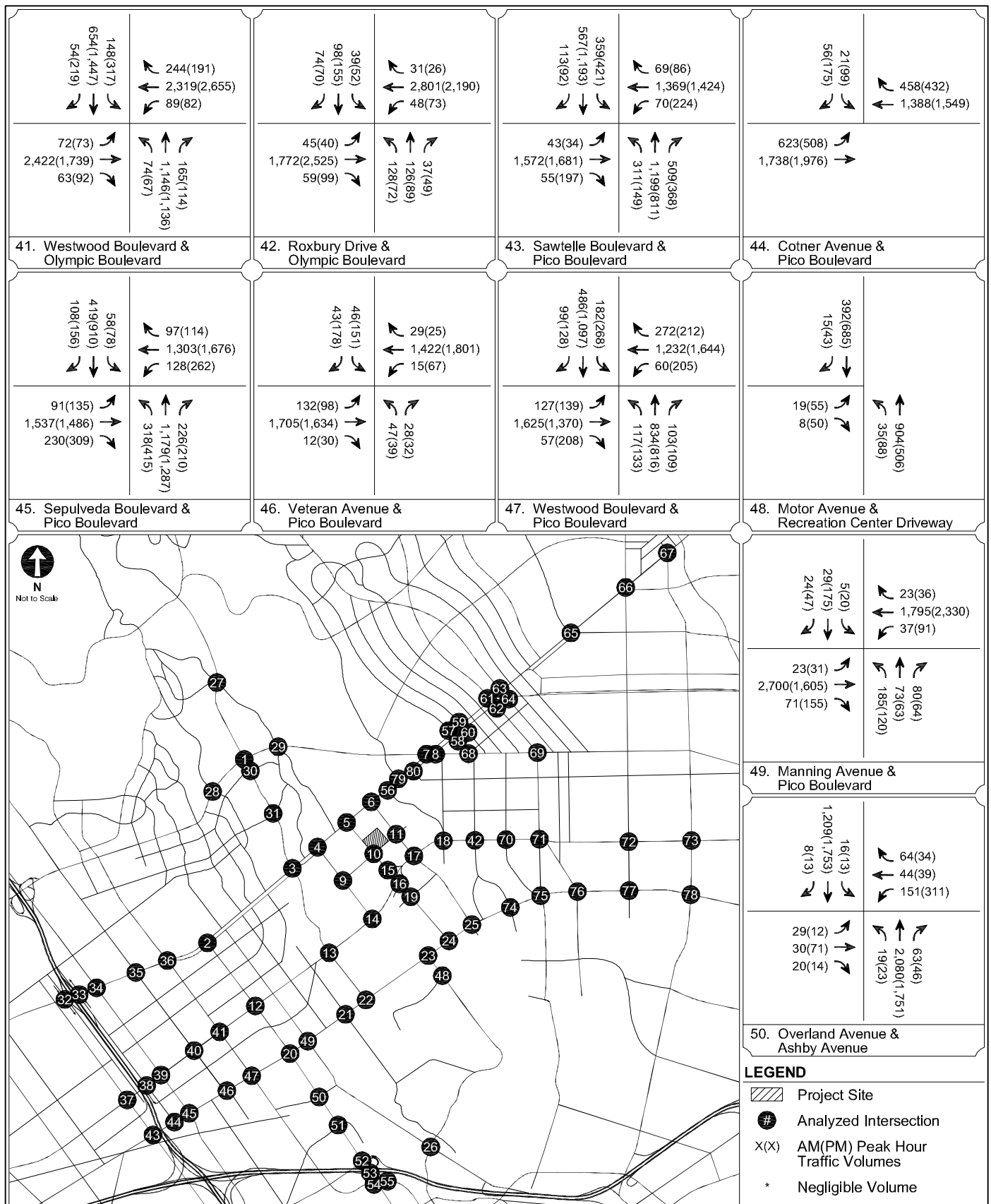
FUTURE WITH APPROVED PROJECT CONDITIONS (YEAR 2015)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE
15 C



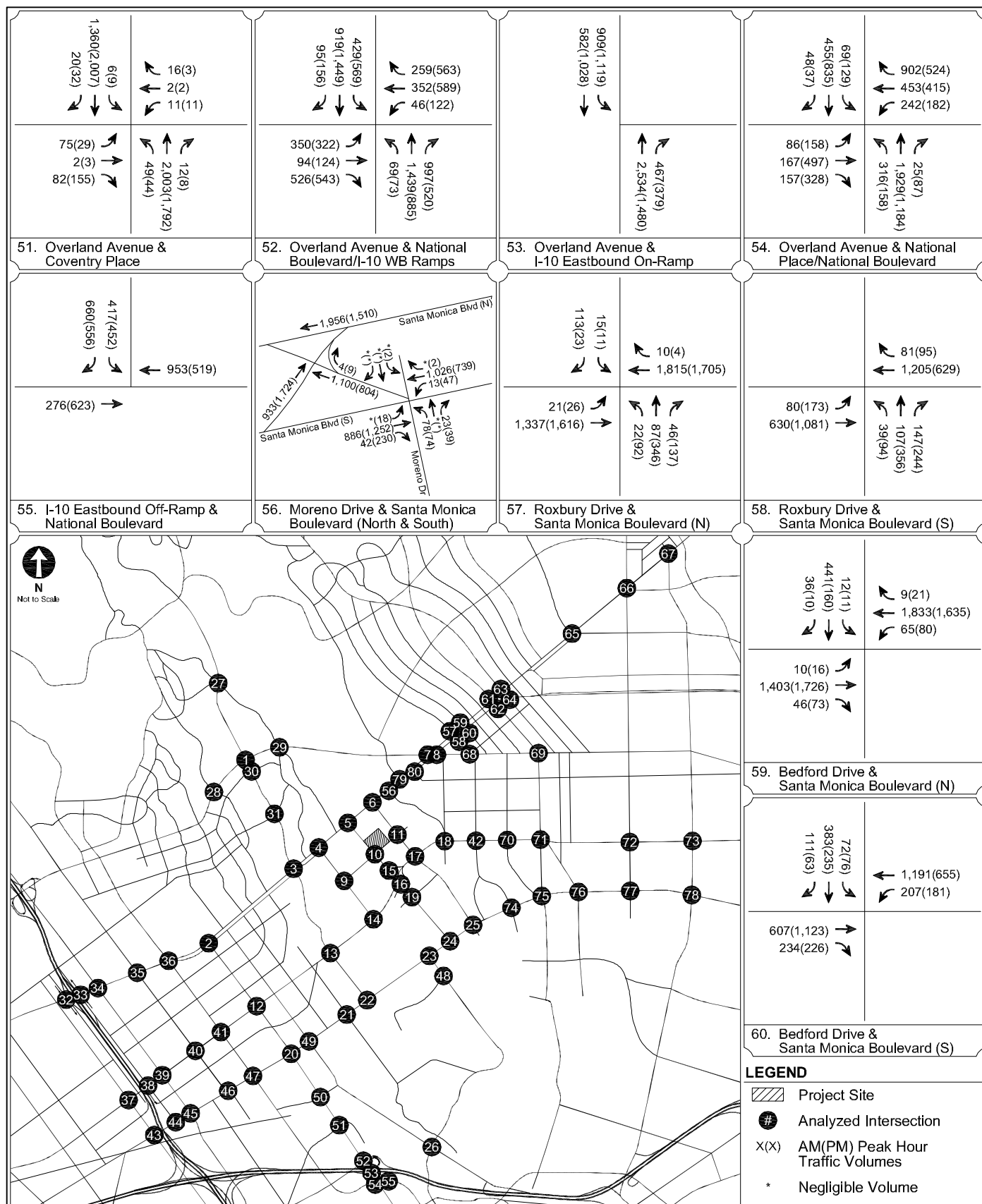
FUTURE WITH APPROVED PROJECT CONDITIONS (YEAR 2015)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE
15 D



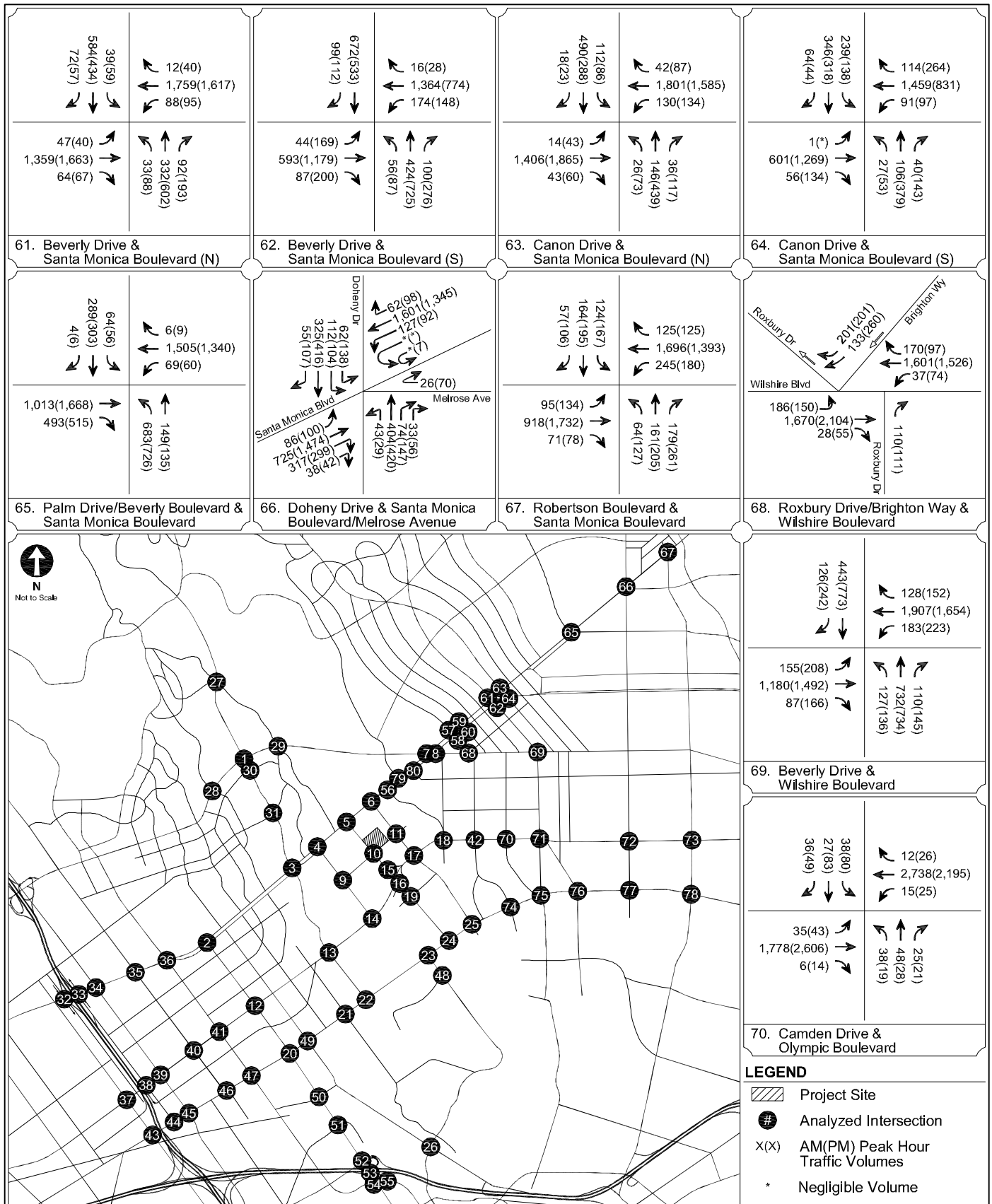
FUTURE WITH APPROVED PROJECT CONDITIONS (YEAR 2015)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE
15 E



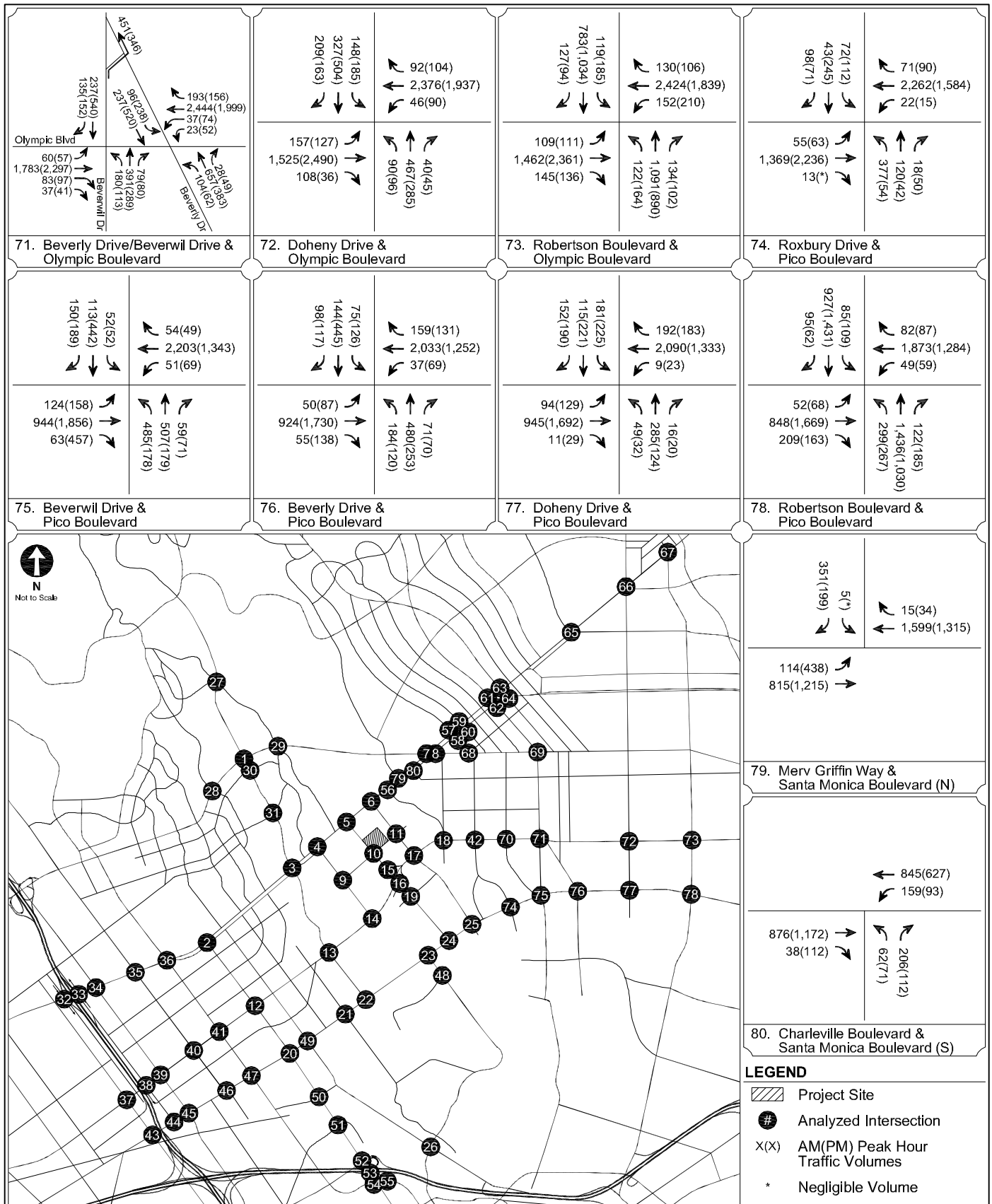
FUTURE WITH APPROVED PROJECT CONDITIONS (YEAR 2015)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE
15 F



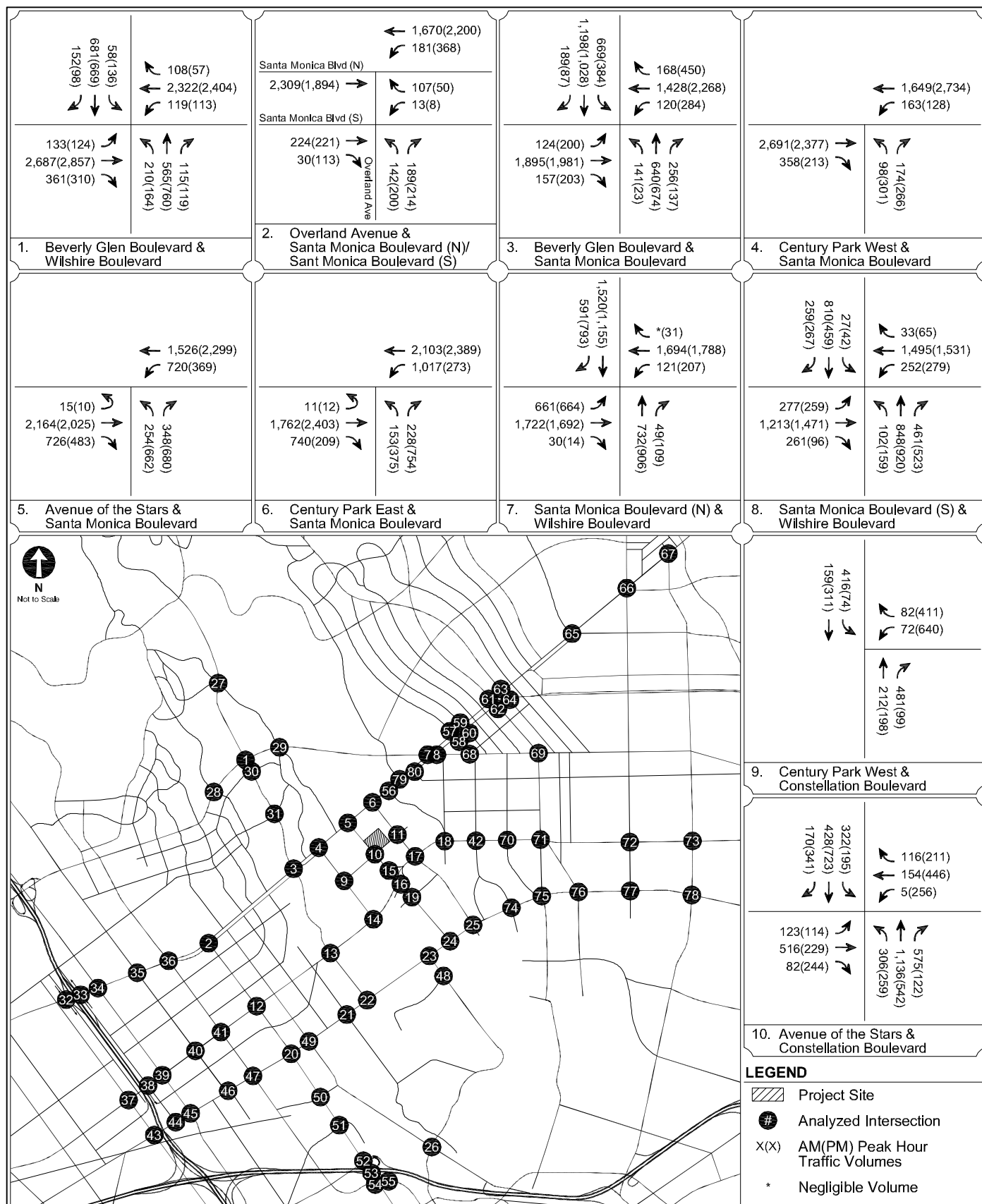
FUTURE WITH APPROVED PROJECT CONDITIONS (YEAR 2015)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE
15 G



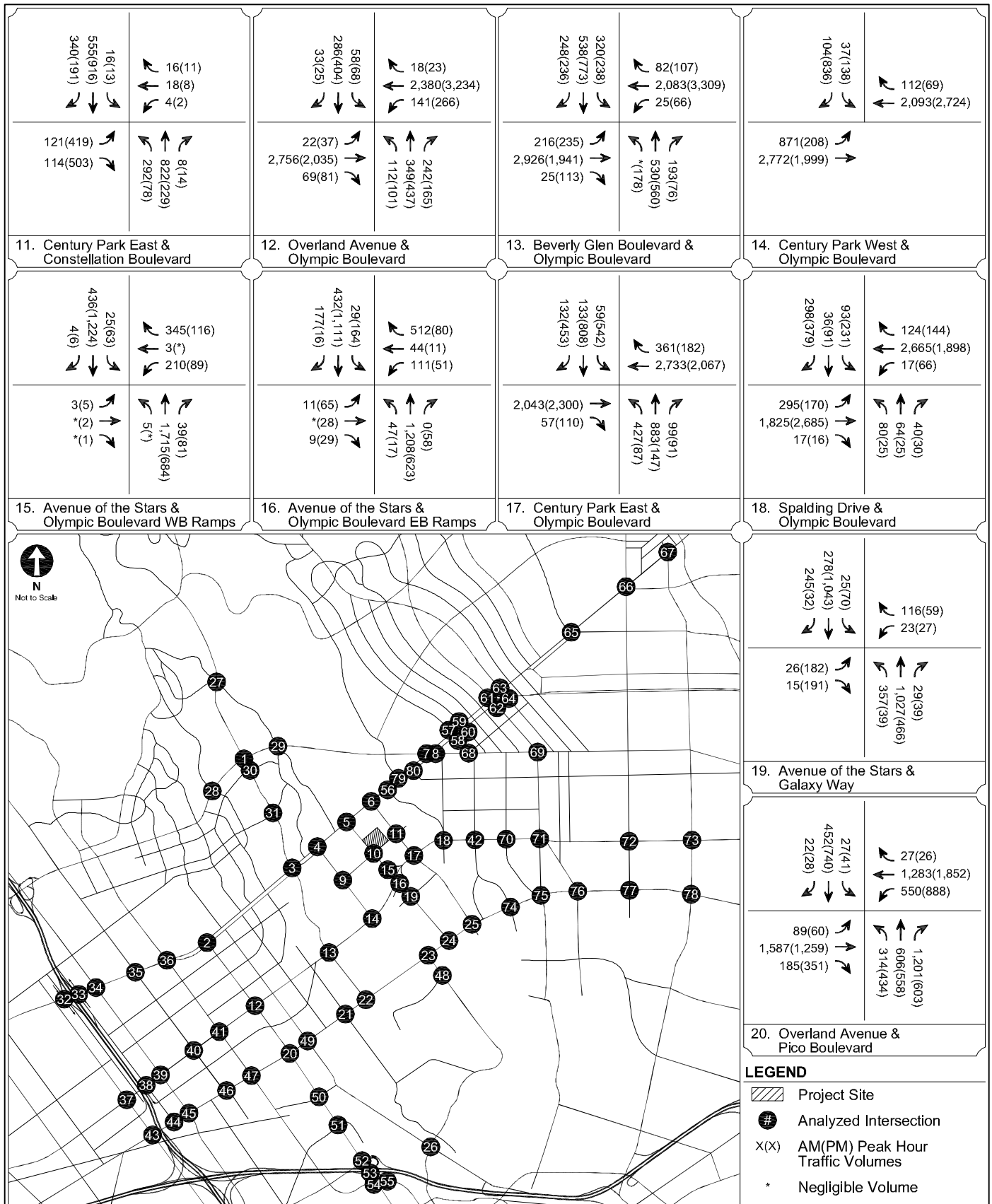
FUTURE WITH APPROVED PROJECT CONDITIONS (YEAR 2015)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE
15 H



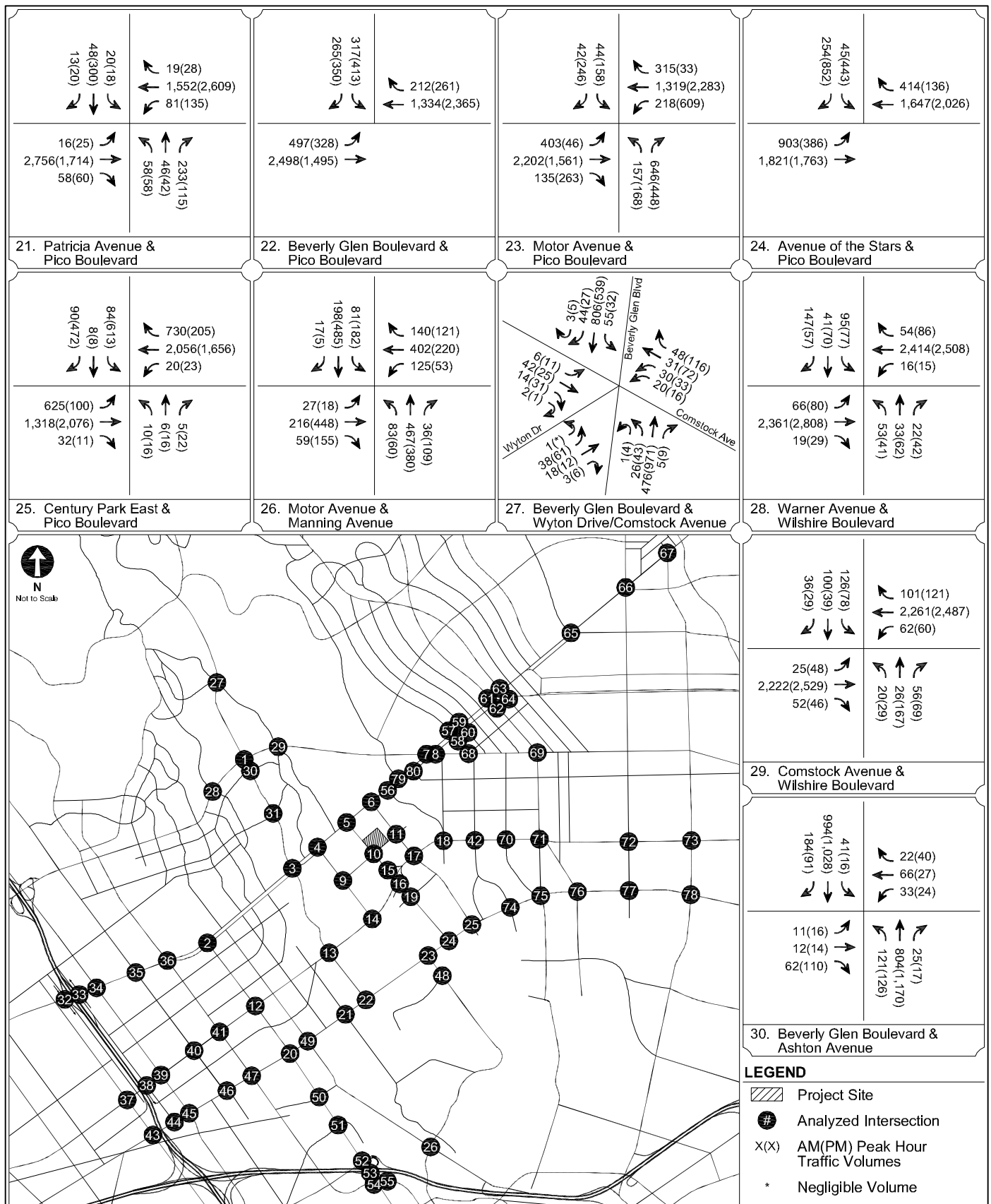
FUTURE WITH MODIFIED PROJECT CONDITIONS (YEAR 2021)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE
16 A



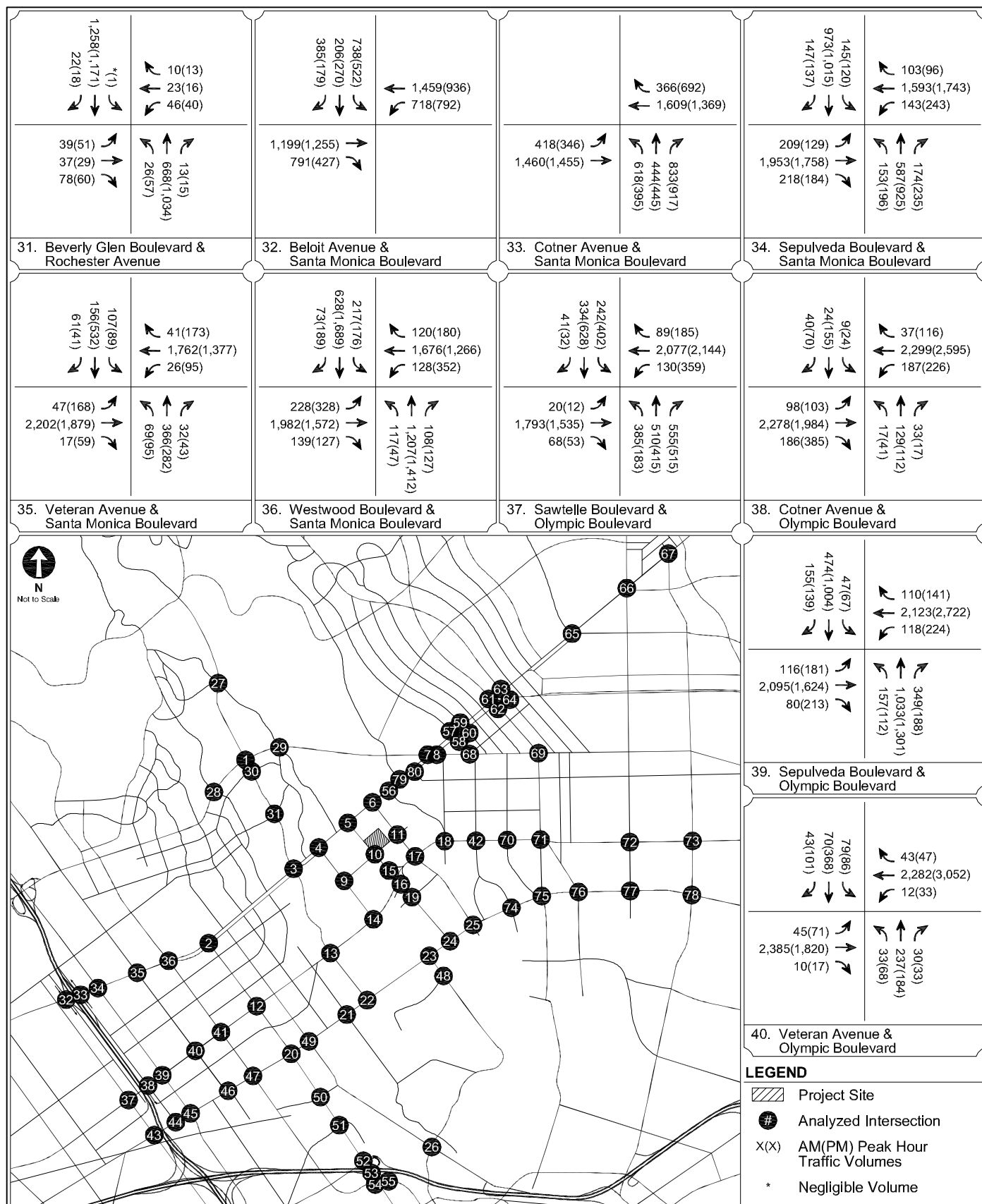
FUTURE WITH MODIFIED PROJECT CONDITIONS (YEAR 2021)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE
16 B



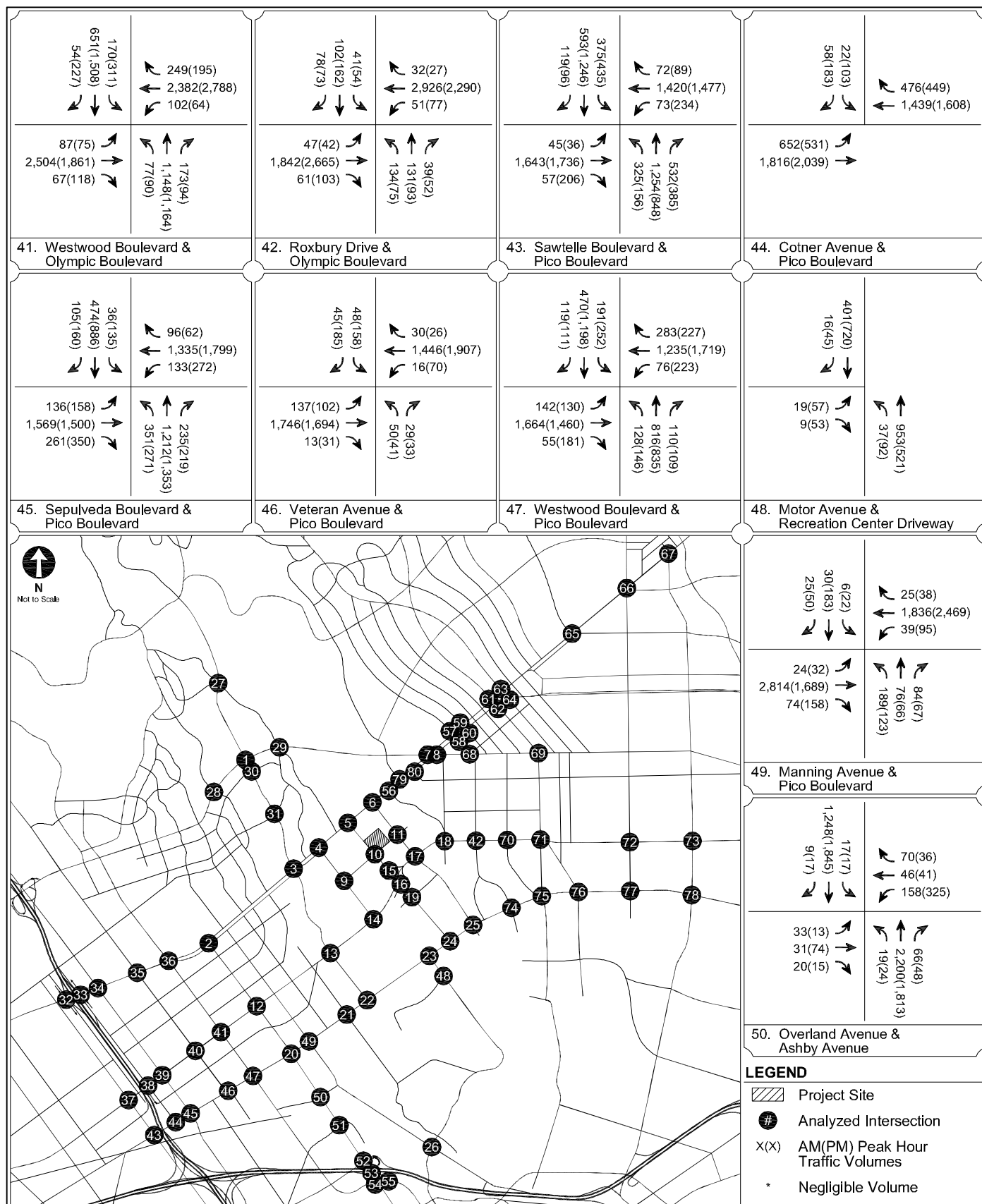
FUTURE WITH MODIFIED PROJECT CONDITIONS (YEAR 2021)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE
16 C



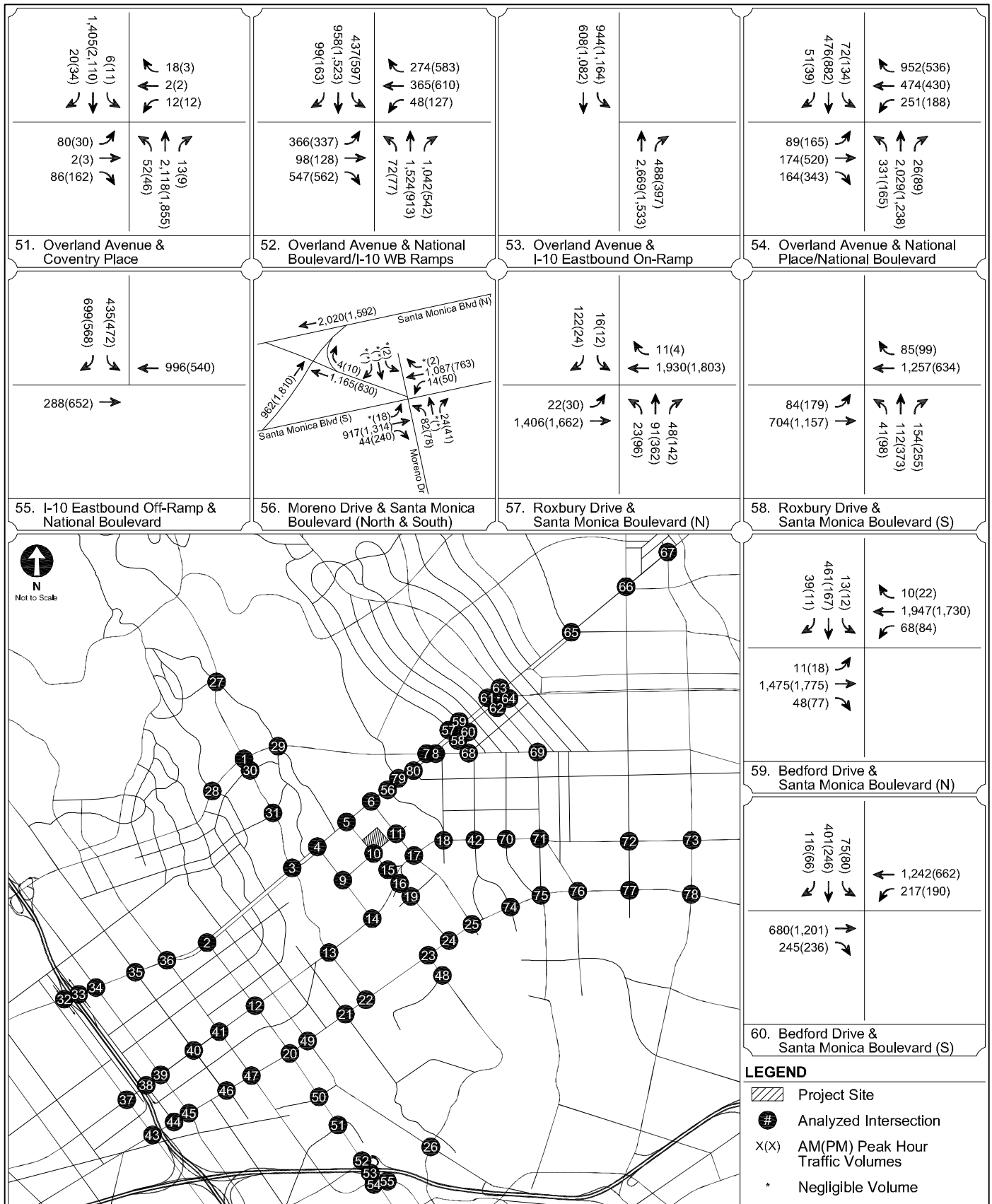
FUTURE WITH MODIFIED PROJECT CONDITIONS (YEAR 2021)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE
16 D



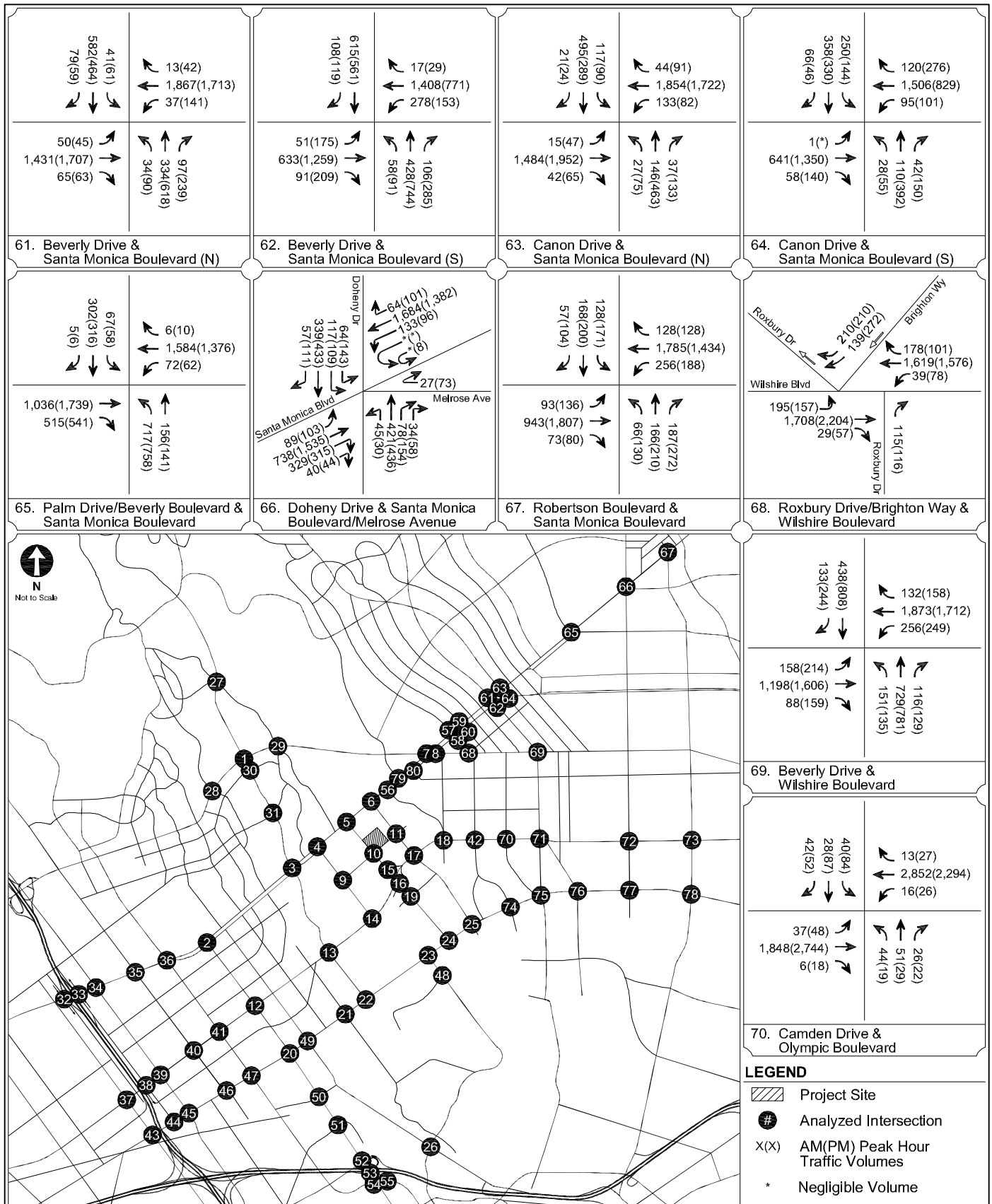
FUTURE WITH MODIFIED PROJECT CONDITIONS (YEAR 2021)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE
16 E



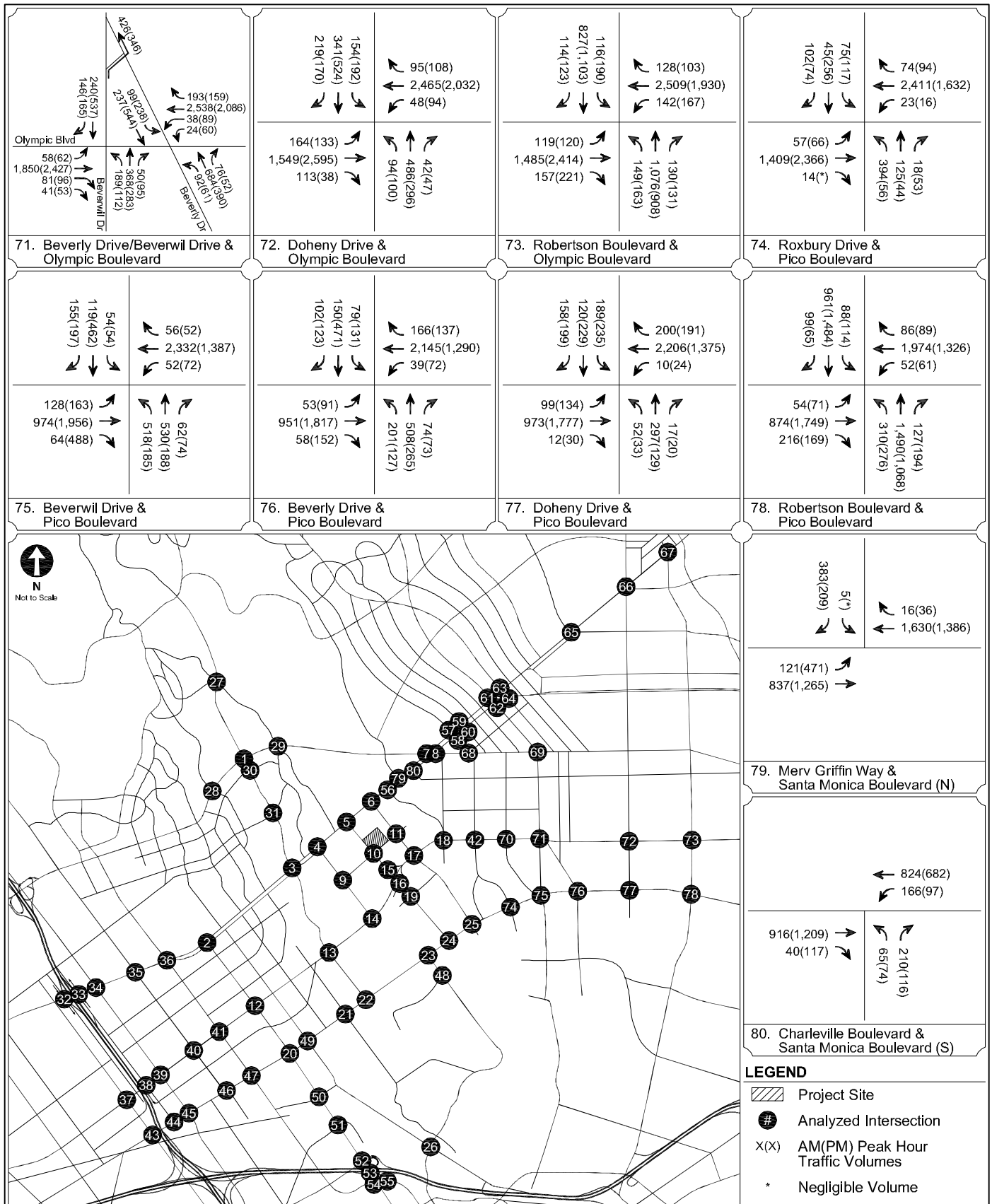
FUTURE WITH MODIFIED PROJECT CONDITIONS (YEAR 2021)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE
16 F



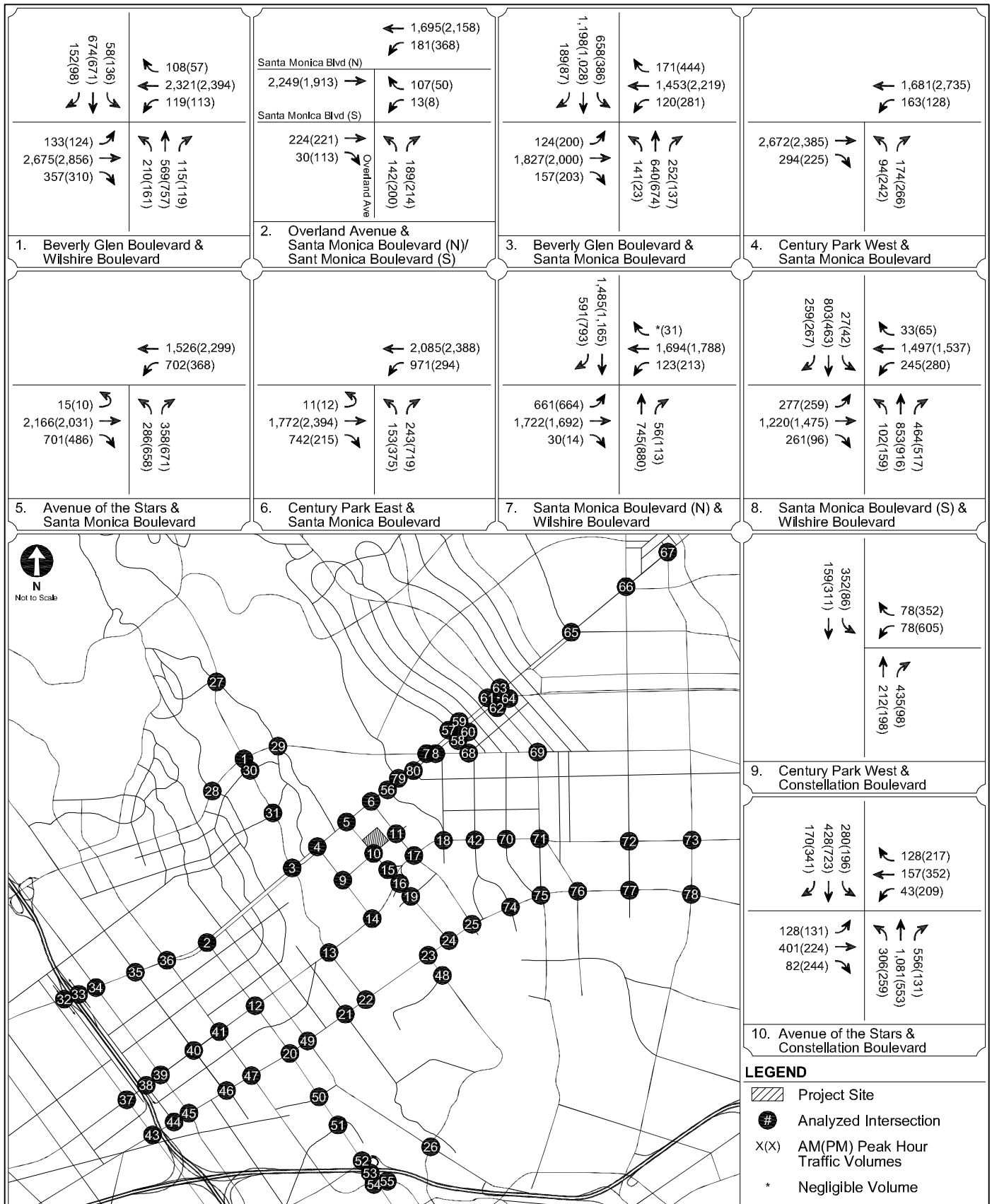
FUTURE WITH MODIFIED PROJECT CONDITIONS (YEAR 2021)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE
16 G



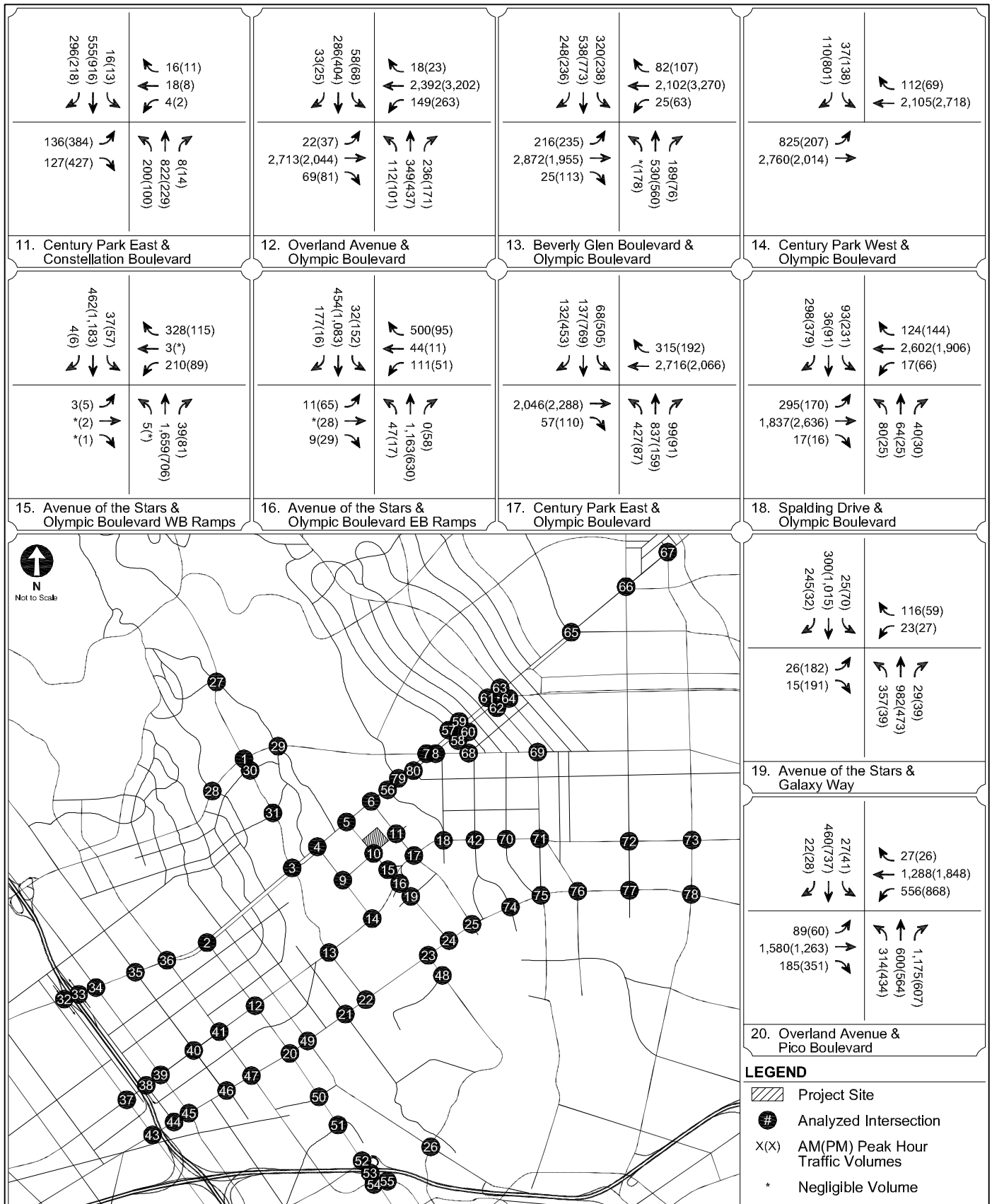
FUTURE WITH MODIFIED PROJECT CONDITIONS (YEAR 2021)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE
16 H



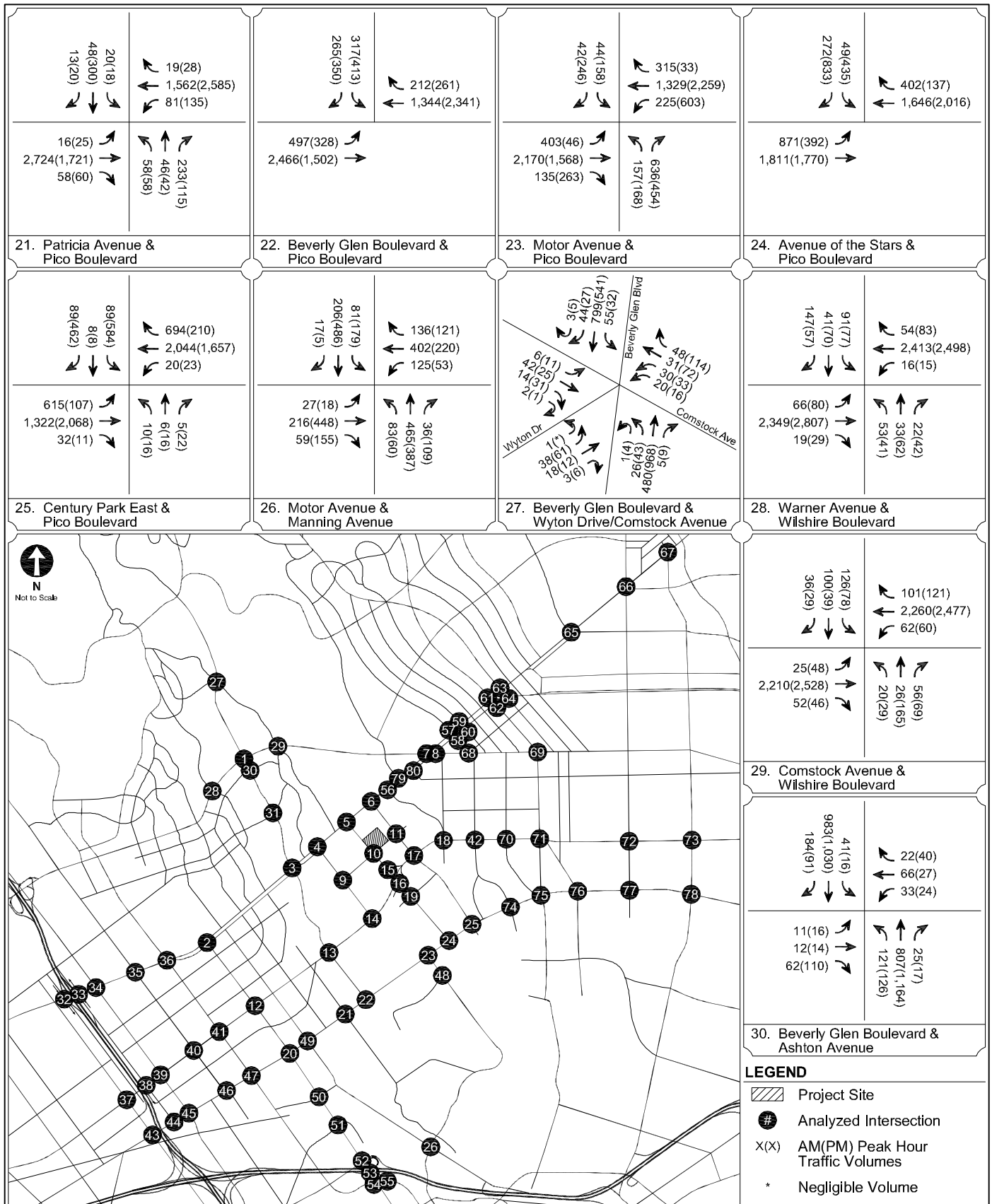
FUTURE WITH APPROVED PROJECT CONDITIONS (YEAR 2021)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE
17 A



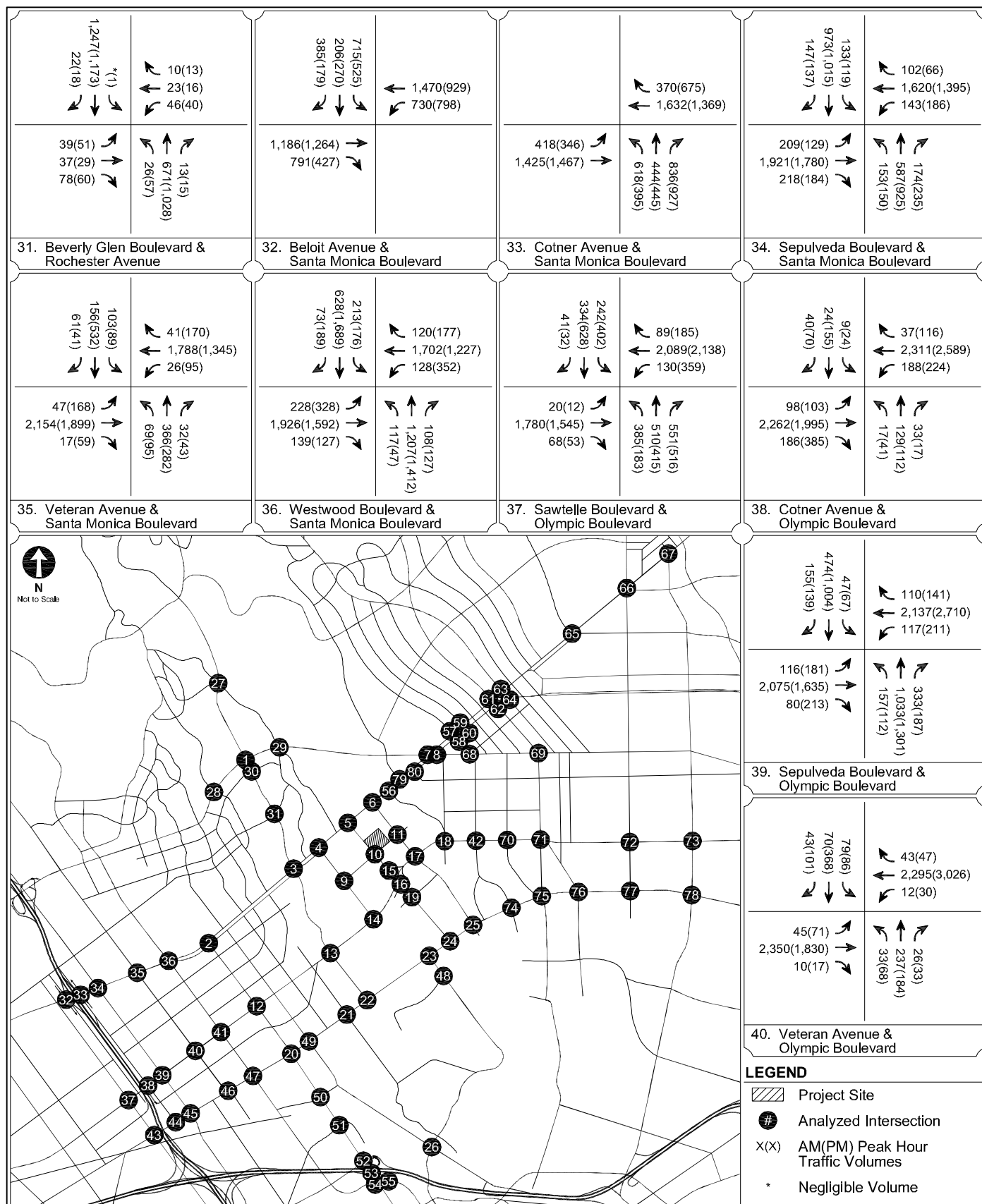
FUTURE WITH APPROVED PROJECT CONDITIONS (YEAR 2021)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE
17 B



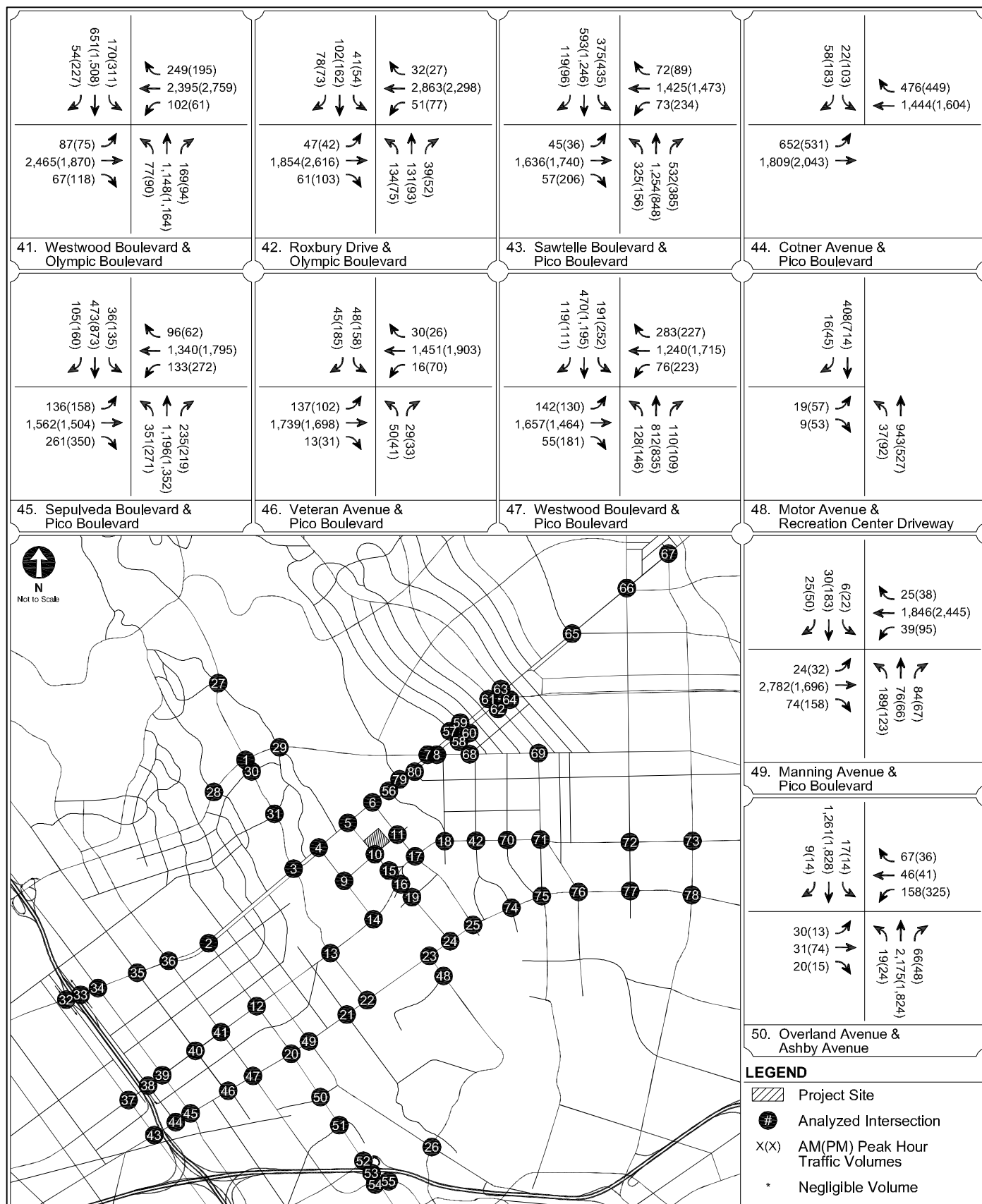
FUTURE WITH APPROVED PROJECT CONDITIONS (YEAR 2021)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE
17 C



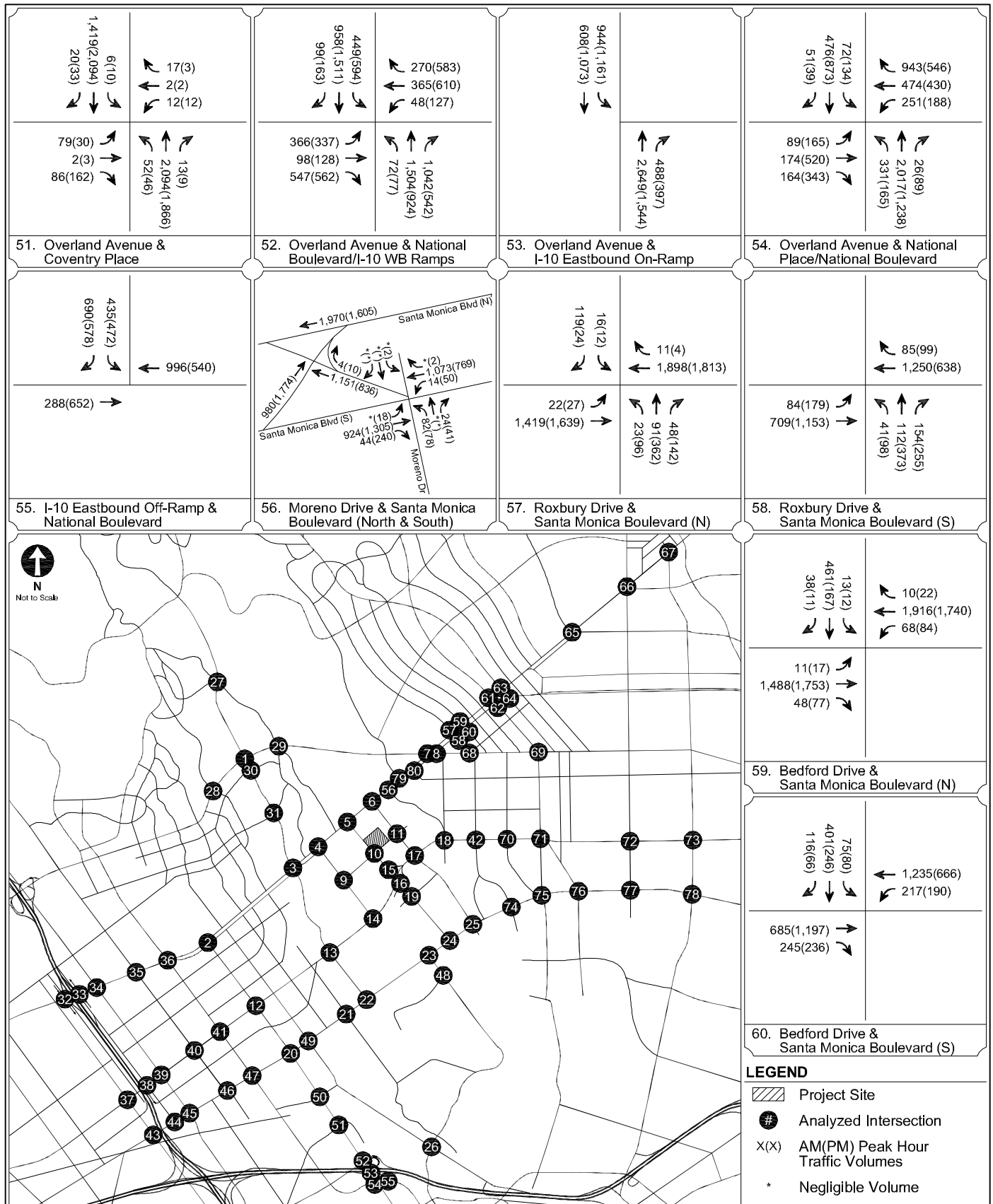
FUTURE WITH APPROVED PROJECT CONDITIONS (YEAR 2021)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE
17 D



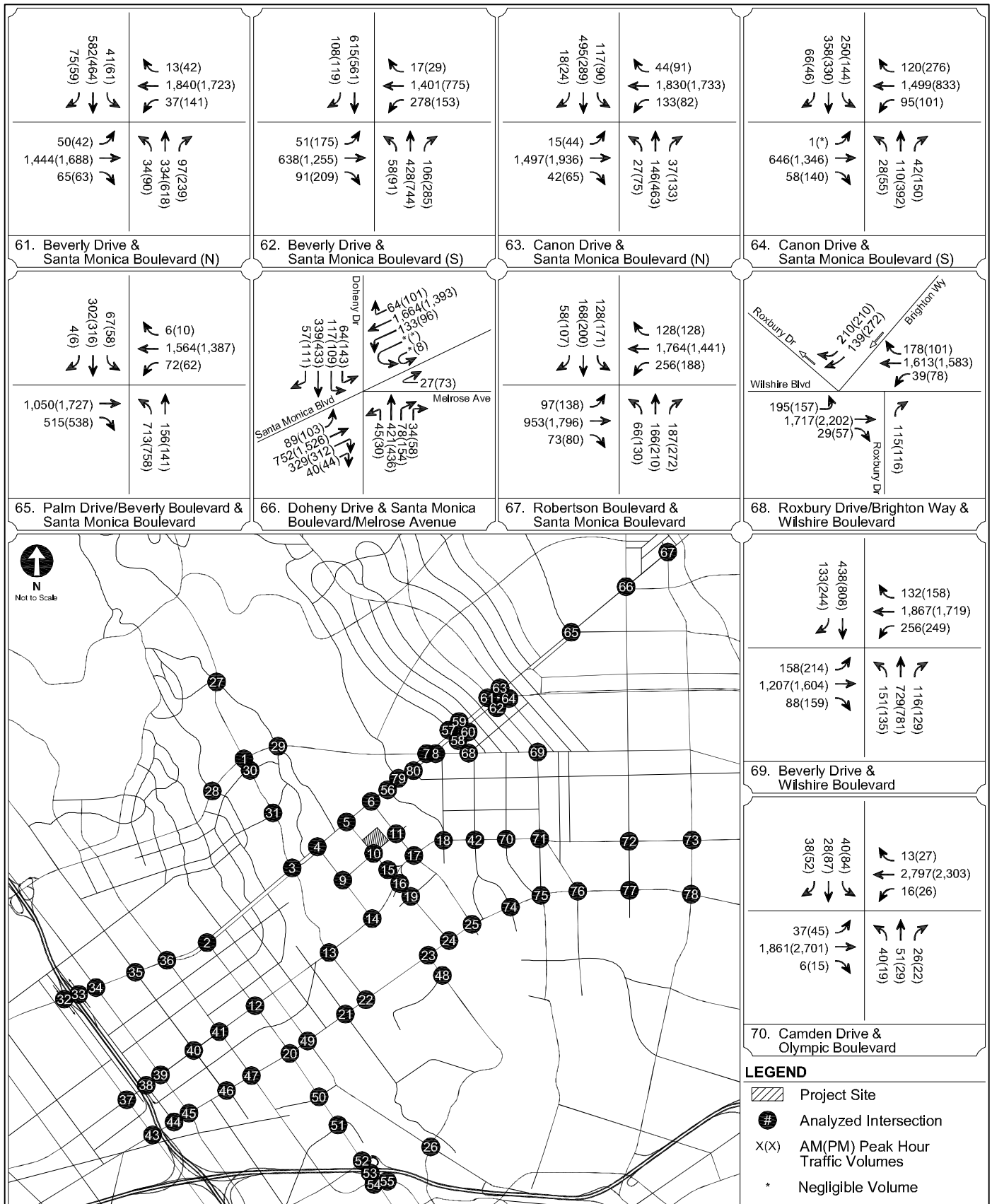
FUTURE WITH APPROVED PROJECT CONDITIONS (YEAR 2021)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE
17 E



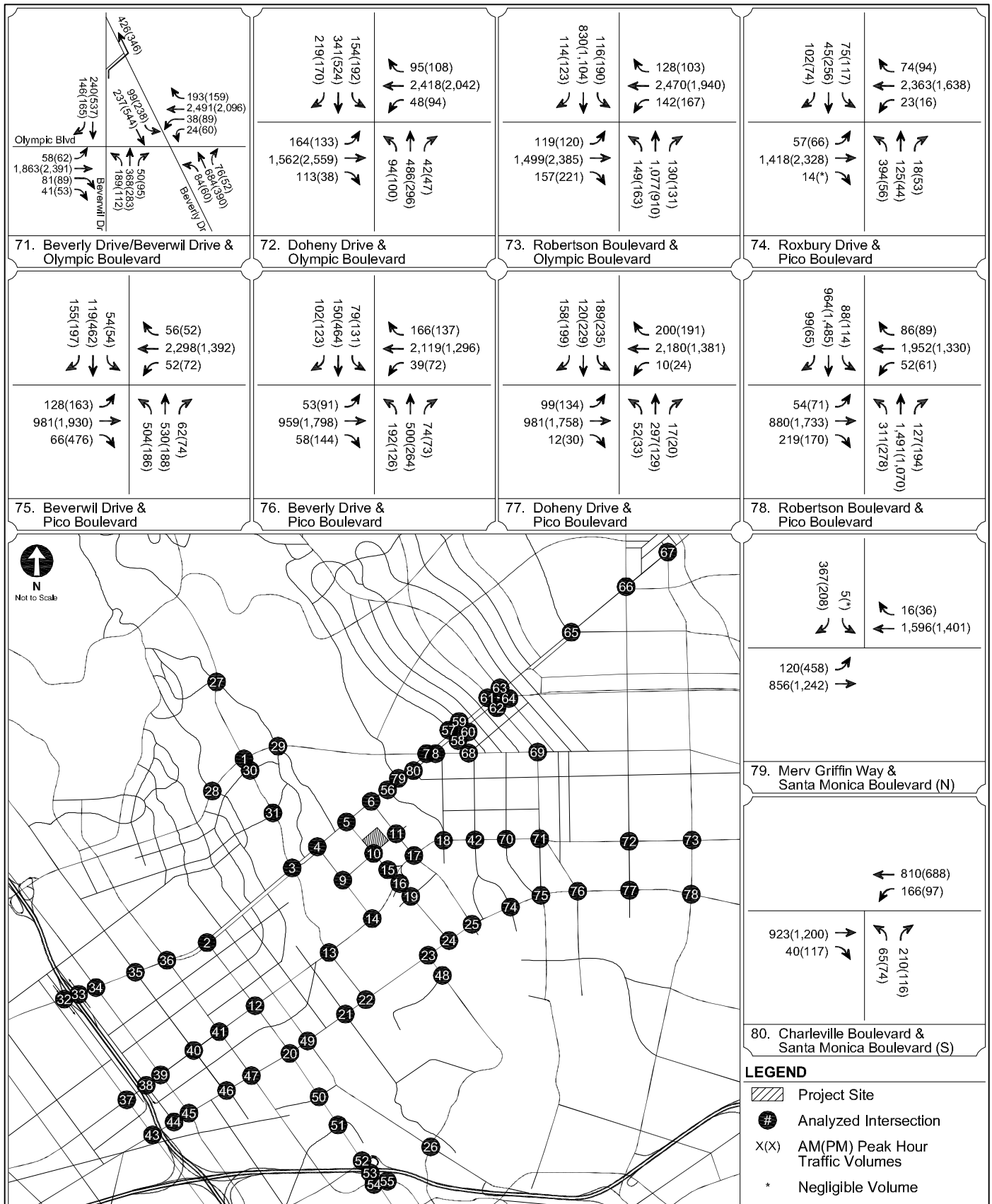
FUTURE WITH APPROVED PROJECT CONDITIONS (YEAR 2021)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE
17 F



FUTURE WITH APPROVED PROJECT CONDITIONS (YEAR 2021)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE
17 G



FUTURE WITH APPROVED PROJECT CONDITIONS (YEAR 2021)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE
17 H

TABLE 16
FUTURE WITH MODIFIED PROJECT CONDITIONS (YEAR 2015)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	V/C	LOS
1.	LA	Beverly Glen Boulevard & Wilshire Boulevard	A.M. P.M.	1.248 1.226	F F
2.	LA	Overland Avenue & Santa Monica Boulevard (N & S)	A.M. P.M.	0.785 0.780	C C
3.	LA	Beverly Glen Boulevard & Santa Monica Boulevard	A.M. P.M.	0.878 0.893	D D
4.	LA	Century Park West & Santa Monica Boulevard	A.M. P.M.	0.628 0.649	B B
5.	LA	Avenue of the Stars & Santa Monica Boulevard	A.M. P.M.	0.653 0.578	B A
6.	LA	Century Park East & Santa Monica Boulevard	A.M. P.M.	0.767 0.593	C A
7.	BH	Santa Monica Boulevard (N) & Wilshire Boulevard	A.M. P.M.	1.300 1.256	F F
8.	BH	Santa Monica Boulevard (S) & Wilshire Boulevard	A.M. P.M.	1.055 0.993	F E
9.	LA	Century Park West & Constellation Boulevard	A.M. P.M.	0.542 0.243	A A
10.	LA	Avenue of the Stars & Constellation Boulevard	A.M. P.M.	0.636 0.510	B A
11.	LA	Century Park East & Constellation Boulevard	A.M. P.M.	0.445 0.447	A A
12.	LA	Overland Avenue & Olympic Boulevard	A.M. P.M.	1.073 0.995	F E
13.	LA	Beverly Glen Boulevard & Olympic Boulevard	A.M. P.M.	1.029 0.981	F E
14.	LA	Century Park West & Olympic Boulevard	A.M. P.M.	0.729 0.817	C D
15.	LA	Avenue of the Stars & Olympic Boulevard WB Ramps	A.M. P.M.	0.467 0.225	A A
16.	LA	Avenue of the Stars & Olympic Boulevard EB Ramps	A.M. P.M.	0.527 0.248	A A
17.	LA	Century Park East & Olympic Boulevard	A.M. P.M.	0.699 0.717	B C
18.	BH	Spalding Drive & Olympic Boulevard	A.M. P.M.	1.061 0.933	F E
19.	LA	Avenue of the Stars & Galaxy Way	A.M. P.M.	0.301 0.302	A A
20.	LA	Overland Avenue & Pico Boulevard	A.M. P.M.	0.972 1.109	E F

Notes: LA = Los Angeles; BH = Beverly Hills; WH = West Hollywood.

TABLE 16 (continued)
FUTURE WITH MODIFIED PROJECT CONDITIONS (YEAR 2015)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	V/C	LOS
21.	LA	Patricia Avenue & Pico Boulevard	A.M. P.M.	0.833 0.771	D C
22.	LA	Beverly Glen Boulevard & Pico Boulevard	A.M. P.M.	0.809 0.858	D D
23.	LA	Motor Avenue & Pico Boulevard	A.M. P.M.	0.744 1.016	C F
24.	LA	Avenue of the Stars & Pico Boulevard	A.M. P.M.	0.605 0.702	B C
25.	LA	Century Park East & Pico Boulevard	A.M. P.M.	0.659 0.714	B C
26.	LA	Motor Avenue & Manning Avenue	A.M. P.M.	0.616 0.581	B A
27.	LA	Beverly Glen Boulevard & Wyton Drive/Comstock Avenue	A.M. P.M.	0.687 0.843	B D
28.	LA	Warner Avenue & Wilshire Boulevard	A.M. P.M.	0.949 0.969	E E
29.	LA	Comstock Avenue & Wilshire Boulevard	A.M. P.M.	0.803 0.948	D E
30.	LA	Beverly Glen Boulevard & Ashton Avenue	A.M. P.M.	0.378 0.413	A A
31.	LA	Beverly Glen Boulevard & Rochester Avenue	A.M. P.M.	0.452 0.461	A A
32.	LA	Beloit Avenue & Santa Monica Boulevard	A.M. P.M.	0.945 1.000	E E
33.	LA	Cotner Avenue & Santa Monica Boulevard	A.M. P.M.	0.654 0.871	B D
34.	LA	Sepulveda Boulevard & Santa Monica Boulevard	A.M. P.M.	0.935 0.966	E E
35.	LA	Veteran Avenue & Santa Monica Boulevard	A.M. P.M.	0.756 0.791	C C
36.	LA	Westwood Boulevard & Santa Monica Boulevard	A.M. P.M.	1.096 1.080	F F
37.	LA	Sawtelle Boulevard & Olympic Boulevard	A.M. P.M.	0.947 1.087	E F
38.	LA	Cotner Avenue & Olympic Boulevard	A.M. P.M.	0.694 0.963	B E
39.	LA	Sepulveda Boulevard & Olympic Boulevard	A.M. P.M.	0.901 0.999	E E
40.	LA	Veteran Avenue & Olympic Boulevard	A.M. P.M.	0.655 0.786	B C

Notes: LA = Los Angeles; BH = Beverly Hills; WH = West Hollywood.

TABLE 16 (continued)
FUTURE WITH MODIFIED PROJECT CONDITIONS (YEAR 2015)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	V/C	LOS
41.	LA	Westwood Boulevard & Olympic Boulevard	A.M. P.M.	1.163 1.161	F F
42.	BH	Roxbury Drive & Olympic Boulevard	A.M. P.M.	0.962 0.929	E E
43.	LA	Sawtelle Boulevard & Pico Boulevard	A.M. P.M.	1.229 1.253	F F
44.	LA	Cotner Avenue & Pico Boulevard	A.M. P.M.	0.783 1.062	C F
45.	LA	Sepulveda Boulevard & Pico Boulevard	A.M. P.M.	0.927 1.144	E F
46.	LA	Veteran Avenue & Pico Boulevard	A.M. P.M.	0.541 0.515	A A
47.	LA	Westwood Boulevard & Pico Boulevard	A.M. P.M.	0.776 0.944	C E
48.	LA	Roxbury Drive & Olympic Boulevard	A.M. P.M.	0.522 0.456	A A
49.	LA	Manning Avenue & Pico Boulevard	A.M. P.M.	0.822 0.779	D C
50.	LA	Overland Avenue & Ashby Avenue	A.M. P.M.	0.809 0.783	D C
51.	LA	Overland Avenue & Coventry Place	A.M. P.M.	0.698 0.736	B C
52.	LA	Overland Avenue & National Boulevard/I-10 Ramps	A.M. P.M.	1.311 1.302	F F
53.	LA	Overland Avenue & I-10 Eastbound Onramp	A.M. P.M.	0.737 0.619	C D **
54.	LA	Overland Avenue & National Place/National Boulevard	A.M. P.M.	0.796 0.738	C E **
55.	LA	I-10 Eastbound Offramp & National Boulevard	A.M. P.M.	0.664 0.472	B C **
56.	LA	Moreno Drive & Santa Monica Boulevard (N & S)	A.M. P.M.	0.821 0.861	D D
57.	BH	Roxbury Drive & Santa Monica Boulevard (N)	A.M. P.M.	0.841 0.814	D D
58.	BH	Roxbury Drive & Santa Monica Boulevard (S)	A.M. P.M.	0.675 0.618	B B
59.	BH	Bedford Drive & Santa Monica Boulevard (N)	A.M. P.M.	0.884 0.812	D D
60.	BH	Bedford Drive & Santa Monica Boulevard (S)	A.M. P.M.	0.688 0.741	B C

Notes: LA = Los Angeles; BH = Beverly Hills; WH = West Hollywood.

** While the baseline traffic count volumes led to the V/C calculation shown in the table, field observations of these intersections showed that actual operating conditions were worse. The LOS shown is a qualitative assessment of the projected operating LOS.

TABLE 16 (continued)
FUTURE WITH MODIFIED PROJECT CONDITIONS (YEAR 2015)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	V/C	LOS
61.	BH	Beverly Drive & Santa Monica Boulevard (N)	A.M. P.M.	0.961 1.039	E F
62.	BH	Beverly Drive & Santa Monica Boulevard (S)	A.M. P.M.	0.876 0.921	D E
63.	BH	Canon Drive & Santa Monica Boulevard (N)	A.M. P.M.	0.908 1.027	E F
64.	BH	Canon Drive & Santa Monica Boulevard (S)	A.M. P.M.	0.818 0.890	D D
65.	BH	Palm Drive/Beverly Boulevard & Santa Monica Boulevard	A.M. P.M.	1.004 1.111	F F
66.	WH	Doheny Drive & Santa Monica Boulevard/Melrose Avenue	A.M. P.M.	200.5 179.0	F F
67.	WH	Robertson Boulevard & Santa Monica Boulevard	A.M. P.M.	68.7 197.6	E F
68.	BH	Roxbury Drive/Brighton Way & Wilshire Boulevard	A.M. P.M.	0.585 0.575	A A
69.	BH	Beverly Drive & Wilshire Boulevard	A.M. P.M.	0.902 0.994	E E
70.	BH	Camden Drive & Olympic Boulevard	A.M. P.M.	0.839 0.853	D D
71.	BH	Beverly Drive/Beverwil Drive & Olympic Boulevard	A.M. P.M.	1.018 1.011	F F
72.	BH	Doheny Drive & Olympic Boulevard	A.M. P.M.	1.029 1.116	F F
73.	BH	Robertson Boulevard & Olympic Boulevard	A.M. P.M.	1.222 1.271	F F
74.	LA	Roxbury Drive & Pico Boulevard	A.M. P.M.	0.765 0.615	C E **
75.	LA	Beverwil Drive & Pico Boulevard	A.M. P.M.	0.953 0.933	E E
76.	LA	Beverly Drive & Pico Boulevard	A.M. P.M.	0.849 1.016	D F
77.	LA	Doheny Drive & Pico Boulevard	A.M. P.M.	0.797 0.791	C F **
78.	LA	Robertson Boulevard & Pico Boulevard	A.M. P.M.	1.005 1.159	F F
79.	BH	Merv Griffin Way & Santa Monica Boulevard (N)	A.M. P.M.	0.840 0.836	D D
80.	BH	Charleville Boulevard & Santa Monica Boulevard (S)	A.M. P.M.	0.640 0.740	B C

Notes: LA = Los Angeles; BH = Beverly Hills; WH = West Hollywood.

** While the baseline traffic count volumes led to the V/C calculation shown in the table, field observations of these intersections showed that actual operating conditions were worse. The LOS shown is a qualitative assessment of the projected operating LOS.

TABLE 16 (continued)
FUTURE WITH MODIFIED PROJECT CONDITIONS (YEAR 2015)
INTERSECTION PEAK HOUR LEVELS OF SERVICE SUMMARY

Level of Service	Intersections Operating at Specified LOS	
	A.M. Peak Hour	P.M. Peak Hour
A	10	14
B	16	2
C	11	13
D	14	12
E	13	17
F	16	22
Total	80	80

TABLE 17
FUTURE WITH APPROVED PROJECT CONDITIONS (YEAR 2015)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	V/C	LOS
1.	LA	Beverly Glen Boulevard & Wilshire Boulevard	A.M. P.M.	1.245 1.221	F F
2.	LA	Overland Avenue & Santa Monica Boulevard (N & S)	A.M. P.M.	0.771 0.784	C C
3.	LA	Beverly Glen Boulevard & Santa Monica Boulevard	A.M. P.M.	0.857 0.881	D D
4.	LA	Century Park West & Santa Monica Boulevard	A.M. P.M.	0.623 0.637	B B
5.	LA	Avenue of the Stars & Santa Monica Boulevard	A.M. P.M.	0.628 0.577	B A
6.	LA	Century Park East & Santa Monica Boulevard	A.M. P.M.	0.751 0.578	C A
7.	BH	Santa Monica Boulevard (N) & Wilshire Boulevard	A.M. P.M.	1.294 1.258	F F
8.	BH	Santa Monica Boulevard (S) & Wilshire Boulevard	A.M. P.M.	1.049 0.997	F E
9.	LA	Century Park West & Constellation Boulevard	A.M. P.M.	0.465 0.238	A A
10.	LA	Avenue of the Stars & Constellation Boulevard	A.M. P.M.	0.563 0.476	A A
11.	LA	Century Park East & Constellation Boulevard	A.M. P.M.	0.346 0.450	A A
12.	LA	Overland Avenue & Olympic Boulevard	A.M. P.M.	1.064 1.000	F E
13.	LA	Beverly Glen Boulevard & Olympic Boulevard	A.M. P.M.	1.016 0.974	F E
14.	LA	Century Park West & Olympic Boulevard	A.M. P.M.	0.714 0.802	C D
15.	LA	Avenue of the Stars & Olympic Boulevard WB Ramps	A.M. P.M.	0.447 0.217	A A
16.	LA	Avenue of the Stars & Olympic Boulevard EB Ramps	A.M. P.M.	0.508 0.242	A A
17.	LA	Century Park East & Olympic Boulevard	A.M. P.M.	0.680 0.716	B C
18.	BH	Spalding Drive & Olympic Boulevard	A.M. P.M.	1.048 0.923	F E
19.	LA	Avenue of the Stars & Galaxy Way	A.M. P.M.	0.301 0.296	A A
20.	LA	Overland Avenue & Pico Boulevard	A.M. P.M.	0.968 1.101	E F

Notes: LA = Los Angeles; BH = Beverly Hills; WH = West Hollywood.

TABLE 17 (continued)
FUTURE WITH APPROVED PROJECT CONDITIONS (YEAR 2015)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	V/C	LOS
21.	LA	Patricia Avenue & Pico Boulevard	A.M. P.M.	0.826 0.765	D C
22.	LA	Beverly Glen Boulevard & Pico Boulevard	A.M. P.M.	0.812 0.852	D D
23.	LA	Motor Avenue & Pico Boulevard	A.M. P.M.	0.741 1.013	C F
24.	LA	Avenue of the Stars & Pico Boulevard	A.M. P.M.	0.595 0.693	A B
25.	LA	Century Park East & Pico Boulevard	A.M. P.M.	0.653 0.701	B C
26.	LA	Motor Avenue & Manning Avenue	A.M. P.M.	0.612 0.583	B A
27.	LA	Beverly Glen Boulevard & Wyton Drive/Comstock Avenue	A.M. P.M.	0.682 0.839	B D
28.	LA	Warner Avenue & Wilshire Boulevard	A.M. P.M.	0.949 0.968	E E
29.	LA	Comstock Avenue & Wilshire Boulevard	A.M. P.M.	0.803 0.946	D E
30.	LA	Beverly Glen Boulevard & Ashton Avenue	A.M. P.M.	0.375 0.414	A A
31.	LA	Beverly Glen Boulevard & Rochester Avenue	A.M. P.M.	0.449 0.459	A A
32.	LA	Beloit Avenue & Santa Monica Boulevard	A.M. P.M.	0.941 1.004	E F
33.	LA	Cotner Avenue & Santa Monica Boulevard	A.M. P.M.	0.659 0.864	B D
34.	LA	Sepulveda Boulevard & Santa Monica Boulevard	A.M. P.M.	0.927 0.972	E E
35.	LA	Veteran Avenue & Santa Monica Boulevard	A.M. P.M.	0.759 0.784	C C
36.	LA	Westwood Boulevard & Santa Monica Boulevard	A.M. P.M.	1.079 1.085	F F
37.	LA	Sawtelle Boulevard & Olympic Boulevard	A.M. P.M.	0.944 1.089	E F
38.	LA	Cotner Avenue & Olympic Boulevard	A.M. P.M.	0.691 0.964	B E
39.	LA	Sepulveda Boulevard & Olympic Boulevard	A.M. P.M.	0.895 0.997	D E
40.	LA	Veteran Avenue & Olympic Boulevard	A.M. P.M.	0.644 0.781	B C

Notes: LA = Los Angeles; BH = Beverly Hills; WH = West Hollywood.

TABLE 17 (continued)
FUTURE WITH APPROVED PROJECT CONDITIONS (YEAR 2015)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	V/C	LOS
41.	LA	Westwood Boulevard & Olympic Boulevard	A.M. P.M.	1.152 1.156	F F
42.	BH	Roxbury Drive & Olympic Boulevard	A.M. P.M.	0.948 0.918	E E
43.	LA	Sawtelle Boulevard & Pico Boulevard	A.M. P.M.	1.227 1.253	F F
44.	LA	Cotner Avenue & Pico Boulevard	A.M. P.M.	0.784 1.061	C F
45.	LA	Sepulveda Boulevard & Pico Boulevard	A.M. P.M.	0.919 1.140	E F
46.	LA	Veteran Avenue & Pico Boulevard	A.M. P.M.	0.543 0.513	A A
47.	LA	Westwood Boulevard & Pico Boulevard	A.M. P.M.	0.773 0.942	C E
48.	LA	Roxbury Drive & Olympic Boulevard	A.M. P.M.	0.515 0.452	A A
49.	LA	Manning Avenue & Pico Boulevard	A.M. P.M.	0.815 0.781	D C
50.	LA	Overland Avenue & Ashby Avenue	A.M. P.M.	0.796 0.776	C C
51.	LA	Overland Avenue & Coventry Place	A.M. P.M.	0.689 0.731	B C
52.	LA	Overland Avenue & National Boulevard/I-10 Ramps	A.M. P.M.	1.316 1.298	F F
53.	LA	Overland Avenue & I-10 Eastbound Onramp	A.M. P.M.	0.733 0.620	C D **
54.	LA	Overland Avenue & National Place/National Boulevard	A.M. P.M.	0.790 0.734	C E **
55.	LA	I-10 Eastbound Offramp & National Boulevard	A.M. P.M.	0.658 0.479	B C **
56.	LA	Moreno Drive & Santa Monica Boulevard (N & S)	A.M. P.M.	0.804 0.851	D D
57.	BH	Roxbury Drive & Santa Monica Boulevard (N)	A.M. P.M.	0.828 0.815	D D
58.	BH	Roxbury Drive & Santa Monica Boulevard (S)	A.M. P.M.	0.673 0.617	B B
59.	BH	Bedford Drive & Santa Monica Boulevard (N)	A.M. P.M.	0.874 0.805	D D
60.	BH	Bedford Drive & Santa Monica Boulevard (S)	A.M. P.M.	0.686 0.740	B C

Notes: LA = Los Angeles; BH = Beverly Hills; WH = West Hollywood.

** While the baseline traffic count volumes led to the V/C calculation shown in the table, field observations of these intersections showed that actual operating conditions were worse. The LOS shown is a qualitative assessment of the projected operating LOS.

TABLE 17 (continued)
FUTURE WITH APPROVED PROJECT CONDITIONS (YEAR 2015)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	V/C	LOS
61.	BH	Beverly Drive & Santa Monica Boulevard (N)	A.M. P.M.	0.952 1.033	E F
62.	BH	Beverly Drive & Santa Monica Boulevard (S)	A.M. P.M.	0.874 0.920	D E
63.	BH	Canon Drive & Santa Monica Boulevard (N)	A.M. P.M.	0.899 1.022	D F
64.	BH	Canon Drive & Santa Monica Boulevard (S)	A.M. P.M.	0.816 0.889	D D
65.	BH	Palm Drive/Beverly Boulevard & Santa Monica Boulevard	A.M. P.M.	0.995 1.107	E F
66.	WH	Doheny Drive & Santa Monica Boulevard/Melrose Avenue	A.M. P.M.	197.5 178.1	F F
67.	WH	Robertson Boulevard & Santa Monica Boulevard	A.M. P.M.	66.2 196.3	E F
68.	BH	Roxbury Drive/Brighton Way & Wilshire Boulevard	A.M. P.M.	0.584 0.575	A A
69.	BH	Beverly Drive & Wilshire Boulevard	A.M. P.M.	0.900 0.995	D E
70.	BH	Camden Drive & Olympic Boulevard	A.M. P.M.	0.824 0.843	D D
71.	BH	Beverly Drive/Beverwil Drive & Olympic Boulevard	A.M. P.M.	1.008 1.001	F F
72.	BH	Doheny Drive & Olympic Boulevard	A.M. P.M.	1.018 1.108	F F
73.	BH	Robertson Boulevard & Olympic Boulevard	A.M. P.M.	1.213 1.265	F F
74.	LA	Roxbury Drive & Pico Boulevard	A.M. P.M.	0.754 0.606	C E **
75.	LA	Beverwil Drive & Pico Boulevard	A.M. P.M.	0.934 0.925	E E
76.	LA	Beverly Drive & Pico Boulevard	A.M. P.M.	0.838 1.000	D E
77.	LA	Doheny Drive & Pico Boulevard	A.M. P.M.	0.791 0.785	C F **
78.	LA	Robertson Boulevard & Pico Boulevard	A.M. P.M.	1.000 1.155	E F
79.	BH	Merv Griffin Way & Santa Monica Boulevard (N)	A.M. P.M.	0.823 0.832	D D
80.	BH	Charleville Boulevard & Santa Monica Boulevard (S)	A.M. P.M.	0.643 0.737	B C

Notes: LA = Los Angeles; BH = Beverly Hills; WH = West Hollywood.

** While the baseline traffic count volumes led to the V/C calculation shown in the table, field observations of these intersections showed that actual operating conditions were worse. The LOS shown is a qualitative assessment of the projected operating LOS.

TABLE 17 (continued)
FUTURE WITH APPROVED PROJECT CONDITIONS (YEAR 2015)
INTERSECTION PEAK HOUR LEVELS OF SERVICE SUMMARY

Level of Service	Intersections Operating at Specified LOS	
	A.M. Peak Hour	P.M. Peak Hour
A	12	14
B	14	3
C	12	12
D	16	12
E	12	17
F	14	22
Total	80	80

TABLE 18
FUTURE WITH MODIFIED PROJECT CONDITIONS (YEAR 2021)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	V/C	LOS
1.	LA	Beverly Glen Boulevard & Wilshire Boulevard	A.M. P.M.	1.297 1.283	F F
2.	LA	Overland Avenue & Santa Monica Boulevard (N & S)	A.M. P.M.	0.807 0.819	D D
3.	LA	Beverly Glen Boulevard & Santa Monica Boulevard	A.M. P.M.	0.908 0.928	E E
4.	LA	Century Park West & Santa Monica Boulevard	A.M. P.M.	0.656 0.672	B B
5.	LA	Avenue of the Stars & Santa Monica Boulevard	A.M. P.M.	0.687 0.607	B B
6.	LA	Century Park East & Santa Monica Boulevard	A.M. P.M.	0.812 0.613	D B
7.	BH	Santa Monica Boulevard (N) & Wilshire Boulevard	A.M. P.M.	1.314 1.306	F F
8.	BH	Santa Monica Boulevard (S) & Wilshire Boulevard	A.M. P.M.	1.069 1.028	F F
9.	LA	Century Park West & Constellation Boulevard	A.M. P.M.	0.529 0.268	A A
10.	LA	Avenue of the Stars & Constellation Boulevard	A.M. P.M.	0.635 0.531	B A
11.	LA	Century Park East & Constellation Boulevard	A.M. P.M.	0.387 0.458	A A
12.	LA	Overland Avenue & Olympic Boulevard	A.M. P.M.	1.115 1.052	F F
13.	LA	Beverly Glen Boulevard & Olympic Boulevard	A.M. P.M.	1.059 1.103	F F
14.	LA	Century Park West & Olympic Boulevard	A.M. P.M.	0.740 0.860	C D
15.	LA	Avenue of the Stars & Olympic Boulevard WB Ramps	A.M. P.M.	0.522 0.237	A A
16.	LA	Avenue of the Stars & Olympic Boulevard EB Ramps	A.M. P.M.	0.549 0.265	A A
17.	LA	Century Park East & Olympic Boulevard	A.M. P.M.	0.695 0.740	B C
18.	BH	Spalding Drive & Olympic Boulevard	A.M. P.M.	1.088 0.963	F E
19.	LA	Avenue of the Stars & Galaxy Way	A.M. P.M.	0.301 0.319	A A
20.	LA	Overland Avenue & Pico Boulevard	A.M. P.M.	1.011 1.166	F F

Notes: LA = Los Angeles; BH = Beverly Hills; WH = West Hollywood.

TABLE 18 (continued)
FUTURE WITH MODIFIED PROJECT CONDITIONS (YEAR 2021)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	V/C	LOS
21.	LA	Patricia Avenue & Pico Boulevard	A.M. P.M.	0.866 0.812	D D
22.	LA	Beverly Glen Boulevard & Pico Boulevard	A.M. P.M.	0.839 0.904	D E
23.	LA	Motor Avenue & Pico Boulevard	A.M. P.M.	0.771 1.069	C F
24.	LA	Avenue of the Stars & Pico Boulevard	A.M. P.M.	0.621 0.735	B C
25.	LA	Century Park East & Pico Boulevard	A.M. P.M.	0.690 0.752	B C
26.	LA	Motor Avenue & Manning Avenue	A.M. P.M.	0.645 0.609	B B
27.	LA	Beverly Glen Boulevard & Wyton Drive/Comstock Avenue	A.M. P.M.	0.716 0.879	C D
28.	LA	Warner Avenue & Wilshire Boulevard	A.M. P.M.	0.962 1.014	E F
29.	LA	Comstock Avenue & Wilshire Boulevard	A.M. P.M.	0.821 0.993	D E
30.	LA	Beverly Glen Boulevard & Ashton Avenue	A.M. P.M.	0.400 0.436	A A
31.	LA	Beverly Glen Boulevard & Rochester Avenue	A.M. P.M.	0.477 0.485	A A
32.	LA	Beloit Avenue & Santa Monica Boulevard	A.M. P.M.	1.017 1.003	F F
33.	LA	Cotner Avenue & Santa Monica Boulevard	A.M. P.M.	0.664 0.874	B D
34.	LA	Sepulveda Boulevard & Santa Monica Boulevard	A.M. P.M.	0.942 1.015	E F
35.	LA	Veteran Avenue & Santa Monica Boulevard	A.M. P.M.	0.728 0.842	C D
36.	LA	Westwood Boulevard & Santa Monica Boulevard	A.M. P.M.	1.068 1.110	F F
37.	LA	Sawtelle Boulevard & Olympic Boulevard	A.M. P.M.	0.992 1.140	E F
38.	LA	Cotner Avenue & Olympic Boulevard	A.M. P.M.	0.727 1.011	C F
39.	LA	Sepulveda Boulevard & Olympic Boulevard	A.M. P.M.	0.887 1.033	D F
40.	LA	Veteran Avenue & Olympic Boulevard	A.M. P.M.	0.671 0.822	B D

Notes: LA = Los Angeles; BH = Beverly Hills; WH = West Hollywood.

TABLE 18 (continued)
FUTURE WITH MODIFIED PROJECT CONDITIONS (YEAR 2021)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	V/C	LOS
41.	LA	Westwood Boulevard & Olympic Boulevard	A.M. P.M.	1.202 1.181	F F
42.	BH	Roxbury Drive & Olympic Boulevard	A.M. P.M.	0.986 0.962	E E
43.	LA	Sawtelle Boulevard & Pico Boulevard	A.M. P.M.	1.288 1.306	F F
44.	LA	Cotner Avenue & Pico Boulevard	A.M. P.M.	0.821 1.111	D F
45.	LA	Sepulveda Boulevard & Pico Boulevard	A.M. P.M.	0.930 1.136	E F
46.	LA	Veteran Avenue & Pico Boulevard	A.M. P.M.	0.558 0.547	A A
47.	LA	Westwood Boulevard & Pico Boulevard	A.M. P.M.	0.795 0.999	C E
48.	LA	Roxbury Drive & Olympic Boulevard	A.M. P.M.	0.548 0.479	A A
49.	LA	Manning Avenue & Pico Boulevard	A.M. P.M.	0.852 0.825	D D
50.	LA	Overland Avenue & Ashby Avenue	A.M. P.M.	0.849 0.821	D D
51.	LA	Overland Avenue & Coventry Place	A.M. P.M.	0.735 0.772	C C
52.	LA	Overland Avenue & National Boulevard/I-10 Ramps	A.M. P.M.	1.372 1.357	F F
53.	LA	Overland Avenue & I-10 Eastbound Onramp	A.M. P.M.	0.772 0.649	C D **
54.	LA	Overland Avenue & National Place/National Boulevard	A.M. P.M.	0.836 0.774	D E **
55.	LA	I-10 Eastbound Offramp & National Boulevard	A.M. P.M.	0.698 0.496	B C **
56.	LA	Moreno Drive & Santa Monica Boulevard (N & S)	A.M. P.M.	0.845 0.893	D D
57.	BH	Roxbury Drive & Santa Monica Boulevard (N)	A.M. P.M.	0.875 0.857	D D
58.	BH	Roxbury Drive & Santa Monica Boulevard (S)	A.M. P.M.	0.697 0.649	B B
59.	BH	Bedford Drive & Santa Monica Boulevard (N)	A.M. P.M.	0.920 0.827	E D
60.	BH	Bedford Drive & Santa Monica Boulevard (S)	A.M. P.M.	0.712 0.779	C C

Notes: LA = Los Angeles; BH = Beverly Hills; WH = West Hollywood.

** While the baseline traffic count volumes led to the V/C calculation shown in the table, field observations of these intersections showed that actual operating conditions were worse. The LOS shown is a qualitative assessment of the projected operating LOS.

TABLE 18 (continued)
FUTURE WITH MODIFIED PROJECT CONDITIONS (YEAR 2021)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	V/C	LOS
61.	BH	Beverly Drive & Santa Monica Boulevard (N)	A.M. P.M.	0.990 1.097	E F
62.	BH	Beverly Drive & Santa Monica Boulevard (S)	A.M. P.M.	0.879 0.968	D E
63.	BH	Canon Drive & Santa Monica Boulevard (N)	A.M. P.M.	0.922 1.028	E F
64.	BH	Canon Drive & Santa Monica Boulevard (S)	A.M. P.M.	0.842 0.929	D E
65.	BH	Palm Drive/Beverly Boulevard & Santa Monica Boulevard	A.M. P.M.	1.041 1.150	F F
66.	WH	Doheny Drive & Santa Monica Boulevard/Melrose Avenue	A.M. P.M.	215.8 198.0	F F
67.	WH	Robertson Boulevard & Santa Monica Boulevard	A.M. P.M.	82.0 221.0	F F
68.	BH	Roxbury Drive/Brighton Way & Wilshire Boulevard	A.M. P.M.	0.599 0.602	A B
69.	BH	Beverly Drive & Wilshire Boulevard	A.M. P.M.	0.895 1.025	D F
70.	BH	Camden Drive & Olympic Boulevard	A.M. P.M.	0.858 0.883	D D
71.	BH	Beverly Drive/Beverwil Drive & Olympic Boulevard	A.M. P.M.	1.043 1.050	F F
72.	BH	Doheny Drive & Olympic Boulevard	A.M. P.M.	1.055 1.150	F F
73.	BH	Robertson Boulevard & Olympic Boulevard	A.M. P.M.	1.229 1.298	F F
74.	LA	Roxbury Drive & Pico Boulevard	A.M. P.M.	0.802 0.645	D E **
75.	LA	Beverwil Drive & Pico Boulevard	A.M. P.M.	0.995 0.976	E E
76.	LA	Beverly Drive & Pico Boulevard	A.M. P.M.	0.889 1.061	D F
77.	LA	Doheny Drive & Pico Boulevard	A.M. P.M.	0.836 0.826	D F **
78.	LA	Robertson Boulevard & Pico Boulevard	A.M. P.M.	1.049 1.207	F F
79.	BH	Merv Griffin Way & Santa Monica Boulevard (N)	A.M. P.M.	0.849 0.878	D D
80.	BH	Charleville Boulevard & Santa Monica Boulevard (S)	A.M. P.M.	0.662 0.756	B C

Notes: LA = Los Angeles; BH = Beverly Hills; WH = West Hollywood.

** While the baseline traffic count volumes led to the V/C calculation shown in the table, field observations of these intersections showed that actual operating conditions were worse. The LOS shown is a qualitative assessment of the projected operating LOS.

TABLE 18 (continued)
FUTURE WITH MODIFIED PROJECT CONDITIONS (YEAR 2021)
INTERSECTION PEAK HOUR LEVELS OF SERVICE SUMMARY

Level of Service	Intersections Operating at Specified LOS	
	A.M. Peak Hour	P.M. Peak Hour
A	10	10
B	12	6
C	9	7
D	20	15
E	10	11
F	19	31
Total	80	80

TABLE 19
FUTURE WITH APPROVED PROJECT CONDITIONS (YEAR 2021)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	V/C	LOS
1.	LA	Beverly Glen Boulevard & Wilshire Boulevard	A.M. P.M.	1.294 1.278	F F
2.	LA	Overland Avenue & Santa Monica Boulevard (N & S)	A.M. P.M.	0.792 0.824	C D
3.	LA	Beverly Glen Boulevard & Santa Monica Boulevard	A.M. P.M.	0.887 0.917	D E
4.	LA	Century Park West & Santa Monica Boulevard	A.M. P.M.	0.651 0.659	B B
5.	LA	Avenue of the Stars & Santa Monica Boulevard	A.M. P.M.	0.663 0.606	B B
6.	LA	Century Park East & Santa Monica Boulevard	A.M. P.M.	0.795 0.598	C A
7.	BH	Santa Monica Boulevard (N) & Wilshire Boulevard	A.M. P.M.	1.308 1.308	F F
8.	BH	Santa Monica Boulevard (S) & Wilshire Boulevard	A.M. P.M.	1.063 1.030	F F
9.	LA	Century Park West & Constellation Boulevard	A.M. P.M.	0.452 0.264	A A
10.	LA	Avenue of the Stars & Constellation Boulevard	A.M. P.M.	0.563 0.495	A A
11.	LA	Century Park East & Constellation Boulevard	A.M. P.M.	0.325 0.461	A A
12.	LA	Overland Avenue & Olympic Boulevard	A.M. P.M.	1.106 1.056	F F
13.	LA	Beverly Glen Boulevard & Olympic Boulevard	A.M. P.M.	1.046 1.096	F F
14.	LA	Century Park West & Olympic Boulevard	A.M. P.M.	0.725 0.845	C D
15.	LA	Avenue of the Stars & Olympic Boulevard WB Ramps	A.M. P.M.	0.502 0.228	A A
16.	LA	Avenue of the Stars & Olympic Boulevard EB Ramps	A.M. P.M.	0.530 0.258	A A
17.	LA	Century Park East & Olympic Boulevard	A.M. P.M.	0.677 0.724	B C
18.	BH	Spalding Drive & Olympic Boulevard	A.M. P.M.	1.074 0.953	F E
19.	LA	Avenue of the Stars & Galaxy Way	A.M. P.M.	0.301 0.312	A A
20.	LA	Overland Avenue & Pico Boulevard	A.M. P.M.	1.006 1.159	F F

Notes: LA = Los Angeles; BH = Beverly Hills; WH = West Hollywood.

TABLE 19 (continued)
FUTURE WITH APPROVED PROJECT CONDITIONS (YEAR 2021)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	V/C	LOS
21.	LA	Patricia Avenue & Pico Boulevard	A.M. P.M.	0.858 0.807	D D
22.	LA	Beverly Glen Boulevard & Pico Boulevard	A.M. P.M.	0.842 0.898	D D
23.	LA	Motor Avenue & Pico Boulevard	A.M. P.M.	0.768 1.067	C F
24.	LA	Avenue of the Stars & Pico Boulevard	A.M. P.M.	0.612 0.725	B C
25.	LA	Century Park East & Pico Boulevard	A.M. P.M.	0.685 0.739	B C
26.	LA	Motor Avenue & Manning Avenue	A.M. P.M.	0.641 0.611	B B
27.	LA	Beverly Glen Boulevard & Wyton Drive/Comstock Avenue	A.M. P.M.	0.711 0.876	C D
28.	LA	Warner Avenue & Wilshire Boulevard	A.M. P.M.	0.962 1.014	E F
29.	LA	Comstock Avenue & Wilshire Boulevard	A.M. P.M.	0.817 0.991	D E
30.	LA	Beverly Glen Boulevard & Ashton Avenue	A.M. P.M.	0.397 0.437	A A
31.	LA	Beverly Glen Boulevard & Rochester Avenue	A.M. P.M.	0.474 0.483	A A
32.	LA	Beloit Avenue & Santa Monica Boulevard	A.M. P.M.	1.013 1.009	F F
33.	LA	Cotner Avenue & Santa Monica Boulevard	A.M. P.M.	0.670 0.866	B D
34.	LA	Sepulveda Boulevard & Santa Monica Boulevard	A.M. P.M.	0.935 1.021	E F
35.	LA	Veteran Avenue & Santa Monica Boulevard	A.M. P.M.	0.732 0.834	C D
36.	LA	Westwood Boulevard & Santa Monica Boulevard	A.M. P.M.	1.051 1.115	F F
37.	LA	Sawtelle Boulevard & Olympic Boulevard	A.M. P.M.	0.989 1.143	E F
38.	LA	Cotner Avenue & Olympic Boulevard	A.M. P.M.	0.725 1.012	C F
39.	LA	Sepulveda Boulevard & Olympic Boulevard	A.M. P.M.	0.882 1.031	D F
40.	LA	Veteran Avenue & Olympic Boulevard	A.M. P.M.	0.668 0.817	B D

Notes: LA = Los Angeles; BH = Beverly Hills; WH = West Hollywood.

TABLE 19 (continued)
FUTURE WITH APPROVED PROJECT CONDITIONS (YEAR 2021)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	V/C	LOS
41.	LA	Westwood Boulevard & Olympic Boulevard	A.M. P.M.	1.191 1.176	F F
42.	BH	Roxbury Drive & Olympic Boulevard	A.M. P.M.	0.972 0.951	E E
43.	LA	Sawtelle Boulevard & Pico Boulevard	A.M. P.M.	1.285 1.307	F F
44.	LA	Cotner Avenue & Pico Boulevard	A.M. P.M.	0.822 1.109	D F
45.	LA	Sepulveda Boulevard & Pico Boulevard	A.M. P.M.	0.923 1.135	E F
46.	LA	Veteran Avenue & Pico Boulevard	A.M. P.M.	0.560 0.545	A A
47.	LA	Westwood Boulevard & Pico Boulevard	A.M. P.M.	0.791 0.998	C E
48.	LA	Roxbury Drive & Olympic Boulevard	A.M. P.M.	0.541 0.475	A A
49.	LA	Manning Avenue & Pico Boulevard	A.M. P.M.	0.845 0.827	D D
50.	LA	Overland Avenue & Ashby Avenue	A.M. P.M.	0.837 0.815	D D
51.	LA	Overland Avenue & Coventry Place	A.M. P.M.	0.726 0.767	C C
52.	LA	Overland Avenue & National Boulevard/I-10 Ramps	A.M. P.M.	1.377 1.352	F F
53.	LA	Overland Avenue & I-10 Eastbound Onramp	A.M. P.M.	0.769 0.649	C D **
54.	LA	Overland Avenue & National Place/National Boulevard	A.M. P.M.	0.830 0.771	D E **
55.	LA	I-10 Eastbound Offramp & National Boulevard	A.M. P.M.	0.692 0.503	B C **
56.	LA	Moreno Drive & Santa Monica Boulevard (N & S)	A.M. P.M.	0.828 0.883	D D
57.	BH	Roxbury Drive & Santa Monica Boulevard (N)	A.M. P.M.	0.863 0.859	D D
58.	BH	Roxbury Drive & Santa Monica Boulevard (S)	A.M. P.M.	0.695 0.647	B B
59.	BH	Bedford Drive & Santa Monica Boulevard (N)	A.M. P.M.	0.909 0.820	E D
60.	BH	Bedford Drive & Santa Monica Boulevard (S)	A.M. P.M.	0.710 0.777	C C

Notes: LA = Los Angeles; BH = Beverly Hills; WH = West Hollywood.

** While the baseline traffic count volumes led to the V/C calculation shown in the table, field observations of these intersections showed that actual operating conditions were worse. The LOS shown is a qualitative assessment of the projected operating LOS.

TABLE 19 (continued)
FUTURE WITH APPROVED PROJECT CONDITIONS (YEAR 2021)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	V/C	LOS
61.	BH	Beverly Drive & Santa Monica Boulevard (N)	A.M. P.M.	0.981 1.091	E F
62.	BH	Beverly Drive & Santa Monica Boulevard (S)	A.M. P.M.	0.876 0.967	D E
63.	BH	Canon Drive & Santa Monica Boulevard (N)	A.M. P.M.	0.913 1.023	E F
64.	BH	Canon Drive & Santa Monica Boulevard (S)	A.M. P.M.	0.839 0.928	D E
65.	BH	Palm Drive/Beverly Boulevard & Santa Monica Boulevard	A.M. P.M.	1.032 1.146	F F
66.	WH	Doheny Drive & Santa Monica Boulevard/Melrose Avenue	A.M. P.M.	212.7 196.5	F F
67.	WH	Robertson Boulevard & Santa Monica Boulevard	A.M. P.M.	79.4 219.7	E F
68.	BH	Roxbury Drive/Brighton Way & Wilshire Boulevard	A.M. P.M.	0.598 0.601	A B
69.	BH	Beverly Drive & Wilshire Boulevard	A.M. P.M.	0.893 1.027	D F
70.	BH	Camden Drive & Olympic Boulevard	A.M. P.M.	0.843 0.873	D D
71.	BH	Beverly Drive/Beverwil Drive & Olympic Boulevard	A.M. P.M.	1.032 1.041	F F
72.	BH	Doheny Drive & Olympic Boulevard	A.M. P.M.	1.045 1.143	F F
73.	BH	Robertson Boulevard & Olympic Boulevard	A.M. P.M.	1.221 1.292	F F
74.	LA	Roxbury Drive & Pico Boulevard	A.M. P.M.	0.791 0.636	C E **
75.	LA	Beverwil Drive & Pico Boulevard	A.M. P.M.	0.978 0.968	E E
76.	LA	Beverly Drive & Pico Boulevard	A.M. P.M.	0.878 1.046	D F
77.	LA	Doheny Drive & Pico Boulevard	A.M. P.M.	0.830 0.819	D F **
78.	LA	Robertson Boulevard & Pico Boulevard	A.M. P.M.	1.044 1.202	F F
79.	BH	Merv Griffin Way & Santa Monica Boulevard (N)	A.M. P.M.	0.831 0.874	D D
80.	BH	Charleville Boulevard & Santa Monica Boulevard (S)	A.M. P.M.	0.665 0.753	B C

Notes: LA = Los Angeles; BH = Beverly Hills; WH = West Hollywood.

** While the baseline traffic count volumes led to the V/C calculation shown in the table, field observations of these intersections showed that actual operating conditions were worse. The LOS shown is a qualitative assessment of the projected operating LOS.

TABLE 19 (continued)
FUTURE WITH APPROVED PROJECT CONDITIONS (YEAR 2021)
INTERSECTION PEAK HOUR LEVELS OF SERVICE SUMMARY

Level of Service	Intersections Operating at Specified LOS	
	A.M. Peak Hour	P.M. Peak Hour
A	11	11
B	11	5
C	12	7
D	18	16
E	10	10
F	18	31
Total	80	80

Chapter 7

Intersection Impact Analysis

This Chapter describes the results of the intersection impact analysis for the proposed Modified Project, before any mitigation, under both Existing (year 2011) and Future (years 2015 and 2021) conditions. The analysis under Existing conditions was conducted in response to the case *Sunnyvale West Neighborhood Association v. City of Sunnyvale City Council* (Court of Appeals of California, 6th District, December 16, 2010). Both analyses measured significant intersection impacts according to the impact criteria specified by the city in which each intersection resides.

Under both Existing and Future conditions, intersection impacts were assessed for two scenarios: (1) the Modified Project's impacts as compared to the Approved Project's impacts, and (2) the Modified Project's impacts as compared to traffic conditions as they exist without the Modified Project (year 2011) or as they would exist in the future without the Modified Project (years 2015 and 2021). Since the Applicant is modifying the project approvals for a previously Approved Project, per State CEQA Guidelines (Section 15163[b]), the Subsequent EIR and this traffic analysis is only required to examine the changes in potential environmental impacts between the Approved Project and the proposed Modified Project. However, to provide additional information for decision-makers and the public, this section also includes analysis of the potential impacts from development of the proposed Modified Project when compared to impacts that would exist without the Modified Project.

SIGNIFICANT IMPACT CRITERIA FOR INTERSECTIONS

As set forth in Chapter 1, each jurisdiction in the Study Area has established threshold criteria for determining significant traffic impacts of a proposed project at study intersections. In each jurisdiction, a sliding scale has been developed in which the minimum allowable increase in the V/C ratio or average delay attributable to a project decreases as the LOS worsens. Table 20 summarizes the scale for each city represented by the study intersections. The LOS for each

intersection is defined by the V/C ratio and delay values shown in Tables 2 and 3 for signalized and unsignalized intersections, respectively. Under all jurisdictions represented, a project is not considered to have a significant impact if the intersection is projected to operate at LOS A or B after the addition of project traffic, regardless of the volume of traffic added to the intersection or the incremental change in the V/C ratio or delay.

EXISTING WITH MODIFIED PROJECT CONDITIONS AS COMPARED TO EXISTING WITH APPROVED PROJECT CONDITIONS (YEAR 2011)

The Existing with Modified Project (year 2011) conditions from Table 14 in Chapter 5 were compared to the Existing with Approved Project (year 2011) conditions from Table 15 in Chapter 5. This analysis assesses the impacts of the Modified Project as compared to the Approved Project in the Existing (year 2011) environment. The Approved Project was found to have no significant intersection impacts, and therefore any significant impacts of the Modified Project as compared to the Approved Project will be considered the total number of impacts identified for the Modified Project as compared to the Approved Project on the Existing (year 2011) environment. The significant impacts, prior to mitigation, as determined by the criteria in Table 20, are shown in Table 21 for the 80 study intersections.

As Table 21 shows, the Modified Project is projected to significantly impact four study intersections during the morning peak hour and none during the afternoon peak hour when compared to Approved Project conditions in the Existing (year 2011) environment. This represents all significant intersection impacts of the Modified Project as compared to the Approved Project on the existing environment. One impact would occur at an intersection operating at LOS D, two impacts would occur at intersections operating at LOS E and the remaining impact would occur at an intersection operating at LOS F. The remaining 76 study intersections would not be significantly impacted during either peak hour. The impacted intersections are:

3. Beverly Glen Boulevard & Santa Monica Boulevard (LOS D, morning peak hour)
13. Beverly Glen Boulevard & Olympic Boulevard (LOS E, morning peak hour)
36. Westwood Boulevard & Santa Monica Boulevard (LOS E, morning peak hour)
41. Westwood Boulevard & Olympic Boulevard (LOS F, morning peak hour)

Figure 18 graphically illustrates the locations of the significantly impacted intersections under this scenario. As shown in Figure 18, the Study Area encompasses at least one study intersection beyond all significantly impacted intersections to ensure that all significantly impacted intersections, prior to any mitigation, were analyzed.

It should be noted that according to each jurisdiction's significant impact criteria, the worse the intersection LOS, the lower the amount of project traffic that can be added before causing a significant impact. Under the Existing with Approved Project (year 2011) conditions, 19 of the study intersections are projected to operate at LOS E or F during at least one of the analyzed peak hours, where a very minor increase in traffic (fewer than 13 vehicles in the same direction per hour in some cases) would trigger a significant impact per the various impact thresholds.

EXISTING WITH MODIFIED PROJECT CONDITIONS AS COMPARED TO EXISTING CONDITIONS (YEAR 2011)

The Existing with Modified Project (year 2011) conditions from Table 14 in Chapter 5 were compared to the Existing (year 2011) conditions from Table 4 in Chapter 2. This analysis assesses the impacts of the Modified Project as compared to the Existing (year 2011) environment without development of either the Modified Project or the Approved Project. Any significant impacts of the Modified Project will be considered the total number of impacts identified for the Modified Project alone on the Existing (year 2011) environment. The significant impacts, prior to mitigation, as determined by the criteria in Table 20, are shown in Table 22 for the 80 study intersections.

As Table 22 shows, the Modified Project is projected to significantly impact five study intersections during the morning peak hour and two study intersections during the afternoon peak hour when compared to the Existing (year 2011) environment. This represents all significant intersection impacts of the Modified Project alone on the existing environment. During the morning peak hour, one impact would occur at an intersection operating at LOS D, two impacts would occur at intersections operating at LOS E, and two impacts would occur at intersections operating at LOS F. During the afternoon peak hour, one impact would occur each at intersections operating at LOS D and E. In total, seven study intersections would be impacted under either the morning or afternoon peak hour. The remaining 73 study

intersections would not be significantly impacted during either peak hour. The impacted intersections are:

3. Beverly Glen Boulevard & Santa Monica Boulevard (LOS D, morning peak hour)
12. Overland Avenue & Olympic Boulevard (LOS F, morning peak hour)
13. Beverly Glen Boulevard & Olympic Boulevard (LOS E, morning peak hour)
20. Overland Avenue & Pico Boulevard (LOS E, afternoon peak hour)
33. Cotner Avenue & Santa Monica Boulevard (LOS D, afternoon peak hour)
36. Westwood Boulevard & Santa Monica Boulevard (LOS E, morning peak hour)
41. Westwood Boulevard & Olympic Boulevard (LOS F, morning peak hour)

Figure 19 graphically illustrates the locations of the significantly impacted intersections under this scenario. As shown in Figure 19, the Study Area encompasses at least one study intersection beyond all significantly impacted intersections to ensure that all significantly impacted intersections, prior to any mitigation, were analyzed.

It should be noted that according to each jurisdiction's significant impact criteria, the worse the intersection LOS, the lower the amount of project traffic that can be added before causing a significant impact. Under Existing (year 2011) conditions, 19 of the study intersections are projected to operate at LOS E or F during at least one of the analyzed peak hours, where a very minor increase in traffic (fewer than 13 vehicles in the same direction per hour in some cases) would trigger a significant impact per the various impact thresholds.

FUTURE WITH MODIFIED PROJECT CONDITIONS AS COMPARED TO FUTURE WITH APPROVED PROJECT CONDITIONS (YEAR 2015)

The Future with Modified Project (year 2015) conditions from Table 16 in Chapter 6 were compared to the Future with Approved Project (year 2015) conditions from Table 17 in Chapter 6. This analysis assesses the impacts of the Modified Project as compared to the Approved Project in the Future (year 2015) environment. The Approved Project was found to have no significant intersection impacts, and therefore any significant impacts of the Modified Project as compared to the Approved Project will be considered the total number of impacts identified for the Modified Project as compared to the Approved Project on the Future (year 2015)

environment. The significant impacts, prior to mitigation, as determined by the criteria in Table 20, are shown in Table 23 for the 80 study intersections.

As Table 23 shows, the Modified Project is projected to significantly impact five study intersections during the morning peak hour and one study intersection during the afternoon peak hour when compared to Approved Project conditions on the Future (year 2015) environment. This represents all significant intersection impacts of the Modified Project as compared to the Approved Project on the Future environment. During the morning peak hour, one impact would occur at an intersection operating at LOS D, one impact would occur at an intersection operating at LOS E, and three impacts would occur at intersections operating at LOS F. During the afternoon peak hour, the impact would occur at an intersection operating at LOS F. In total, six study intersections would be impacted under either the morning or afternoon peak hour. The remaining 74 study intersections would not be significantly impacted during either peak hour. The impacted intersections are:

- 3. Beverly Glen Boulevard & Santa Monica Boulevard (LOS D, morning peak hour)
- 13. Beverly Glen Boulevard & Olympic Boulevard (LOS F, morning peak hour)
- 36. Westwood Boulevard & Santa Monica Boulevard (LOS F, morning peak hour)
- 41. Westwood Boulevard & Olympic Boulevard (LOS F, morning peak hour)
- 75. Beverwil Drive & Pico Boulevard (LOS E, morning peak hour)
- 76. Beverly Drive & Pico Boulevard (LOS F, afternoon peak hour)

Figure 20 graphically illustrates the locations of the significantly impacted intersections under this scenario. As shown in Figure 20, the Study Area encompasses at least one study intersection beyond all significantly impacted intersections to ensure that all significantly impacted intersections, prior to any mitigation, were analyzed.

It should be noted that according to each jurisdiction's significant impact criteria, the worse the intersection LOS, the lower the amount of project traffic that can be added before causing a significant impact. Under the Future with Approved Project (year 2015) conditions, 36 of the study intersections are projected to operate at LOS E or F during at least one of the analyzed peak hours, where a very minor increase in traffic (fewer than 13 vehicles in the same direction per hour in some cases) would trigger a significant impact per the various impact thresholds.

Also, in the event that Intersection #79, Merv Griffin Way & Santa Monica Boulevard (N), is not signalized by the year 2015, the intersection would be significantly impacted under City of Beverly Hills impact criteria during the morning peak hour when compared to Future with Approved Project (year 2015) conditions. This would result in a total of seven significant intersection impacts under these conditions.

FUTURE WITH MODIFIED PROJECT CONDITIONS AS COMPARED TO FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2015)

The Future with Modified Project (year 2015) conditions from Table 16 in Chapter 6 were compared to the Future without Project (year 2015) conditions from Table 8 in Chapter 3. This analysis assesses the impacts of the Modified Project as compared to the Future (year 2015) environment without development of either the Modified Project or the Approved Project. Any significant impacts of the Modified Project will be considered the total number of impacts identified for the Modified Project alone on the Future (year 2015)_environment. The significant impacts, prior to mitigation, as determined by the criteria in Table 20, are shown in Table 24 for the 80 study intersections.

As Table 24 shows, the Modified Project is projected to significantly impact seven study intersections during the morning peak hour and four study intersections during the afternoon peak hour when compared to the Future (year 2015) environment. This represents all significant intersection impacts of the Modified Project alone in the future environment. During the morning peak hour, one impact would occur at an intersection operating at LOS D, two impacts would occur at an intersection operating at LOS E, and four impacts would occur at intersections operating at LOS F. During the afternoon peak hour, two impacts would occur at intersections operating at LOS E and 2 impacts would occur at intersections operating at LOS F. In total, 10 study intersections would be impacted under either the morning or afternoon peak hour. The remaining 70 study intersections would not be significantly impacted during either peak hour. The impacted intersections are:

3. Beverly Glen Boulevard & Santa Monica Boulevard (LOS D, morning peak hour)
12. Overland Avenue & Olympic Boulevard (LOS F, morning peak hour)
13. Beverly Glen Boulevard & Olympic Boulevard (LOS F, morning peak hour)

-
- 20. Overland Avenue & Pico Boulevard (LOS F, afternoon peak hour)
 - 34. Sepulveda Boulevard & Santa Monica Boulevard (LOS E, morning peak hour)
 - 36. Westwood Boulevard & Santa Monica Boulevard (LOS F, morning peak hour)
 - 41. Westwood Boulevard & Olympic Boulevard (LOS F, morning peak hour)
 - 74. Roxbury Drive & Pico Boulevard (LOS E, afternoon peak hour)
 - 75. Beverwil Drive & Pico Boulevard (LOS E, both peak hours)
 - 76. Beverly Drive & Pico Boulevard (LOS E, afternoon peak hour)

Figure 21 graphically illustrates the locations of the significantly impacted intersections under this scenario. As shown in Figure 21, the Study Area encompasses at least one study intersection beyond all significantly impacted intersections to ensure that all significantly impacted intersections, prior to any mitigation, were analyzed.

It should be noted that according to each jurisdiction's significant impact criteria, the worse the intersection LOS, the lower the amount of project traffic that can be added before causing a significant impact. Under Future without Project (year 2015) conditions, 36 of the study intersections are projected to operate at LOS E or F during at least one of the analyzed peak hours, where a very minor increase in traffic (fewer than 13 vehicles in the same direction per hour in some cases) would trigger a significant impact as per the various impact thresholds.

Also, in the event that Intersection #79, Merv Griffin Way & Santa Monica Boulevard (N), is not signalized by the year 2015, the intersection would be significantly impacted under City of Beverly Hills impact criteria during the morning peak hour when compared to Future without Project (year 2015) conditions. This would result in a total of 11 significant intersection impacts under these conditions.

FUTURE WITH MODIFIED PROJECT CONDITIONS AS COMPARED TO FUTURE WITH APPROVED PROJECT CONDITIONS (YEAR 2021)

The Future with Modified Project (year 2021) conditions from Table 18 in Chapter 6 were compared to the Future with Approved Project (year 2021) conditions from Table 19 in Chapter 6. This analysis assesses the impacts of the Modified Project as compared to the Approved Project in the Future (year 2021) environment. Any significant impacts of the Modified Project

as compared to the Approved Project will be considered the total number of impacts identified for the Modified Project as compared to the Approved Project on the Future (year 2021) environment. The significant impacts, prior to mitigation, as determined by the criteria in Table 20, are shown in Table 25 for the 80 study intersections.

As Table 25 shows, the Modified Project is projected to significantly impact five study intersections during the morning peak hour and two study intersections during the afternoon peak hour when compared to Approved Project conditions in the Future (year 2021) environment. This represents all significant intersection impacts of the Modified Project as compared to the Approved Project on the future (year 2021) environment. During the morning peak hour, two impacts would occur at intersections operating at LOS E and three impacts would occur at intersections operating at LOS F. During the afternoon peak hour, one impact would occur at an intersection operating at LOS E and one impact would occur at an intersection operating at LOS F. In total, six study intersections would be impacted under either the morning or afternoon peak hour. The remaining 74 study intersections would not be significantly impacted during either peak hour. The impacted intersections are:

- 3. Beverly Glen Boulevard & Santa Monica Boulevard (LOS E, both peak hours)
- 13. Beverly Glen Boulevard & Olympic Boulevard (LOS F, morning peak hour)
- 36. Westwood Boulevard & Santa Monica Boulevard (LOS F, morning peak hour)
- 41. Westwood Boulevard & Olympic Boulevard (LOS F, morning peak hour)
- 75. Beverwil Drive & Pico Boulevard (LOS E, morning peak hour)
- 76. Beverly Drive & Pico Boulevard (LOS F, afternoon peak hour)

Figure 22 graphically illustrates the locations of the significantly impacted intersections under this scenario. As shown in Figure 22, the Study Area encompasses at least one study intersection beyond all significantly impacted intersections to ensure that all significantly impacted intersections, prior to any mitigation, were analyzed.

It should be noted that according to each jurisdiction's significant impact criteria, the worse the intersection LOS, the lower the amount of project traffic that can be added before causing a significant impact. Under the Future with Approved Project (year 2021) conditions, 39 of the study intersections are projected to operate at LOS E or F during at least one of the analyzed

peak hours, where a very minor increase in traffic (fewer than 13 vehicles in the same direction per hour in some cases) would trigger a significant impact per the various impact thresholds. Also, in the event that Intersection #79, Merv Griffin Way & Santa Monica Boulevard (N), is not signalized by the year 2021, the intersection would be significantly impacted under City of Beverly Hills impact criteria during the morning peak hour when compared to Future with Approved Project (year 2021) conditions. This would result in a total of seven significant intersection impacts under these conditions.

FUTURE WITH MODIFIED PROJECT CONDITIONS AS COMPARED TO FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2021)

The Future with Modified Project (year 2021) conditions from Table 18 in Chapter 6 were compared to the Future without Project (year 2021) conditions from Table 9 in Chapter 3. This analysis assesses the impacts of the Modified Project as compared to the Future (year 2021) environment without development of either the Modified Project or the Approved Project. Any significant impacts of the Modified Project will be considered the total number of impacts identified for the Modified Project alone on the Future (year 2021) environment. The significant impacts, prior to mitigation, as determined by the criteria in Table 20, are shown in Table 26 for the 80 study intersections.

As Table 26 shows, the Modified Project is projected to significantly impact seven study intersections during the morning peak hour and six study intersections during the afternoon peak hour when compared to the Future (year 2021) environment. This represents all significant intersection impacts of the Modified Project alone on the future environment. During the morning peak hour, one impact would occur at an intersection operating at LOS D, two impacts would occur at intersections operating at LOS E, and four impacts would occur at intersections operating at LOS F. During the afternoon peak hour, three impacts would occur at intersections operating at LOS E and 3 impacts would occur at intersections operating at LOS F. In total, 10 study intersections would be impacted under either the morning or afternoon peak hour. The remaining 70 study intersections would not be significantly impacted during either peak hour.

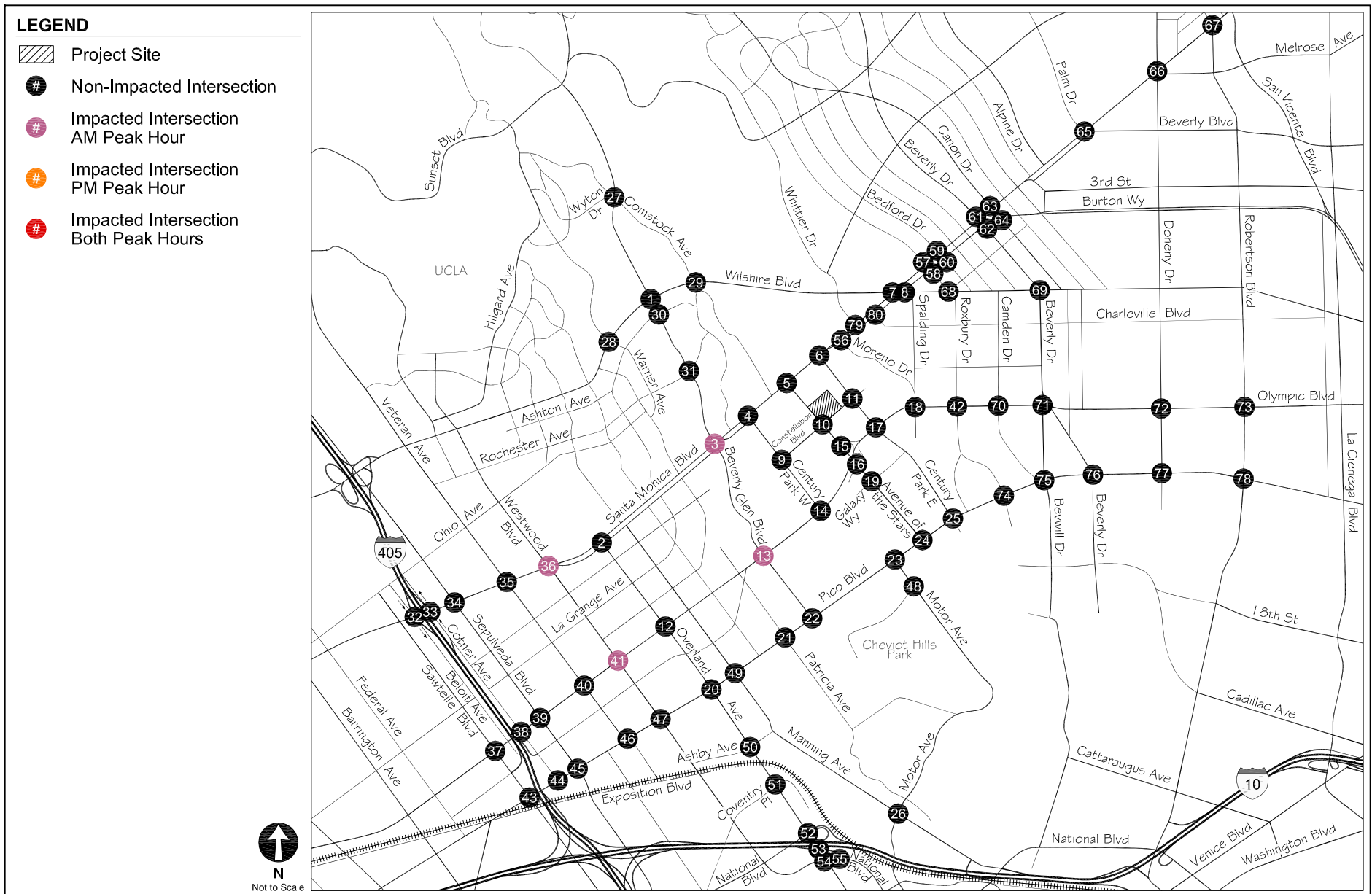
The impacted intersections are:

3. Beverly Glen Boulevard & Santa Monica Boulevard (LOS E, both peak hours)
6. Century Park East & Santa Monica Boulevard (LOS D, morning peak hour)
12. Overland Avenue & Olympic Boulevard (LOS F, morning peak hour)
13. Beverly Glen Boulevard & Olympic Boulevard (LOS F, both peak hours)
20. Overland Avenue & Pico Boulevard (LOS F, afternoon peak hour)
36. Westwood Boulevard & Santa Monica Boulevard (LOS F, morning peak hour)
41. Westwood Boulevard & Olympic Boulevard (LOS F, morning peak hour)
74. Roxbury Drive & Pico Boulevard (LOS E, afternoon peak hour)
75. Beverwil Drive & Pico Boulevard (LOS E, both peak hours)
76. Beverly Drive & Pico Boulevard (LOS F, afternoon peak hour)

Figure 23 graphically illustrates the locations of the significantly impacted intersections under this scenario. As shown in Figure 23, the Study Area encompasses at least one study intersection beyond all significantly impacted intersections to ensure that all significantly impacted intersections, prior to any mitigation, were analyzed.

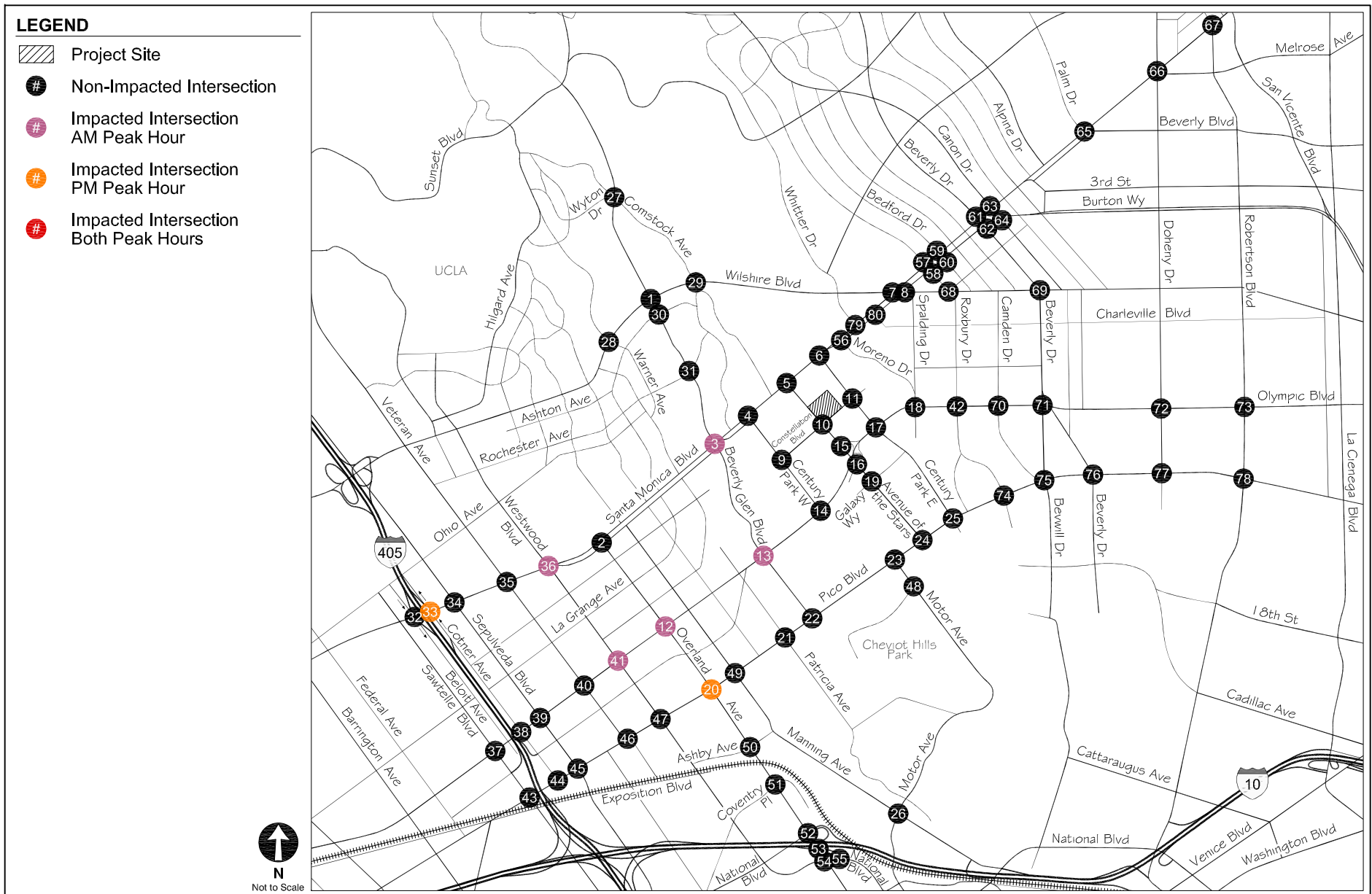
It should be noted that according to each jurisdiction's significant impact criteria, the worse the intersection LOS, the lower the amount of project traffic that can be added before causing a significant impact. Under Future without Project (year 2021) conditions, 40 of the study intersections are projected to operate at LOS E or F during at least one of the analyzed peak hours, where a very minor increase in traffic (fewer than 13 vehicles in the same direction per hour in some cases) would trigger a significant impact as per the various impact thresholds.

Also, in the event that Intersection #79, Merv Griffin Way & Santa Monica Boulevard (N), is not signalized by the year 2021, the intersection would be significantly impacted under City of Beverly Hills impact criteria during the morning peak hour when compared to Future without Project (year 2021) conditions. This would result in a total of 11 significant intersection impacts under these conditions.



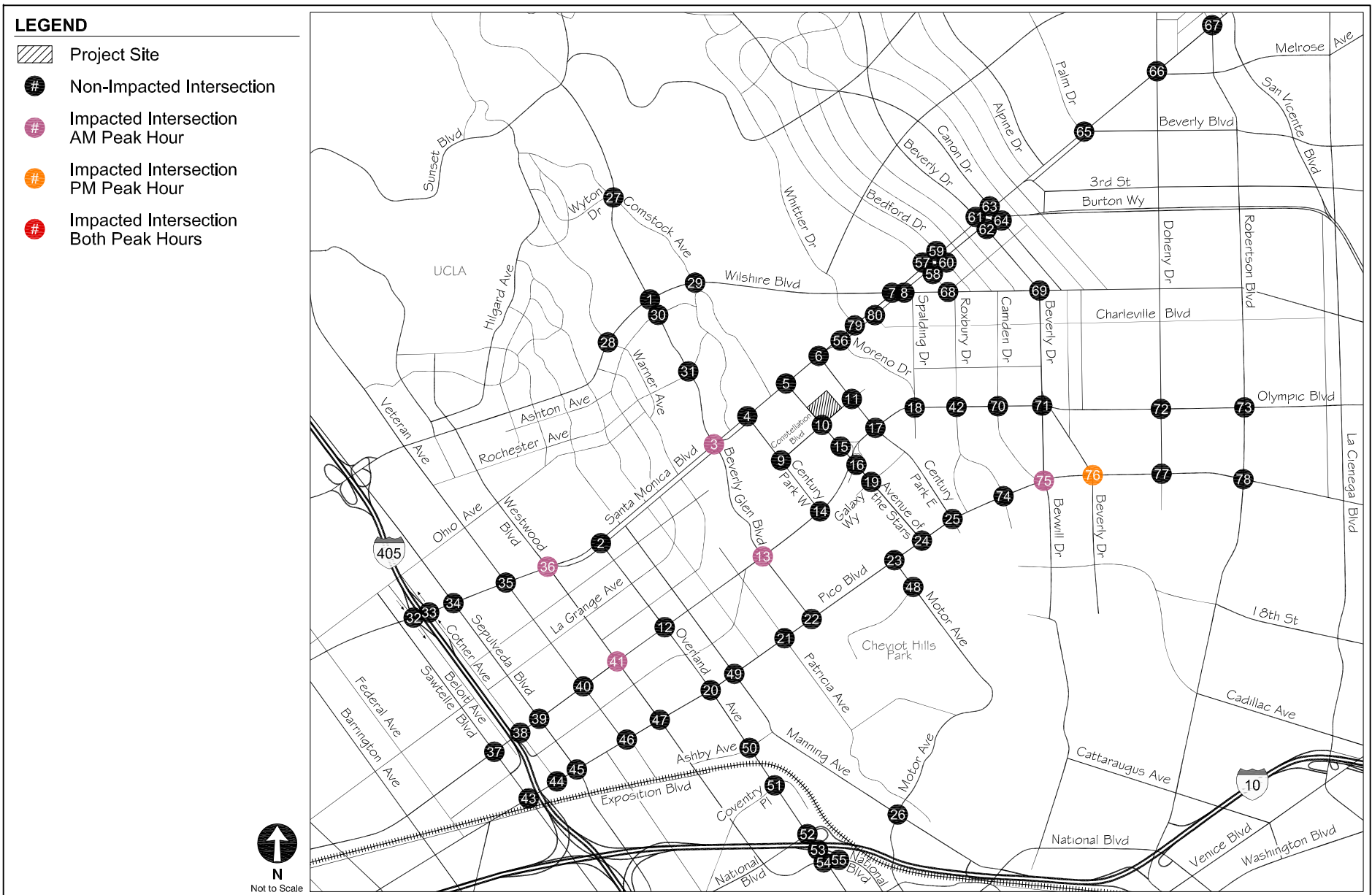
EXISTING WITH MODIFIED PROJECT CONDITIONS (YEAR 2011)
MEASURED AGAINST EXISTING WITH APPROVED PROJECT CONDITIONS (YEAR 2011)
LOCATIONS OF SIGNIFICANT INTERSECTION IMPACTS

FIGURE
18



EXISTING WITH MODIFIED PROJECT CONDITIONS (YEAR 2011)
MEASURED AGAINST EXISTING CONDITIONS (YEAR 2011)
LOCATIONS OF SIGNIFICANT INTERSECTION IMPACTS

FIGURE
19



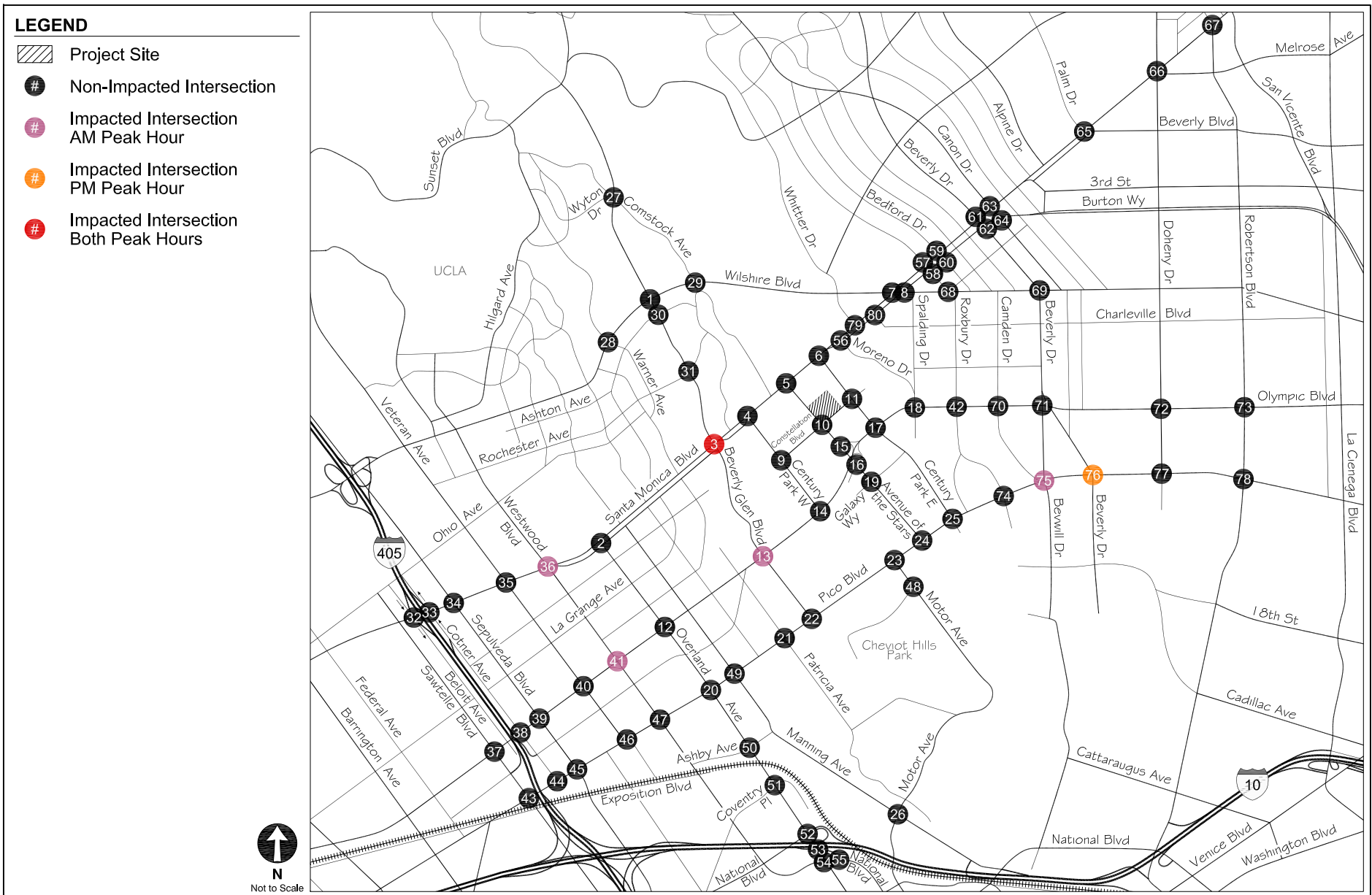
FUTURE WITH MODIFIED PROJECT CONDITIONS (YEAR 2015)
MEASURED AGAINST FUTURE WITH APPROVED PROJECT CONDITIONS (YEAR 2015)
LOCATIONS OF SIGNIFICANT INTERSECTION IMPACTS

FIGURE 20



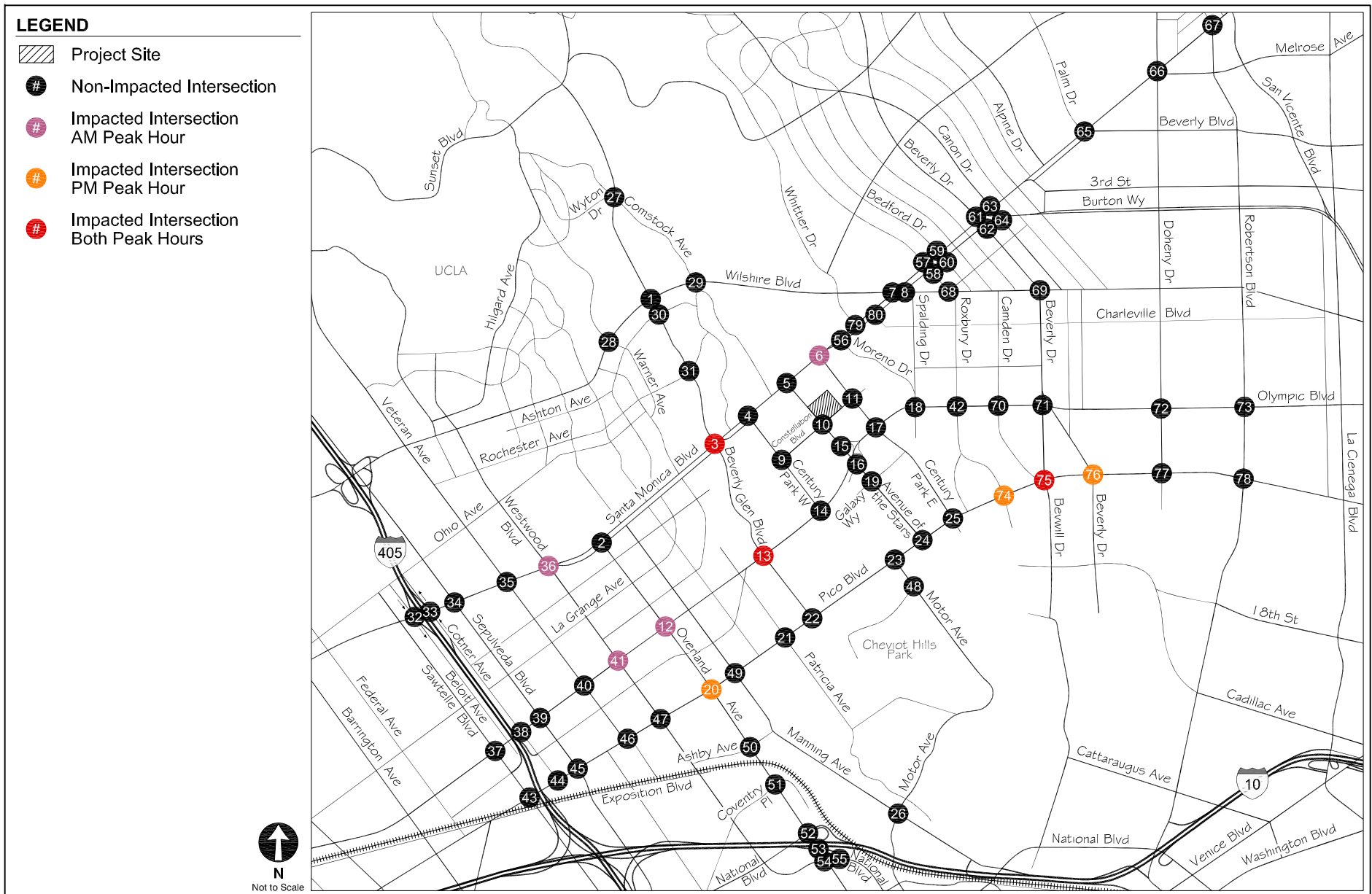
FUTURE WITH MODIFIED PROJECT CONDITIONS (YEAR 2015)
MEASURED AGAINST FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2015)
LOCATIONS OF SIGNIFICANT INTERSECTION IMPACTS

FIGURE
21



FUTURE WITH MODIFIED PROJECT CONDITIONS (YEAR 2021)
MEASURED AGAINST FUTURE WITH APPROVED PROJECT CONDITIONS (YEAR 2021)
LOCATIONS OF SIGNIFICANT INTERSECTION IMPACTS

FIGURE
22



FUTURE WITH MODIFIED PROJECT CONDITIONS (YEAR 2021)
MEASURED AGAINST FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2021)
LOCATIONS OF SIGNIFICANT INTERSECTION IMPACTS

FIGURE
23

TABLE 20
SUMMARY OF INTERSECTION SIGNIFICANT IMPACT CRITERIA BY JURISDICTION

Final Intersection Level of Service	Project-Related Increase in V/C Ratio or Seconds of Delay			
	City of Los Angeles	City of Beverly Hills		City of West Hollywood
		Signalized	Unsignalized	
A or B	n/a	n/a	n/a	n/a
C	≥ 0.04 (V/C)	n/a	n/a	n/a
D	≥ 0.02 (V/C)	≥ 0.03 (V/C)	≥ 4.0 (Delay)	≥ 12.0 (Delay)
E or F	≥ 0.01 (V/C)	≥ 0.02 (V/C)	≥ 3.0 (Delay)	≥ 8.0 (Delay)

TABLE 21
EXISTING WITH MODIFIED PROJECT CONDITIONS (YEAR 2011)
MEASURED AGAINST EXISTING WITH APPROVED PROJECT CONDITIONS (YEAR 2011)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	Existing with Approved Project		Existing with Modified Project			
				V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?
1.	LA	Beverly Glen Boulevard & Wilshire Boulevard	A.M. P.M.	0.870 0.853	D D	0.875 0.854	D D	0.005 0.001	NO NO
2.	LA	Overland Avenue & Santa Monica Boulevard (N & S)	A.M. P.M.	0.731 0.701	C C	0.746 0.696	C B	0.015 -0.005	NO NO
3.	LA	Beverly Glen Boulevard & Santa Monica Boulevard	A.M. P.M.	0.801 0.799	D C	0.821 0.795	D C	0.020 -0.004	YES NO
4.	LA	Century Park West & Santa Monica Boulevard	A.M. P.M.	0.579 0.548	A A	0.585 0.562	A A	0.006 0.014	NO NO
5.	LA	Avenue of the Stars & Santa Monica Boulevard	A.M. P.M.	0.595 0.495	A A	0.619 0.496	B A	0.024 0.001	NO NO
6.	LA	Century Park East & Santa Monica Boulevard	A.M. P.M.	0.725 0.519	C A	0.741 0.534	C A	0.016 0.015	NO NO
7.	BH	Santa Monica Boulevard (N) & Wilshire Boulevard	A.M. P.M.	1.093 0.902	F E	1.101 0.902	F E	0.008 0.000	NO NO
8.	BH	Santa Monica Boulevard (S) & Wilshire Boulevard	A.M. P.M.	0.929 0.818	E D	0.935 0.815	E D	0.006 -0.003	NO NO
9.	LA	Century Park West & Constellation Boulevard	A.M. P.M.	0.448 0.219	A A	0.525 0.224	A A	0.077 0.005	NO NO
10.	LA	Avenue of the Stars & Constellation Boulevard	A.M. P.M.	0.544 0.454	A A	0.616 0.488	B A	0.072 0.034	NO NO
11.	LA	Century Park East & Constellation Boulevard	A.M. P.M.	0.333 0.435	A A	0.432 0.431	A A	0.099 -0.004	NO NO
12.	LA	Overland Avenue & Olympic Boulevard	A.M. P.M.	1.012 0.888	F D	1.020 0.884	F D	0.008 -0.004	NO NO
13.	LA	Beverly Glen Boulevard & Olympic Boulevard	A.M. P.M.	0.956 0.901	E E	0.969 0.908	E E	0.013 0.007	YES NO
14.	LA	Century Park West & Olympic Boulevard	A.M. P.M.	0.666 0.728	B C	0.680 0.743	B C	0.014 0.015	NO NO
15.	LA	Avenue of the Stars & Olympic Boulevard WB Ramps	A.M. P.M.	0.422 0.186	A A	0.442 0.194	A A	0.020 0.008	NO NO
16.	LA	Avenue of the Stars & Olympic Boulevard EB Ramps	A.M. P.M.	0.485 0.216	A A	0.504 0.222	A A	0.019 0.006	NO NO

Notes: LA = Los Angeles; BH = Beverly Hills; WH = West Hollywood.

TABLE 21 (continued)
EXISTING WITH MODIFIED PROJECT CONDITIONS (YEAR 2011)
MEASURED AGAINST EXISTING WITH APPROVED PROJECT CONDITIONS (YEAR 2011)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	Existing with Approved Project		Existing with Modified Project			
				V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?
17.	LA	Century Park East & Olympic Boulevard	A.M. P.M.	0.635 0.632	B B	0.653 0.635	B B	0.018 0.003	NO NO
18.	BH	Spalding Drive & Olympic Boulevard	A.M. P.M.	0.945 0.815	E D	0.958 0.826	E D	0.013 0.011	NO NO
19.	LA	Avenue of the Stars & Galaxy Way	A.M. P.M.	0.290 0.267	A A	0.290 0.274	A A	0.000 0.007	NO NO
20.	LA	Overland Avenue & Pico Boulevard	A.M. P.M.	0.866 0.944	D E	0.869 0.946	D E	0.003 0.002	NO NO
21.	LA	Patricia Avenue & Pico Boulevard	A.M. P.M.	0.740 0.657	C B	0.747 0.663	C B	0.007 0.006	NO NO
22.	LA	Beverly Glen Boulevard & Pico Boulevard	A.M. P.M.	0.780 0.741	C C	0.776 0.747	C C	-0.004 0.006	NO NO
23.	LA	Motor Avenue & Pico Boulevard	A.M. P.M.	0.680 0.898	B D	0.677 0.901	B E	-0.003 0.003	NO NO
24.	LA	Avenue of the Stars & Pico Boulevard	A.M. P.M.	0.562 0.567	A A	0.571 0.576	A A	0.009 0.009	NO NO
25.	LA	Century Park East & Pico Boulevard	A.M. P.M.	0.619 0.627	B B	0.628 0.640	B B	0.009 0.013	NO NO
26.	LA	Motor Avenue & Manning Avenue	A.M. P.M.	0.501 0.485	A A	0.505 0.482	A A	0.004 -0.003	NO NO
27.	LA	Beverly Glen Boulevard & Wyton Drive/Comstock Avenue	A.M. P.M.	0.648 0.774	B C	0.653 0.777	B C	0.005 0.003	NO NO
28.	LA	Warner Avenue & Wilshire Boulevard	A.M. P.M.	0.572 0.501	A A	0.572 0.501	A A	0.000 0.000	NO NO
29.	LA	Comstock Avenue & Wilshire Boulevard	A.M. P.M.	0.469 0.535	A A	0.469 0.537	A A	0.000 0.002	NO NO
30.	LA	Beverly Glen Boulevard & Ashton Avenue	A.M. P.M.	0.351 0.384	A A	0.354 0.383	A A	0.003 -0.001	NO NO
31.	LA	Beverly Glen Boulevard & Rochester Avenue	A.M. P.M.	0.425 0.423	A A	0.429 0.425	A A	0.004 0.002	NO NO
32.	LA	Beloit Avenue & Santa Monica Boulevard	A.M. P.M.	0.878 0.876	D D	0.881 0.870	D D	0.003 -0.006	NO NO

Notes: LA = Los Angeles; BH = Beverly Hills; WH = West Hollywood.

TABLE 21 (continued)
EXISTING WITH MODIFIED PROJECT CONDITIONS (YEAR 2011)
MEASURED AGAINST EXISTING WITH APPROVED PROJECT CONDITIONS (YEAR 2011)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	Existing with Approved Project		Existing with Modified Project			
				V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?
33.	LA	Cotner Avenue & Santa Monica Boulevard	A.M. P.M.	0.593 0.825	A D	0.588 0.838	A D	-0.005 0.013	NO NO
34.	LA	Sepulveda Boulevard & Santa Monica Boulevard	A.M. P.M.	0.811 0.830	D D	0.818 0.834	D D	0.007 0.004	NO NO
35.	LA	Veteran Avenue & Santa Monica Boulevard	A.M. P.M.	0.705 0.659	C B	0.702 0.661	C B	-0.003 0.002	NO NO
36.	LA	Westwood Boulevard & Santa Monica Boulevard	A.M. P.M.	0.931 0.869	E D	0.947 0.864	E D	0.016 -0.005	YES NO
37.	LA	Sawtelle Boulevard & Olympic Boulevard	A.M. P.M.	0.888 1.019	D F	0.891 1.017	D F	0.003 -0.002	NO NO
38.	LA	Cotner Avenue & Olympic Boulevard	A.M. P.M.	0.633 0.884	B D	0.636 0.883	B D	0.003 -0.001	NO NO
39.	LA	Sepulveda Boulevard & Olympic Boulevard	A.M. P.M.	0.835 0.859	D D	0.840 0.864	D D	0.005 0.005	NO NO
40.	LA	Veteran Avenue & Olympic Boulevard	A.M. P.M.	0.601 0.707	B C	0.602 0.711	B C	0.001 0.004	NO NO
41.	LA	Westwood Boulevard & Olympic Boulevard	A.M. P.M.	1.033 0.904	F E	1.044 0.909	F E	0.011 0.005	YES NO
42.	BH	Roxbury Drive & Olympic Boulevard	A.M. P.M.	0.893 0.838	D D	0.907 0.849	E D	0.014 0.011	NO NO
43.	LA	Sawtelle Boulevard & Pico Boulevard	A.M. P.M.	1.136 1.032	F F	1.138 1.032	F F	0.002 0.000	NO NO
44.	LA	Cotner Avenue & Pico Boulevard	A.M. P.M.	0.710 0.922	C E	0.709 0.923	C E	-0.001 0.001	NO NO
45.	LA	Sepulveda Boulevard & Pico Boulevard	A.M. P.M.	0.793 0.907	C E	0.801 0.906	D E	0.008 -0.001	NO NO
46.	LA	Veteran Avenue & Pico Boulevard	A.M. P.M.	0.503 0.392	A A	0.501 0.393	A A	-0.002 0.001	NO NO
47.	LA	Westwood Boulevard & Pico Boulevard	A.M. P.M.	0.658 0.782	B C	0.659 0.783	B C	0.001 0.001	NO NO
48.	LA	Motor Avenue & Cheviot Hills Recreation Center Driveway	A.M. P.M.	0.465 0.399	A A	0.471 0.403	A A	0.006 0.004	NO NO

Notes: LA = Los Angeles; BH = Beverly Hills; WH = West Hollywood.

TABLE 21 (continued)
EXISTING WITH MODIFIED PROJECT CONDITIONS (YEAR 2011)
MEASURED AGAINST EXISTING WITH APPROVED PROJECT CONDITIONS (YEAR 2011)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	Existing with Approved Project		Existing with Modified Project			
				V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?
49.	LA	Manning Avenue & Pico Boulevard	A.M. P.M.	0.694 0.669	B B	0.691 0.667	B B	-0.003 -0.002	NO NO
50.	LA	Overland Avenue & Ashby Avenue	A.M. P.M.	0.763 0.713	C C	0.775 0.719	C C	0.012 0.006	NO NO
51.	LA	Overland Avenue & Coventry Place	A.M. P.M.	0.659 0.667	B B	0.668 0.673	B B	0.009 0.006	NO NO
52.	LA	Overland Avenue & National Boulevard/I-10 Ramps	A.M. P.M.	1.144 0.989	F E	1.139 0.994	F E	-0.005 0.005	NO NO
53.	LA	Overland Avenue & I-10 Eastbound Onramp	A.M. P.M.	0.654 0.514	B C **	0.657 0.513	B C **	0.003 -0.001	NO NO
54.	LA	Overland Avenue & National Place/National Boulevard	A.M. P.M.	0.755 0.673	C D **	0.762 0.676	C D **	0.007 0.003	NO NO
55.	LA	I-10 Eastbound Offramp & National Boulevard	A.M. P.M.	0.631 0.412	B C **	0.637 0.405	B C **	0.006 -0.007	NO NO
56.	LA	Moreno Drive & Santa Monica Boulevard (N & S)	A.M. P.M.	0.773 0.741	C C	0.790 0.752	C C	0.017 0.011	NO NO
57.	BH	Roxbury Drive & Santa Monica Boulevard (N)	A.M. P.M.	0.755 0.690	C B	0.767 0.688	C B	0.012 -0.002	NO NO
58.	BH	Roxbury Drive & Santa Monica Boulevard (S)	A.M. P.M.	0.627 0.578	B A	0.629 0.579	B A	0.002 0.001	NO NO
59.	BH	Bedford Drive & Santa Monica Boulevard (N)	A.M. P.M.	0.797 0.673	C B	0.808 0.680	D B	0.011 0.007	NO NO
60.	BH	Bedford Drive & Santa Monica Boulevard (S)	A.M. P.M.	0.641 0.699	B B	0.643 0.700	B B	0.002 0.001	NO NO
61.	BH	Beverly Drive & Santa Monica Boulevard (N)	A.M. P.M.	0.863 0.871	D D	0.873 0.877	D D	0.010 0.006	NO NO
62.	BH	Beverly Drive & Santa Monica Boulevard (S)	A.M. P.M.	0.803 0.838	D D	0.805 0.839	D D	0.002 0.001	NO NO
63.	BH	Canon Drive & Santa Monica Boulevard (N)	A.M. P.M.	0.806 0.847	D D	0.815 0.852	D D	0.009 0.005	NO NO
64.	BH	Canon Drive & Santa Monica Boulevard (S)	A.M. P.M.	0.758 0.804	C D	0.760 0.805	C D	0.002 0.001	NO NO

Notes: LA = Los Angeles; BH = Beverly Hills; WH = West Hollywood.

** While the baseline traffic count volumes led to the V/C calculation shown in the table, field observations of these intersections showed that actual operating conditions were worse. The LOS shown is a qualitative assessment of the projected operating LOS.

TABLE 21 (continued)
EXISTING WITH MODIFIED PROJECT CONDITIONS (YEAR 2011)
MEASURED AGAINST EXISTING WITH APPROVED PROJECT CONDITIONS (YEAR 2011)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	Existing with Approved Project		Existing with Modified Project			
				V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?
65.	BH	Palm Drive/Beverly Boulevard & Santa Monica Boulevard	A.M. P.M.	0.889 0.935	D E	0.897 0.939	D E	0.008 0.004	NO NO
66.	WH	Doheny Drive & Santa Monica Boulevard/Melrose Avenue	A.M. P.M.	128.1 116.9	F F	130.7 118.6	F F	2.6 1.7	NO NO
67.	WH	Robertson Boulevard & Santa Monica Boulevard	A.M. P.M.	26.1 33.7	C C	26.3 34.3	C C	0.2 0.6	NO NO
68.	BH	Roxbury Drive/Brighton Way & Wilshire Boulevard	A.M. P.M.	0.512 0.455	A A	0.514 0.455	A A	0.002 0.000	NO NO
69.	BH	Beverly Drive & Wilshire Boulevard	A.M. P.M.	0.718 0.785	C C	0.720 0.785	C C	0.002 0.000	NO NO
70.	BH	Camden Drive & Olympic Boulevard	A.M. P.M.	0.772 0.766	C C	0.787 0.776	C C	0.015 0.010	NO NO
71.	BH	Beverly Drive/Beverwil Drive & Olympic Boulevard	A.M. P.M.	0.907 0.864	E D	0.918 0.874	E D	0.011 0.010	NO NO
72.	BH	Doheny Drive & Olympic Boulevard	A.M. P.M.	0.922 0.958	E E	0.933 0.966	E E	0.011 0.008	NO NO
73.	BH	Robertson Boulevard & Olympic Boulevard	A.M. P.M.	1.000 1.052	E F	1.008 1.058	F F	0.008 0.006	NO NO
74.	LA	Roxbury Drive & Pico Boulevard	A.M. P.M.	0.717 0.536	C D **	0.727 0.545	C D **	0.010 0.009	NO NO
75.	LA	Beverwil Drive & Pico Boulevard	A.M. P.M.	0.803 0.812	D D	0.821 0.820	D D	0.018 0.008	NO NO
76.	LA	Beverly Drive & Pico Boulevard	A.M. P.M.	0.762 0.860	C D	0.773 0.875	C D	0.011 0.015	NO NO
77.	LA	Doheny Drive & Pico Boulevard	A.M. P.M.	0.706 0.653	C E **	0.712 0.659	C E **	0.006 0.006	NO NO
78.	LA	Robertson Boulevard & Pico Boulevard	A.M. P.M.	0.841 0.940	D E	0.847 0.944	D E	0.006 0.004	NO NO
79.	BH	Merv Griffin Way & Santa Monica Boulevard (N)	A.M. P.M.	30.3 22.8	D C	33.2 23.2	D C	2.9 0.4	NO NO
80.	BH	Charleville Boulevard & Santa Monica Boulevard (S)	A.M. P.M.	0.518 0.579	A A	0.516 0.582	A A	-0.002 0.003	NO NO

Notes: LA = Los Angeles; BH = Beverly Hills; WH = West Hollywood.

** While the baseline traffic count volumes led to the V/C calculation shown in the table, field observations of these intersections showed that actual operating conditions were worse. The LOS shown is a qualitative assessment of the projected operating LOS.

TABLE 21 (continued)
EXISTING WITH MODIFIED PROJECT CONDITIONS (YEAR 2011)
MEASURED AGAINST EXISTING WITH APPROVED PROJECT CONDITIONS (YEAR 2011)
INTERSECTION IMPACT SUMMARY

Level of Service	Significant Intersection Impacts	
	A.M. Peak Hour	P.M. Peak Hour
C	0	0
D	1	0
E	2	0
F	1	0
Total Peak Hour Impacts	4	0
Total Individual Intersections Impacted	4	

TABLE 22
EXISTING WITH MODIFIED PROJECT CONDITIONS (YEAR 2011)
MEASURED AGAINST EXISTING CONDITIONS (YEAR 2011)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	Existing		Existing with Modified Project			
				V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?
1.	LA	Beverly Glen Boulevard & Wilshire Boulevard	A.M. P.M.	0.869 0.852	D D	0.875 0.854	D D	0.006 0.002	NO NO
2.	LA	Overland Avenue & Santa Monica Boulevard (N & S)	A.M. P.M.	0.729 0.694	C B	0.746 0.696	C B	0.017 0.002	NO NO
3.	LA	Beverly Glen Boulevard & Santa Monica Boulevard	A.M. P.M.	0.799 0.792	C C	0.821 0.795	D C	0.022 0.003	YES NO
4.	LA	Century Park West & Santa Monica Boulevard	A.M. P.M.	0.579 0.544	A A	0.585 0.562	A A	0.006 0.018	NO NO
5.	LA	Avenue of the Stars & Santa Monica Boulevard	A.M. P.M.	0.594 0.491	A A	0.619 0.496	B A	0.025 0.005	NO NO
6.	LA	Century Park East & Santa Monica Boulevard	A.M. P.M.	0.720 0.514	C A	0.741 0.534	C A	0.021 0.020	NO NO
7.	BH	Santa Monica Boulevard (N) & Wilshire Boulevard	A.M. P.M.	1.092 0.900	F D	1.101 0.902	F E	0.009 0.002	NO NO
8.	BH	Santa Monica Boulevard (S) & Wilshire Boulevard	A.M. P.M.	0.928 0.815	E D	0.935 0.815	E D	0.007 0.000	NO NO
9.	LA	Century Park West & Constellation Boulevard	A.M. P.M.	0.444 0.205	A A	0.525 0.224	A A	0.081 0.019	NO NO
10.	LA	Avenue of the Stars & Constellation Boulevard	A.M. P.M.	0.540 0.438	A A	0.616 0.488	B A	0.076 0.050	NO NO
11.	LA	Century Park East & Constellation Boulevard	A.M. P.M.	0.320 0.409	A A	0.432 0.431	A A	0.112 0.022	NO NO
12.	LA	Overland Avenue & Olympic Boulevard	A.M. P.M.	1.004 0.877	F D	1.020 0.884	F D	0.016 0.007	YES NO
13.	LA	Beverly Glen Boulevard & Olympic Boulevard	A.M. P.M.	0.955 0.899	E D	0.969 0.908	E E	0.014 0.009	YES NO
14.	LA	Century Park West & Olympic Boulevard	A.M. P.M.	0.662 0.725	B C	0.680 0.743	B C	0.018 0.018	NO NO
15.	LA	Avenue of the Stars & Olympic Boulevard WB Ramps	A.M. P.M.	0.416 0.185	A A	0.442 0.194	A A	0.026 0.009	NO NO
16.	LA	Avenue of the Stars & Olympic Boulevard EB Ramps	A.M. P.M.	0.481 0.213	A A	0.504 0.222	A A	0.023 0.009	NO NO

Notes: LA = Los Angeles; BH = Beverly Hills; WH = West Hollywood.

TABLE 22 (continued)
EXISTING WITH MODIFIED PROJECT CONDITIONS (YEAR 2011)
MEASURED AGAINST EXISTING CONDITIONS (YEAR 2011)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	Existing		Existing with Modified Project			
				V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?
17.	LA	Century Park East & Olympic Boulevard	A.M. P.M.	0.628 0.616	B B	0.653 0.635	B B	0.025 0.019	NO NO
18.	BH	Spalding Drive & Olympic Boulevard	A.M. P.M.	0.944 0.813	E D	0.958 0.826	E D	0.014 0.013	NO NO
19.	LA	Avenue of the Stars & Galaxy Way	A.M. P.M.	0.290 0.264	A A	0.290 0.274	A A	0.000 0.010	NO NO
20.	LA	Overland Avenue & Pico Boulevard	A.M. P.M.	0.861 0.935	D E	0.869 0.946	D E	0.008 0.011	NO YES
21.	LA	Patricia Avenue & Pico Boulevard	A.M. P.M.	0.739 0.656	C B	0.747 0.663	C B	0.008 0.007	NO NO
22.	LA	Beverly Glen Boulevard & Pico Boulevard	A.M. P.M.	0.776 0.740	C C	0.776 0.747	C C	0.000 0.007	NO NO
23.	LA	Motor Avenue & Pico Boulevard	A.M. P.M.	0.677 0.893	B D	0.677 0.901	B E	0.000 0.008	NO NO
24.	LA	Avenue of the Stars & Pico Boulevard	A.M. P.M.	0.559 0.562	A A	0.571 0.576	A A	0.012 0.014	NO NO
25.	LA	Century Park East & Pico Boulevard	A.M. P.M.	0.615 0.629	B B	0.628 0.640	B B	0.013 0.011	NO NO
26.	LA	Motor Avenue & Manning Avenue	A.M. P.M.	0.500 0.480	A A	0.505 0.482	A A	0.005 0.002	NO NO
27.	LA	Beverly Glen Boulevard & Wyton Drive/Comstock Avenue	A.M. P.M.	0.647 0.772	B C	0.653 0.777	B C	0.006 0.005	NO NO
28.	LA	Warner Avenue & Wilshire Boulevard	A.M. P.M.	0.572 0.501	A A	0.572 0.501	A A	0.000 0.000	NO NO
29.	LA	Comstock Avenue & Wilshire Boulevard	A.M. P.M.	0.469 0.535	A A	0.469 0.537	A A	0.000 0.002	NO NO
30.	LA	Beverly Glen Boulevard & Ashton Avenue	A.M. P.M.	0.350 0.383	A A	0.354 0.383	A A	0.004 0.000	NO NO
31.	LA	Beverly Glen Boulevard & Rochester Avenue	A.M. P.M.	0.425 0.423	A A	0.429 0.425	A A	0.004 0.002	NO NO
32.	LA	Beloit Avenue & Santa Monica Boulevard	A.M. P.M.	0.872 0.869	D D	0.881 0.870	D D	0.009 0.001	NO NO

Notes: LA = Los Angeles; BH = Beverly Hills; WH = West Hollywood.

TABLE 22 (continued)
EXISTING WITH MODIFIED PROJECT CONDITIONS (YEAR 2011)
MEASURED AGAINST EXISTING CONDITIONS (YEAR 2011)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	Existing		Existing with Modified Project			
				V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?
33.	LA	Cotner Avenue & Santa Monica Boulevard	A.M. P.M.	0.588 0.816	A D	0.588 0.838	A D	0.000 0.022	NO YES
34.	LA	Sepulveda Boulevard & Santa Monica Boulevard	A.M. P.M.	0.809 0.824	D D	0.818 0.834	D D	0.009 0.010	NO NO
35.	LA	Veteran Avenue & Santa Monica Boulevard	A.M. P.M.	0.699 0.654	B B	0.702 0.661	C B	0.003 0.007	NO NO
36.	LA	Westwood Boulevard & Santa Monica Boulevard	A.M. P.M.	0.929 0.862	E D	0.947 0.864	E D	0.018 0.002	YES NO
37.	LA	Sawtelle Boulevard & Olympic Boulevard	A.M. P.M.	0.887 1.017	D F	0.891 1.017	D F	0.004 0.000	NO NO
38.	LA	Cotner Avenue & Olympic Boulevard	A.M. P.M.	0.631 0.880	B D	0.636 0.883	B D	0.005 0.003	NO NO
39.	LA	Sepulveda Boulevard & Olympic Boulevard	A.M. P.M.	0.833 0.857	D D	0.840 0.864	D D	0.007 0.007	NO NO
40.	LA	Veteran Avenue & Olympic Boulevard	A.M. P.M.	0.598 0.705	A C	0.602 0.711	B C	0.004 0.006	NO NO
41.	LA	Westwood Boulevard & Olympic Boulevard	A.M. P.M.	1.032 0.903	F E	1.044 0.909	F E	0.012 0.006	YES NO
42.	BH	Roxbury Drive & Olympic Boulevard	A.M. P.M.	0.892 0.837	D D	0.907 0.849	E D	0.015 0.012	NO NO
43.	LA	Sawtelle Boulevard & Pico Boulevard	A.M. P.M.	1.136 1.032	F F	1.138 1.032	F F	0.002 0.000	NO NO
44.	LA	Cotner Avenue & Pico Boulevard	A.M. P.M.	0.709 0.921	C E	0.709 0.923	C E	0.000 0.002	NO NO
45.	LA	Sepulveda Boulevard & Pico Boulevard	A.M. P.M.	0.793 0.905	C E	0.801 0.906	D E	0.008 0.001	NO NO
46.	LA	Veteran Avenue & Pico Boulevard	A.M. P.M.	0.501 0.391	A A	0.501 0.393	A A	0.000 0.002	NO NO
47.	LA	Westwood Boulevard & Pico Boulevard	A.M. P.M.	0.657 0.781	B C	0.659 0.783	B C	0.002 0.002	NO NO
48.	LA	Motor Avenue & Cheviot Hills Recreation Center Driveway	A.M. P.M.	0.463 0.396	A A	0.471 0.403	A A	0.008 0.007	NO NO

Notes: LA = Los Angeles; BH = Beverly Hills; WH = West Hollywood.

TABLE 22 (continued)
EXISTING WITH MODIFIED PROJECT CONDITIONS (YEAR 2011)
MEASURED AGAINST EXISTING CONDITIONS (YEAR 2011)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	Existing		Existing with Modified Project			
				V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?
49.	LA	Manning Avenue & Pico Boulevard	A.M. P.M.	0.690 0.666	B B	0.691 0.667	B B	0.001 0.001	NO NO
50.	LA	Overland Avenue & Ashby Avenue	A.M. P.M.	0.762 0.710	C C	0.775 0.719	C C	0.013 0.009	NO NO
51.	LA	Overland Avenue & Coventry Place	A.M. P.M.	0.658 0.665	B B	0.668 0.673	B B	0.010 0.008	NO NO
52.	LA	Overland Avenue & National Boulevard/I-10 Ramps	A.M. P.M.	1.139 0.989	F E	1.139 0.994	F E	0.000 0.005	NO NO
53.	LA	Overland Avenue & I-10 Eastbound Onramp	A.M. P.M.	0.653 0.511	B C **	0.657 0.513	B C **	0.004 0.002	NO NO
54.	LA	Overland Avenue & National Place/National Boulevard	A.M. P.M.	0.754 0.673	C D **	0.762 0.676	C D **	0.008 0.003	NO NO
55.	LA	I-10 Eastbound Offramp & National Boulevard	A.M. P.M.	0.629 0.405	B C **	0.637 0.405	B C **	0.008 0.000	NO NO
56.	LA	Moreno Drive & Santa Monica Boulevard (N & S)	A.M. P.M.	0.771 0.735	C C	0.790 0.752	C C	0.019 0.017	NO NO
57.	BH	Roxbury Drive & Santa Monica Boulevard (N)	A.M. P.M.	0.753 0.685	C B	0.767 0.688	C B	0.014 0.003	NO NO
58.	BH	Roxbury Drive & Santa Monica Boulevard (S)	A.M. P.M.	0.626 0.577	B A	0.629 0.579	B A	0.003 0.002	NO NO
59.	BH	Bedford Drive & Santa Monica Boulevard (N)	A.M. P.M.	0.796 0.670	C B	0.808 0.680	D B	0.012 0.010	NO NO
60.	BH	Bedford Drive & Santa Monica Boulevard (S)	A.M. P.M.	0.641 0.698	B B	0.643 0.700	B B	0.002 0.002	NO NO
61.	BH	Beverly Drive & Santa Monica Boulevard (N)	A.M. P.M.	0.861 0.868	D D	0.873 0.877	D D	0.012 0.009	NO NO
62.	BH	Beverly Drive & Santa Monica Boulevard (S)	A.M. P.M.	0.802 0.837	D D	0.805 0.839	D D	0.003 0.002	NO NO
63.	BH	Canon Drive & Santa Monica Boulevard (N)	A.M. P.M.	0.805 0.845	D D	0.815 0.852	D D	0.010 0.007	NO NO
64.	BH	Canon Drive & Santa Monica Boulevard (S)	A.M. P.M.	0.758 0.803	C D	0.760 0.805	C D	0.002 0.002	NO NO

Notes: LA = Los Angeles; BH = Beverly Hills; WH = West Hollywood.

** While the baseline traffic count volumes led to the V/C calculation shown in the table, field observations of these intersections showed that actual operating conditions were worse. The LOS shown is a qualitative assessment of the projected operating LOS.

TABLE 22 (continued)
EXISTING WITH MODIFIED PROJECT CONDITIONS (YEAR 2011)
MEASURED AGAINST EXISTING CONDITIONS (YEAR 2011)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	Existing		Existing with Modified Project			
				V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?
65.	BH	Palm Drive/Beverly Boulevard & Santa Monica Boulevard	A.M. P.M.	0.887 0.932	D E	0.897 0.939	D E	0.010 0.007	NO NO
66.	WH	Doheny Drive & Santa Monica Boulevard/Melrose Avenue	A.M. P.M.	128.0 116.0	F F	130.7 118.6	F F	2.7 2.6	NO NO
67.	WH	Robertson Boulevard & Santa Monica Boulevard	A.M. P.M.	26.1 33.4	C C	26.3 34.3	C C	0.2 0.9	NO NO
68.	BH	Roxbury Drive/Brighton Way & Wilshire Boulevard	A.M. P.M.	0.512 0.454	A A	0.514 0.455	A A	0.002 0.001	NO NO
69.	BH	Beverly Drive & Wilshire Boulevard	A.M. P.M.	0.718 0.784	C C	0.720 0.785	C C	0.002 0.001	NO NO
70.	BH	Camden Drive & Olympic Boulevard	A.M. P.M.	0.771 0.764	C C	0.787 0.776	C C	0.016 0.012	NO NO
71.	BH	Beverly Drive/Beverwil Drive & Olympic Boulevard	A.M. P.M.	0.907 0.862	E D	0.918 0.874	E D	0.011 0.012	NO NO
72.	BH	Doheny Drive & Olympic Boulevard	A.M. P.M.	0.921 0.956	E E	0.933 0.966	E E	0.012 0.010	NO NO
73.	BH	Robertson Boulevard & Olympic Boulevard	A.M. P.M.	0.999 1.050	E F	1.008 1.058	F F	0.009 0.008	NO NO
74.	LA	Roxbury Drive & Pico Boulevard	A.M. P.M.	0.716 0.535	C D **	0.727 0.545	C D **	0.011 0.010	NO NO
75.	LA	Beverwil Drive & Pico Boulevard	A.M. P.M.	0.802 0.809	D D	0.821 0.820	D D	0.019 0.011	NO NO
76.	LA	Beverly Drive & Pico Boulevard	A.M. P.M.	0.761 0.859	C D	0.773 0.875	C D	0.012 0.016	NO NO
77.	LA	Doheny Drive & Pico Boulevard	A.M. P.M.	0.705 0.651	C E **	0.712 0.659	C E **	0.007 0.008	NO NO
78.	LA	Robertson Boulevard & Pico Boulevard	A.M. P.M.	0.841 0.936	D E	0.847 0.944	D E	0.006 0.008	NO NO
79.	BH	Merv Griffin Way & Santa Monica Boulevard (N)	A.M. P.M.	30.0 22.0	D C	33.2 23.2	D C	3.2 1.2	NO NO
80.	BH	Charleville Boulevard & Santa Monica Boulevard (S)	A.M. P.M.	0.516 0.578	A A	0.516 0.582	A A	0.000 0.004	NO NO

Notes: LA = Los Angeles; BH = Beverly Hills; WH = West Hollywood.

** While the baseline traffic count volumes led to the V/C calculation shown in the table, field observations of these intersections showed that actual operating conditions were worse. The LOS shown is a qualitative assessment of the projected operating LOS.

TABLE 22 (continued)
EXISTING WITH MODIFIED PROJECT CONDITIONS (YEAR 2011)
MEASURED AGAINST EXISTING CONDITIONS (YEAR 2011)
INTERSECTION IMPACT SUMMARY

Level of Service	Significant Intersection Impacts	
	A.M. Peak Hour	P.M. Peak Hour
C	0	0
D	1	1
E	2	1
F	2	0
Total Peak Hour Impacts	5	2
Total Individual Intersections Impacted	7	

TABLE 23
FUTURE WITH MODIFIED PROJECT CONDITIONS (YEAR 2015)
MEASURED AGAINST FUTURE WITH APPROVED PROJECT CONDITIONS (YEAR 2015)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	Future with Approved Project		Future with Modified Project			
				V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?
1.	LA	Beverly Glen Boulevard & Wilshire Boulevard	A.M. P.M.	1.245 1.221	F F	1.248 1.226	F F	0.003 0.005	NO NO
2.	LA	Overland Avenue & Santa Monica Boulevard (N & S)	A.M. P.M.	0.771 0.784	C C	0.785 0.780	C C	0.014 -0.004	NO NO
3.	LA	Beverly Glen Boulevard & Santa Monica Boulevard	A.M. P.M.	0.857 0.881	D D	0.878 0.893	D D	0.021 0.012	YES NO
4.	LA	Century Park West & Santa Monica Boulevard	A.M. P.M.	0.623 0.637	B B	0.628 0.649	B B	0.005 0.012	NO NO
5.	LA	Avenue of the Stars & Santa Monica Boulevard	A.M. P.M.	0.628 0.577	B A	0.653 0.578	B A	0.025 0.001	NO NO
6.	LA	Century Park East & Santa Monica Boulevard	A.M. P.M.	0.751 0.578	C A	0.767 0.593	C A	0.016 0.015	NO NO
7.	BH	Santa Monica Boulevard (N) & Wilshire Boulevard	A.M. P.M.	1.294 1.258	F F	1.300 1.256	F F	0.006 -0.002	NO NO
8.	BH	Santa Monica Boulevard (S) & Wilshire Boulevard	A.M. P.M.	1.049 0.997	F E	1.055 0.993	F E	0.006 -0.004	NO NO
9.	LA	Century Park West & Constellation Boulevard	A.M. P.M.	0.465 0.238	A A	0.542 0.243	A A	0.077 0.005	NO NO
10.	LA	Avenue of the Stars & Constellation Boulevard	A.M. P.M.	0.563 0.476	A A	0.636 0.510	B A	0.073 0.034	NO NO
11.	LA	Century Park East & Constellation Boulevard	A.M. P.M.	0.346 0.450	A A	0.445 0.447	A A	0.099 -0.003	NO NO
12.	LA	Overland Avenue & Olympic Boulevard	A.M. P.M.	1.064 1.000	F E	1.073 0.995	F E	0.009 -0.005	NO NO
13.	LA	Beverly Glen Boulevard & Olympic Boulevard	A.M. P.M.	1.016 0.974	F E	1.029 0.981	F E	0.013 0.007	YES NO
14.	LA	Century Park West & Olympic Boulevard	A.M. P.M.	0.714 0.802	C D	0.729 0.817	C D	0.015 0.015	NO NO
15.	LA	Avenue of the Stars & Olympic Boulevard WB Ramps	A.M. P.M.	0.447 0.217	A A	0.467 0.225	A A	0.020 0.008	NO NO
16.	LA	Avenue of the Stars & Olympic Boulevard EB Ramps	A.M. P.M.	0.508 0.242	A A	0.527 0.248	A A	0.019 0.006	NO NO

Notes: LA = Los Angeles; BH = Beverly Hills; WH = West Hollywood.

TABLE 23 (continued)
FUTURE WITH MODIFIED PROJECT CONDITIONS (YEAR 2015)
MEASURED AGAINST FUTURE WITH APPROVED PROJECT CONDITIONS (YEAR 2015)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	Future with Approved Project		Future with Modified Project			
				V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?
17.	LA	Century Park East & Olympic Boulevard	A.M. P.M.	0.680 0.716	B C	0.699 0.717	B C	0.019 0.001	NO NO
18.	BH	Spalding Drive & Olympic Boulevard	A.M. P.M.	1.048 0.923	F E	1.061 0.933	F E	0.013 0.010	NO NO
19.	LA	Avenue of the Stars & Galaxy Way	A.M. P.M.	0.301 0.296	A A	0.301 0.302	A A	0.000 0.006	NO NO
20.	LA	Overland Avenue & Pico Boulevard	A.M. P.M.	0.968 1.101	E F	0.972 1.109	E F	0.004 0.008	NO NO
21.	LA	Patricia Avenue & Pico Boulevard	A.M. P.M.	0.826 0.765	D C	0.833 0.771	D C	0.007 0.006	NO NO
22.	LA	Beverly Glen Boulevard & Pico Boulevard	A.M. P.M.	0.812 0.852	D D	0.809 0.858	D D	-0.003 0.006	NO NO
23.	LA	Motor Avenue & Pico Boulevard	A.M. P.M.	0.741 1.013	C F	0.744 1.016	C F	0.003 0.003	NO NO
24.	LA	Avenue of the Stars & Pico Boulevard	A.M. P.M.	0.595 0.693	A B	0.605 0.702	B C	0.010 0.009	NO NO
25.	LA	Century Park East & Pico Boulevard	A.M. P.M.	0.653 0.701	B C	0.659 0.714	B C	0.006 0.013	NO NO
26.	LA	Motor Avenue & Manning Avenue	A.M. P.M.	0.612 0.583	B A	0.616 0.581	B A	0.004 -0.002	NO NO
27.	LA	Beverly Glen Boulevard & Wyton Drive/Comstock Avenue	A.M. P.M.	0.682 0.839	B D	0.687 0.843	B D	0.005 0.004	NO NO
28.	LA	Warner Avenue & Wilshire Boulevard	A.M. P.M.	0.949 0.968	E E	0.949 0.969	E E	0.000 0.001	NO NO
29.	LA	Comstock Avenue & Wilshire Boulevard	A.M. P.M.	0.803 0.946	D E	0.803 0.948	D E	0.000 0.002	NO NO
30.	LA	Beverly Glen Boulevard & Ashton Avenue	A.M. P.M.	0.375 0.414	A A	0.378 0.413	A A	0.003 -0.001	NO NO
31.	LA	Beverly Glen Boulevard & Rochester Avenue	A.M. P.M.	0.449 0.459	A A	0.452 0.461	A A	0.003 0.002	NO NO
32.	LA	Beloit Avenue & Santa Monica Boulevard	A.M. P.M.	0.941 1.004	E F	0.945 1.000	E E	0.004 -0.004	NO NO

Notes: LA = Los Angeles; BH = Beverly Hills; WH = West Hollywood.

TABLE 23 (continued)
FUTURE WITH MODIFIED PROJECT CONDITIONS (YEAR 2015)
MEASURED AGAINST FUTURE WITH APPROVED PROJECT CONDITIONS (YEAR 2015)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	Future with Approved Project		Future with Modified Project			
				V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?
33.	LA	Cotner Avenue & Santa Monica Boulevard	A.M. P.M.	0.659 0.864	B D	0.654 0.871	B D	-0.005 0.007	NO NO
34.	LA	Sepulveda Boulevard & Santa Monica Boulevard	A.M. P.M.	0.927 0.972	E E	0.935 0.966	E E	0.008 -0.006	NO NO
35.	LA	Veteran Avenue & Santa Monica Boulevard	A.M. P.M.	0.759 0.784	C C	0.756 0.791	C C	-0.003 0.007	NO NO
36.	LA	Westwood Boulevard & Santa Monica Boulevard	A.M. P.M.	1.079 1.085	F F	1.096 1.080	F F	0.017 -0.005	YES NO
37.	LA	Sawtelle Boulevard & Olympic Boulevard	A.M. P.M.	0.944 1.089	E F	0.947 1.087	E F	0.003 -0.002	NO NO
38.	LA	Cotner Avenue & Olympic Boulevard	A.M. P.M.	0.691 0.964	B E	0.694 0.963	B E	0.003 -0.001	NO NO
39.	LA	Sepulveda Boulevard & Olympic Boulevard	A.M. P.M.	0.895 0.997	D E	0.901 0.999	E E	0.006 0.002	NO NO
40.	LA	Veteran Avenue & Olympic Boulevard	A.M. P.M.	0.644 0.781	B C	0.655 0.786	B C	0.011 0.005	NO NO
41.	LA	Westwood Boulevard & Olympic Boulevard	A.M. P.M.	1.152 1.156	F F	1.163 1.161	F F	0.011 0.005	YES NO
42.	BH	Roxbury Drive & Olympic Boulevard	A.M. P.M.	0.948 0.918	E E	0.962 0.929	E E	0.014 0.011	NO NO
43.	LA	Sawtelle Boulevard & Pico Boulevard	A.M. P.M.	1.227 1.253	F F	1.229 1.253	F F	0.002 0.000	NO NO
44.	LA	Cotner Avenue & Pico Boulevard	A.M. P.M.	0.784 1.061	C F	0.783 1.062	C F	-0.001 0.001	NO NO
45.	LA	Sepulveda Boulevard & Pico Boulevard	A.M. P.M.	0.919 1.140	E F	0.927 1.144	E F	0.008 0.004	NO NO
46.	LA	Veteran Avenue & Pico Boulevard	A.M. P.M.	0.543 0.513	A A	0.541 0.515	A A	-0.002 0.002	NO NO
47.	LA	Westwood Boulevard & Pico Boulevard	A.M. P.M.	0.773 0.942	C E	0.776 0.944	C E	0.003 0.002	NO NO
48.	LA	Motor Avenue & Cheviot Hills Recreation Center Driveway	A.M. P.M.	0.515 0.452	A A	0.522 0.456	A A	0.007 0.004	NO NO

Notes: LA = Los Angeles; BH = Beverly Hills; WH = West Hollywood.

TABLE 23 (continued)
FUTURE WITH MODIFIED PROJECT CONDITIONS (YEAR 2015)
MEASURED AGAINST FUTURE WITH APPROVED PROJECT CONDITIONS (YEAR 2015)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	Future with Approved Project		Future with Modified Project			
				V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?
49.	LA	Manning Avenue & Pico Boulevard	A.M. P.M.	0.815 0.781	D C	0.822 0.779	D C	0.007 -0.002	NO NO
50.	LA	Overland Avenue & Ashby Avenue	A.M. P.M.	0.796 0.776	C C	0.809 0.783	D C	0.013 0.007	NO NO
51.	LA	Overland Avenue & Coventry Place	A.M. P.M.	0.689 0.731	B C	0.698 0.736	B C	0.009 0.005	NO NO
52.	LA	Overland Avenue & National Boulevard/I-10 Ramps	A.M. P.M.	1.316 1.298	F F	1.311 1.302	F F	-0.005 0.004	NO NO
53.	LA	Overland Avenue & I-10 Eastbound Onramp	A.M. P.M.	0.733 0.620	C D **	0.737 0.619	C D **	0.004 -0.001	NO NO
54.	LA	Overland Avenue & National Place/National Boulevard	A.M. P.M.	0.790 0.734	C E **	0.796 0.738	C E **	0.006 0.004	NO NO
55.	LA	I-10 Eastbound Offramp & National Boulevard	A.M. P.M.	0.658 0.479	B C **	0.664 0.472	B C **	0.006 -0.007	NO NO
56.	LA	Moreno Drive & Santa Monica Boulevard (N & S)	A.M. P.M.	0.804 0.851	D D	0.821 0.861	D D	0.017 0.010	NO NO
57.	BH	Roxbury Drive & Santa Monica Boulevard (N)	A.M. P.M.	0.828 0.815	D D	0.841 0.814	D D	0.013 -0.001	NO NO
58.	BH	Roxbury Drive & Santa Monica Boulevard (S)	A.M. P.M.	0.673 0.617	B B	0.675 0.618	B B	0.002 0.001	NO NO
59.	BH	Bedford Drive & Santa Monica Boulevard (N)	A.M. P.M.	0.874 0.805	D D	0.884 0.812	D D	0.010 0.007	NO NO
60.	BH	Bedford Drive & Santa Monica Boulevard (S)	A.M. P.M.	0.686 0.740	B C	0.688 0.741	B C	0.002 0.001	NO NO
61.	BH	Beverly Drive & Santa Monica Boulevard (N)	A.M. P.M.	0.952 1.033	E F	0.961 1.039	E F	0.009 0.006	NO NO
62.	BH	Beverly Drive & Santa Monica Boulevard (S)	A.M. P.M.	0.874 0.920	D E	0.876 0.921	D E	0.002 0.001	NO NO
63.	BH	Canon Drive & Santa Monica Boulevard (N)	A.M. P.M.	0.899 1.022	D F	0.908 1.027	E F	0.009 0.005	NO NO
64.	BH	Canon Drive & Santa Monica Boulevard (S)	A.M. P.M.	0.816 0.889	D D	0.818 0.890	D D	0.002 0.001	NO NO

Notes: LA = Los Angeles; BH = Beverly Hills; WH = West Hollywood.

** While the baseline traffic count volumes led to the V/C calculation shown in the table, field observations of these intersections showed that actual operating conditions were worse. The LOS shown is a qualitative assessment of the projected operating LOS.

TABLE 23 (continued)
FUTURE WITH MODIFIED PROJECT CONDITIONS (YEAR 2015)
MEASURED AGAINST FUTURE WITH APPROVED PROJECT CONDITIONS (YEAR 2015)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	Future with Approved Project		Future with Modified Project			
				V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?
65.	BH	Palm Drive/Beverly Boulevard & Santa Monica Boulevard	A.M. P.M.	0.995 1.107	E F	1.004 1.111	F F	0.009 0.004	NO NO
66.	WH	Doheny Drive & Santa Monica Boulevard/Melrose Avenue	A.M. P.M.	197.5 178.1	F F	200.5 179.0	F F	3.0 0.9	NO NO
67.	WH	Robertson Boulevard & Santa Monica Boulevard	A.M. P.M.	66.2 196.3	E F	68.7 197.6	E F	2.5 1.3	NO NO
68.	BH	Roxbury Drive/Brighton Way & Wilshire Boulevard	A.M. P.M.	0.584 0.575	A A	0.585 0.575	A A	0.001 0.000	NO NO
69.	BH	Beverly Drive & Wilshire Boulevard	A.M. P.M.	0.900 0.995	D E	0.902 0.994	E E	0.002 -0.001	NO NO
70.	BH	Camden Drive & Olympic Boulevard	A.M. P.M.	0.824 0.843	D D	0.839 0.853	D D	0.015 0.010	NO NO
71.	BH	Beverly Drive/Beverwil Drive & Olympic Boulevard	A.M. P.M.	1.008 1.001	F F	1.018 1.011	F F	0.010 0.010	NO NO
72.	BH	Doheny Drive & Olympic Boulevard	A.M. P.M.	1.018 1.108	F F	1.029 1.116	F F	0.011 0.008	NO NO
73.	BH	Robertson Boulevard & Olympic Boulevard	A.M. P.M.	1.213 1.265	F F	1.222 1.271	F F	0.009 0.006	NO NO
74.	LA	Roxbury Drive & Pico Boulevard	A.M. P.M.	0.754 0.606	C E **	0.765 0.615	C E **	0.011 0.009	NO NO
75.	LA	Beverwil Drive & Pico Boulevard	A.M. P.M.	0.934 0.925	E E	0.953 0.933	E E	0.019 0.008	YES NO
76.	LA	Beverly Drive & Pico Boulevard	A.M. P.M.	0.838 1.000	D E	0.849 1.016	D F	0.011 0.016	NO YES
77.	LA	Doheny Drive & Pico Boulevard	A.M. P.M.	0.791 0.785	C F **	0.797 0.791	C F **	0.006 0.006	NO NO
78.	LA	Robertson Boulevard & Pico Boulevard	A.M. P.M.	1.000 1.155	E F	1.005 1.159	F F	0.005 0.004	NO NO
79.	BH	Merv Griffin Way & Santa Monica Boulevard (N)	A.M. P.M.	0.823 0.832	D D	0.840 0.836	D D	0.017 0.004	NO NO
80.	BH	Charleville Boulevard & Santa Monica Boulevard (S)	A.M. P.M.	0.643 0.737	B C	0.640 0.740	B C	-0.003 0.003	NO NO

Notes: LA = Los Angeles; BH = Beverly Hills; WH = West Hollywood.

** While the baseline traffic count volumes led to the V/C calculation shown in the table, field observations of these intersections showed that actual operating conditions were worse. The LOS shown is a qualitative assessment of the projected operating LOS.

TABLE 23 (continued)
FUTURE WITH MODIFIED PROJECT CONDITIONS (YEAR 2015)
MEASURED AGAINST FUTURE WITH APPROVED PROJECT CONDITIONS (YEAR 2015)
INTERSECTION IMPACT SUMMARY

Level of Service	Significant Intersection Impacts	
	A.M. Peak Hour	P.M. Peak Hour
C	0	0
D	1	0
E	1	0
F	3	1
Total Peak Hour Impacts	5	1
Total Individual Intersections Impacted	6	

TABLE 24
FUTURE WITH MODIFIED PROJECT CONDITIONS (YEAR 2015)
MEASURED AGAINST FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2015)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	Future without Project		Future with Modified Project			
				V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?
1.	LA	Beverly Glen Boulevard & Wilshire Boulevard	A.M. P.M.	1.245 1.219	F F	1.248 1.226	F F	0.003 0.007	NO NO
2.	LA	Overland Avenue & Santa Monica Boulevard (N & S)	A.M. P.M.	0.768 0.779	C C	0.785 0.780	C C	0.017 0.001	NO NO
3.	LA	Beverly Glen Boulevard & Santa Monica Boulevard	A.M. P.M.	0.856 0.877	D D	0.878 0.893	D D	0.022 0.016	YES NO
4.	LA	Century Park West & Santa Monica Boulevard	A.M. P.M.	0.622 0.633	B B	0.628 0.649	B B	0.006 0.016	NO NO
5.	LA	Avenue of the Stars & Santa Monica Boulevard	A.M. P.M.	0.628 0.573	B A	0.653 0.578	B A	0.025 0.005	NO NO
6.	LA	Century Park East & Santa Monica Boulevard	A.M. P.M.	0.746 0.573	C A	0.767 0.593	C A	0.021 0.020	NO NO
7.	BH	Santa Monica Boulevard (N) & Wilshire Boulevard	A.M. P.M.	1.293 1.255	F F	1.300 1.256	F F	0.007 0.001	NO NO
8.	BH	Santa Monica Boulevard (S) & Wilshire Boulevard	A.M. P.M.	1.047 0.992	F E	1.055 0.993	F E	0.008 0.001	NO NO
9.	LA	Century Park West & Constellation Boulevard	A.M. P.M.	0.461 0.224	A A	0.542 0.243	A A	0.081 0.019	NO NO
10.	LA	Avenue of the Stars & Constellation Boulevard	A.M. P.M.	0.560 0.460	A A	0.636 0.510	B A	0.076 0.050	NO NO
11.	LA	Century Park East & Constellation Boulevard	A.M. P.M.	0.333 0.424	A A	0.445 0.447	A A	0.112 0.023	NO NO
12.	LA	Overland Avenue & Olympic Boulevard	A.M. P.M.	1.056 0.989	F E	1.073 0.995	F E	0.017 0.006	YES NO
13.	LA	Beverly Glen Boulevard & Olympic Boulevard	A.M. P.M.	1.015 0.972	F E	1.029 0.981	F E	0.014 0.009	YES NO
14.	LA	Century Park West & Olympic Boulevard	A.M. P.M.	0.711 0.799	C C	0.729 0.817	C D	0.018 0.018	NO NO
15.	LA	Avenue of the Stars & Olympic Boulevard WB Ramps	A.M. P.M.	0.441 0.217	A A	0.467 0.225	A A	0.026 0.008	NO NO
16.	LA	Avenue of the Stars & Olympic Boulevard EB Ramps	A.M. P.M.	0.505 0.239	A A	0.527 0.248	A A	0.022 0.009	NO NO

Notes: LA = Los Angeles; BH = Beverly Hills; WH = West Hollywood.

TABLE 24 (continued)
FUTURE WITH MODIFIED PROJECT CONDITIONS (YEAR 2015)
MEASURED AGAINST FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2015)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	Future without Project		Future with Modified Project			
				V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?
17.	LA	Century Park East & Olympic Boulevard	A.M. P.M.	0.673 0.699	B B	0.699 0.717	B C	0.026 0.018	NO NO
18.	BH	Spalding Drive & Olympic Boulevard	A.M. P.M.	1.047 0.921	F E	1.061 0.933	F E	0.014 0.012	NO NO
19.	LA	Avenue of the Stars & Galaxy Way	A.M. P.M.	0.301 0.293	A A	0.301 0.302	A A	0.000 0.009	NO NO
20.	LA	Overland Avenue & Pico Boulevard	A.M. P.M.	0.964 1.096	E F	0.972 1.109	E F	0.008 0.013	NO YES
21.	LA	Patricia Avenue & Pico Boulevard	A.M. P.M.	0.825 0.764	D C	0.833 0.771	D C	0.008 0.007	NO NO
22.	LA	Beverly Glen Boulevard & Pico Boulevard	A.M. P.M.	0.808 0.851	D D	0.809 0.858	D D	0.001 0.007	NO NO
23.	LA	Motor Avenue & Pico Boulevard	A.M. P.M.	0.734 1.008	C F	0.744 1.016	C F	0.010 0.008	NO NO
24.	LA	Avenue of the Stars & Pico Boulevard	A.M. P.M.	0.591 0.689	A B	0.605 0.702	B C	0.014 0.013	NO NO
25.	LA	Century Park East & Pico Boulevard	A.M. P.M.	0.650 0.704	B C	0.659 0.714	B C	0.009 0.010	NO NO
26.	LA	Motor Avenue & Manning Avenue	A.M. P.M.	0.611 0.579	B A	0.616 0.581	B A	0.005 0.002	NO NO
27.	LA	Beverly Glen Boulevard & Wyton Drive/Comstock Avenue	A.M. P.M.	0.681 0.838	B D	0.687 0.843	B D	0.006 0.005	NO NO
28.	LA	Warner Avenue & Wilshire Boulevard	A.M. P.M.	0.949 0.968	E E	0.949 0.969	E E	0.000 0.001	NO NO
29.	LA	Comstock Avenue & Wilshire Boulevard	A.M. P.M.	0.803 0.946	D E	0.803 0.948	D E	0.000 0.002	NO NO
30.	LA	Beverly Glen Boulevard & Ashton Avenue	A.M. P.M.	0.374 0.413	A A	0.378 0.413	A A	0.004 0.000	NO NO
31.	LA	Beverly Glen Boulevard & Rochester Avenue	A.M. P.M.	0.448 0.458	A A	0.452 0.461	A A	0.004 0.003	NO NO
32.	LA	Beloit Avenue & Santa Monica Boulevard	A.M. P.M.	0.936 0.999	E E	0.945 1.000	E E	0.009 0.001	NO NO

Notes: LA = Los Angeles; BH = Beverly Hills; WH = West Hollywood.

TABLE 24 (continued)
FUTURE WITH MODIFIED PROJECT CONDITIONS (YEAR 2015)
MEASURED AGAINST FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2015)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	Future without Project		Future with Modified Project			
				V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?
33.	LA	Cotner Avenue & Santa Monica Boulevard	A.M. P.M.	0.654 0.857	B D	0.654 0.871	B D	0.000 0.014	NO NO
34.	LA	Sepulveda Boulevard & Santa Monica Boulevard	A.M. P.M.	0.925 0.965	E E	0.935 0.966	E E	0.010 0.001	YES NO
35.	LA	Veteran Avenue & Santa Monica Boulevard	A.M. P.M.	0.752 0.780	C C	0.756 0.791	C C	0.004 0.011	NO NO
36.	LA	Westwood Boulevard & Santa Monica Boulevard	A.M. P.M.	1.077 1.080	F F	1.096 1.080	F F	0.019 0.000	YES NO
37.	LA	Sawtelle Boulevard & Olympic Boulevard	A.M. P.M.	0.943 1.086	E F	0.947 1.087	E F	0.004 0.001	NO NO
38.	LA	Cotner Avenue & Olympic Boulevard	A.M. P.M.	0.689 0.960	B E	0.694 0.963	B E	0.005 0.003	NO NO
39.	LA	Sepulveda Boulevard & Olympic Boulevard	A.M. P.M.	0.894 0.995	D E	0.901 0.999	E E	0.007 0.004	NO NO
40.	LA	Veteran Avenue & Olympic Boulevard	A.M. P.M.	0.643 0.780	B C	0.655 0.786	B C	0.012 0.006	NO NO
41.	LA	Westwood Boulevard & Olympic Boulevard	A.M. P.M.	1.151 1.155	F F	1.163 1.161	F F	0.012 0.006	YES NO
42.	BH	Roxbury Drive & Olympic Boulevard	A.M. P.M.	0.947 0.917	E E	0.962 0.929	E E	0.015 0.012	NO NO
43.	LA	Sawtelle Boulevard & Pico Boulevard	A.M. P.M.	1.227 1.252	F F	1.229 1.253	F F	0.002 0.001	NO NO
44.	LA	Cotner Avenue & Pico Boulevard	A.M. P.M.	0.783 1.060	C F	0.783 1.062	C F	0.000 0.002	NO NO
45.	LA	Sepulveda Boulevard & Pico Boulevard	A.M. P.M.	0.919 1.139	E F	0.927 1.144	E F	0.008 0.005	NO NO
46.	LA	Veteran Avenue & Pico Boulevard	A.M. P.M.	0.541 0.513	A A	0.541 0.515	A A	0.000 0.002	NO NO
47.	LA	Westwood Boulevard & Pico Boulevard	A.M. P.M.	0.773 0.941	C E	0.776 0.944	C E	0.003 0.003	NO NO
48.	LA	Motor Avenue & Cheviot Hills Recreation Center Driveway	A.M. P.M.	0.514 0.449	A A	0.522 0.456	A A	0.008 0.007	NO NO

Notes: LA = Los Angeles; BH = Beverly Hills; WH = West Hollywood.

TABLE 24 (continued)
FUTURE WITH MODIFIED PROJECT CONDITIONS (YEAR 2015)
MEASURED AGAINST FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2015)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	Future without Project		Future with Modified Project			
				V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?
49.	LA	Manning Avenue & Pico Boulevard	A.M. P.M.	0.814 0.778	D C	0.822 0.779	D C	0.008 0.001	NO NO
50.	LA	Overland Avenue & Ashby Avenue	A.M. P.M.	0.795 0.773	C C	0.809 0.783	D C	0.014 0.010	NO NO
51.	LA	Overland Avenue & Coventry Place	A.M. P.M.	0.688 0.728	B C	0.698 0.736	B C	0.010 0.008	NO NO
52.	LA	Overland Avenue & National Boulevard/I-10 Ramps	A.M. P.M.	1.311 1.297	F F	1.311 1.302	F F	0.000 0.005	NO NO
53.	LA	Overland Avenue & I-10 Eastbound Onramp	A.M. P.M.	0.733 0.618	C D **	0.737 0.619	C D **	0.004 0.001	NO NO
54.	LA	Overland Avenue & National Place/National Boulevard	A.M. P.M.	0.788 0.734	C E **	0.796 0.738	C E **	0.008 0.004	NO NO
55.	LA	I-10 Eastbound Offramp & National Boulevard	A.M. P.M.	0.656 0.471	B C **	0.664 0.472	B C **	0.008 0.001	NO NO
56.	LA	Moreno Drive & Santa Monica Boulevard (N & S)	A.M. P.M.	0.802 0.844	D D	0.821 0.861	D D	0.019 0.017	NO NO
57.	BH	Roxbury Drive & Santa Monica Boulevard (N)	A.M. P.M.	0.827 0.811	D D	0.841 0.814	D D	0.014 0.003	NO NO
58.	BH	Roxbury Drive & Santa Monica Boulevard (S)	A.M. P.M.	0.673 0.616	B B	0.675 0.618	B B	0.002 0.002	NO NO
59.	BH	Bedford Drive & Santa Monica Boulevard (N)	A.M. P.M.	0.873 0.802	D D	0.884 0.812	D D	0.011 0.010	NO NO
60.	BH	Bedford Drive & Santa Monica Boulevard (S)	A.M. P.M.	0.686 0.739	B C	0.688 0.741	B C	0.002 0.002	NO NO
61.	BH	Beverly Drive & Santa Monica Boulevard (N)	A.M. P.M.	0.950 1.030	E F	0.961 1.039	E F	0.011 0.009	NO NO
62.	BH	Beverly Drive & Santa Monica Boulevard (S)	A.M. P.M.	0.874 0.919	D E	0.876 0.921	D E	0.002 0.002	NO NO
63.	BH	Canon Drive & Santa Monica Boulevard (N)	A.M. P.M.	0.898 1.020	D F	0.908 1.027	E F	0.010 0.007	NO NO
64.	BH	Canon Drive & Santa Monica Boulevard (S)	A.M. P.M.	0.816 0.888	D D	0.818 0.890	D D	0.002 0.002	NO NO

Notes: LA = Los Angeles; BH = Beverly Hills; WH = West Hollywood.

** While the baseline traffic count volumes led to the V/C calculation shown in the table, field observations of these intersections showed that actual operating conditions were worse. The LOS shown is a qualitative assessment of the projected operating LOS.

TABLE 24 (continued)
FUTURE WITH MODIFIED PROJECT CONDITIONS (YEAR 2015)
MEASURED AGAINST FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2015)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	Future without Project		Future with Modified Project			
				V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?
65.	BH	Palm Drive/Beverly Boulevard & Santa Monica Boulevard	A.M. P.M.	0.994 1.104	E F	1.004 1.111	F F	0.010 0.007	NO NO
66.	WH	Doheny Drive & Santa Monica Boulevard/Melrose Avenue	A.M. P.M.	197.4 176.7	F F	200.5 179.0	F F	3.1 2.3	NO NO
67.	WH	Robertson Boulevard & Santa Monica Boulevard	A.M. P.M.	65.8 197.1	E F	68.7 197.6	E F	2.9 0.5	NO NO
68.	BH	Roxbury Drive/Brighton Way & Wilshire Boulevard	A.M. P.M.	0.584 0.573	A A	0.585 0.575	A A	0.001 0.002	NO NO
69.	BH	Beverly Drive & Wilshire Boulevard	A.M. P.M.	0.900 0.993	D E	0.902 0.994	E E	0.002 0.001	NO NO
70.	BH	Camden Drive & Olympic Boulevard	A.M. P.M.	0.823 0.841	D D	0.839 0.853	D D	0.016 0.012	NO NO
71.	BH	Beverly Drive/Beverwil Drive & Olympic Boulevard	A.M. P.M.	1.007 0.999	F E	1.018 1.011	F F	0.011 0.012	NO NO
72.	BH	Doheny Drive & Olympic Boulevard	A.M. P.M.	1.017 1.106	F F	1.029 1.116	F F	0.012 0.010	NO NO
73.	BH	Robertson Boulevard & Olympic Boulevard	A.M. P.M.	1.212 1.263	F F	1.222 1.271	F F	0.010 0.008	NO NO
74.	LA	Roxbury Drive & Pico Boulevard	A.M. P.M.	0.753 0.605	C E **	0.765 0.615	C E **	0.012 0.010	NO YES
75.	LA	Beverwil Drive & Pico Boulevard	A.M. P.M.	0.934 0.922	E E	0.953 0.933	E E	0.019 0.011	YES YES
76.	LA	Beverly Drive & Pico Boulevard	A.M. P.M.	0.837 0.999	D E	0.849 1.016	D F	0.012 0.017	NO YES
77.	LA	Doheny Drive & Pico Boulevard	A.M. P.M.	0.791 0.783	C F **	0.797 0.791	C F **	0.006 0.008	NO NO
78.	LA	Robertson Boulevard & Pico Boulevard	A.M. P.M.	1.000 1.152	E F	1.005 1.159	F F	0.005 0.007	NO NO
79.	BH	Merv Griffin Way & Santa Monica Boulevard (N)	A.M. P.M.	0.821 0.826	D D	0.840 0.836	D D	0.019 0.010	NO NO
80.	BH	Charleville Boulevard & Santa Monica Boulevard (S)	A.M. P.M.	0.640 0.736	B C	0.640 0.740	B C	0.000 0.004	NO NO

Notes: LA = Los Angeles; BH = Beverly Hills; WH = West Hollywood.

** While the baseline traffic count volumes led to the V/C calculation shown in the table, field observations of these intersections showed that actual operating conditions were worse. The LOS shown is a qualitative assessment of the projected operating LOS.

TABLE 24 (continued)
FUTURE WITH MODIFIED PROJECT CONDITIONS (YEAR 2015)
MEASURED AGAINST FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2015)
INTERSECTION IMPACT SUMMARY

Level of Service	Significant Intersection Impacts	
	A.M. Peak Hour	P.M. Peak Hour
C	0	0
D	1	0
E	2	2
F	4	2
Total Peak Hour Impacts	7	4
Total Individual Intersections Impacted	10	

TABLE 25
FUTURE WITH MODIFIED PROJECT CONDITIONS (YEAR 2021)
MEASURED AGAINST FUTURE WITH APPROVED PROJECT CONDITIONS (YEAR 2021)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	Future with Approved Project		Future with Modified Project			
				V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?
1.	LA	Beverly Glen Boulevard & Wilshire Boulevard	A.M. P.M.	1.294 1.278	F F	1.297 1.283	F F	0.003 0.005	NO NO
2.	LA	Overland Avenue & Santa Monica Boulevard (N & S)	A.M. P.M.	0.792 0.824	C D	0.807 0.819	D D	0.015 -0.005	NO NO
3.	LA	Beverly Glen Boulevard & Santa Monica Boulevard	A.M. P.M.	0.887 0.917	D E	0.908 0.928	E E	0.021 0.011	YES YES
4.	LA	Century Park West & Santa Monica Boulevard	A.M. P.M.	0.651 0.659	B B	0.656 0.672	B B	0.005 0.013	NO NO
5.	LA	Avenue of the Stars & Santa Monica Boulevard	A.M. P.M.	0.663 0.606	B B	0.687 0.607	B B	0.024 0.001	NO NO
6.	LA	Century Park East & Santa Monica Boulevard	A.M. P.M.	0.795 0.598	C A	0.812 0.613	D B	0.017 0.015	NO NO
7.	BH	Santa Monica Boulevard (N) & Wilshire Boulevard	A.M. P.M.	1.308 1.308	F F	1.314 1.306	F F	0.006 -0.002	NO NO
8.	BH	Santa Monica Boulevard (S) & Wilshire Boulevard	A.M. P.M.	1.063 1.030	F F	1.069 1.028	F F	0.006 -0.002	NO NO
9.	LA	Century Park West & Constellation Boulevard	A.M. P.M.	0.452 0.264	A A	0.529 0.268	A A	0.077 0.004	NO NO
10.	LA	Avenue of the Stars & Constellation Boulevard	A.M. P.M.	0.563 0.495	A A	0.635 0.531	B A	0.072 0.036	NO NO
11.	LA	Century Park East & Constellation Boulevard	A.M. P.M.	0.325 0.461	A A	0.387 0.458	A A	0.062 -0.003	NO NO
12.	LA	Overland Avenue & Olympic Boulevard	A.M. P.M.	1.106 1.056	F F	1.115 1.052	F F	0.009 -0.004	NO NO
13.	LA	Beverly Glen Boulevard & Olympic Boulevard	A.M. P.M.	1.046 1.096	F F	1.059 1.103	F F	0.013 0.007	YES NO
14.	LA	Century Park West & Olympic Boulevard	A.M. P.M.	0.725 0.845	C D	0.740 0.860	C D	0.015 0.015	NO NO
15.	LA	Avenue of the Stars & Olympic Boulevard WB Ramps	A.M. P.M.	0.502 0.228	A A	0.522 0.237	A A	0.020 0.009	NO NO
16.	LA	Avenue of the Stars & Olympic Boulevard EB Ramps	A.M. P.M.	0.530 0.258	A A	0.549 0.265	A A	0.019 0.007	NO NO

Notes: LA = Los Angeles; BH = Beverly Hills; WH = West Hollywood.

TABLE 25 (continued)
FUTURE WITH MODIFIED PROJECT CONDITIONS (YEAR 2021)
MEASURED AGAINST FUTURE WITH APPROVED PROJECT CONDITIONS (YEAR 2021)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	Future with Approved Project		Future with Modified Project			
				V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?
17.	LA	Century Park East & Olympic Boulevard	A.M. P.M.	0.677 0.724	B C	0.695 0.740	B C	0.018 0.016	NO NO
18.	BH	Spalding Drive & Olympic Boulevard	A.M. P.M.	1.074 0.953	F E	1.088 0.963	F E	0.014 0.010	NO NO
19.	LA	Avenue of the Stars & Galaxy Way	A.M. P.M.	0.301 0.312	A A	0.301 0.319	A A	0.000 0.007	NO NO
20.	LA	Overland Avenue & Pico Boulevard	A.M. P.M.	1.006 1.159	F F	1.011 1.166	F F	0.005 0.007	NO NO
21.	LA	Patricia Avenue & Pico Boulevard	A.M. P.M.	0.858 0.807	D D	0.866 0.812	D D	0.008 0.005	NO NO
22.	LA	Beverly Glen Boulevard & Pico Boulevard	A.M. P.M.	0.842 0.898	D D	0.839 0.904	D E	-0.003 0.006	NO NO
23.	LA	Motor Avenue & Pico Boulevard	A.M. P.M.	0.768 1.067	C F	0.771 1.069	C F	0.003 0.002	NO NO
24.	LA	Avenue of the Stars & Pico Boulevard	A.M. P.M.	0.612 0.725	B C	0.621 0.735	B C	0.009 0.010	NO NO
25.	LA	Century Park East & Pico Boulevard	A.M. P.M.	0.685 0.739	B C	0.690 0.752	B C	0.005 0.013	NO NO
26.	LA	Motor Avenue & Manning Avenue	A.M. P.M.	0.641 0.611	B B	0.645 0.609	B B	0.004 -0.002	NO NO
27.	LA	Beverly Glen Boulevard & Wyton Drive/Comstock Avenue	A.M. P.M.	0.711 0.876	C D	0.716 0.879	C D	0.005 0.003	NO NO
28.	LA	Warner Avenue & Wilshire Boulevard	A.M. P.M.	0.962 1.014	E F	0.962 1.014	E F	0.000 0.000	NO NO
29.	LA	Comstock Avenue & Wilshire Boulevard	A.M. P.M.	0.817 0.991	D E	0.821 0.993	D E	0.004 0.002	NO NO
30.	LA	Beverly Glen Boulevard & Ashton Avenue	A.M. P.M.	0.397 0.437	A A	0.400 0.436	A A	0.003 -0.001	NO NO
31.	LA	Beverly Glen Boulevard & Rochester Avenue	A.M. P.M.	0.474 0.483	A A	0.477 0.485	A A	0.003 0.002	NO NO
32.	LA	Beloit Avenue & Santa Monica Boulevard	A.M. P.M.	1.013 1.009	F F	1.017 1.003	F F	0.004 -0.006	NO NO

Notes: LA = Los Angeles; BH = Beverly Hills; WH = West Hollywood.

TABLE 25 (continued)
FUTURE WITH MODIFIED PROJECT CONDITIONS (YEAR 2021)
MEASURED AGAINST FUTURE WITH APPROVED PROJECT CONDITIONS (YEAR 2021)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	Future with Approved Project		Future with Modified Project			
				V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?
33.	LA	Cotner Avenue & Santa Monica Boulevard	A.M. P.M.	0.670 0.866	B D	0.664 0.874	B D	-0.006 0.008	NO NO
34.	LA	Sepulveda Boulevard & Santa Monica Boulevard	A.M. P.M.	0.935 1.021	E F	0.942 1.015	E F	0.007 -0.006	NO NO
35.	LA	Veteran Avenue & Santa Monica Boulevard	A.M. P.M.	0.732 0.834	C D	0.728 0.842	C D	-0.004 0.008	NO NO
36.	LA	Westwood Boulevard & Santa Monica Boulevard	A.M. P.M.	1.051 1.115	F F	1.068 1.110	F F	0.017 -0.005	YES NO
37.	LA	Sawtelle Boulevard & Olympic Boulevard	A.M. P.M.	0.989 1.143	E F	0.992 1.140	E F	0.003 -0.003	NO NO
38.	LA	Cotner Avenue & Olympic Boulevard	A.M. P.M.	0.725 1.012	C F	0.727 1.011	C F	0.002 -0.001	NO NO
39.	LA	Sepulveda Boulevard & Olympic Boulevard	A.M. P.M.	0.882 1.031	D F	0.887 1.033	D F	0.005 0.002	NO NO
40.	LA	Veteran Avenue & Olympic Boulevard	A.M. P.M.	0.668 0.817	B D	0.671 0.822	B D	0.003 0.005	NO NO
41.	LA	Westwood Boulevard & Olympic Boulevard	A.M. P.M.	1.191 1.176	F F	1.202 1.181	F F	0.011 0.005	YES NO
42.	BH	Roxbury Drive & Olympic Boulevard	A.M. P.M.	0.972 0.951	E E	0.986 0.962	E E	0.014 0.011	NO NO
43.	LA	Sawtelle Boulevard & Pico Boulevard	A.M. P.M.	1.285 1.307	F F	1.288 1.306	F F	0.003 -0.001	NO NO
44.	LA	Cotner Avenue & Pico Boulevard	A.M. P.M.	0.822 1.109	D F	0.821 1.111	D F	-0.001 0.002	NO NO
45.	LA	Sepulveda Boulevard & Pico Boulevard	A.M. P.M.	0.923 1.135	E F	0.930 1.136	E F	0.007 0.001	NO NO
46.	LA	Veteran Avenue & Pico Boulevard	A.M. P.M.	0.560 0.545	A A	0.558 0.547	A A	-0.002 0.002	NO NO
47.	LA	Westwood Boulevard & Pico Boulevard	A.M. P.M.	0.791 0.998	C E	0.795 0.999	C E	0.004 0.001	NO NO
48.	LA	Motor Avenue & Cheviot Hills Recreation Center Driveway	A.M. P.M.	0.541 0.475	A A	0.548 0.479	A A	0.007 0.004	NO NO

Notes: LA = Los Angeles; BH = Beverly Hills; WH = West Hollywood.

TABLE 25 (continued)
FUTURE WITH MODIFIED PROJECT CONDITIONS (YEAR 2021)
MEASURED AGAINST FUTURE WITH APPROVED PROJECT CONDITIONS (YEAR 2021)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	Future with Approved Project		Future with Modified Project			
				V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?
49.	LA	Manning Avenue & Pico Boulevard	A.M. P.M.	0.845 0.827	D D	0.852 0.825	D D	0.007 -0.002	NO NO
50.	LA	Overland Avenue & Ashby Avenue	A.M. P.M.	0.837 0.815	D D	0.849 0.821	D D	0.012 0.006	NO NO
51.	LA	Overland Avenue & Coventry Place	A.M. P.M.	0.726 0.767	C C	0.735 0.772	C C	0.009 0.005	NO NO
52.	LA	Overland Avenue & National Boulevard/I-10 Ramps	A.M. P.M.	1.377 1.352	F F	1.372 1.357	F F	-0.005 0.005	NO NO
53.	LA	Overland Avenue & I-10 Eastbound Onramp	A.M. P.M.	0.769 0.649	C D **	0.772 0.649	C D **	0.003 0.000	NO NO
54.	LA	Overland Avenue & National Place/National Boulevard	A.M. P.M.	0.830 0.771	D E **	0.836 0.774	D E **	0.006 0.003	NO NO
55.	LA	I-10 Eastbound Offramp & National Boulevard	A.M. P.M.	0.692 0.503	B C **	0.698 0.496	B C **	0.006 -0.007	NO NO
56.	LA	Moreno Drive & Santa Monica Boulevard (N & S)	A.M. P.M.	0.828 0.883	D D	0.845 0.893	D D	0.017 0.010	NO NO
57.	BH	Roxbury Drive & Santa Monica Boulevard (N)	A.M. P.M.	0.863 0.859	D D	0.875 0.857	D D	0.012 -0.002	NO NO
58.	BH	Roxbury Drive & Santa Monica Boulevard (S)	A.M. P.M.	0.695 0.647	B B	0.697 0.649	B B	0.002 0.002	NO NO
59.	BH	Bedford Drive & Santa Monica Boulevard (N)	A.M. P.M.	0.909 0.820	E D	0.920 0.827	E D	0.011 0.007	NO NO
60.	BH	Bedford Drive & Santa Monica Boulevard (S)	A.M. P.M.	0.710 0.777	C C	0.712 0.779	C C	0.002 0.002	NO NO
61.	BH	Beverly Drive & Santa Monica Boulevard (N)	A.M. P.M.	0.981 1.091	E F	0.990 1.097	E F	0.009 0.006	NO NO
62.	BH	Beverly Drive & Santa Monica Boulevard (S)	A.M. P.M.	0.876 0.967	D E	0.879 0.968	D E	0.003 0.001	NO NO
63.	BH	Canon Drive & Santa Monica Boulevard (N)	A.M. P.M.	0.913 1.023	E F	0.922 1.028	E F	0.009 0.005	NO NO
64.	BH	Canon Drive & Santa Monica Boulevard (S)	A.M. P.M.	0.839 0.928	D E	0.842 0.929	D E	0.003 0.001	NO NO

Notes: LA = Los Angeles; BH = Beverly Hills; WH = West Hollywood.

** While the baseline traffic count volumes led to the V/C calculation shown in the table, field observations of these intersections showed that actual operating conditions were worse. The LOS shown is a qualitative assessment of the projected operating LOS.

TABLE 25 (continued)
FUTURE WITH MODIFIED PROJECT CONDITIONS (YEAR 2021)
MEASURED AGAINST FUTURE WITH APPROVED PROJECT CONDITIONS (YEAR 2021)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	Future with Approved Project		Future with Modified Project			
				V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?
65.	BH	Palm Drive/Beverly Boulevard & Santa Monica Boulevard	A.M. P.M.	1.032 1.146	F F	1.041 1.150	F F	0.009 0.004	NO NO
66.	WH	Doheny Drive & Santa Monica Boulevard/Melrose Avenue	A.M. P.M.	212.7 196.5	F F	215.8 198.0	F F	3.1 1.5	NO NO
67.	WH	Robertson Boulevard & Santa Monica Boulevard	A.M. P.M.	79.4 219.7	E F	82.0 221.0	F F	2.6 1.3	NO NO
68.	BH	Roxbury Drive/Brighton Way & Wilshire Boulevard	A.M. P.M.	0.598 0.601	A B	0.599 0.602	A B	0.001 0.001	NO NO
69.	BH	Beverly Drive & Wilshire Boulevard	A.M. P.M.	0.893 1.027	D F	0.895 1.025	D F	0.002 -0.002	NO NO
70.	BH	Camden Drive & Olympic Boulevard	A.M. P.M.	0.843 0.873	D D	0.858 0.883	D D	0.015 0.010	NO NO
71.	BH	Beverly Drive/Beverwil Drive & Olympic Boulevard	A.M. P.M.	1.032 1.041	F F	1.043 1.050	F F	0.011 0.009	NO NO
72.	BH	Doheny Drive & Olympic Boulevard	A.M. P.M.	1.045 1.143	F F	1.055 1.150	F F	0.010 0.007	NO NO
73.	BH	Robertson Boulevard & Olympic Boulevard	A.M. P.M.	1.221 1.292	F F	1.229 1.298	F F	0.008 0.006	NO NO
74.	LA	Roxbury Drive & Pico Boulevard	A.M. P.M.	0.791 0.636	C E **	0.802 0.645	D E **	0.011 0.009	NO NO
75.	LA	Beverwil Drive & Pico Boulevard	A.M. P.M.	0.978 0.968	E E	0.995 0.976	E E	0.017 0.008	YES NO
76.	LA	Beverly Drive & Pico Boulevard	A.M. P.M.	0.878 1.046	D F	0.889 1.061	D F	0.011 0.015	NO YES
77.	LA	Doheny Drive & Pico Boulevard	A.M. P.M.	0.830 0.819	D F **	0.836 0.826	D F **	0.006 0.007	NO NO
78.	LA	Robertson Boulevard & Pico Boulevard	A.M. P.M.	1.044 1.202	F F	1.049 1.207	F F	0.005 0.005	NO NO
79.	BH	Merv Griffin Way & Santa Monica Boulevard (N)	A.M. P.M.	0.831 0.874	D D	0.849 0.878	D D	0.018 0.004	NO NO
80.	BH	Charleville Boulevard & Santa Monica Boulevard (S)	A.M. P.M.	0.665 0.753	B C	0.662 0.756	B C	-0.003 0.003	NO NO

Notes: LA = Los Angeles; BH = Beverly Hills; WH = West Hollywood.

** While the baseline traffic count volumes led to the V/C calculation shown in the table, field observations of these intersections showed that actual operating conditions were worse. The LOS shown is a qualitative assessment of the projected operating LOS.

TABLE 25 (continued)
FUTURE WITH MODIFIED PROJECT CONDITIONS (YEAR 2021)
MEASURED AGAINST FUTURE WITH APPROVED PROJECT CONDITIONS (YEAR 2021)
INTERSECTION IMPACT SUMMARY

Level of Service	Significant Intersection Impacts	
	A.M. Peak Hour	P.M. Peak Hour
C	0	0
D	0	0
E	2	1
F	3	1
Total Peak Hour Impacts	5	2
Total Individual Intersections Impacted	6	

TABLE 26
FUTURE WITH MODIFIED PROJECT CONDITIONS (YEAR 2021)
MEASURED AGAINST FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2021)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	Future without Project		Future with Modified Project			
				V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?
1.	LA	Beverly Glen Boulevard & Wilshire Boulevard	A.M. P.M.	1.294 1.277	F F	1.297 1.283	F F	0.003 0.006	NO NO
2.	LA	Overland Avenue & Santa Monica Boulevard (N & S)	A.M. P.M.	0.790 0.817	C D	0.807 0.819	D D	0.017 0.002	NO NO
3.	LA	Beverly Glen Boulevard & Santa Monica Boulevard	A.M. P.M.	0.885 0.913	D E	0.908 0.928	E E	0.023 0.015	YES YES
4.	LA	Century Park West & Santa Monica Boulevard	A.M. P.M.	0.650 0.654	B B	0.656 0.672	B B	0.006 0.018	NO NO
5.	LA	Avenue of the Stars & Santa Monica Boulevard	A.M. P.M.	0.662 0.602	B B	0.687 0.607	B B	0.025 0.005	NO NO
6.	LA	Century Park East & Santa Monica Boulevard	A.M. P.M.	0.791 0.593	C A	0.812 0.613	D B	0.021 0.020	YES NO
7.	BH	Santa Monica Boulevard (N) & Wilshire Boulevard	A.M. P.M.	1.308 1.306	F F	1.314 1.306	F F	0.006 0.000	NO NO
8.	BH	Santa Monica Boulevard (S) & Wilshire Boulevard	A.M. P.M.	1.061 1.026	F F	1.069 1.028	F F	0.008 0.002	NO NO
9.	LA	Century Park West & Constellation Boulevard	A.M. P.M.	0.448 0.249	A A	0.529 0.268	A A	0.081 0.019	NO NO
10.	LA	Avenue of the Stars & Constellation Boulevard	A.M. P.M.	0.559 0.477	A A	0.635 0.531	B A	0.076 0.054	NO NO
11.	LA	Century Park East & Constellation Boulevard	A.M. P.M.	0.312 0.435	A A	0.387 0.458	A A	0.075 0.023	NO NO
12.	LA	Overland Avenue & Olympic Boulevard	A.M. P.M.	1.099 1.045	F F	1.115 1.052	F F	0.016 0.007	YES NO
13.	LA	Beverly Glen Boulevard & Olympic Boulevard	A.M. P.M.	1.045 1.093	F F	1.059 1.103	F F	0.014 0.010	YES YES
14.	LA	Century Park West & Olympic Boulevard	A.M. P.M.	0.721 0.842	C D	0.740 0.860	C D	0.019 0.018	NO NO
15.	LA	Avenue of the Stars & Olympic Boulevard WB Ramps	A.M. P.M.	0.495 0.225	A A	0.522 0.237	A A	0.027 0.012	NO NO
16.	LA	Avenue of the Stars & Olympic Boulevard EB Ramps	A.M. P.M.	0.527 0.255	A A	0.549 0.265	A A	0.022 0.010	NO NO

Notes: LA = Los Angeles; BH = Beverly Hills; WH = West Hollywood.

TABLE 26 (continued)
FUTURE WITH MODIFIED PROJECT CONDITIONS (YEAR 2021)
MEASURED AGAINST FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2021)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	Future without Project		Future with Modified Project			
				V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?
17.	LA	Century Park East & Olympic Boulevard	A.M. P.M.	0.671 0.722	B C	0.695 0.740	B C	0.024 0.018	NO NO
18.	BH	Spalding Drive & Olympic Boulevard	A.M. P.M.	1.073 0.951	F E	1.088 0.963	F E	0.015 0.012	NO NO
19.	LA	Avenue of the Stars & Galaxy Way	A.M. P.M.	0.301 0.309	A A	0.301 0.319	A A	0.000 0.010	NO NO
20.	LA	Overland Avenue & Pico Boulevard	A.M. P.M.	1.002 1.154	F F	1.011 1.166	F F	0.009 0.012	NO YES
21.	LA	Patricia Avenue & Pico Boulevard	A.M. P.M.	0.857 0.805	D D	0.866 0.812	D D	0.009 0.007	NO NO
22.	LA	Beverly Glen Boulevard & Pico Boulevard	A.M. P.M.	0.838 0.896	D D	0.839 0.904	D E	0.001 0.008	NO NO
23.	LA	Motor Avenue & Pico Boulevard	A.M. P.M.	0.762 1.061	C F	0.771 1.069	C F	0.009 0.008	NO NO
24.	LA	Avenue of the Stars & Pico Boulevard	A.M. P.M.	0.609 0.720	B C	0.621 0.735	B C	0.012 0.015	NO NO
25.	LA	Century Park East & Pico Boulevard	A.M. P.M.	0.681 0.742	B C	0.690 0.752	B C	0.009 0.010	NO NO
26.	LA	Motor Avenue & Manning Avenue	A.M. P.M.	0.639 0.607	B B	0.645 0.609	B B	0.006 0.002	NO NO
27.	LA	Beverly Glen Boulevard & Wyton Drive/Comstock Avenue	A.M. P.M.	0.711 0.874	C D	0.716 0.879	C D	0.005 0.005	NO NO
28.	LA	Warner Avenue & Wilshire Boulevard	A.M. P.M.	0.962 1.014	E F	0.962 1.014	E F	0.000 0.000	NO NO
29.	LA	Comstock Avenue & Wilshire Boulevard	A.M. P.M.	0.817 0.991	D E	0.821 0.993	D E	0.004 0.002	NO NO
30.	LA	Beverly Glen Boulevard & Ashton Avenue	A.M. P.M.	0.396 0.436	A A	0.400 0.436	A A	0.004 0.000	NO NO
31.	LA	Beverly Glen Boulevard & Rochester Avenue	A.M. P.M.	0.473 0.482	A A	0.477 0.485	A A	0.004 0.003	NO NO
32.	LA	Beloit Avenue & Santa Monica Boulevard	A.M. P.M.	1.008 1.002	F F	1.017 1.003	F F	0.009 0.001	NO NO

Notes: LA = Los Angeles; BH = Beverly Hills; WH = West Hollywood.

TABLE 26 (continued)
FUTURE WITH MODIFIED PROJECT CONDITIONS (YEAR 2021)
MEASURED AGAINST FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2021)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	Future without Project		Future with Modified Project			
				V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?
33.	LA	Cotner Avenue & Santa Monica Boulevard	A.M. P.M.	0.664 0.860	B D	0.664 0.874	B D	0.000 0.014	NO NO
34.	LA	Sepulveda Boulevard & Santa Monica Boulevard	A.M. P.M.	0.933 1.014	E F	0.942 1.015	E F	0.009 0.001	NO NO
35.	LA	Veteran Avenue & Santa Monica Boulevard	A.M. P.M.	0.725 0.830	C D	0.728 0.842	C D	0.003 0.012	NO NO
36.	LA	Westwood Boulevard & Santa Monica Boulevard	A.M. P.M.	1.050 1.109	F F	1.068 1.110	F F	0.018 0.001	YES NO
37.	LA	Sawtelle Boulevard & Olympic Boulevard	A.M. P.M.	0.989 1.140	E F	0.992 1.140	E F	0.003 0.000	NO NO
38.	LA	Cotner Avenue & Olympic Boulevard	A.M. P.M.	0.723 1.008	C F	0.727 1.011	C F	0.004 0.003	NO NO
39.	LA	Sepulveda Boulevard & Olympic Boulevard	A.M. P.M.	0.881 1.030	D F	0.887 1.033	D F	0.006 0.003	NO NO
40.	LA	Veteran Avenue & Olympic Boulevard	A.M. P.M.	0.665 0.816	B D	0.671 0.822	B D	0.006 0.006	NO NO
41.	LA	Westwood Boulevard & Olympic Boulevard	A.M. P.M.	1.190 1.174	F F	1.202 1.181	F F	0.012 0.007	YES NO
42.	BH	Roxbury Drive & Olympic Boulevard	A.M. P.M.	0.971 0.950	E E	0.986 0.962	E E	0.015 0.012	NO NO
43.	LA	Sawtelle Boulevard & Pico Boulevard	A.M. P.M.	1.285 1.306	F F	1.288 1.306	F F	0.003 0.000	NO NO
44.	LA	Cotner Avenue & Pico Boulevard	A.M. P.M.	0.821 1.109	D F	0.821 1.111	D F	0.000 0.002	NO NO
45.	LA	Sepulveda Boulevard & Pico Boulevard	A.M. P.M.	0.922 1.134	E F	0.930 1.136	E F	0.008 0.002	NO NO
46.	LA	Veteran Avenue & Pico Boulevard	A.M. P.M.	0.558 0.545	A A	0.558 0.547	A A	0.000 0.002	NO NO
47.	LA	Westwood Boulevard & Pico Boulevard	A.M. P.M.	0.791 0.997	C E	0.795 0.999	C E	0.004 0.002	NO NO
48.	LA	Motor Avenue & Cheviot Hills Recreation Center Driveway	A.M. P.M.	0.540 0.473	A A	0.548 0.479	A A	0.008 0.006	NO NO

Notes: LA = Los Angeles; BH = Beverly Hills; WH = West Hollywood.

TABLE 26 (continued)
FUTURE WITH MODIFIED PROJECT CONDITIONS (YEAR 2021)
MEASURED AGAINST FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2021)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	Future without Project		Future with Modified Project			
				V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?
49.	LA	Manning Avenue & Pico Boulevard	A.M. P.M.	0.844 0.824	D D	0.852 0.825	D D	0.008 0.001	NO NO
50.	LA	Overland Avenue & Ashby Avenue	A.M. P.M.	0.836 0.812	D D	0.849 0.821	D D	0.013 0.009	NO NO
51.	LA	Overland Avenue & Coventry Place	A.M. P.M.	0.725 0.764	C C	0.735 0.772	C C	0.010 0.008	NO NO
52.	LA	Overland Avenue & National Boulevard/I-10 Ramps	A.M. P.M.	1.372 1.352	F F	1.372 1.357	F F	0.000 0.005	NO NO
53.	LA	Overland Avenue & I-10 Eastbound Onramp	A.M. P.M.	0.768 0.647	C D **	0.772 0.649	C D **	0.004 0.002	NO NO
54.	LA	Overland Avenue & National Place/National Boulevard	A.M. P.M.	0.828 0.771	D E **	0.836 0.774	D E **	0.008 0.003	NO NO
55.	LA	I-10 Eastbound Offramp & National Boulevard	A.M. P.M.	0.690 0.495	B C **	0.698 0.496	B C **	0.008 0.001	NO NO
56.	LA	Moreno Drive & Santa Monica Boulevard (N & S)	A.M. P.M.	0.826 0.876	D D	0.845 0.893	D D	0.019 0.017	NO NO
57.	BH	Roxbury Drive & Santa Monica Boulevard (N)	A.M. P.M.	0.862 0.854	D D	0.875 0.857	D D	0.013 0.003	NO NO
58.	BH	Roxbury Drive & Santa Monica Boulevard (S)	A.M. P.M.	0.695 0.646	B B	0.697 0.649	B B	0.002 0.003	NO NO
59.	BH	Bedford Drive & Santa Monica Boulevard (N)	A.M. P.M.	0.907 0.817	E D	0.920 0.827	E D	0.013 0.010	NO NO
60.	BH	Bedford Drive & Santa Monica Boulevard (S)	A.M. P.M.	0.709 0.776	C C	0.712 0.779	C C	0.003 0.003	NO NO
61.	BH	Beverly Drive & Santa Monica Boulevard (N)	A.M. P.M.	0.979 1.088	E F	0.990 1.097	E F	0.011 0.009	NO NO
62.	BH	Beverly Drive & Santa Monica Boulevard (S)	A.M. P.M.	0.876 0.966	D E	0.879 0.968	D E	0.003 0.002	NO NO
63.	BH	Canon Drive & Santa Monica Boulevard (N)	A.M. P.M.	0.912 1.021	E F	0.922 1.028	E F	0.010 0.007	NO NO
64.	BH	Canon Drive & Santa Monica Boulevard (S)	A.M. P.M.	0.839 0.927	D E	0.842 0.929	D E	0.003 0.002	NO NO

Notes: LA = Los Angeles; BH = Beverly Hills; WH = West Hollywood.

** While the baseline traffic count volumes led to the V/C calculation shown in the table, field observations of these intersections showed that actual operating conditions were worse. The LOS shown is a qualitative assessment of the projected operating LOS.

TABLE 26 (continued)
FUTURE WITH MODIFIED PROJECT CONDITIONS (YEAR 2021)
MEASURED AGAINST FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2021)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	Future without Project		Future with Modified Project			
				V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?
65.	BH	Palm Drive/Beverly Boulevard & Santa Monica Boulevard	A.M. P.M.	1.031 1.143	F F	1.041 1.150	F F	0.010 0.007	NO NO
66.	WH	Doheny Drive & Santa Monica Boulevard/Melrose Avenue	A.M. P.M.	212.9 194.9	F F	215.8 198.0	F F	2.9 3.1	NO NO
67.	WH	Robertson Boulevard & Santa Monica Boulevard	A.M. P.M.	78.9 219.3	E F	82.0 221.0	F F	3.1 1.7	NO NO
68.	BH	Roxbury Drive/Brighton Way & Wilshire Boulevard	A.M. P.M.	0.597 0.600	A A	0.599 0.602	A B	0.002 0.002	NO NO
69.	BH	Beverly Drive & Wilshire Boulevard	A.M. P.M.	0.893 1.025	D F	0.895 1.025	D F	0.002 0.000	NO NO
70.	BH	Camden Drive & Olympic Boulevard	A.M. P.M.	0.842 0.871	D D	0.858 0.883	D D	0.016 0.012	NO NO
71.	BH	Beverly Drive/Beverwil Drive & Olympic Boulevard	A.M. P.M.	1.032 1.039	F F	1.043 1.050	F F	0.011 0.011	NO NO
72.	BH	Doheny Drive & Olympic Boulevard	A.M. P.M.	1.044 1.141	F F	1.055 1.150	F F	0.011 0.009	NO NO
73.	BH	Robertson Boulevard & Olympic Boulevard	A.M. P.M.	1.220 1.290	F F	1.229 1.298	F F	0.009 0.008	NO NO
74.	LA	Roxbury Drive & Pico Boulevard	A.M. P.M.	0.791 0.635	C E **	0.802 0.645	D E **	0.011 0.010	NO YES
75.	LA	Beverwil Drive & Pico Boulevard	A.M. P.M.	0.976 0.965	E E	0.995 0.976	E E	0.019 0.011	YES YES
76.	LA	Beverly Drive & Pico Boulevard	A.M. P.M.	0.878 1.045	D F	0.889 1.061	D F	0.011 0.016	NO YES
77.	LA	Doheny Drive & Pico Boulevard	A.M. P.M.	0.830 0.818	D F **	0.836 0.826	D F **	0.006 0.008	NO NO
78.	LA	Robertson Boulevard & Pico Boulevard	A.M. P.M.	1.044 1.200	F F	1.049 1.207	F F	0.005 0.007	NO NO
79.	BH	Merv Griffin Way & Santa Monica Boulevard (N)	A.M. P.M.	0.830 0.868	D D	0.849 0.878	D D	0.019 0.010	NO NO
80.	BH	Charleville Boulevard & Santa Monica Boulevard (S)	A.M. P.M.	0.662 0.752	B C	0.662 0.756	B C	0.000 0.004	NO NO

Notes: LA = Los Angeles; BH = Beverly Hills; WH = West Hollywood.

** While the baseline traffic count volumes led to the V/C calculation shown in the table, field observations of these intersections showed that actual operating conditions were worse. The LOS shown is a qualitative assessment of the projected operating LOS.

TABLE 26 (continued)
FUTURE WITH MODIFIED PROJECT CONDITIONS (YEAR 2021)
MEASURED AGAINST FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2021)
INTERSECTION IMPACT SUMMARY

Level of Service	Significant Intersection Impacts	
	A.M. Peak Hour	P.M. Peak Hour
C	0	0
D	1	0
E	2	3
F	4	3
Total Peak Hour Impacts	7	6
Total Individual Intersections Impacted	10	

Chapter 8

Transportation Improvement and Mitigation Program

This chapter presents the mitigation program designed to alleviate the transportation impacts associated with construction of the Modified Project and to improve traffic operations in the Modified Project vicinity. The various guidelines, methods, and assumptions mandated by the appropriate local jurisdiction, wherever applicable, have been used in the preparation of this analysis.

LACK OF TRADITIONAL MITIGATION OPPORTUNITIES

Historically, projects developed within the City of Los Angeles have identified physical improvements as mitigation measures for significantly impacted intersections. These improvements generally would consist of restriping, minor road widening to add lanes, and signal enhancements designed to increase capacity or operational efficiency. The Applicant initially proposed physical intersection improvements at six significantly impacted intersections, as follows:

- Intersection #12 – Overland Avenue & Olympic Boulevard. Convert the existing northbound shared through/right-turn lane into a separate through lane and right-turn lane by removing the greenway on the east side of Overland Avenue to create space for the additional lane at this approach. After the mitigation, the northbound approach would provide one left-turn lane, one through lane, and one right-turn lane.
- Intersection #13 – Beverly Glen Boulevard & Olympic Boulevard. Add a second southbound left-turn lane. There are two possible ways to accomplish this. The first option is to shift the southbound approach lanes to the west, narrow the southbound right-turn lane, and remove three parking spaces on the west side of the street. The second option involves shifting the northbound departure lanes to the east, resulting in an offset between the northbound approach and departure lanes through the intersection. Some combination of the two may be possible to ensure safety while maximizing the benefit of the available right-of-way. After the mitigation, the southbound approach would provide two left-turn lanes, two through lanes, and one right-turn lane.

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- Intersection #36 – Westwood Boulevard & Santa Monica Boulevard. Add a northbound right-turn lane. This would involve shifting the northbound approach and southbound departure lanes two feet to the west for the first 100 feet south of the crosswalk. Shifting the southbound lanes would allow enough space to stripe a northbound right-turn lane. This may result in the loss of two parking spots on the west side of the street. After the mitigation, the northbound approach would provide one left-turn lane, two through lanes, and one right-turn lane.
 - Intersection #41 – Westwood Boulevard & Olympic Boulevard. Add a second southbound left-turn lane. This would involve shifting the northbound departure lanes to the east, resulting in an offset between the northbound approach and departure lanes through the intersection. After the mitigation, the southbound approach would provide two left-turn lanes, two through lanes, and one de facto right-turn lane.
 - Intersection #75 – Beverwil Drive & Pico Boulevard. Add a second northbound left-turn lane. This would involve replacing the landscaped median currently in that position. After the mitigation, the northbound approach would provide two left-turn lanes, one through lane, and one shared through/right-turn lane.
 - Intersection #76 – Beverly Drive & Pico Boulevard. Pico Boulevard west of Beverwil Drive has peak hour parking restrictions that allow an additional travel lane in the eastbound and westbound directions. East of Beverwil Drive, there are currently peak hour parking restrictions during the morning peak hour only in the westbound direction. LADOT has proposed an extension of these peak hour parking restrictions eastward through the Study Area to La Cienega Boulevard. Mitigation of the Modified Project impact would require adding the peak hour parking restriction during the afternoon peak period in the westbound direction. This would change the westbound approach configuration on Pico Boulevard at Beverly Drive from one left-turn lane, two through lanes, and one right-turn lane during the off peak periods to one left-turn lane, two through lanes, and one shared through/right-turn lane during the afternoon peak period.

LADOT agrees that these improvements are both feasible and would serve to mitigate several of the significant impacts caused by the Modified Project. However, none may be implemented because they face opposition from local residents and other stakeholders who would prefer to discourage the additional traffic that could be accommodated by the increased capacity. As a result, there are few opportunities to implement traditional mitigation measures available within the Study Area.

The Applicant has met with LADOT to discuss the problem presented by the lack of available traditional mitigation measures both for the Modified Project and for the general future of development within the City of Los Angeles. Working together, the City and the Applicant have developed a menu of transportation improvements that focus on area-wide reductions in traffic volumes and improvements in traffic flow. The resulting program of transportation mitigation measures along with the benefits to local traffic conditions are described below.

TRANSPORTATION IMPROVEMENT AND MITIGATION PLAN

The transportation improvement and mitigation plan is made up of improvements incorporated into the design of the Modified Project, including support for a mobility hub and a Transportation Demand Management (TDM) program, and transportation mitigation measures, which are proposed to mitigate Modified Project traffic impacts through area-wide improvements to the traffic control system and new transportation management technologies.

The transportation improvements and mitigation measures help to promote non-auto travel, relieve traffic congestion, reduce parking demand, and improve transit connectivity. Further, the proposed mitigations would have similar effects on ambient traffic within and around Century City, not just traffic generated by the Modified Project.

MOBILITY HUB

The Mobility Hub, provided at the Project Site, would help to provide first-mile and last-mile service for transit users. The first mile/last mile problem is characterized by the situation where bus stops and mass transit stations are often located too far from a commuter's origin or final destination to make walking to or from that destination practical or convenient. The Mobility Hub would help to get transit users the first mile from their origin to a transit hub or the last mile from a transit hub to their destination. The space, located at the likely eventual site of the Metro Westside Subway station in Century City and near to additional public transit options along Santa Monica Boulevard and Olympic Boulevard, would provide amenities such as bicycle parking and rentals, shared vehicle rentals, and transit information.

TDM PROGRAM

The TDM program outlined below is a set of strategies proposed for the Modified Project that would encourage Modified Project employees, residents, and patrons to reduce vehicular traffic on the streets and freeway system during the most congested time periods of the day by promoting non-auto travel, travel outside of traditional peak commuter hours, or telecommuting.

The Modified Project will develop and implement a TDM program comparable to those at other buildings in Century City, and may include the following strategies:

- Flexible work schedules and telecommuting programs
- Alternative work schedules
- Pedestrian-friendly environment
- Bicycle amenities (bicycle racks, lockers, showers etc.)
- Rideshare/carpool/vanpool promotion and support
- Education and information on alternative transportation modes
- Transportation Information Center (TIC)
- Guaranteed Ride Home (GRH) program
- Transportation Management Coordination Program
- Discounted transit passes for eligible employees/residents
- Parking strategies such as unbundled parking and parking cash-out
- Alternative modes available at the Mobility Hub (such as short-term auto and bicycle rentals)

In addition to these strategies, the Modified Project is designed to integrate with the proposed Westside Subway Extension Station if Metro chooses to locate a station portal at Constellation Boulevard & Avenue of the Stars when the subway is completed. Nonetheless, regardless of where the Century City station is located, the Project Site will be within walking distance of the proposed mass transit station.

Transportation Management Coordination Program

The Modified Project will contribute to the CCTMO, which already runs a Transportation Management Coordination Program (TMCP) for the Century City area. This program promotes awareness of the available TDM strategies for employees in Century City by means of a website and marketing materials. Specific components of the program include:

- Guaranteed Ride Home program (emergency rides home)
- Rideshare matching
- Administrative and financial support for formation of vanpools and/or carpools
- Bike and walk to work promotions

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- Preferential load/unload or parking location for high-occupancy vehicles (HOV)
 - Promotion of Internal Revenue Code Section 132 (f), which allows for employers to arrange pre-tax dollar transit commute expense accounts to provide transportation fringe benefits to eligible employees

Guaranteed Ride Home. Guaranteed Ride Home (GRH) is a Commute Trip Reduction (CTR) service managed by the TMCP, in this case the CCTMO. A GRH policy should specify the following:

- Eligibility. The program would cover all employees participating in the carpool/ vanpool program or using transit to/from the Project Site.
- Trips eligible for the program. The program could be limited to appointments or employee or family member emergencies.
- Procedures for using the GRH service. The individual would arrange for the taxi ride or rental car transportation themselves and be reimbursed. In order to qualify for a free ride, the individual must be registered with the program, be using alternative modes of transportation rather than driving alone to the site on the day he/she needs a ride, and have a covered, verifiable need (accident, injury, sudden and unexpected illness, etc.)

Online Ride-Matching and Carpool/Vanpool Program. The CCTMO website includes an online daily commute ride-matching service to match interested patrons with carpools and vanpools. The benefit of using the CCTMO ride-matching services as opposed to creating one specific to the project is that the CCTMO serves many employees in close proximity to the Project Site. Members can choose to match themselves with other Modified Project commuters, or increase their number of potential rideshare partners by broadening their search to include “All Regional Commuters.”

The CCTMO website not only provides rideshare information and matching for vanpools, but provides information on available funding from Metro for van leases, and matches that funding for a period of up to one year. The CCTMO website also provides links to the websites of local transit service, public messaging capabilities, and other services that may be of use during the workday to employees who choose to rideshare for their commute.

The effectiveness of rideshare programs is further increased with the addition of a GRH program due to the unpredictability of individual schedules. For instance, if a child needs to be picked up early from school due to illness, a carpool cannot accommodate this individual transportation need. Therefore, a support service such as a GRH program is an important part

of TDM implementation that allows employees and residents to use a shared vehicle or a taxi in an emergency.

Preferential Load/Unload or Parking Location for High Occupancy Vehicles. Preferential load/unload or parking location involves designation of the most convenient parking areas for exclusive use of carpool and vanpool vehicles. Having preferential facilities can encourage employees to use higher-occupancy modes of travel, such as transit, carpools, and vanpools.

Transportation Information Center

A Transportation Information Center (TIC) is a centrally-located commuter information center where a building's employees, residents, and patrons can obtain information regarding commute programs, and individuals can obtain real-time information for planning travel without using an automobile. A TIC will be provided in the proposed Modified Project and will include orientations for new employees and residents as well as providing information about transit schedules, commute planning, rideshare, telecommuting, and bicycle and pedestrian plans.

Transit Passes

All eligible employees at the Project Site will be provided with a discounted monthly transit pass giving them access to Metro rail and bus service.

Unbundled Parking

Unbundled parking is a program wherein parking spaces are rented separately from the building space. A lease is unbundled when there is a separate charge for parking and there is the flexibility to vary the number of spaces rented. Bundled parking is absorbed into tenant leases and hides the cost of parking. Unbundling parking is an essential first step towards getting people to understand the economic cost of parking. Without unbundled parking, tenants often assume that parking is free.

The Modified Project will provide unbundled leases for the office and ancillary retail space. The tenants will have the option of leasing the parking spaces on a monthly or yearly basis separate from the building space. This will provide tenants with the option of offering a parking cash-out allowance, discussed below, for those employees who choose to park at another location or take transit to work.

Parking Cash-out

State law requires certain employers that provide subsidized parking for their employees to offer a cash allowance in lieu of a parking space. This law is called the 'parking cash-out program' (California Health and Safety Code, Section 43845). A parking cash-out program is an employer-funded program under which an employer offers to provide a cash allowance to an employee equivalent to the parking subsidy that the employer would otherwise pay to provide the employee with a parking space. The California Air Resources Board is the agency authorized by the Legislature to interpret and administer the parking cash-out program. Below is a description of the state's parking cash-out program:

1. In any air basin designated as a nonattainment area as specified by the California Health and Safety Code, each employer of 50 persons or more who provides a parking subsidy to employees, shall offer a parking cash-out program.
2. A parking cash-out program may include a requirement that employee participants certify that they will comply with guidelines established by the employer designed to avoid neighborhood parking problems, with a provision that employees not complying with the guidelines will no longer be eligible for the parking cash-out program.
3. As used in this section, the following terms have the following meanings:
 - a. "Employee" means an employee of an employer subject to this section.
 - b. "Parking subsidy" means the difference between the out-of-pocket amount paid by an employer on a regular basis in order to secure the availability of an employee parking space not owned by the employer and the price, if any, charged to an employee for use of that space.
4. Subdivision (a) does not apply to any employer who, on or before January 1, 1993, has leased employee parking, until the expiration of that lease or unless the lease permits the employer to reduce, without penalty, the number of parking spaces subject to the lease.
5. It is the intent of the Legislature that the cash-out requirements apply only to employers who can reduce, without penalty, the number of paid parking spaces they maintain for the use of their employees and instead provide their employees the cash-out option.

In compliance with the program, any employer of 50 persons or more within the Modified Project will be required to offer a parking cash-out option to its employees, and all employers regardless of size within the Modified Project will be encouraged to participate in the program. This will help to further incentivize alternative modes of travel to and from the Project Site.

As part of the TDM program, the Project would provide employers/tenants with information via leasing material, the TMCP, and the TIC on the Internal Revenue Code Section 132 (f), which allows for employers to arrange pre-tax dollar transit commute expense accounts to provide transportation fringe benefits to eligible employees.

MODIFIED PROJECT TRIP REDUCTION FROM THE TDM PROGRAM

Modified Project trip generation estimates are based on empirical data collected at Century City office buildings that have already implemented TDM programs comparable to the one discussed above. As such, the Modified Project trip generation estimates presented in Table 12 already include TDM program benefits and, as such, no further reductions to Modified Project trip generation estimates have been taken to account for implementation of the Mobility Hub or TDM program.

TDM Monitoring

As a condition of Modified Project approval, the building would be subject to on-going monitoring to ensure that the actual Modified Project trip generation is at or below the trip generation detailed in this report, based on afternoon peak hour trip generation totals (the afternoon peak hour is generally considered the most reliable indicator of project trip generation activity). LADOT would receive regular monthly Modified Project trip updates based on parking lot entries and exits. If the Modified Project's average weekday afternoon peak hour trip generation based on a weekly sample was found to exceed the estimated afternoon peak hour trip generation from Table 12 (i.e., 370 total afternoon peak hour trips) for three consecutive months, it would undergo a six-month probationary period during which time the building operator would be required to implement further trip reduction measures to bring the number of Modified Project trips below the limit in this report. Further mitigation measures, as described

later in this report, would be required if Modified Project traffic continued to exceed the trip generation in Table 12 after the six-month probationary period.

For information purposes and in order to present a conservative analysis, Appendices G and H provide impact analyses of two alternative trip generation scenarios, and propose mitigation programs based on those numbers. The Economy Adjustment analysis, presented in Appendix G, increases the trip generation estimates in Table 12 by 6% to offset the effect of current unemployment levels. The Published Rates analysis, presented in Appendix H, uses published trip generation rates from the ITE Trip Generation Report and the West LA TIMP for the office component of the Modified Project, which are more conservative (i.e., higher) than both the trip generation presented in Table 12 and those presented in the Economy Adjustment analysis. As discussed above, if Modified Project traffic were found to exceed the trip generation estimates in Table 12 after the six-month probationary period, the Applicant would be required to implement the mitigation program associated with the Economy Adjustment analysis, or, exceeding the Economy Adjustment weekday afternoon peak hour trip generation estimates, the mitigation program associated with the Published Rates analysis. More information about the mitigation programs for each of these analyses is available in Appendices G and H.

TRANSPORTATION MITIGATION MEASURES

The transportation mitigation program for the Modified Project includes measures designed to improve traffic operations and flow throughout the Study Area. It includes two categories of proposed improvements:

1. Implementation of Transportation Systems Management (TSM) improvements that assist in the monitoring of traffic flow, including installation of closed circuit television (CCTV) cameras and video traffic volume count systems at key intersections within the Study Area.
2. Development of new technologies to promote area-wide transportation management goals in conjunction with the CCTMO. The Applicant would coordinate and fund the development of a mobile application that would provide users alerts regarding local congestion, alternative routes to avoid congestion, and real-time parking and transit availability. It would also provide access to the CCTMO dashboard in which users can log trips and access information. This application would be available to all local residents, employees, and visitors, not just those of the Modified Project.

TRANSPORTATION SYSTEMS MANAGEMENT IMPROVEMENTS

As part of the mitigation program, the Modified Project would implement various TSM improvements recommended by LADOT within the Study Area. The Applicant or its successor shall install or pay LADOT a fixed amount of \$750,000 to provide for design and installation of CCTV cameras and the necessary infrastructure (including fiber optic and interconnect tubes) at key locations in the Study Area to be determined by LADOT. The CCTV cameras would be located as necessary to provide visual monitoring of traffic conditions and to provide automated counts of traffic volumes. This provides LADOT with the ability to monitor traffic operations and, through modification of signal timing and phases using the ATCS system, respond instantly to incidents that delay vehicles and transit service. These improvements would be implemented either by the Applicant through the B-permit process of the City of Los Angeles Bureau of Engineering, or through payment of the \$750,000 fixed fee amount to LADOT to fund the cost of these improvements. If LADOT selects the payment option, then the Applicant would be required to pay up to \$750,000 prior to issuance of a certificate of occupancy and LADOT shall design and construct these improvements.

AREA-WIDE TRANSPORTATION MANAGEMENT IMPROVEMENTS

The second major component of the proposed mitigation program is the development of new technologies to promote area-wide transportation management goals. The Applicant would work with the CCTMO to develop a high-quality mobile (cell phone) application for the use of residents, employees, and visitors to the Study Area, and Century City in particular. This application would:

- Alert drivers of congestion on key routes serving Century City
- Identify alternate routes that bypass congestion
- Identify real-time visitor parking availability within Century City
- Identify transit options for travel to and from Century City

The application would be promoted by the CCTMO and the Applicant and would help to relieve congestion, reduce vehicle miles travelled (VMT) through the identification of available parking, and promote transit usage by suggesting non-automotive methods of travel for a proposed route.

The application would help reduce peak hour vehicular trips throughout the Study Area, and particularly within Century City.

MODIFIED PROJECT TRIP REDUCTION FROM THE MITIGATION MEASURES

The improvements described above are designed to improve area-wide transportation flow by promoting non-automotive modes of travel and diverting people away from congestion points. Not only will the improvements serve to reduce the impact of Modified Project traffic in the Study Area, but in fact has the potential to affect all traffic in and around Century City. As a result, and in consultation with LADOT, these improvements would equate to a 1% capacity credit (0.01 reduction in V/C ratio) at all analyzed intersections under City of Los Angeles jurisdiction.

The 0.01 reduction in V/C ratio can be brought about either through an increase in capacity or a reduction in traffic volume at an intersection, or from a combination of both. The combined capacity increase and/or volume reduction would need to be between 13 and 15 vphpl to provide a 0.01 reduction in V/C ratio. It is not necessary that all lanes and all vehicular movements are improved, but only that there is a combined capacity increase or volume reduction of 13 to 15 vphpl at the critical movements (a typical four-way intersection has 12 possible movements through the intersection, of which four are critical).

The TSM improvements would help LADOT staff monitor traffic flow within and around Century City. With this capability, LADOT can optimize signal cycles and timing in response to real-time traffic conditions. This optimization can move unused signal green-time from the end of one signal phase to an underserved signal phase in order to maximize the number of vehicles that can travel through each intersection. Accordingly, the TSM improvements would result in a significant capacity increase to the intersections in the Study Area. In addition, the CCTMO already has a track record of encouraging local employees and residents to choose alternatives to driving alone to and from Century City, with thousands of such non-drive-alone trips recorded each month. The addition of the mobile application will allow the CCTMO programs and user logs to be accessed at any time rather than only when a user is sitting in front of a computer, thus opening up the CCTMO to a much wider pool of users. Further, the real-time parking availability feature will help to prevent cases of “cruising,” when a driver circles the block looking for

inexpensive or convenient parking, resulting in a volume reduction at intersections throughout the Study Area.

It is important to note that for several years LADOT typically has granted much larger capacity credits for various types of TSM measures. Intersections equipped with the ATSAC system receive a 0.07 V/C credit. Those with the ATCS on top of ATSAC receive an additional 0.03 V/C credit. Also, TSM improvements of the type proposed in this mitigation program typically receive a V/C credit of 0.01 on their own, not including the volume reductions that will be achieved through the mitigation program's mobile application for the CCTMO. Therefore, between the capacity increase resulting from the TSM improvements and the volume reductions by the mobile application, a combined 1% (0.01) reduction in V/C ratio is conservatively projected as a result of the proposed improvements.

SIGNALIZATION OF MERV GRIFFIN WAY AND SANTA MONICA BOULEVARD (N)

As discussed in Chapter 3, Intersection #79, Merv Griffin Way & Santa Monica Boulevard (N), is scheduled to be signalized as a joint mitigation measure for two different developments. If it is not signalized by years 2015 or 2021, the intersection would be significantly impacted by the Modified Project. In the event that it is not signalized by the time the Modified Project is constructed, the Applicant would pay to install the traffic signal with an agreement from the City of Beverly Hills that, should one of the two developments currently responsible for the improvement commence construction, the Applicant would be reimbursed for the cost.

INTERSECTION OPERATIONS AFTER IMPLEMENTATION OF PROPOSED MITIGATION PROGRAM

The intersection operating conditions after implementation of the mitigation measures described above were measured using the methodologies described in Chapters 2 and 3 for Existing and Future operations, respectively.

Existing with Modified Project After Mitigation (Year 2011) Intersection Operations

The Existing with Modified Project After Mitigation (year 2011) intersection operating conditions for typical weekday morning and afternoon peak hours are shown in Table 27. As shown, 60 of the 80 analyzed intersections are projected to operate at LOS D or better during both the morning and afternoon peak hours. The remaining 20 intersections would operate at LOS E or F during at least one of the analyzed peak hours. Detailed LOS worksheets are provided in Appendix E. Tables 27 and 28 measure intersection impacts associated with the Existing with Modified Project After Mitigation (year 2011) conditions measured against Existing with Approved Project (year 2011) conditions and Existing (year 2011) conditions, respectively.

Future with Modified Project After Mitigation (Year 2015) Intersection Operations

The Future with Modified Project After Mitigation (year 2015) intersection operating conditions for typical weekday morning and afternoon peak hours are shown in Table 29. As shown in Table 29, under Future with Modified Project After Mitigation (year 2015) conditions, 41 of the 80 analyzed intersections are projected to operate at LOS D or better during both the morning and afternoon peak hours. The remaining 39 intersections would operate at LOS E or F during at least one of the analyzed peak hours. Detailed LOS worksheets are provided in Appendix E. Tables 29 and 30 measure intersection impacts associated with the Future with Modified Project After Mitigation (year 2015) conditions measured against Future with Approved Project (year 2015) conditions and Future without Project (year 2015) conditions, respectively.

Future with Modified Project After Mitigation (Year 2021) Intersection Operations

The Future with Modified Project After Mitigation (year 2021) intersection operating conditions for typical weekday morning and afternoon peak hours are shown in Table 31. As shown in Table 31, under Future with Modified Project After Mitigation (year 2021) conditions, 38 of the 80 analyzed intersections are projected to operate at LOS D or better during both the morning and afternoon peak hours. The remaining 42 intersections would operate at LOS E or F during at least one of the analyzed peak hours. Detailed LOS worksheets are provided in Appendix E. Tables 31 and 32 measure intersection impacts associated with the Future with Modified Project

After Mitigation (year 2021) conditions measured against Future with Approved Project (year 2021) conditions and Future without Project (year 2021) conditions, respectively.

INTERSECTION IMPACTS AFTER IMPLEMENTATION OF PROPOSED MITIGATION PROGRAM

Intersection impacts were assessed for the Modified Project, after mitigation, under Existing (year 2011) conditions, Future (year 2015) conditions, and Future (year 2021) conditions, as compared to both Approved Project conditions and no-Project conditions during the morning and afternoon peak hours. Table 20 summarizes the criteria each jurisdiction uses to measure significant impacts.

Existing with Modified Project After Mitigation Conditions As Compared To Existing with Approved Project Conditions (Year 2011)

Table 27 shows the results of the intersection impact analysis when comparing the Existing with Modified Project After Mitigation (year 2011) conditions to the Existing with Approved Project (year 2011) conditions shown in Table 15. As shown in Table 27, with the implementation of the proposed mitigation program the proposed improvements would mitigate the four potential significant intersection impacts under this scenario below the applicable thresholds of significance. Thus, with the implementation of the proposed mitigation program, no significant impacts would remain as a result of the Modified Project.

Existing with Modified Project After Mitigation Conditions As Compared To Existing Conditions without Modified Project (Year 2011)

Table 28 shows the results of the intersection impact analysis when comparing the Existing with Modified Project After Mitigation (year 2011) conditions to the Existing (year 2011) conditions shown in Table 4. As shown in Table 28, with the implementation of the proposed mitigation program the proposed improvements would mitigate the seven potential significant intersection impacts under this scenario below the applicable thresholds of significance. Thus, with the

implementation of the proposed mitigation program, no significant impacts would remain as a result of the Modified Project.

Future with Modified Project After Mitigation Conditions As Compared To Future with Approved Project Conditions (Year 2015)

Table 29 shows the results of the intersection impact analysis when comparing the Future with Modified Project After Mitigation (year 2015) conditions to the Future with Approved Project (year 2015) conditions shown in Table 17. As shown in Table 29, with the implementation of the proposed mitigation program the proposed improvements would mitigate the six potential significant intersection impacts under this scenario below the applicable thresholds of significance. Thus, with the implementation of the proposed mitigation program, no significant impact would remain as a result of the Modified Project.

Additionally, should the intersection of Merv Griffin Way & Santa Monica Boulevard (N) be unsignalized at the time of Modified Project construction, the Applicant would install the signal as a mitigation measure. This would mitigate the intersection to below City of Beverly Hills threshold of significance and thus no significant impact would remain.

Future with Modified Project After Mitigation Conditions As Compared To Future without Project Conditions (Year 2015)

Table 30 shows the results of the intersection impact analysis when comparing the Future with Modified Project After Mitigation (year 2015) conditions to the Future without Project (year 2015) conditions shown in Table 8. As shown in Table 30, with the implementation of the proposed mitigation program the proposed improvements would mitigate the 10 potential significant intersection impacts under this scenario below the applicable thresholds of significance. Thus, with the implementation of the proposed mitigation program, no significant impact would occur as a result of the Modified Project.

Additionally, should the intersection of Merv Griffin Way & Santa Monica Boulevard (N) be unsignalized at the time of Modified Project construction, the Applicant would install the signal as

a mitigation measure. This would mitigate the intersection to below City of Beverly Hills threshold of significance and thus no significant impact would remain.

Future with Modified Project After Mitigation Conditions As Compared To Future with Approved Project Conditions (Year 2021)

Table 31 shows the results of the intersection impact analysis when comparing the Future with Modified Project After Mitigation (year 2021) conditions to the Future with Approved Project (year 2021) conditions shown in Table 19. As shown in Table 31, with the implementation of the proposed mitigation program the proposed improvements would mitigate the six potential significant intersection impacts under this scenario below the applicable thresholds of significance. Thus, with the implementation of the proposed mitigation program, no significant impact would remain as a result of the Modified Project

Additionally, should the intersection of Merv Griffin Way & Santa Monica Boulevard (N) be unsignalized at the time of Modified Project construction, the Applicant would install the signal as a mitigation measure. This would mitigate the intersection to below City of Beverly Hills threshold of significance and thus no significant impact would remain.

Future with Modified Project After Mitigation Conditions As Compared To Future without Project Conditions (Year 2021)

Table 32 shows the results of the intersection impact analysis when comparing the Future with Modified Project After Mitigation (year 2021) conditions to the Future without Project (year 2021) conditions shown in Table 9. As shown in Table 32, with the implementation of the proposed mitigation program the proposed improvements would mitigate the 10 potential significant intersection impacts under this scenario below the applicable thresholds of significance. Thus, with the implementation of the proposed mitigation program, no significant impact would remain as a result of the Modified Project.

Additionally, should the intersection of Merv Griffin Way & Santa Monica Boulevard (N) be unsignalized at the time of Modified Project construction, the Applicant would install the signal as

a mitigation measure. This would mitigate the intersection to below City of Beverly Hills threshold of significance and thus no significant impact would remain.

Summary of Intersection Impacts After Mitigation

A summary of the significant intersection impacts and the effectiveness of the proposed mitigation program is shown in Table 33. As it shows, the Modified Project would cause between four and six significant traffic impacts before mitigation, depending on analysis year, when compared to conditions with construction of the Approved Project. When compared to conditions without the Approved Project, the Modified Project would cause between 7 and 10 significant traffic impacts before mitigation, depending on analysis year. The proposed mitigation program would reduce all impacts below the threshold of significance under all analysis years.

Two alternative traffic impact analyses, provided in Appendices G and H, would result in additional significant impacts. As mentioned in the discussion of the Modified Project trip generation monitoring program, these scenarios assume greater levels of trip generation and thus require expanded mitigation programs as described in those sections.

TABLE 27
EXISTING WITH MODIFIED PROJECT WITH MITIGATION CONDITIONS (YEAR 2011)
COMPARED TO EXISTING WITH APPROVED PROJECT CONDITIONS (YEAR 2011)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	Existing with Approved Project		Existing with Modified Project				Existing with Modified Project with Mitigation			
				V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?	V/C	LOS	Change in V/C	Significant Impact?
1.	LA	Beverly Glen Boulevard & Wilshire Boulevard	A.M. P.M.	0.870 0.853	D D	0.875 0.854	D D	0.005 0.001	NO NO	0.865 0.844	D D	-0.005 -0.009	NO NO
2.	LA	Overland Avenue & Santa Monica Boulevard (N & S)	A.M. P.M.	0.731 0.701	C C	0.746 0.696	C B	0.015 -0.005	NO NO	0.736 0.686	C B	0.005 -0.015	NO NO
3.	LA	Beverly Glen Boulevard & Santa Monica Boulevard	A.M. P.M.	0.801 0.799	D C	0.821 0.795	D C	0.020 -0.004	YES NO	0.811 0.785	D C	0.010 -0.014	NO NO
4.	LA	Century Park West & Santa Monica Boulevard	A.M. P.M.	0.579 0.548	A A	0.585 0.562	A A	0.006 0.014	NO NO	0.575 0.552	A A	-0.004 0.004	NO NO
5.	LA	Avenue of the Stars & Santa Monica Boulevard	A.M. P.M.	0.595 0.495	A A	0.619 0.496	B A	0.024 0.001	NO NO	0.609 0.486	B A	0.014 -0.009	NO NO
6.	LA	Century Park East & Santa Monica Boulevard	A.M. P.M.	0.725 0.519	C A	0.741 0.534	C A	0.016 0.015	NO NO	0.731 0.524	C A	0.006 0.005	NO NO
7.	BH	Santa Monica Boulevard (N) & Wilshire Boulevard	A.M. P.M.	1.093 0.902	F E	1.101 0.902	F E	0.008 0.000	NO NO	1.101 0.902	F E	0.008 0.000	NO NO
8.	BH	Santa Monica Boulevard (S) & Wilshire Boulevard	A.M. P.M.	0.929 0.818	E D	0.935 0.815	E D	0.006 -0.003	NO NO	0.935 0.815	E D	0.006 -0.003	NO NO
9.	LA	Century Park West & Constellation Boulevard	A.M. P.M.	0.448 0.219	A A	0.525 0.224	A A	0.077 0.005	NO NO	0.515 0.214	A A	0.067 -0.005	NO NO
10.	LA	Avenue of the Stars & Constellation Boulevard	A.M. P.M.	0.544 0.454	A A	0.616 0.488	B A	0.072 0.034	NO NO	0.606 0.478	B A	0.062 0.024	NO NO
11.	LA	Century Park East & Constellation Boulevard	A.M. P.M.	0.333 0.435	A A	0.432 0.431	A A	0.099 -0.004	NO NO	0.422 0.421	A A	0.089 -0.014	NO NO
12.	LA	Overland Avenue & Olympic Boulevard	A.M. P.M.	1.012 0.888	F D	1.020 0.884	F D	0.008 -0.004	NO NO	1.010 0.874	F D	-0.002 -0.014	NO NO
13.	LA	Beverly Glen Boulevard & Olympic Boulevard	A.M. P.M.	0.956 0.901	E E	0.969 0.908	E E	0.013 0.007	YES NO	0.959 0.898	E D	0.003 -0.003	NO NO
14.	LA	Century Park West & Olympic Boulevard	A.M. P.M.	0.666 0.728	B C	0.680 0.743	B C	0.014 0.015	NO NO	0.670 0.733	B C	0.004 0.005	NO NO
15.	LA	Avenue of the Stars & Olympic Boulevard WB Ramps	A.M. P.M.	0.422 0.186	A A	0.442 0.194	A A	0.020 0.008	NO NO	0.432 0.184	A A	0.010 -0.002	NO NO
16.	LA	Avenue of the Stars & Olympic Boulevard EB Ramps	A.M. P.M.	0.485 0.216	A A	0.504 0.222	A A	0.019 0.006	NO NO	0.494 0.212	A A	0.009 -0.004	NO NO

Notes: LA = Los Angeles; BH = Beverly Hills; WH = West Hollywood.

TABLE 27 (continued)
EXISTING WITH MODIFIED PROJECT WITH MITIGATION CONDITIONS (YEAR 2011)
COMPARED TO EXISTING WITH APPROVED PROJECT CONDITIONS (YEAR 2011)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	Existing with Approved Project		Existing with Modified Project				Existing with Modified Project with Mitigation			
				V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?	V/C	LOS	Change in V/C	Significant Impact?
17.	LA	Century Park East & Olympic Boulevard	A.M. P.M.	0.635 0.632	B B	0.653 0.635	B B	0.018 0.003	NO NO	0.643 0.625	B B	0.008 -0.007	NO NO
18.	BH	Spalding Drive & Olympic Boulevard	A.M. P.M.	0.945 0.815	E D	0.958 0.826	E D	0.013 0.011	NO NO	0.958 0.826	E D	0.013 0.011	NO NO
19.	LA	Avenue of the Stars & Galaxy Way	A.M. P.M.	0.290 0.267	A A	0.290 0.274	A A	0.000 0.007	NO NO	0.280 0.264	A A	-0.010 -0.003	NO NO
20.	LA	Overland Avenue & Pico Boulevard	A.M. P.M.	0.866 0.944	D E	0.869 0.946	D E	0.003 0.002	NO NO	0.859 0.936	D E	-0.007 -0.008	NO NO
21.	LA	Patricia Avenue & Pico Boulevard	A.M. P.M.	0.740 0.657	C B	0.747 0.663	C B	0.007 0.006	NO NO	0.737 0.653	C B	-0.003 -0.004	NO NO
22.	LA	Beverly Glen Boulevard & Pico Boulevard	A.M. P.M.	0.780 0.741	C C	0.776 0.747	C C	-0.004 0.006	NO NO	0.766 0.737	C C	-0.014 -0.004	NO NO
23.	LA	Motor Avenue & Pico Boulevard	A.M. P.M.	0.680 0.898	B D	0.677 0.901	B E	-0.003 0.003	NO NO	0.667 0.891	B D	-0.013 -0.007	NO NO
24.	LA	Avenue of the Stars & Pico Boulevard	A.M. P.M.	0.562 0.567	A A	0.571 0.576	A A	0.009 0.009	NO NO	0.561 0.566	A A	-0.001 -0.001	NO NO
25.	LA	Century Park East & Pico Boulevard	A.M. P.M.	0.619 0.627	B B	0.628 0.640	B B	0.009 0.013	NO NO	0.618 0.630	B B	-0.001 0.003	NO NO
26.	LA	Motor Avenue & Manning Avenue	A.M. P.M.	0.501 0.485	A A	0.505 0.482	A A	0.004 -0.003	NO NO	0.495 0.472	A A	-0.006 -0.013	NO NO
27.	LA	Beverly Glen Boulevard & Wyton Drive/Comstock Avenue	A.M. P.M.	0.648 0.774	B C	0.653 0.777	B C	0.005 0.003	NO NO	0.643 0.767	B C	-0.005 -0.007	NO NO
28.	LA	Warner Avenue & Wilshire Boulevard	A.M. P.M.	0.572 0.501	A A	0.572 0.501	A A	0.000 0.000	NO NO	0.562 0.491	A A	-0.010 -0.010	NO NO
29.	LA	Comstock Avenue & Wilshire Boulevard	A.M. P.M.	0.469 0.535	A A	0.469 0.537	A A	0.000 0.002	NO NO	0.459 0.527	A A	-0.010 -0.008	NO NO
30.	LA	Beverly Glen Boulevard & Ashton Avenue	A.M. P.M.	0.351 0.384	A A	0.354 0.383	A A	0.003 -0.001	NO NO	0.344 0.373	A A	-0.007 -0.011	NO NO
31.	LA	Beverly Glen Boulevard & Rochester Avenue	A.M. P.M.	0.425 0.423	A A	0.429 0.425	A A	0.004 0.002	NO NO	0.419 0.415	A A	-0.006 -0.008	NO NO
32.	LA	Beloit Avenue & Santa Monica Boulevard	A.M. P.M.	0.878 0.876	D D	0.881 0.870	D D	0.003 -0.006	NO NO	0.871 0.860	D D	-0.007 -0.016	NO NO

Notes: LA = Los Angeles; BH = Beverly Hills; WH = West Hollywood.

TABLE 27 (continued)
EXISTING WITH MODIFIED PROJECT WITH MITIGATION CONDITIONS (YEAR 2011)
COMPARED TO EXISTING WITH APPROVED PROJECT CONDITIONS (YEAR 2011)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	Existing with Approved Project		Existing with Modified Project				Existing with Modified Project with Mitigation			
				V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?	V/C	LOS	Change in V/C	Significant Impact?
33.	LA	Cotner Avenue & Santa Monica Boulevard	A.M. P.M.	0.593 0.825	A D	0.588 0.838	A D	-0.005 0.013	NO NO	0.578 0.828	A D	-0.015 0.003	NO NO
34.	LA	Sepulveda Boulevard & Santa Monica Boulevard	A.M. P.M.	0.811 0.830	D D	0.818 0.834	D D	0.007 0.004	NO NO	0.808 0.824	D D	-0.003 -0.006	NO NO
35.	LA	Veteran Avenue & Santa Monica Boulevard	A.M. P.M.	0.705 0.659	C B	0.702 0.661	C B	-0.003 0.002	NO NO	0.692 0.651	B B	-0.013 -0.008	NO NO
36.	LA	Westwood Boulevard & Santa Monica Boulevard	A.M. P.M.	0.931 0.869	E D	0.947 0.864	E D	0.016 -0.005	YES NO	0.937 0.854	E D	0.006 -0.015	NO NO
37.	LA	Sawtelle Boulevard & Olympic Boulevard	A.M. P.M.	0.888 1.019	D F	0.891 1.017	D F	0.003 -0.002	NO NO	0.881 1.007	D F	-0.007 -0.012	NO NO
38.	LA	Cotner Avenue & Olympic Boulevard	A.M. P.M.	0.633 0.884	B D	0.636 0.883	B D	0.003 -0.001	NO NO	0.626 0.873	B D	-0.007 -0.011	NO NO
39.	LA	Sepulveda Boulevard & Olympic Boulevard	A.M. P.M.	0.835 0.859	D D	0.840 0.864	D D	0.005 0.005	NO NO	0.830 0.854	D D	-0.005 -0.005	NO NO
40.	LA	Veteran Avenue & Olympic Boulevard	A.M. P.M.	0.601 0.707	B C	0.602 0.711	B C	0.001 0.004	NO NO	0.592 0.701	A C	-0.009 -0.006	NO NO
41.	LA	Westwood Boulevard & Olympic Boulevard	A.M. P.M.	1.033 0.904	F E	1.044 0.909	F E	0.011 0.005	YES NO	1.034 0.899	F D	0.001 -0.005	NO NO
42.	BH	Roxbury Drive & Olympic Boulevard	A.M. P.M.	0.893 0.838	D D	0.907 0.849	E D	0.014 0.011	NO NO	0.907 0.849	E D	0.014 0.011	NO NO
43.	LA	Sawtelle Boulevard & Pico Boulevard	A.M. P.M.	1.136 1.032	F F	1.138 1.032	F F	0.002 0.000	NO NO	1.128 1.022	F F	-0.008 -0.010	NO NO
44.	LA	Cotner Avenue & Pico Boulevard	A.M. P.M.	0.710 0.922	C E	0.709 0.923	C E	-0.001 0.001	NO NO	0.699 0.913	B E	-0.011 -0.009	NO NO
45.	LA	Sepulveda Boulevard & Pico Boulevard	A.M. P.M.	0.793 0.907	C E	0.801 0.906	D E	0.008 -0.001	NO NO	0.791 0.896	C D	-0.002 -0.011	NO NO
46.	LA	Veteran Avenue & Pico Boulevard	A.M. P.M.	0.503 0.392	A A	0.501 0.393	A A	-0.002 0.001	NO NO	0.491 0.383	A A	-0.012 -0.009	NO NO
47.	LA	Westwood Boulevard & Pico Boulevard	A.M. P.M.	0.658 0.782	B C	0.659 0.783	B C	0.001 0.001	NO NO	0.649 0.773	B C	-0.009 -0.009	NO NO
48.	LA	Motor Avenue & Cheviot Hills Recreation Center Driveway	A.M. P.M.	0.465 0.399	A A	0.471 0.403	A A	0.006 0.004	NO NO	0.461 0.393	A A	-0.004 -0.006	NO NO

Notes: LA = Los Angeles; BH = Beverly Hills; WH = West Hollywood.

TABLE 27 (continued)
EXISTING WITH MODIFIED PROJECT WITH MITIGATION CONDITIONS (YEAR 2011)
COMPARED TO EXISTING WITH APPROVED PROJECT CONDITIONS (YEAR 2011)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	Existing with Approved Project		Existing with Modified Project				Existing with Modified Project with Mitigation			
				V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?	V/C	LOS	Change in V/C	Significant Impact?
49.	LA	Manning Avenue & Pico Boulevard	A.M. P.M.	0.694 0.669	B B	0.691 0.667	B B	-0.003 -0.002	NO NO	0.681 0.657	B B	-0.013 -0.012	NO NO
50.	LA	Overland Avenue & Ashby Avenue	A.M. P.M.	0.763 0.713	C C	0.775 0.719	C C	0.012 0.006	NO NO	0.765 0.709	C C	0.002 -0.004	NO NO
51.	LA	Overland Avenue & Coventry Place	A.M. P.M.	0.659 0.667	B B	0.668 0.673	B B	0.009 0.006	NO NO	0.658 0.663	B B	-0.001 -0.004	NO NO
52.	LA	Overland Avenue & National Boulevard/I-10 Ramps	A.M. P.M.	1.144 0.989	F E	1.139 0.994	F E	-0.005 0.005	NO NO	1.129 0.984	F E	-0.015 -0.005	NO NO
53.	LA	Overland Avenue & I-10 Eastbound Onramp	A.M. P.M.	0.654 0.514	B C **	0.657 0.513	B C **	0.003 -0.001	NO NO	0.647 0.503	B C **	-0.007 -0.011	NO NO
54.	LA	Overland Avenue & National Place/National Boulevard	A.M. P.M.	0.755 0.673	C D **	0.762 0.676	C D **	0.007 0.003	NO NO	0.752 0.666	C D **	-0.003 -0.007	NO NO
55.	LA	I-10 Eastbound Offramp & National Boulevard	A.M. P.M.	0.631 0.412	B C **	0.637 0.405	B C **	0.006 -0.007	NO NO	0.627 0.395	B C **	-0.004 -0.017	NO NO
56.	LA	Moreno Drive & Santa Monica Boulevard (N & S)	A.M. P.M.	0.773 0.741	C C	0.790 0.752	C C	0.017 0.011	NO NO	0.780 0.742	C C	0.007 0.001	NO NO
57.	BH	Roxbury Drive & Santa Monica Boulevard (N)	A.M. P.M.	0.755 0.690	C B	0.767 0.688	C B	0.012 -0.002	NO NO	0.767 0.688	C B	0.012 -0.002	NO NO
58.	BH	Roxbury Drive & Santa Monica Boulevard (S)	A.M. P.M.	0.627 0.578	B A	0.629 0.579	B A	0.002 0.001	NO NO	0.629 0.579	B A	0.002 0.001	NO NO
59.	BH	Bedford Drive & Santa Monica Boulevard (N)	A.M. P.M.	0.797 0.673	C B	0.808 0.680	D B	0.011 0.007	NO NO	0.808 0.680	D B	0.011 0.007	NO NO
60.	BH	Bedford Drive & Santa Monica Boulevard (S)	A.M. P.M.	0.641 0.699	B B	0.643 0.700	B B	0.002 0.001	NO NO	0.643 0.700	B B	0.002 0.001	NO NO
61.	BH	Beverly Drive & Santa Monica Boulevard (N)	A.M. P.M.	0.863 0.871	D D	0.873 0.877	D D	0.010 0.006	NO NO	0.873 0.877	D D	0.010 0.006	NO NO
62.	BH	Beverly Drive & Santa Monica Boulevard (S)	A.M. P.M.	0.803 0.838	D D	0.805 0.839	D D	0.002 0.001	NO NO	0.805 0.839	D D	0.002 0.001	NO NO
63.	BH	Canon Drive & Santa Monica Boulevard (N)	A.M. P.M.	0.806 0.847	D D	0.815 0.852	D D	0.009 0.005	NO NO	0.815 0.852	D D	0.009 0.005	NO NO
64.	BH	Canon Drive & Santa Monica Boulevard (S)	A.M. P.M.	0.758 0.804	C D	0.760 0.805	C D	0.002 0.001	NO NO	0.760 0.805	C D	0.002 0.001	NO NO

Notes: LA = Los Angeles; BH = Beverly Hills; WH = West Hollywood.

** While the baseline traffic count volumes led to the V/C calculation shown in the table, field observations of these intersections showed that actual operating conditions were worse. The LOS shown is a qualitative assessment of the projected operating LOS.

TABLE 27 (continued)
EXISTING WITH MODIFIED PROJECT WITH MITIGATION CONDITIONS (YEAR 2011)
COMPARED TO EXISTING WITH APPROVED PROJECT CONDITIONS (YEAR 2011)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	Existing with Approved Project		Existing with Modified Project				Existing with Modified Project with Mitigation			
				V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?	V/C	LOS	Change in V/C	Significant Impact?
65.	BH	Palm Drive/Beverly Boulevard & Santa Monica Boulevard	A.M. P.M.	0.889 0.935	D E	0.897 0.939	D E	0.008 0.004	NO NO	0.897 0.939	D E	0.008 0.004	NO NO
66.	WH	Doheny Drive & Santa Monica Boulevard/Melrose Avenue	A.M. P.M.	128.1 116.9	F F	130.7 118.6	F F	2.6 1.7	NO NO	130.7 118.6	F F	2.6 1.7	NO NO
67.	WH	Robertson Boulevard & Santa Monica Boulevard	A.M. P.M.	26.1 33.7	D D	26.3 34.3	D D	0.2 0.6	NO NO	26.3 34.3	D D	0.2 0.6	NO NO
68.	BH	Roxbury Drive/Brighton Way & Wilshire Boulevard	A.M. P.M.	0.512 0.455	A A	0.514 0.455	A A	0.002 0.000	NO NO	0.514 0.455	A A	0.002 0.000	NO NO
69.	BH	Beverly Drive & Wilshire Boulevard	A.M. P.M.	0.718 0.785	C C	0.720 0.785	C C	0.002 0.000	NO NO	0.720 0.785	C C	0.002 0.000	NO NO
70.	BH	Camden Drive & Olympic Boulevard	A.M. P.M.	0.772 0.766	C C	0.787 0.776	C C	0.015 0.010	NO NO	0.787 0.776	C C	0.015 0.010	NO NO
71.	BH	Beverly Drive/Beverwil Drive & Olympic Boulevard	A.M. P.M.	0.907 0.864	E D	0.918 0.874	E D	0.011 0.010	NO NO	0.918 0.874	E D	0.011 0.010	NO NO
72.	BH	Doheny Drive & Olympic Boulevard	A.M. P.M.	0.922 0.958	E E	0.933 0.966	E E	0.011 0.008	NO NO	0.933 0.966	E E	0.011 0.008	NO NO
73.	BH	Robertson Boulevard & Olympic Boulevard	A.M. P.M.	1.000 1.052	E F	1.008 1.058	F F	0.008 0.006	NO NO	1.008 1.058	F F	0.008 0.006	NO NO
74.	LA	Roxbury Drive & Pico Boulevard	A.M. P.M.	0.717 0.536	C D **	0.727 0.545	C D **	0.010 0.009	NO NO	0.717 0.535	C D **	0.000 -0.001	NO NO
75.	LA	Beverwil Drive & Pico Boulevard	A.M. P.M.	0.803 0.812	D D	0.821 0.820	D D	0.018 0.008	NO NO	0.811 0.810	D D	0.008 -0.002	NO NO
76.	LA	Beverly Drive & Pico Boulevard	A.M. P.M.	0.762 0.860	C D	0.773 0.875	C D	0.011 0.015	NO NO	0.763 0.865	C D	0.001 0.005	NO NO
77.	LA	Doheny Drive & Pico Boulevard	A.M. P.M.	0.706 0.653	C E **	0.712 0.659	C E **	0.006 0.006	NO NO	0.702 0.649	C E **	-0.004 -0.004	NO NO
78.	LA	Robertson Boulevard & Pico Boulevard	A.M. P.M.	0.841 0.940	D E	0.847 0.944	D E	0.006 0.004	NO NO	0.837 0.934	D E	-0.004 -0.006	NO NO
79.	BH	Merv Griffin Way & Santa Monica Boulevard (N)	A.M. P.M.	30.3 22.8	D C	33.2 23.2	D C	2.9 0.4	NO NO	33.2 23.2	D C	2.9 0.4	NO NO
80.	BH	Charleville Boulevard & Santa Monica Boulevard (S)	A.M. P.M.	0.518 0.579	A A	0.516 0.582	A A	-0.002 0.003	NO NO	0.516 0.582	A A	-0.002 0.003	NO NO

Notes: LA = Los Angeles; BH = Beverly Hills; WH = West Hollywood.

** While the baseline traffic count volumes led to the V/C calculation shown in the table, field observations of these intersections showed that actual operating conditions were worse. The LOS shown is a qualitative assessment of the projected operating LOS.

TABLE 27 (continued)
EXISTING WITH MODIFIED PROJECT WITH MITIGATION CONDITIONS (YEAR 2011)
COMPARED TO EXISTING WITH APPROVED PROJECT CONDITIONS (YEAR 2011)
INTERSECTION IMPACT SUMMARY

Level of Service	Intersections	
	A.M. Peak Hour	P.M. Peak Hour
C	0	0
D	0	0
E	0	0
F	0	0
Total Peak Hour Impacts	0	0
Total Individual Intersections Impacted	0	

TABLE 28
EXISTING WITH MODIFIED PROJECT WITH MITIGATION CONDITIONS (YEAR 2011)
COMPARED TO EXISTING CONDITIONS (YEAR 2011)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	Existing		Existing with Modified Project				Existing with Modified Project with Mitigation			
				V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?	V/C	LOS	Change in V/C	Significant Impact?
1.	LA	Beverly Glen Boulevard & Wilshire Boulevard	A.M. P.M.	0.869 0.852	D D	0.875 0.854	D D	0.006 0.002	NO NO	0.865 0.844	D D	-0.004 -0.008	NO NO
2.	LA	Overland Avenue & Santa Monica Boulevard (N & S)	A.M. P.M.	0.729 0.694	C B	0.746 0.696	C B	0.017 0.002	NO NO	0.736 0.686	C B	0.007 -0.008	NO NO
3.	LA	Beverly Glen Boulevard & Santa Monica Boulevard	A.M. P.M.	0.799 0.792	C C	0.821 0.795	D C	0.022 0.003	YES NO	0.811 0.785	D C	0.012 -0.007	NO NO
4.	LA	Century Park West & Santa Monica Boulevard	A.M. P.M.	0.579 0.544	A A	0.585 0.562	A A	0.006 0.018	NO NO	0.575 0.552	A A	-0.004 0.008	NO NO
5.	LA	Avenue of the Stars & Santa Monica Boulevard	A.M. P.M.	0.594 0.491	A A	0.619 0.496	B A	0.025 0.005	NO NO	0.609 0.486	B A	0.015 -0.005	NO NO
6.	LA	Century Park East & Santa Monica Boulevard	A.M. P.M.	0.720 0.514	C A	0.741 0.534	C A	0.021 0.020	NO NO	0.731 0.524	C A	0.011 0.010	NO NO
7.	BH	Santa Monica Boulevard (N) & Wilshire Boulevard	A.M. P.M.	1.092 0.900	F D	1.101 0.902	F E	0.009 0.002	NO NO	1.101 0.902	F E	0.009 0.002	NO NO
8.	BH	Santa Monica Boulevard (S) & Wilshire Boulevard	A.M. P.M.	0.928 0.815	E D	0.935 0.815	E D	0.007 0.000	NO NO	0.935 0.815	E D	0.007 0.000	NO NO
9.	LA	Century Park West & Constellation Boulevard	A.M. P.M.	0.444 0.205	A A	0.525 0.224	A A	0.081 0.019	NO NO	0.515 0.214	A A	0.071 0.009	NO NO
10.	LA	Avenue of the Stars & Constellation Boulevard	A.M. P.M.	0.540 0.438	A A	0.616 0.488	B A	0.076 0.050	NO NO	0.606 0.478	B A	0.066 0.040	NO NO
11.	LA	Century Park East & Constellation Boulevard	A.M. P.M.	0.320 0.409	A A	0.432 0.431	A A	0.112 0.022	NO NO	0.422 0.421	A A	0.102 0.012	NO NO
12.	LA	Overland Avenue & Olympic Boulevard	A.M. P.M.	1.004 0.877	F D	1.020 0.884	F D	0.016 0.007	YES NO	1.010 0.874	F D	0.006 -0.003	NO NO
13.	LA	Beverly Glen Boulevard & Olympic Boulevard	A.M. P.M.	0.955 0.899	E D	0.969 0.908	E E	0.014 0.009	YES NO	0.959 0.898	E D	0.004 -0.001	NO NO
14.	LA	Century Park West & Olympic Boulevard	A.M. P.M.	0.662 0.725	B C	0.680 0.743	B C	0.018 0.018	NO NO	0.670 0.733	B C	0.008 0.008	NO NO
15.	LA	Avenue of the Stars & Olympic Boulevard WB Ramps	A.M. P.M.	0.416 0.185	A A	0.442 0.194	A A	0.026 0.009	NO NO	0.432 0.184	A A	0.016 -0.001	NO NO
16.	LA	Avenue of the Stars & Olympic Boulevard EB Ramps	A.M. P.M.	0.481 0.213	A A	0.504 0.222	A A	0.023 0.009	NO NO	0.494 0.212	A A	0.013 -0.001	NO NO

Notes: LA = Los Angeles; BH = Beverly Hills; WH = West Hollywood.

TABLE 28 (continued)
EXISTING WITH MODIFIED PROJECT WITH MITIGATION CONDITIONS (YEAR 2011)
COMPARED TO EXISTING CONDITIONS (YEAR 2011)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	Existing		Existing with Modified Project				Existing with Modified Project with Mitigation			
				V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?	V/C	LOS	Change in V/C	Significant Impact?
17.	LA	Century Park East & Olympic Boulevard	A.M. P.M.	0.628 0.616	B B	0.653 0.635	B B	0.025 0.019	NO NO	0.643 0.625	B B	0.015 0.009	NO NO
18.	BH	Spalding Drive & Olympic Boulevard	A.M. P.M.	0.944 0.813	E D	0.958 0.826	E D	0.014 0.013	NO NO	0.958 0.826	E D	0.014 0.013	NO NO
19.	LA	Avenue of the Stars & Galaxy Way	A.M. P.M.	0.290 0.264	A A	0.290 0.274	A A	0.000 0.010	NO NO	0.280 0.264	A A	-0.010 0.000	NO NO
20.	LA	Overland Avenue & Pico Boulevard	A.M. P.M.	0.861 0.935	D E	0.869 0.946	D E	0.008 0.011	NO YES	0.859 0.936	D E	-0.002 0.001	NO NO
21.	LA	Patricia Avenue & Pico Boulevard	A.M. P.M.	0.739 0.656	C B	0.747 0.663	C B	0.008 0.007	NO NO	0.737 0.653	C B	-0.002 -0.003	NO NO
22.	LA	Beverly Glen Boulevard & Pico Boulevard	A.M. P.M.	0.776 0.740	C C	0.776 0.747	C C	0.000 0.007	NO NO	0.766 0.737	C C	-0.010 -0.003	NO NO
23.	LA	Motor Avenue & Pico Boulevard	A.M. P.M.	0.677 0.893	B D	0.677 0.901	B E	0.000 0.008	NO NO	0.667 0.891	B D	-0.010 -0.002	NO NO
24.	LA	Avenue of the Stars & Pico Boulevard	A.M. P.M.	0.559 0.562	A A	0.571 0.576	A A	0.012 0.014	NO NO	0.561 0.566	A A	0.002 0.004	NO NO
25.	LA	Century Park East & Pico Boulevard	A.M. P.M.	0.615 0.629	B B	0.628 0.640	B B	0.013 0.011	NO NO	0.618 0.630	B B	0.003 0.001	NO NO
26.	LA	Motor Avenue & Manning Avenue	A.M. P.M.	0.500 0.480	A A	0.505 0.482	A A	0.005 0.002	NO NO	0.495 0.472	A A	-0.005 -0.008	NO NO
27.	LA	Beverly Glen Boulevard & Wyton Drive/Comstock Avenue	A.M. P.M.	0.647 0.772	B C	0.653 0.777	B C	0.006 0.005	NO NO	0.643 0.767	B C	-0.004 -0.005	NO NO
28.	LA	Warner Avenue & Wilshire Boulevard	A.M. P.M.	0.572 0.501	A A	0.572 0.501	A A	0.000 0.000	NO NO	0.562 0.491	A A	-0.010 -0.010	NO NO
29.	LA	Comstock Avenue & Wilshire Boulevard	A.M. P.M.	0.469 0.535	A A	0.469 0.537	A A	0.000 0.002	NO NO	0.459 0.527	A A	-0.010 -0.008	NO NO
30.	LA	Beverly Glen Boulevard & Ashton Avenue	A.M. P.M.	0.350 0.383	A A	0.354 0.383	A A	0.004 0.000	NO NO	0.344 0.373	A A	-0.006 -0.010	NO NO
31.	LA	Beverly Glen Boulevard & Rochester Avenue	A.M. P.M.	0.425 0.423	A A	0.429 0.425	A A	0.004 0.002	NO NO	0.419 0.415	A A	-0.006 -0.008	NO NO
32.	LA	Beloit Avenue & Santa Monica Boulevard	A.M. P.M.	0.872 0.869	D D	0.881 0.870	D D	0.009 0.001	NO NO	0.871 0.860	D D	-0.001 -0.009	NO NO

Notes: LA = Los Angeles; BH = Beverly Hills; WH = West Hollywood.

TABLE 28 (continued)
EXISTING WITH MODIFIED PROJECT WITH MITIGATION CONDITIONS (YEAR 2011)
COMPARED TO EXISTING CONDITIONS (YEAR 2011)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	Existing		Existing with Modified Project				Existing with Modified Project with Mitigation			
				V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?	V/C	LOS	Change in V/C	Significant Impact?
33.	LA	Cotner Avenue & Santa Monica Boulevard	A.M. P.M.	0.588 0.816	A D	0.588 0.838	A D	0.000 0.022	NO YES	0.578 0.828	A D	-0.010 0.012	NO NO
34.	LA	Sepulveda Boulevard & Santa Monica Boulevard	A.M. P.M.	0.809 0.824	D D	0.818 0.834	D D	0.009 0.010	NO NO	0.808 0.824	D D	-0.001 0.000	NO NO
35.	LA	Veteran Avenue & Santa Monica Boulevard	A.M. P.M.	0.699 0.654	B B	0.702 0.661	C B	0.003 0.007	NO NO	0.692 0.651	B B	-0.007 -0.003	NO NO
36.	LA	Westwood Boulevard & Santa Monica Boulevard	A.M. P.M.	0.929 0.862	E D	0.947 0.864	E D	0.018 0.002	YES NO	0.937 0.854	E D	0.008 -0.008	NO NO
37.	LA	Sawtelle Boulevard & Olympic Boulevard	A.M. P.M.	0.887 1.017	D F	0.891 1.017	D F	0.004 0.000	NO NO	0.881 1.007	D F	-0.006 -0.010	NO NO
38.	LA	Cotner Avenue & Olympic Boulevard	A.M. P.M.	0.631 0.880	B D	0.636 0.883	B D	0.005 0.003	NO NO	0.626 0.873	B D	-0.005 -0.007	NO NO
39.	LA	Sepulveda Boulevard & Olympic Boulevard	A.M. P.M.	0.833 0.857	D D	0.840 0.864	D D	0.007 0.007	NO NO	0.830 0.854	D D	-0.003 -0.003	NO NO
40.	LA	Veteran Avenue & Olympic Boulevard	A.M. P.M.	0.598 0.705	A C	0.602 0.711	B C	0.004 0.006	NO NO	0.592 0.701	A C	-0.006 -0.004	NO NO
41.	LA	Westwood Boulevard & Olympic Boulevard	A.M. P.M.	1.032 0.903	F E	1.044 0.909	F E	0.012 0.006	YES NO	1.034 0.899	F D	0.002 -0.004	NO NO
42.	BH	Roxbury Drive & Olympic Boulevard	A.M. P.M.	0.892 0.837	D D	0.907 0.849	E D	0.015 0.012	NO NO	0.907 0.849	E D	0.015 0.012	NO NO
43.	LA	Sawtelle Boulevard & Pico Boulevard	A.M. P.M.	1.136 1.032	F F	1.138 1.032	F F	0.002 0.000	NO NO	1.128 1.022	F F	-0.008 -0.010	NO NO
44.	LA	Cotner Avenue & Pico Boulevard	A.M. P.M.	0.709 0.921	C E	0.709 0.923	C E	0.000 0.002	NO NO	0.699 0.913	B E	-0.010 -0.008	NO NO
45.	LA	Sepulveda Boulevard & Pico Boulevard	A.M. P.M.	0.793 0.905	C E	0.801 0.906	D E	0.008 0.001	NO NO	0.791 0.896	C D	-0.002 -0.009	NO NO
46.	LA	Veteran Avenue & Pico Boulevard	A.M. P.M.	0.501 0.391	A A	0.501 0.393	A A	0.000 0.002	NO NO	0.491 0.383	A A	-0.010 -0.008	NO NO
47.	LA	Westwood Boulevard & Pico Boulevard	A.M. P.M.	0.657 0.781	B C	0.659 0.783	B C	0.002 0.002	NO NO	0.649 0.773	B C	-0.008 -0.008	NO NO
48.	LA	Motor Avenue & Cheviot Hills Recreation Center Driveway	A.M. P.M.	0.463 0.396	A A	0.471 0.403	A A	0.008 0.007	NO NO	0.461 0.393	A A	-0.002 -0.003	NO NO

Notes: LA = Los Angeles; BH = Beverly Hills; WH = West Hollywood.

TABLE 28 (continued)
EXISTING WITH MODIFIED PROJECT WITH MITIGATION CONDITIONS (YEAR 2011)
COMPARED TO EXISTING CONDITIONS (YEAR 2011)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	Existing		Existing with Modified Project				Existing with Modified Project with Mitigation			
				V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?	V/C	LOS	Change in V/C	Significant Impact?
49.	LA	Manning Avenue & Pico Boulevard	A.M. P.M.	0.690 0.666	B B	0.691 0.667	B B	0.001 0.001	NO NO	0.681 0.657	B B	-0.009 -0.009	NO NO
50.	LA	Overland Avenue & Ashby Avenue	A.M. P.M.	0.762 0.710	C C	0.775 0.719	C C	0.013 0.009	NO NO	0.765 0.709	C C	0.003 -0.001	NO NO
51.	LA	Overland Avenue & Coventry Place	A.M. P.M.	0.658 0.665	B B	0.668 0.673	B B	0.010 0.008	NO NO	0.658 0.663	B B	0.000 -0.002	NO NO
52.	LA	Overland Avenue & National Boulevard/I-10 Ramps	A.M. P.M.	1.139 0.989	F E	1.139 0.994	F E	0.000 0.005	NO NO	1.129 0.984	F E	-0.010 -0.005	NO NO
53.	LA	Overland Avenue & I-10 Eastbound Onramp	A.M. P.M.	0.653 0.511	B C **	0.657 0.513	B C **	0.004 0.002	NO NO	0.647 0.503	B C **	-0.006 -0.008	NO NO
54.	LA	Overland Avenue & National Place/National Boulevard	A.M. P.M.	0.754 0.673	C D **	0.762 0.676	C D **	0.008 0.003	NO NO	0.752 0.666	C D **	-0.002 -0.007	NO NO
55.	LA	I-10 Eastbound Offramp & National Boulevard	A.M. P.M.	0.629 0.405	B C **	0.637 0.405	B C **	0.008 0.000	NO NO	0.627 0.395	B C **	-0.002 -0.010	NO NO
56.	LA	Moreno Drive & Santa Monica Boulevard (N & S)	A.M. P.M.	0.771 0.735	C C	0.790 0.752	C C	0.019 0.017	NO NO	0.780 0.742	C C	0.009 0.007	NO NO
57.	BH	Roxbury Drive & Santa Monica Boulevard (N)	A.M. P.M.	0.753 0.685	C B	0.767 0.688	C B	0.014 0.003	NO NO	0.767 0.688	C B	0.014 0.003	NO NO
58.	BH	Roxbury Drive & Santa Monica Boulevard (S)	A.M. P.M.	0.626 0.577	B A	0.629 0.579	B A	0.003 0.002	NO NO	0.629 0.579	B A	0.003 0.002	NO NO
59.	BH	Bedford Drive & Santa Monica Boulevard (N)	A.M. P.M.	0.796 0.670	C B	0.808 0.680	D B	0.012 0.010	NO NO	0.808 0.680	D B	0.012 0.010	NO NO
60.	BH	Bedford Drive & Santa Monica Boulevard (S)	A.M. P.M.	0.641 0.698	B B	0.643 0.700	B B	0.002 0.002	NO NO	0.643 0.700	B B	0.002 0.002	NO NO
61.	BH	Beverly Drive & Santa Monica Boulevard (N)	A.M. P.M.	0.861 0.868	D D	0.873 0.877	D D	0.012 0.009	NO NO	0.873 0.877	D D	0.012 0.009	NO NO
62.	BH	Beverly Drive & Santa Monica Boulevard (S)	A.M. P.M.	0.802 0.837	D D	0.805 0.839	D D	0.003 0.002	NO NO	0.805 0.839	D D	0.003 0.002	NO NO
63.	BH	Canon Drive & Santa Monica Boulevard (N)	A.M. P.M.	0.805 0.845	D D	0.815 0.852	D D	0.010 0.007	NO NO	0.815 0.852	D D	0.010 0.007	NO NO
64.	BH	Canon Drive & Santa Monica Boulevard (S)	A.M. P.M.	0.758 0.803	C D	0.760 0.805	C D	0.002 0.002	NO NO	0.760 0.805	C D	0.002 0.002	NO NO

Notes: LA = Los Angeles; BH = Beverly Hills; WH = West Hollywood.

** While the baseline traffic count volumes led to the V/C calculation shown in the table, field observations of these intersections showed that actual operating conditions were worse. The LOS shown is a qualitative assessment of the projected operating LOS.

TABLE 28 (continued)
EXISTING WITH MODIFIED PROJECT WITH MITIGATION CONDITIONS (YEAR 2011)
COMPARED TO EXISTING CONDITIONS (YEAR 2011)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	Existing		Existing with Modified Project				Existing with Modified Project with Mitigation			
				V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?	V/C	LOS	Change in V/C	Significant Impact?
65.	BH	Palm Drive/Beverly Boulevard & Santa Monica Boulevard	A.M. P.M.	0.887 0.932	D E	0.897 0.939	D E	0.010 0.007	NO NO	0.897 0.939	D E	0.010 0.007	NO NO
66.	WH	Doheny Drive & Santa Monica Boulevard/Melrose Avenue	A.M. P.M.	128.0 116.0	F F	130.7 118.6	F F	2.7 2.6	NO NO	130.7 118.6	F F	2.7 2.6	NO NO
67.	WH	Robertson Boulevard & Santa Monica Boulevard	A.M. P.M.	26.1 33.4	D D	26.3 34.3	D D	0.2 0.9	NO NO	26.3 34.3	D D	0.2 0.9	NO NO
68.	BH	Roxbury Drive/Brighton Way & Wilshire Boulevard	A.M. P.M.	0.512 0.454	A A	0.514 0.455	A A	0.002 0.001	NO NO	0.514 0.455	A A	0.002 0.001	NO NO
69.	BH	Beverly Drive & Wilshire Boulevard	A.M. P.M.	0.718 0.784	C C	0.720 0.785	C C	0.002 0.001	NO NO	0.720 0.785	C C	0.002 0.001	NO NO
70.	BH	Camden Drive & Olympic Boulevard	A.M. P.M.	0.771 0.764	C C	0.787 0.776	C C	0.016 0.012	NO NO	0.787 0.776	C C	0.016 0.012	NO NO
71.	BH	Beverly Drive/Beverwil Drive & Olympic Boulevard	A.M. P.M.	0.907 0.862	E D	0.918 0.874	E D	0.011 0.012	NO NO	0.918 0.874	E D	0.011 0.012	NO NO
72.	BH	Doheny Drive & Olympic Boulevard	A.M. P.M.	0.921 0.956	E E	0.933 0.966	E E	0.012 0.010	NO NO	0.933 0.966	E E	0.012 0.010	NO NO
73.	BH	Robertson Boulevard & Olympic Boulevard	A.M. P.M.	0.999 1.050	E F	1.008 1.058	F F	0.009 0.008	NO NO	1.008 1.058	F F	0.009 0.008	NO NO
74.	LA	Roxbury Drive & Pico Boulevard	A.M. P.M.	0.716 0.535	C D **	0.727 0.545	C D **	0.011 0.010	NO NO	0.717 0.535	C D **	0.001 0.000	NO NO
75.	LA	Beverwil Drive & Pico Boulevard	A.M. P.M.	0.802 0.809	D D	0.821 0.820	D D	0.019 0.011	NO NO	0.811 0.810	D D	0.009 0.001	NO NO
76.	LA	Beverly Drive & Pico Boulevard	A.M. P.M.	0.761 0.859	C D	0.773 0.875	C D	0.012 0.016	NO NO	0.763 0.865	C D	0.002 0.006	NO NO
77.	LA	Doheny Drive & Pico Boulevard	A.M. P.M.	0.705 0.651	C E **	0.712 0.659	C E **	0.007 0.008	NO NO	0.702 0.649	C E **	-0.003 -0.002	NO NO
78.	LA	Robertson Boulevard & Pico Boulevard	A.M. P.M.	0.841 0.936	D E	0.847 0.944	D E	0.006 0.008	NO NO	0.837 0.934	D E	-0.004 -0.002	NO NO
79.	BH	Merv Griffin Way & Santa Monica Boulevard (N)	A.M. P.M.	30.0 22.0	D C	33.2 23.2	D C	3.2 1.2	NO NO	33.2 23.2	D C	3.2 1.2	NO NO
80.	BH	Charleville Boulevard & Santa Monica Boulevard (S)	A.M. P.M.	0.516 0.578	A A	0.516 0.582	A A	0.000 0.004	NO NO	0.516 0.582	A A	0.000 0.004	NO NO

Notes: LA = Los Angeles; BH = Beverly Hills; WH = West Hollywood.

** While the baseline traffic count volumes led to the V/C calculation shown in the table, field observations of these intersections showed that actual operating conditions were worse. The LOS shown is a qualitative assessment of the projected operating LOS.

TABLE 28 (continued)
EXISTING WITH MODIFIED PROJECT WITH MITIGATION CONDITIONS (YEAR 2011)
COMPARED TO EXISTING CONDITIONS (YEAR 2011)
INTERSECTION IMPACT SUMMARY

Level of Service	Intersections	
	A.M. Peak Hour	P.M. Peak Hour
C	0	0
D	0	0
E	0	0
F	0	0
Total Peak Hour Impacts	0	0
Total Individual Intersections Impacted	0	

TABLE 29
FUTURE WITH MODIFIED PROJECT WITH MITIGATION CONDITIONS (YEAR 2015)
COMPARED TO FUTURE WITH APPROVED PROJECT CONDITIONS (YEAR 2015)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	Future with Approved Project		Future with Modified Project				Future with Modified Project with Mitigation			
				V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?	V/C	LOS	Change in V/C	Significant Impact?
1.	LA	Beverly Glen Boulevard & Wilshire Boulevard	A.M. P.M.	1.245 1.221	F F	1.248 1.226	F F	0.003 0.005	NO NO	1.238 1.216	F F	-0.007 -0.005	NO NO
2.	LA	Overland Avenue & Santa Monica Boulevard (N & S)	A.M. P.M.	0.771 0.784	C C	0.785 0.780	C C	0.014 -0.004	NO NO	0.775 0.770	C C	0.004 -0.014	NO NO
3.	LA	Beverly Glen Boulevard & Santa Monica Boulevard	A.M. P.M.	0.857 0.881	D D	0.878 0.893	D D	0.021 0.012	YES NO	0.868 0.883	D D	0.011 0.002	NO NO
4.	LA	Century Park West & Santa Monica Boulevard	A.M. P.M.	0.623 0.637	B B	0.628 0.649	B B	0.005 0.012	NO NO	0.618 0.639	B B	-0.005 0.002	NO NO
5.	LA	Avenue of the Stars & Santa Monica Boulevard	A.M. P.M.	0.628 0.577	B A	0.653 0.578	B A	0.025 0.001	NO NO	0.643 0.568	B A	0.015 -0.009	NO NO
6.	LA	Century Park East & Santa Monica Boulevard	A.M. P.M.	0.751 0.578	C A	0.767 0.593	C A	0.016 0.015	NO NO	0.757 0.583	C A	0.006 0.005	NO NO
7.	BH	Santa Monica Boulevard (N) & Wilshire Boulevard	A.M. P.M.	1.294 1.258	F F	1.300 1.256	F F	0.006 -0.002	NO NO	1.300 1.256	F F	0.006 -0.002	NO NO
8.	BH	Santa Monica Boulevard (S) & Wilshire Boulevard	A.M. P.M.	1.049 0.997	F E	1.055 0.993	F E	0.006 -0.004	NO NO	1.055 0.993	F E	0.006 -0.004	NO NO
9.	LA	Century Park West & Constellation Boulevard	A.M. P.M.	0.465 0.238	A A	0.542 0.243	A A	0.077 0.005	NO NO	0.532 0.233	A A	0.067 -0.005	NO NO
10.	LA	Avenue of the Stars & Constellation Boulevard	A.M. P.M.	0.563 0.476	A A	0.636 0.510	B A	0.073 0.034	NO NO	0.626 0.500	B A	0.063 0.024	NO NO
11.	LA	Century Park East & Constellation Boulevard	A.M. P.M.	0.346 0.450	A A	0.445 0.447	A A	0.099 -0.003	NO NO	0.435 0.437	A A	0.089 -0.013	NO NO
12.	LA	Overland Avenue & Olympic Boulevard	A.M. P.M.	1.064 1.000	F E	1.073 0.995	F E	0.009 -0.005	NO NO	1.063 0.985	F E	-0.001 -0.015	NO NO
13.	LA	Beverly Glen Boulevard & Olympic Boulevard	A.M. P.M.	1.016 0.974	F E	1.029 0.981	F E	0.013 0.007	YES NO	1.019 0.971	F E	0.003 -0.003	NO NO
14.	LA	Century Park West & Olympic Boulevard	A.M. P.M.	0.714 0.802	C D	0.729 0.817	C D	0.015 0.015	NO NO	0.719 0.807	C D	0.005 0.005	NO NO
15.	LA	Avenue of the Stars & Olympic Boulevard WB Ramps	A.M. P.M.	0.447 0.217	A A	0.467 0.225	A A	0.020 0.008	NO NO	0.457 0.215	A A	0.010 -0.002	NO NO
16.	LA	Avenue of the Stars & Olympic Boulevard EB Ramps	A.M. P.M.	0.508 0.242	A A	0.527 0.248	A A	0.019 0.006	NO NO	0.517 0.238	A A	0.009 -0.004	NO NO

Notes: LA = Los Angeles; BH = Beverly Hills; WH = West Hollywood.

TABLE 29 (continued)
FUTURE WITH MODIFIED PROJECT WITH MITIGATION CONDITIONS (YEAR 2015)
COMPARED TO FUTURE WITH APPROVED PROJECT CONDITIONS (YEAR 2015)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	Future with Approved Project		Future with Modified Project				Future with Modified Project with Mitigation			
				V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?	V/C	LOS	Change in V/C	Significant Impact?
17.	LA	Century Park East & Olympic Boulevard	A.M. P.M.	0.680 0.716	B C	0.699 0.717	B C	0.019 0.001	NO NO	0.689 0.707	B C	0.009 -0.009	NO NO
18.	BH	Spalding Drive & Olympic Boulevard	A.M. P.M.	1.048 0.923	F E	1.061 0.933	F E	0.013 0.010	NO NO	1.061 0.933	F E	0.013 0.010	NO NO
19.	LA	Avenue of the Stars & Galaxy Way	A.M. P.M.	0.301 0.296	A A	0.301 0.302	A A	0.000 0.006	NO NO	0.291 0.292	A A	-0.010 -0.004	NO NO
20.	LA	Overland Avenue & Pico Boulevard	A.M. P.M.	0.968 1.101	E F	0.972 1.109	E F	0.004 0.008	NO NO	0.962 1.099	E F	-0.006 -0.002	NO NO
21.	LA	Patricia Avenue & Pico Boulevard	A.M. P.M.	0.826 0.765	D C	0.833 0.771	D C	0.007 0.006	NO NO	0.823 0.761	D C	-0.003 -0.004	NO NO
22.	LA	Beverly Glen Boulevard & Pico Boulevard	A.M. P.M.	0.812 0.852	D D	0.809 0.858	D D	-0.003 0.006	NO NO	0.799 0.848	C D	-0.013 -0.004	NO NO
23.	LA	Motor Avenue & Pico Boulevard	A.M. P.M.	0.741 1.013	C F	0.744 1.016	C F	0.003 0.003	NO NO	0.734 1.006	C F	-0.007 -0.007	NO NO
24.	LA	Avenue of the Stars & Pico Boulevard	A.M. P.M.	0.595 0.693	A B	0.605 0.702	B C	0.010 0.009	NO NO	0.595 0.692	A B	0.000 -0.001	NO NO
25.	LA	Century Park East & Pico Boulevard	A.M. P.M.	0.653 0.701	B C	0.659 0.714	B C	0.006 0.013	NO NO	0.649 0.704	B C	-0.004 0.003	NO NO
26.	LA	Motor Avenue & Manning Avenue	A.M. P.M.	0.612 0.583	B A	0.616 0.581	B A	0.004 -0.002	NO NO	0.606 0.571	B A	-0.006 -0.012	NO NO
27.	LA	Beverly Glen Boulevard & Wyton Drive/Comstock Avenue	A.M. P.M.	0.682 0.839	B D	0.687 0.843	B D	0.005 0.004	NO NO	0.677 0.833	B D	-0.005 -0.006	NO NO
28.	LA	Warner Avenue & Wilshire Boulevard	A.M. P.M.	0.949 0.968	E E	0.949 0.969	E E	0.000 0.001	NO NO	0.939 0.959	E E	-0.010 -0.009	NO NO
29.	LA	Comstock Avenue & Wilshire Boulevard	A.M. P.M.	0.803 0.946	D E	0.803 0.948	D E	0.000 0.002	NO NO	0.793 0.938	C E	-0.010 -0.008	NO NO
30.	LA	Beverly Glen Boulevard & Ashton Avenue	A.M. P.M.	0.375 0.414	A A	0.378 0.413	A A	0.003 -0.001	NO NO	0.368 0.403	A A	-0.007 -0.011	NO NO
31.	LA	Beverly Glen Boulevard & Rochester Avenue	A.M. P.M.	0.449 0.459	A A	0.452 0.461	A A	0.003 0.002	NO NO	0.442 0.451	A A	-0.007 -0.008	NO NO
32.	LA	Beloit Avenue & Santa Monica Boulevard	A.M. P.M.	0.941 1.004	E F	0.945 1.000	E E	0.004 -0.004	NO NO	0.935 0.990	E E	-0.006 -0.014	NO NO

Notes: LA = Los Angeles; BH = Beverly Hills; WH = West Hollywood.

TABLE 29 (continued)
FUTURE WITH MODIFIED PROJECT WITH MITIGATION CONDITIONS (YEAR 2015)
COMPARED TO FUTURE WITH APPROVED PROJECT CONDITIONS (YEAR 2015)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	Future with Approved Project		Future with Modified Project				Future with Modified Project with Mitigation			
				V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?	V/C	LOS	Change in V/C	Significant Impact?
33.	LA	Cotner Avenue & Santa Monica Boulevard	A.M. P.M.	0.659 0.864	B D	0.654 0.871	B D	-0.005 0.007	NO NO	0.644 0.861	B D	-0.015 -0.003	NO NO
34.	LA	Sepulveda Boulevard & Santa Monica Boulevard	A.M. P.M.	0.927 0.972	E E	0.935 0.966	E E	0.008 -0.006	NO NO	0.925 0.956	E E	-0.002 -0.016	NO NO
35.	LA	Veteran Avenue & Santa Monica Boulevard	A.M. P.M.	0.759 0.784	C C	0.756 0.791	C C	-0.003 0.007	NO NO	0.746 0.781	C C	-0.013 -0.003	NO NO
36.	LA	Westwood Boulevard & Santa Monica Boulevard	A.M. P.M.	1.079 1.085	F F	1.096 1.080	F F	0.017 -0.005	YES NO	1.086 1.070	F F	0.007 -0.015	NO NO
37.	LA	Sawtelle Boulevard & Olympic Boulevard	A.M. P.M.	0.944 1.089	E F	0.947 1.087	E F	0.003 -0.002	NO NO	0.937 1.077	E F	-0.007 -0.012	NO NO
38.	LA	Cotner Avenue & Olympic Boulevard	A.M. P.M.	0.691 0.964	B E	0.694 0.963	B E	0.003 -0.001	NO NO	0.684 0.953	B E	-0.007 -0.011	NO NO
39.	LA	Sepulveda Boulevard & Olympic Boulevard	A.M. P.M.	0.895 0.997	D E	0.901 0.999	E E	0.006 0.002	NO NO	0.891 0.989	D E	-0.004 -0.008	NO NO
40.	LA	Veteran Avenue & Olympic Boulevard	A.M. P.M.	0.644 0.781	B C	0.655 0.786	B C	0.011 0.005	NO NO	0.645 0.776	B C	0.001 -0.005	NO NO
41.	LA	Westwood Boulevard & Olympic Boulevard	A.M. P.M.	1.152 1.156	F F	1.163 1.161	F F	0.011 0.005	YES NO	1.153 1.151	F F	0.001 -0.005	NO NO
42.	BH	Roxbury Drive & Olympic Boulevard	A.M. P.M.	0.948 0.918	E E	0.962 0.929	E E	0.014 0.011	NO NO	0.962 0.929	E E	0.014 0.011	NO NO
43.	LA	Sawtelle Boulevard & Pico Boulevard	A.M. P.M.	1.227 1.253	F F	1.229 1.253	F F	0.002 0.000	NO NO	1.219 1.243	F F	-0.008 -0.010	NO NO
44.	LA	Cotner Avenue & Pico Boulevard	A.M. P.M.	0.784 1.061	C F	0.783 1.062	C F	-0.001 0.001	NO NO	0.773 1.052	C F	-0.011 -0.009	NO NO
45.	LA	Sepulveda Boulevard & Pico Boulevard	A.M. P.M.	0.919 1.140	E F	0.927 1.144	E F	0.008 0.004	NO NO	0.917 1.134	E F	-0.002 -0.006	NO NO
46.	LA	Veteran Avenue & Pico Boulevard	A.M. P.M.	0.543 0.513	A A	0.541 0.515	A A	-0.002 0.002	NO NO	0.531 0.505	A A	-0.012 -0.008	NO NO
47.	LA	Westwood Boulevard & Pico Boulevard	A.M. P.M.	0.773 0.942	C E	0.776 0.944	C E	0.003 0.002	NO NO	0.766 0.934	C E	-0.007 -0.008	NO NO
48.	LA	Motor Avenue & Cheviot Hills Recreation Center Driveway	A.M. P.M.	0.515 0.452	A A	0.522 0.456	A A	0.007 0.004	NO NO	0.512 0.446	A A	-0.003 -0.006	NO NO

Notes: LA = Los Angeles; BH = Beverly Hills; WH = West Hollywood.

TABLE 29 (continued)
FUTURE WITH MODIFIED PROJECT WITH MITIGATION CONDITIONS (YEAR 2015)
COMPARED TO FUTURE WITH APPROVED PROJECT CONDITIONS (YEAR 2015)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	Future with Approved Project		Future with Modified Project				Future with Modified Project with Mitigation			
				V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?	V/C	LOS	Change in V/C	Significant Impact?
49.	LA	Manning Avenue & Pico Boulevard	A.M. P.M.	0.815 0.781	D C	0.822 0.779	D C	0.007 -0.002	NO NO	0.812 0.769	D C	-0.003 -0.012	NO NO
50.	LA	Overland Avenue & Ashby Avenue	A.M. P.M.	0.796 0.776	C C	0.809 0.783	D C	0.013 0.007	NO NO	0.799 0.773	C C	0.003 -0.003	NO NO
51.	LA	Overland Avenue & Coventry Place	A.M. P.M.	0.689 0.731	B C	0.698 0.736	B C	0.009 0.005	NO NO	0.688 0.726	B C	-0.001 -0.005	NO NO
52.	LA	Overland Avenue & National Boulevard/I-10 Ramps	A.M. P.M.	1.316 1.298	F F	1.311 1.302	F F	-0.005 0.004	NO NO	1.301 1.292	F F	-0.015 -0.006	NO NO
53.	LA	Overland Avenue & I-10 Eastbound Onramp	A.M. P.M.	0.733 0.620	C D **	0.737 0.619	C D **	0.004 -0.001	NO NO	0.727 0.609	C D **	-0.006 -0.011	NO NO
54.	LA	Overland Avenue & National Place/National Boulevard	A.M. P.M.	0.790 0.734	C E **	0.796 0.738	C E **	0.006 0.004	NO NO	0.786 0.728	C E **	-0.004 -0.006	NO NO
55.	LA	I-10 Eastbound Offramp & National Boulevard	A.M. P.M.	0.658 0.479	B C **	0.664 0.472	B C **	0.006 -0.007	NO NO	0.654 0.462	B C **	-0.004 -0.017	NO NO
56.	LA	Moreno Drive & Santa Monica Boulevard (N & S)	A.M. P.M.	0.804 0.851	D D	0.821 0.861	D D	0.017 0.010	NO NO	0.811 0.851	D D	0.007 0.000	NO NO
57.	BH	Roxbury Drive & Santa Monica Boulevard (N)	A.M. P.M.	0.828 0.815	D D	0.841 0.814	D D	0.013 -0.001	NO NO	0.841 0.814	D D	0.013 -0.001	NO NO
58.	BH	Roxbury Drive & Santa Monica Boulevard (S)	A.M. P.M.	0.673 0.617	B B	0.675 0.618	B B	0.002 0.001	NO NO	0.675 0.618	B B	0.002 0.001	NO NO
59.	BH	Bedford Drive & Santa Monica Boulevard (N)	A.M. P.M.	0.874 0.805	D D	0.884 0.812	D D	0.010 0.007	NO NO	0.884 0.812	D D	0.010 0.007	NO NO
60.	BH	Bedford Drive & Santa Monica Boulevard (S)	A.M. P.M.	0.686 0.740	B C	0.688 0.741	B C	0.002 0.001	NO NO	0.688 0.741	B C	0.002 0.001	NO NO
61.	BH	Beverly Drive & Santa Monica Boulevard (N)	A.M. P.M.	0.952 1.033	E F	0.961 1.039	E F	0.009 0.006	NO NO	0.961 1.039	E F	0.009 0.006	NO NO
62.	BH	Beverly Drive & Santa Monica Boulevard (S)	A.M. P.M.	0.874 0.920	D E	0.876 0.921	D E	0.002 0.001	NO NO	0.876 0.921	D E	0.002 0.001	NO NO
63.	BH	Canon Drive & Santa Monica Boulevard (N)	A.M. P.M.	0.899 1.022	D F	0.908 1.027	E F	0.009 0.005	NO NO	0.908 1.027	E F	0.009 0.005	NO NO
64.	BH	Canon Drive & Santa Monica Boulevard (S)	A.M. P.M.	0.816 0.889	D D	0.818 0.890	D D	0.002 0.001	NO NO	0.818 0.890	D D	0.002 0.001	NO NO

Notes: LA = Los Angeles; BH = Beverly Hills; WH = West Hollywood.

** While the baseline traffic count volumes led to the V/C calculation shown in the table, field observations of these intersections showed that actual operating conditions were worse. The LOS shown is a qualitative assessment of the projected operating LOS.

TABLE 29 (continued)
FUTURE WITH MODIFIED PROJECT WITH MITIGATION CONDITIONS (YEAR 2015)
COMPARED TO FUTURE WITH APPROVED PROJECT CONDITIONS (YEAR 2015)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	Future with Approved Project		Future with Modified Project				Future with Modified Project with Mitigation			
				V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?	V/C	LOS	Change in V/C	Significant Impact?
65.	BH	Palm Drive/Beverly Boulevard & Santa Monica Boulevard	A.M. P.M.	0.995 1.107	E F	1.004 1.111	F F	0.009 0.004	NO NO	1.004 1.111	F F	0.009 0.004	NO NO
66.	WH	Doheny Drive & Santa Monica Boulevard/Melrose Avenue	A.M. P.M.	197.5 178.1	F F	200.5 179.0	F F	3.0 0.9	NO NO	200.5 179.0	F F	3.0 0.9	NO NO
67.	WH	Robertson Boulevard & Santa Monica Boulevard	A.M. P.M.	66.2 196.3	F F	68.7 197.6	F F	2.5 1.3	NO NO	68.7 197.6	F F	2.5 1.3	NO NO
68.	BH	Roxbury Drive/Brighton Way & Wilshire Boulevard	A.M. P.M.	0.584 0.575	A A	0.585 0.575	A A	0.001 0.000	NO NO	0.585 0.575	A A	0.001 0.000	NO NO
69.	BH	Beverly Drive & Wilshire Boulevard	A.M. P.M.	0.900 0.995	D E	0.902 0.994	E E	0.002 -0.001	NO NO	0.902 0.994	E E	0.002 -0.001	NO NO
70.	BH	Camden Drive & Olympic Boulevard	A.M. P.M.	0.824 0.843	D D	0.839 0.853	D D	0.015 0.010	NO NO	0.839 0.853	D D	0.015 0.010	NO NO
71.	BH	Beverly Drive/Beverwil Drive & Olympic Boulevard	A.M. P.M.	1.008 1.001	F F	1.018 1.011	F F	0.010 0.010	NO NO	1.018 1.011	F F	0.010 0.010	NO NO
72.	BH	Doheny Drive & Olympic Boulevard	A.M. P.M.	1.018 1.108	F F	1.029 1.116	F F	0.011 0.008	NO NO	1.029 1.116	F F	0.011 0.008	NO NO
73.	BH	Robertson Boulevard & Olympic Boulevard	A.M. P.M.	1.213 1.265	F F	1.222 1.271	F F	0.009 0.006	NO NO	1.222 1.271	F F	0.009 0.006	NO NO
74.	LA	Roxbury Drive & Pico Boulevard	A.M. P.M.	0.754 0.606	C E **	0.765 0.615	C E **	0.011 0.009	NO NO	0.755 0.605	C E **	0.001 -0.001	NO NO
75.	LA	Beverwil Drive & Pico Boulevard	A.M. P.M.	0.934 0.925	E E	0.953 0.933	E E	0.019 0.008	YES NO	0.943 0.923	E E	0.009 -0.002	NO NO
76.	LA	Beverly Drive & Pico Boulevard	A.M. P.M.	0.838 1.000	D E	0.849 1.016	D F	0.011 0.016	NO YES	0.839 1.006	D F	0.001 0.006	NO NO
77.	LA	Doheny Drive & Pico Boulevard	A.M. P.M.	0.791 0.785	C F **	0.797 0.791	C F **	0.006 0.006	NO NO	0.787 0.781	C F **	-0.004 -0.004	NO NO
78.	LA	Robertson Boulevard & Pico Boulevard	A.M. P.M.	1.000 1.155	E F	1.005 1.159	F F	0.005 0.004	NO NO	0.995 1.149	E F	-0.005 -0.006	NO NO
79.	BH	Merv Griffin Way & Santa Monica Boulevard (N)	A.M. P.M.	0.823 0.832	D D	0.840 0.836	D D	0.017 0.004	NO NO	0.840 0.836	D D	0.017 0.004	NO NO
80.	BH	Charleville Boulevard & Santa Monica Boulevard (S)	A.M. P.M.	0.643 0.737	B C	0.640 0.740	B C	-0.003 0.003	NO NO	0.640 0.740	B C	-0.003 0.003	NO NO

Notes: LA = Los Angeles; BH = Beverly Hills; WH = West Hollywood.

** While the baseline traffic count volumes led to the V/C calculation shown in the table, field observations of these intersections showed that actual operating conditions were worse. The LOS shown is a qualitative assessment of the projected operating LOS.

TABLE 29 (continued)
FUTURE WITH MODIFIED PROJECT WITH MITIGATION CONDITIONS (YEAR 2015)
COMPARED TO FUTURE WITH APPROVED PROJECT CONDITIONS (YEAR 2015)
INTERSECTION IMPACT SUMMARY

Level of Service	Intersections	
	A.M. Peak Hour	P.M. Peak Hour
C	0	0
D	0	0
E	0	0
F	0	0
Total Peak Hour Impacts	0	0
Total Individual Intersections Impacted	0	

TABLE 30
FUTURE WITH MODIFIED PROJECT WITH MITIGATION CONDITIONS (YEAR 2015)
COMPARED TO FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2015)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	Future without Project		Future with Modified Project				Future with Modified Project with Mitigation			
				V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?	V/C	LOS	Change in V/C	Significant Impact?
1.	LA	Beverly Glen Boulevard & Wilshire Boulevard	A.M. P.M.	1.245 1.219	F F	1.248 1.226	F F	0.003 0.007	NO NO	1.238 1.216	F F	-0.007 -0.003	NO NO
2.	LA	Overland Avenue & Santa Monica Boulevard (N & S)	A.M. P.M.	0.768 0.779	C C	0.785 0.780	C C	0.017 0.001	NO NO	0.775 0.770	C C	0.007 -0.009	NO NO
3.	LA	Beverly Glen Boulevard & Santa Monica Boulevard	A.M. P.M.	0.856 0.877	D D	0.878 0.893	D D	0.022 0.016	YES NO	0.868 0.883	D D	0.012 0.006	NO NO
4.	LA	Century Park West & Santa Monica Boulevard	A.M. P.M.	0.622 0.633	B B	0.628 0.649	B B	0.006 0.016	NO NO	0.618 0.639	B B	-0.004 0.006	NO NO
5.	LA	Avenue of the Stars & Santa Monica Boulevard	A.M. P.M.	0.628 0.573	B A	0.653 0.578	B A	0.025 0.005	NO NO	0.643 0.568	B A	0.015 -0.005	NO NO
6.	LA	Century Park East & Santa Monica Boulevard	A.M. P.M.	0.746 0.573	C A	0.767 0.593	C A	0.021 0.020	NO NO	0.757 0.583	C A	0.011 0.010	NO NO
7.	BH	Santa Monica Boulevard (N) & Wilshire Boulevard	A.M. P.M.	1.293 1.255	F F	1.300 1.256	F F	0.007 0.001	NO NO	1.300 1.256	F F	0.007 0.001	NO NO
8.	BH	Santa Monica Boulevard (S) & Wilshire Boulevard	A.M. P.M.	1.047 0.992	F E	1.055 0.993	F E	0.008 0.001	NO NO	1.055 0.993	F E	0.008 0.001	NO NO
9.	LA	Century Park West & Constellation Boulevard	A.M. P.M.	0.461 0.224	A A	0.542 0.243	A A	0.081 0.019	NO NO	0.532 0.233	A A	0.071 0.009	NO NO
10.	LA	Avenue of the Stars & Constellation Boulevard	A.M. P.M.	0.560 0.460	A A	0.636 0.510	B A	0.076 0.050	NO NO	0.626 0.500	B A	0.066 0.040	NO NO
11.	LA	Century Park East & Constellation Boulevard	A.M. P.M.	0.333 0.424	A A	0.445 0.447	A A	0.112 0.023	NO NO	0.435 0.437	A A	0.102 0.013	NO NO
12.	LA	Overland Avenue & Olympic Boulevard	A.M. P.M.	1.056 0.989	F E	1.073 0.995	F E	0.017 0.006	YES NO	1.063 0.985	F E	0.007 -0.004	NO NO
13.	LA	Beverly Glen Boulevard & Olympic Boulevard	A.M. P.M.	1.015 0.972	F E	1.029 0.981	F E	0.014 0.009	YES NO	1.019 0.971	F E	0.004 -0.001	NO NO
14.	LA	Century Park West & Olympic Boulevard	A.M. P.M.	0.711 0.799	C C	0.729 0.817	C D	0.018 0.018	NO NO	0.719 0.807	C D	0.008 0.008	NO NO
15.	LA	Avenue of the Stars & Olympic Boulevard WB Ramps	A.M. P.M.	0.441 0.217	A A	0.467 0.225	A A	0.026 0.008	NO NO	0.457 0.215	A A	0.016 -0.002	NO NO
16.	LA	Avenue of the Stars & Olympic Boulevard EB Ramps	A.M. P.M.	0.505 0.239	A A	0.527 0.248	A A	0.022 0.009	NO NO	0.517 0.238	A A	0.012 -0.001	NO NO

Notes: LA = Los Angeles; BH = Beverly Hills; WH = West Hollywood.

TABLE 30 (continued)
FUTURE WITH MODIFIED PROJECT WITH MITIGATION CONDITIONS (YEAR 2015)
COMPARED TO FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2015)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	Future without Project		Future with Modified Project				Future with Modified Project with Mitigation			
				V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?	V/C	LOS	Change in V/C	Significant Impact?
17.	LA	Century Park East & Olympic Boulevard	A.M. P.M.	0.673 0.699	B B	0.699 0.717	B C	0.026 0.018	NO NO	0.689 0.707	B C	0.016 0.008	NO NO
18.	BH	Spalding Drive & Olympic Boulevard	A.M. P.M.	1.047 0.921	F E	1.061 0.933	F E	0.014 0.012	NO NO	1.061 0.933	F E	0.014 0.012	NO NO
19.	LA	Avenue of the Stars & Galaxy Way	A.M. P.M.	0.301 0.293	A A	0.301 0.302	A A	0.000 0.009	NO NO	0.291 0.292	A A	-0.010 -0.001	NO NO
20.	LA	Overland Avenue & Pico Boulevard	A.M. P.M.	0.964 1.096	E F	0.972 1.109	E F	0.008 0.013	NO YES	0.962 1.099	E F	-0.002 0.003	NO NO
21.	LA	Patricia Avenue & Pico Boulevard	A.M. P.M.	0.825 0.764	D C	0.833 0.771	D C	0.008 0.007	NO NO	0.823 0.761	D C	-0.002 -0.003	NO NO
22.	LA	Beverly Glen Boulevard & Pico Boulevard	A.M. P.M.	0.808 0.851	D D	0.809 0.858	D D	0.001 0.007	NO NO	0.799 0.848	C D	-0.009 -0.003	NO NO
23.	LA	Motor Avenue & Pico Boulevard	A.M. P.M.	0.734 1.008	C F	0.744 1.016	C F	0.010 0.008	NO NO	0.734 1.006	C F	0.000 -0.002	NO NO
24.	LA	Avenue of the Stars & Pico Boulevard	A.M. P.M.	0.591 0.689	A B	0.605 0.702	B C	0.014 0.013	NO NO	0.595 0.692	A B	0.004 0.003	NO NO
25.	LA	Century Park East & Pico Boulevard	A.M. P.M.	0.650 0.704	B C	0.659 0.714	B C	0.009 0.010	NO NO	0.649 0.704	B C	-0.001 0.000	NO NO
26.	LA	Motor Avenue & Manning Avenue	A.M. P.M.	0.611 0.579	B A	0.616 0.581	B A	0.005 0.002	NO NO	0.606 0.571	B A	-0.005 -0.008	NO NO
27.	LA	Beverly Glen Boulevard & Wyton Drive/Comstock Avenue	A.M. P.M.	0.681 0.838	B D	0.687 0.843	B D	0.006 0.005	NO NO	0.677 0.833	B D	-0.004 -0.005	NO NO
28.	LA	Warner Avenue & Wilshire Boulevard	A.M. P.M.	0.949 0.968	E E	0.949 0.969	E E	0.000 0.001	NO NO	0.939 0.959	E E	-0.010 -0.009	NO NO
29.	LA	Comstock Avenue & Wilshire Boulevard	A.M. P.M.	0.803 0.946	D E	0.803 0.948	D E	0.000 0.002	NO NO	0.793 0.938	C E	-0.010 -0.008	NO NO
30.	LA	Beverly Glen Boulevard & Ashton Avenue	A.M. P.M.	0.374 0.413	A A	0.378 0.413	A A	0.004 0.000	NO NO	0.368 0.403	A A	-0.006 -0.010	NO NO
31.	LA	Beverly Glen Boulevard & Rochester Avenue	A.M. P.M.	0.448 0.458	A A	0.452 0.461	A A	0.004 0.003	NO NO	0.442 0.451	A A	-0.006 -0.007	NO NO
32.	LA	Beloit Avenue & Santa Monica Boulevard	A.M. P.M.	0.936 0.999	E E	0.945 1.000	E E	0.009 0.001	NO NO	0.935 0.990	E E	-0.001 -0.009	NO NO

Notes: LA = Los Angeles; BH = Beverly Hills; WH = West Hollywood.

TABLE 30 (continued)
FUTURE WITH MODIFIED PROJECT WITH MITIGATION CONDITIONS (YEAR 2015)
COMPARED TO FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2015)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	Future without Project		Future with Modified Project				Future with Modified Project with Mitigation			
				V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?	V/C	LOS	Change in V/C	Significant Impact?
33.	LA	Cotner Avenue & Santa Monica Boulevard	A.M. P.M.	0.654 0.857	B D	0.654 0.871	B D	0.000 0.014	NO NO	0.644 0.861	B D	-0.010 0.004	NO NO
34.	LA	Sepulveda Boulevard & Santa Monica Boulevard	A.M. P.M.	0.925 0.965	E E	0.935 0.966	E E	0.010 0.001	YES NO	0.925 0.956	E E	0.000 -0.009	NO NO
35.	LA	Veteran Avenue & Santa Monica Boulevard	A.M. P.M.	0.752 0.780	C C	0.756 0.791	C C	0.004 0.011	NO NO	0.746 0.781	C C	-0.006 0.001	NO NO
36.	LA	Westwood Boulevard & Santa Monica Boulevard	A.M. P.M.	1.077 1.080	F F	1.096 1.080	F F	0.019 0.000	YES NO	1.086 1.070	F F	0.009 -0.010	NO NO
37.	LA	Sawtelle Boulevard & Olympic Boulevard	A.M. P.M.	0.943 1.086	E F	0.947 1.087	E F	0.004 0.001	NO NO	0.937 1.077	E F	-0.006 -0.009	NO NO
38.	LA	Cotner Avenue & Olympic Boulevard	A.M. P.M.	0.689 0.960	B E	0.694 0.963	B E	0.005 0.003	NO NO	0.684 0.953	B E	-0.005 -0.007	NO NO
39.	LA	Sepulveda Boulevard & Olympic Boulevard	A.M. P.M.	0.894 0.995	D E	0.901 0.999	E E	0.007 0.004	NO NO	0.891 0.989	D E	-0.003 -0.006	NO NO
40.	LA	Veteran Avenue & Olympic Boulevard	A.M. P.M.	0.643 0.780	B C	0.655 0.786	B C	0.012 0.006	NO NO	0.645 0.776	B C	0.002 -0.004	NO NO
41.	LA	Westwood Boulevard & Olympic Boulevard	A.M. P.M.	1.151 1.155	F F	1.163 1.161	F F	0.012 0.006	YES NO	1.153 1.151	F F	0.002 -0.004	NO NO
42.	BH	Roxbury Drive & Olympic Boulevard	A.M. P.M.	0.947 0.917	E E	0.962 0.929	E E	0.015 0.012	NO NO	0.962 0.929	E E	0.015 0.012	NO NO
43.	LA	Sawtelle Boulevard & Pico Boulevard	A.M. P.M.	1.227 1.252	F F	1.229 1.253	F F	0.002 0.001	NO NO	1.219 1.243	F F	-0.008 -0.009	NO NO
44.	LA	Cotner Avenue & Pico Boulevard	A.M. P.M.	0.783 1.060	C F	0.783 1.062	C F	0.000 0.002	NO NO	0.773 1.052	C F	-0.010 -0.008	NO NO
45.	LA	Sepulveda Boulevard & Pico Boulevard	A.M. P.M.	0.919 1.139	E F	0.927 1.144	E F	0.008 0.005	NO NO	0.917 1.134	E F	-0.002 -0.005	NO NO
46.	LA	Veteran Avenue & Pico Boulevard	A.M. P.M.	0.541 0.513	A A	0.541 0.515	A A	0.000 0.002	NO NO	0.531 0.505	A A	-0.010 -0.008	NO NO
47.	LA	Westwood Boulevard & Pico Boulevard	A.M. P.M.	0.773 0.941	C E	0.776 0.944	C E	0.003 0.003	NO NO	0.766 0.934	C E	-0.007 -0.007	NO NO
48.	LA	Motor Avenue & Cheviot Hills Recreation Center Driveway	A.M. P.M.	0.514 0.449	A A	0.522 0.456	A A	0.008 0.007	NO NO	0.512 0.446	A A	-0.002 -0.003	NO NO

Notes: LA = Los Angeles; BH = Beverly Hills; WH = West Hollywood.

TABLE 30 (continued)
FUTURE WITH MODIFIED PROJECT WITH MITIGATION CONDITIONS (YEAR 2015)
COMPARED TO FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2015)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	Future without Project		Future with Modified Project				Future with Modified Project with Mitigation			
				V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?	V/C	LOS	Change in V/C	Significant Impact?
49.	LA	Manning Avenue & Pico Boulevard	A.M. P.M.	0.814 0.778	D C	0.822 0.779	D C	0.008 0.001	NO NO	0.812 0.769	D C	-0.002 -0.009	NO NO
50.	LA	Overland Avenue & Ashby Avenue	A.M. P.M.	0.795 0.773	C C	0.809 0.783	D C	0.014 0.010	NO NO	0.799 0.773	C C	0.004 0.000	NO NO
51.	LA	Overland Avenue & Coventry Place	A.M. P.M.	0.688 0.728	B C	0.698 0.736	B C	0.010 0.008	NO NO	0.688 0.726	B C	0.000 -0.002	NO NO
52.	LA	Overland Avenue & National Boulevard/I-10 Ramps	A.M. P.M.	1.311 1.297	F F	1.311 1.302	F F	0.000 0.005	NO NO	1.301 1.292	F F	-0.010 -0.005	NO NO
53.	LA	Overland Avenue & I-10 Eastbound Onramp	A.M. P.M.	0.733 0.618	C D **	0.737 0.619	C D **	0.004 0.001	NO NO	0.727 0.609	C D **	-0.006 -0.009	NO NO
54.	LA	Overland Avenue & National Place/National Boulevard	A.M. P.M.	0.788 0.734	C E **	0.796 0.738	C E **	0.008 0.004	NO NO	0.786 0.728	C E **	-0.002 -0.006	NO NO
55.	LA	I-10 Eastbound Offramp & National Boulevard	A.M. P.M.	0.656 0.471	B C **	0.664 0.472	B C **	0.008 0.001	NO NO	0.654 0.462	B C **	-0.002 -0.009	NO NO
56.	LA	Moreno Drive & Santa Monica Boulevard (N & S)	A.M. P.M.	0.802 0.844	D D	0.821 0.861	D D	0.019 0.017	NO NO	0.811 0.851	D D	0.009 0.007	NO NO
57.	BH	Roxbury Drive & Santa Monica Boulevard (N)	A.M. P.M.	0.827 0.811	D D	0.841 0.814	D D	0.014 0.003	NO NO	0.841 0.814	D D	0.014 0.003	NO NO
58.	BH	Roxbury Drive & Santa Monica Boulevard (S)	A.M. P.M.	0.673 0.616	B B	0.675 0.618	B B	0.002 0.002	NO NO	0.675 0.618	B B	0.002 0.002	NO NO
59.	BH	Bedford Drive & Santa Monica Boulevard (N)	A.M. P.M.	0.873 0.802	D D	0.884 0.812	D D	0.011 0.010	NO NO	0.884 0.812	D D	0.011 0.010	NO NO
60.	BH	Bedford Drive & Santa Monica Boulevard (S)	A.M. P.M.	0.686 0.739	B C	0.688 0.741	B C	0.002 0.002	NO NO	0.688 0.741	B C	0.002 0.002	NO NO
61.	BH	Beverly Drive & Santa Monica Boulevard (N)	A.M. P.M.	0.950 1.030	E F	0.961 1.039	E F	0.011 0.009	NO NO	0.961 1.039	E F	0.011 0.009	NO NO
62.	BH	Beverly Drive & Santa Monica Boulevard (S)	A.M. P.M.	0.874 0.919	D E	0.876 0.921	D E	0.002 0.002	NO NO	0.876 0.921	D E	0.002 0.002	NO NO
63.	BH	Canon Drive & Santa Monica Boulevard (N)	A.M. P.M.	0.898 1.020	D F	0.908 1.027	E F	0.010 0.007	NO NO	0.908 1.027	E F	0.010 0.007	NO NO
64.	BH	Canon Drive & Santa Monica Boulevard (S)	A.M. P.M.	0.816 0.888	D D	0.818 0.890	D D	0.002 0.002	NO NO	0.818 0.890	D D	0.002 0.002	NO NO

Notes: LA = Los Angeles; BH = Beverly Hills; WH = West Hollywood.

** While the baseline traffic count volumes led to the V/C calculation shown in the table, field observations of these intersections showed that actual operating conditions were worse. The LOS shown is a qualitative assessment of the projected operating LOS.

TABLE 30 (continued)
FUTURE WITH MODIFIED PROJECT WITH MITIGATION CONDITIONS (YEAR 2015)
COMPARED TO FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2015)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	Future without Project		Future with Modified Project				Future with Modified Project with Mitigation			
				V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?	V/C	LOS	Change in V/C	Significant Impact?
65.	BH	Palm Drive/Beverly Boulevard & Santa Monica Boulevard	A.M. P.M.	0.994 1.104	E F	1.004 1.111	F F	0.010 0.007	NO NO	1.004 1.111	F F	0.010 0.007	NO NO
66.	WH	Doheny Drive & Santa Monica Boulevard/Melrose Avenue	A.M. P.M.	197.4 176.7	F F	200.5 179.0	F F	3.1 2.3	NO NO	200.5 179.0	F F	3.1 2.3	NO NO
67.	WH	Robertson Boulevard & Santa Monica Boulevard	A.M. P.M.	65.8 197.1	F F	68.7 197.6	F F	2.9 0.5	NO NO	68.7 197.6	F F	2.9 0.5	NO NO
68.	BH	Roxbury Drive/Brighton Way & Wilshire Boulevard	A.M. P.M.	0.584 0.573	A A	0.585 0.575	A A	0.001 0.002	NO NO	0.585 0.575	A A	0.001 0.002	NO NO
69.	BH	Beverly Drive & Wilshire Boulevard	A.M. P.M.	0.900 0.993	D E	0.902 0.994	E E	0.002 0.001	NO NO	0.902 0.994	E E	0.002 0.001	NO NO
70.	BH	Camden Drive & Olympic Boulevard	A.M. P.M.	0.823 0.841	D D	0.839 0.853	D D	0.016 0.012	NO NO	0.839 0.853	D D	0.016 0.012	NO NO
71.	BH	Beverly Drive/Beverwil Drive & Olympic Boulevard	A.M. P.M.	1.007 0.999	F E	1.018 1.011	F F	0.011 0.012	NO NO	1.018 1.011	F F	0.011 0.012	NO NO
72.	BH	Doheny Drive & Olympic Boulevard	A.M. P.M.	1.017 1.106	F F	1.029 1.116	F F	0.012 0.010	NO NO	1.029 1.116	F F	0.012 0.010	NO NO
73.	BH	Robertson Boulevard & Olympic Boulevard	A.M. P.M.	1.212 1.263	F F	1.222 1.271	F F	0.010 0.008	NO NO	1.222 1.271	F F	0.010 0.008	NO NO
74.	LA	Roxbury Drive & Pico Boulevard	A.M. P.M.	0.753 0.605	C E **	0.765 0.615	C E **	0.012 0.010	NO YES	0.755 0.605	C E **	0.002 0.000	NO NO
75.	LA	Beverwil Drive & Pico Boulevard	A.M. P.M.	0.934 0.922	E E	0.953 0.933	E E	0.019 0.011	YES YES	0.943 0.923	E E	0.009 0.001	NO NO
76.	LA	Beverly Drive & Pico Boulevard	A.M. P.M.	0.837 0.999	D E	0.849 1.016	D F	0.012 0.017	NO YES	0.839 1.006	D F	0.002 0.007	NO NO
77.	LA	Doheny Drive & Pico Boulevard	A.M. P.M.	0.791 0.783	C F **	0.797 0.791	C F **	0.006 0.008	NO NO	0.787 0.781	C F **	-0.004 -0.002	NO NO
78.	LA	Robertson Boulevard & Pico Boulevard	A.M. P.M.	1.000 1.152	E F	1.005 1.159	F F	0.005 0.007	NO NO	0.995 1.149	E F	-0.005 -0.003	NO NO
79.	BH	Merv Griffin Way & Santa Monica Boulevard (N)	A.M. P.M.	0.821 0.826	D D	0.840 0.836	D D	0.019 0.010	NO NO	0.840 0.836	D D	0.019 0.010	NO NO
80.	BH	Charleville Boulevard & Santa Monica Boulevard (S)	A.M. P.M.	0.640 0.736	B C	0.640 0.740	B C	0.000 0.004	NO NO	0.640 0.740	B C	0.000 0.004	NO NO

Notes: LA = Los Angeles; BH = Beverly Hills; WH = West Hollywood.

** While the baseline traffic count volumes led to the V/C calculation shown in the table, field observations of these intersections showed that actual operating conditions were worse. The LOS shown is a qualitative assessment of the projected operating LOS.

TABLE 30 (continued)
FUTURE WITH MODIFIED PROJECT WITH MITIGATION CONDITIONS (YEAR 2015)
COMPARED TO FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2015)
INTERSECTION IMPACT SUMMARY

Level of Service	Intersections	
	A.M. Peak Hour	P.M. Peak Hour
C	0	0
D	0	0
E	0	0
F	0	0
Total Peak Hour Impacts	0	0
Total Individual Intersections Impacted	0	

TABLE 31
FUTURE WITH MODIFIED PROJECT WITH MITIGATION CONDITIONS (YEAR 2021)
COMPARED TO FUTURE WITH APPROVED PROJECT CONDITIONS (YEAR 2021)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	Future with Approved Project		Future with Modified Project				Future with Modified Project with Mitigation			
				V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?	V/C	LOS	Change in V/C	Significant Impact?
1.	LA	Beverly Glen Boulevard & Wilshire Boulevard	A.M. P.M.	1.294 1.278	F F	1.297 1.283	F F	0.003 0.005	NO NO	1.287 1.273	F F	-0.007 -0.005	NO NO
2.	LA	Overland Avenue & Santa Monica Boulevard (N & S)	A.M. P.M.	0.792 0.824	C D	0.807 0.819	D D	0.015 -0.005	NO NO	0.797 0.809	C D	0.005 -0.015	NO NO
3.	LA	Beverly Glen Boulevard & Santa Monica Boulevard	A.M. P.M.	0.887 0.917	D E	0.908 0.928	E E	0.021 0.011	YES YES	0.898 0.918	D E	0.011 0.001	NO NO
4.	LA	Century Park West & Santa Monica Boulevard	A.M. P.M.	0.651 0.659	B B	0.656 0.672	B B	0.005 0.013	NO NO	0.646 0.662	B B	-0.005 0.003	NO NO
5.	LA	Avenue of the Stars & Santa Monica Boulevard	A.M. P.M.	0.663 0.606	B B	0.687 0.607	B B	0.024 0.001	NO NO	0.677 0.597	B A	0.014 -0.009	NO NO
6.	LA	Century Park East & Santa Monica Boulevard	A.M. P.M.	0.795 0.598	C A	0.812 0.613	D B	0.017 0.015	NO NO	0.802 0.603	D B	0.007 0.005	NO NO
7.	BH	Santa Monica Boulevard (N) & Wilshire Boulevard	A.M. P.M.	1.308 1.308	F F	1.314 1.306	F F	0.006 -0.002	NO NO	1.314 1.306	F F	0.006 -0.002	NO NO
8.	BH	Santa Monica Boulevard (S) & Wilshire Boulevard	A.M. P.M.	1.063 1.030	F F	1.069 1.028	F F	0.006 -0.002	NO NO	1.069 1.028	F F	0.006 -0.002	NO NO
9.	LA	Century Park West & Constellation Boulevard	A.M. P.M.	0.452 0.264	A A	0.529 0.268	A A	0.077 0.004	NO NO	0.519 0.258	A A	0.067 -0.006	NO NO
10.	LA	Avenue of the Stars & Constellation Boulevard	A.M. P.M.	0.563 0.495	A A	0.635 0.531	B A	0.072 0.036	NO NO	0.625 0.521	B A	0.062 0.026	NO NO
11.	LA	Century Park East & Constellation Boulevard	A.M. P.M.	0.325 0.461	A A	0.387 0.458	A A	0.062 -0.003	NO NO	0.377 0.448	A A	0.052 -0.013	NO NO
12.	LA	Overland Avenue & Olympic Boulevard	A.M. P.M.	1.106 1.056	F F	1.115 1.052	F F	0.009 -0.004	NO NO	1.105 1.042	F F	-0.001 -0.014	NO NO
13.	LA	Beverly Glen Boulevard & Olympic Boulevard	A.M. P.M.	1.046 1.096	F F	1.059 1.103	F F	0.013 0.007	YES NO	1.049 1.093	F F	0.003 -0.003	NO NO
14.	LA	Century Park West & Olympic Boulevard	A.M. P.M.	0.725 0.845	C D	0.740 0.860	C D	0.015 0.015	NO NO	0.730 0.850	C D	0.005 0.005	NO NO
15.	LA	Avenue of the Stars & Olympic Boulevard WB Ramps	A.M. P.M.	0.502 0.228	A A	0.522 0.237	A A	0.020 0.009	NO NO	0.512 0.227	A A	0.010 -0.001	NO NO
16.	LA	Avenue of the Stars & Olympic Boulevard EB Ramps	A.M. P.M.	0.530 0.258	A A	0.549 0.265	A A	0.019 0.007	NO NO	0.539 0.255	A A	0.009 -0.003	NO NO

Notes: LA = Los Angeles; BH = Beverly Hills; WH = West Hollywood.

TABLE 31 (continued)
FUTURE WITH MODIFIED PROJECT WITH MITIGATION CONDITIONS (YEAR 2021)
COMPARED TO FUTURE WITH APPROVED PROJECT CONDITIONS (YEAR 2021)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	Future with Approved Project		Future with Modified Project				Future with Modified Project with Mitigation			
				V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?	V/C	LOS	Change in V/C	Significant Impact?
17.	LA	Century Park East & Olympic Boulevard	A.M. P.M.	0.677 0.724	B C	0.695 0.740	B C	0.018 0.016	NO NO	0.685 0.730	B C	0.008 0.006	NO NO
18.	BH	Spalding Drive & Olympic Boulevard	A.M. P.M.	1.074 0.953	F E	1.088 0.963	F E	0.014 0.010	NO NO	1.088 0.963	F E	0.014 0.010	NO NO
19.	LA	Avenue of the Stars & Galaxy Way	A.M. P.M.	0.301 0.312	A A	0.301 0.319	A A	0.000 0.007	NO NO	0.291 0.309	A A	-0.010 -0.003	NO NO
20.	LA	Overland Avenue & Pico Boulevard	A.M. P.M.	1.006 1.159	F F	1.011 1.166	F F	0.005 0.007	NO NO	1.001 1.156	F F	-0.005 -0.003	NO NO
21.	LA	Patricia Avenue & Pico Boulevard	A.M. P.M.	0.858 0.807	D D	0.866 0.812	D D	0.008 0.005	NO NO	0.856 0.802	D D	-0.002 -0.005	NO NO
22.	LA	Beverly Glen Boulevard & Pico Boulevard	A.M. P.M.	0.842 0.898	D D	0.839 0.904	D E	-0.003 0.006	NO NO	0.829 0.894	D D	-0.013 -0.004	NO NO
23.	LA	Motor Avenue & Pico Boulevard	A.M. P.M.	0.768 1.067	C F	0.771 1.069	C F	0.003 0.002	NO NO	0.761 1.059	C F	-0.007 -0.008	NO NO
24.	LA	Avenue of the Stars & Pico Boulevard	A.M. P.M.	0.612 0.725	B C	0.621 0.735	B C	0.009 0.010	NO NO	0.611 0.725	B C	-0.001 0.000	NO NO
25.	LA	Century Park East & Pico Boulevard	A.M. P.M.	0.685 0.739	B C	0.690 0.752	B C	0.005 0.013	NO NO	0.680 0.742	B C	-0.005 0.003	NO NO
26.	LA	Motor Avenue & Manning Avenue	A.M. P.M.	0.641 0.611	B B	0.645 0.609	B B	0.004 -0.002	NO NO	0.635 0.599	B A	-0.006 -0.012	NO NO
27.	LA	Beverly Glen Boulevard & Wyton Drive/Comstock Avenue	A.M. P.M.	0.711 0.876	C D	0.716 0.879	C D	0.005 0.003	NO NO	0.706 0.869	C D	-0.005 -0.007	NO NO
28.	LA	Warner Avenue & Wilshire Boulevard	A.M. P.M.	0.962 1.014	E F	0.962 1.014	E F	0.000 0.000	NO NO	0.952 1.004	E F	-0.010 -0.010	NO NO
29.	LA	Comstock Avenue & Wilshire Boulevard	A.M. P.M.	0.817 0.991	D E	0.821 0.993	D E	0.004 0.002	NO NO	0.811 0.983	D E	-0.006 -0.008	NO NO
30.	LA	Beverly Glen Boulevard & Ashton Avenue	A.M. P.M.	0.397 0.437	A A	0.400 0.436	A A	0.003 -0.001	NO NO	0.390 0.426	A A	-0.007 -0.011	NO NO
31.	LA	Beverly Glen Boulevard & Rochester Avenue	A.M. P.M.	0.474 0.483	A A	0.477 0.485	A A	0.003 0.002	NO NO	0.467 0.475	A A	-0.007 -0.008	NO NO
32.	LA	Beloit Avenue & Santa Monica Boulevard	A.M. P.M.	1.013 1.009	F F	1.017 1.003	F F	0.004 -0.006	NO NO	1.007 0.993	F E	-0.006 -0.016	NO NO

Notes: LA = Los Angeles; BH = Beverly Hills; WH = West Hollywood.

TABLE 31 (continued)
FUTURE WITH MODIFIED PROJECT WITH MITIGATION CONDITIONS (YEAR 2021)
COMPARED TO FUTURE WITH APPROVED PROJECT CONDITIONS (YEAR 2021)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	Future with Approved Project		Future with Modified Project				Future with Modified Project with Mitigation			
				V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?	V/C	LOS	Change in V/C	Significant Impact?
33.	LA	Cotner Avenue & Santa Monica Boulevard	A.M. P.M.	0.670 0.866	B D	0.664 0.874	B D	-0.006 0.008	NO NO	0.654 0.864	B D	-0.016 -0.002	NO NO
34.	LA	Sepulveda Boulevard & Santa Monica Boulevard	A.M. P.M.	0.935 1.021	E F	0.942 1.015	E F	0.007 -0.006	NO NO	0.932 1.005	E F	-0.003 -0.016	NO NO
35.	LA	Veteran Avenue & Santa Monica Boulevard	A.M. P.M.	0.732 0.834	C D	0.728 0.842	C D	-0.004 0.008	NO NO	0.718 0.832	C D	-0.014 -0.002	NO NO
36.	LA	Westwood Boulevard & Santa Monica Boulevard	A.M. P.M.	1.051 1.115	F F	1.068 1.110	F F	0.017 -0.005	YES NO	1.058 1.100	F F	0.007 -0.015	NO NO
37.	LA	Sawtelle Boulevard & Olympic Boulevard	A.M. P.M.	0.989 1.143	E F	0.992 1.140	E F	0.003 -0.003	NO NO	0.982 1.130	E F	-0.007 -0.013	NO NO
38.	LA	Cotner Avenue & Olympic Boulevard	A.M. P.M.	0.725 1.012	C F	0.727 1.011	C F	0.002 -0.001	NO NO	0.717 1.001	C F	-0.008 -0.011	NO NO
39.	LA	Sepulveda Boulevard & Olympic Boulevard	A.M. P.M.	0.882 1.031	D F	0.887 1.033	D F	0.005 0.002	NO NO	0.877 1.023	D F	-0.005 -0.008	NO NO
40.	LA	Veteran Avenue & Olympic Boulevard	A.M. P.M.	0.668 0.817	B D	0.671 0.822	B D	0.003 0.005	NO NO	0.661 0.812	B D	-0.007 -0.005	NO NO
41.	LA	Westwood Boulevard & Olympic Boulevard	A.M. P.M.	1.191 1.176	F F	1.202 1.181	F F	0.011 0.005	YES NO	1.192 1.171	F F	0.001 -0.005	NO NO
42.	BH	Roxbury Drive & Olympic Boulevard	A.M. P.M.	0.972 0.951	E E	0.986 0.962	E E	0.014 0.011	NO NO	0.986 0.962	E E	0.014 0.011	NO NO
43.	LA	Sawtelle Boulevard & Pico Boulevard	A.M. P.M.	1.285 1.307	F F	1.288 1.306	F F	0.003 -0.001	NO NO	1.278 1.296	F F	-0.007 -0.011	NO NO
44.	LA	Cotner Avenue & Pico Boulevard	A.M. P.M.	0.822 1.109	D F	0.821 1.111	D F	-0.001 0.002	NO NO	0.811 1.101	D F	-0.011 -0.008	NO NO
45.	LA	Sepulveda Boulevard & Pico Boulevard	A.M. P.M.	0.923 1.135	E F	0.930 1.136	E F	0.007 0.001	NO NO	0.920 1.126	E F	-0.003 -0.009	NO NO
46.	LA	Veteran Avenue & Pico Boulevard	A.M. P.M.	0.560 0.545	A A	0.558 0.547	A A	-0.002 0.002	NO NO	0.548 0.537	A A	-0.012 -0.008	NO NO
47.	LA	Westwood Boulevard & Pico Boulevard	A.M. P.M.	0.791 0.998	C E	0.795 0.999	C E	0.004 0.001	NO NO	0.785 0.989	C E	-0.006 -0.009	NO NO
48.	LA	Motor Avenue & Cheviot Hills Recreation Center Driveway	A.M. P.M.	0.541 0.475	A A	0.548 0.479	A A	0.007 0.004	NO NO	0.538 0.469	A A	-0.003 -0.006	NO NO

Notes: LA = Los Angeles; BH = Beverly Hills; WH = West Hollywood.

TABLE 31 (continued)
FUTURE WITH MODIFIED PROJECT WITH MITIGATION CONDITIONS (YEAR 2021)
COMPARED TO FUTURE WITH APPROVED PROJECT CONDITIONS (YEAR 2021)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	Future with Approved Project		Future with Modified Project				Future with Modified Project with Mitigation			
				V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?	V/C	LOS	Change in V/C	Significant Impact?
49.	LA	Manning Avenue & Pico Boulevard	A.M. P.M.	0.845 0.827	D D	0.852 0.825	D D	0.007 -0.002	NO NO	0.842 0.815	D D	-0.003 -0.012	NO NO
50.	LA	Overland Avenue & Ashby Avenue	A.M. P.M.	0.837 0.815	D D	0.849 0.821	D D	0.012 0.006	NO NO	0.839 0.811	D D	0.002 -0.004	NO NO
51.	LA	Overland Avenue & Coventry Place	A.M. P.M.	0.726 0.767	C C	0.735 0.772	C C	0.009 0.005	NO NO	0.725 0.762	C C	-0.001 -0.005	NO NO
52.	LA	Overland Avenue & National Boulevard/I-10 Ramps	A.M. P.M.	1.377 1.352	F F	1.372 1.357	F F	-0.005 0.005	NO NO	1.362 1.347	F F	-0.015 -0.005	NO NO
53.	LA	Overland Avenue & I-10 Eastbound Onramp	A.M. P.M.	0.769 0.649	C D **	0.772 0.649	C D **	0.003 0.000	NO NO	0.762 0.639	C D **	-0.007 -0.010	NO NO
54.	LA	Overland Avenue & National Place/National Boulevard	A.M. P.M.	0.830 0.771	D E **	0.836 0.774	D E **	0.006 0.003	NO NO	0.826 0.764	D E **	-0.004 -0.007	NO NO
55.	LA	I-10 Eastbound Offramp & National Boulevard	A.M. P.M.	0.692 0.503	B C **	0.698 0.496	B C **	0.006 -0.007	NO NO	0.688 0.486	B C **	-0.004 -0.017	NO NO
56.	LA	Moreno Drive & Santa Monica Boulevard (N & S)	A.M. P.M.	0.828 0.883	D D	0.845 0.893	D D	0.017 0.010	NO NO	0.835 0.883	D D	0.007 0.000	NO NO
57.	BH	Roxbury Drive & Santa Monica Boulevard (N)	A.M. P.M.	0.863 0.859	D D	0.875 0.857	D D	0.012 -0.002	NO NO	0.875 0.857	D D	0.012 -0.002	NO NO
58.	BH	Roxbury Drive & Santa Monica Boulevard (S)	A.M. P.M.	0.695 0.647	B B	0.697 0.649	B B	0.002 0.002	NO NO	0.697 0.649	B B	0.002 0.002	NO NO
59.	BH	Bedford Drive & Santa Monica Boulevard (N)	A.M. P.M.	0.909 0.820	E D	0.920 0.827	E D	0.011 0.007	NO NO	0.920 0.827	E D	0.011 0.007	NO NO
60.	BH	Bedford Drive & Santa Monica Boulevard (S)	A.M. P.M.	0.710 0.777	C C	0.712 0.779	C C	0.002 0.002	NO NO	0.712 0.779	C C	0.002 0.002	NO NO
61.	BH	Beverly Drive & Santa Monica Boulevard (N)	A.M. P.M.	0.981 1.091	E F	0.990 1.097	E F	0.009 0.006	NO NO	0.990 1.097	E F	0.009 0.006	NO NO
62.	BH	Beverly Drive & Santa Monica Boulevard (S)	A.M. P.M.	0.876 0.967	D E	0.879 0.968	D E	0.003 0.001	NO NO	0.879 0.968	D E	0.003 0.001	NO NO
63.	BH	Canon Drive & Santa Monica Boulevard (N)	A.M. P.M.	0.913 1.023	E F	0.922 1.028	E F	0.009 0.005	NO NO	0.922 1.028	E F	0.009 0.005	NO NO
64.	BH	Canon Drive & Santa Monica Boulevard (S)	A.M. P.M.	0.839 0.928	D E	0.842 0.929	D E	0.003 0.001	NO NO	0.842 0.929	D E	0.003 0.001	NO NO

Notes: LA = Los Angeles; BH = Beverly Hills; WH = West Hollywood.

** While the baseline traffic count volumes led to the V/C calculation shown in the table, field observations of these intersections showed that actual operating conditions were worse. The LOS shown is a qualitative assessment of the projected operating LOS.

TABLE 31 (continued)
FUTURE WITH MODIFIED PROJECT WITH MITIGATION CONDITIONS (YEAR 2021)
COMPARED TO FUTURE WITH APPROVED PROJECT CONDITIONS (YEAR 2021)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	Future with Approved Project		Future with Modified Project				Future with Modified Project with Mitigation			
				V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?	V/C	LOS	Change in V/C	Significant Impact?
65.	BH	Palm Drive/Beverly Boulevard & Santa Monica Boulevard	A.M. P.M.	1.032 1.146	F F	1.041 1.150	F F	0.009 0.004	NO NO	1.041 1.150	F F	0.009 0.004	NO NO
66.	WH	Doheny Drive & Santa Monica Boulevard/Melrose Avenue	A.M. P.M.	212.7 196.5	F F	215.8 198.0	F F	3.1 1.5	NO NO	215.8 198.0	F F	3.1 1.5	NO NO
67.	WH	Robertson Boulevard & Santa Monica Boulevard	A.M. P.M.	79.4 219.7	F F	82.0 221.0	F F	2.6 1.3	NO NO	82.0 221.0	F F	2.6 1.3	NO NO
68.	BH	Roxbury Drive/Brighton Way & Wilshire Boulevard	A.M. P.M.	0.598 0.601	A B	0.599 0.602	A B	0.001 0.001	NO NO	0.599 0.602	A B	0.001 0.001	NO NO
69.	BH	Beverly Drive & Wilshire Boulevard	A.M. P.M.	0.893 1.027	D F	0.895 1.025	D F	0.002 -0.002	NO NO	0.895 1.025	D F	0.002 -0.002	NO NO
70.	BH	Camden Drive & Olympic Boulevard	A.M. P.M.	0.843 0.873	D D	0.858 0.883	D D	0.015 0.010	NO NO	0.858 0.883	D D	0.015 0.010	NO NO
71.	BH	Beverly Drive/Beverwil Drive & Olympic Boulevard	A.M. P.M.	1.032 1.041	F F	1.043 1.050	F F	0.011 0.009	NO NO	1.043 1.050	F F	0.011 0.009	NO NO
72.	BH	Doheny Drive & Olympic Boulevard	A.M. P.M.	1.045 1.143	F F	1.055 1.150	F F	0.010 0.007	NO NO	1.055 1.150	F F	0.010 0.007	NO NO
73.	BH	Robertson Boulevard & Olympic Boulevard	A.M. P.M.	1.221 1.292	F F	1.229 1.298	F F	0.008 0.006	NO NO	1.229 1.298	F F	0.008 0.006	NO NO
74.	LA	Roxbury Drive & Pico Boulevard	A.M. P.M.	0.791 0.636	C E **	0.802 0.645	D E **	0.011 0.009	NO NO	0.792 0.635	C E **	0.001 -0.001	NO NO
75.	LA	Beverwil Drive & Pico Boulevard	A.M. P.M.	0.978 0.968	E E	0.995 0.976	E E	0.017 0.008	YES NO	0.985 0.966	E E	0.007 -0.002	NO NO
76.	LA	Beverly Drive & Pico Boulevard	A.M. P.M.	0.878 1.046	D F	0.889 1.061	D F	0.011 0.015	NO YES	0.879 1.051	D F	0.001 0.005	NO NO
77.	LA	Doheny Drive & Pico Boulevard	A.M. P.M.	0.830 0.819	D F **	0.836 0.826	D F **	0.006 0.007	NO NO	0.826 0.816	D F **	-0.004 -0.003	NO NO
78.	LA	Robertson Boulevard & Pico Boulevard	A.M. P.M.	1.044 1.202	F F	1.049 1.207	F F	0.005 0.005	NO NO	1.039 1.197	F F	-0.005 -0.005	NO NO
79.	BH	Merv Griffin Way & Santa Monica Boulevard (N)	A.M. P.M.	0.831 0.874	D D	0.849 0.878	D D	0.018 0.004	NO NO	0.849 0.878	D D	0.018 0.004	NO NO
80.	BH	Charleville Boulevard & Santa Monica Boulevard (S)	A.M. P.M.	0.665 0.753	B C	0.662 0.756	B C	-0.003 0.003	NO NO	0.662 0.756	B C	-0.003 0.003	NO NO

Notes: LA = Los Angeles; BH = Beverly Hills; WH = West Hollywood.

** While the baseline traffic count volumes led to the V/C calculation shown in the table, field observations of these intersections showed that actual operating conditions were worse. The LOS shown is a qualitative assessment of the projected operating LOS.

TABLE 31 (continued)
FUTURE WITH MODIFIED PROJECT WITH MITIGATION CONDITIONS (YEAR 2021)
COMPARED TO FUTURE WITH APPROVED PROJECT CONDITIONS (YEAR 2021)
INTERSECTION IMPACT SUMMARY

Level of Service	Intersections	
	A.M. Peak Hour	P.M. Peak Hour
C	0	0
D	0	0
E	0	0
F	0	0
Total Peak Hour Impacts	0	0
Total Individual Intersections Impacted	0	

TABLE 32
FUTURE WITH MODIFIED PROJECT WITH MITIGATION CONDITIONS (YEAR 2021)
COMPARED TO FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2021)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	Future without Project		Future with Modified Project				Future with Modified Project with Mitigation			
				V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?	V/C	LOS	Change in V/C	Significant Impact?
1.	LA	Beverly Glen Boulevard & Wilshire Boulevard	A.M. P.M.	1.294 1.277	F F	1.297 1.283	F F	0.003 0.006	NO NO	1.287 1.273	F F	-0.007 -0.004	NO NO
2.	LA	Overland Avenue & Santa Monica Boulevard (N & S)	A.M. P.M.	0.790 0.817	C D	0.807 0.819	D D	0.017 0.002	NO NO	0.797 0.809	C D	0.007 -0.008	NO NO
3.	LA	Beverly Glen Boulevard & Santa Monica Boulevard	A.M. P.M.	0.885 0.913	D E	0.908 0.928	E E	0.023 0.015	YES YES	0.898 0.918	D E	0.013 0.005	NO NO
4.	LA	Century Park West & Santa Monica Boulevard	A.M. P.M.	0.650 0.654	B B	0.656 0.672	B B	0.006 0.018	NO NO	0.646 0.662	B B	-0.004 0.008	NO NO
5.	LA	Avenue of the Stars & Santa Monica Boulevard	A.M. P.M.	0.662 0.602	B B	0.687 0.607	B B	0.025 0.005	NO NO	0.677 0.597	B A	0.015 -0.005	NO NO
6.	LA	Century Park East & Santa Monica Boulevard	A.M. P.M.	0.791 0.593	C A	0.812 0.613	D B	0.021 0.020	YES NO	0.802 0.603	D B	0.011 0.010	NO NO
7.	BH	Santa Monica Boulevard (N) & Wilshire Boulevard	A.M. P.M.	1.308 1.306	F F	1.314 1.306	F F	0.006 0.000	NO NO	1.314 1.306	F F	0.006 0.000	NO NO
8.	BH	Santa Monica Boulevard (S) & Wilshire Boulevard	A.M. P.M.	1.061 1.026	F F	1.069 1.028	F F	0.008 0.002	NO NO	1.069 1.028	F F	0.008 0.002	NO NO
9.	LA	Century Park West & Constellation Boulevard	A.M. P.M.	0.448 0.249	A A	0.529 0.268	A A	0.081 0.019	NO NO	0.519 0.258	A A	0.071 0.009	NO NO
10.	LA	Avenue of the Stars & Constellation Boulevard	A.M. P.M.	0.559 0.477	A A	0.635 0.531	B A	0.076 0.054	NO NO	0.625 0.521	B A	0.066 0.044	NO NO
11.	LA	Century Park East & Constellation Boulevard	A.M. P.M.	0.312 0.435	A A	0.387 0.458	A A	0.075 0.023	NO NO	0.377 0.448	A A	0.065 0.013	NO NO
12.	LA	Overland Avenue & Olympic Boulevard	A.M. P.M.	1.099 1.045	F F	1.115 1.052	F F	0.016 0.007	YES NO	1.105 1.042	F F	0.006 -0.003	NO NO
13.	LA	Beverly Glen Boulevard & Olympic Boulevard	A.M. P.M.	1.045 1.093	F F	1.059 1.103	F F	0.014 0.010	YES YES	1.049 1.093	F F	0.004 0.000	NO NO
14.	LA	Century Park West & Olympic Boulevard	A.M. P.M.	0.721 0.842	C D	0.740 0.860	C D	0.019 0.018	NO NO	0.730 0.850	C D	0.009 0.008	NO NO
15.	LA	Avenue of the Stars & Olympic Boulevard WB Ramps	A.M. P.M.	0.495 0.225	A A	0.522 0.237	A A	0.027 0.012	NO NO	0.512 0.227	A A	0.017 0.002	NO NO
16.	LA	Avenue of the Stars & Olympic Boulevard EB Ramps	A.M. P.M.	0.527 0.255	A A	0.549 0.265	A A	0.022 0.010	NO NO	0.539 0.255	A A	0.012 0.000	NO NO

Notes: LA = Los Angeles; BH = Beverly Hills; WH = West Hollywood.

TABLE 32 (continued)
FUTURE WITH MODIFIED PROJECT WITH MITIGATION CONDITIONS (YEAR 2021)
COMPARED TO FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2021)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	Future without Project		Future with Modified Project				Future with Modified Project with Mitigation			
				V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?	V/C	LOS	Change in V/C	Significant Impact?
17.	LA	Century Park East & Olympic Boulevard	A.M. P.M.	0.671 0.722	B C	0.695 0.740	B C	0.024 0.018	NO NO	0.685 0.730	B C	0.014 0.008	NO NO
18.	BH	Spalding Drive & Olympic Boulevard	A.M. P.M.	1.073 0.951	F E	1.088 0.963	F E	0.015 0.012	NO NO	1.088 0.963	F E	0.015 0.012	NO NO
19.	LA	Avenue of the Stars & Galaxy Way	A.M. P.M.	0.301 0.309	A A	0.301 0.319	A A	0.000 0.010	NO NO	0.291 0.309	A A	-0.010 0.000	NO NO
20.	LA	Overland Avenue & Pico Boulevard	A.M. P.M.	1.002 1.154	F F	1.011 1.166	F F	0.009 0.012	NO YES	1.001 1.156	F F	-0.001 0.002	NO NO
21.	LA	Patricia Avenue & Pico Boulevard	A.M. P.M.	0.857 0.805	D D	0.866 0.812	D D	0.009 0.007	NO NO	0.856 0.802	D D	-0.001 -0.003	NO NO
22.	LA	Beverly Glen Boulevard & Pico Boulevard	A.M. P.M.	0.838 0.896	D D	0.839 0.904	D E	0.001 0.008	NO NO	0.829 0.894	D D	-0.009 -0.002	NO NO
23.	LA	Motor Avenue & Pico Boulevard	A.M. P.M.	0.762 1.061	C F	0.771 1.069	C F	0.009 0.008	NO NO	0.761 1.059	C F	-0.001 -0.002	NO NO
24.	LA	Avenue of the Stars & Pico Boulevard	A.M. P.M.	0.609 0.720	B C	0.621 0.735	B C	0.012 0.015	NO NO	0.611 0.725	B C	0.002 0.005	NO NO
25.	LA	Century Park East & Pico Boulevard	A.M. P.M.	0.681 0.742	B C	0.690 0.752	B C	0.009 0.010	NO NO	0.680 0.742	B C	-0.001 0.000	NO NO
26.	LA	Motor Avenue & Manning Avenue	A.M. P.M.	0.639 0.607	B B	0.645 0.609	B B	0.006 0.002	NO NO	0.635 0.599	B A	-0.004 -0.008	NO NO
27.	LA	Beverly Glen Boulevard & Wyton Drive/Comstock Avenue	A.M. P.M.	0.711 0.874	C D	0.716 0.879	C D	0.005 0.005	NO NO	0.706 0.869	C D	-0.005 -0.005	NO NO
28.	LA	Warner Avenue & Wilshire Boulevard	A.M. P.M.	0.962 1.014	E F	0.962 1.014	E F	0.000 0.000	NO NO	0.952 1.004	E F	-0.010 -0.010	NO NO
29.	LA	Comstock Avenue & Wilshire Boulevard	A.M. P.M.	0.817 0.991	D E	0.821 0.993	D E	0.004 0.002	NO NO	0.811 0.983	D E	-0.006 -0.008	NO NO
30.	LA	Beverly Glen Boulevard & Ashton Avenue	A.M. P.M.	0.396 0.436	A A	0.400 0.436	A A	0.004 0.000	NO NO	0.390 0.426	A A	-0.006 -0.010	NO NO
31.	LA	Beverly Glen Boulevard & Rochester Avenue	A.M. P.M.	0.473 0.482	A A	0.477 0.485	A A	0.004 0.003	NO NO	0.467 0.475	A A	-0.006 -0.007	NO NO
32.	LA	Beloit Avenue & Santa Monica Boulevard	A.M. P.M.	1.008 1.002	F F	1.017 1.003	F F	0.009 0.001	NO NO	1.007 0.993	F E	-0.001 -0.009	NO NO

Notes: LA = Los Angeles; BH = Beverly Hills; WH = West Hollywood.

TABLE 32 (continued)
FUTURE WITH MODIFIED PROJECT WITH MITIGATION CONDITIONS (YEAR 2021)
COMPARED TO FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2021)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	Future without Project		Future with Modified Project				Future with Modified Project with Mitigation			
				V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?	V/C	LOS	Change in V/C	Significant Impact?
33.	LA	Cotner Avenue & Santa Monica Boulevard	A.M. P.M.	0.664 0.860	B D	0.664 0.874	B D	0.000 0.014	NO NO	0.654 0.864	B D	-0.010 0.004	NO NO
34.	LA	Sepulveda Boulevard & Santa Monica Boulevard	A.M. P.M.	0.933 1.014	E F	0.942 1.015	E F	0.009 0.001	NO NO	0.932 1.005	E F	-0.001 -0.009	NO NO
35.	LA	Veteran Avenue & Santa Monica Boulevard	A.M. P.M.	0.725 0.830	C D	0.728 0.842	C D	0.003 0.012	NO NO	0.718 0.832	C D	-0.007 0.002	NO NO
36.	LA	Westwood Boulevard & Santa Monica Boulevard	A.M. P.M.	1.050 1.109	F F	1.068 1.110	F F	0.018 0.001	YES NO	1.058 1.100	F F	0.008 -0.009	NO NO
37.	LA	Sawtelle Boulevard & Olympic Boulevard	A.M. P.M.	0.989 1.140	E F	0.992 1.140	E F	0.003 0.000	NO NO	0.982 1.130	E F	-0.007 -0.010	NO NO
38.	LA	Cotner Avenue & Olympic Boulevard	A.M. P.M.	0.723 1.008	C F	0.727 1.011	C F	0.004 0.003	NO NO	0.717 1.001	C F	-0.006 -0.007	NO NO
39.	LA	Sepulveda Boulevard & Olympic Boulevard	A.M. P.M.	0.881 1.030	D F	0.887 1.033	D F	0.006 0.003	NO NO	0.877 1.023	D F	-0.004 -0.007	NO NO
40.	LA	Veteran Avenue & Olympic Boulevard	A.M. P.M.	0.665 0.816	B D	0.671 0.822	B D	0.006 0.006	NO NO	0.661 0.812	B D	-0.004 -0.004	NO NO
41.	LA	Westwood Boulevard & Olympic Boulevard	A.M. P.M.	1.190 1.174	F F	1.202 1.181	F F	0.012 0.007	YES NO	1.192 1.171	F F	0.002 -0.003	NO NO
42.	BH	Roxbury Drive & Olympic Boulevard	A.M. P.M.	0.971 0.950	E E	0.986 0.962	E E	0.015 0.012	NO NO	0.986 0.962	E E	0.015 0.012	NO NO
43.	LA	Sawtelle Boulevard & Pico Boulevard	A.M. P.M.	1.285 1.306	F F	1.288 1.306	F F	0.003 0.000	NO NO	1.278 1.296	F F	-0.007 -0.010	NO NO
44.	LA	Cotner Avenue & Pico Boulevard	A.M. P.M.	0.821 1.109	D F	0.821 1.111	D F	0.000 0.002	NO NO	0.811 1.101	D F	-0.010 -0.008	NO NO
45.	LA	Sepulveda Boulevard & Pico Boulevard	A.M. P.M.	0.922 1.134	E F	0.930 1.136	E F	0.008 0.002	NO NO	0.920 1.126	E F	-0.002 -0.008	NO NO
46.	LA	Veteran Avenue & Pico Boulevard	A.M. P.M.	0.558 0.545	A A	0.558 0.547	A A	0.000 0.002	NO NO	0.548 0.537	A A	-0.010 -0.008	NO NO
47.	LA	Westwood Boulevard & Pico Boulevard	A.M. P.M.	0.791 0.997	C E	0.795 0.999	C E	0.004 0.002	NO NO	0.785 0.989	C E	-0.006 -0.008	NO NO
48.	LA	Motor Avenue & Cheviot Hills Recreation Center Driveway	A.M. P.M.	0.540 0.473	A A	0.548 0.479	A A	0.008 0.006	NO NO	0.538 0.469	A A	-0.002 -0.004	NO NO

Notes: LA = Los Angeles; BH = Beverly Hills; WH = West Hollywood.

TABLE 32 (continued)
FUTURE WITH MODIFIED PROJECT WITH MITIGATION CONDITIONS (YEAR 2021)
COMPARED TO FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2021)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	Future without Project		Future with Modified Project				Future with Modified Project with Mitigation			
				V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?	V/C	LOS	Change in V/C	Significant Impact?
49.	LA	Manning Avenue & Pico Boulevard	A.M. P.M.	0.844 0.824	D D	0.852 0.825	D D	0.008 0.001	NO NO	0.842 0.815	D D	-0.002 -0.009	NO NO
50.	LA	Overland Avenue & Ashby Avenue	A.M. P.M.	0.836 0.812	D D	0.849 0.821	D D	0.013 0.009	NO NO	0.839 0.811	D D	0.003 -0.001	NO NO
51.	LA	Overland Avenue & Coventry Place	A.M. P.M.	0.725 0.764	C C	0.735 0.772	C C	0.010 0.008	NO NO	0.725 0.762	C C	0.000 -0.002	NO NO
52.	LA	Overland Avenue & National Boulevard/I-10 Ramps	A.M. P.M.	1.372 1.352	F F	1.372 1.357	F F	0.000 0.005	NO NO	1.362 1.347	F F	-0.010 -0.005	NO NO
53.	LA	Overland Avenue & I-10 Eastbound Onramp	A.M. P.M.	0.768 0.647	C D **	0.772 0.649	C D **	0.004 0.002	NO NO	0.762 0.639	C D **	-0.006 -0.008	NO NO
54.	LA	Overland Avenue & National Place/National Boulevard	A.M. P.M.	0.828 0.771	D E **	0.836 0.774	D E **	0.008 0.003	NO NO	0.826 0.764	D E **	-0.002 -0.007	NO NO
55.	LA	I-10 Eastbound Offramp & National Boulevard	A.M. P.M.	0.690 0.495	B C **	0.698 0.496	B C **	0.008 0.001	NO NO	0.688 0.486	B C **	-0.002 -0.009	NO NO
56.	LA	Moreno Drive & Santa Monica Boulevard (N & S)	A.M. P.M.	0.826 0.876	D D	0.845 0.893	D D	0.019 0.017	NO NO	0.835 0.883	D D	0.009 0.007	NO NO
57.	BH	Roxbury Drive & Santa Monica Boulevard (N)	A.M. P.M.	0.862 0.854	D D	0.875 0.857	D D	0.013 0.003	NO NO	0.875 0.857	D D	0.013 0.003	NO NO
58.	BH	Roxbury Drive & Santa Monica Boulevard (S)	A.M. P.M.	0.695 0.646	B B	0.697 0.649	B B	0.002 0.003	NO NO	0.697 0.649	B B	0.002 0.003	NO NO
59.	BH	Bedford Drive & Santa Monica Boulevard (N)	A.M. P.M.	0.907 0.817	E D	0.920 0.827	E D	0.013 0.010	NO NO	0.920 0.827	E D	0.013 0.010	NO NO
60.	BH	Bedford Drive & Santa Monica Boulevard (S)	A.M. P.M.	0.709 0.776	C C	0.712 0.779	C C	0.003 0.003	NO NO	0.712 0.779	C C	0.003 0.003	NO NO
61.	BH	Beverly Drive & Santa Monica Boulevard (N)	A.M. P.M.	0.979 1.088	E F	0.990 1.097	E F	0.011 0.009	NO NO	0.990 1.097	E F	0.011 0.009	NO NO
62.	BH	Beverly Drive & Santa Monica Boulevard (S)	A.M. P.M.	0.876 0.966	D E	0.879 0.968	D E	0.003 0.002	NO NO	0.879 0.968	D E	0.003 0.002	NO NO
63.	BH	Canon Drive & Santa Monica Boulevard (N)	A.M. P.M.	0.912 1.021	E F	0.922 1.028	E F	0.010 0.007	NO NO	0.922 1.028	E F	0.010 0.007	NO NO
64.	BH	Canon Drive & Santa Monica Boulevard (S)	A.M. P.M.	0.839 0.927	D E	0.842 0.929	D E	0.003 0.002	NO NO	0.842 0.929	D E	0.003 0.002	NO NO

Notes: LA = Los Angeles; BH = Beverly Hills; WH = West Hollywood.

** While the baseline traffic count volumes led to the V/C calculation shown in the table, field observations of these intersections showed that actual operating conditions were worse. The LOS shown is a qualitative assessment of the projected operating LOS.

TABLE 32 (continued)
FUTURE WITH MODIFIED PROJECT WITH MITIGATION CONDITIONS (YEAR 2021)
COMPARED TO FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2021)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	Future without Project		Future with Modified Project				Future with Modified Project with Mitigation			
				V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?	V/C	LOS	Change in V/C	Significant Impact?
65.	BH	Palm Drive/Beverly Boulevard & Santa Monica Boulevard	A.M. P.M.	1.031 1.143	F F	1.041 1.150	F F	0.010 0.007	NO NO	1.041 1.150	F F	0.010 0.007	NO NO
66.	WH	Doheny Drive & Santa Monica Boulevard/Melrose Avenue	A.M. P.M.	212.9 194.9	F F	215.8 198.0	F F	2.9 3.1	NO NO	215.8 198.0	F F	2.9 3.1	NO NO
67.	WH	Robertson Boulevard & Santa Monica Boulevard	A.M. P.M.	78.9 219.3	F F	82.0 221.0	F F	3.1 1.7	NO NO	82.0 221.0	F F	3.1 1.7	NO NO
68.	BH	Roxbury Drive/Brighton Way & Wilshire Boulevard	A.M. P.M.	0.597 0.600	A A	0.599 0.602	A B	0.002 0.002	NO NO	0.599 0.602	A B	0.002 0.002	NO NO
69.	BH	Beverly Drive & Wilshire Boulevard	A.M. P.M.	0.893 1.025	D F	0.895 1.025	D F	0.002 0.000	NO NO	0.895 1.025	D F	0.002 0.000	NO NO
70.	BH	Camden Drive & Olympic Boulevard	A.M. P.M.	0.842 0.871	D D	0.858 0.883	D D	0.016 0.012	NO NO	0.858 0.883	D D	0.016 0.012	NO NO
71.	BH	Beverly Drive/Beverwil Drive & Olympic Boulevard	A.M. P.M.	1.032 1.039	F F	1.043 1.050	F F	0.011 0.011	NO NO	1.043 1.050	F F	0.011 0.011	NO NO
72.	BH	Doheny Drive & Olympic Boulevard	A.M. P.M.	1.044 1.141	F F	1.055 1.150	F F	0.011 0.009	NO NO	1.055 1.150	F F	0.011 0.009	NO NO
73.	BH	Robertson Boulevard & Olympic Boulevard	A.M. P.M.	1.220 1.290	F F	1.229 1.298	F F	0.009 0.008	NO NO	1.229 1.298	F F	0.009 0.008	NO NO
74.	LA	Roxbury Drive & Pico Boulevard	A.M. P.M.	0.791 0.635	C E **	0.802 0.645	D E **	0.011 0.010	NO YES	0.792 0.635	C E **	0.001 0.000	NO NO
75.	LA	Beverwil Drive & Pico Boulevard	A.M. P.M.	0.976 0.965	E E	0.995 0.976	E E	0.019 0.011	YES YES	0.985 0.966	E E	0.009 0.001	NO NO
76.	LA	Beverly Drive & Pico Boulevard	A.M. P.M.	0.878 1.045	D F	0.889 1.061	D F	0.011 0.016	NO YES	0.879 1.051	D F	0.001 0.006	NO NO
77.	LA	Doheny Drive & Pico Boulevard	A.M. P.M.	0.830 0.818	D F **	0.836 0.826	D F **	0.006 0.008	NO NO	0.826 0.816	D F **	-0.004 -0.002	NO NO
78.	LA	Robertson Boulevard & Pico Boulevard	A.M. P.M.	1.044 1.200	F F	1.049 1.207	F F	0.005 0.007	NO NO	1.039 1.197	F F	-0.005 -0.003	NO NO
79.	BH	Merv Griffin Way & Santa Monica Boulevard (N)	A.M. P.M.	0.830 0.868	D D	0.849 0.878	D D	0.019 0.010	NO NO	0.849 0.878	D D	0.019 0.010	NO NO
80.	BH	Charleville Boulevard & Santa Monica Boulevard (S)	A.M. P.M.	0.662 0.752	B C	0.662 0.756	B C	0.000 0.004	NO NO	0.662 0.756	B C	0.000 0.004	NO NO

Notes: LA = Los Angeles; BH = Beverly Hills; WH = West Hollywood.

** While the baseline traffic count volumes led to the V/C calculation shown in the table, field observations of these intersections showed that actual operating conditions were worse. The LOS shown is a qualitative assessment of the projected operating LOS.

TABLE 32 (continued)
FUTURE WITH MODIFIED PROJECT WITH MITIGATION CONDITIONS (YEAR 2021)
COMPARED TO FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2021)
INTERSECTION IMPACT SUMMARY

Level of Service	Intersections	
	A.M. Peak Hour	P.M. Peak Hour
C	0	0
D	0	0
E	0	0
F	0	0
Total Peak Hour Impacts	0	0
Total Individual Intersections Impacted	0	

TABLE 33
SUMMARY OF INTERSECTION IMPACTS, BEFORE AND AFTER MITIGATION

Scenario	Number of Significant Impacts	
	Before Mitigation	After Mitigation
Existing with Modified Project (Year 2011) <i>...as compared to...</i> Existing with Approved Project (Year 2011)	4	0
Existing Conditions (Year 2011)	7	0
Future with Modified Project (Year 2015) <i>...as compared to...</i> Future with Approved Project (Year 2015)	6	0
Future without Project (Year 2015)	10	0
Future with Modified Project (Year 2021) <i>...as compared to...</i> Future with Approved Project (Year 2021)	6	0
Future without Project (Year 2021)	10	0

Chapter 9

Congestion Management Program Analysis

This Chapter presents an analysis of the regional transportation facilities in the vicinity of the Project Site, in accordance with the TIA procedures outlined in *2010 Congestion Management Program for Los Angeles County*. This Chapter summarizes the results of the CMP analysis for the scenarios presented in Chapters 2 through 8.

TRAFFIC IMPACT ANALYSIS GUIDELINES

The CMP requires that impact analyses be performed on three types of facilities:

- Arterial Intersections
- Mainline Freeway Segments
- The Public Transit System

The CMP identifies specific arterial and freeway mainline locations for analysis.

Arterial Monitoring Intersection TIA Guidelines

The CMP requires that a TIA be performed for all CMP arterial monitoring intersections where a project would add 50 or more trips during either the weekday morning or afternoon peak hours. A detailed analysis is not required if the project adds fewer than 50 trips to an arterial monitoring intersection. The CMP analysis uses the same CMA methodology as used in the preceding chapters for intersections in the City of Los Angeles to determine intersection V/C ratio and LOS. A significant impact requiring mitigation occurs if project traffic causes an incremental increase in intersection V/C ratio of 0.02 or greater to a facility projected to operate at LOS F ($V/C > 1.00$) after the addition of project traffic.

Mainline Freeway Monitoring Location TIA Guidelines

The CMP requires that a TIA be performed for all CMP mainline freeway monitoring locations where a project would add 150 or more trips (in either direction) during the weekday morning or afternoon peak hours. A detailed analysis is not required if the project adds fewer 150 trips to a mainline freeway monitoring location (in either direction) during either the weekday morning or afternoon peak hour. The CMP analysis uses a demand-to-capacity (D/C) ratio to determine facility LOS based on capacity identified in Appendix A of the CMP. Similar to arterial monitoring intersections, a significant impact requiring mitigation occurs if project traffic causes an incremental increase in intersection V/C ratio of 0.02 or greater to a facility projected to operate at LOS F ($D/C > 1.00$) after the addition of project traffic.

Transit Impact Review Guidelines

The CMP requires that a transit system analysis be performed to determine whether a project would increase transit ridership beyond the current capacity of the transit system.

ARTERIAL MONITORING STATION ANALYSIS

The CMP identifies four arterial monitoring intersections within the Study Area shown in Figure 2 and four additional arterial monitoring intersections within approximately one mile of the Study Area. The eight locations are as follows:

- Beverly Glen Boulevard & Wilshire Boulevard (Study Intersection #1)
- Santa Monica Boulevard (N) & Wilshire Boulevard (Study Intersection #7)
- Westwood Boulevard & Santa Monica Boulevard (Study Intersection #36)
- Doheny Drive & Santa Monica Boulevard (Study Intersection #66)
- La Cienega Boulevard & Wilshire Boulevard (east of Study Area)
- Overland Avenue & Venice Boulevard (south of Study Area)
- La Cienega Boulevard & Jefferson Boulevard (southeast of Study Area)
- La Cienega Boulevard & Santa Monica Boulevard (east of Study Area)

Figure 8 shows total Modified Project peak hour traffic during each peak hour at the analyzed locations. Additionally, Modified Project peak hour traffic for the study intersections outside the Study Area was estimated based on the number of trips entering and leaving the Study Area in the direction of the outlying CMP arterial monitoring intersection. The trip estimates for monitoring locations beyond the Study Area are conservative in that they assume that all of the Modified Project trips at the periphery of the Study Area would travel along the same corridors up to the designated arterial monitoring stations and not dissipate to side streets. The Modified Project peak hour traffic volumes expected at each arterial monitoring intersection are as follows:

ID	Intersection	Peak Hour Trips	
		AM	PM
1.	Beverly Glen Boulevard & Wilshire Boulevard	25	20
7.	Santa Monica Boulevard (N) & Wilshire Boulevard	41	37
36.	Westwood Boulevard & Santa Monica Boulevard	70	62
66.	Doheny Drive & Santa Monica Boulevard	25	25
n/a	La Cienega Boulevard & Wilshire Boulevard	8	7
n/a	Overland Avenue & Venice Boulevard	12	11
n/a	La Cienega Boulevard & Jefferson Boulevard	0	0
n/a	Santa Monica Boulevard & La Cienega Boulevard	25	19

Only one intersection, Westwood Boulevard & Santa Monica Boulevard, is expected to have over 50 trips added by Modified Project traffic during either peak hour, the threshold for further CMP analysis. The results of the CMP analysis for the intersection of Westwood Boulevard & Santa Monica Boulevard, based on the traffic analysis of the preceding chapters, are summarized below.

Existing Traffic Conditions (Year 2011)

As shown in Table 4, the intersection of Westwood Boulevard & Santa Monica Boulevard currently operates at LOS E during the weekday morning peak hour and LOS D during the weekday afternoon peak hour.

Future without Project Traffic Conditions (Year 2015)

The CMP identifies regional ambient traffic growth rates for all areas within Los Angeles County. The Project Site vicinity, which falls within the CMP's Regional Statistical Area #17 (the West/Central Los Angeles region), is projected to experience 0.7% ambient traffic growth in total through year 2015. The Future without Project (year 2015) traffic volumes described in Chapter 3 assume 3.03% ambient traffic growth through year 2015, a more conservative traffic growth factor. Therefore, the Future without Project (year 2015) traffic conditions described in Chapter 3, including the Related Project traffic growth, were used to represent the CMP background traffic conditions. As shown in Table 8, the intersection of Westwood Boulevard & Santa Monica Boulevard is projected to operate at LOS F during both the weekday morning and afternoon peak hours in year 2015, before construction of the Modified Project.

Future without Project Traffic Conditions (Year 2021)

The Project Site vicinity is projected to experience 1.4% ambient traffic growth in total through year 2020 and 2.4% ambient traffic growth in total through year 2025 according to the CMP. The Future without Project (year 2021) traffic volumes described in Chapter 3 assume 7.76% ambient traffic growth through year 2021, a more conservative traffic growth factor. Therefore, the Future without Project (year 2021) traffic conditions described in Chapter 3, including the Related Project traffic growth, were used to represent the CMP background traffic conditions. As shown in Table 9, the intersection of Westwood Boulevard & Santa Monica Boulevard is projected to operate at LOS F during both the weekday morning and afternoon peak hours in year 2021, before construction of the Modified Project.

Modified Project Traffic

Modified Project traffic was generated and distributed according to the methodology, rates, and distribution patterns described in Chapter 4. Figure 8 shows the Modified Project-only peak hour traffic volumes at the intersection of Westwood Boulevard & Santa Monica Boulevard.

Impact Analysis – Existing with Modified Project Conditions (Year 2011)

The CMP analysis relies on the traffic volumes and intersection LOS analysis produced for the Existing with Modified Project and Existing with Approved Project (year 2011) traffic analyses in Chapter 5. As shown in Table 14, the intersection of Westwood Boulevard & Santa Monica Boulevard is projected to operate at LOS E during the weekday morning peak hour and LOS D during the weekday afternoon peak hour under the Existing with Modified Project conditions. According to CMP criteria, a CMP arterial monitoring intersection must operate at LOS F before a significant impact can be measured. Therefore, no significant traffic impact would occur under Existing with Modified Project conditions when measured against either Existing with Approved Project conditions or Existing Conditions (year 2011).

Impact Analysis – Future with Modified Project Conditions (Year 2015)

The CMP analysis relies on the traffic volumes and intersection LOS analysis produced for the Future with Modified Project traffic analysis in Chapter 6. As shown in Table 16, the intersection of Westwood Boulevard & Santa Monica Boulevard is projected to operate at LOS F during both the weekday morning and afternoon peak hours in the year 2015. According to CMP criteria, a CMP arterial monitoring intersection operating at LOS F would be significantly impacted if project-generated traffic causes an increase of 0.02 or more in V/C ratio.

Impacts as Compared to Future with Approved Project Conditions (Year 2015). Table 23 compares the Future with Modified Project (year 2015) conditions to the Future with Approved Project (year 2015) conditions for the study intersections. It shows that, during the morning peak hour, the intersection of Westwood Boulevard & Santa Monica Boulevard would experience an increase in V/C ratio of 0.017 due to Modified Project traffic. During the afternoon peak hour, the intersection would experience a decrease in V/C ratio of 0.005 with Modified Project traffic. During both peak hours, the Modified Project-related change in V/C ratio is less than the threshold level of 0.02 for a significant traffic impact. Therefore, no significant traffic impact would occur according to CMP criteria and no mitigation is required.

Impacts as Compared to Future without Project Conditions (Year 2015). Table 24 compares the Future with Modified Project (year 2015) conditions to the Future without Project

(year 2015) conditions for the study intersections. It shows that, during the morning peak hour, the intersection of Westwood Boulevard & Santa Monica Boulevard would experience an increase in V/C ratio of 0.019 due to Modified Project traffic. During the afternoon peak hour, the intersection would not experience any change in V/C ratio due to Modified Project traffic. During both peak hours, the Modified Project-related increase in V/C ratio is less than the threshold level of 0.02 for a significant traffic impact. Therefore, no significant traffic impact would occur according to CMP criteria and no mitigation is required.

It should be noted that this intersection is impacted under the City of Los Angeles significant impact criteria as shown in Chapter 7. An improvement at this location consisting of the addition of a northbound right-turn lane was identified as part of the mitigation package in Chapter 8. This mitigation measure would improve the operation of the intersection to a level such that it would not be impacted under any Existing or Future conditions. However, as discussed in Chapter 8, potential community opposition to the improvement could prevent its implementation.

Impact Analysis – Future with Modified Project Conditions (Year 2021)

The CMP analysis relies on the traffic volumes and intersection LOS analysis produced for the Future with Modified Project traffic analysis in Chapter 6. As shown in Table 18, the intersection of Westwood Boulevard & Santa Monica Boulevard is projected to operate at LOS F during both the weekday morning and afternoon peak hours in the year 2021. According to CMP criteria, a CMP arterial monitoring intersection operating at LOS F would be significantly impacted if project-generated traffic causes an increase of 0.02 or more in V/C ratio.

Impacts as Compared to Future with Approved Project Conditions (Year 2021). Table 25 compares the Future with Modified Project (year 2021) conditions to the Future with Approved Project (year 2021) conditions for the study intersections. It shows that, during the morning peak hour, the intersection of Westwood Boulevard & Santa Monica Boulevard would experience an increase in V/C ratio of 0.017 due to Modified Project traffic. During the afternoon peak hour, the intersection would experience a decrease in V/C ratio of 0.005 with Modified Project traffic. During both peak hours, the Modified Project-related change in V/C ratio is less than the threshold level of 0.02 for a significant traffic impact. Therefore, no significant traffic impact would occur according to CMP criteria and no mitigation is required.

Impacts as Compared to Future without Project Conditions (Year 2021). Table 26 compares the Future with Modified Project (year 2021) conditions to the Future without Project (year 2021) conditions for the study intersections. It shows that, during the morning peak hour, the intersection of Westwood Boulevard & Santa Monica Boulevard would experience an increase in V/C ratio of 0.018 due to Modified Project traffic. During the afternoon peak hour, the intersection would experience an increase in V/C ratio of 0.001 due to Modified Project traffic. During both peak hours, the Modified Project-related increase in V/C ratio is less than the threshold level of 0.02 for a significant traffic impact. Therefore, no significant traffic impact would occur according to CMP criteria and no mitigation is required.

It should be noted that this intersection is impacted under the City of Los Angeles significant impact criteria as shown in Chapter 7. An improvement at this location consisting of the addition of a northbound right-turn lane was identified as part of the mitigation package in Chapter 8. This mitigation measure would improve the operation of the intersection to a level such that it would not be impacted under any Existing or Future conditions. However, as discussed in Chapter 8, potential community opposition to the improvement could prevent its implementation.

FREEWAY SEGMENT ANALYSIS

The CMP identifies one mainline freeway monitoring location within the Study Area and four additional mainline freeway monitoring locations within approximately two miles of the Study Area. The five locations are as follows:

- I-10 east of Overland Avenue
- I-10 at Lincoln Boulevard (west of Study Area)
- I-10 east of La Brea Avenue (east of Study Area)
- I-405 north of Venice Boulevard (south of Study Area)
- I-405 south of Mulholland Drive (north of Study Area)

Based on the Modified Project peak hour traffic volumes shown in Figure 8, the number of Modified Project-related trips peak hour added to the freeways within the Study Area can be estimated. Additionally, Modified Project peak hour traffic for the freeway monitoring locations outside the Study Area was estimated based on the number of trips entering and leaving the

Study Area in the direction of the outlying CMP freeway monitoring locations. The trip estimates for monitoring locations outside the Study Area are conservative in that they assume that all of the Modified Project trips at the periphery of the Study Area would travel along the freeway past the designated freeway monitoring locations and not dissipate back onto local streets. The Modified Project peak hour traffic volumes expected at each mainline freeway monitoring location (in both directions) are as follows:

Mainline Freeway Monitoring Location	Peak Hour Trips	
	AM	PM
I-10 east of Overland Avenue	4	4
I-10 at Lincoln Boulevard	0	0
I-10 east of La Brea Avenue	4	4
I-405 north of Venice Boulevard	12	11
I-405 south of Mulholland Drive	29	26

As shown above, the Modified Project is not expected to add 150 trips to any freeway monitoring location during either peak hour. It should be noted that though CMP criteria apply the 150-trip threshold to each direction of travel separately, the trip totals above conservatively show combined peak hour trips in both directions during each peak hour. Therefore, no CMP impact would occur and no additional freeway analysis is required under CMP criteria.

Additional freeway operation analyses (freeway mainline and ramp intersections) were conducted at Caltrans' request for long range planning and informational purposes using Caltrans' guidelines and are provided in Appendix J.

REGIONAL TRANSIT SYSTEM IMPACT ANALYSIS

This section provides a description of the transit analysis performed in accordance with the CMP TIA guidelines. The CMP transit analysis requirements include the following components:

- Evidence that affected transit operators received the NOP
- Existing transit service in the study area
- Project trip generation estimates

-
- Project transit trip estimates
 - Project components to encourage transit use
 - Analysis and mitigation

Announcement of Notice of Preparation

In addition to other agencies, a copy of the NOP was sent to the following agencies that provide transit services within the Study Area on July 6, 2011: Metro, LADOT, the City of Santa Monica, Culver City, Antelope Valley Transit Authority, and the Santa Clarita Transit offices.

Existing Transit Service

Various transit providers including Metro, LADOT CE, Santa Monica Big Blue Bus, Culver City Bus, Antelope Valley Transit Authority, and Santa Clarita Transit provide service in the vicinity of the Project Site. Table 5 and Figure 8 summarize the transit lines within a short walking distance of the Project Site, and Chapter 2 contains detailed descriptions of the routes of these lines and others within the Study Area.

Currently, the Metro bus system provides five bus lines in the form of both rapid and local service near the Project Site. LADOT CE provides two commuter bus lines near the Project Site. The Santa Monica Big Blue Bus and Culver City Bus provide one local line each. Santa Clarita Transit and Antelope Valley Transit Authority provide two and one commuter lines, respectively, which make stops near the Project Site.

Modified Project Trip Generation Estimates

As noted in Table 12 in Chapter 4, the Modified Project is expected to generate a net total of 3,404 daily automobile trips on a typical weekday, including approximately 414 morning peak hour trips and 370 afternoon peak hour trips. The Modified Project trip generation does not assume any explicit reduction in automobile trips as a result of transit usage by employees and visitors of the Project Site. However, because the trip generation rate is based on empirical studies of other

office buildings in the Project Site vicinity, it is assumed that some amount of transit usage is inherent in the trip generation rate.

Modified Project Transit Trip Estimates

In order to estimate the number of transit trips expected to be generated by the Modified Project, the transit credits suggested in LADOT's traffic study guidelines were used as a basis. According to the guidelines, a project could claim up to 15% transit credit if it is located within one quarter mile of a Rapid bus stop. Metro Rapid 704 has a stop at the intersection of Avenue of the Stars & Santa Monica Boulevard, which is less than one block from the Project Site. In addition to the 15% trip credit according to LADOT guidelines, the Modified Project would implement a Transportation Demand Management (TDM) program to encourage transit alternative travel modes to and from the Project Site. The transit-related components of the TDM program are expected to attract an additional 5% of Modified Project employees to public transit, for a total of 20% of Modified Project employees using transit.

The 20% figure was applied to the total number of employees expected to work at the Project Site. There would be approximately 1,452 employees associated with the proposed office uses and approximately 12 additional employees associated with the proposed ancillary retail and Mobility Hub uses, based on a rate of one employee per 500 sf for commercial office uses and one employee per 450 sf for retail and ancillary uses. Therefore, a total of approximately 1,464 employees are expected at the Modified Project. As shown in Table 34, the Modified Project is expected to add 293 inbound and 293 outbound daily transit trips to the transit system. This analysis conservatively assumes that all of the inbound transit trips occur during the morning peak period and all of the outbound transit trips occur during the afternoon peak period.

Project Components to Encourage Transit Use

The Modified Project will be designed to promote non-auto travel through design and orientation that is pedestrian-friendly and facilitates transit use. The proposed components of the Modified Project and its mitigation program that would greatly encourage transit use by the patrons of the Modified Project are:

- Provision of a Mobility Hub on the Project Site
- A Transportation Demand Management program
- Development of a mobile application to help reduce congestion and encourage transit

Regional Transit System Impacts

Based on the anticipated number of transit trips generated by the Modified Project, an analysis of the potential Modified Project impact on the transit system was conducted. As discussed above, there are a total of 12 bus lines operated by six different transit providers within walking distance of the Project Site. The average load factors of these lines during the morning and afternoon peak periods (developed from existing ridership data for the transit lines serving the Project Site) are shown in Table 6. As Table 6 shows, one bus line serving the Project Site (Metro Line 16/316) currently operates at capacity during the busiest time of the afternoon peak period. However, all other lines have excess capacity during both the morning and afternoon peak periods.

Table 6 shows that, in total, there is currently residual capacity of 3,285 transit patrons during the morning peak period and 4,133 transit patrons during the afternoon peak period. The current residual capacity exceeds the Modified Project transit trip estimates of 293 morning peak period transit trips and 293 afternoon peak period transit trips, and therefore, the anticipated demand from the Modified Project would be more than satisfied by the existing capacity surplus and the Modified Project is not expected to significantly impact the regional transit system under existing conditions.

To verify that the Modified Project would not overload the regional transit system in the future, the existing load factors were increased at the ambient growth rate of 0.75% per year (a total of 3.03% through the year 2015 and 7.76% through the year 2021) to calculate the future residual capacity. As Table 35 shows, the residual capacity on the transit system in year 2015 without the Modified Project is expected to be 3,033 transit patrons during the morning peak period and 3,892 transit patrons during the afternoon peak period. As Table 36 shows, the residual capacity on the transit system in year 2021 without the Modified Project is expected to be 2,579 transit patrons during the morning peak period and 3,503 transit patrons during the afternoon peak period. The residual capacities both in years 2015 and 2021 exceed the forecasted Modified Project transit

demand of 293 morning peak period trips and 293 afternoon peak period trips. Therefore, the anticipated future transit demand from the Modified Project would be more than satisfied by the capacity surplus and the Modified Project is not expected to significantly impact the regional transit system under future conditions.

The Approved Project Traffic Study estimated that the Approved Project would add approximately three new transit person trips in the morning peak hour and negative trips in the afternoon peak hour. Therefore, the negligible effect of the Approved Project on transit trips was not considered in this analysis.

TABLE 34
MODIFIED PROJECT TRANSIT TRIP ESTIMATES

Description	Persons
Estimated Employees at Modified Project Office Uses	1,452
Estimated Employees at Modified Project Retail and Mobility Hub Uses	12
Total Estimated Modified Project Employees	1,464
Total Estimated Modified Project Transit Person-Trips	293

Notes:

Employee estimatees supplied by Applicant.

Estimated transit trips assumes 20% of Modified Project employees use transit.

TABLE 35
FUTURE TRANSIT SERVICE PATRONAGE AND RESIDUAL CAPACITY (YEAR 2015)
LINES SERVING PROJECT PERIPHERY

A.M. Peak Period						
Provider and Route	Number of Runs During Peak Period [a]	Capacity [b]	Existing Load Factor - Load/Capacity [c]	Future Load Factor - Load/Capacity [d]	Future Residual Capacity per Run	Future Residual Capacity in Peak Period [e]
Metro Bus						
4	42	50	0.84	0.87	7	294
16/316	33	50	0.88	0.91	5	165
28	21	50	0.86	0.89	6	126
704	34	75	0.72	0.74	20	680
728	34	75	0.88	0.91	7	238
LADOT Commuter Express						
534	4	49	0.51	0.53	23	92
573	15	49	0.61	0.63	18	270
Santa Monica Big Blue Bus						
5	26	60	0.50	0.52	29	754
Santa Clarita Transit						
792	4	55	0.13	0.13	48	192
797	5	55	0.51	0.53	26	130
Antelope Valley Transit Authority						
786	4	53	0.55	0.57	23	92
Total Residual Capacity in Peak Period						3,033

P.M. Peak Period						
Provider and Route	Number of Runs During Peak Period [a]	Capacity [b]	Existing Load Factor - Load/Capacity [c]	Future Load Factor - Load/Capacity [d]	Future Residual Capacity per Run	Future Residual Capacity in Peak Period [e]
Metro Bus						
4	44	50	0.82	0.84	8	352
16/316	32	50	1.00	1.03	0	0
28	18	50	0.74	0.76	12	216
704	41	75	0.63	0.65	26	1,066
728	34	75	0.75	0.77	17	578
LADOT Commuter Express						
534	4	49	0.51	0.53	23	92
573	15	49	0.61	0.63	18	270
Santa Monica Big Blue Bus						
5	23	60	0.43	0.44	34	782
Santa Clarita Transit						
792	6	55	0.13	0.13	48	288
797	6	55	0.51	0.53	26	156
Antelope Valley Transit Authority						
786	4	53	0.55	0.57	23	92
Total Residual Capacity in Peak Period						3,892

Notes:

Metro: Los Angeles County Metropolitan Transportation Authority.

LADOT: Los Angeles Department of Transportation

[a] Number of runs in both directions combined during peak period (A.M. - 6:00 - 10:00; P.M. - 3:00 - 7:00).

[b] Capacity assumptions:

Metro Regular Bus - 40 seated + 10 standing = 50.

Metro Articulated Bus - 66 seated + 9 standing = 75.

LADOT Commuter Express Bus - 49 seated.

Santa Monica Big Blue Bus - 50 seated + 10 standing = 60.

Santa Clarita Transit Bus - 55 seated.

Antelope Valley Transit Bus - 53 seated.

[c] Existing Load Factor from Table 6.

[d] Future Load Factor reflects Existing Load Factor increased by ambient growth of 3.03% to year 2015.

[e] Residual capacity in peak period = (residual capacity per run) x (number of peak period runs).

TABLE 36
FUTURE TRANSIT SERVICE PATRONAGE AND RESIDUAL CAPACITY (YEAR 2021)
LINES SERVING PROJECT PERIPHERY

A.M. Peak Period						
Provider and Route	Number of Runs During Peak Period [a]	Capacity [b]	Existing Load Factor - Load/Capacity [c]	Future Load Factor - Load/Capacity [d]	Future Residual Capacity per Run	Future Residual Capacity in Peak Period [e]
Metro Bus						
4	42	50	0.84	0.91	5	210
16/316	33	50	0.88	0.95	3	99
28	21	50	0.86	0.93	4	84
704	34	75	0.72	0.78	17	578
728	34	75	0.88	0.95	4	136
LADOT Commuter Express						
534	4	49	0.51	0.55	22	88
573	15	49	0.61	0.66	17	255
Santa Monica Big Blue Bus						
5	26	60	0.50	0.54	28	728
Santa Clarita Transit						
792	4	55	0.13	0.14	47	188
797	5	55	0.51	0.55	25	125
Antelope Valley Transit Authority						
786	4	53	0.55	0.59	22	88
Total Residual Capacity in Peak Period						2,579

P.M. Peak Period						
Provider and Route	Number of Runs During Peak Period [a]	Capacity [b]	Existing Load Factor - Load/Capacity [c]	Future Load Factor - Load/Capacity [d]	Future Residual Capacity per Run	Future Residual Capacity in Peak Period [e]
Metro Bus						
4	44	50	0.82	0.88	6	264
16/316	32	50	1.00	1.08	0	0
28	18	50	0.74	0.80	10	180
704	41	75	0.63	0.68	24	984
728	34	75	0.75	0.81	14	476
LADOT Commuter Express						
534	4	49	0.51	0.55	22	88
573	15	49	0.61	0.66	17	255
Santa Monica Big Blue Bus						
5	23	60	0.43	0.46	32	736
Santa Clarita Transit						
792	6	55	0.13	0.14	47	282
797	6	55	0.51	0.55	25	150
Antelope Valley Transit Authority						
786	4	53	0.55	0.59	22	88
Total Residual Capacity in Peak Period						3,503

Notes:

Metro: Los Angeles County Metropolitan Transportation Authority.

LADOT: Los Angeles Department of Transportation

[a] Number of runs in both directions combined during peak period (A.M. - 6:00 - 10:00; P.M. - 3:00 - 7:00).

[b] Capacity assumptions:

Metro Regular Bus - 40 seated + 10 standing = 50.

Metro Articulated Bus - 66 seated + 9 standing = 75.

LADOT Commuter Express Bus - 49 seated.

Santa Monica Big Blue Bus - 50 seated + 10 standing = 60.

Santa Clarita Transit Bus - 55 seated.

Antelope Valley Transit Bus - 53 seated.

[c] Existing Load Factor from Table 6.

[d] Future Load Factor reflects Existing Load Factor increased by ambient growth of 7.76% to year 2021.

[e] Residual capacity in peak period = (residual capacity per run) x (number of peak period runs).

Chapter 10

Parking Analysis

This Chapter provides an analysis of the parking requirements, as required by the *Los Angeles Municipal Code* (LAMC) (City of Los Angeles, July 2000 edition, revised February 4, 2010) and potential parking impacts of the Modified Project. This Chapter also analyzes whether the parking proposed for the Modified Project would meet City requirements.

SUPPLY

The Modified Project would construct a parking structure consisting of two levels above ground and three subterranean levels containing approximately 1,579 parking spaces. The roof of the structure would provide a 2.14 acre landscaped deck for building tenants and guests. The parking supply for the Modified Project would be managed by a parking operator.

CODE REQUIREMENTS

LAMC parking requirements for the Project were calculated by applying the appropriate parking ratios from the LAMC, Section 12.21A.4. For office uses, the LAMC requires the use of a parking ratio of one parking space for every 500 sf of gross floor area. For retail uses, the LAMC requires the use of a parking ratio of four parking spaces for every 1,000 sf. Lastly, a screening room requires 1 space for every 5 seats. Because the office tower may include a 200 seat private screening room, this report conservatively includes this parking requirement in the total parking requirement. It is important to note that the screening room square footage is included in the total square footage of office space and is for the use of tenants and their guests and, thus, including the parking for the screening room as an additional parking requirement is conservative.

Table 37 summarizes the LAMC parking requirements for the Project. As shown in Table 37, the LAMC requirement for the Modified Project is 1,509 spaces. Since the Modified Project proposes to provide approximately 1,579 parking spaces, it meets the LAMC requirements for on-site parking supply.

TABLE 37
PARKING CODE REQUIREMENT AND PROPOSED PARKING SUPPLY

Land Use	Net New Development	Municipal Code Requirement	
		Ratio [a]	Spaces
Office	725,830 sf	1 / 500 sf	1,452
Retail	4,120 sf	1 / 250 sf	17
Screening Room	200 seats	1 / 5 seats	40
Net New Parking Requirement		1,509	
Proposed Parking Supply		1,579	
Parking Requirement Satisfied		YES	

Notes:

sf = square feet

[a] - Source: Los Angeles Municipal Code.

Chapter 11

Site Access and Circulation

This Chapter summarizes the site access and internal circulation for the Modified Project. The access impact analysis relates to the provision of access to and from the Project Site, which may include safety, operational, or capacity impacts, and was performed in accordance with the guidelines outlined in *L.A. CEQA Thresholds Guide*.

PROPOSED SITE ACCESS AND CIRCULATION

The proposed circulation plan for the Modified Project is illustrated in Figure 1. As it shows, the Modified Project would have vehicular access points on three sides. The primary access would be a three-lane driveway at the south side of the Project Site on Constellation Boulevard. This driveway would provide full ingress and egress to the ground level of the parking structure and direct access to a drop-off area. The Applicant proposes to install a traffic signal as a feature of the Modified Project which would also serve to control access to the driveway for 2000 Avenue of the Stars across the street. However, if the owners of 2000 Avenue of the Stars object to installation of a traffic signal, the location would remain unsignalized as in the current condition.

A second driveway would provide access to Avenue of the Stars via an alley running along the north edge of the Project Site. The alley provides right-turn in, right-turn out access on Avenue of the Stars. A third driveway, from the first subterranean level of the parking structure, would provide access to Constellation Boulevard via an alley running along the east edge of the Project Site. This alley provides right-turn in, right-turn out access on Constellation Boulevard.

The internal circulation of the parking structure would allow vehicles within the Project Site to access any of the driveways. The main Project Site access on Constellation Boulevard as well as the alley access on the north edge of the Project Site would be metered by a parking attendant. The access on the east edge of the Project Site would only allow electronic key access for tenants of the building.

The alleys running along the northern and eastern edges of the Project Site would be maintained for Police and Fire Department access (i.e., they would function as a fire lane).

OPERATIONAL ACCESS IMPACT ANALYSIS

According to *L.A. CEQA Thresholds Guide*, a project would have a significant access impact if the intersection nearest the primary site access is projected to operate at LOS E or F during the morning or afternoon peak hour under Future with Project conditions.

At the Project Site, the primary access point on Constellation Boulevard is nearest to the study intersection of Avenue of the Stars & Constellation Boulevard. As shown in Tables 16 and 17, this intersection is projected to operate at LOS B during the morning peak hour and LOS A during the afternoon peak hour under both Future with Modified Project (year 2015) conditions and Future with Modified Project (year 2021) conditions, respectively. Therefore, no operational access impact would occur under *L.A. CEQA Thresholds Guide* criteria.

Signalized Driveway Level of Service

As mentioned above, the primary access point on Constellation Boulevard would be controlled by a new traffic signal, installed as a feature of the Modified Project to facilitate ingress and egress both to the Modified Project and to the existing driveway to 2000 Avenue of the Stars on the south side of Constellation Boulevard. However, as stated above, if the owners of 2000 Avenue of the Stars object to installation of a traffic signal, the location would remain unsignalized as in the current condition.

In order to ensure that this intersection would operate below capacity, a level of service analysis was conducted under Future with Modified Project (years 2015 and 2021) conditions. Morning and afternoon peak hour traffic counts were conducted in year 2011 at the driveway of 2000 Avenue of the Stars and on Constellation Boulevard to establish existing traffic conditions. In the same manner as described in Chapter 3, related project traffic and ambient growth were added to those volumes to project year 2015 and year 2021 conditions before construction of the Modified Project. Finally, driveway traffic from the Modified Project was added to the intersection and the

LOS was calculated. The driveway was analyzed both as a signalized intersection using the CMA methodology and as an unsignalized intersection using HCM methodology.

As a signalized intersection, the driveway would operate at LOS A during the morning peak hour and LOS B during the afternoon peak hour in both years 2015 and 2021. Therefore, a new signalized driveway would not present an operational problem for traffic entering and leaving the site nor for traffic passing by on Constellation Boulevard.

As an unsignalized intersection, the driveway would operate at LOS C during the morning peak hour and LOS F during the afternoon peak hour in year 2015. It would operate at LOS D during the morning peak hour and LOS F during the afternoon peak hour in year 2021. Note that this represents the worst-case delay experienced by vehicles at any movement through the intersection. Traffic on Constellation Boulevard would not be delayed even under these failing conditions, but vehicles exiting 2000 Avenue of the Stars and the Modified Project could experience significant delays, especially to make left turns onto Constellation Boulevard. Therefore, it is conservatively assumed that the driveway would present an operational impact for tenants and visitors of both the Modified Project and 2000 Avenue of the Stars should it remain unsignalized.

For complete details of this driveway analysis, see Appendix K.

SAFETY ACCESS IMPACT ANALYSIS

The Modified Project's driveways would be designed according to the LAMC to ensure adequate sight distance and bicycle and pedestrian safety. No dedicated bicycle lanes currently exist on Constellation Boulevard or Avenue of the Stars. As part of the City of Los Angeles' 2010 Bicycle Plan (adopted March 1, 2011), a bike lane on Avenue of the Stars between Santa Monica Boulevard and Pico Boulevard is proposed as part of the Backbone Bikeway Network. As of the time of publishing of this report, the Avenue of the Stars bike lane is neither funded nor scheduled for implementation. If and when it is implemented, the alley bordering the northern edge of the Project Site would intersect with this bike lane at Avenue of the Stars. Though potential bicycle traffic volume at this location cannot be accurately predicted, this analysis conservatively assumes

that there could be access impacts with regard to bicycle activity as well as pedestrian activity due to the relatively high volume of pedestrians within Century City.

To mitigate this potential impact, the Applicant would install an audible buzzer system to indicate the approach of an exiting vehicle and would install convex mirrors at exit points where visibility is hindered. With the implementation of this system, no significant impact would occur.

Chapter 12

Construction Impact Analysis

This Chapter summarizes the construction schedule and construction impact analysis for the Modified Project. The construction impact analysis relates to the temporary impacts that may result from the construction activities of the Modified Project, which may include safety, operational, or capacity impacts. This analysis was performed in accordance with *L.A. CEQA Thresholds Guide*. Though there is a small chance that Modified Project construction activities could coincide with construction of other projects in the vicinity, the impacts of the Modified Project would not be affected by these activities. Further, the Modified Project would implement a construction traffic management plan which would be coordinated with other construction projects in the vicinity as necessary to minimize conflicts.

TYPES OF CONSTRUCTION IMPACTS

L.A. CEQA Thresholds Guide identifies four types of in-street construction impacts. Each of the four types of impacts refers to a particular population that could be inconvenienced by construction activities. The four types of impacts and related populations are:

1. Temporary traffic impacts – potential impacts on vehicular travelers on roadways;
2. Temporary loss of access – potential impacts on visitors entering and leaving sites;
3. Temporary loss of bus stops or rerouting of bus lines – potential impacts on bus travelers; and
4. Temporary loss of on-street parking – potential impacts on parkers.

The factors used to determine the significance of a project's impacts involve the likelihood and extent to which an impact might occur, the potential inconvenience caused to a population, and consideration for public safety. Traffic impacts from construction activities would be expected to occur as a result of the following types of activities:

-
- Increases in truck traffic associated with export or import of fill materials and delivery of construction materials
 - Increases in automobile traffic associated with construction workers traveling to and from the site
 - Reductions in existing street capacity or on-street parking from temporary lane closures necessary for the construction of roadway improvements, utility relocation, and drainage facilities
 - Blocking existing vehicle or pedestrian access to other parcels fronting streets

The impact of construction traffic (including haul trucks) would be a lessening of the capacities of access streets and haul routes due to slower movements and larger turning radii of trucks.

PROPOSED CONSTRUCTION SCHEDULE

Construction of the Modified Project is proposed to commence in year 2013 and continue through year 2015. During this period, the Modified Project would be built in a single phase including site preparation, grading, installation and connection of utilities, street improvements, landscaping, and construction of the parking structure, office tower, ancillary retail components, and Mobility Hub.

Construction activities and equipment would be staged on the Project Site. Construction workers would park their vehicles at the parking structure located at 2030 Century Park West, one block west of the Project Site, and walk to the Project Site from there. All construction traffic to and from the Project Site would use a new curb cut on Constellation Boulevard, which would eventually become the primary Project driveway upon completion. In compliance with the City of Los Angeles Municipal Code, exterior construction activities would occur between 7:00 a.m. and 6:00 p.m. Monday through Friday and between 8:00 a.m. and 6:00 p.m. on Saturdays, excluding federal holidays. No construction activity would occur on Sundays.

PROPOSED HAUL ACTIVITY

It is forecasted that approximately 56,000 cubic yards (CY) of earth material would be exported to a landfill site over the course of the entire construction period. The average day forecasts indicate that up to 125 daily haul trips would occur, with a maximum of 15-20 haul trips in any single hour. For the purposes of this analysis, 20 haul trips are conservatively assumed (including 10 inbound and 10 outbound) during both the morning and afternoon peak hours.

Assuming a passenger car equivalency (PCE) of 2.0, this level of truck travel would be equivalent to 40 passenger cars per peak hour. *Transportation Research Circular No. 212* (Transportation Research Board, 1980) defines PCE for a vehicle as the number of through moving passenger cars to which it is equivalent based on the vehicle's headway and delay-creating effects. Table 8 of the *Transportation Research Circular No. 212* and Exhibit 16.7 of the *2000 Highway Capacity Manual* suggest a PCE of 2.0 for trucks.

Proposed Haul Truck Route

As currently proposed, the earth material exported from the Project Site would be hauled to and disposed at the Sunshine Canyon Landfill in Sylmar, approximately 20 miles north of the Project Site. The proposed haul truck routes to and from the disposal site have been illustrated in Figure 24. As shown, the haul trucks would access I-405 via Santa Monica Boulevard or Pico Boulevard or would access I-10 via Overland Avenue.

CONSTRUCTION WORKERS

It is anticipated that the majority of the Modified Project's construction workers would arrive to and depart from the Project Site during off-peak hours (i.e., arrive prior to 7:00 a.m. and depart prior to 4:00 p.m.). Therefore, construction worker traffic would not contribute to traffic levels on the street system during the morning or afternoon peak hours.

POTENTIAL IMPACTS FROM CONSTRUCTION TRAFFIC

Considering haul traffic and worker traffic, Modified Project construction is expected to result in a total of 40 PCE trips during both the morning and afternoon peak hours (20 inbound and 20 outbound). This is far less than the proposed Modified Project trip generation of 414 morning peak hour trips and 370 afternoon peak hour trips. Implementing the methodology used to analyze Modified Project impacts, this level of trips would not result in any temporary traffic impacts to any of the analyzed intersections, according to the applicable significant impact thresholds used in the assessment of Modified Project traffic impacts. For detailed LOS tables showing the results of the addition of construction traffic to the street network, see Appendix L.

POTENTIAL IMPACTS ON ACCESS, TRANSIT, AND PARKING

Construction of the Modified Project is expected to be primarily contained within the boundaries of the Project Site and would not generally affect the adjacent street system. However, some components of Modified Project construction will encroach into the public right-of-way, such as installation of the new driveway on Constellation Boulevard, connection of utilities, and new landscaping. Potential impacts to access and transit are summarized below:

- A new driveway curb cut will be installed on Constellation Boulevard. This could cause a temporary lane closures on Constellation Boulevard and temporary sidewalk closures. There are no bus stops and no street parking is allowed on this section of Constellation Boulevard.
- The new intersection at the Project Site driveway and Constellation Boulevard, including the south-side driveway to 2000 Avenue of the Stars, will be signalized. This will require installation of new signal poles, detector loops, and new paint on Constellation Boulevard and could result in brief temporary lane closures and sidewalk closures during construction. It could also result in temporary access restrictions to 2000 Avenue of the Stars.
- Trees will be planted in new planter boxes on the sidewalks fronting the Project Site on Constellation Boulevard and Avenue of the Stars. This could cause temporary sidewalk closure and temporary relocation of a bus stop on Avenue of the Stars.

During construction, an adequate number of parking spaces for construction workers would be available at all times at 2030 Century Park West. Therefore, Modified Project construction would not result in a significant impact with regard to the availability of parking spaces.

The impact on the overall transportation system from construction activities would be temporary in nature and would cause minimal interruption to the regular operation of the facilities surrounding the Project Site. LADOT has not established a significance threshold for such impacts. However, such temporary impacts could have the potential to occur with regard to lane closures, sidewalk closures, and relocation of bus stops. These potential impacts would be mitigated through implementation of a construction traffic management plan, described below.

CONSTRUCTION TRAFFIC MANAGEMENT PLAN

The Applicant will prepare detailed construction traffic management plans, including street closure information, detour plans, haul routes, and staging plans satisfactory to the affected jurisdictions. The construction traffic management plans shall be based on the nature and timing of the specific construction and other projects in the vicinity of the Project Site, and shall include the following elements as appropriate:

1. Provisions for temporary traffic control during all construction activities adjacent to public right-of-way to improve traffic flow on public roadways (e.g., flag person);
2. Scheduling construction activities to reduce the effect on traffic flow on arterial streets;
3. Rerouting construction trucks to reduce travel on congested streets;
4. Prohibiting construction-related vehicles from parking on public streets;
5. Providing safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers;
6. Requiring contractors to participate in a common carpool registry during all periods of contract performance monitored and maintained by the general contractor;
7. Scheduling construction-related deliveries, other than concrete and earthwork-related deliveries, so as to reduce travel during peak travel periods as identified in this study;
8. Coordination with other construction projects in the vicinity to minimize conflicts;
9. Obtaining the required permits for truck haul routes from the City of Los Angeles prior to the issuance of any permit for the Modified Project;
10. Obtaining a Caltrans transportation permit for use of oversized transport vehicles on Caltrans facilities; and,
11. Submitting a traffic management plan to Caltrans for review and approval.



PROPOSED HAUL ROUTE

FIGURE
24

Chapter 13

Neighborhood Intrusion Impact Analysis

This section presents an analysis of the intrusion impacts to neighborhoods in the vicinity of the Modified Project, in accordance with the guidelines outlined in *L.A. CEQA Thresholds Guide*.

SIGNIFICANCE THRESHOLD FOR NEIGHBORHOOD INTRUSION IMPACTS

L.A. CEQA Thresholds Guide offers recommended thresholds for neighborhood intrusion impacts based on the addition of project traffic on the future traffic conditions of neighborhood streets, as follows:

A proposed project would normally have a significant neighborhood intrusion impact if project traffic increases the average daily traffic (ADT) volume on a local residential street in percentages equal to or greater than the following:

- ADT increase from Modified Project $\geq 16\%$ if final ADT $< 1,000$
- ADT increase from Modified Project $\geq 12\%$ if final ADT $\geq 1,000$ and $< 2,000$
- ADT increase from Modified Project $\geq 10\%$ if final ADT $\geq 2,000$ and $< 3,000$
- ADT increase from Modified Project $\geq 8\%$ if final ADT $\geq 3,000$

Final ADT is defined as total projected daily traffic volume including Modified Project and existing traffic under Existing with Modified Project conditions (year 2011), and Modified Project, existing traffic, ambient traffic growth, and related project traffic growth under Future with Modified Project conditions (years 2015 and 2021).

In order to simplify the process of establishing whether a proposed project may cause intrusion impacts on a neighborhood, LADOT recommends conservatively assuming that residential streets carry ADT of 1,000 trips. Therefore, based on the schedule above, for ADT of 1,000 trips, the Modified Project would have a significant impact if it increased ADT by 12%, or 120 trips. Hence, for any neighborhood in which traffic could be increased by 120 trips per day or more on any local residential streets, a potentially significant impact by the Modified Project, prior to mitigation, is identified.

METHODOLOGY FOR DETERMINATION OF IMPACT

Based on LADOT policy, three conditions must be met to create the conditions under which there could be a significant impact on local streets in a neighborhood:

1. There must be sufficient Modified Project traffic projected to be added to an arterial corridor such that the volume that may shift to an alternative route could exceed the minimum significance threshold of 120 or more daily trips. The majority of vehicles on an arterial corridor tend to remain on that corridor even under congested conditions, as only a small portion of motorists are inclined to seek alternative routes. Therefore, conservatively assuming that at most only 10% of trips may shift to alternative routes from an arterial corridor on average across a 24-hour period (the proportion that may shift could be higher than 10% during congested peak periods of the day but much less than 10% or almost none during uncongested non-peak periods of the day), only corridors to which the Modified Project may add 1,200 or more daily trips need to be examined.
2. There must be sufficient congestion on arterial corridors selected above such that motorists traveling along the corridor may desire to divert to a parallel route through a residential neighborhood. Unless congestion is severe, travel along arterial streets is generally faster than through neighborhoods, since arterial streets typically provide greater capacities, higher travel speeds, less driveway access, fewer stop signs, etc. For the purposes of this analysis, intersections operating at LOS E or F along an arterial corridor were considered to represent congested conditions sufficient to cause motorists to seek alternative routes.
3. There must be available local neighborhood street(s) providing a parallel route of travel.

If one or more of these factors is absent, significant neighborhood traffic impacts would not be anticipated.

ANALYSIS

As described above, identification of any potential neighborhood intrusion impacts requires meeting three different criteria. The first of these is to assess whether any roadways would experience an increase of more than 1,200 daily project trips. The second is to identify whether the intersections along those roadways operate at LOS E or F, and the third is to identify parallel residential streets that could serve as cut-through routes during congested periods.

As shown in Table 12, the Modified Project is anticipated to result in 3,404 new daily trips traveling to and from the Project Site. At this level of daily Project traffic, just over 35% of

Modified Project trips would be required to reach the 1,200 trip threshold. Figure 8 shows the inbound and outbound trip distribution percentages for the Modified Project at each analyzed intersection. As indicated, 39% of Modified Project traffic travels on Constellation Boulevard between the Project Site and Century Park East. No other roadways in the Study Area would hold 35% or more of Modified Project traffic and, therefore, no intrusion impacts would occur in neighborhoods adjacent to other roadways.

As shown in Table 26, the intersection of Century Park East & Constellation Boulevard is projected to operate at LOS A during both the morning and afternoon peak hours under Future with Modified Project (Year 2021) conditions, the most conservative analyzed period. Additionally, there are no residential streets in the immediate vicinity of this corridor. Therefore, though one arterial meets the first criterion for neighborhood intrusion impacts as described above, the remaining two criteria are not met. Accordingly, no further study is necessary at this roadway based on LADOT policy, and no significant neighborhood intrusion impacts would occur at neighborhoods adjacent to any roadway in the Study Area under the Modified Project using empirical trip generation rates.

Chapter 14

Cumulative Automobile Trip Generation Potential

This Chapter discusses CATGP Trips, including a review of their history and how they apply to the Project Site.

DEFINITION AND PURPOSE

The Century City North Specific Plan (CCNSP) was adopted in 1981 by the City of Los Angeles to provide a plan for organized development within the CCNSP area, which is defined by the CCNSP and roughly bounded by Santa Monica Boulevard to the north, Century Park East to the east, Olympic Boulevard to the south, and Century Park West to the west. As discussed in detail below, part of the CCNSP imposes a development restriction on new development by limiting the total number of daily vehicle trips that can be generated by new and existing development within the CCNSP area. This limitation is defined under the CCNSP as Cumulative Automobile Trip Generation Potential, or CATGP. CATGP was set to ensure that adequate public service and transportation facilities would be available to all CCNSP visitors and residents. The CCNSP sets both a maximum limit on CATGP in particular phases of CCNSP area development, as discussed below, and provides for the assignment of development rights to each commercially zoned lot within the CCNSP area (CATGP Trips) to ensure that CATGP is not exceeded. CATGP Trips are calculated based on procedures described in the CCNSP, and are intended to account for daily vehicle trips that are generated by specific uses. As discussed further below, CATGP Trips may be assigned to a particular property under the CCNSP, may be generated on a property where an existing building in the CCNSP area is demolished or the uses in the building are changed in a manner that reduces the CATGP Trips generated by the prior use, or may be transferred to a property from another parcel in the CCNSP area (or in limited circumstances from parcels in the Century City South Specific Plan area) under the supervision of the City Attorney.

Phases of Development

The CCNSP was set up in two phases. During Phase I, new commercial developments were required to dedicate land for public streets and sidewalks in order for the pedestrian and vehicular transportation network to be built out to its ultimate planned dimensions. Phase I development requirements were in effect until building permits for developments utilizing a total of 15,225.606 CATGP Trips were issued. Since then, Phase II development requirements have been in effect. Phase II limits development to a total of 30,516.789 CATGP Trips, after which no additional commercial development is allowed in the CCNSP area without first demolishing an existing commercial structure to free up replacement CATGP Trips.

Types of CATGP Trips

There are four types of CATGP Trips that may be available to a particular parcel. Phase I and Phase II trips were allocated to the parcels within Century City when the CCNSP was approved in 1981. If a structure in the CCNSP area is demolished or its use changed to one that generates less trips, the CATGP trips allocated to that structure are released and become Replacement Trips which can be used toward the CATGP Trip requirement of a replacement structure on the same parcel. Alternatively, Phase I, Phase II, and Replacement Trips can be transferred from one parcel to another between property owners (Transferred Trips).

CATGP TRIP RATES

The CCNSP identified daily trip generation factors for commercial land uses to be used in the allocation of CATGP Trips. For a commercial office building (including limited ancillary retail space such as the 4,120 sf of retail in the Transit Plaza), the CCNSP in 1981 determined a default rate of 14 CATGP Trips per 1,000 sf of floor area in lieu of the availability of a more appropriate empirical rate.

Alternative Calculation of Trip Generation Factors

Section 6 of the CCNSP specifies a procedure by which a developer can propose an alternative trip generation rate for the calculation of a project's CATGP Trips if the developer believes the daily trip generation factor set forth in the CCNSP is inaccurate. As described in Chapter 4, trip generation studies were conducted at four existing office towers in Century City to determine an empirically valid trip generation rate for the Modified Project. As shown in Table 11, the existing office towers generate 4.69 daily trips per 1,000 sf of floor area, significantly less than the 14 daily trips per 1,000 sf of floor area suggested by the CCNSP.

There are a variety of explanations for the inapplicability of the CCNSP's suggested office trip rate to today's office towers. An analysis of historical trip generation data from ITE's *Trip Generation* from the 1st Edition (1975) to the 5th Edition (1991) has shown a general downtrend in daily office trip generation from 12 trips per 1,000 sf to 8.73 trips per 1,000 sf. The three more recent versions of *Trip Generation* have not added any new data for office buildings, nor have they removed the out-of-date data from the statistics used to develop the current published rates. The CCNSP rates, determined in 1981, are even higher than the earliest (and highest) rate ever published by ITE.

Additionally, historical ITE data suggests that employee density in office buildings has declined over the years from a typical rate of between 4.25 and 4.4 employees per 1,000 sf in the 1st Edition of *Trip Generation* to an average of 3.29 employees per 1,000 sf in the most recent edition. Further, the average density at the four buildings surveyed is approximately 2.84 employees per 1,000 sf.

Finally, the mid-day trips for lunch that are common in many office environments are minimized by the many restaurant and retail opportunities within Century City, all available within walking distance. This reduces daily trip generation as well.

The above factors all contribute to a much lower daily trip generation rate for Century City office towers built today than the rate of 14 trips per 1,000 sf determined by the CCNSP in 1981. For a more detailed justification for the empirical trip generation rates used in this study, including comparisons to current trip generation rates used in other urban areas, see Appendix F.

CATGP TRIPS AVAILABLE AT THE PROJECT SITE

The Project Site has CATGP Trips available for development in the forms of Phase II CATGP Trips and replacement trips. There are a total of 1,541.190 unused Phase II CATGP Trips available to the Project Site. Also, a document titled *Covenant Regarding Development Rights* (the “Covenant”) (April 13, 2007) records the allocation of 2,573.767 Replacement Trips made available by the demolition of previous uses on the Project Site. In total, the Project Site currently has 4,114.957 CATGP Trips available for new development.

CATGP TRIPS USED BY THE MODIFIED PROJECT

As discussed above, the Modified Project’s office component is expected to generate 4.69 daily trips per 1,000 sf of floor area. The Modified Project proposes 725,830 sf of office space and 5,120 sf of ancillary retail and mobility hub uses. Using the trip generation rate of 4.69 daily trips per 1,000 sf for the office use, the proposed Modified Project would generate 3,404 daily trips and would require a total of 3,404.143 CATGP Trips¹. As the Project Site has a total of 4,114.957 CATGP Trips allocated, the number of available CATGP Trips is sufficient for the proposed Modified Project and 710.814 CATGP Trips would remain available for future development, transfer, or sale.

CATGP Trips Under Modified Project with Economy Adjustment

As referenced earlier in this document, an additional traffic impact analysis was conducted using an adjusted trip generation rate to reflect peak economic activity. Additional details of the Modified Project with Economy Adjustment are described in Appendix G. As shown in Table G-1 of Appendix G, the Modified Project with Economy Adjustment would generate office trips at a rate of 4.97 trips per 1,000 sf of floor area. Using the same calculation as for the Modified Project above, the Modified Project with Economy Adjustment would generate a total of 3,607 daily trips and would require 3,607.375 CATGP Trips.

¹ The CATGP trip generation factor for office includes the CATGP Trip generation potential of office uses, and incidental retail commercial uses in the same building not to exceed 3 percent of the floor area of such building. Further, as discussed in this report, the ancillary retail/mobility hub uses are not projected to result in any additional trips to and from the Project Site.

As the Project Site has a total of 4,114.957 CATGP Trips allocated, the number of available CATGP Trips is sufficient for the proposed Modified Project with Economy Adjustment and 507.582 CATGP Trips would remain available for future development, transfer, or sale.

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Appendices Available on Enclosed CD

Appendices G and H Also Available Under Separate Cover