Table 14
Combined Annual Emissions of Greenhouse Gases

Emission Source	Annual Emissions (Metric Tons CO_2e)
Existing Uses	
Existing Operational *Area* *Energy* *Solid Waste* *Water*	 <0.1 3 0 0
Existing Mobile	0
Existing Conditions Subtotal	***3***
Total Emissions from Proposed Project (Project - Existing)	**841 metric tons CO_2e**

Source: Tables 2.1 and 2.2 in CalEEMod annual worksheets, see Appendix C for calculations and for GHG emission factor assumptions.

( ) denotes subtraction

Conclusion. The proposed project is not expected to generate GHG emissions that would result in a significant impact.

E. WATER QUALITY

Urban runoff can have a variety of deleterious effects. Oil and grease contain a number of hydrocarbon compounds, some of which are toxic to aquatic organisms at low concentrations. Heavy metals such as lead, cadmium, and copper are the most common metals found in urban stormwater runoff. These metals can be toxic to aquatic organisms, and have the potential to contaminate drinking water supplies. Nutrients from fertilizers, including nitrogen and phosphorous, can result in excessive or accelerated growth of vegetation or algae, resulting in oxygen depletion and additional impaired uses of water.

Currently, the project site is almost entirely covered with impervious surfaces, although a small amount of grass is located along Olympic Boulevard. Stormwater runoff currently enters storm drains on Olympic Boulevard and flows to existing City drainage facilities. Neither the permeability nor the hydrology of the site would substantially change with project implementation, as the amount of impervious surfaces with the proposed project would be comparable to or reduced compared to existing conditions.

Local Stormwater Pollution Prevention Plans (LSWPPPs) minimize impacts on water quality by requiring Best Management Practices (BMPs) to be utilized to control pollutant discharge. This applies to all development projects that are at least one acre in size (BHMC 9-4-508). Because the project is only 0.28 acres, neither a LSWPPP or a National Pollution Discharge Elimination System (NPDES) MS4 permit is required.

Conclusion. Due to the small size of the proposed project, the project would not adversely affect underground aquifers, drainage patterns, or surface water quality. Impacts related to water quality would be less than significant.

Criterion (e) *The site can be adequately served by all required utilities and public services.*

The project would be located in an existing highly urban area served by existing public utilities and services. A substantial increase in demand for services or utilities would not be anticipated with implementation of the proposed project. The City of Beverly Hills provides water, sewer, and solid waste collection services to the existing commercial and residential development and would continue to provide these services to the proposed project. Other services, including gas and electricity, would also continue to be provided to the proposed project by existing service providers. Thus, the project meets this criterion for exemption.

Historic Resources. State CEQA Guidelines Section 15300.2 states that a categorical exemption "shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource." The project site is developed as a surface parking lot and there are no structures present. The project site is not listed as a historic resource in the City's 1985-1986 Beverly Hills Historic Resources Survey. The project site is not known to be associated with events that have made a significant contribution to California's history and cultural heritage nor with the lives of persons who have historic importance. The project site does not appear to be eligible for listing on the National Register of Historic Places or the California Register of Historical Resources, or for designation as a City landmark. In the Beverly Hills Historic Resources Survey 1985-1986, the nearest property with historic importance is the Beverly Vista Elementary School, located approximately 0.5 mile northeast of the project site, which appears eligible for listing as a historic resource. The Beverly Vista Elementary School was designed by the architectural firm of Gable and Wyant in 1926 (Beverly Hills, 1986). Because the proposed commercial building would be located over a block away, on a different street, and surrounded by other buildings, it would not adversely affect the visual context of this eligible historic resource or any other historic resources. The proposed project would not result in a substantial adverse change in the significance of a historic resource.

5. SUMMARY

Based on this analysis, the proposed 9212 Olympic Boulevard Project meets all criteria for a Class 32 Categorical Exemption pursuant to Section 15332 of the *State CEQA Guidelines*.

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Appendix A

Traffic and Parking Study

9212 OLYMPIC BOULEVARD COMMERCIAL DEVELOPMENT TRAFFIC & PARKING STUDY BEVERLY HILLS - CALIFORNIA

Prepared for:

ETCO HOMES

Beverly Hills, California

Prepared on:

November 24, 2015

COCO TRAFFIC PLANNERS, INC.

9212 OLYMPIC BOULEVARD
COMMERCIAL DEVELOPMENT
TRAFFIC & PARKING STUDY
BEVERLY HILLS - CALIFORNIA

Prepared for:

Etco Homes
Beverly Hills, California

Prepared on:

November 24, 2015

Prepared by:

COCO TRAFFIC PLANNERS, INC.
10835 Santa Monica Boulevard, Suite 202
Los Angeles, California 90025
Ph • Fax: (310) 470-4870
E-mail: info@cocotraffic.com

TABLE OF CONTENTS

EXECUTIVE SUMMARY

A commercial development consisting of a 21,339 square feet (sf) of mixed-use, office and retail space, has been proposed at 9212 Olympic Boulevard in the City of Beverly Hills. The site consists of one lot, with about 12,000 square feet of land, and is located on the south side of the street, between Maple Drive and Palm Drive. An analysis was conducted to evaluate the potential traffic and parking impacts associated with the proposed project. It was found that the proposed development will have a negligible traffic impact upon the surrounding street system, thus requiring no mitigation measures. Area motorists will not be able to detect any change in traffic operations due to the traffic generated by the proposed project.

The proposed 9212 Olympic Boulevard mixed-use project will be supported by a 58 stall underground parking garage located beneath the building. The parking garage will have access from the alley parallel to, and to the south of Olympic Boulevard. The parking analysis conducted showed that the proposed supply is in line with both the expected project's peak parking demand, and the City of Beverly Hills Parking Code requirements. No on-street parking overflow will result from the development of this residential project. A loading zone with alley access measures 12 feet by 60 feet, and will accommodate simultaneously two trucks, which is in line with the City requirements. The location of the loading zone, and the limited quantity of truck trips generated by the proposed commercial building will not determine any circulation problems in the alley.

The proposed parking entrance in the alley will have no significant impact upon current street traffic operations due to the limited number of vehicle trips generated by the site. Traffic operations in the alley, as well as on the surrounding street system, will maintain the good levels of service currently observed, even after the addition of the traffic associated with the subject development.

* * * * * *

COCO TRAFFIC PLANNERS, INC.

TRAFFIC • DESIGN • PARKING • MODELING • URBAN PLANNING

10835 Santa Monica Blvd., Suite 202 • Los Angeles, California 90025 • Ph/Fax: (310) 470-4870 • E-mail: info@cocotraffic.com

November 24, 2015

Matt Hanson, Project Manager
ETCO Homes
9560 Wilshire Boulevard, 2nd Floor
Beverly Hills, California 90212

Subject: 9212 OLYMPIC BOULEVARD COMMERCIAL DEVELOPMENT TRAFFIC AND PARKING STUDY, BEVERLY HILLS - CALIFORNIA

Dear Mr. Hanson,

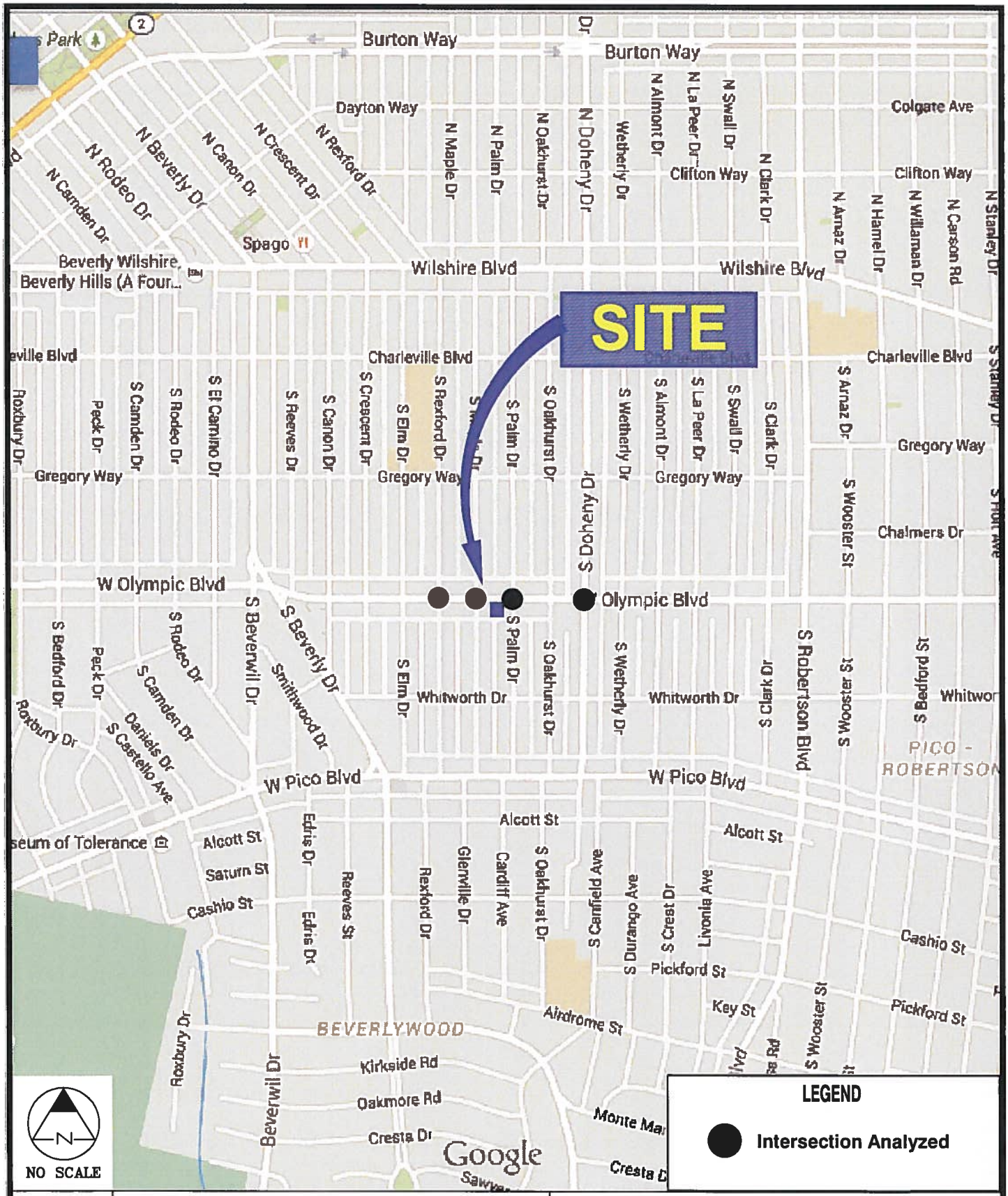
As authorized, we have conducted a comprehensive traffic impact analysis of your proposed commercial project located at 9212 Olympic Boulevard, in the City of Beverly Hills, California. The scope of work was discussed with, and agreed upon by Mr. Bijan Vaziri, Traffic Engineer with the City of Beverly Hills. This report analyzes the traffic and transportation impacts, associated with your proposed development, upon the surrounding street system.

For the purpose of this study the City found a concern with the project's impact upon four intersections. They include the intersections of Olympic Boulevard with: **1)** Rexford Drive, **2)** Maple Drive, **3)** Palm Drive, and **4)** Doheny Drive. Traffic conditions at the key locations were analyzed under various scenarios, during the weekday commuter morning and evening peak hours, based upon the traffic study guidelines established by the City of Beverly hills. The findings and conclusions of our analysis are presented in this report with the necessary supporting data.

PROJECT DESCRIPTION

The site consists of about 12,000 gross square feet (gsf) of land located on the south side of Olympic Boulevard, between Maple, and Palm Drive, in the City of Beverly hills, California. The site is zoned C-3T-2, and currently consists of a parking lot for rental cars. The site currently has one driveway on Olympic Boulevard. Adjacent parcels also are zoned for commercial uses and mostly are developed. Figure 1 shows the location of the subject site on a regional basis.

Figure 2 shows the site plan and its relationship to the adjacent street system. The proposed project consists of developing a three-story commercial building, with 21,339 gsf of mixed use commercial space, which translates into 20,292 sf of net space.



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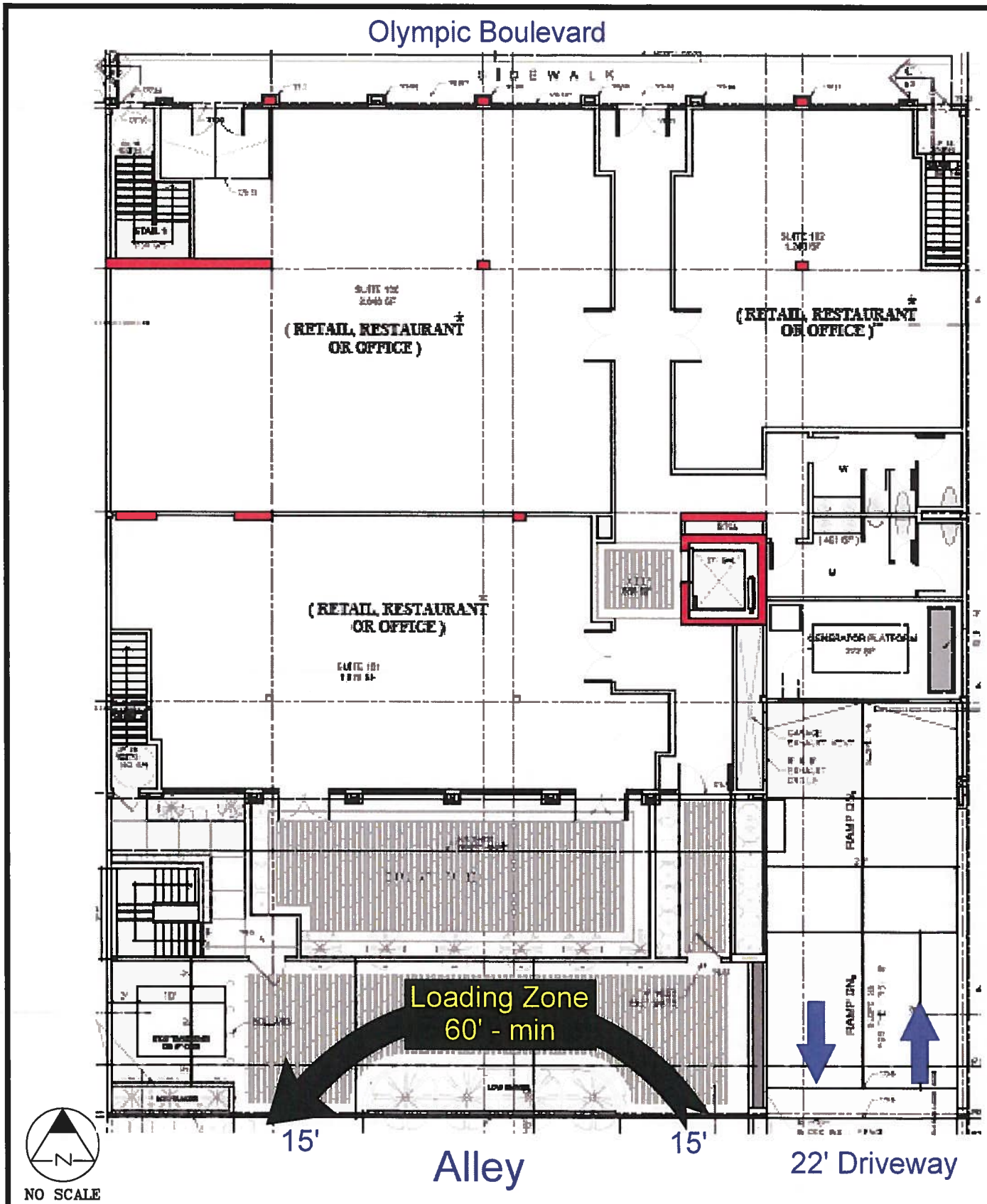
SITE LOCATION MAP

Project Name / No: 9212 Olympic Boulevard Commercial Development Traffic Impact Analysis / 2K15035PK | Figure **1**



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PROPOSED SITE PLAN

Project Name / No: 9212 Olympic Boulevard Commercial Development Traffic Impact Analysis / 2K15035PK

Figure **2**

The project will be supported by a 58-stall three floors subterranean parking structure. A truck loading zone is provided at the ground level, and accommodates two trucks simultaneously. Access to the parking facility will be provided by a 22 foot driveway in the alley south of Olympic Boulevard. The existing driveway on Olympic Boulevard will be eliminated.

The year 2017 was assumed in our analysis as the first year of full operation of the project. It is estimated that by the end of 2017 the development will be completed and fully occupied. The purpose of this traffic study is to estimate the quantity of traffic that the proposed project is expected to add to the street system, and evaluate its impacts. Site plans and other pertinent information concerning the proposed development were obtained from Mr. Matt Hanson, of ETCO Homes.

DATA SOURCES

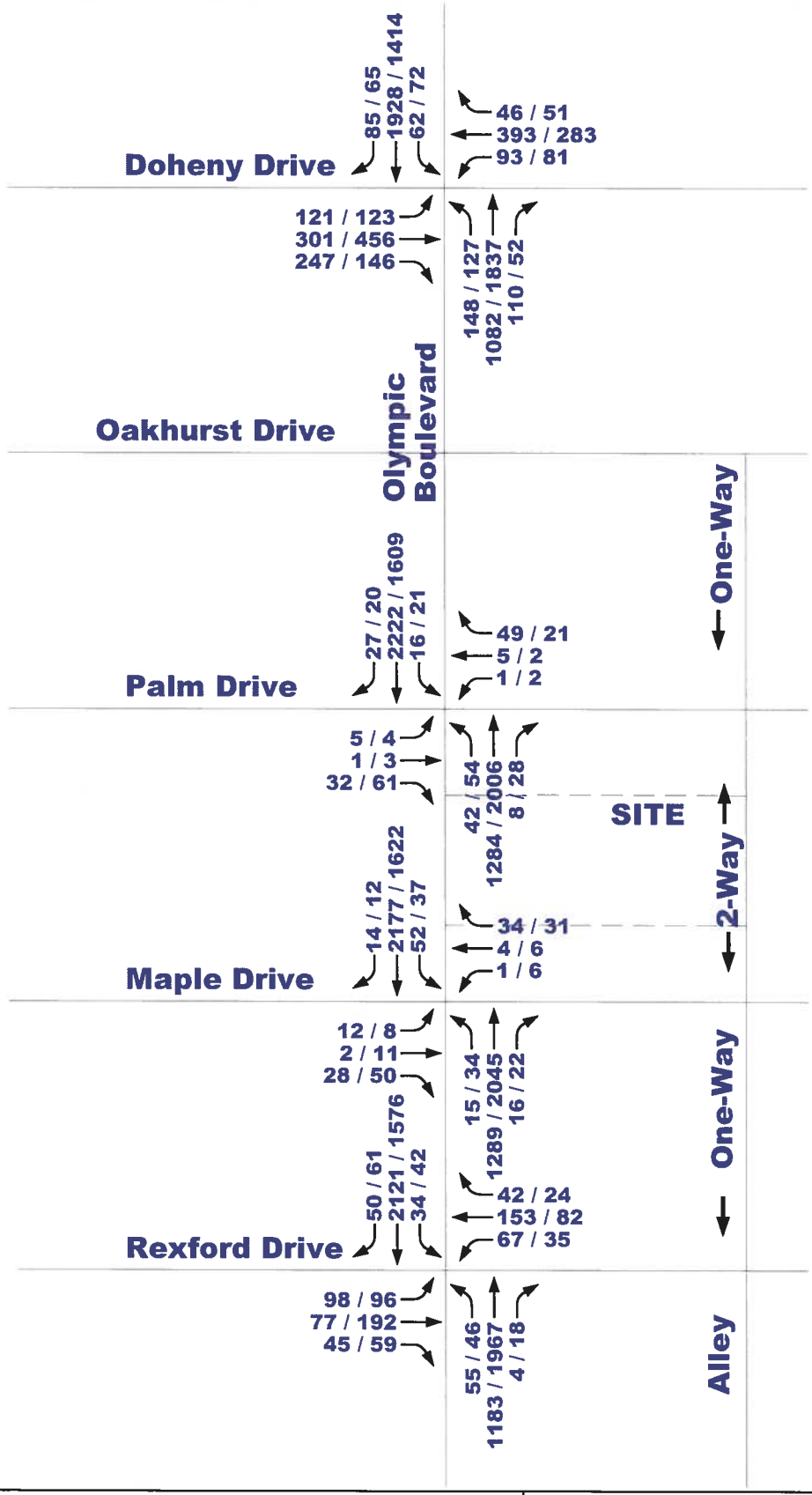
Field investigations were made by our personnel to ascertain existing intersection geometry and street characteristics in the vicinity of the site, and the proposed location and operation of the project's access points.

Peak period manual traffic counts were performed at our direction at the key intersections. The counts were conducted on Tuesday, July 21, 2015 during the morning (AM) and the evening (PM) peak periods, which were found to fall between the 7:00 to 9:00 AM and the 4:00 to 6:00 PM peak periods. The peak hours used in our analysis consist of the peak four consecutive 15-minute counts within the peak periods.

The results of all the traffic counts used in our analysis are summarized in Appendix A. The AM and PM peak volumes counted have been used for calculation purposes and represent the critical times associated with this part of the City of Beverly hills. The existing volumes (2015) used in the analysis are shown in Figure 3 both for the AM and the PM traffic conditions.

AREA LOCAL ROADWAY SYSTEM DESCRIPTION

- **Rexford Drive** is a north-south local collector street providing one lane in each direction of travel, generally by a yellow centerline. The intersection of Rexford Drive and Olympic Boulevard is controlled by a traffic signal and provides left turn pocket lanes. Most other intersections within the project's vicinity are controlled by all-way, or side street stop signs. Rexford Drive serves low to mid density residential developments. Parking is prohibited on the west side of the roadway. Parking is allowed on the east side with a 2-hour limit between 8:00 AM and 6:00 PM posted, except by permit. No speed limit was observed along the roadway.



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EXISTING (2015) AM/PM PEAK HOUR TRAFFIC VOLUMES

Project Name / No: 9212 Olympic Boulevard Commercial Development Traffic Impact Analysis / 2K15035PK

Figure 3

- **Maple Drive** is a north-south local collector street providing one lane in each direction of travel, with no painted centerline. The intersection of Maple Drive and Olympic Boulevard is controlled by a Side-street Stop signs, with traffic free flowing on Olympic Boulevard. Most other intersections within the project's vicinity are controlled by all-way, or side street stop signs. Maple Drive serves low to mid density residential developments. In the vicinity of Olympic Boulevard parking is metered with 2-hour limit between 8:00 AM and 6:00. Away from that parking on Maple Drive is allowed on both sides of the street, regulated at most locations with 2-hour limit between 8:00 AM and 6:00, except by permit. No speed limit was observed along the roadway.

- **Palm Drive** is a north-south local collector street providing one lane in each direction of travel, with no painted centerline. The intersection of Palm Drive and Olympic Boulevard is controlled by a Side-street Stop signs, with traffic free flowing on Olympic Boulevard. Most other intersections within the project's vicinity are controlled by all-way, or side street stop signs. Palm Drive serves low to mid density residential developments, except in the vicinity of Olympic Boulevard, where commercial uses are found. In the commercial area parking is metered with 10-hour limit between 8:00 AM and 6:00. Away from that parking on Palm Drive is allowed on both sides of the street, regulated at most locations with 2-hour limit between 8:00 AM and 6:00, except by permit. In addition, no overnight parking is allowed between 2:30 and 5:00 AM, except by permit. No speed limit was observed along the roadway.

- **Doheny Drive** is a north-south secondary highway providing one lane in each direction of travel separated by a double yellow centerline lane. All major intersections with Doheny Drive are signalized and provide left turn pocket lanes. The street serves low and medium density residential developments, with commercial uses in the vicinity of Olympic Boulevard. Red Curbs exist in the commercial area, as the roadway flares up to provide three lanes in each direction, with one left, one through, and one through-right lanes in the south bound direction, while the northbound direction is striped with one left, one through, and one right only lanes. Parking is allowed on both sides of the street, with 2-hour limit between 8:00 AM and 6:00 away from Olympic Boulevard, and no overnight parking between 2:30 and 5:00 AM, except by permit, posted. In the vicinity of the commercial area No Stopping signs are prohibiting parking between 7:00 and 9:00 Am, and 4:00 to 6:00 PM. No speed limit was observed along the roadway.

- **Olympic Boulevard** is an east-west arterial roadway designated as Major Highway. It provides a total of six travel lanes, during peak periods, separated

by a two-way left turn lane. The street serves retail and commercial developments. Parking signs exist on both sides of the street, prohibiting parking between 7:00 and 9:00 AM, and 3:00 and 7:00 PM on the south side of the street, while on the north side the prohibition extends to 10 AM during the morning peak. During off peak hours the roadway provides two travel lanes in each direction, plus a two-way left turn median lane. All major intersections with Olympic Boulevard are controlled by traffic signals and provide separate left turn pocket lanes. Left turn lanes also are provided at non-signalized intersections. 35 mph speed limit signs are posted on Olympic Boulevard.

SITE TRAFFIC GENERATION

Studies by the Institute of Transportation Engineers (ITE), Caltrans, ourselves and others have identified generalized factors which relate traffic characteristics with quantity and type of development. These traffic generation factors are useful in estimating the total future characteristics of a project yet to be constructed and occupied. Judgment is required on the part of the analyst to select the appropriate factors which best match the type of developments contemplated.

The quantity of floor area, number of employees, density of development, availability of public transportation, and regional location of the project all affect the traffic generation rate. While there are many different parameters upon which to estimate traffic (acreage, floor area square footage, employment, etc.), we determined that the best factors for the proposed development relate to the square footage of the different land uses included in the development.

In order to evaluate the quantity of traffic generated by the site, ITE traffic generation factors from the 9th Edition of the Traffic Generation Manual were applied to the proposed project's land use, for the daily and the morning and evening peak periods. As mentioned earlier, the AM and PM peak hours relate to a one-hour period within the 7:00 to 9:00 AM and the 4:00 to 6:00 PM peak periods respectively.

Table 1 shows in detail the generation factors used for analysis purposes along with the related volumes associated with the subject development during weekdays. The proposed office building is expected to generate about 650 vehicle trips per day (325 inbound and 325 outbound). Similarly, during the AM commuter peak hour, the project will generate a total of 39 vehicle trips (34 inbound and 5 outbound). The PM commuter peak hour traffic generation was estimated at 129 vehicle trips (33 inbound and 96 outbound). It should be noted that the retail section of the proposed development will not generate traffic during the morning commuter peak period because this type of land uses starts operations after 9:00 AM thus, after the commuter peak period. A negligible number of trips is expected during weekends, and was not included in our analysis.

TABLE 1

PROJECT TRAFFIC GENERATION
9212 Olympic Boulevard Commercial Development Traffic Impact Analysis - Beverly Hills

LAND USE	SIZE	UNIT	LAND USE CODE	AVERAGE DAILY TRAFFIC Trip Ends (TE) Rate (1)	AVERAGE DAILY TRAFFIC Trip Ends (TE) TE (2)	AM PEAK HOUR TE Rate (1) In	AM PEAK HOUR TE Rate (1) Out	AM PEAK HOUR Trip Ends (2) In	AM PEAK HOUR Trip Ends (2) Out	PM PEAK HOUR TE Rate (1) In	PM PEAK HOUR TE Rate (1) Out	PM PEAK HOUR Trip Ends (2) In	PM PEAK HOUR Trip Ends (2) Out
Proposed Project													
General Office	13.913	KGSF	710	21.00	292	2.44	0.36	34	5	1.09	5.30	16	74
Specialty Retail Center (3)	7.426	KGSF	814	47.85	356	0.00	0.00	0	0	2.27	2.89	17	22
Proposed Project Traffic Generation					**648**	*(AM Total = 39)*		**34**	**5**	*(PM Total = 129)*		**33**	**96**
Existing Project													
Car Storage/Rental (4)	12.000	KGSF	710	0.00	0	0.00	0.00	0	0	0.00	0.00	0	0
Existing Site Traffic Generation					**0**	*(AM Total = 0)*		**0**	**0**	*(PM Total = 0)*		**0**	**0**
Proposed Project Net Traffic Generation					**648**	*(AM Total = 39)*		**34**	**5**	*(PM Total = 129)*		**33**	**96**

1) TE Rate is the average number of Trip Ends generated per "SIZE" Unit (i.e. KGSF) per ITE Trip Generation Manual - 9th Edition.
2) Trip End is a one-way vehicle movement entering or leaving the traffic generator.
3) Specialty Retail Centers operate after 10:00 AM, so AM traffic generation during commuter AM peak hours are negligible.
4) Existing site traffic generation assumed as zero to evaluate traffic impact under a "worst case" scenario.

FUTURE RELATED PROJECTS TRAFFIC GENERATION

The traffic impact of a project yet to be built requires the evaluation of the traffic volumes which will occur at the time when the project is constructed and fully operational. Future volumes, will include the traffic generated by those other area projects which currently are being proposed or built in the vicinity of the site. Our research of City files indicated that several such projects have been proposed in the vicinity of the subject site. However, based upon the list of related projects provided to us by the City of Beverly Hills, most of those projects contained in the list fall beyond the one half mile radius discussed with the City of Beverly Hills. Table 2 lists the developments that were considered in our analysis, which are located within half a mile from the proposed project. Their locations are shown in Figure 4. In order to also take into account the area proposed projects located beyond the one half mile radius, it was agreed with the city that our analysis should apply an "ambient growth" greater than the average 1.0 percent per year normally used in the City of Beverly Hills. As indicated later in this report, our analysis assumed a 1.5 percent per year traffic growth.

Table 3 shows in detail the generation factors used for analysis purposes as well as the related volumes. As shown in Table 3, at full development the related projects are expected to generate about 900 vehicle trips per day (450 inbound and 450 outbound), with an AM peak of 60 trips (33 inbound and 27 outbound), and a PM peak of 74 trips (35 inbound and 39 outbound). These volumes were used in our analysis.

TRAFFIC DISTRIBUTION

Once the total quantity of traffic generated by a project is known, estimates are made of the directional distribution of this traffic. This will allow for an assignment of the vehicle trips to the roadway system to analyze the impacts. On a regional level, it was estimated that about 15 percent of the total site traffic volumes will be oriented to and from the north; 30 percent to and from the east; 25 percent to and from the south; and 30 percent to and from the west. The site traffic distribution used in the analysis is shown in Figure 5. The values shown are expressed in terms of percentage of total traffic generated.

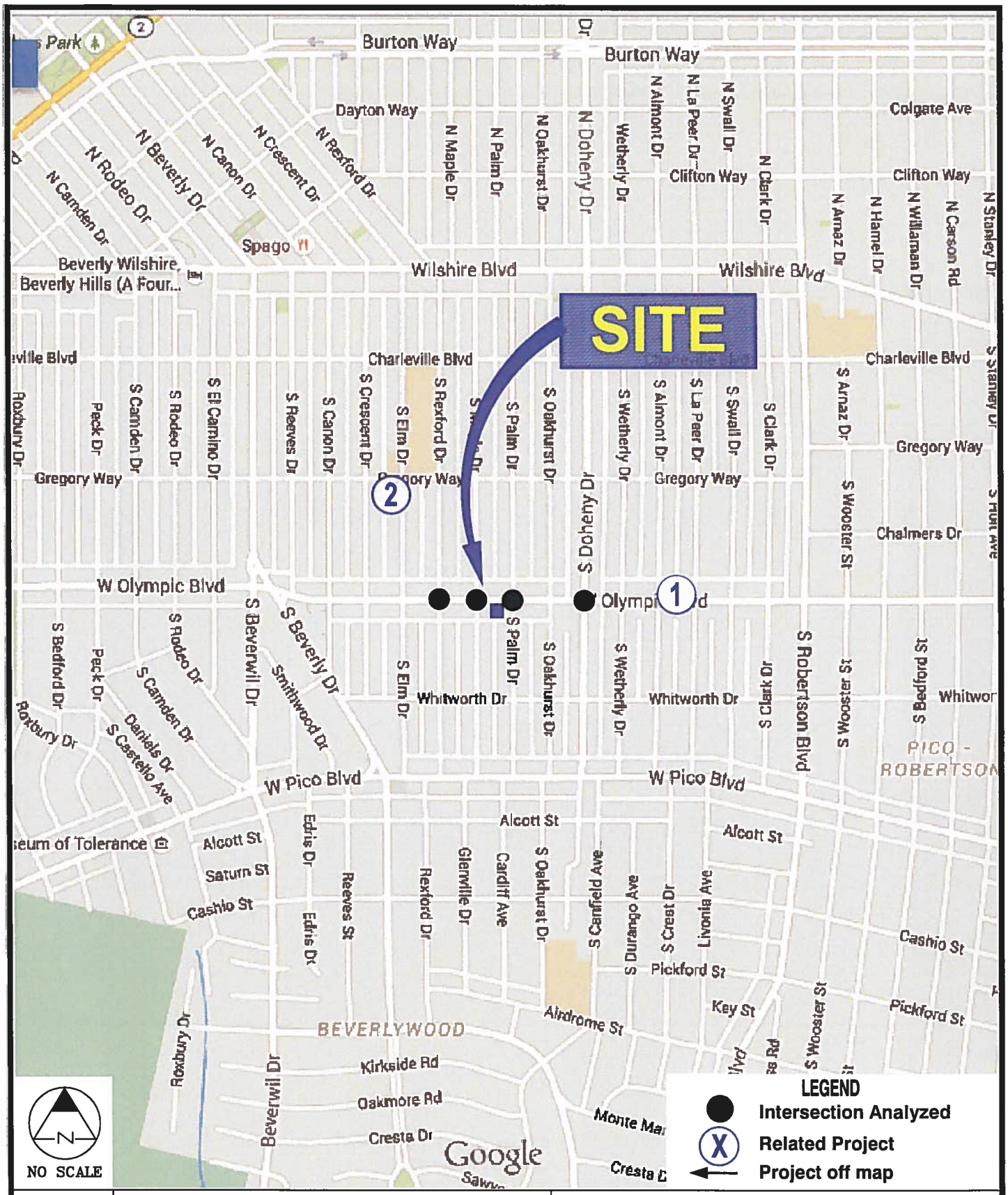
Based upon the regional traffic distribution, the traffic volumes are then assigned locally to the study intersections for the AM and PM peak periods. The expected site traffic volumes were distributed to the adjacent street system based upon the manual traffic counts conducted, observations of peak hour traffic movements, the characteristics of the nearby street system, and the distribution of the population in the site environs. The assignment was based upon the assumption that traffic will follow the shortest route available. No attempt was made to reassign the traffic to alternate

TABLE 2

RELATED PROJECTS LIST
9212 Olympic Boulevard Commercial Development Traffic Impact Analysis - Beverly Hills

Map #	Proposed Land Use	Size	(1) Unit	City Case #	Location	Status
1	New Cars Sales	19.8	KGSF	NA	8955 Olympic Boulevard	Under development
2	Condominium	30	DU	NA	305-339 S. Elm Drive	Developed

1) DU = Dwelling Unit; KGSF = Thousand Gross Square Feet;



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RELATED PROJECTS LOCATION MAP

Project Name / No: 9212 Olympic Boulevard Commercial Development Traffic Impact Analysis / 2K15035PK

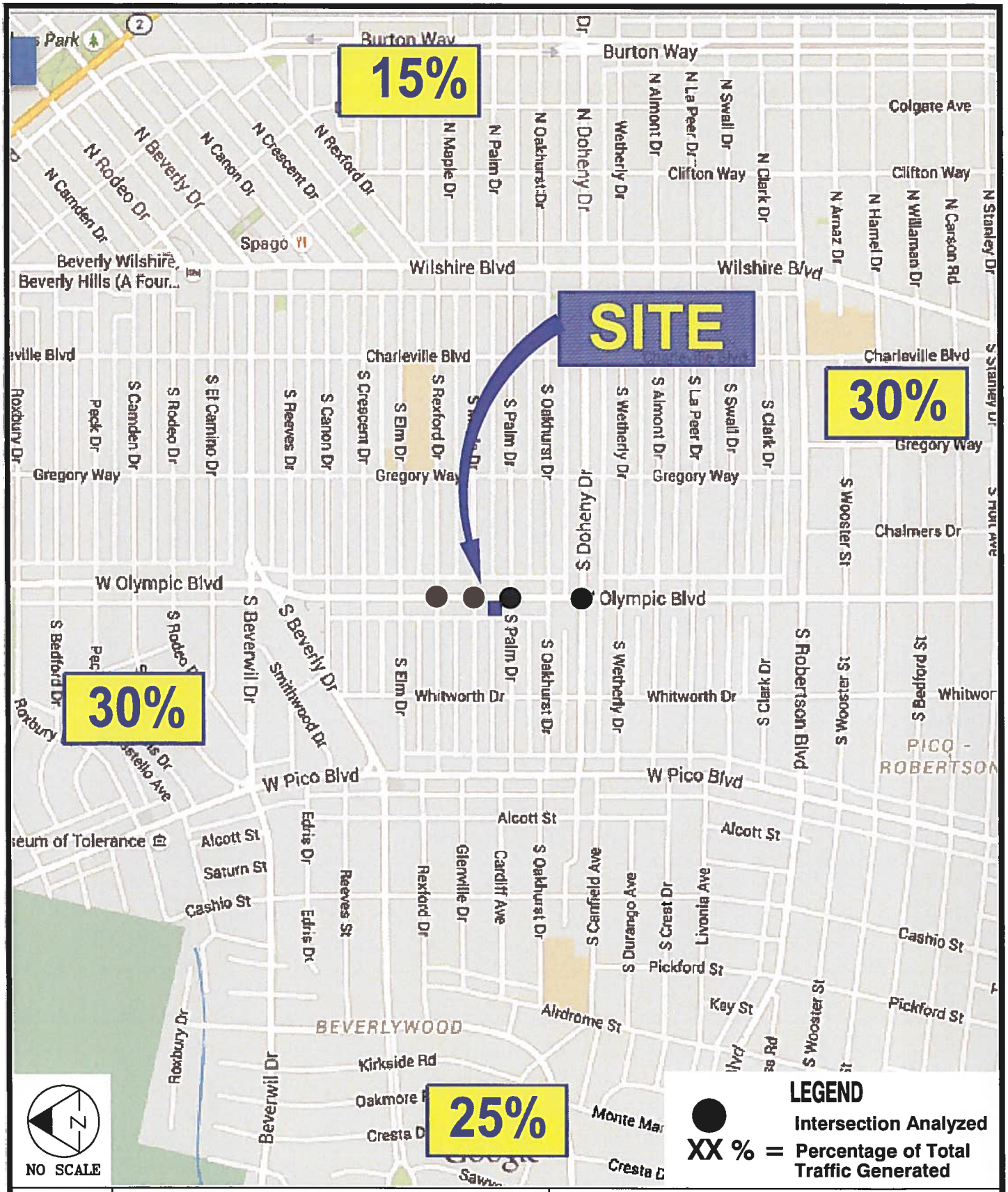
Figure **4**

TABLE 3

RELATED PROJECTS - TRAFFIC GENERATION
9212 Olympic Boulevard Commercial Development Traffic Impact Analysis - Beverly Hills

MAP #	LAND USE	SIZE	UNIT	LAND USE CODE	AVERAGE DAILY TRAFFIC (1) TE Rate	AVERAGE DAILY TRAFFIC (2) Trip Ends	AM PEAK HOUR TE Rate (1) In	AM PEAK HOUR TE Rate (1) Out	AM PEAK HOUR Trip Ends (2) In	AM PEAK HOUR Trip Ends (2) Out	PM PEAK HOUR TE Rate (1) Out	PM PEAK HOUR Trip Ends (2) In	PM PEAK HOUR Trip Ends (2) Out
1	New Cars Sales	19.8	KGSF	841	33.34	660	1.502	0.528	30	10	1.010 1.580	20	31
Related Project #1 Net Traffic Generation						**660**	*Total = 40*		**30**	**10**	*Total = 51*	**20**	**31**
2	Condominiums	30	DU	230	7.52	226	0.110	0.550	3	17	0.500 0.250	15	8
Related Project #2 Net Traffic Generation						**226**	*Total = 20*		**3**	**17**	*Total = 23*	**15**	**8**
RELATED PROJECTS TOTAL TRAFFIC GENERATION						**886**	*Total = 60*		**33**	**27**	*Total = 74*	**35**	**39**

Note: DU = Dwelling Unit; KGSF = Thousand Gross Square Feet, KGLA = Thousand Gross Floor Area.
1) TE Rate is the average number of Trip Ends generated per "SIZE" Unit (i.e. DU) per ITE Trip Generation Manual - 9th Edition.
2) Trip End is a one-way vehicle movement entering or leaving the traffic generator.



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SITE REGIONAL TRAFFIC DISTRIBUTION

Project Name / No: 9212 Olympic Boulevard Commercial Development Traffic Impact Analysis / 2K15035PK | Figure **5**

routes. This would have reflected common motorists behavior trying to avoid congested intersections. The methodology used therefore, presents a worst case scenario.

Figure 6 shows the estimated traffic assignment for the proposed project's inbound and outbound vehicles, expressed as percentages of the total traffic generated. In addition, Figure 6 shows the traffic assignment at the project's driveways level. Figure 7 shows the proposed project's estimated morning and evening traffic volumes at the key intersections, along with the resulting traffic volumes again for the morning and evening conditions, at the driveways level.

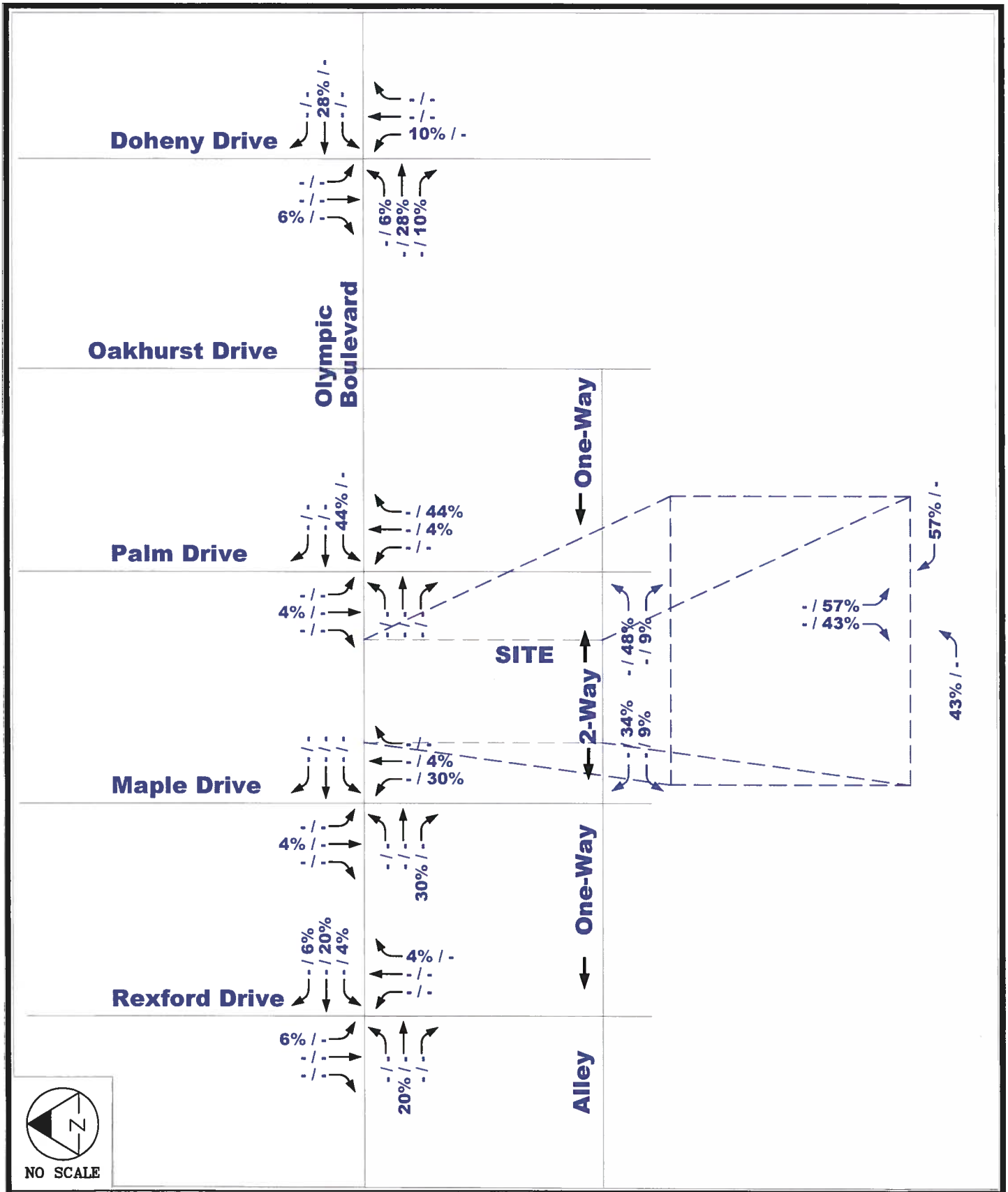
ANALYSIS OF TRAFFIC CONDITIONS

Signalized Intersections

In order to analyze the operating characteristics at the key signalized locations, the Intersection Capacity Utilization (ICU) method was used. The basic ICU methodology consists of calculating the volume/capacity ratios for each of the critical turning movements which would determine traffic signal timing, add an allowance for yellow clearance times, and determine the total percentage of available capacity which is utilized by the approach volumes. A capacity of 1,600 vehicles per lane per hour of green time (vphG) was used for all movements, dual left turns were evaluated as having a capacity of 2,880 vphG.

The ICU value is related to Level of Service (LOS). LOS A through C represent good operating conditions with minimal delays. The ICU's associated with these levels are 0.000 to 0.600 for LOS A, 0.601 to 0.700 for LOS B, and 0.701 to 0.800 for LOS C respectively. LOS C is used by the City of Culver City as an urban design value. Some queues may occur with ICU's between 0.801 and 0.900, and LOS D which is taken as tolerable for short periods of time. LOS E represents congested traffic conditions with short stop-and-go type of operations characteristic of service volumes approaching capacity, represented by an ICU of between 0.901 and 1.000. LOS F represents forced flow conditions, extended stop-and-go type of operations, and service volumes beyond capacity. This condition is characterized by ICU's greater than 1.000.

The City of Beverly hills has established thresholds of traffic, beyond which a project's impact is "significant" thus requiring implementation of mitigation measures. These thresholds relate to the increase in the ICU index a project determines during peak hours. Specifically, the traffic impact is significant if: a) a project increases the ICU by 0.02 or more at an intersection operating at LOS E or worse; or b) a project increases the ICU by 0.03 or more at an intersection operating at LOS D or better. The ICU technique was applied to all the study intersections for the following conditions of increasing traffic:



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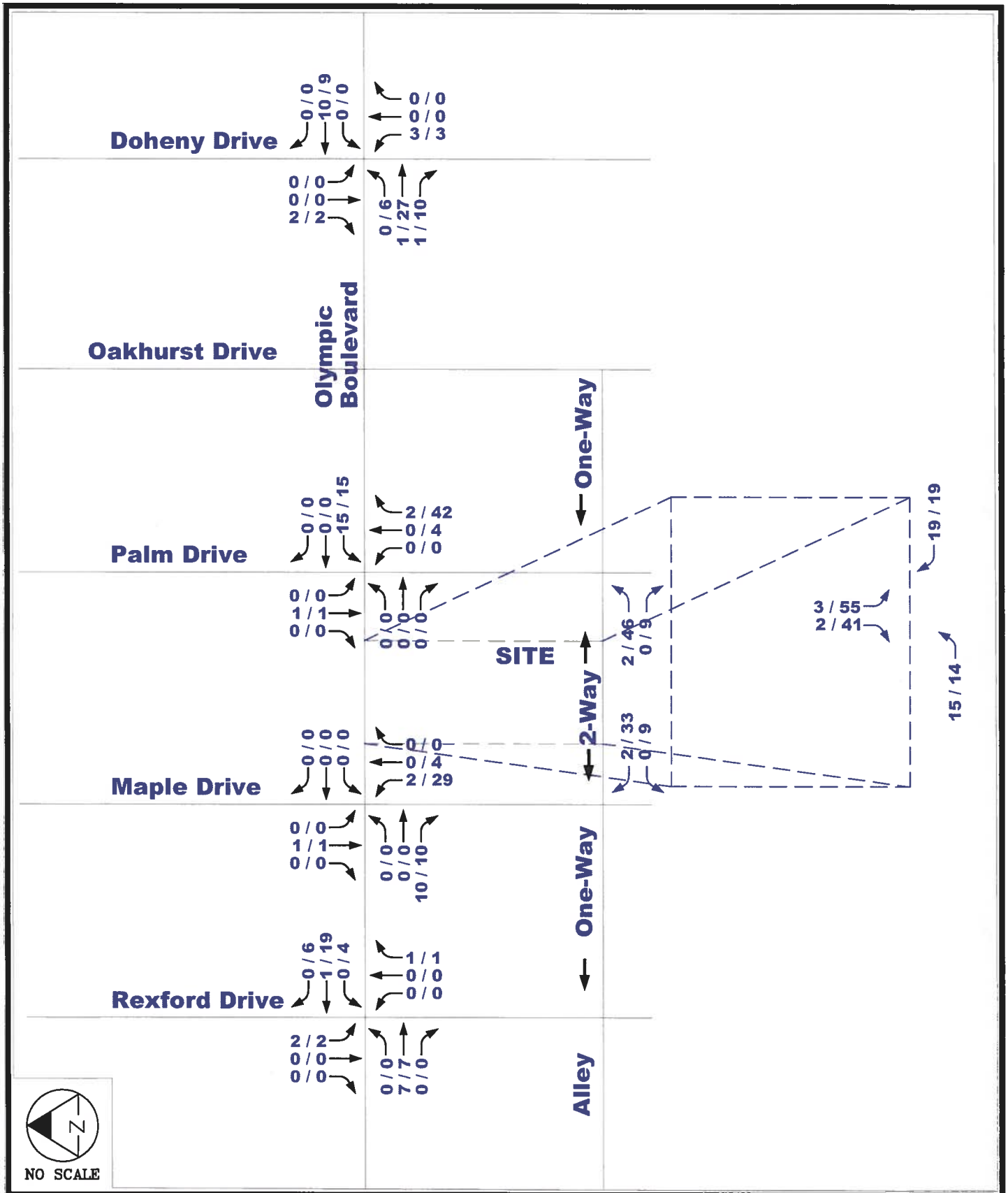
PROPOSED PROJECT TRAFFIC ASSIGNMENT

Project Name / No: 9212 Olympic Boulevard Commercial Development Traffic Impact Analysis / 2K15035PK

Figure 6



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PROPOSED PROJECT TRAFFIC VOLUMES

1. Existing (2015) traffic volumes.
2. Future (2017) traffic volumes (expanded existing traffic).
3. Condition 2 plus related projects' traffic volumes (2017 Background).
4. Condition 3 plus proposed project's traffic volumes.
5. Condition 4 with mitigation measures (where applicable).

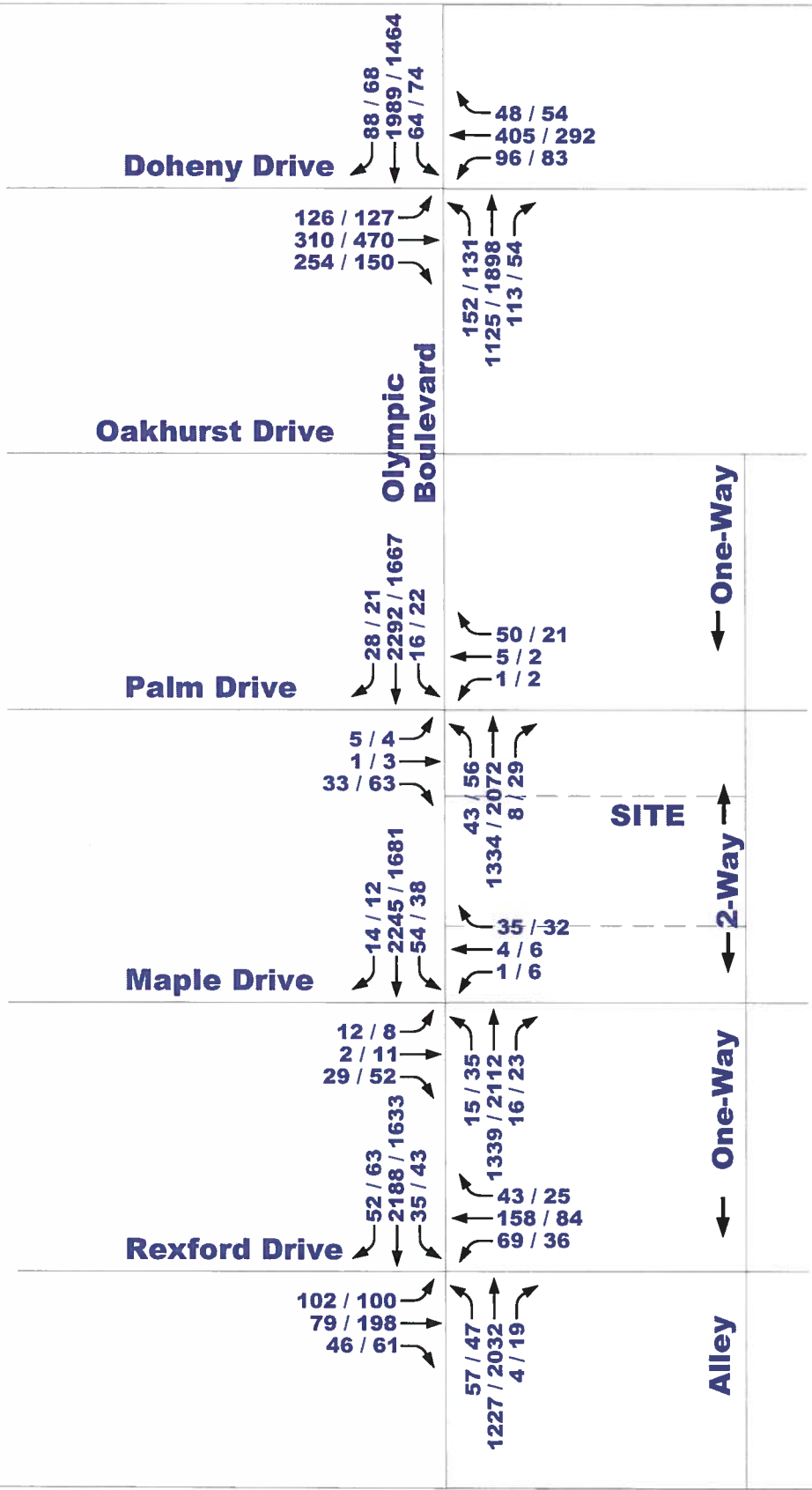
As indicated, Conditions 1 and 2 relate to the traffic volumes occurring during the year 2015 and 2017 respectively. The year 2017 was assumed as the first year of full operation of the proposed development. The volumes were obtained by expanding 2015 traffic volumes to the year 2017 with a 1.5 percent traffic growth rate per year. The annual growth is due to the combined effect of the increasing vehicle availability, intensification of use of existing developments and other factors. In the evaluation of the 2017 traffic, it will account for possible future developments not known at the present time, and those projects located beyond a half a mile radius from the proposed project location.

The 2017 background traffic volumes are shown in Figure 8 for the morning and the evening peak hours. It should be noted that the peak hours for the intersections analyzed, and for the traffic generators evaluated in this analysis (site and related projects) will not necessarily occur during the same single hour. In order to be conservative they have been assumed to occur simultaneously.

The results of the ICU calculations were summarized in Table 4. Appendix B shows the details of the ICU calculations for the analyzed intersection and for all the above mentioned traffic conditions for the AM and the PM peak periods. It should be noted that the ICU method was applied to all the key intersections (four), including those that are not signalized (two). While this methodology cannot be applied to non-signalized intersections, the results are useful in terms that are relative to the proposed project impact. In addition, the results show how those locations would operate if they were signalized. The analysis of non-signalized intersections is reported later in this chapter.

As reported in Table 4, under existing conditions the intersections operate at between LOS A and LOS C, during both the AM or the PM peak hours, except the intersection of Doheny Drive and Olympic Boulevard, which operates at LOS D during both the morning and the evening peak hours. With proportionally increased ICU's, traffic operations during the year 2017 show patterns similar to the existing conditions. Traffic conditions remain good, with traffic operations between LOS A and D during both peak hours, and virtually no change in LOS.

The addition of the related projects' traffic causes no significant impact at any locations during the AM, or the PM peak hours. The impact is identified on the right side of the



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2017 (BACKGROUND) AM / PM PEAK HOUR TRAFFIC VOLUMES

Project Name / No: 9212 Olympic Boulevard Commercial Development Traffic Impact Analysis / 2K15035PK

Figure 8

TABLE 4

ICU AND LOS
SUMMARY
9212 Olympic Boulevard Commercial Development Traffic Impact Analysis - Beverly Hills

INTERSECTION	TIME PERIOD	Existing (2015) Traffic Volumes	Future (2017) Expanded Volumes	Future 2017 With Related Projects Traffic Volumes	Future 2017 With Proposed Project Traffic Volumes	Total (2017) Traffic w/Mitigtn Measures	Intersection Capacity Utilization Method Traffic Impact Analysis: Change In Icu Index		
North/South @ East/West	AM PM	ICU LOS	ICU LOS	ICU LOS	ICU LOS	ICU LOS	Rel Projects Impact	Site Traffic Impact W/O Mitig.	W/Mitig.
Rexford Drive @ Olympic Boulevard	AM	0.769 C	0.791 C	0.792 C	0.794 C	0.794 C	0.002 * Not Significant	0.002 * Not Significant	0.002 * Not Significant
	PM	0.718 C	0.738 C	0.739 C	0.743 C	0.743 C	0.001 * Not Significant	0.003 Not Significant	0.003 Not Significant
Maple Drive @ Olympic Boulevard	AM	0.592 A	0.606 B	0.607 B	0.607 B	0.607 B	0.001 Not Significant	0.001 Not Significant	0.001 Not Significant
	PM	0.597 A	0.612 B	0.613 B	0.619 B	0.619 B	0.001 * Not Significant	0.006 * Not Significant	0.006 * Not Significant
Palm Drive @ Olympic Boulevard	AM	0.629 B	0.645 B	0.645 B	0.647 B	0.647 B	0.001 Not Significant	0.001 Not Significant	0.001 Not Significant
	PM	0.579 A	0.594 A	0.595 A	0.606 B	0.606 B	0.001 * Not Significant	0.010 Not Significant	0.010 Not Significant
Doheny Drive @ Olympic Boulevard	AM	0.859 D	0.881 D	0.881 D	0.886 D	0.886 D	0.001 Not Significant	0.004 Not Significant	0.004 Not Significant
	PM	0.875 D	0.897 D	0.898 D	0.908 E	0.908 E	0.001 Not Significant	0.010 Not Significant	0.010 Not Significant
						Max AM Impact	0.002	0.002	0.002
						Max PM Impact	0.001	0.006	0.006

* = Intersection with peak impact

Tables, under the heading "Intersection Capacity Utilization Method - Change in ICU Index". This section of the Table calculates the relative traffic impact of the related projects, as well as that of the proposed development. No change in LOS will be experienced at the study intersections.

The addition of the proposed development project's traffic determines a relatively low traffic impacts at all locations, and causes no "significant" impact at any of the intersections analyzed. Overall, the subject development will have a negligible impact upon area traffic operations. The site traffic will cause no change in LOS at any of the analyzed intersections, except at the intersection of Doheny Drive and Olympic Boulevard, which will operate at LOS E, during the evening peak hour, from LOS D. The project's maximum traffic impact will be experienced at the intersection of Rexford/Olympic, with an ICU increase of 0.002 at LOS C during the AM peak hour. The project's maximum traffic impact during the PM peak hour will be 0.006, experienced at the intersection of Maple/Olympic at LOS B. Consequently, no mitigation measures were provided, as none was needed.

Two-Way Stop Control Intersection

As indicated above, the ICU analysis conducted assumes that all the key intersections are signalized. However, the intersections of Olympic Boulevard with Maple Drive, and Olympic Boulevard with Palm Drive are controlled by side street STOP signs, with traffic free-flowing on Olympic Boulevard, and stopping on Maple and Palm Drives respectively. Still, the ICU analysis conducted allows us to determine the proposed project's relative impact upon that intersection, and to verify the need for more detailed analysis. The subject intersections therefore, were analyzed through the use of a methodology, reported in the Special Report 209 of the Highway Capacity Manual (HCM) 2000 Edition, for Two-Way Stop-Controlled (TWSC) intersections.

The methodology consists of evaluating the "Average Total Delay" (ATD) of the intersection's critical movements. The ATD is related to the number of approach lanes, the vehicle volumes and other factors. The ATD is identified with the level of service, according to the following criteria: LOS A for delays of between zero and ten seconds; LOS B for delays between ten and 15 seconds; LOS C for delays between 15 and 25 seconds; these levels of service represent good operating conditions with minimal or acceptable delays. LOS D for delays between 25 and 35 seconds; LOS E for delays between 35 and 50 seconds; LOS F for delays of more than 50 seconds. The TWSC methodology was applied to the two intersections reported above for the following conditions of increasing traffic:

1. Existing (2015) traffic volumes.

2. Future (2017) traffic volumes (expanded existing traffic).
3. Condition 2 with related projects traffic volumes.
4. Condition 3 plus proposed project's traffic volumes.

The results of the volume/capacity calculations were summarized in Table 5 for the intersection of Maple/Olympic, and in Table 6 for Palm/Olympic. As indicated in Table 5, under existing (2015), and future (without project) traffic conditions, the intersection of Maple/Olympic will operate at LOS A and an average total delay of less than 0.2 seconds, and about 0.3 seconds per vehicle, respectively for the morning and the evening peak hours. The major street left turn movements into Maple Drive were estimated to operate at LOS A during both the morning and the evening peak hours. These are good traffic conditions.

The north and southbound left turn movements out of Maple Drive operate at LOS D during the evening peak hour, with delays of 26.1 and 25.1 seconds per vehicle, respectively for north and southbound movements. A minor increase in total delays will be experienced during the year 2017, due to the traffic expansion factor, with no change in LOS. Minor increases in delays also will be experienced as a result of the Related Project's traffic.

As anticipated by the ICU calculations, the addition of the site project traffic causes minor impacts at the subject intersection. A change in LOS will be experienced at that location where the northbound left turn movement will operate at LOS E, with an average delay of 36.4 seconds during the PM peak hour. Overall the total per vehicle delay will be 0.6 seconds during the evening peak hour at LOS A, with no change during the morning peak. No change in LOS will be experienced by any of the major street left turning movements.

As indicated in Table 6, under existing (2015) traffic conditions, the intersection of Palm/Olympic operates at LOS A and an average total delay of less than 0.2 seconds per vehicle for the morning and the evening peak hours. The major street left turn movements into Palm Drive were estimated to operate at LOS A during both the morning and the evening peak hours. The north and southbound left turn movements out of Palm Drive operate at LOS C during both peak hours, with maximum delays of 24.5 and 22.9 seconds per vehicle during the evening peak, respectively for north and southbound movements. These are good traffic conditions.

A minor increase in total delays will be experienced during the year 2017, which will cause a change in LOS at the northbound left turning movements, from LOS C to D during the evening peak hour. Minor increases in delays also will be experienced as a result of the Related Project's traffic, with no change in LOS. As anticipated by the ICU calculations, the addition of the site project traffic causes minor impacts at the subject

TABLE 5

INTERSECTION CAPACITY ANALYSIS SUMMARY
9212 Olympic Boulevard Commercial Development Traffic Impact Analysis - Beverly Hills

MOVEMENT	DELAY AND LEVEL OF SERVICE											
	Morning (AM) Peak Hour Traffic Volumes						Evening (PM) Peak Hour Traffic Volumes					
	Individual Movement				Cumulative Approach	Intersection Total	Individual Movement				Cumulative Approach	Intersection Total
	Exclusive Lane		Shared Lane				Exclusive Lane		Shared Lane			
	atd*	LOS	atd*	LOS	Da **	Di ***	atd*	LOS	atd*	LOS	Da **	Di ***
Maple Drive / Olympic Boulevard - Existing (2015) Traffic Volumes												
Nb Left	21.0	C					26.1	D				
Nb Thru	15.2	C	6.5	A	7.2		16.7	C	9.1	A	11.7	
Nb Right	5.8	A					8.0	A				
Sb Left	22.4	C					25.1	D				
Sb Thru	15.1	C	8.4	A	12.7	0.2	17.1	C	8.3	A	10.6	0.3
Sb Right	8.4	A					6.9	A				
Eb Left	3.4	A					3.1	A				
Wb Left	2.9	A					3.4	A				
Maple Drive / Olympic Boulevard - Future (2017) Background Traffic Volumes												
Nb Left	22.3	C					27.9	D				
Nb Thru	15.9	C	6.6	A	7.3		17.5	C	9.4	A	12.2	
Nb Right	5.9	A					8.2	A				
Sb Left	23.9	C					26.9	D				
Sb Thru	15.7	C	8.6	A	13.3	0.2	18.0	C	8.5	A	11.0	0.3
Sb Right	8.7	A					7.1	A				
Eb Left	3.4	A					3.1	A				
Wb Left	3.0	A					3.4	A				
Maple Drive / Olympic Boulevard - Background (2017) Traffic Volumes w/Related Projects' Traffic												
Nb Left	22.5	C					28.1	D				
Nb Thru	16.0	C	6.6	A	7.3		17.6	C	9.4	A	12.2	
Nb Right	5.9	A					8.2	A				
Sb Left	24.1	C					27.1	D				
Sb Thru	15.9	C	8.6	A	13.3	0.2	18.1	C	8.5	A	11.1	0.3
Sb Right	8.7	A					7.1	A				
Eb Left	3.4	A					3.1	A				
Wb Left	3.0	A					3.4	A				
Maple Drive / Olympic Boulevard - Background (2017) Traffic Volumes w/ Site Traffic												
Nb Left	22.8	C					36.4	E				
Nb Thru	15.9	C	6.6	A	8.1		18.0	C	10.2	B	22.3	
Nb Right	5.9	A					8.2	A				
Sb Left	23.9	C					27.5	D				
Sb Thru	15.9	C	8.8	A	13.3	0.2	18.2	C	8.7	A	11.2	0.6
Sb Right	8.7	A					7.1	A				
Eb Left	3.4	A					3.1	A				
Wb Left	3.0	A					3.4	A				

atd* = Average Total Delay (sec/veh); Da = Approach Average Total Delay (sec/veh);
Di = Average Total Dealy for the Intersection (sec).

TABLE 6

INTERSECTION CAPACITY ANALYSIS SUMMARY
9212 Olympic Boulevard Commercial Development Traffic Impact Analysis - Beverly Hills

MOVEMENT	DELAY AND LEVEL OF SERVICE											
	Morning (AM) Peak Hour Traffic Volumes						Evening (PM) Peak Hour Traffic Volumes					
	Individual Movement				Cumulative Approach	Intersection Total	Individual Movement				Cumulative Approach	Intersection Total
	Exclusive Lane		Shared Lane				Exclusive Lane		Shared Lane			
	atd*	LOS	atd*	LOS	Da **	Di ***	atd*	LOS	atd*	LOS	Da **	Di ***
Palm Drive / Olympic Boulevard - Existing (2015) Traffic Volumes												
Nb Left	21.2	C					24.5	C				
Nb Thru	15.3	C	6.5	A	7.0		16.2	C	8.1	A	9.7	
Nb Right	5.9	A					7.7	A				
Sb Left	22.3	C					22.9	C				
Sb Thru	15.0	B	8.2	A	10.6	0.2	16.3	C	6.7	A	8.3	0.2
Sb Right	8.6	A					7.0	A				
Eb Left	3.5	A					3.1	A				
Wb Left	2.8	A					3.3	A				
Palm Drive / Olympic Boulevard - Future (2017) Background Traffic Volumes												
Nb Left	22.5	C					26.2	D				
Nb Thru	15.9	C	6.6	A	7.3		17.0	C	8.3	A	10.0	
Nb Right	6.1	A					7.9	A				
Sb Left	23.6	C					24.4	C				
Sb Thru	15.7	C	8.5	A	11.0	0.2	17.0	C	6.8	A	8.6	0.2
Sb Right	8.9	A					7.2	A				
Eb Left	3.6	A					3.2	A				
Wb Left	2.9	A					3.3	A				
Palm Drive / Olympic Boulevard - Background (2017) Traffic Volumes w/Related Projects' Traffic												
Nb Left	22.7	C					26.4	D				
Nb Thru	16.0	C	6.7	A	7.3		17.1	C	8.3	A	10.0	
Nb Right	6.1	A					7.9	A				
Sb Left	23.9	C					24.6	C				
Sb Thru	15.7	C	8.5	A	11.0	0.2	17.2	C	6.9	A	8.6	0.2
Sb Right	8.9	A					7.2	A				
Eb Left	3.6	A					3.2	A				
Wb Left	2.9	A					3.3	A				
Palm Drive / Olympic Boulevard - Background (2017) Traffic Volumes w/ Site Traffic												
Nb Left	23.5	C					27.5	D				
Nb Thru	16.5	C	6.7	A	7.3		18.0	C	8.6	A	10.0	
Nb Right	6.1	A					8.7	A				
Sb Left	24.6	C					29.0	D				
Sb Thru	16.3	C	8.7	A	11.2	0.2	17.8	C	7.1	A	9.0	0.3
Sb Right	8.9	A					7.2	A				
Eb Left	3.6	A					3.2	A				
Wb Left	2.9	A					3.4	A				

atd* = Average Total Delay (sec/veh); Da = Approach Average Total Delay (sec/veh);
Di = Average Total Dealy for the Intersection (sec).

intersection, which will operate at LOS A. The only change in LOS will be experienced by the southbound left turning movements, from LOS C to D, and delays from 24.6 to 29.0 seconds per vehicle, during the evening peak hour. This good traffic conditions do not require any mitigation measures consequently, none was proposed.

As indicated above, Appendix B shows the details of the ICU and HCM calculations for the analyzed intersections and for all the above mentioned traffic conditions both for AM and PM peak periods. Figure 9 shows the total future traffic volumes which will occur during the year 2017, thus including the proposed project traffic. Figure 10 shows the analyzed intersections' current lane configuration, along with the existing traffic signal phasing, as used in the analysis.

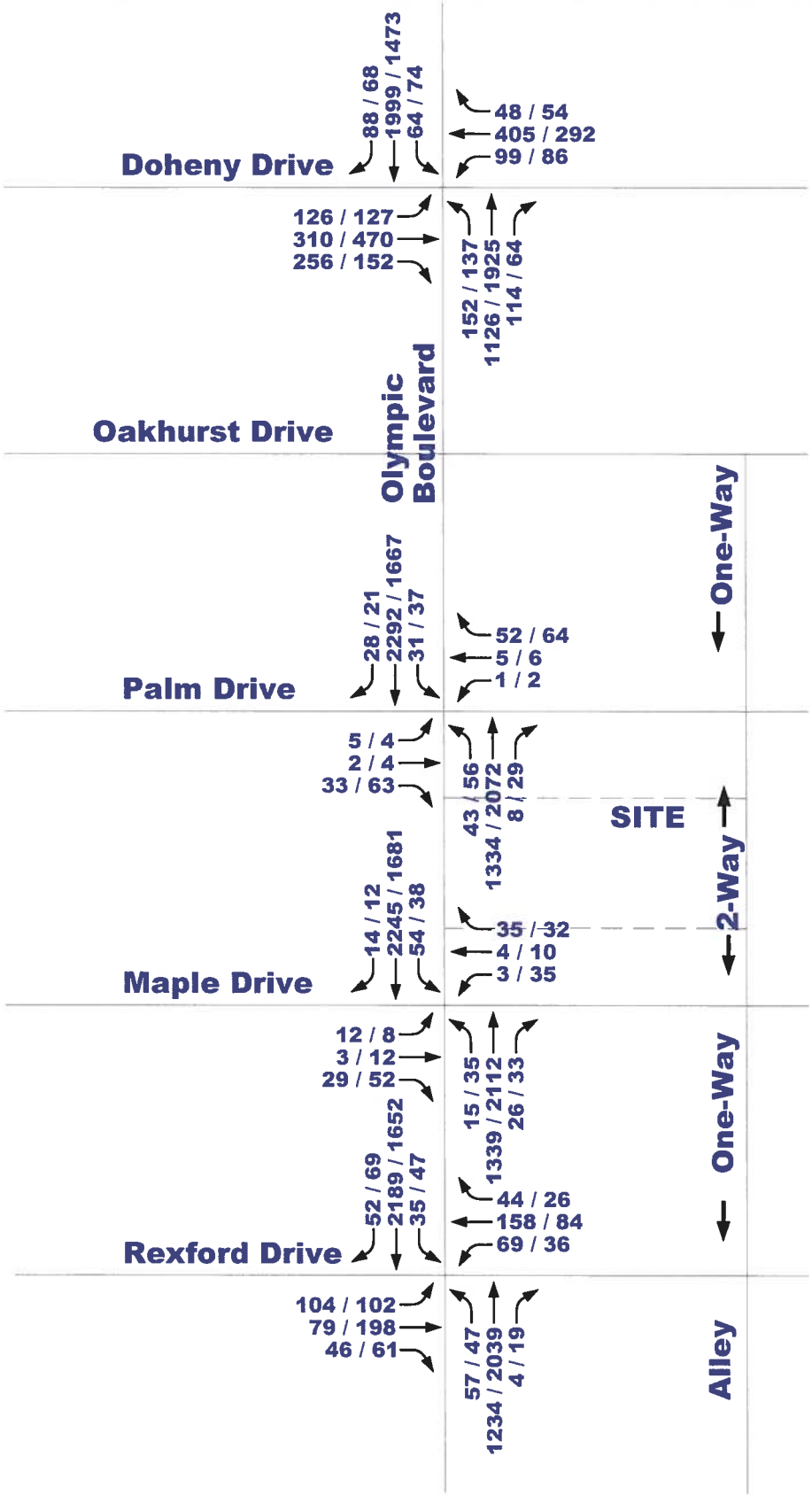
SITE ACCESS AND CIRCULATION

As shown in Figure 2, the proposed office building will be accessible via a 2-way driveway off the alley to the south of Olympic Boulevard. The driveway will be 22 feet wide, and will provide access to the project's subterranean parking garage. In order to maintain a safe sight distance for all exiting vehicles, it is recommended that landscaping in the vicinity of the project's driveway be kept below three feet in height. No obstacles which may block view of oncoming traffic should be located in those areas.

In order to improve project related vehicles' sight distance, it is recommended that parabolic mirrors be installed at the project's access point, facing east and westbound alley vehicles respectively. This will provide an advanced warning to site exiting vehicles about oncoming alley pedestrian and vehicular traffic thus, allowing ingress and egress movement to be performed in a safer fashion. Alternatively, a flashing warning light, triggered by vehicles leaving the garage, could be installed at the parking entrance, and provide similar results. At the present time, the type of access control to the parking area has not been finalized. It is expected that a swinging gate will be utilized, possibly about 40 feet from the property line. The gate will be remote control activated for the building's tenants.

The driveway provides proper ingress and egress interface with alley traffic flows. From the property line, the proposed 22 foot driveway, will have an 18 foot transition with a 12.5 percent slope. The driveway then will slope down with a 16.7 percent grade for about 45 feet, to the garage level. That slope also exists for the two ramps connecting the upper garage level with the second level below, and the bottom level respectively.

The parking garage has proper circulation. Passenger car access to all parking areas is satisfactory, and the parking garage has proper circulation. Turning radii are adequate both for ingress and egress movements. The location of the handicapped



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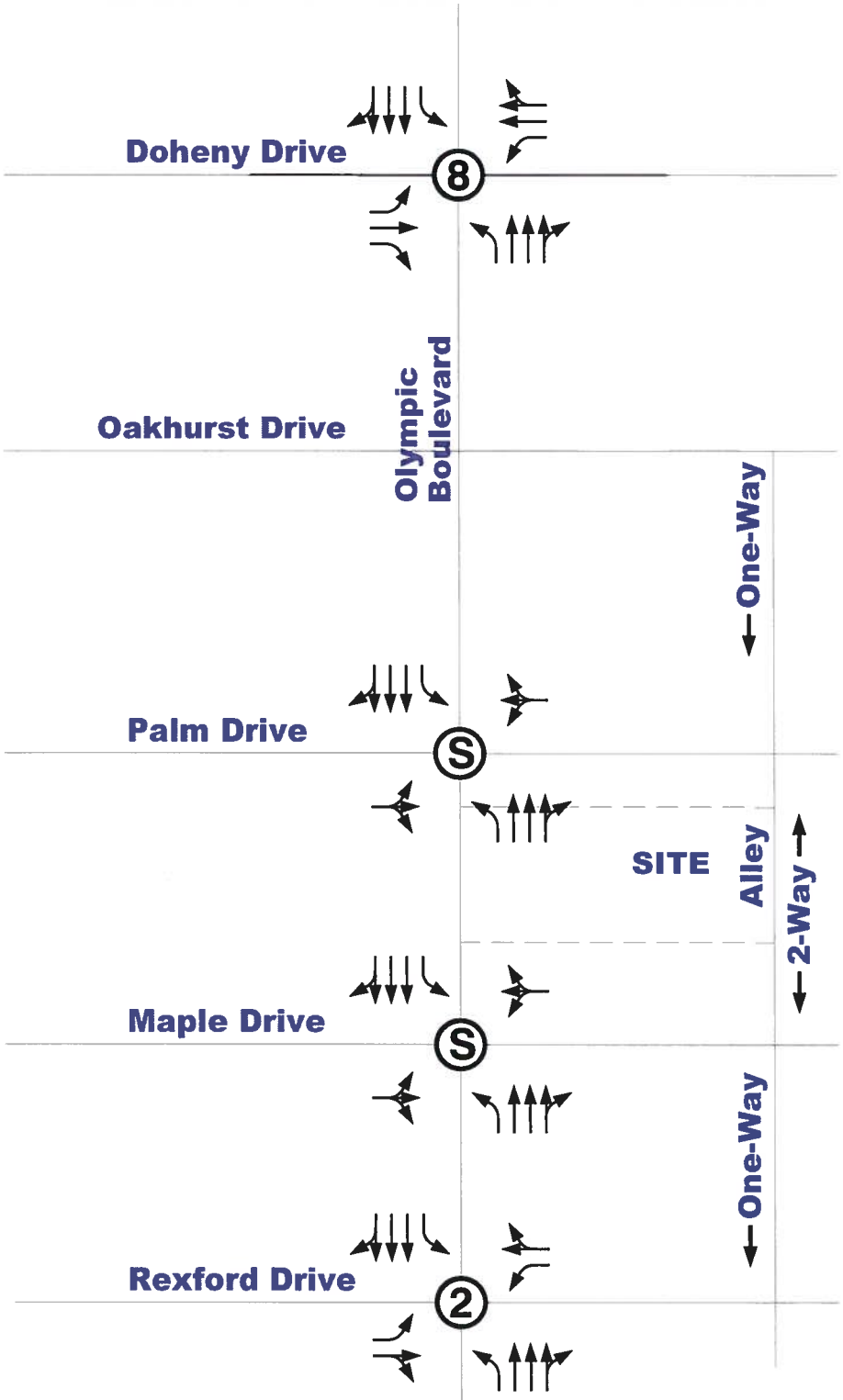
TOTAL FUTURE (2017) PEAK HOUR TRAFFIC VOLUMES

Project Name / No: 9212 Olympic Boulevard Commercial Development Traffic Impact Analysis / 2K15035PK

Figure 9



N

NO SCALE

LEGEND

(X) = Number of Signal Phases (S = Stop Sign)

→ = Exclusive Traffic Lane

→ = Shared Traffic Lane

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EXISTING (2015) KEY INTERSECTIONS LANE CONFIGURATION

parking stalls is satisfactory. Current plans show that sufficient isle widths, and parking stall configurations exist to accommodate the garage's internal circulation. The turning movements that vehicles will have to negotiate to access and egress the individual parking stalls were tested on the project's preliminary plans, in order to verify the viability of those movements with a minimal number of maneuvers. The subject condition was verified by utilizing a procedure reported in the Geometric Design of Highways and Streets manual, published by AASHTO.

The procedure consists of superimposing vehicle templates showing a given vehicle with the path it would "sweep" while negotiating a maximum turn. We found that the total number of maneuvers needed to ingress and egress the critical parking stalls is satisfactory, and it appears that all inbound and outbound movements will be negotiated with "three point" turns. Consequently, we established that the internal design of the parking garage is acceptable and has proper circulation.

As reported in Figure 2, a loading zone is provided at the ground level adjacent to the garage driveway, and measures about 12 by 60 feet. This area will accommodate two trucks, which is in line with the City requirements. The loading zone is parallel to the above mentioned alley, and has one 15-foot driveway at each end of the 60 feet loading zone. It is recommended that trucks approach the site from eastbound Wilshire Boulevard, turn right (southbound) into Palm Drive, and continue in a clockwise direction into the 2-way alley. This will allow trucks to turn straight into the loading area, and circulate out of it through the next 15-foot driveway. Consequently, all trucks' ingress and egress maneuvers will occur on site.

The limited quantity of truck traffic generated by the proposed commercial building will not determine circulation problems in the alley since trucks will be able to access and egress the loading area very quickly thus, reducing the potential for traffic delays due to trucks operations. We do not anticipate that truck maneuvers will have a significant impact upon the street system flow of traffic.

Standard UPS/FedEx deliveries to the site will occur throughout the day. In order to reduce potential impacts upon the adjacent residential developments, major deliveries to all project's land uses will be scheduled between 8:00 and 10:00 AM daily, except Sundays. In addition, in order to avoid potential conflicts among tenants, moving in or out of the building should be scheduled in advance with the property manager. To the extent possible, these movements will occur on Saturdays, and Sundays. Should special circumstances develop, they may be allowed on weekdays, between 3:00 PM and 6:00 PM.

PARKING SUPPLY

In order to verify the adequacy of the proposed parking supply to support the intended land uses, we conducted an analysis of the project's parking demand based upon data provided by the ITE Parking Generation Manual, 3rd Edition. The results of the analysis show the parking generation factors and the resulting number of parking stalls needed to satisfy the project's parking demand.

The ITE factors used in our analysis relate to the peak number of stalls occupied, which will evaluate the project's parking needs under a worse case scenario. The parking demand was evaluated for the "General Office" (land use #710), while the parking needs of the retail area were evaluated with using the factors required by the City of Beverly Hills. This was done because the ITE factors are not reliable for very small retail space. The results of the analysis are shown in Table 7. As indicated in that table, the ITE factors used for General Office related to the parking generation factor associated with the 85th percentile of the peak parking demand, a more conservative scenario. Under this scenario the proposed project will have a peak parking demand for 59 stalls.

Table 7 also reports the subject project's parking demand based upon the City of Beverly Hills Parking Code. The actual parking supply, also is reported for comparison purposes. As indicated in Table 7, the City Code requires the project to provide a total of 58 parking stalls, which translates into a rate of 2.86 stalls per 1,000 sf. Consequently, the project's 58 stall parking supply is in line with that required by the City Code. In addition, Table 7 shows that the proposed supply will be about two percent lower than the project's peak parking demand.

It should be noted that the parking needs of a mixed-use development are lower than the simple sum of the individual land uses parking needs. This is due to the "shared parking" capability, where different land uses can share the same parking stall, at different times of the day. Consequently, the proposed 58 stall parking facility will provide adequate parking for the proposed mixed-use development. No on-street parking overflow is expected as a result of the development of the proposed project.

* * * * *

TABLE 7

PROJECT PARKING GENERATION
9212 Olympic Boulevard Commercial Development Traffic Impact Analysis - Beverly Hills

LAND USE	SIZE	UNIT	LAND USE CODE	MAXIMUM # OF STALLS OCCUPIED (1) Pkg Rate	MAXIMUM # OF STALLS OCCUPIED (2) Stalls	CITY OF BEVERLY HILLS PARKING CODE (1) Pkg Rate	CITY OF BEVERLY HILLS PARKING CODE (2) Stalls	ACTUAL PARKING SUPPLY (1) Pkg Rate	ACTUAL PARKING SUPPLY (2) Stalls
Site Proposed Development									
General Office	13.248	KGSF	710	2.97	39	2.86	38	2.86	38
Shopping Center (3)	7.044	KGLA	820	2.86	20	2.86	20	2.86	20
Total					**59**		**58**		**58**
Proposed Project's Peak Parking Needs				(101.7%)	**59**	(+100.0%)	**58**	(+100.0%)	**58**

Note: Parking generation factors per ITE Parking Generation - 3rd Edition.

1) Pkg Rate is the average number of parking stalls occupied per "SIZE" Unit (i.e. KGFA).

2) Stalls is the maximum number of occupied parking spaces associated with the generator.

3) Per City Code as ITE values are not applicable for small size retail centers.

SUMMARY AND CONCLUSIONS

A mixed-use office and retail building totaling 21,339 square feet of gross floor area has been proposed for development at 9212 Olympic Boulevard, in the City of Beverly Hills, California. The subject parcel of land entails a total of about 12,000 square feet, and is bordered by Olympic Boulevard on its north side, an east-west alley on its south side, and two other properties on its east and west sides respectively. The site currently is used as a parking storage for a car rental business. It lies within a commercial area therefore, the proposed land use is consistent with the site's zoning.

The mixed-use project will be supported by a three level subterranean parking garage, located beneath the building, which will provide a total of 58 parking stalls. In addition, a two truck loading zone is provided in the back of the building. The proposed project's parking garage will be accessible via a 22-foot 2-way driveway in the alley. The project's proposed supply of 58 parking stalls is in line with the City Code parking requirements. No on-street parking overflow is expected as a result of the development of the proposed project.

A traffic analysis was conducted to evaluate the traffic impacts associated with the proposed project, at four vicinity intersections. The analysis was conducted for the morning, and the evening peak hours, under five traffic conditions: **1.** Existing (2015) traffic volumes; **2.** Existing traffic volumes with traffic expansion to the year 2017; **3.** Future (2017) traffic with related projects' traffic volumes (background volumes); **4.** Background volumes plus site project's traffic volumes (total future); and **5.** Total Future (2017) traffic volumes with mitigation measures, (where applicable).

It was found that traffic operations on the area street system in general are very good, and will not be adversely affected by the minor increase in traffic volumes associated with the proposed project. The intersections analyzed will operate at good levels of service, and will not require any mitigation measures consequently, none was proposed.

* * * * * *

Please call me if you have any questions with regard to our study. It has been a pleasure to serve you on this most interesting project.

Very truly yours,
COCO TRAFFIC PLANNERS, INC.

Dr. Antonio S. Coco, P.E.
President

ASC/bl
#2K15035TS

APPENDICES

APPENDIX A

PEAK HOUR MANUAL TRAFFIC COUNTS CALCULATION SHEETS

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

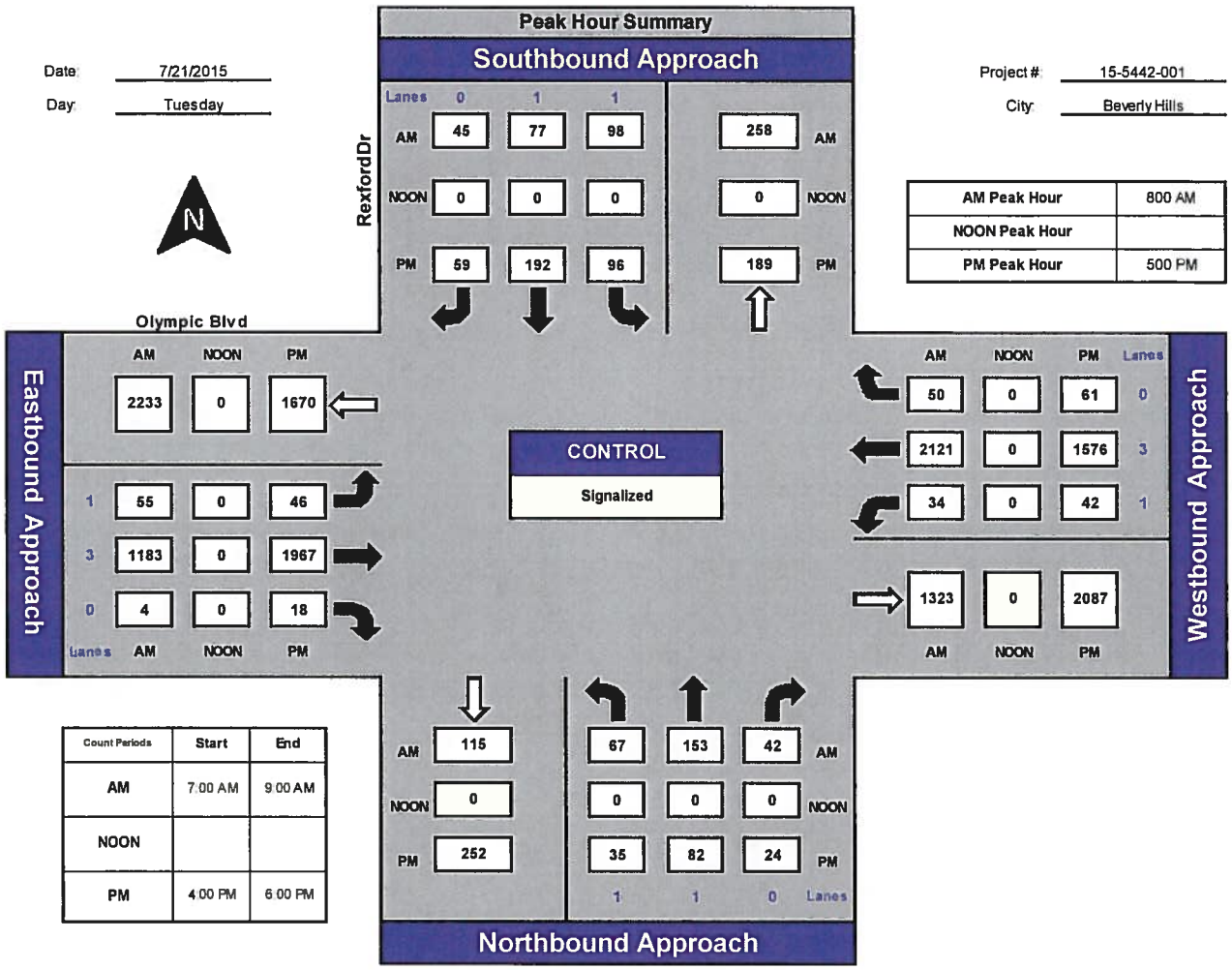
Rexford Dr and Olympic Blvd , Beverly Hills

Date: 7/21/2015

Day: Tuesday

Project #: 15-5442-001

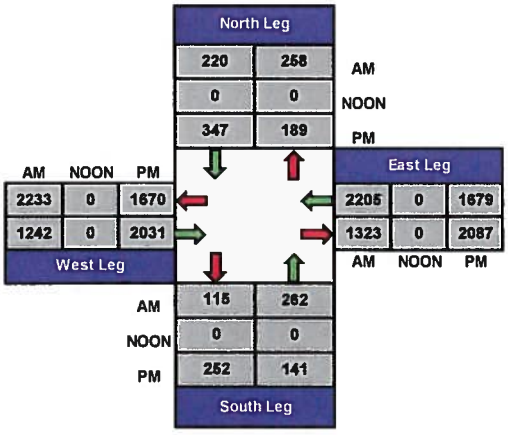
City: Beverly Hills



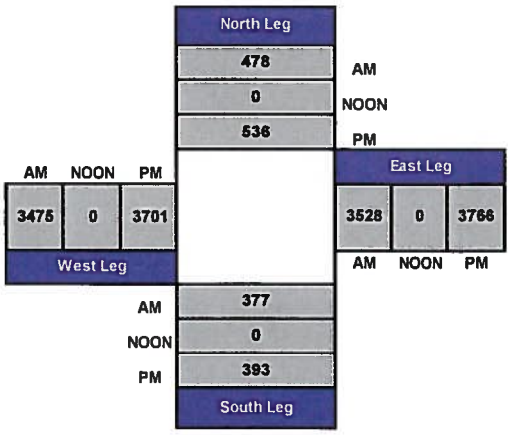
AM Peak Hour	800 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

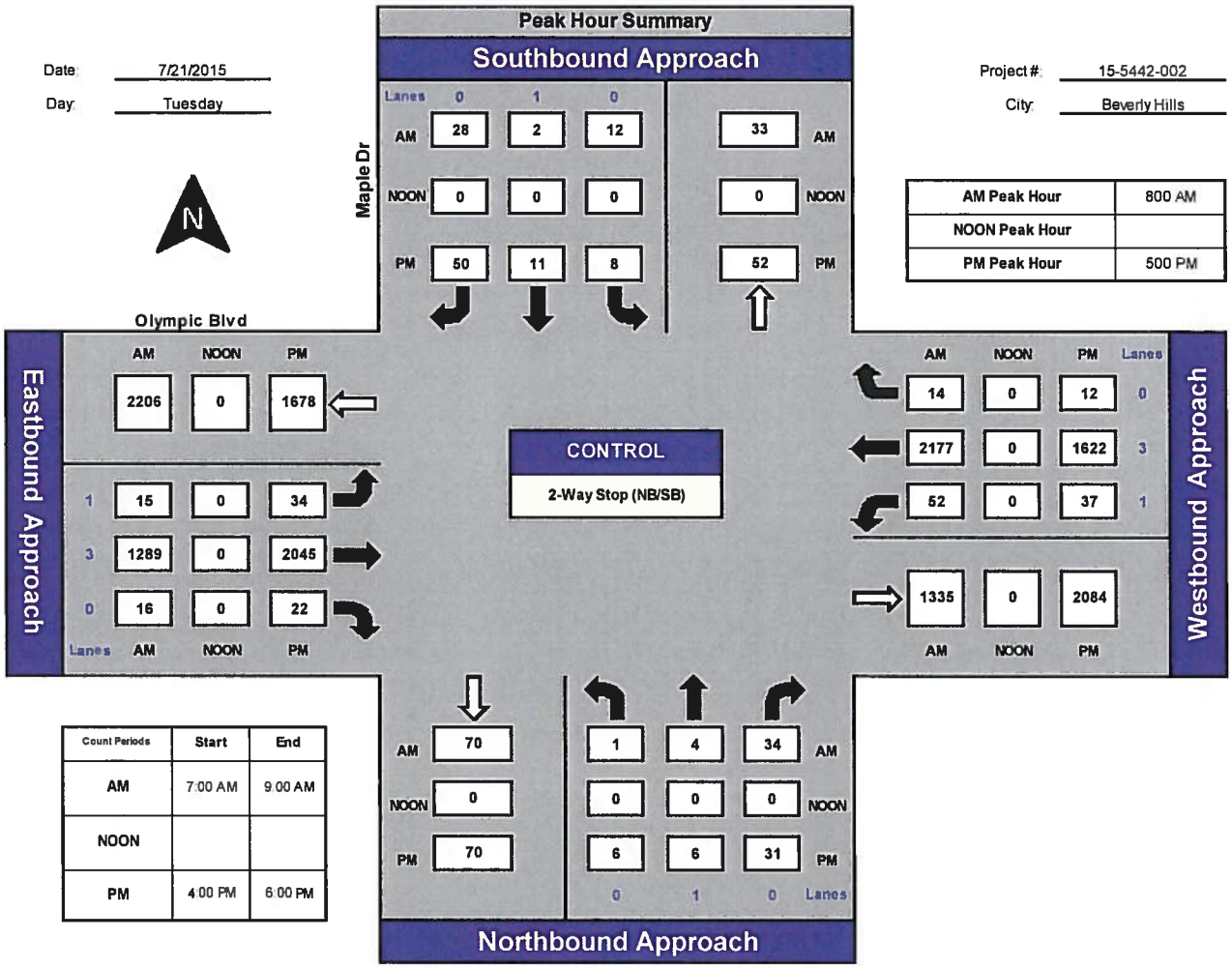
Maple Dr and Olympic Blvd , Beverly Hills

Date: 7/21/2015

Day: Tuesday

Project #: 15-5442-002

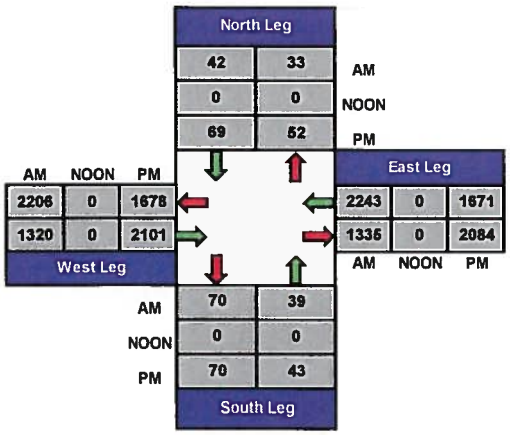
City: Beverly Hills



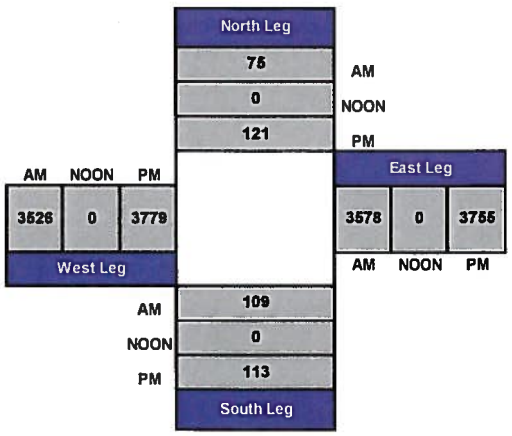
AM Peak Hour	800 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Palm Dr and Olympic Blvd , Beverly Hills

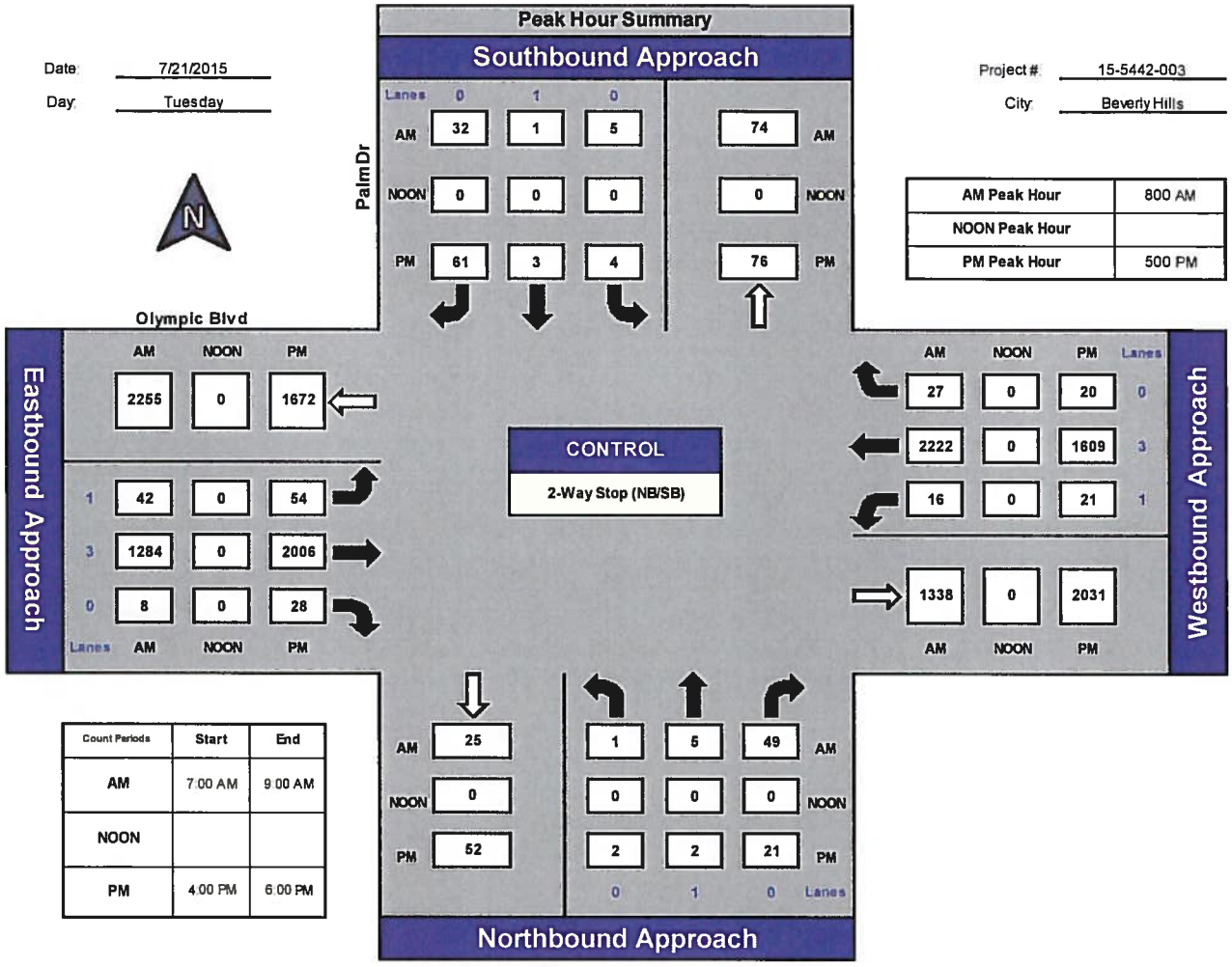
Date: 7/21/2015

Day: Tuesday

Project #: 15-5442-003

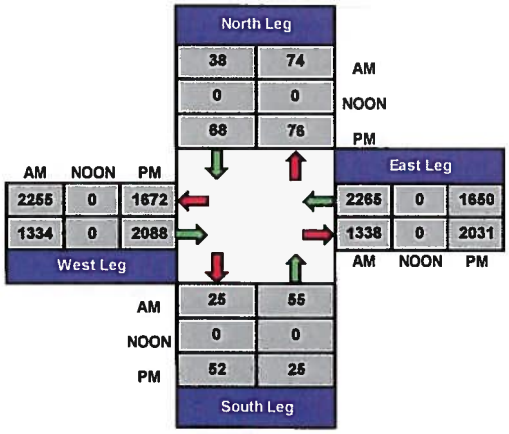
City: Beverly Hills

AM Peak Hour	800 AM
NOON Peak Hour	
PM Peak Hour	500 PM

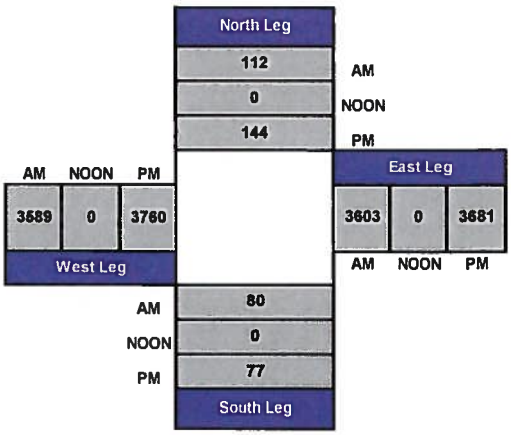


Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



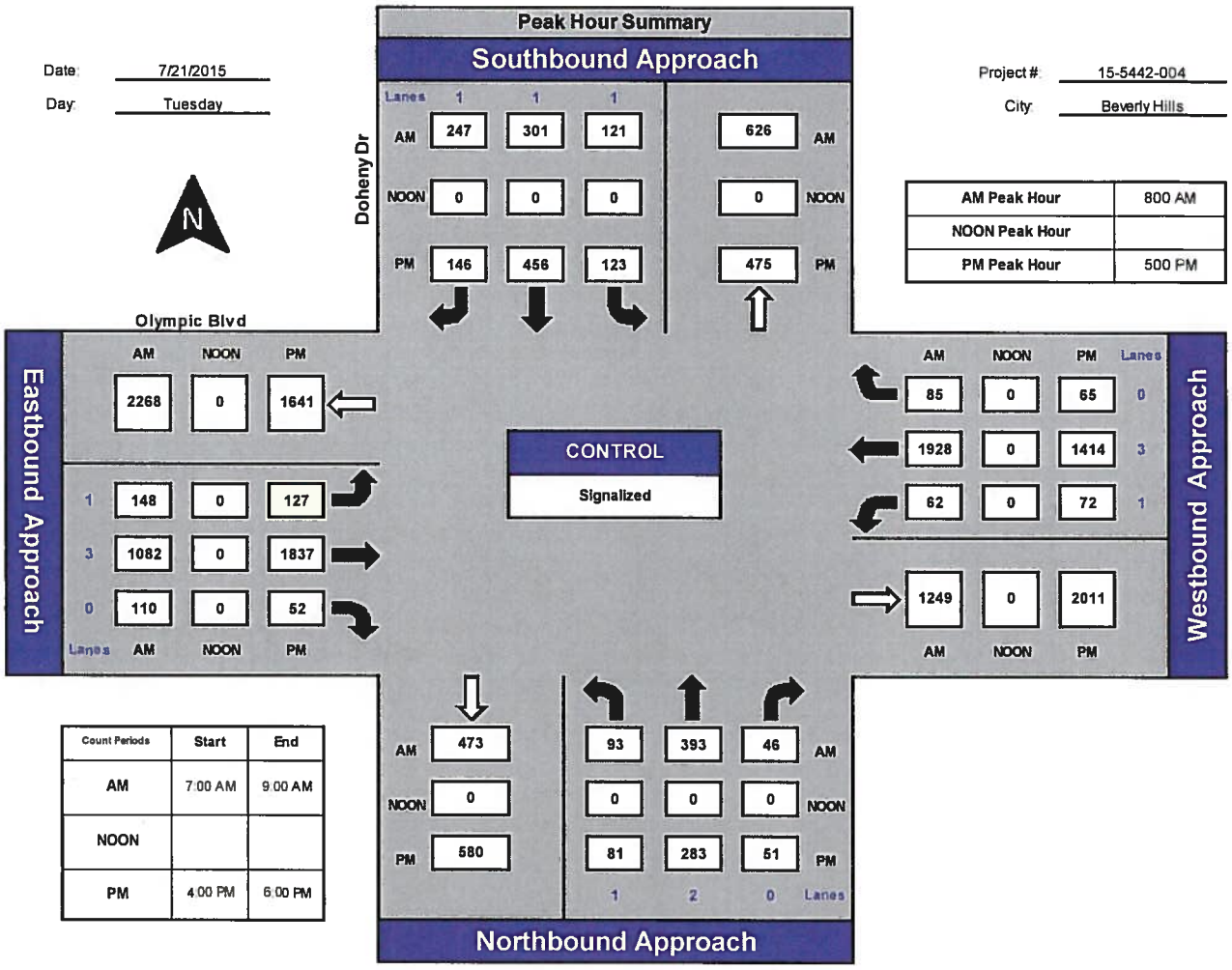
ITM Peak Hour Summary

Prepared by:

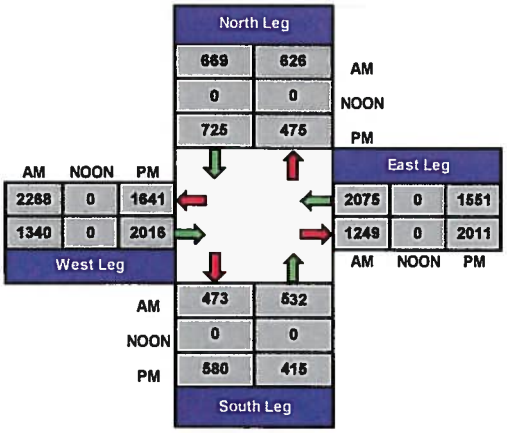
NDS

National Data & Surveying Services

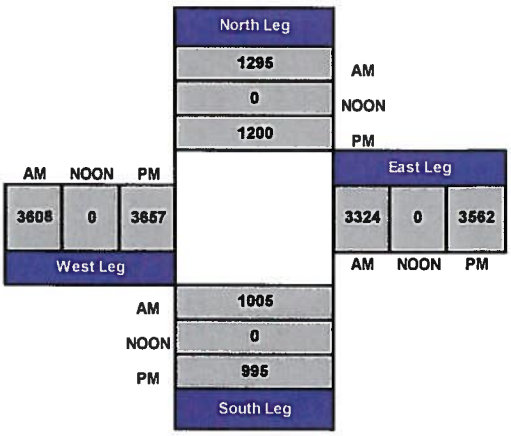
Doheny Dr and Olympic Blvd , Beverly Hills



Total Ins & Outs



Total Volume Per Leg



REVISED 9212 OLYMPIC BOULEVARD COMMERCIAL DEVELOPMENT TRAFFIC IMPACT ASSESSMENT

Prepared for:

ETCO HOMES

Beverly Hills, California

Prepared on:

June 9, 2016

COCO TRAFFIC PLANNERS, INC.

COCO TRAFFIC PLANNERS, INC.

TRAFFIC • DESIGN • PARKING • MODELING • URBAN PLANNING

10835 Santa Monica Blvd., Suite 202 • Los Angeles, California 90025 • Ph/Fax: (310) 470-4870 • E-mail: info@cocotraffic.com

June 9, 2016

Mr. Afshin Etebar
ETCO Homes
9560 Wilshire Boulevard, 2nd Floor
Beverly Hills, California 90212

Subject: REVISED 9212 OLYMPIC BOULEVARD COMMERCIAL DEVELOPMENT TRAFFIC AND PARKING IMPACT ASSESSMENT

Dear Mr. Etebar,

At your request, we have conducted a preliminary evaluation of the traffic and parking impact associated with your proposed commercial project located at 9212 Olympic Boulevard, in the City of Beverly Hills, California, under the revised layout you sent us. Specifically, the proposed project square footage has been increased by about 2,400 square feet (sf), and you would like to know whether this increase will cause any significant traffic impact.

The site is zoned C-3T-2, and consists of about 12,000 gross square feet (gsf) of land, currently improved with a parking lot for rental cars. The revised development project entails an additional 2,383 sf of commercial space, with 15,843 sf of office space, and 7,879 sf of Specialty Retail space at the ground floor. The revised project's layout therefore have a total of 23,722 sf of commercial space, supported by a 71-stall four floors subterranean parking structure. In addition, a truck loading zone is provided at the ground level, and accommodates two trucks simultaneously. Access to the parking facility will be provided by a 22 foot driveway in the alley south of Olympic Boulevard. As previously planned, the proposed project consisted of developing a three-story commercial building, with a total of 21,339 gsf of mixed use commercial space.

In order to address the subject question, we evaluated the quantity of traffic generated by the site, using ITE traffic generation factors from the 9th Edition of the Traffic Generation Manual. The ITE factors were applied to the revised, as well as to the previous project layout, for the daily, and the morning and evening peak periods. The peak periods relate to a one-hour period within the 7:00 to 9:00 AM and the 4:00 to 6:00 PM peak periods respectively.

Table A shows in detail the generation factors used for analysis purposes along with the related volumes associated with the subject development during weekdays. As indicated in Table A, under the revised layout, the proposed project building is

TABLE A

PROJECT TRAFFIC GENERATION
9212 Olympic Boulevard Commercial Development Traffic Impact Analysis - Beverly Hills

LAND USE	SIZE	UNIT	LAND USE CODE	AVERAGE DAILY TRAFFIC		AM PEAK HOUR				PM PEAK HOUR			
				Trip Ends (TE)		TE Rate (1)		Trip Ends (2)		TE Rate (1)		Trip Ends (2)	
				Rate (1)	TE (2)	In	Out	In	Out	In	Out	In	Out
Revised Development Project Traffic Generation - ITE Data													
General Office	**15.843**	**KGSF**	710	20.40	323	2.40	0.32	38	5	1.01	5.05	16	80
Specialty Retail Center (3)	**7.879**	**KGSF**	814	47.56	375	3.05	3.30	24	26	2.26	2.87	18	23
Revised Project Estimated Peak Traffic Generation					**698**	***(AM Total = 93)***		**62**	**31**	***(PM Total = 137)***		**34**	**103**
Previous Development Project Traffic Generation													
General Office	**13.913**	**KGSF**	710	21.00	292	2.44	0.36	34	5	1.15	5.61	16	78
Specialty Retail Center (3)	**7.426**	**KGSF**	814	47.85	356	3.10	3.37	23	25	2.27	2.89	17	22
Previous Project Estimated Peak Traffic Generation					**648**	***(AM Total = 87)***		**57**	**30**	***(PM Total = 133)***		**33**	**100**
Peak Traffic Generation Of Proposed Office Expansion					**50**	***(AM Total = 6)***		**5**	**1**	***(PM Total = 4)***		**1**	**3**
Office Expansion To Previous Project Traffic Generation Ratio					**7.7%**	***(AM Avg. = 6.9%)***		**8.8%**	**3.3%**	***(PM Avg. = 3.0%)***		**3.0%**	**3.0%**

1) TE Rate is the average number of Trip Ends generated per "SIZE" Unit (i.e. KGSF) per ITE Trip Generation Manual - 9th Edition.
2) Trip End is a one-way vehicle movement entering or leaving the traffic generator.
3) AM peak hour Traffic Generation factors from the 5th Edition of the Traffic Generation Manual.

expected to generate about 700 vehicle trips per day (350 inbound and 350 outbound). Similarly, during the AM commuter peak hour, the project will generate a total of 93 vehicle trips (62 inbound and 31 outbound). The PM commuter peak hour traffic generation was estimated at 137 vehicle trips (34 inbound and 103 outbound).

Table A also show the project's traffic generation under the previous layout, which was calculated as generating about 650 vehicle trips per day (325 inbound and 325 outbound). During the AM commuter peak hour, the project would have generated a total of 87 vehicle trips (57 inbound and 30 outbound). The PM commuter peak hour traffic generation was estimated at 133 vehicle trips (33 inbound and 100 outbound).

It should be noted that the specialty retail section of the proposed development will not generate traffic during the morning commuter peak period because this type of land use starts operations after 9:00 AM thus, after the commuter peak period. In order to evaluate the project's traffic impact under a "worse case" scenario, traffic generation factors from the 5th Edition of the ITE Traffic Generation Manual where found, and applied to the AM peak hour. A negligible number of trips is expected during weekends, and was not included in our assessment.

Reported in Table A there is the difference in traffic generation between the revised, and the previous project's layout. The revised layout is expected to generate about 50 vehicle trips per day (25 inbound and 25 outbound) above those generated by the previous proposal. During the AM commuter peak hour, the revised project will generate about 6 vehicle trips (5 inbound and 1 outbound) beyond the previous proposal. Similarly, during the PM peak hour the revised project will generate about 4 additional vehicle trips (1 inbound and 3 outbound). The ratio between the increase in traffic associated with the office expansion (2,383 gsf), and the traffic generated by the proposed project under the previous layout, also is reported in Table A. Therefore, on a daily basis, the proposed project's office space expansion will determine an increase of 8.5 percent in the overall project daily traffic generation. Similarly, the commercial space expansion will produce an average increase of 6.9 percent traffic during the AM commuter peak hour (8.8% inbound and 3.3% outbound), and 3.0 percent during the PM peak hour (3.0% inbound and 3.0% outbound). These calculation are useful to make a preliminary assessment of the traffic impact associated with the proposed expansion, because the impact has a "linear" relationship with the traffic volumes. In other words, an increase of a given percentage in traffic generated by a project determines virtually the same percentage increase in the project's traffic impact.

On October 6, 2015, our firm prepared the traffic study for the proposed project, under the previous layout. Table 4 from that report is provided in the following, and shows the Levels of Service (LOS) at the various locations analyzed, as well as the project's traffic impact, under the "Change in ICU Index" column. As indicated in Table 4, all

TABLE 4

ICU AND LOS
SUMMARY
9212 Olympic Boulevard Commercial Development Traffic Impact Analysis - Beverly Hills

INTERSECTION	TIME PERIOD	Existing (2015) Traffic Volumes	Future (2017) Expanded Volumes	Future 2017 With Related Projects Traffic Volumes	Future 2017 With Proposed Project Traffic Volumes	Total (2017) Traffic w/Mitigtn Measures	Intersection Capacity Utilization Method Traffic Impact Analysis: Change In Icu Index		
North/South @ East/West	AM PM	ICU LOS	ICU LOS	ICU LOS	ICU LOS	ICU LOS	Rel Projects Impact	Site Traffic Impact W/O Mitig.	W/Mitig.
Rexford Drive @ Olympic Boulevard	AM	0.769 C	0.784 C	0.784 C	0.789 C	0.789 C	0.001 * Not Significant	0.005 * Not Significant	0.005 * Not Significant
	PM	0.718 C	0.732 C	0.733 C	0.736 C	0.736 C	0.001 * Not Significant	0.003 Not Significant	0.003 Not Significant
Maple Drive @ Olympic Boulevard	AM	0.592 A	0.602 B	0.602 B	0.607 B	0.607 B	0.001 Not Significant	0.004 Not Significant	0.004 Not Significant
	PM	0.597 A	0.607 B	0.608 B	0.615 B	0.615 B	0.001 * Not Significant	0.007 * Not Significant	0.007 * Not Significant
Palm Drive @ Olympic Boulevard	AM	0.629 B	0.640 B	0.641 B	0.649 B	0.649 B	0.001 Not Significant	0.009 Not Significant	0.009 Not Significant
	PM	0.579 A	0.588 A	0.590 A	0.602 B	0.602 B	0.001 * Not Significant	0.012 Not Significant	0.012 Not Significant
Doheny Drive @ Olympic Boulevard	AM	0.842 D	0.856 D	0.856 D	0.867 D	0.867 D	0.001 * Not Significant	0.011 Not Significant	0.011 Not Significant
	PM	0.875 D	0.890 D	0.891 D	0.901 E	0.803 D	0.001 Not Significant	0.010 SIGNIFICANT	-0.088 Not Significant
					Max AM Impact		0.001	0.005	0.005
					Max PM Impact		0.001	0.007	0.007

* = Intersection with peak impact

locations show good levels of operations, with LOS between A and C, except for the intersection of Doheny Drive and Olympic Boulevard, expected to operate at LOS D and E, during the AM and the PM peak hours respectively. The critical condition is the PM peak hour, already at LOS E, with a project impact of about 0.01, or 1%.

As indicated earlier, the proposed office expansion will account for an average traffic generation increase of about 3% during the PM peak hour. Consequently, we can estimate that the revised project will have a traffic impact of about 1.03% at the intersection of Doheny Drive and Olympic Boulevard, during the PM peak hour. This means that the proposed 9212 Olympic Boulevard Commercial Development, under its current expanded layout, will have traffic impacts that are very similar to those found under the previous scenario. We can safely establish that the proposed expansion will not alter the project's area traffic impacts found earlier. No change in LOS can be experienced at any of the key intersection, beyond those found in our previous report. Consequently, no further analysis of the proposed project's traffic impacts needs to be conducted.

* * * * *

Please call me if you have any questions with regard to our assessment. It has been a pleasure to serve you on this most interesting project.

Very truly yours,
COCO TRAFFIC PLANNERS, INC.

Dr. Antonio S. Coco, P.E.
President

ASC/bl
#2K15035TS

APPENDIX B

INTERSECTION CAPACITY UTILIZATION AND TWO-WAY-STOP CONTROL CALCULATION SHEETS

COCO TRAFFIC PLANNERS, Inc. - 10835 Santa Monica Boulevard, Suite 202 - Los Angeles, California 90025
Phone: (310) 470-4870 Fax: (310) 470-4870

INTERSECTION CAPACITY UTILIZATION

Rexford Drive @ Olympic Boulevard - Beverly Hills / California

N-S St : Rexford Drive — Number of Phases: 2 - Growth/Year: 1.50 % — Date: 23 Nov 2015
E-W St : Olympic Boulevard — Date of Count: 07/21/2015
Project: 9212 Olympic Boulevard Commercial Development Traffic Impact Analysis / 2K15035TS — Projection Year: 2017

MORNING COUNT - PEAK HOUR STARTING @ 8:00 AM

	Existing (2015) Traffic Volumes			2015 Scenario plus Traffic Expansion to 2017 Traffic Volumes			Future (2017) Volumes with Related Projects (Background) Traffic Volumes			Background (2017) Volumes Plus Proposed Project's Traffic Volumes			Total Future (2017) Traffic With Mitiation Measures			
Movement	(1) Volume	Mvmnt Capacity	V/C Ratio	Added	Total	V/C Ratio	Added	Total	V/C Ratio	Added	Total	V/C Ratio	Added Volumes	Total	Mvmnt Capacity	Volume V/C Ratio
Nb left	67	1600	0.042	2	69	0.043	0	69	0.043	0	69	0.043	0	69	1600	0.043
Nb Thru	153	1600	0.122 *	5	158	0.126 *	0	158	0.126 *	0	158	0.126 *	0	158	1600	0.126 *
Nb Right	42	0	0.000	1	43	0.000	0	43	0.000	1	44	0.000	0	44	0	0.000
Sb left	98	1600	0.061 *	3	101	0.063 *	1	102	0.064 *	2	104	0.065 *	0	104	1600	0.065 *
Sb Thru	77	1600	0.076	2	79	0.078	0	79	0.078	0	79	0.078	0	79	1600	0.078
Sb Right	45	0	0.000	1	46	0.000	0	46	0.000	0	46	0.000	0	46	0	0.000
Eb Left	55	1600	0.034 *	2	57	0.036 *	0	57	0.036 *	0	57	0.036 *	0	57	1600	0.036 *
Eb Thru	1183	4800	0.247	35	1218	0.255	9	1227	0.256	7	1234	0.258	0	1234	4800	0.258
Eb Right	4	0	0.000	0	4	0.000	0	4	0.000	0	4	0.000	0	4	0	0.000
Wb Left	34	1600	0.021	1	35	0.022	0	35	0.022	0	35	0.022	0	35	1600	0.022
Wb Thru	2121	4800	0.452 *	64	2185	0.466 *	3	2188	0.467 *	1	2189	0.467 *	0	2189	4800	0.467 *
Wb Right	50	0	0.000	2	52	0.000	0	52	0.000	0	52	0.000	0	52	0	0.000
Yellow Allowance			0.100			0.100			0.100			0.100				0.100
I C U Index			**0.769**			**0.791**			**0.792**			**0.794**				**0.794**
L O S			**C**			**C**			**C**			**C**				**C**

EVENING COUNT - PEAK HOUR STARTING @ 5:00 PM

Nb left	35	1600	0.022 *	1	36	0.023 *	0	36	0.023 *	0	36	0.023 *	0	36	1600	0.023 *
Nb Thru	82	1600	0.066	2	84	0.068	0	84	0.068	0	84	0.069	0	84	1600	0.069
Nb Right	24	0	0.000	1	25	0.000	0	25	0.000	1	26	0.000	0	26	0	0.000
Sb left	96	1600	0.060	3	99	0.062	1	100	0.063	2	102	0.064	0	102	1600	0.064
Sb Thru	192	1600	0.157 *	6	198	0.162 *	0	198	0.162 *	0	198	0.162 *	0	198	1600	0.162 *
Sb Right	59	0	0.000	2	61	0.000	0	61	0.000	0	61	0.000	0	61	0	0.000
Eb Left	46	1600	0.029	1	47	0.029	0	47	0.029	0	47	0.029	0	47	1600	0.029
Eb Thru	1967	4800	0.414 *	59	2026	0.426 *	6	2032	0.427 *	7	2039	0.429 *	0	2039	4800	0.429 *
Eb Right	18	0	0.000	1	19	0.000	0	19	0.000	0	19	0.000	0	19	0	0.000
Wb Left	42	1600	0.026 *	1	43	0.027 *	0	43	0.027 *	4	47	0.029 *	0	47	1600	0.029 *
Wb Thru	1576	4800	0.341	47	1623	0.351	10	1633	0.353	19	1652	0.359	0	1652	4800	0.359
Wb Right	61	0	0.000	2	63	0.000	0	63	0.000	6	69	0.000	0	69	0	0.000
Yellow Allowance			0.100			0.100			0.100			0.100				0.100
I C U Index			**0.718**			**0.738**			**0.739**			**0.743**				**0.743**
L O S			**C**			**C**			**C**			**C**				**C**

1) Count by: NDS Data

COCO TRAFFIC PLANNERS, Inc. - 10835 Santa Monica Boulevard, Suite 202 - Los Angeles, California 90025
Phone: (310) 470-4870 Fax: (310) 470-4870

INTERSECTION CAPACITY UTILIZATION

Maple Drive @ Olympic Boulevard - Beverly Hills / California

N-S St : Maple Drive — Number of Phases: 2 - Growth/Year: 1.50 % — Date: 23 Nov 2015
E-W St : Olympic Boulevard — Date of Count: 07/21/2015
Project: 9212 Olympic Boulevard Commercial Development Traffic Impact Analysis / 2K15035TS — Projection Year: 2017

MORNING COUNT - PEAK HOUR STARTING @ 8:00 AM

Movement	Existing (2015) Traffic Volumes (1) Volume	Mvmnt Capacity	V/C Ratio	2015 Scenario plus Traffic Expansion to 2017 Traffic Volumes Added	Total	V/C Ratio	Future (2017) Volumes with Related Projects (Background) Traffic Volumes Added	Total	V/C Ratio	Background (2017) Volumes Plus Proposed Project's Traffic Volumes Added	Total	V/C Ratio	Total Future (2017) Traffic With Mitiation Measures Added Volumes	Total Mvmnt Capacity	Volume V/C Ratio
Nb left	1	0	0.000 *	0	1	0.000 *	0	1	0.000 *	2	3	0.000 *	0	3	0 0.000 *
Nb Thru	4	1600	0.024	0	4	0.025	0	4	0.025	0	4	0.026	0	4	1600 0.026
Nb Right	34	0	0.000	1	35	0.000	0	35	0.000	0	35	0.000	0	35	0 0.000
Sb left	12	0	0.000	0	12	0.000	0	12	0.000	0	12	0.000	0	12	0 0.000
Sb Thru	2	1600	0.026 *	0	2	0.027 *	0	2	0.027 *	1	3	0.028 *	0	3	1600 0.028 *
Sb Right	28	0	0.000	1	29	0.000	0	29	0.000	0	29	0.000	0	29	0 0.000
Eb Left	15	1600	0.009 *	0	15	0.009 *	0	15	0.009 *	0	15	0.009 *	0	15	1600 0.009 *
Eb Thru	1289	4800	0.272	39	1328	0.280	11	1339	0.282	0	1339	0.284	0	1339	4800 0.284
Eb Right	16	0	0.000	0	16	0.000	0	16	0.000	10	26	0.000	0	26	0 0.000
Wb Left	52	1600	0.033	2	54	0.034	0	54	0.034	0	54	0.034	0	54	1600 0.034
Wb Thru	2177	4800	0.456 *	65	2242	0.470 *	3	2245	0.471 *	0	2245	0.471 *	0	2245	4800 0.471 *
Wb Right	14	0	0.000	0	14	0.000	0	14	0.000	0	14	0.000	0	14	0 0.000
Yellow Allowance			0.100			0.100			0.100			0.100			0.100
I C U Index			**0.592**			**0.606**			**0.607**			**0.607**			**0.607**
L O S			**A**			**B**			**B**			**B**			**B**

EVENING COUNT - PEAK HOUR STARTING @ 5:00 PM

Movement	Volume	Capacity	V/C Ratio	Added	Total	V/C Ratio	Added	Total	V/C Ratio	Added	Total	V/C Ratio	Added Volumes	Total Capacity	Volume V/C Ratio
Nb left	6	0	0.000 *	0	6	0.000 *	0	6	0.000 *	29	35	0.000	0	35	0 0.000
Nb Thru	6	1600	0.027	0	6	0.028	0	6	0.028	4	10	0.048 *	0	10	1600 0.048 *
Nb Right	31	0	0.000	1	32	0.000	0	32	0.000	0	32	0.000	0	32	0 0.000
Sb left	8	0	0.000	0	8	0.000	0	8	0.000	0	8	0.000 *	0	8	0 0.000 *
Sb Thru	11	1600	0.043 *	0	11	0.044 *	0	11	0.044 *	1	12	0.045	0	12	1600 0.045
Sb Right	50	0	0.000	2	52	0.000	0	52	0.000	0	52	0.000	0	52	0 0.000
Eb Left	34	1600	0.021	1	35	0.022	0	35	0.022	0	35	0.022	0	35	1600 0.022
Eb Thru	2045	4800	0.431 *	61	2106	0.444 *	6	2112	0.445 *	0	2112	0.447 *	0	2112	4800 0.447 *
Eb Right	22	0	0.000	1	23	0.000	0	23	0.000	10	33	0.000	0	33	0 0.000
Wb Left	37	1600	0.023 *	1	38	0.024 *	0	38	0.024 *	0	38	0.024 *	0	38	1600 0.024 *
Wb Thru	1622	4800	0.340	49	1671	0.351	10	1681	0.353	0	1681	0.353	0	1681	4800 0.353
Wb Right	12	0	0.000	0	12	0.000	0	12	0.000	0	12	0.000	0	12	0 0.000
Yellow Allowance			0.100			0.100			0.100			0.100			0.100
I C U Index			**0.597**			**0.612**			**0.613**			**0.619**			**0.619**
L O S			**A**			**B**			**B**			**B**			**B**

1) Count by: NDS Data

COCO TRAFFIC PLANNERS, Inc. - 10835 Santa Monica Boulevard, Suite 202 - Los Angeles, California 90025
Phone: (310) 470-4870 Fax: (310) 470-4870

INTERSECTION CAPACITY UTILIZATION

Palm Drive @ Olympic Boulevard - Beverly Hills / California

N-S St : Palm Drive — Number of Phases: 2 - Growth/Year: 1.50 % — Date: 23 Nov 2015
E-W St : Olympic Boulevard — Date of Count: 07/21/2015
Project: 9212 Olympic Boulevard Commercial Development Traffic Impact Analysis / 2K15035TS — Projection Year: 2017

MORNING COUNT - PEAK HOUR STARTING @ 8:00 AM

Movement	Existing (2015) Traffic Volumes (1) Volume	Mvmnt Capacity	V/C Ratio	2015 Scenario plus Traffic Expansion to 2017 Traffic Volumes Added	Total	V/C Ratio	Future (2017) Volumes with Related Projects (Background) Traffic Volumes Added	Total	V/C Ratio	Background (2017) Volumes Plus Proposed Project's Traffic Volumes Added	Total	V/C Ratio	Total Future (2017) Traffic With Mitiation Measures Added Volumes	Total Mvmnt Capacity	Volume V/C Ratio
Nb left	1	0	0.000	0	1	0.000	0	1	0.000	0	1	0.000	0	1	0 0.000
Nb Thru	5	1600	0.034 *	0	5	0.035 *	0	5	0.035 *	0	5	0.036 *	0	5	1600 0.036 *
Nb Right	49	0	0.000	1	50	0.000	0	50	0.000	2	52	0.000	0	52	0 0.000
Sb left	5	0	0.000 *	0	5	0.000 *	0	5	0.000 *	0	5	0.000 *	0	5	0 0.000 *
Sb Thru	1	1600	0.024	0	1	0.024	0	1	0.024	1	2	0.025	0	2	1600 0.025
Sb Right	32	0	0.000	1	33	0.000	0	33	0.000	0	33	0.000	0	33	0 0.000
Eb Left	42	1600	0.026 *	1	43	0.027 *	0	43	0.027 *	0	43	0.027 *	0	43	1600 0.027 *
Eb Thru	1284	4800	0.269	39	1323	0.277	11	1334	0.280	0	1334	0.280	0	1334	4800 0.280
Eb Right	8	0	0.000	0	8	0.000	0	8	0.000	0	8	0.000	0	8	0 0.000
Wb Left	16	1600	0.010	0	16	0.010	0	16	0.010	15	31	0.019	0	31	1600 0.019
Wb Thru	2222	4800	0.469 *	67	2289	0.483 *	3	2292	0.483 *	0	2292	0.483 *	0	2292	4800 0.483 *
Wb Right	27	0	0.000	1	28	0.000	0	28	0.000	0	28	0.000	0	28	0 0.000
Yellow Allowance			0.100			0.100			0.100			0.100			0.100
I C U Index			**0.629**			**0.645**			**0.645**			**0.647**			**0.647**
L O S			**B**			**B**			**B**			**B**			**B**

EVENING COUNT - PEAK HOUR STARTING @ 5:00 PM

Movement	Existing (2015) Traffic Volumes (1) Volume	Mvmnt Capacity	V/C Ratio	2015 Scenario plus Traffic Expansion to 2017 Traffic Volumes Added	Total	V/C Ratio	Future (2017) Volumes with Related Projects (Background) Traffic Volumes Added	Total	V/C Ratio	Background (2017) Volumes Plus Proposed Project's Traffic Volumes Added	Total	V/C Ratio	Total Future (2017) Traffic With Mitiation Measures Added Volumes	Total Mvmnt Capacity	Volume V/C Ratio
Nb left	2	0	0.000 *	0	2	0.000 *	0	2	0.000 *	0	2	0.000	0	2	0 0.000
Nb Thru	2	1600	0.016	0	2	0.016	0	2	0.016	4	6	0.045 *	0	6	1600 0.045 *
Nb Right	21	0	0.000	1	22	0.000	0	22	0.000	42	64	0.000	0	64	0 0.000
Sb left	4	0	0.000	0	4	0.000	0	4	0.000	0	4	0.000 *	0	4	0 0.000 *
Sb Thru	3	1600	0.043 *	0	3	0.044 *	0	3	0.044 *	1	4	0.044	0	4	1600 0.044
Sb Right	61	0	0.000	2	63	0.000	0	63	0.000	0	63	0.000	0	63	0 0.000
Eb Left	54	1600	0.034	2	56	0.035	0	56	0.035	0	56	0.035	0	56	1600 0.035
Eb Thru	2006	4800	0.424 *	60	2066	0.436 *	6	2072	0.438 *	0	2072	0.438 *	0	2072	4800 0.438 *
Eb Right	28	0	0.000	1	29	0.000	0	29	0.000	0	29	0.000	0	29	0 0.000
Wb Left	21	1600	0.013 *	1	22	0.014 *	0	22	0.014 *	15	37	0.023 *	0	37	1600 0.023 *
Wb Thru	1609	4800	0.339	48	1657	0.350	10	1667	0.352	0	1667	0.352	0	1667	4800 0.352
Wb Right	20	0	0.000	1	21	0.000	0	21	0.000	0	21	0.000	0	21	0 0.000
Yellow Allowance			0.100			0.100			0.100			0.100			0.100
I C U Index			**0.579**			**0.594**			**0.595**			**0.606**			**0.606**
L O S			**A**			**A**			**A**			**B**			**B**

1) Count by: NDS Data

COCO TRAFFIC PLANNERS, Inc. - 10835 Santa Monica Boulevard, Suite 202 - Los Angeles, California 90025
Phone: (310) 470-4870 Fax: (310) 470-4870

INTERSECTION CAPACITY UTILIZATION

Doheny Drive @ Olympic Boulevard - Beverly Hills / California

N-S St : Doheny Drive
E-W St : Olympic Boulevard
Project: 9212 Olympic Boulevard Commercial Development Traffic Impact Analysis / 2K15035TS

Number of Phases: 8 - Growth/Year: 1.50 %

Date: 23 Nov 2015
Date of Count: 07/21/2015
Projection Year: 2017

MORNING COUNT - PEAK HOUR STARTING @ 8:00 AM

Movement	Existing (2015) Traffic Volumes (1) Volume	Mvmnt Capacity	V/C Ratio	2015 Scenario plus Traffic Expansion to 2017 Traffic Volumes Added	Total	V/C Ratio	Future (2017) Volumes with Related Projects (Background) Traffic Volumes Added	Total	V/C Ratio	Background (2017) Volumes Plus Proposed Project's Traffic Volumes Added	Total	V/C Ratio	Total Future (2017) Traffic With Mitiation Measures Added Volumes	Total	Mvmnt Capacity	Volume V/C Ratio
Nb left	93	1600	0.058 *	3	96	0.060 *	0	96	0.060 *	3	99	0.062 *	0	99	1600	0.062 *
Nb Thru	393	3200	0.137	12	405	0.141	0	405	0.142	0	405	0.142	0	405	3200	0.142
Nb Right	46	0	0.000	1	47	0.000	1	48	0.000	0	48	0.000	0	48	0	0.000
Sb left	121	1600	0.076	4	125	0.078	1	126	0.079	0	126	0.079	0	126	1600	0.079
Sb Thru	301	1600	0.188 *	9	310	0.194 *	0	310	0.194 *	0	310	0.194 *	0	310	1600	0.194 *
Sb Right	247	1600	0.154	7	254	0.159	0	254	0.159	2	256	0.160	0	256	1600	0.160
Eb Left	148	1600	0.093 *	4	152	0.095 *	0	152	0.095 *	0	152	0.095 *	0	152	1600	0.095 *
Eb Thru	1082	4800	0.248	32	1114	0.256	11	1125	0.258	1	1126	0.258	0	1126	4800	0.258
Eb Right	110	0	0.000	3	113	0.000	0	113	0.000	1	114	0.000	0	114	0	0.000
Wb Left	62	1600	0.039	2	64	0.040	0	64	0.040	0	64	0.040	0	64	1600	0.040
Wb Thru	1928	4800	0.419 *	58	1986	0.432 *	3	1989	0.433 *	10	1999	0.435 *	0	1999	4800	0.435 *
Wb Right	85	0	0.000	3	88	0.000	0	88	0.000	0	88	0.000	0	88	0	0.000
Yellow Allowance			0.100			0.100			0.100			0.100				0.100
I C U Index			**0.859**			**0.881**			**0.881**			**0.886**				**0.886**
L O S			**D**			**D**			**D**			**D**				**D**

EVENING COUNT - PEAK HOUR STARTING @ 5:00 PM

Movement	Existing (2015) Traffic Volumes (1) Volume	Mvmnt Capacity	V/C Ratio	2015 Scenario plus Traffic Expansion to 2017 Traffic Volumes Added	Total	V/C Ratio	Future (2017) Volumes with Related Projects (Background) Traffic Volumes Added	Total	V/C Ratio	Background (2017) Volumes Plus Proposed Project's Traffic Volumes Added	Total	V/C Ratio	Total Future (2017) Traffic With Mitiation Measures Added Volumes	Total	Mvmnt Capacity	Volume V/C Ratio
Nb left	81	1600	0.051 *	2	83	0.052 *	0	83	0.052 *	3	86	0.054 *	0	86	1600	0.054 *
Nb Thru	283	3200	0.104	8	291	0.108	1	292	0.108	0	292	0.108	0	292	3200	0.108
Nb Right	51	0	0.000	2	53	0.000	1	54	0.000	0	54	0.000	0	54	0	0.000
Sb left	123	1600	0.077	4	127	0.079	0	127	0.079	0	127	0.079	0	127	1600	0.079
Sb Thru	456	1600	0.285 *	14	470	0.294 *	0	470	0.294 *	0	470	0.294 *	0	470	1600	0.294 *
Sb Right	146	1600	0.091	4	150	0.094	0	150	0.094	2	152	0.095	0	152	1600	0.095
Eb Left	127	1600	0.079	4	131	0.082	0	131	0.082	6	137	0.086	0	137	1600	0.086
Eb Thru	1837	4800	0.394 *	55	1892	0.405 *	6	1898	0.407 *	27	1925	0.414 *	0	1925	4800	0.414 *
Eb Right	52	0	0.000	2	54	0.000	0	54	0.000	10	64	0.000	0	64	0	0.000
Wb Left	72	1600	0.045 *	2	74	0.046 *	0	74	0.046 *	0	74	0.046 *	0	74	1600	0.046 *
Wb Thru	1414	4800	0.308	42	1456	0.317	8	1464	0.319	9	1473	0.321	0	1473	4800	0.321
Wb Right	65	0	0.000	2	67	0.000	1	68	0.000	0	68	0.000	0	68	0	0.000
Yellow Allowance			0.100			0.100			0.100			0.100				0.100
I C U Index			**0.875**			**0.897**			**0.898**			**0.908**				**0.908**
L O S			**D**			**D**			**D**			**E**				**E**

1) Count by: NDS Data

INTERSECTION CAPACITY ANALYSIS : WORKSHEET FOR 4-LEG & "T" TWSC INTERSECTIONS

Location: Maple Drive / Olympic Boulevard - Beverly Hills

Existing (2015) Traffic Volumes

Date of Count: 07/21/2015 Time Period: 8:00 - 9:00 AM PHF: 1

Type of Control: Side Street Stop Average Running Speed: 35 Lanes on Major: 6

Mvmnt	Veh/hr (vph)		Adjstd Vol (pcph)			Veh/hr (vph)		Adjstd Vol (pcph)	
Nb Left :	**1**	(V7)	**1**	(v7)	Eb left :	**15**	(V1)	**17**	(v1)
Nb Thru :	**4**	(V8)	**4**	(v8)	Eb Thru :	**1,289**	(V2)	**1,289**	(v2)
Nb Right:	**34**	(V9)	**37**	(v9)	Eb right:	**16**	(V3)	**16**	(v3)
Sb left :	**12**	(V10)	**13**	(v10)	Wb left :	**52**	(V4)	**57**	(v4)
Sb Thru :	**2**	(V11)	**2**	(v11)	Wb Thru :	**2,177**	(V5)	**2,177**	(v5)
Sb right:	**28**	(V12)	**31**	(v12)	Wb right:	**14**	(V6)	**14**	(v6)

Right from Minor Street		**V9**		**V12**
Conflicting Flows, Vc (vph)	Vc9 =	427	Vc12 =	723
Potential Capacity, cp (pcph)	cp9 =	655	cp12 =	456
Movement Capacity, cm (pcph)	cm9 =	**655**	cm12 =	**456**
Probabilty of Queue-free State:	Po,9 =	94%	Po,12 =	93%
Left from Major Street		**V4**		**V1**
Conflicting Flows, Vc (vph)	Vc4 =	435	Vc1 =	730
Potential Capacity, cp (pcph)	cp4 =	1,281	cp1 =	1,082
Movement Capacity, cm (pcph)	cm4 =	**1,281**	cm1 =	**1,082**
Probabilty of Queue-free State:	Po,4 =	96%	Po,1 =	98%
Thru from Minor Street		**V8**		**V11**
Conflicting Flows, Vc (vph)	Vc8 =	1,217	Vc11 =	1,217
Potential Capacity, cp (pcph)	cp8 =	256	cp11 =	256
Cpcty Adj Factor for Impending Mvmts	f8 =	94%	f11 =	94%
Movement Capacity, cm (pcph)	cm8 =	**241**	cm11 =	**241**
Probabilty of Queue-free State:	P0,8 =	98%	P0,11 =	99%
Left from Minor Street		**V7**		**V10**
Conflicting Flows, Vc (vph)	Vc7 =	1,218	Vc10 =	1,219
Potential Capacity, cp (pcph)	cp7 =	195	cp10 =	194
MjrLft, MinThr Impedence Factor, p"	p"7 =	93%	p"10 =	92%
MjrLft, MinThr Adj Impedence Factor, p'	p'7 =	95%	p'10 =	94%
Cpcty Adj Factor for Impending Mvmnt, 1	f7 =	88%	f10 =	89%
Movement Capacity, cm (pcph)	cm7 =	**172**	cm10 =	**173**

MOVEMENTS DELAY AND LEVELS OF SERVICE CALCULATION

Movement #	V (vph)	v (pcph)	cm (pcph)	csh (pcph)	atd* (sec/veh)		LOS (Excl/Shrd)		Da**
MINOR STREET APPROACH - MOVEMENTS 7, 8, 9.									
									sec/veh
7 - Nb Left	1	1	172	N/A	21.0	N/A	C	N/A	7.2
8 - Nb Thru	4	4	241	561	15.2	6.5	C	A	LOS
9 - Nb Right	34	37	655	561	5.8	6.8	A	A	A
MINOR STREET APPROACH - MOVEMENTS 10, 11, 12.									
10 - Sb left	12	13	173	N/A	22.4	N/A	C		sec/veh
11 - Sb Thru	2	2	241	433	15.1	8.4	C	A	12.7
12 - Sb right	28	31	456	433	8.4	8.9	A	A	LOS
									B
MAJOR STREET LEFT TURN - MOVEMENTS 1, 4.									
1 - Eb left	15	17	1,082	1,082	3.4		A		0.0
4 - Wb left	52	57	1,281	1,281	2.9		A		0.1
									sec/veh

Average Total Delay for the Intersection

Di = 0.2 sec/veh

C O M M E N T S :

Major street left turn movements operate at level of service "A".

The side street left turning movements operate at LOS "C".

Cumulatively, side street vehicles will experience an average delay of about 7.2 seconds and 12.7 seconds per vehicle and LOS "A" and "B" respectively for northbound and southbound movements.

The Intersection's Average Total Delay is 0.20 seconds per vehicle.

These are excellent levels of service.

Name: Dr. Antonio S. Coco

* Average Total Delay, sec/veh. ** Approach Average Total Delay, sec/veh.

Note: PHF = Peak Hour Factor; vph = volume per hour; pcph = passenger car per hour; csh = capacity of shared lane.

INTERSECTION CAPACITY ANALYSIS : WORKSHEET FOR 4-LEG & "T" TWSC INTERSECTIONS

Location: Maple Drive / Olympic Boulevard - Beverly Hills

Future (2017) Background Traffic Volumes

Date of Count: 07/21/2015 Time Period: 8:00 - 9:00 AM PHF: 1

Type of Control: Side Street Stop Average Running Speed: 35 Lanes on Major: 6

Mvmnt	Veh/hr (vph)		Adjstd Vol (pcph)			Veh/hr (vph)		Adjstd Vol (pcph)	
Nb Left :	**1**	(V7)	**1**	(v7)	Eb left :	**15**	(V1)	**17**	(v1)
Nb Thru :	**4**	(V8)	**4**	(v8)	Eb Thru :	**1,328**	(V2)	**1,328**	(v2)
Nb Right:	**35**	(V9)	**39**	(v9)	Eb right:	**16**	(V3)	**16**	(v3)
Sb left :	**12**	(V10)	**13**	(v10)	Wb left :	**54**	(V4)	**59**	(v4)
Sb Thru :	**2**	(V11)	**2**	(v11)	Wb Thru :	**2,242**	(V5)	**2,242**	(v5)
Sb right:	**29**	(V12)	**32**	(v12)	Wb right:	**14**	(V6)	**14**	(v6)

Right from Minor Street		**V9**		**V12**
Conflicting Flows, Vc (vph)	Vc9 =	440	Vc12 =	745
Potential Capacity, cp (pcph)	cp9 =	645	cp12 =	444
Movement Capacity, cm (pcph)	cm9 =	**645**	cm12 =	**444**
Probabilty of Queue-free State:	Po,9 =	94%	Po,12 =	93%

Left from Major Street		**V4**		**V1**
Conflicting Flows, Vc (vph)	Vc4 =	448	Vc1 =	752
Potential Capacity, cp (pcph)	cp4 =	1,272	cp1 =	1,068
Movement Capacity, cm (pcph)	cm4 =	**1,272**	cm1 =	**1,068**
Probabilty of Queue-free State:	Po,4 =	95%	Po,1 =	98%

Thru from Minor Street		**V8**		**V11**
Conflicting Flows, Vc (vph)	Vc8 =	1,254	Vc11 =	1,254
Potential Capacity, cp (pcph)	cp8 =	246	cp11 =	246
Cpcty Adj Factor for Impending Mvmts	f8 =	94%	f11 =	94%
Movement Capacity, cm (pcph)	cm8 =	**231**	cm11 =	**231**
Probabilty of Queue-free State:	P0,8 =	98%	P0,11 =	99%

Left from Minor Street		**V7**		**V10**
Conflicting Flows, Vc (vph)	Vc7 =	1,255	Vc10 =	1,256
Potential Capacity, cp (pcph)	cp7 =	185	cp10 =	184
MjrLft, MinThr Impedence Factor, p"	p"7 =	93%	p"10 =	92%
MjrLft, MinThr Adj Impedence Factor, p'	p'7 =	95%	p'10 =	94%
Cpcty Adj Factor for Impending Mvmnt, f	f7 =	88%	f10 =	88%
Movement Capacity, cm (pcph)	cm7 =	**163**	cm10 =	**163**

MOVEMENTS DELAY AND LEVELS OF SERVICE CALCULATION

Movement #	V (vph)	v (pcph)	cm (pcph)	csh (pcph)	atd* (sec/veh)		LOS (Excl/Shrd)		Da**
MINOR STREET APPROACH - MOVEMENTS 7, 8, 9.									
									sec/veh
7 - Nb Left	1	1	163	N/A	22.3	N/A	C	N/A	**7.3**
8 - Nb Thru	4	4	231	553	15.9	6.6	C	A	LOS
9 - Nb Right	35	39	645	553	5.9	7.0	A	A	**A**
MINOR STREET APPROACH - MOVEMENTS 10, 11, 12.									
									sec/veh
10 - Sb left	12	13	163	N/A	23.9	N/A	C		**13.3**
11 - Sb Thru	2	2	231	421	15.7	8.6	C	A	LOS
12 - Sb right	29	32	444	421	8.7	9.2	A	A	**B**
MAJOR STREET LEFT TURN - MOVEMENTS 1, 4.									
									sec/veh
1 - Eb left	15	17	1,068	1,068	3.4		A		**0.0**
4 - Wb left	54	59	1,272	1,272	3.0		A		**0.1**

Average Total Delay for the Intersection

Di = 0.2 sec/veh

C O M M E N T S :

Major street left turn movements operate at level of service "A".

The side street left turning movements operate at LOS "C".

Cumulatively, side street vehicles will experience an average delay of about 7.3 seconds and 13.3 seconds per vehicle and LOS "A" and "B" respectively for northbound and southbound movements.

The Intersection's Average Total Delay is 0.20 seconds per vehicle.

These are excellent levels of service.

Name: Dr. Antonio S. Coco

* Average Total Delay, sec/veh. ** Approach Average Total Delay, sec/veh.

Note: PHF = Peak Hour Factor; vph = volume per hour; pcph = passenger car per hour; csh = capacity of shared lane.

INTERSECTION CAPACITY ANALYSIS : WORKSHEET FOR 4-LEG & "T" TWSC INTERSECTIONS

Location: Maple Drive / Olympic Boulevard - Beverly Hills

Background (2017) Traffic Volumes w/Related Projects' Traffic

Date of Count: 07/21/2015 Time Period: 8:00 - 9:00 AM PHF: 1

Type of Control: Side Street Stop Average Running Speed: 35 Lanes on Major: 6

Mvmnt	Veh/hr (vph)		Adjstd Vol (pcph)			Veh/hr (vph)		Adjstd Vol (pcph)	
Nb Left :	**1**	(V7)	**1**	(v7)	Eb left :	**15**	(V1)	**17**	(v1)
Nb Thru :	**4**	(V8)	**4**	(v8)	Eb Thru :	**1,339**	(V2)	**1,339**	(v2)
Nb Right:	**35**	(V9)	**39**	(v9)	Eb right:	**16**	(V3)	**16**	(v3)
Sb left :	**12**	(V10)	**13**	(v10)	Wb left :	**54**	(V4)	**59**	(v4)
Sb Thru :	**2**	(V11)	**2**	(v11)	Wb Thru :	**2,245**	(V5)	**2,245**	(v5)
Sb right:	**29**	(V12)	**32**	(v12)	Wb right:	**14**	(V6)	**14**	(v6)

Right from Minor Street		**V9**		**V12**
Conflicting Flows, Vc (vph)	Vc9 =	444	Vc12 =	746
Potential Capacity, cp (pcph)	cp9 =	641	cp12 =	443
Movement Capacity, cm (pcph)	cm9 =	**641**	cm12 =	**443**
Probabilty of Queue-free State:	Po,9 =	94%	Po,12 =	93%

Left from Major Street		**V4**		**V1**
Conflicting Flows, Vc (vph)	Vc4 =	452	Vc1 =	753
Potential Capacity, cp (pcph)	cp4 =	1,269	cp1 =	1,068
Movement Capacity, cm (pcph)	cm4 =	**1,269**	cm1 =	**1,068**
Probabilty of Queue-free State:	Po,4 =	95%	Po,1 =	98%

Thru from Minor Street		**V8**		**V11**
Conflicting Flows, Vc (vph)	Vc8 =	1,259	Vc11 =	1,259
Potential Capacity, cp (pcph)	cp8 =	244	cp11 =	244
Cpcty Adj Factor for Impending Mvmts	f8 =	94%	f11 =	94%
Movement Capacity, cm (pcph)	cm8 =	**229**	cm11 =	**229**
Probabilty of Queue-free State:	P0,8 =	98%	P0,11 =	99%

Left from Minor Street		**V7**		**V10**
Conflicting Flows, Vc (vph)	Vc7 =	1,260	Vc10 =	1,261
Potential Capacity, cp (pcph)	cp7 =	183	cp10 =	183
MjrLft, MinThr Impedence Factor, p"	p"7 =	93%	p"10 =	92%
MjrLft, MinThr Adj Impedence Factor, p'	p'7 =	95%	p'10 =	94%
Cpcty Adj Factor for Impending Mvmnt, 1	f7 =	88%	f10 =	88%
Movement Capacity, cm (pcph)	cm7 =	**161**	cm10 =	**162**

MOVEMENTS DELAY AND LEVELS OF SERVICE CALCULATION

Movement #	V (vph)	v (pcph)	cm (pcph)	csh (pcph)	atd* (sec/veh)		LOS (Excl/Shrd)		Da**
MINOR STREET APPROACH - MOVEMENTS 7, 8, 9.									
									sec/veh
7 - Nb Left	1	1	161	N/A	22.5	N/A	C	N/A	**7.3**
8 - Nb Thru	4	4	229	549	16.0	6.6	C	A	LOS
9 - Nb Right	35	39	641	549	5.9	7.0	A	A	**A**
MINOR STREET APPROACH - MOVEMENTS 10, 11, 12.									
10 - Sb left	12	13	162	N/A	24.1	N/A	C		sec/veh
11 - Sb Thru	2	2	229	420	15.9	8.6	C	A	**13.3**
12 - Sb right	29	32	443	420	8.7	9.2	A	A	LOS
									B
MAJOR STREET LEFT TURN - MOVEMENTS 1, 4.									
1 - Eb left	15	17	1,068	1,068	3.4		A		**0.0**
4 - Wb left	54	59	1,269	1,269	3.0		A		**0.1**
									sec/veh

Average Total Delay for the Intersection

Di = 0.2 sec/veh

C O M M E N T S :

Major street left turn movements operate at level of service "A".

The side street left turning movements operate at LOS "C".

Cumulatively, side street vehicles will experience an average delay of about 7.3 seconds and 13.3 seconds per vehicle and LOS "A" and "B" respectively for northbound and southbound movements.

The Intersection's Average Total Delay is 0.20 seconds per vehicle.

These are excellent levels of service.

Name: Dr. Antonio S. Coco

* Average Total Delay, sec/veh. ** Approach Average Total Delay, sec/veh.

Note: PHF = Peak Hour Factor; vph = volume per hour; pcph = passenger car per hour; csh = capacity of shared lane.

INTERSECTION CAPACITY ANALYSIS : WORKSHEET FOR 4-LEG & "T" TWSC INTERSECTIONS

Location: Maple Drive / Olympic Boulevard - Beverly Hills

Background (2017) Traffic Volumes w/ Site Traffic

Date of Count: 07/21/2015 Time Period: 8:00 - 9:00 AM PHF: 1

Type of Control: Side Street Stop Average Running Speed: 35 Lanes on Major: 6

Mvmnt	Veh/hr (vph)		Adjstd Vol (pcph)			Veh/hr (vph)		Adjstd Vol (pcph)	
Nb Left :	**3**	(V7)	**3**	(v7)	Eb left :	**15**	(V1)	**17**	(v1)
Nb Thru :	**4**	(V8)	**4**	(v8)	Eb Thru :	**1,339**	(V2)	**1,339**	(v2)
Nb Right:	**35**	(V9)	**39**	(v9)	Eb right:	**26**	(V3)	**26**	(v3)
Sb left :	**12**	(V10)	**13**	(v10)	Wb left :	**54**	(V4)	**59**	(v4)
Sb Thru :	**3**	(V11)	**3**	(v11)	Wb Thru :	**2,245**	(V5)	**2,245**	(v5)
Sb right:	**29**	(V12)	**32**	(v12)	Wb right:	**14**	(V6)	**14**	(v6)

Right from Minor Street		**V9**		**V12**
Conflicting Flows, Vc (vph)	Vc9 =	442	Vc12 =	746
Potential Capacity, cp (pcph)	cp9 =	643	cp12 =	443
Movement Capacity, cm (pcph)	cm9 =	**643**	cm12 =	**443**
Probabilty of Queue-free State:	Po,9 =	94%	Po,12 =	93%
Left from Major Street		**V4**		**V1**
Conflicting Flows, Vc (vph)	Vc4 =	455	Vc1 =	753
Potential Capacity, cp (pcph)	cp4 =	1,267	cp1 =	1,068
Movement Capacity, cm (pcph)	cm4 =	**1,267**	cm1 =	**1,068**
Probabilty of Queue-free State:	Po,4 =	95%	Po,1 =	98%
Thru from Minor Street		**V8**		**V11**
Conflicting Flows, Vc (vph)	Vc8 =	1,257	Vc11 =	1,257
Potential Capacity, cp (pcph)	cp8 =	245	cp11 =	245
Cpcty Adj Factor for Impending Mvmts	f8 =	94%	f11 =	94%
Movement Capacity, cm (pcph)	cm8 =	**230**	cm11 =	**230**
Probabilty of Queue-free State:	P0,8 =	98%	P0,11 =	99%
Left from Minor Street		**V7**		**V10**
Conflicting Flows, Vc (vph)	Vc7 =	1,259	Vc10 =	1,259
Potential Capacity, cp (pcph)	cp7 =	184	cp10 =	184
MjrLft, MinThr Impedence Factor, p"	p"7 =	93%	p"10 =	92%
MjrLft, MinThr Adj Impedence Factor, p'	p'7 =	94%	p'10 =	94%
Cpcty Adj Factor for Impending Mvmnt, f	f7 =	88%	f10 =	88%
Movement Capacity, cm (pcph)	cm7 =	**161**	cm10 =	**163**

MOVEMENTS DELAY AND LEVELS OF SERVICE CALCULATION

Movement #	V (vph)	v (pcph)	cm (pcph)	csh (pcph)	atd* (sec/veh)		LOS (Excl/Shrd)		Da**
MINOR STREET APPROACH - MOVEMENTS 7, 8, 9.									
									sec/veh
7 - Nb Left	3	3	161	N/A	22.8	N/A	C	N/A	**8.1**
8 - Nb Thru	4	4	230	551	15.9	6.6	C	A	LOS
9 - Nb Right	35	39	643	551	5.9	7.0	A	A	**A**
MINOR STREET APPROACH - MOVEMENTS 10, 11, 12.									
10 - Sb left	12	13	163	N/A	23.9	N/A	C		sec/veh
11 - Sb Thru	3	3	230	410	15.9	8.8	C	A	**13.3**
12 - Sb right	29	32	443	410	8.7	9.4	A	A	LOS
									B
MAJOR STREET LEFT TURN - MOVEMENTS 1, 4.									
1 - Eb left	15	17	1,068	1,068	3.4		A		**0.0**
4 - Wb left	54	59	1,267	1,267	3.0		A		**0.1**
									sec/veh

Average Total Delay for the Intersection

Di = 0.2 sec/veh

C O M M E N T S :

Major street left turn movements operate at level of service "A".

The side street left turning movements operate at LOS "C".

Cumulatively, side street vehicles will experience an average delay of about 8.1 seconds and 13.3 seconds per vehicle and LOS "A" and "B" respectively for northbound and southbound movements.

The Intersection's Average Total Delay is 0.20 seconds per vehicle.

These are excellent levels of service.

Name: Dr. Antonio S. Coco

* Average Total Delay, sec/veh. ** Approach Average Total Delay, sec/veh.

Note: PHF = Peak Hour Factor; vph = volume per hour; pcph = passenger car per hour; csh = capacity of shared lane.

INTERSECTION CAPACITY ANALYSIS : WORKSHEET FOR 4-LEG & "T" TWSC INTERSECTIONS

Location: Maple Drive / Olympic Boulevard - Beverly Hills

Existing (2015) Traffic Volumes

Date of Count: 07/21/2015 Time Period: 5:00 - 6:00 PM PHF: 1

Type of Control: Side Street Stop Average Running Speed: 35 Lanes on Major: 6

Mvmnt	Veh/hr (vph)		Adjstd Vol (pcph)			Veh/hr (vph)		Adjstd Vol (pcph)	
Nb Left :	**6**	(V7)	**7**	(v7)	Eb left :	**34**	(V1)	**37**	(v1)
Nb Thru :	**6**	(V8)	**7**	(v8)	Eb Thru :	**2,045**	(V2)	**2,045**	(v2)
Nb Right:	**31**	(V9)	**34**	(v9)	Eb right:	**22**	(V3)	**22**	(v3)
Sb left :	**8**	(V10)	**9**	(v10)	Wb left :	**37**	(V4)	**41**	(v4)
Sb Thru :	**11**	(V11)	**12**	(v11)	Wb Thru :	**1,622**	(V5)	**1,622**	(v5)
Sb right:	**50**	(V12)	**55**	(v12)	Wb right:	**12**	(V6)	**12**	(v6)

Right from Minor Street		**V9**		**V12**
Conflicting Flows, Vc (vph)	Vc9 =	678	Vc12 =	539
Potential Capacity, cp (pcph)	cp9 =	482	cp12 =	572
Movement Capacity, cm (pcph)	cm9 =	**482**	cm12 =	**572**
Probabilty of Queue-free State:	Po,9 =	93%	Po,12 =	90%
Left from Major Street		**V4**		**V1**
Conflicting Flows, Vc (vph)	Vc4 =	689	Vc1 =	545
Potential Capacity, cp (pcph)	cp4 =	1,108	cp1 =	1,203
Movement Capacity, cm (pcph)	cm4 =	**1,108**	cm1 =	**1,203**
Probabilty of Queue-free State:	Po,4 =	96%	Po,1 =	97%
Thru from Minor Street		**V8**		**V11**
Conflicting Flows, Vc (vph)	Vc8 =	1,288	Vc11 =	1,288
Potential Capacity, cp (pcph)	cp8 =	237	cp11 =	237
Cpcty Adj Factor for Impending Mvmts	f8 =	93%	f11 =	93%
Movement Capacity, cm (pcph)	cm8 =	**221**	cm11 =	**221**
Probabilty of Queue-free State:	P0,8 =	97%	P0,11 =	95%
Left from Minor Street		**V7**		**V10**
Conflicting Flows, Vc (vph)	Vc7 =	1,294	Vc10 =	1,291
Potential Capacity, cp (pcph)	cp7 =	175	cp10 =	176
MjrLft, MinThr Impedence Factor, p"	p"7 =	88%	p"10 =	90%
MjrLft, MinThr Adj Impedence Factor, p'	p'7 =	91%	p'10 =	93%
Cpcty Adj Factor for Impending Mvmnt, f	f7 =	82%	f10 =	86%
Movement Capacity, cm (pcph)	cm7 =	**144**	cm10 =	**152**

MOVEMENTS DELAY AND LEVELS OF SERVICE CALCULATION

Movement #	V (vph)	v (pcph)	cm (pcph)	csh (pcph)	atd* (sec/veh)		LOS (Excl/Shrd)		Da**
MINOR STREET APPROACH - MOVEMENTS 7, 8, 9.									sec/veh
7 - Nb Left	6	7	144	N/A	26.1	N/A	D	N/A	**11.7**
8 - Nb Thru	6	7	221	401	16.7	9.1	C	A	LOS
9 - Nb Right	31	34	482	401	8.0	9.7	A	A	**B**
MINOR STREET APPROACH - MOVEMENTS 10, 11, 12.									sec/veh
10 - Sb left	8	9	152	N/A	25.1	N/A	D		**10.6**
11 - Sb Thru	11	12	221	445	17.1	8.3	C	A	LOS
12 - Sb right	50	55	572	445	6.9	9.1	A	A	**B**
MAJOR STREET LEFT TURN - MOVEMENTS 1, 4.									sec/veh
1 - Eb left	34	37	1,203	1,203	3.1		A		**0.1**
4 - Wb left	37	41	1,108	1,108	3.4		A		**0.1**

Average Total Delay for the Intersection

Di = 0.3 sec/veh

C O M M E N T S :

Major street left turn movements operate at level of service "A".

The side street left turning movements operate at LOS "D".

Cumulatively, side street vehicles will experience an average delay of about 11.7 seconds and 10.6 seconds per vehicle and LOS "B" respectively for northbound and southbound movements.

The Intersection's Average Total Delay is 0.30 seconds per vehicle.

These are excellent levels of service.

Name: Dr. Antonio S. Coco

* Average Total Delay, sec/veh. ** Approach Average Total Delay, sec/veh.

Note: PHF = Peak Hour Factor; vph = volume per hour; pcph = passenger car per hour; csh = capacity of shared lane.

INTERSECTION CAPACITY ANALYSIS : WORKSHEET FOR 4-LEG & "T" TWSC INTERSECTIONS

Location: Maple Drive / Olympic Boulevard - Beverly Hills

Future (2017) Background Traffic Volumes

Date of Count: 07/21/2015 Time Period: 5:00 - 6:00 PM PHF: 1

Type of Control: Side Street Stop Average Running Speed: 35 Lanes on Major: 6

Mvmnt	Veh/hr (vph)		Adjstd Vol (pcph)			Veh/hr (vph)		Adjstd Vol (pcph)	
Nb Left :	**6**	(V7)	**7**	(v7)	Eb left :	**35**	(V1)	**39**	(v1)
Nb Thru :	**6**	(V8)	**7**	(v8)	Eb Thru :	**2,106**	(V2)	**2,106**	(v2)
Nb Right:	**32**	(V9)	**35**	(v9)	Eb right:	**23**	(V3)	**23**	(v3)
Sb left :	**8**	(V10)	**9**	(v10)	Wb left :	**38**	(V4)	**42**	(v4)
Sb Thru :	**11**	(V11)	**12**	(v11)	Wb Thru :	**1,671**	(V5)	**1,671**	(v5)
Sb right:	**52**	(V12)	**57**	(v12)	Wb right:	**12**	(V6)	**12**	(v6)

Right from Minor Street		**V9**		**V12**
Conflicting Flows, Vc (vph)	Vc9 =	698	Vc12 =	555
Potential Capacity, cp (pcph)	cp9 =	470	cp12 =	560
Movement Capacity, cm (pcph)	cm9 =	**470**	cm12 =	**560**
Probabilty of Queue-free State:	Po,9 =	93%	Po,12 =	90%
Left from Major Street		**V4**		**V1**
Conflicting Flows, Vc (vph)	Vc4 =	710	Vc1 =	561
Potential Capacity, cp (pcph)	cp4 =	1,094	cp1 =	1,192
Movement Capacity, cm (pcph)	cm4 =	**1,094**	cm1 =	**1,192**
Probabilty of Queue-free State:	Po,4 =	96%	Po,1 =	97%
Thru from Minor Street		**V8**		**V11**
Conflicting Flows, Vc (vph)	Vc8 =	1,326	Vc11 =	1,326
Potential Capacity, cp (pcph)	cp8 =	227	cp11 =	227
Cpcty Adj Factor for Impending Mvmts	f8 =	93%	f11 =	93%
Movement Capacity, cm (pcph)	cm8 =	**211**	cm11 =	**211**
Probabilty of Queue-free State:	P0,8 =	97%	P0,11 =	94%
Left from Minor Street		**V7**		**V10**
Conflicting Flows, Vc (vph)	Vc7 =	1,332	Vc10 =	1,329
Potential Capacity, cp (pcph)	cp7 =	166	cp10 =	166
MjrLft, MinThr Impedence Factor, p"	p"7 =	88%	p"10 =	90%
MjrLft, MinThr Adj Impedence Factor, p'	p'7 =	91%	p'10 =	92%
Cpcty Adj Factor for Impending Mvmnt, 1	f7 =	81%	f10 =	85%
Movement Capacity, cm (pcph)	cm7 =	**135**	cm10 =	**142**

MOVEMENTS DELAY AND LEVELS OF SERVICE CALCULATION

Movement #	V (vph)	v (pcph)	cm (pcph)	csh (pcph)	atd* (sec/veh)		LOS (Excl/Shrd)		Da**
MINOR STREET APPROACH - MOVEMENTS 7, 8, 9.									
									sec/veh
7 - Nb Left	6	7	135	N/A	27.9	N/A	D	N/A	**12.2**
8 - Nb Thru	6	7	211	390	17.5	9.4	C	A	LOS
9 - Nb Right	32	35	470	390	8.2	10.0	A	B	**B**
MINOR STREET APPROACH - MOVEMENTS 10, 11, 12.									
10 - Sb left	8	9	142	N/A	26.9	N/A	D		sec/veh
11 - Sb Thru	11	12	211	435	18.0	8.5	C	A	**11.0**
12 - Sb right	52	57	560	435	7.1	9.4	A	A	LOS
									B
MAJOR STREET LEFT TURN - MOVEMENTS 1, 4.									
1 - Eb left	35	39	1,192	1,192	3.1		A		**0.1**
4 - Wb left	38	42	1,094	1,094	3.4		A		**0.1**
									sec/veh

Average Total Delay for the Intersection

Di = 0.3 sec/veh

C O M M E N T S :

Major street left turn movements operate at level of service "A".

The side street left turning movements operate at LOS "D".

Cumulatively, side street vehicles will experience an average delay of about 12.2 seconds and 11.0 seconds per vehicle and LOS "B" respectively for northbound and southbound movements.

The Intersection's Average Total Delay is 0.30 seconds per vehicle.

These are excellent levels of service.

Name: Dr. Antonio S. Coco

* Average Total Delay, sec/veh. ** Approach Average Total Delay, sec/veh.

Note: PHF = Peak Hour Factor; vph = volume per hour; pcph = passenger car per hour; csh = capacity of shared lane.

INTERSECTION CAPACITY ANALYSIS : WORKSHEET FOR 4-LEG & "T" TWSC INTERSECTIONS

Location: Maple Drive / Olympic Boulevard - Beverly Hills

Background (2017) Traffic Volumes w/Related Projects' Traffic

Date of Count: 07/21/2015 Time Period: 5:00 - 6:00 PM PHF: 1

Type of Control: Side Street Stop Average Running Speed: 35 Lanes on Major: 6

Mvmnt	Veh/hr (vph)		Adjstd Vol (pcph)			Veh/hr (vph)		Adjstd Vol (pcph)	
Nb Left :	**6**	(V7)	**7**	(v7)	Eb left :	**35**	(V1)	**39**	(v1)
Nb Thru :	**6**	(V8)	**7**	(v8)	Eb Thru :	**2,112**	(V2)	**2,112**	(v2)
Nb Right:	**32**	(V9)	**35**	(v9)	Eb right:	**23**	(V3)	**23**	(v3)
Sb left :	**8**	(V10)	**9**	(v10)	Wb left :	**38**	(V4)	**42**	(v4)
Sb Thru :	**11**	(V11)	**12**	(v11)	Wb Thru :	**1,681**	(V5)	**1,681**	(v5)
Sb right:	**52**	(V12)	**57**	(v12)	Wb right:	**12**	(V6)	**12**	(v6)

Right from Minor Street		**V9**		**V12**
Conflicting Flows, Vc (vph)	Vc9 =	700	Vc12 =	558
Potential Capacity, cp (pcph)	cp9 =	469	cp12 =	558
Movement Capacity, cm (pcph)	cm9 =	**469**	cm12 =	**558**
Probabilty of Queue-free State:	Po,9 =	93%	Po,12 =	90%

Left from Major Street		**V4**		**V1**
Conflicting Flows, Vc (vph)	Vc4 =	712	Vc1 =	564
Potential Capacity, cp (pcph)	cp4 =	1,093	cp1 =	1,190
Movement Capacity, cm (pcph)	cm4 =	**1,093**	cm1 =	**1,190**
Probabilty of Queue-free State:	Po,4 =	96%	Po,1 =	97%

Thru from Minor Street		**V8**		**V11**
Conflicting Flows, Vc (vph)	Vc8 =	1,331	Vc11 =	1,331
Potential Capacity, cp (pcph)	cp8 =	226	cp11 =	226
Cpcty Adj Factor for Impending Mvmts	f8 =	93%	f11 =	93%
Movement Capacity, cm (pcph)	cm8 =	**210**	cm11 =	**210**
Probabilty of Queue-free State:	P0,8 =	97%	P0,11 =	94%

Left from Minor Street		**V7**		**V10**
Conflicting Flows, Vc (vph)	Vc7 =	1,337	Vc10 =	1,334
Potential Capacity, cp (pcph)	cp7 =	165	cp10 =	165
MjrLft, MinThr Impedence Factor, p"	p"7 =	88%	p"10 =	90%
MjrLft, MinThr Adj Impedence Factor, p'	p'7 =	91%	p'10 =	92%
Cpcty Adj Factor for Impending Mvmnt, f	f7 =	81%	f10 =	85%
Movement Capacity, cm (pcph)	cm7 =	**134**	cm10 =	**141**

MOVEMENTS DELAY AND LEVELS OF SERVICE CALCULATION

Movement #	V (vph)	v (pcph)	cm (pcph)	csh (pcph)	atd* (sec/veh)		LOS (Excl/Shrd)		Da**
MINOR STREET APPROACH - MOVEMENTS 7, 8, 9.									
									sec/veh
7 - Nb Left	6	7	134	N/A	28.1	N/A	D	N/A	12.2
8 - Nb Thru	6	7	210	389	17.6	9.4	C	A	LOS
9 - Nb Right	32	35	469	389	8.2	10.1	A	B	B
MINOR STREET APPROACH - MOVEMENTS 10, 11, 12.									
10 - Sb left	8	9	141	N/A	27.1	N/A	D		sec/veh
11 - Sb Thru	11	12	210	433	18.1	8.5	C	A	11.1
12 - Sb right	52	57	558	433	7.1	9.4	A	A	LOS
									B
MAJOR STREET LEFT TURN - MOVEMENTS 1, 4.									
1 - Eb left	35	39	1,190	1,190	3.1		A		0.1
4 - Wb left	38	42	1,093	1,093	3.4		A		0.1
									sec/veh

Average Total Delay for the Intersection

Di = 0.3 sec/veh

C O M M E N T S :

Major street left turn movements operate at level of service "A".

The side street left turning movements operate at LOS "D".

Cumulatively, side street vehicles will experience an average delay of about 12.2 seconds and 11.1 seconds per vehicle and LOS "B" respectively for northbound and southbound movements.

The Intersection's Average Total Delay is 0.30 seconds per vehicle.

These are excellent levels of service.

Name: Dr. Antonio S. Coco

* Average Total Delay, sec/veh. ** Approach Average Total Delay, sec/veh.

Note: PHF = Peak Hour Factor; vph = volume per hour; pcph = passenger car per hour; csh = capacity of shared lane.

INTERSECTION CAPACITY ANALYSIS : WORKSHEET FOR 4-LEG & "T" TWSC INTERSECTIONS

Location: Maple Drive / Olympic Boulevard - Beverly Hills

Background (2017) Traffic Volumes w/ Site Traffic

Date of Count: 07/21/2015 Time Period: 5:00 - 6:00 PM PHF: 1

Type of Control: Side Street Stop Average Running Speed: 35 Lanes on Major: 6

Mvmnt	Veh/hr (vph)		Adjstd Vol (pcph)			Veh/hr (vph)		Adjstd Vol (pcph)	
Nb Left :	**35**	(V7)	**39**	(v7)	Eb left :	**35**	(V1)	**39**	(v1)
Nb Thru :	**10**	(V8)	**11**	(v8)	Eb Thru :	**2,112**	(V2)	**2,112**	(v2)
Nb Right:	**32**	(V9)	**35**	(v9)	Eb right:	**33**	(V3)	**33**	(v3)
Sb left :	**8**	(V10)	**9**	(v10)	Wb left :	**38**	(V4)	**42**	(v4)
Sb Thru :	**12**	(V11)	**13**	(v11)	Wb Thru :	**1,681**	(V5)	**1,681**	(v5)
Sb right:	**52**	(V12)	**57**	(v12)	Wb right:	**12**	(V6)	**12**	(v6)

Right from Minor Street		**V9**		**V12**
Conflicting Flows, Vc (vph)	Vc9 =	699	Vc12 =	558
Potential Capacity, cp (pcph)	cp9 =	470	cp12 =	558
Movement Capacity, cm (pcph)	cm9 =	**470**	cm12 =	**558**
Probabilty of Queue-free State:	Po,9 =	93%	Po,12 =	90%
Left from Major Street		**V4**		**V1**
Conflicting Flows, Vc (vph)	Vc4 =	715	Vc1 =	564
Potential Capacity, cp (pcph)	cp4 =	1,091	cp1 =	1,190
Movement Capacity, cm (pcph)	cm4 =	**1,091**	cm1 =	**1,190**
Probabilty of Queue-free State:	Po,4 =	96%	Po,1 =	97%
Thru from Minor Street		**V8**		**V11**
Conflicting Flows, Vc (vph)	Vc8 =	1,330	Vc11 =	1,330
Potential Capacity, cp (pcph)	cp8 =	226	cp11 =	226
Cpcty Adj Factor for Impending Mvmts	f8 =	93%	f11 =	93%
Movement Capacity, cm (pcph)	cm8 =	**210**	cm11 =	**210**
Probabilty of Queue-free State:	P0,8 =	95%	P0,11 =	94%
Left from Minor Street		**V7**		**V10**
Conflicting Flows, Vc (vph)	Vc7 =	1,336	Vc10 =	1,335
Potential Capacity, cp (pcph)	cp7 =	165	cp10 =	165
MjrLft, MinThr Impedence Factor, p"	p"7 =	87%	p"10 =	88%
MjrLft, MinThr Adj Impedence Factor, p'	p'7 =	90%	p'10 =	91%
Cpcty Adj Factor for Impending Mvmnt, f	f7 =	81%	f10 =	84%
Movement Capacity, cm (pcph)	cm7 =	**134**	cm10 =	**139**

MOVEMENTS DELAY AND LEVELS OF SERVICE CALCULATION

Movement #	V (vph)	v (pcph)	cm (pcph)	csh (pcph)	atd* (sec/veh)		LOS (Excl/Shrd)		Da**
MINOR STREET APPROACH - MOVEMENTS 7, 8, 9.									
									sec/veh
7 - Nb Left	35	39	134	N/A	36.4	N/A	E	N/A	**22.3**
8 - Nb Thru	10	11	210	363	18.0	10.2	C	B	LOS
9 - Nb Right	32	35	470	363	8.2	10.9	A	B	C
MINOR STREET APPROACH - MOVEMENTS 10, 11, 12.									
10 - Sb left	8	9	139	N/A	27.5	N/A	D		sec/veh
11 - Sb Thru	12	13	210	427	18.2	8.7	C	A	**11.2**
12 - Sb right	52	57	558	427	7.1	9.6	A	A	LOS
									B
MAJOR STREET LEFT TURN - MOVEMENTS 1, 4.									
1 - Eb left	35	39	1,190	1,190	3.1		A		**0.0**
4 - Wb left	38	42	1,091	1,091	3.4		A		**0.1**
									sec/veh

Average Total Delay for the Intersection

Di = 0.6 sec/veh

C O M M E N T S :

Major street left turn movements operate at level of service "A".

The side street left turning movements operate at LOS "E" and "D".

Cumulatively, side street vehicles will experience an average delay of about 22.3 seconds and 11.2 seconds per vehicle and LOS "C" and "B" respectively for northbound and southbound movements.

The Intersection's Average Total Delay is 0.60 seconds per vehicle.

These are excellent levels of service.

Name: Dr. Antonio S. Coco

* Average Total Delay, sec/veh. ** Approach Average Total Delay, sec/veh.

Note: PHF = Peak Hour Factor; vph = volume per hour; pcph = passenger car per hour; csh = capacity of shared lane.

INTERSECTION CAPACITY ANALYSIS : WORKSHEET FOR 4-LEG & "T" TWSC INTERSECTIONS

Location: Palm Drive / Olympic Boulevard - Beverly Hills

Existing (2015) Traffic Volumes

Date of Count: 07/21/2015 Time Period: 8:00 - 9:00 AM PHF: 1

Type of Control: Side Street Stop Average Running Speed: 35 Lanes on Major: 6

Mvmnt	Veh/hr (vph)		Adjstd Vol (pcph)			Veh/hr (vph)		Adjstd Vol (pcph)	
Nb Left :	**1**	(V7)	**1**	(v7)	Eb left :	**42**	(V1)	**46**	(v1)
Nb Thru :	**5**	(V8)	**6**	(v8)	Eb Thru :	**1,284**	(V2)	**1,284**	(v2)
Nb Right:	**49**	(V9)	**54**	(v9)	Eb right:	**8**	(V3)	**8**	(v3)
Sb left :	**5**	(V10)	**6**	(v10)	Wb left :	**16**	(V4)	**18**	(v4)
Sb Thru :	**1**	(V11)	**1**	(v11)	Wb Thru :	**2,222**	(V5)	**2,222**	(v5)
Sb right:	**32**	(V12)	**35**	(v12)	Wb right:	**27**	(V6)	**27**	(v6)

Right from Minor Street		**V9**		**V12**
Conflicting Flows, Vc (vph)	Vc9 =	427	Vc12 =	736
Potential Capacity, cp (pcph)	cp9 =	655	cp12 =	449
Movement Capacity, cm (pcph)	cm9 =	**655**	cm12 =	**449**
Probabilty of Queue-free State:	Po,9 =	92%	Po,12 =	92%
Left from Major Street		**V4**		**V1**
Conflicting Flows, Vc (vph)	Vc4 =	431	Vc1 =	750
Potential Capacity, cp (pcph)	cp4 =	1,284	cp1 =	1,069
Movement Capacity, cm (pcph)	cm4 =	**1,284**	cm1 =	**1,069**
Probabilty of Queue-free State:	Po,4 =	99%	Po,1 =	96%
Thru from Minor Street		**V8**		**V11**
Conflicting Flows, Vc (vph)	Vc8 =	1,221	Vc11 =	1,221
Potential Capacity, cp (pcph)	cp8 =	255	cp11 =	255
Cpcty Adj Factor for Impending Mvmts	f8 =	94%	f11 =	94%
Movement Capacity, cm (pcph)	cm8 =	**241**	cm11 =	**241**
Probabilty of Queue-free State:	P0,8 =	98%	P0,11 =	100%
Left from Minor Street		**V7**		**V10**
Conflicting Flows, Vc (vph)	Vc7 =	1,222	Vc10 =	1,224
Potential Capacity, cp (pcph)	cp7 =	194	cp10 =	193
MjrLft, MinThr Impedence Factor, p"	p"7 =	94%	p"10 =	92%
MjrLft, MinThr Adj Impedence Factor, p'	p'7 =	95%	p'10 =	94%
Cpcty Adj Factor for Impending Mvmnt, 1	f7 =	88%	f10 =	86%
Movement Capacity, cm (pcph)	cm7 =	**171**	cm10 =	**166**

MOVEMENTS DELAY AND LEVELS OF SERVICE CALCULATION

Movement #	V (vph)	v (pcph)	cm (pcph)	csh (pcph)	atd* (sec/veh)		LOS (Excl/Shrd)		Da**
MINOR STREET APPROACH - MOVEMENTS 7, 8, 9.									
									sec/veh
7 - Nb Left	1	1	171	N/A	21.2	N/A	C	N/A	**7.0**
8 - Nb Thru	5	6	241	559	15.3	6.5	C	A	LOS
9 - Nb Right	49	54	655	559	5.9	7.1	A	A	**A**
MINOR STREET APPROACH - MOVEMENTS 10, 11, 12.									
10 - Sb left	5	6	166	N/A	22.3	N/A	C		sec/veh
11 - Sb Thru	1	1	241	438	15.0	8.2	B	A	**10.6**
12 - Sb right	32	35	449	438	8.6	8.9	A	A	LOS
									B
MAJOR STREET LEFT TURN - MOVEMENTS 1, 4.									
1 - Eb left	42	46	1,069	1,069	3.5		A		**0.1**
4 - Wb left	16	18	1,284	1,284	2.8		A		**0.0**
									sec/veh

Average Total Delay for the Intersection

Di = 0.2 sec/veh

C O M M E N T S :

Major street left turn movements operate at level of service "A".

The side street left turning movements operate at LOS "C".

Cumulatively, side street vehicles will experience an average delay of about 7.0 seconds and 10.6 seconds per vehicle and LOS "A" and "B" respectively for northbound and southbound movements.

The Intersection's Average Total Delay is 0.20 seconds per vehicle.

These are excellent levels of service.

Name: Dr. Antonio S. Coco

* Average Total Delay, sec/veh. ** Approach Average Total Delay, sec/veh.

Note: PHF = Peak Hour Factor; vph = volume per hour; pcph = passenger car per hour; csh = capacity of shared lane.

INTERSECTION CAPACITY ANALYSIS : WORKSHEET FOR 4-LEG & "T" TWSC INTERSECTIONS

Location: Palm Drive / Olympic Boulevard - Beverly Hills

Future (2017) Background Traffic Volumes

Date of Count: 07/21/2015 Time Period: 8:00 - 9:00 AM PHF: 1

Type of Control: Side Street Stop Average Running Speed: 35 Lanes on Major: 6

Mvmnt	Veh/hr (vph)		Adjstd Vol (pcph)			Veh/hr (vph)		Adjstd Vol (pcph)	
Nb Left :	**1**	(V7)	**1**	(v7)	Eb left :	**43**	(V1)	**47**	(v1)
Nb Thru :	**5**	(V8)	**6**	(v8)	Eb Thru :	**1,323**	(V2)	**1,323**	(v2)
Nb Right:	**50**	(V9)	**55**	(v9)	Eb right:	**8**	(V3)	**8**	(v3)
Sb left :	**5**	(V10)	**6**	(v10)	Wb left :	**16**	(V4)	**18**	(v4)
Sb Thru :	**1**	(V11)	**1**	(v11)	Wb Thru :	**2,289**	(V5)	**2,289**	(v5)
Sb right:	**33**	(V12)	**36**	(v12)	Wb right:	**28**	(V6)	**28**	(v6)

Right from Minor Street		**V9**		**V12**
Conflicting Flows, Vc (vph)	Vc9 =	440	Vc12 =	758
Potential Capacity, cp (pcph)	cp9 =	645	cp12 =	437
Movement Capacity, cm (pcph)	cm9 =	**645**	cm12 =	**437**
Probabilty of Queue-free State:	Po,9 =	91%	Po,12 =	92%
Left from Major Street		**V4**		**V1**
Conflicting Flows, Vc (vph)	Vc4 =	444	Vc1 =	772
Potential Capacity, cp (pcph)	cp4 =	1,275	cp1 =	1,056
Movement Capacity, cm (pcph)	cm4 =	**1,275**	cm1 =	**1,056**
Probabilty of Queue-free State:	Po,4 =	99%	Po,1 =	96%
Thru from Minor Street		**V8**		**V11**
Conflicting Flows, Vc (vph)	Vc8 =	1,257	Vc11 =	1,257
Potential Capacity, cp (pcph)	cp8 =	245	cp11 =	245
Cpcty Adj Factor for Impending Mvmts	f8 =	94%	f11 =	94%
Movement Capacity, cm (pcph)	cm8 =	**231**	cm11 =	**231**
Probabilty of Queue-free State:	P0,8 =	97%	P0,11 =	100%
Left from Minor Street		**V7**		**V10**
Conflicting Flows, Vc (vph)	Vc7 =	1,258	Vc10 =	1,260
Potential Capacity, cp (pcph)	cp7 =	184	cp10 =	184
MjrLft, MinThr Impedence Factor, p"	p"7 =	94%	p"10 =	92%
MjrLft, MinThr Adj Impedence Factor, p'	p'7 =	95%	p'10 =	94%
Cpcty Adj Factor for Impending Mvmnt, 1	f7 =	87%	f10 =	86%
Movement Capacity, cm (pcph)	cm7 =	**161**	cm10 =	**158**

MOVEMENTS DELAY AND LEVELS OF SERVICE CALCULATION

Movement #	V (vph)	v (pcph)	cm (pcph)	csh (pcph)	atd* (sec/veh)		LOS (Excl/Shrd)		Da**
MINOR STREET APPROACH - MOVEMENTS 7, 8, 9.									
									sec/veh
7 - Nb Left	1	1	161	N/A	22.5	N/A	C	N/A	**7.3**
8 - Nb Thru	5	6	231	548	15.9	6.6	C	A	LOS
9 - Nb Right	50	55	645	548	6.1	7.2	A	A	**A**
MINOR STREET APPROACH - MOVEMENTS 10, 11, 12.									
10 - Sb left	5	6	158	N/A	23.6	N/A	C		sec/veh
11 - Sb Thru	1	1	231	427	15.7	8.5	C	A	**11.0**
12 - Sb right	33	36	437	427	8.9	9.1	A	A	LOS
									B
MAJOR STREET LEFT TURN - MOVEMENTS 1, 4.									
1 - Eb left	43	47	1,056	1,056	3.6		A		**0.1**
4 - Wb left	16	18	1,275	1,275	2.9		A		**0.0**
									sec/veh

Average Total Delay for the Intersection

Di = 0.2 sec/veh

C O M M E N T S :

Major street left turn movements operate at level of service "A".

The side street left turning movements operate at LOS "C".

Cumulatively, side street vehicles will experience an average delay of about 7.3 seconds and 11.0 seconds per vehicle and LOS "A" and "B" respectively for northbound and southbound movements.

The Intersection's Average Total Delay is 0.20 seconds per vehicle.

These are excellent levels of service.

Name: Dr. Antonio S. Coco

* Average Total Delay, sec/veh. ** Approach Average Total Delay, sec/veh.

Note: PHF = Peak Hour Factor; vph = volume per hour; pcph = passenger car per hour; csh = capacity of shared lane.

INTERSECTION CAPACITY ANALYSIS : WORKSHEET FOR 4-LEG & "T" TWSC INTERSECTIONS

Location: Palm Drive / Olympic Boulevard - Beverly Hills

Background (2017) Traffic Volumes w/Related Projects' Traffic
Date of Count: 07/21/2015 Time Period: 8:00 - 9:00 AM PHF: 1
Type of Control: Side Street Stop Average Running Speed: 35 Lanes on Major: 6

Mvmnt	Veh/hr (vph)		Adjstd Vol (pcph)			Veh/hr (vph)		Adjstd Vol (pcph)	
Nb Left :	**1**	(V7)	**1**	(v7)	Eb left :	**43**	(V1)	**47**	(v1)
Nb Thru :	**5**	(V8)	**6**	(v8)	Eb Thru :	**1,334**	(V2)	**1,334**	(v2)
Nb Right:	**50**	(V9)	**55**	(v9)	Eb right:	**8**	(V3)	**8**	(v3)
Sb left :	**5**	(V10)	**6**	(v10)	Wb left :	**16**	(V4)	**18**	(v4)
Sb Thru :	**1**	(V11)	**1**	(v11)	Wb Thru :	**2,292**	(V5)	**2,292**	(v5)
Sb right:	**33**	(V12)	**36**	(v12)	Wb right:	**28**	(V6)	**28**	(v6)

Right from Minor Street		**V9**		**V12**
Conflicting Flows, Vc (vph)	Vc9 =	443	Vc12 =	759
Potential Capacity, cp (pcph)	cp9 =	642	cp12 =	436
Movement Capacity, cm (pcph)	cm9 =	**642**	cm12 =	**436**
Probabilty of Queue-free State:	Po,9 =	91%	Po,12 =	92%
Left from Major Street		**V4**		**V1**
Conflicting Flows, Vc (vph)	Vc4 =	447	Vc1 =	773
Potential Capacity, cp (pcph)	cp4 =	1,273	cp1 =	1,055
Movement Capacity, cm (pcph)	cm4 =	**1,273**	cm1 =	**1,055**
Probabilty of Queue-free State:	Po,4 =	99%	Po,1 =	96%
Thru from Minor Street		**V8**		**V11**
Conflicting Flows, Vc (vph)	Vc8 =	1,261	Vc11 =	1,261
Potential Capacity, cp (pcph)	cp8 =	244	cp11 =	244
Cpcty Adj Factor for Impending Mvmts	f8 =	94%	f11 =	94%
Movement Capacity, cm (pcph)	cm8 =	**230**	cm11 =	**230**
Probabilty of Queue-free State:	P0,8 =	97%	P0,11 =	100%
Left from Minor Street		**V7**		**V10**
Conflicting Flows, Vc (vph)	Vc7 =	1,262	Vc10 =	1,264
Potential Capacity, cp (pcph)	cp7 =	183	cp10 =	182
MjrLft, MinThr Impedence Factor, p"	p"7 =	94%	p"10 =	92%
MjrLft, MinThr Adj Impedence Factor, p'	p'7 =	95%	p'10 =	94%
Cpcty Adj Factor for Impending Mvmnt, 1	f7 =	87%	f10 =	86%
Movement Capacity, cm (pcph)	cm7 =	**160**	cm10 =	**156**

MOVEMENTS DELAY AND LEVELS OF SERVICE CALCULATION

Movement #	V (vph)	v (pcph)	cm (pcph)	csh (pcph)	atd* (sec/veh)		LOS (Excl/Shrd)		Da**
MINOR STREET APPROACH - MOVEMENTS 7, 8, 9.									
									sec/veh
7 - Nb Left	1	1	160	N/A	22.7	N/A	C	N/A	**7.3**
8 - Nb Thru	5	6	230	546	16.0	6.7	C	A	LOS
9 - Nb Right	50	55	642	546	6.1	7.3	A	A	**A**
MINOR STREET APPROACH - MOVEMENTS 10, 11, 12.									
10 - Sb left	5	6	156	N/A	23.9	N/A	C		sec/veh
11 - Sb Thru	1	1	230	426	15.7	8.5	C	A	**11.0**
12 - Sb right	33	36	436	426	8.9	9.2	A	A	LOS
									B
MAJOR STREET LEFT TURN - MOVEMENTS 1, 4.									
1 - Eb left	43	47	1,055	1,055	3.6		A		**0.1**
4 - Wb left	16	18	1,273	1,273	2.9		A		**0.0**
									sec/veh

Average Total Delay for the Intersection

Di = 0.2 sec/veh

C O M M E N T S :

Major street left turn movements operate at level of service "A".
The side street left turning movements operate at LOS "C".
Cumulatively, side street vehicles will experience an average delay of about 7.3 seconds and 11.0 seconds per vehicle and LOS "A" and "B" respectively for northbound and southbound movements.
The Intersection's Average Total Delay is 0.20 seconds per vehicle.
These are excellent levels of service.

Name: Dr. Antonio S. Coco

* Average Total Delay, sec/veh. ** Approach Average Total Delay, sec/veh.

Note: PHF = Peak Hour Factor; vph = volume per hour; pcph = passenger car per hour; csh = capacity of shared lane.

INTERSECTION CAPACITY ANALYSIS : WORKSHEET FOR 4-LEG & "T" TWSC INTERSECTIONS

Location: Palm Drive / Olympic Boulevard - Beverly Hills

Background (2017) Traffic Volumes w/ Site Traffic

Date of Count: 07/21/2015 Time Period: 8:00 - 9:00 AM PHF: 1

Type of Control: Side Street Stop Average Running Speed: 35 Lanes on Major: 6

Mvmnt	Veh/hr (vph)		Adjstd Vol (pcph)			Veh/hr (vph)		Adjstd Vol (pcph)	
Nb Left :	**1**	(V7)	**1**	(v7)	Eb left :	**43**	(V1)	**47**	(v1)
Nb Thru :	**5**	(V8)	**6**	(v8)	Eb Thru :	**1,334**	(V2)	**1,334**	(v2)
Nb Right:	**52**	(V9)	**57**	(v9)	Eb right:	**8**	(V3)	**8**	(v3)
Sb left :	**5**	(V10)	**6**	(v10)	Wb left :	**31**	(V4)	**34**	(v4)
Sb Thru :	**2**	(V11)	**2**	(v11)	Wb Thru :	**2,292**	(V5)	**2,292**	(v5)
Sb right:	**33**	(V12)	**36**	(v12)	Wb right:	**28**	(V6)	**28**	(v6)

Right from Minor Street		**V9**		**V12**
Conflicting Flows, Vc (vph)	Vc9 =	443	Vc12 =	759
Potential Capacity, cp (pcph)	cp9 =	642	cp12 =	436
Movement Capacity, cm (pcph)	cm9 =	**642**	cm12 =	**436**
Probabilty of Queue-free State:	Po,9 =	91%	Po,12 =	92%
Left from Major Street		**V4**		**V1**
Conflicting Flows, Vc (vph)	Vc4 =	447	Vc1 =	773
Potential Capacity, cp (pcph)	cp4 =	1,273	cp1 =	1,055
Movement Capacity, cm (pcph)	cm4 =	**1,273**	cm1 =	**1,055**
Probabilty of Queue-free State:	Po,4 =	97%	Po,1 =	96%
Thru from Minor Street		**V8**		**V11**
Conflicting Flows, Vc (vph)	Vc8 =	1,276	Vc11 =	1,276
Potential Capacity, cp (pcph)	cp8 =	240	cp11 =	240
Cpcty Adj Factor for Impending Mvmts	f8 =	93%	f11 =	93%
Movement Capacity, cm (pcph)	cm8 =	**223**	cm11 =	**223**
Probabilty of Queue-free State:	P0,8 =	97%	P0,11 =	99%
Left from Minor Street		**V7**		**V10**
Conflicting Flows, Vc (vph)	Vc7 =	1,277	Vc10 =	1,279
Potential Capacity, cp (pcph)	cp7 =	179	cp10 =	179
MjrLft, MinThr Impedence Factor, p"	p"7 =	92%	p"10 =	90%
MjrLft, MinThr Adj Impedence Factor, p'	p'7 =	94%	p'10 =	93%
Cpcty Adj Factor for Impending Mvmnt, f	f7 =	86%	f10 =	84%
Movement Capacity, cm (pcph)	cm7 =	**154**	cm10 =	**151**

MOVEMENTS DELAY AND LEVELS OF SERVICE CALCULATION

Movement #	V (vph)	v (pcph)	cm (pcph)	csh (pcph)	atd* (sec/veh)		LOS (Excl/Shrd)		Da**
MINOR STREET APPROACH - MOVEMENTS 7, 8, 9.									
									sec/veh
7 - Nb Left	1	1	154	N/A	23.5	N/A	C	N/A	**7.3**
8 - Nb Thru	5	6	223	545	16.5	6.7	C	A	LOS
9 - Nb Right	52	57	642	545	6.1	7.3	A	A	**A**
MINOR STREET APPROACH - MOVEMENTS 10, 11, 12.									
10 - Sb left	5	6	151	N/A	24.6	N/A	C		sec/veh
11 - Sb Thru	2	2	223	415	16.3	8.7	C	A	**11.2**
12 - Sb right	33	36	436	415	8.9	9.4	A	A	LOS
									B
MAJOR STREET LEFT TURN - MOVEMENTS 1, 4.									
1 - Eb left	43	47	1,055	1,055	3.6		A		**0.1**
4 - Wb left	31	34	1,273	1,273	2.9		A		**0.0**
									sec/veh

Average Total Delay for the Intersection

Di = 0.2 sec/veh

C O M M E N T S :

Major street left turn movements operate at level of service "A".

The side street left turning movements operate at LOS "C".

Cumulatively, side street vehicles will experience an average delay of about 7.3 seconds and 11.2 seconds per vehicle and LOS "A" and "B" respectively for northbound and southbound movements.

The Intersection's Average Total Delay is 0.20 seconds per vehicle.

These are excellent levels of service.

Name: Dr. Antonio S. Coco

* Average Total Delay, sec/veh. ** Approach Average Total Delay, sec/veh.

Note: PHF = Peak Hour Factor; vph = volume per hour; pcph = passenger car per hour; csh = capacity of shared lane.

INTERSECTION CAPACITY ANALYSIS : WORKSHEET FOR 4-LEG & "T" TWSC INTERSECTIONS

Location: Palm Drive / Olympic Boulevard - Beverly Hills

Existing (2015) Traffic Volumes

Date of Count: 07/21/2015 Time Period: 5:00 - 6:00 PM PHF: 1

Type of Control: Side Street Stop Average Running Speed: 35 Lanes on Major: 6

Mvmnt	Veh/hr (vph)		Adjstd Vol (pcph)			Veh/hr (vph)		Adjstd Vol (pcph)	
Nb Left :	**2**	(V7)	**2**	(v7)	Eb left :	**54**	(V1)	**59**	(v1)
Nb Thru :	**2**	(V8)	**2**	(v8)	Eb Thru :	**2,006**	(V2)	**2,006**	(v2)
Nb Right:	**21**	(V9)	**23**	(v9)	Eb right:	**28**	(V3)	**28**	(v3)
Sb left :	**4**	(V10)	**4**	(v10)	Wb left :	**21**	(V4)	**23**	(v4)
Sb Thru :	**3**	(V11)	**3**	(v11)	Wb Thru :	**1,609**	(V5)	**1,609**	(v5)
Sb right:	**61**	(V12)	**67**	(v12)	Wb right:	**20**	(V6)	**20**	(v6)

Right from Minor Street		**V9**		**V12**
Conflicting Flows, Vc (vph)	Vc9 =	664	Vc12 =	533
Potential Capacity, cp (pcph)	cp9 =	491	cp12 =	576
Movement Capacity, cm (pcph)	cm9 =	**491**	cm12 =	**576**
Probabilty of Queue-free State:	Po,9 =	95%	Po,12 =	88%
Left from Major Street		**V4**		**V1**
Conflicting Flows, Vc (vph)	Vc4 =	678	Vc1 =	543
Potential Capacity, cp (pcph)	cp4 =	1,115	cp1 =	1,205
Movement Capacity, cm (pcph)	cm4 =	**1,115**	cm1 =	**1,205**
Probabilty of Queue-free State:	Po,4 =	98%	Po,1 =	95%
Thru from Minor Street		**V8**		**V11**
Conflicting Flows, Vc (vph)	Vc8 =	1,272	Vc11 =	1,272
Potential Capacity, cp (pcph)	cp8 =	241	cp11 =	241
Cpcty Adj Factor for Impending Mvmts	f8 =	93%	f11 =	93%
Movement Capacity, cm (pcph)	cm8 =	**224**	cm11 =	**224**
Probabilty of Queue-free State:	P0,8 =	99%	P0,11 =	99%
Left from Minor Street		**V7**		**V10**
Conflicting Flows, Vc (vph)	Vc7 =	1,274	Vc10 =	1,273
Potential Capacity, cp (pcph)	cp7 =	180	cp10 =	180
MjrLft, MinThr Impedence Factor, p"	p"7 =	92%	p"10 =	92%
MjrLft, MinThr Adj Impedence Factor, p'	p'7 =	94%	p'10 =	94%
Cpcty Adj Factor for Impending Mvmnt, 1	f7 =	83%	f10 =	90%
Movement Capacity, cm (pcph)	cm7 =	**149**	cm10 =	**161**

MOVEMENTS DELAY AND LEVELS OF SERVICE CALCULATION

Movement #	V (vph)	v (pcph)	cm (pcph)	csh (pcph)	atd* (sec/veh)		LOS (Excl/Shrd)		Da**
MINOR STREET APPROACH - MOVEMENTS 7, 8, 9.									
									sec/veh
7 - Nb Left	2	2	149	N/A	24.5	N/A	C	N/A	**9.7**
8 - Nb Thru	2	2	224	448	16.2	8.1	C	A	LOS
9 - Nb Right	21	23	491	448	7.7	8.4	A	A	**A**
MINOR STREET APPROACH - MOVEMENTS 10, 11, 12.									
10 - Sb left	4	4	161	N/A	22.9	N/A	C		sec/veh
11 - Sb Thru	3	3	224	540	16.3	6.7	C	A	**8.3**
12 - Sb right	61	67	576	540	7.0	7.5	A	A	LOS
									A
MAJOR STREET LEFT TURN - MOVEMENTS 1, 4.									
1 - Eb left	54	59	1,205	1,205	3.1		A		**0.1**
4 - Wb left	21	23	1,115	1,115	3.3		A		**0.0**
									sec/veh

Average Total Delay for the Intersection

Di = 0.2 sec/veh

C O M M E N T S :

Major street left turn movements operate at level of service "A".

The side street left turning movements operate at LOS "C".

Cumulatively, side street vehicles will experience an average delay of about 9.7 seconds and 8.3 seconds per vehicle and LOS "A" respectively for northbound and southbound movements.

The Intersection's Average Total Delay is 0.20 seconds per vehicle.

These are excellent levels of service.

Name: Dr. Antonio S. Coco

* Average Total Delay, sec/veh. ** Approach Average Total Delay, sec/veh.

Note: PHF = Peak Hour Factor; vph = volume per hour; pcph = passenger car per hour; csh = capacity of shared lane.

INTERSECTION CAPACITY ANALYSIS : WORKSHEET FOR 4-LEG & "T" TWSC INTERSECTIONS

Location: Palm Drive / Olympic Boulevard - Beverly Hills

Future (2017) Background Traffic Volumes

Date of Count: 07/21/2015 Time Period: 5:00 - 6:00 PM PHF: 1

Type of Control: Side Street Stop Average Running Speed: 35 Lanes on Major: 6

Mvmnt	Veh/hr (vph)		Adjstd Vol (pcph)			Veh/hr (vph)		Adjstd Vol (pcph)	
Nb Left :	**2**	(V7)	**2**	(v7)	Eb left :	**56**	(V1)	**62**	(v1)
Nb Thru :	**2**	(V8)	**2**	(v8)	Eb Thru :	**2,066**	(V2)	**2,066**	(v2)
Nb Right:	**22**	(V9)	**24**	(v9)	Eb right:	**29**	(V3)	**29**	(v3)
Sb left :	**4**	(V10)	**4**	(v10)	Wb left :	**22**	(V4)	**24**	(v4)
Sb Thru :	**3**	(V11)	**3**	(v11)	Wb Thru :	**1,657**	(V5)	**1,657**	(v5)
Sb right:	**63**	(V12)	**69**	(v12)	Wb right:	**21**	(V6)	**21**	(v6)

Right from Minor Street		**V9**		**V12**
Conflicting Flows, Vc (vph)	Vc9 =	684	Vc12 =	549
Potential Capacity, cp (pcph)	cp9 =	479	cp12 =	565
Movement Capacity, cm (pcph)	cm9 =	**479**	cm12 =	**565**
Probabilty of Queue-free State:	Po,9 =	95%	Po,12 =	88%
Left from Major Street		**V4**		**V1**
Conflicting Flows, Vc (vph)	Vc4 =	698	Vc1 =	559
Potential Capacity, cp (pcph)	cp4 =	1,102	cp1 =	1,194
Movement Capacity, cm (pcph)	cm4 =	**1,102**	cm1 =	**1,194**
Probabilty of Queue-free State:	Po,4 =	98%	Po,1 =	95%
Thru from Minor Street		**V8**		**V11**
Conflicting Flows, Vc (vph)	Vc8 =	1,311	Vc11 =	1,311
Potential Capacity, cp (pcph)	cp8 =	231	cp11 =	231
Cpcty Adj Factor for Impending Mvmts	f8 =	93%	f11 =	93%
Movement Capacity, cm (pcph)	cm8 =	**214**	cm11 =	**214**
Probabilty of Queue-free State:	P0,8 =	99%	P0,11 =	99%
Left from Minor Street		**V7**		**V10**
Conflicting Flows, Vc (vph)	Vc7 =	1,313	Vc10 =	1,312
Potential Capacity, cp (pcph)	cp7 =	170	cp10 =	170
MjrLft, MinThr Impedence Factor, p"	p"7 =	91%	p"10 =	92%
MjrLft, MinThr Adj Impedence Factor, p'	p'7 =	93%	p'10 =	94%
Cpcty Adj Factor for Impending Mvmnt, 1	f7 =	82%	f10 =	89%
Movement Capacity, cm (pcph)	cm7 =	**139**	cm10 =	**151**

MOVEMENTS DELAY AND LEVELS OF SERVICE CALCULATION

Movement #	V (vph)	v (pcph)	cm (pcph)	csh (pcph)	atd* (sec/veh)		LOS (Excl/Shrd)		Da**
MINOR STREET APPROACH - MOVEMENTS 7, 8, 9.									
									sec/veh
7 - Nb Left	2	2	139	N/A	26.2	N/A	D	N/A	**10.0**
8 - Nb Thru	2	2	214	437	17.0	8.3	C	A	LOS
9 - Nb Right	22	24	479	437	7.9	8.7	A	A	**A**
MINOR STREET APPROACH - MOVEMENTS 10, 11, 12.									
10 - Sb left	4	4	151	N/A	24.4	N/A	C		sec/veh
11 - Sb Thru	3	3	214	529	17.0	6.8	C	A	**8.6**
12 - Sb right	63	69	565	529	7.2	7.7	A	A	LOS
									A
MAJOR STREET LEFT TURN - MOVEMENTS 1, 4.									
1 - Eb left	56	62	1,194	1,194	3.2		A		**0.1**
4 - Wb left	22	24	1,102	1,102	3.3		A		**0.0**
									sec/veh

Average Total Delay for the Intersection

Di = 0.2 sec/veh

C O M M E N T S :

Major street left turn movements operate at level of service "A".

The side street left turning movements operate at LOS "D" and "C".

Cumulatively, side street vehicles will experience an average delay of about 10.0 seconds and 8.6 seconds per vehicle and LOS "A" respectively for northbound and southbound movements.

The Intersection's Average Total Delay is 0.20 seconds per vehicle.

These are excellent levels of service.

Name: Dr. Antonio S. Coco

* Average Total Delay, sec/veh. ** Approach Average Total Delay, sec/veh.

Note: PHF = Peak Hour Factor; vph = volume per hour; pcph = passenger car per hour; csh = capacity of shared lane.

INTERSECTION CAPACITY ANALYSIS : WORKSHEET FOR 4-LEG & "T" TWSC INTERSECTIONS

Location: Palm Drive / Olympic Boulevard - Beverly Hills

Background (2017) Traffic Volumes w/Related Projects' Traffic

Date of Count: 07/21/2015 Time Period: 5:00 - 6:00 PM PHF: 1

Type of Control: Side Street Stop Average Running Speed: 35 Lanes on Major: 6

Mvmnt	Veh/hr (vph)		Adjstd Vol (pcph)			Veh/hr (vph)		Adjstd Vol (pcph)	
Nb Left :	**2**	(V7)	**2**	(v7)	Eb left :	**56**	(V1)	**62**	(v1)
Nb Thru :	**2**	(V8)	**2**	(v8)	Eb Thru :	**2,072**	(V2)	**2,072**	(v2)
Nb Right:	**22**	(V9)	**24**	(v9)	Eb right:	**29**	(V3)	**29**	(v3)
Sb left :	**4**	(V10)	**4**	(v10)	Wb left :	**22**	(V4)	**24**	(v4)
Sb Thru :	**3**	(V11)	**3**	(v11)	Wb Thru :	**1,667**	(V5)	**1,667**	(v5)
Sb right:	**63**	(V12)	**69**	(v12)	Wb right:	**21**	(V6)	**21**	(v6)

Right from Minor Street		**V9**		**V12**
Conflicting Flows, Vc (vph)	Vc9 =	686	Vc12 =	552
Potential Capacity, cp (pcph)	cp9 =	477	cp12 =	563
Movement Capacity, cm (pcph)	cm9 =	**477**	cm12 =	**563**
Probabilty of Queue-free State:	Po,9 =	95%	Po,12 =	88%

Left from Major Street		**V4**		**V1**
Conflicting Flows, Vc (vph)	Vc4 =	700	Vc1 =	563
Potential Capacity, cp (pcph)	cp4 =	1,101	cp1 =	1,191
Movement Capacity, cm (pcph)	cm4 =	**1,101**	cm1 =	**1,191**
Probabilty of Queue-free State:	Po,4 =	98%	Po,1 =	95%

Thru from Minor Street		**V8**		**V11**
Conflicting Flows, Vc (vph)	Vc8 =	1,316	Vc11 =	1,316
Potential Capacity, cp (pcph)	cp8 =	229	cp11 =	229
Cpcty Adj Factor for Impending Mvmts	f8 =	93%	f11 =	93%
Movement Capacity, cm (pcph)	cm8 =	**212**	cm11 =	**212**
Probabilty of Queue-free State:	P0,8 =	99%	P0,11 =	99%

Left from Minor Street		**V7**		**V10**
Conflicting Flows, Vc (vph)	Vc7 =	1,318	Vc10 =	1,317
Potential Capacity, cp (pcph)	cp7 =	169	cp10 =	169
MjrLft, MinThr Impedence Factor, p"	p"7 =	91%	p"10 =	92%
MjrLft, MinThr Adj Impedence Factor, p'	p'7 =	93%	p'10 =	94%
Cpcty Adj Factor for Impending Mvmnt, 1	f7 =	82%	f10 =	89%
Movement Capacity, cm (pcph)	cm7 =	**139**	cm10 =	**150**

MOVEMENTS DELAY AND LEVELS OF SERVICE CALCULATION

Movement #	V (vph)	v (pcph)	cm (pcph)	csh (pcph)	atd* (sec/veh)		LOS (Excl/Shrd)		Da**
MINOR STREET APPROACH - MOVEMENTS 7, 8, 9.									sec/veh
7 - Nb Left	2	2	139	N/A	26.4	N/A	D	N/A	**10.0**
8 - Nb Thru	2	2	212	435	17.1	8.3	C	A	LOS
9 - Nb Right	22	24	477	435	7.9	8.7	A	A	**A**
MINOR STREET APPROACH - MOVEMENTS 10, 11, 12.									
10 - Sb left	4	4	150	N/A	24.6	N/A	C		sec/veh
11 - Sb Thru	3	3	212	527	17.2	6.9	C	A	**8.6**
12 - Sb right	63	69	563	527	7.2	7.8	A	A	LOS
									A
MAJOR STREET LEFT TURN - MOVEMENTS 1, 4.									
1 - Eb left	56	62	1,191	1,191	3.2		A		**0.1**
4 - Wb left	22	24	1,101	1,101	3.3		A		**0.0**
									sec/veh

Average Total Delay for the Intersection

Di = 0.2 sec/veh

C O M M E N T S :

Major street left turn movements operate at level of service "A".

The side street left turning movements operate at LOS "D" and "C".

Cumulatively, side street vehicles will experience an average delay of about 10.0 seconds and 8.6 seconds per vehicle and LOS "A" respectively for northbound and southbound movements.

The Intersection's Average Total Delay is 0.20 seconds per vehicle.

These are excellent levels of service.

Name: Dr. Antonio S. Coco

* Average Total Delay, sec/veh. ** Approach Average Total Delay, sec/veh.

Note: PHF = Peak Hour Factor; vph = volume per hour; pcph = passenger car per hour; csh = capacity of shared lane.

INTERSECTION CAPACITY ANALYSIS : WORKSHEET FOR 4-LEG & "T" TWSC INTERSECTIONS

Location: Palm Drive / Olympic Boulevard - Beverly Hills

Background (2017) Traffic Volumes w/ Site Traffic

Date of Count: 07/21/2015 Time Period: 5:00 - 6:00 PM PHF: 1

Type of Control: Side Street Stop Average Running Speed: 35 Lanes on Major: 6

Mvmnt	Veh/hr (vph)		Adjstd Vol (pcph)			Veh/hr (vph)		Adjstd Vol (pcph)	
Nb Left :	**2**	(V7)	**2**	(v7)	Eb left :	**56**	(V1)	**62**	(v1)
Nb Thru :	**6**	(V8)	**7**	(v8)	Eb Thru :	**2,072**	(V2)	**2,072**	(v2)
Nb Right:	**64**	(V9)	**70**	(v9)	Eb right:	**29**	(V3)	**29**	(v3)
Sb left :	**4**	(V10)	**4**	(v10)	Wb left :	**37**	(V4)	**41**	(v4)
Sb Thru :	**4**	(V11)	**4**	(v11)	Wb Thru :	**1,667**	(V5)	**1,667**	(v5)
Sb right:	**63**	(V12)	**69**	(v12)	Wb right:	**21**	(V6)	**21**	(v6)

Right from Minor Street		**V9**		**V12**
Conflicting Flows, Vc (vph)	Vc9 =	686	Vc12 =	552
Potential Capacity, cp (pcph)	cp9 =	477	cp12 =	563
Movement Capacity, cm (pcph)	cm9 =	**477**	cm12 =	**563**
Probabilty of Queue-free State:	Po,9 =	85%	Po,12 =	88%
Left from Major Street		**V4**		**V1**
Conflicting Flows, Vc (vph)	Vc4 =	700	Vc1 =	563
Potential Capacity, cp (pcph)	cp4 =	1,101	cp1 =	1,191
Movement Capacity, cm (pcph)	cm4 =	**1,101**	cm1 =	**1,191**
Probabilty of Queue-free State:	Po,4 =	96%	Po,1 =	95%
Thru from Minor Street		**V8**		**V11**
Conflicting Flows, Vc (vph)	Vc8 =	1,331	Vc11 =	1,331
Potential Capacity, cp (pcph)	cp8 =	226	cp11 =	226
Cpcty Adj Factor for Impending Mvmts	f8 =	91%	f11 =	91%
Movement Capacity, cm (pcph)	cm8 =	**206**	cm11 =	**206**
Probabilty of Queue-free State:	P0,8 =	97%	P0,11 =	98%
Left from Minor Street		**V7**		**V10**
Conflicting Flows, Vc (vph)	Vc7 =	1,333	Vc10 =	1,334
Potential Capacity, cp (pcph)	cp7 =	165	cp10 =	165
MjrLft, MinThr Impedence Factor, p"	p"7 =	89%	p"10 =	88%
MjrLft, MinThr Adj Impedence Factor, p'	p'7 =	92%	p'10 =	91%
Cpcty Adj Factor for Impending Mvmnt, f	f7 =	81%	f10 =	78%
Movement Capacity, cm (pcph)	cm7 =	**133**	cm10 =	**128**

MOVEMENTS DELAY AND LEVELS OF SERVICE CALCULATION

Movement #	V (vph)	v (pcph)	cm (pcph)	csh (pcph)	atd* (sec/veh)		LOS (Excl/Shrd)		Da**
MINOR STREET APPROACH - MOVEMENTS 7, 8, 9.									
									sec/veh
7 - Nb Left	2	2	133	N/A	27.5	N/A	D	N/A	**10.0**
8 - Nb Thru	6	7	206	426	18.0	8.6	C	A	LOS
9 - Nb Right	64	70	477	426	8.7	9.9	A	A	**A**
MINOR STREET APPROACH - MOVEMENTS 10, 11, 12.									
10 - Sb left	4	4	128	N/A	29.0	N/A	D		sec/veh
11 - Sb Thru	4	4	206	514	17.8	7.1	C	A	**9.0**
12 - Sb right	63	69	563	514	7.2	8.0	A	A	LOS
									A
MAJOR STREET LEFT TURN - MOVEMENTS 1, 4.									
1 - Eb left	56	62	1,191	1,191	3.2		A		**0.1**
4 - Wb left	37	41	1,101	1,101	3.4		A		**0.1**
									sec/veh

Average Total Delay for the Intersection

Di = 0.3 sec/veh

C O M M E N T S :

Major street left turn movements operate at level of service "A".

The side street left turning movements operate at LOS "D".

Cumulatively, side street vehicles will experience an average delay of about 10.0 seconds and 9.0 seconds per vehicle and LOS "A" respectively for northbound and southbound movements.

The Intersection's Average Total Delay is 0.30 seconds per vehicle.

These are excellent levels of service.

Name: Dr. Antonio S. Coco

* Average Total Delay, sec/veh. ** Approach Average Total Delay, sec/veh.

Note: PHF = Peak Hour Factor; vph = volume per hour; pcph = passenger car per hour; csh = capacity of shared lane.

Appendix B

Noise Study

Freq Weight : A
Time Weight : FAST
Level Range : 60-120
Max dB : 83.4 - 2009/04/08 06:34:22
Level Range : 60-120
SEL : 99.5
Leq : 70.0

No.s	Date Time	(dB)
1	2009/04/08 06:24:32	69.1
2	2009/04/08 06:24:33	72.2
3	2009/04/08 06:24:34	69.3
4	2009/04/08 06:24:35	70.7
5	2009/04/08 06:24:36	71.3
6	2009/04/08 06:24:37	71.3
7	2009/04/08 06:24:38	69.3
8	2009/04/08 06:24:39	67.0
9	2009/04/08 06:24:40	66.7
10	2009/04/08 06:24:41	65.0
11	2009/04/08 06:24:42	65.1
12	2009/04/08 06:24:43	65.3
13	2009/04/08 06:24:44	69.5
14	2009/04/08 06:24:45	69.5
15	2009/04/08 06:24:46	69.0
16	2009/04/08 06:24:47	67.1
17	2009/04/08 06:24:48	67.0
18	2009/04/08 06:24:49	66.0
19	2009/04/08 06:24:50	62.4
20	2009/04/08 06:24:51	62.0
21	2009/04/08 06:24:52	60.4
22	2009/04/08 06:24:53	62.1
23	2009/04/08 06:24:54	63.9
24	2009/04/08 06:24:55	64.1
25	2009/04/08 06:24:56	62.7
26	2009/04/08 06:24:57	62.2
27	2009/04/08 06:24:58	60.0
28	2009/04/08 06:24:59	58.6
29	2009/04/08 06:25:00	59.1
30	2009/04/08 06:25:01	60.8
31	2009/04/08 06:25:02	63.8
32	2009/04/08 06:25:03	68.1
33	2009/04/08 06:25:04	68.9
34	2009/04/08 06:25:05	70.2
35	2009/04/08 06:25:06	70.4
36	2009/04/08 06:25:07	70.5
37	2009/04/08 06:25:08	71.4
38	2009/04/08 06:25:09	72.8
39	2009/04/08 06:25:10	72.4
40	2009/04/08 06:25:11	72.4
41	2009/04/08 06:25:12	74.0
42	2009/04/08 06:25:13	73.9
43	2009/04/08 06:25:14	73.0
44	2009/04/08 06:25:15	71.7
45	2009/04/08 06:25:16	71.3
46	2009/04/08 06:25:17	71.1
47	2009/04/08 06:25:18	71.0
48	2009/04/08 06:25:19	71.7
49	2009/04/08 06:25:20	73.3
50	2009/04/08 06:25:21	74.6
51	2009/04/08 06:25:22	76.3
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68	2009/04/08 06:25:39	73.5
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74	2009/04/08 06:25:45	73.9
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98	2009/04/08	06:26:09	60.7
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104	2009/04/08	06:26:15	66.7
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