ATTACHMENT 4

Class 32 Categorical Exemption Report

City of Beverly Hills

9465 Wilshire Boulevard Health Club Project

Categorical Exemption Report

January 2011

Environmental Scientists Planners Engineers

9465 Wilshire Boulevard Health Club Project

Categorical Exemption Report

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Table of Contents

List of Tables

Figures

Appendices

CATEGORICAL EXEMPTION REPORT

This report serves as the technical documentation of environmental analysis performed by Rincon Consultants, Inc., for the 9465 Wilshire Boulevard Health Club Project in the City of Beverly Hills. The intent of the analysis is to confirm that the project is eligible for a Class 32 Categorical Exemption (CE). The following report provides an introduction, project description, and evaluation of the project's consistency with the requirements for a Class 32 exemption. This includes an analysis of the project's potential impacts in the areas of traffic, air quality, noise, and water quality. The report concludes that the project is eligible for the Class 32 Categorical Exemption.

1. INTRODUCTION

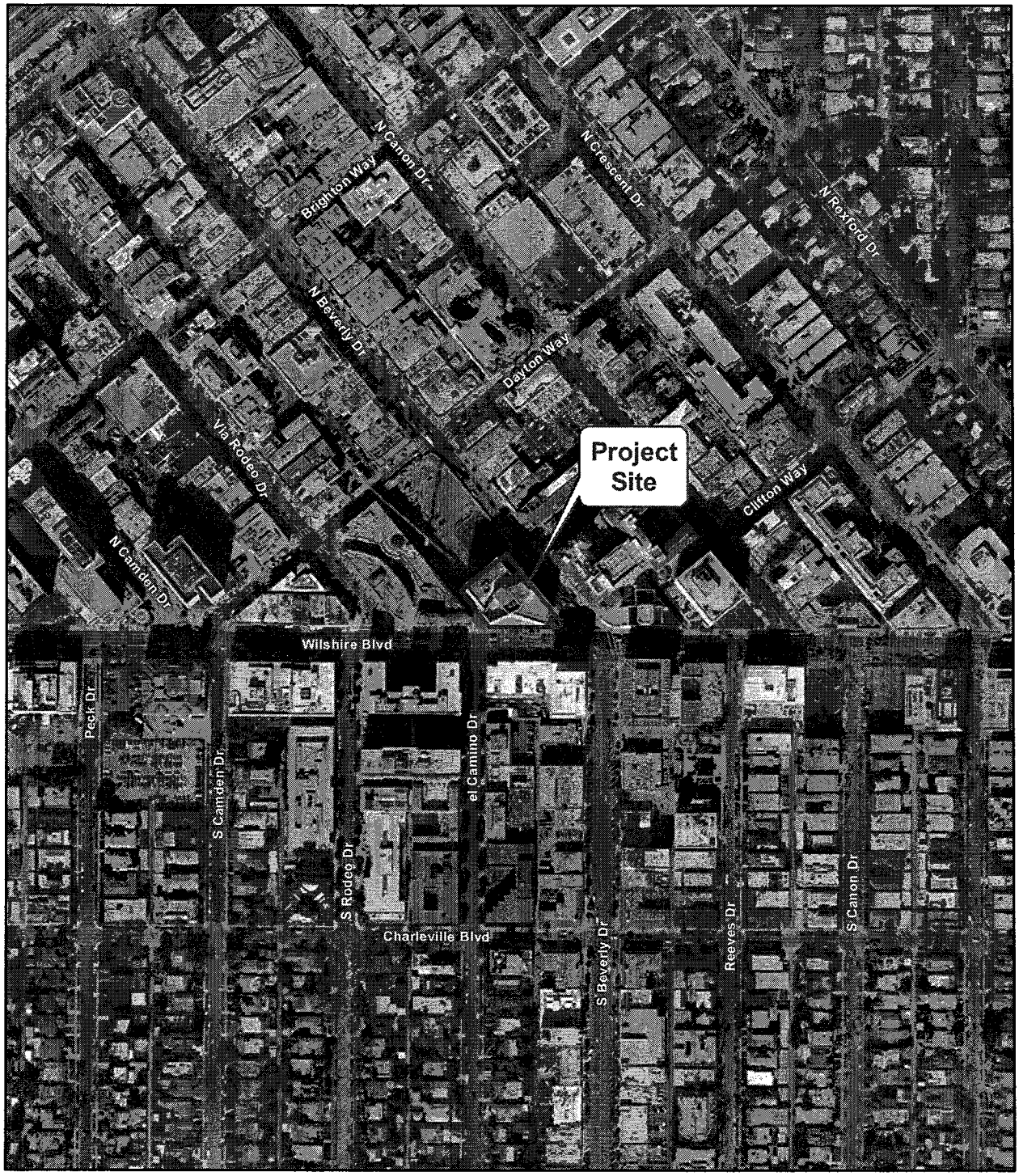
The City of Beverly Hills proposes to adopt a Class 32 CE for a proposed project at 9465 Wilshire Boulevard. The State CEQA Guidelines Section 15332 state that a CE is allowed when:

(a) *The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.*
(b) *The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.*
(c) *The project site has no value as habitat for endangered, rare or threatened species.*
(d) *Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.*
(e) *The site can be adequately served by all required utilities and public services.*

Rincon Consultants, Inc., evaluated the project's consistency with the above requirements, including its potential impacts in the areas of traffic, noise, air quality, and water quality to confirm the project's eligibility for the Class 32 exemption.

2. PROJECT DESCRIPTION

Project Overview. The proposed project is a change of use for a portion of an existing Class A office building located at 9465 Wilshire Boulevard at its intersection with Beverly Drive. The project's location is shown in Figure 1. Equinox, an operator of health clubs, intends to lease 36,663 square feet of net floor area (37,129 square feet gross) in the building for a health club and related services: 10,300 net and gross square feet on the first floor, currently occupied by the bank and vacant office space; 7,281 net square feet (7,589 gross) on the second floor; and 19,082 net square feet (19,241 gross) on the third floor. Equinox also proposes to fill in portions of open floor areas on the 2nd Floor with floor slab. This would not change the current building's gross floor area, but would result in an increase of the net floor area by 1,660 square feet. Table 1 summarizes current and proposed use of the existing building space as well as the additional space that would be added by the 2nd Floor slab area.



World Imagery Source: ESRI, 2010.

N

0 100 200 300 Feet

Project Site and Surrounding Uses Figure 1

City of Beverly Hills

Table 1
Proposed Floor Area Distribution By Uses

	Existing Square Feet		Proposed Square Feet	
	Gross	**Net**	**Gross**	**Net**
Bank	13,326	12,533	6,444	5,651
Office	150,908	150,905	122,788	122,784
Health Club	0	0	37,129	36,663
Common Stair/Elevator Shafts, Mechanical Rooms	34,308	-	34,149	-
Open to Below spaces	12,013	-	10,045	-
Open Floor	6,586	-	6,586	-
TOTALS	**217,141**	**163,438**	**217,141**	**165,098**

Proposed Space Programming and Features.

- *Exercise Areas.* Cardio and strength/weight training, stretching (approximately 15,000 square feet)
- *Fitness Studios.* Group fitness, yoga, cycling, pilates, boxing (approximately 6,000 square feet)
- *Changing and Locker Room Facilities.* Men's and women's locker rooms with showers, steam rooms, executive locker rooms (approximately 4,900 square feet)
- *Support Facilities.* Consultation offices, reception and front desk, sales offices, administrative offices, laundry (approximately 2,700 square feet)
- *Spa.* Full day spa with both traditional and alternative treatments (approximately 850 square feet)
- *Retail.* Active fashion apparel, café/juice bar (approximately 1,100 square feet)
- *Public Areas.* Lounge, common relaxation areas, circulation (approximately 6,000 square feet)

Proposed Hours of Operation.

Monday through Friday 5:30AM - 11:00PM
Saturday 8:00AM – 8:00PM
Sunday 8:00AM – 7:00PM

Proposed Exterior Improvements. Equinox proposes to modify the existing window bays on Beverly Drive for the purposes of adding a retail store and enhancing the pedestrian-oriented nature of Beverly Drive. Additionally, Equinox would introduce a club entrance on Beverly Drive that would be accompanied by a fin wall for logo treatments, exterior plantings, and lighting.

3. EXISTING SITE CONDITIONS

The proposed project is a change of use for a portion of an existing Class A office building located at 9465 Wilshire Boulevard at its intersection with Beverly Drive. The building is a nine-story with penthouse commercial office building with a garage containing three levels of subterranean parking. The building contains approximately 217,141 square feet of gross floor area and 163,438 square feet of net floor area. The building is currently occupied by office tenants on floors 2 through 9, and a bank on the majority of the ground floor. The site is entirely built out with existing structures and surface parking, and is entirely surrounded by urban uses. There is no native vegetation on the project site.

The garage of the building is connected to, and allows for vehicular access to the newly developed building located at 231-265 N. Beverly Drive. The connection will allow mutual access to the subterranean garages of both buildings on two levels of the parking structures and ingress and egress from both garages off of Beverly Drive. A field survey of the garage's existing "as-striped" conditions, conducted by Crain and Associates in February 2010, indicated 212 parking spaces. The building is a beneficiary of a covenant that provides 262 parking spaces within the garage of 231-265 Beverly Drive. The 231-265 Beverly Drive garage contains 747 parking spaces.

4. CONSISTENCY ANALYSIS

Criterion (a) *The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.*

The project site is designated for commercial uses in the City of Beverly Hills General Plan and is zoned C-3 Commercial. Pursuant to Section 10-3-1618 of the Beverly Hills Municipal Code, "exercise clubs" are permitted uses in the C-3 District with issuance of a Conditional Use Permit. The proposed commercial project is consistent with the commercial designations of the project site. As only interior, façade and hardscape/landscape improvements are proposed, the restrictions regarding building heights, setbacks and other development parameters do not apply.

Criterion (b) *The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.*

The project site is located on an approximately 0.33-acre parcel within a built-out urban neighborhood. It is immediately surrounded by urban uses on all sides.

Criterion (c) *The project site has no value as habitat for endangered, rare, or threatened species.*

The project site is located within a highly developed urban area generally lacking in habitat that would be suitable for sensitive animal and plant species. In addition, the project site itself is currently developed with asphalt and structures and does not contain any vegetation or other features that could function as habitat for sensitive species.

Criterion (d) *Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.*

The following discussion provides an analysis of the project's potential effects with respect to traffic, noise, air quality, and water quality.

A. TRAFFIC

This discussion summarizes selected information from and key conclusions of a Traffic Impact Study prepared for the project by Linscott, Law and Greenspan (LLG) Engineers, dated January 6, 2011. This study is included in its entirety as Appendix A to this report.

1. Existing Conditions

Existing Street System. The local network of streets serving the proposed Beverly Hills Equinox project study area includes Santa Monica Boulevard, Wilshire Boulevard, Beverly Drive, and Dayton Way. All seven study intersections selected for analysis are currently traffic signal controlled. The studied intersections are as follows:

1. North Santa Monica Boulevard/Wilshire Boulevard
2. South Santa Monica Boulevard/Wilshire Boulevard
3. Beverly Drive/North Santa Monica Boulevard
4. Beverly Drive/South Santa Monica Boulevard
5. Beverly Drive/Dayton Way
6. Beverly Drive/Wilshire Boulevard
7. Beverly Drive/Charleville Boulevard

The existing roadway configurations and intersection controls at the seven study intersections are displayed in the traffic study in Figure 4-1 of the traffic study.

Roadway Classifications. The City of Beverly Hills utilizes the roadway categories recognized by regional, state and federal transportation agencies. There are four categories in the roadway hierarchy, ranging from freeways with the highest capacity to two-lane undivided roadways with the lowest capacity. The roadway categories are summarized as follows:

- *Freeways* are limited-access and high speed travel ways included in the state and federal highway systems. Their purpose is to carry regional through-traffic. Access is provided by interchanges with typical spacing of one mile or greater. No local access is provided to adjacent land uses. It should be noted that there are no freeways that traverse or are situated adjacent to the City of Beverly Hills.

- *Arterial* roadways are major streets that primarily serve through-traffic and provide access to abutting properties as a secondary function. Arterials are generally designed with two to six travel lanes and their major intersections are signalized. This roadway type is divided into two categories: principal and minor arterials. Principal arterials are typically four-or-more lane roadways and serve both local and regional through-traffic. Minor arterials are typically two-to-four lane streets that service local and commute

traffic.

- *Collector* roadways are streets that provide access and traffic circulation within residential and non-residential (e.g., commercial and industrial) areas. Collector roadways connect local streets to arterials and are typically designed with two through travel lanes (i.e., one through travel lane in each direction) that may accommodate on-street parking. They may also provide access to abutting properties.

    - *Local* roadways distribute traffic within a neighborhood, or similar adjacent neighborhoods, and are not intended for use as a through-street or a link between higher capacity facilities such as collector or arterial roadways. Local streets are fronted by residential uses and do not typically serve commercial uses.

Roadway Descriptions. Brief descriptions of the key roadways in the project vicinity are provided in the following paragraphs.

- *North Santa Monica Boulevard* is a major east-west oriented roadway in Los Angeles County. In the project study area, North Santa Monica Boulevard generally travels southwest to northeast and is located west of the project site. North Santa Monica Boulevard is designated as a Principal Arterial in the City of Beverly Hills General Plan. Between two and three through travel lanes are provided in each direction on North Santa Monica Boulevard within the project study area.

- *South Santa Monica Boulevard* is an east-west oriented roadway that runs parallel to North Santa Monica Boulevard through portions of the City of Beverly Hills. The north and south Santa Monica Boulevard roadways begin to diverge at North Beverly Drive. At approximately Rexford Drive South Santa Monica Boulevard becomes Burton Way. South Santa Monica Boulevard is designated as a Principal Arterial (east of Wilshire Boulevard) and a Minor Arterial (west of Wilshire Boulevard) in the City of Beverly Hills General Plan. Two through travel lanes are provided in each direction on South Santa Monica Boulevard within the project study area. South Santa Monica Boulevard is posted for a 25 miles per hour speed limit in the project vicinity.

- *Wilshire Boulevard* is an east-west oriented roadway that borders the project site to the south. Wilshire Boulevard serves as the primary means of both regional and local access to the City of Beverly Hills' Business Triangle. Wilshire Boulevard is designated as a Principal Arterial in the City of Beverly Hills General Plan. Three through travel lanes are provided in each direction on Wilshire Boulevard within the project study area. Wilshire Boulevard is posted for a 25 miles per hour speed limit in the project vicinity.

- *Beverly Drive* is a north-south oriented roadway that borders the project site to the east. Beverly Drive provides access to the City of Beverly Hills' Business Triangle. North of Wilshire Boulevard, Beverly Drive generally travels southeast to northwest. Beverly Drive, between Whitworth Drive and Santa Monica Boulevard, is designated as a Minor Arterial in the City of Beverly Hills General Plan. Two through travel lanes with on-street parking are generally provided in each direction on Beverly Drive in the project vicinity.

    - *Dayton Way* is an east-west oriented roadway located north of the project site and

provides access to the City of Beverly Hills' Business Triangle. Between Wilshire Boulevard and Crescent Drive, Dayton Way is a one-way eastbound roadway and provides two through travel lanes oriented in a southwest to northeast direction. On-street parking is generally provided on both sides of Dayton Way. East of Crescent Drive, one through travel lane with on-street parking is provided in each direction. Dayton Way is designated as a Local Street in the City of Beverly Hills General Plan.

Existing Public Bus Transit Services. Public bus transit service within the Beverly Hills Equinox project study area is currently provided by the Los Angeles County Metropolitan Transportation Authority. A summary of the existing transit service, including the transit route, destinations and peak hour headways is presented in Table 4-1 of the traffic study (Appendix A to this report). The existing public transit routes in the Beverly Hills Equinox project site vicinity are illustrated in Figure 4-2 of the traffic study. Metro transit stops are located adjacent to the project site along the Wilshire Boulevard and Beverly Drive corridors.

Existing Pedestrian and Bicycle Facilities. Sidewalks are provided along all key roadways in the project vicinity and pedestrian crosswalks are provided at signalized intersections near the project site. Pedestrian access within the project vicinity is accommodated via clear pathways, well maintained sidewalks, and ambient light from street lights for night time. It should be noted that no bicycle facilities (i.e., Class I, II or III facilities) are provided in the project vicinity.

Existing Intersection Traffic Counts. Existing manual counts of vehicular turning movements were conducted at each of the seven study intersections during the weekday morning (AM) and afternoon (PM) commuter periods to determine the peak hour traffic volumes. The manual counts were conducted by traffic count subconsultants at the study intersections from 7:00 AM to 9:00 AM to determine the weekday AM peak commuter hour and from 4:00 PM to 6:00 PM to determine the weekday PM peak commuter hour. Traffic volumes at the seven study intersections show the weekday morning and afternoon peak periods typically associated with peak hours in the metropolitan area. Since the traffic counts were conducted in early December, a comparison with other historical traffic count data was undertaken so as to validate the baseline conditions. Traffic count data collected in May 2009 were obtained from a recently prepared traffic study for the two common study intersections (South Santa Monica Boulevard/Wilshire Boulevard and Beverly Drive/Charleville Boulevard). Based on the comparison of the AM and PM peak hour count data for these two common study intersections, it was determined that the early December 2010 traffic counts were either higher than or were within two percent of the May 2009 counts, which is considered to be well within the typical daily variation percentages (i.e., within a variance of +/- 10%). As a result, use of the early December traffic count data was determined to be appropriate for analysis purposes.

In order to determine if a mid-day traffic analysis would be required, a review was also conducted of general traffic volumes for the AM and PM commuter peak hours as well as the mid-day peak hour (i.e., utilizing the automatic 24-hour machine traffic count data collected as part of the study street segment analysis). A review of the AM and PM commuter peak hour count data indicated that traffic volumes during the PM peak hour are higher than the AM peak hour at all three study street segment locations. A review of the mid-day count data from the 24-hour traffic counts also indicated that traffic volumes during the PM peak hour are higher

than the mid-day peak hour at all three study street segment locations. Furthermore, due to the unique characteristics associated with the proposed project land use (i.e., health club use), project-related traffic during the PM commuter peak hour is expected to be higher than during the mid-day peak hour. As a result, mid-day vehicular turning movement counts and corresponding analyses were not required by City staff.

The existing weekday AM and PM peak hour manual counts of turning vehicles at the seven study intersections are summarized in Table 4-2 of the traffic study. The existing traffic volumes at the study intersections during the weekday AM and PM peak hours are shown in Figures 4-3 and 4-4 of the traffic study, respectively. Summary data worksheets of the manual traffic counts of the study intersections are contained in Appendix C of the traffic study.

Street Segment ADT Counts . Automatic 24-hour machine traffic counts were conducted during a mid-week day (Tuesday, Wednesday, or Thursday) for the following three analyzed street segments: 1) Beverly Drive between Carmelita Avenue and Santa Monica Boulevard; 2) Dayton Way between Crescent Drive and Rexford Drive; and 3) Charleville Boulevard between Camden Drive and Rodeo Drive. Copies of the 24-hour machine counts also are contained in Appendix C of the traffic study. While the counts were collected in early December (a condition which could be considered to be influenced by holiday traffic), comparisons with historical non-holiday counts indicated that the counts were valid for analysis purposes.

Existing Intersection Operating Conditions. Existing AM and PM peak hour operating conditions for the seven key study intersections were evaluated using the Intersection Capacity Utilization (ICU) methodology based on City of Beverly Hills traffic study requirements.

City of Beverly Hills Intersection Capacity Utilization Method. In conformance with the City of Beverly Hills and Los Angeles County Congestion Management Program (CMP) requirements, existing weekday AM and PM peak hour operating conditions for the key signalized study intersections were evaluated using the Intersection Capacity Utilization (ICU) method. The ICU methodology is intended for signalized intersection analyses and estimates the volume-to-capacity (v/c) relationship for an intersection based on the individual V/C ratios for key conflicting traffic movements.

The ICU numerical value represents the percent signal (green) time, and thus capacity, required by existing and/or future traffic. The ICU value is the sum of the critical volume to capacity ratios at an intersection; it is not intended to be indicative of the LOS of each of the individual turning movements. It should be noted that the ICU methodology assumes uniform traffic distribution per intersection approach lane and optimal signal timing. The ICU value translates to a LOS estimate, which is a relative measure of the intersection performance. A description of the ICU method and corresponding Levels of Service is provided in Appendix D of the traffic study. The proposed project ICU data worksheets for the seven analyzed intersections are contained in Appendix D of the traffic study.

The six qualitative categories of Level of Service have been defined along with the corresponding ICU value range and are shown in Table 2.

Table 2
City of Beverly Hills Level of Service Criteria For Signalized Intersections

Level of Service (LOS)	Intersection Capacity Utilization Value (V/C)	Level of Service Description
A	≤ 0.600	EXCELLENT. No vehicle waits longer than one red light, and no approach phase is fully used.
B	0.601 – 0.700	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.
C	0.701 – 0.800	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	0.801 – 0.900	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.
E	0.901 – 1.000	POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	> 1.000	FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Potentially very long delays with continuously increasing queue lengths.

Pursuant to Los Angeles County CMP requirements, the ICU calculations use a lane capacity of 1,600 vehicles per hour (vph) for left-turn, through, and right-turn lanes, and a dual left-turn capacity of 2,880 vph. Additionally, a clearance adjustment factor of 0.10 was added to each Level of Service (LOS) calculation.

Existing Level of Service Results. The existing peak hour service level calculations for the seven key study intersections based on City of Beverly Hills analysis methodology, existing traffic volumes and current street geometry is summarized in Table 3. As indicated in the table, five of the seven key study intersections are currently operating at acceptable Levels of Service (i.e., LOS D or better) during the weekday AM and PM peak hours. The following study intersections are operating at LOS E during the peak hours shown below under existing conditions:

- Int. No. 1: North Santa Monica Boulevard/Wilshire Boulevard
  AM Peak Hour: *v/c*=0.955, LOS E

- Int. No. 2: South Santa Monica Boulevard/Wilshire Boulevard
  AM Peak Hour: *v/c*=0.976, LOS E

Table 3
Existing Summary of Volume to Capacity Ratios and Levels of Service, AM and PM Peak Hours

No.	Intersection	Peak Hour	Year 2010 Existing	
			V/C	LOS
1	North Santa Monica Boulevard/ Wilshire Boulevard	AM PM	0.955 0.853	E D
2	South Santa Monica Boulevard/ Wilshire Boulevard	AM PM	0.976 0.848	E D
3	Beverly Drive/ North Santa Monica Boulevard	AM PM	0.826 0.822	D D
4	Beverly Drive/ South Santa Monica Boulevard	AM PM	0.808 0.782	D C
5	Beverly Drive/ Dayton Way	AM PM	0.396 0.639	A B
6	Beverly Drive/ Wilshire Boulevard	AM PM	0.679 0.832	B D
7	Beverly Drive/ Charleville Boulevard	AM PM	0.543 0.720	A C

Source: LLG Engineers, Traffic Impact Study for the Beverly Hills Equinox Project (Appendix A to this report)

As previously noted, the ICU data worksheets for the analyzed study intersections for the weekday AM and PM peak hours hour are contained in Appendix D of the traffic study.

2. Traffic Forecasting Methodology.

In order to estimate the traffic impact characteristics of the Beverly Hills Equinox project, a multi-step process has been utilized. The first step is trip generation, which estimates the total arriving and departing traffic volumes on a peak hour and daily basis. The traffic generation potential is forecast by applying the appropriate vehicle trip generation equations or rates to the project development tabulation.

The second step of the forecasting process is trip distribution, which identifies the origins and destinations of inbound and outbound project traffic volumes. These origins and destinations are typically based on demographics and existing/anticipated travel patterns in the study area. The third step is traffic assignment, which involves the allocation of project traffic to study area streets and intersections. Traffic assignment is typically based on minimization of travel time, which may or may not involve the shortest route, depending on prevailing operating conditions and travel speeds. Traffic distribution patterns are indicated by general percentage orientation, while traffic assignment allocates specific volume forecasts to individual roadway links and intersection turning movements throughout the study area.

With the forecasting process complete and project traffic assignments developed, the impact of the proposed project is isolated by comparing operational (i.e., LOS) conditions at selected key intersections using both existing and future traffic volumes with and without forecast project

traffic. The need for site-specific and/or cumulative local area traffic improvements can then be evaluated and the significance of the project's impacts identified.

Project Traffic Generation. Traffic volumes expected to be generated by the office component and the proposed Beverly Hills Equinox facility during the AM and PM peak hours, as well as on a daily basis, were estimated using rates published in the Institute of Transportation Engineers' (ITE) *Trip Generation* manual[1]. Traffic volumes expected to be generated by the bank component during the AM and PM peak hours, as well as on a daily basis, were developed based on patron intercept surveys conducted at the existing bank on-site[2]. Based on consultation with City of Beverly Hills staff, trip generation forecasts for the individual existing and proposed project land use components are summarized in the following paragraphs. As discussed in a previous section, although public transit information (e.g., route identification, bus headways, etc.) is provided in this study, no reduction in the proposed project trip generation forecast has been incorporated as part of this analysis so as to provide a conservative forecast of potential traffic impacts to the surrounding street system.

- *General Office Land Use Component.* Traffic volumes expected to be generated by the office component were based upon rates per thousand square feet of development. ITE Land Use Code 710 (General Office Building) trip generation equation rates were utilized for the AM and PM peak hours as well as the daily traffic forecasts.

- *Bank Land Use Component.* Based on direction from City of Beverly Hills staff, due to the location and unique characteristics associated with the existing bank, traffic volumes expected to be generated by the bank component were developed based on patron intercept surveys conducted at the existing facility on-site. The patron intercept surveys were conducted during a typical mid-week day on Wednesday, December 15, 2010 from 8:00 AM to 7:00 PM (i.e., one hour before the bank opened until one hour after the bank closed). Survey personnel were positioned inside the BOA building near the automatic teller machines (ATMs) as well as outside the BOA building near the main/front door. As patrons approached the bank entrances, those who were willing to participate were asked whether they drove that day and if the bank was their primary destination. Bank patrons who were not willing to participate in the survey were recorded by survey personnel as a declination so as to obtain the total patronage for the day. Survey personnel also observed and recorded all patrons of the bank (e.g., whether they only utilized the ATM machine, or also entered the bank to conduct to other business). Summary data worksheets of the patron intercept surveys are contained in Appendix E of the traffic study. As shown in the summary section of Appendix E, a total of 316 bank patrons (or groups of bank patrons) participated in the survey while 284 declined to participate. Daily and peak hour factors were then developed to represent a full participation condition. As presented in Appendix E, the existing bank only generated 2 vehicle trips (2 inbound trips and no outbound trips) during the AM peak hour. The existing bank was also shown to generate 14 vehicle trips (7 inbound trips and 7 outbound trips) during the PM peak hour. Over a daily period, the existing bank generated 220 daily trip ends during a typical weekday (110 inbound trips and 110 outbound trips). As the bank component is proposed to be reduced in floor area but will

[1] Institute of Transportation Engineers *Trip Generation* manual, 8th Edition, 2008.
[2] Review of other published bank trip generation rates (e.g. San Diego Association of Governments rates) was conducted and such rates were determined to be not applicable or appropriate for the proposed project based on its location, setting and surrounding land uses, and the unique characteristics of the existing bank.

continue to remain in operation within the BOA building, the results collected from the patron intercept surveys provide a valid and conservative estimate of trip generation associated with the bank component.

- *Health Club Land Use Component.* Traffic volumes expected to be generated by the proposed health club component were based upon rates per thousand square feet of development. ITE Land Use Code 492 (Health/Fitness Club) trip generation average rates were utilized for the AM and PM peak hours as well as the daily traffic forecasts.

In order to provide a conservative trip generation forecast, no trip adjustments were made to account for internal capture trips (e.g., interaction between the bank/office components with the proposed health club component) that could be expected to occur within the BOA building uses. Internal capture trips are those trips made internal to the site between land uses within a mixed-use or multi-use development. When combined within mixed-use or multi-use developments, land uses tend to interact, and thus attract a portion of each other's trip generation. It should be noted that this concept was further demonstrated through the conduct of the bank patron intercept surveys, in that while many bank patrons drove to the site, the bank was not their primary destination. Thus, since the office use within the building was their primary destination the bank "trip" can be considered as an internal capture trip.

The traffic generation forecast for the proposed Beverly Hills Equinox project is summarized in Table 4. It should be noted that no trip generation credit was applied in this analysis for the existing bank use for the AM peak hour, in order to provide a conservative forecast of potential traffic impacts. The trip generation forecast for the project was submitted for review and approval by City of Beverly Hills staff. As presented in Table 4, the proposed Beverly Hills Equinox project is expected to generate 15 net new vehicle trips (16 fewer inbound trips and 31 more outbound trips) during the AM peak hour. The proposed Beverly Hills Equinox project is expected to generate 119 net new vehicle trips (86 more inbound trips and 33 more outbound trips) during the PM peak hour. Over a 24-hour period, the proposed Beverly Hills Equinox project is forecast to generate 1,130 net new daily trip ends during a typical weekday (565 more inbound trips and 565 more outbound trips).

Table 4
Project Trip Generation[1]

Land Use	Size		Daily Trip Ends[2] Volumes	AM Peak Hour Volumes[2]			PM Peak Hour Volumes[2]		
				IN	OUT	TOTAL	IN	OUT	TOTAL
Proposed Uses									
General Office [3]	160,268	GSF	1,918	241	33	274	44	214	258
Walk-in Bank [4]	8,411	GSF	106	0	0	0	3	3	6
Health/Fitness Club [5]	48,462	GSF	1,596	30	37	67	97	74	171
Subtotal	217,141	GSF	3,620	271	70	341	144	291	435
Existing Uses									
General Office [3]	199,522	GSF	2,270	287	39	326	51	251	302
Walk-in Bank [6]	17,619	GSF	220	0	0	0	7	7	14
Subtotal	217,141	GSF	2,490	287	39	326	58	258	316
NET INCREASE			**1,130**	**(16)**	**31**	**15**	**86**	**33**	**119**

[1] *Source: ITE "Trip Generation", 8th Edition, 2008.*
[2] *Trips are one-way traffic movements, entering or leaving.*
[3] *ITE Land Use Code 710 (General Office) trip generation equation rates.*
- *Daily Trip Rate: Ln(T)=0.77*Ln(X)+3.65, T=Average vehicle trip ends, X=1,000 SF of gross floor area; 50% inbound/50% outbound*
- *AM Peak Hour Trip Rate: Ln(T)=0.80*Ln(X)+1.55, T=Average vehicle trip ends, X=1,000 SF of gross floor area; 88% inbound/12% outbound*
- *PM Peak Hour Trip Rate: T=1.12*(X)+78.81, T=Average vehicle trip ends, X=1,000 SF of gross floor area; 17% inbound/83% outbound*

[4] *Based on patron intercept survey data (see footnote [6]) and pro-rated to reflect proposed reduction in bank square footage for the PM Peak Hour and daily conditions.*
[5] *ITE Land Use Code 492 (Health/Fitness Club) trip generation average rates.*
- *Daily Trip Rate: 32.93 trips/1,000 SF of floor area; 50% inbound/50% outbound*
- *AM Peak Hour Trip Rate: 1.38 trips/1,000 SF of floor area; 45% inbound/55% outbound*
- *PM Peak Hour Trip Rate: 3.53 trips/1,000 SF of floor area; 57% inbound/43% outbound*

[6] *The daily and PM peak hour volumes based on patron intercept surveys conducted at the existing bank on-site. The surveys were conducted on Wednesday, December 15, 2010 from 8:00 am to 7:00 pm (i.e., one hour before the bank opened until one hour after the bank closed). While the AM peak hour shows no trip generation, actual patron surveys indicated 2 inbound and 0 outbound vehicle trips.*

Project Traffic Distribution and Assignment. Project traffic volumes both entering and exiting the site have been distributed and assigned to the adjacent street system based on the following considerations:

- The site's proximity to major traffic corridors (i.e., Wilshire Boulevard, Beverly Drive, North and South Santa Monica Boulevards);
- Expected localized traffic flow patterns based on adjacent roadway channelization and presence of traffic signals;
- Existing intersection traffic volumes;
- Ingress/egress availability at the project site; and
- Input from City of Beverly Hills staff.

The general, directional traffic distribution pattern for the proposed Beverly Hills Equinox project is presented in Figure 5-1 of the traffic study. The forecast net new weekday AM and PM peak hour project traffic volumes at the study intersections associated with the proposed

project are presented in Figures 5-2 and 5-3, respectively. The net new project traffic volume assignments presented in Figures 5-2 and 5-3 reflect the traffic distribution characteristics shown in Figure 5-1, the project traffic generation forecast presented in Table 4, and the existing site generation and access characteristics.

3. Future Traffic Conditions

The forecast of future pre-project conditions was prepared in accordance with procedures outlined in Section 15130 of the California Environmental Quality Act (CEQA) Guidelines. Specifically, the CEQA Guidelines provides two options for developing the future traffic volume forecast:

> "(A) A list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the [lead] agency, or
> (B) A summary of projections contained in an adopted general plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated regional or areawide conditions contributing to the cumulative impact. Any such planning document shall be referenced and made available to the public at a location specified by the lead agency."

The traffic analysis is conservative as it incorporates both option "A" and option "B" as outlined in the CEQA Guidelines for purposes of developing the future pre-project traffic volumes.

Ambient Traffic Growth. In order to account for unknown related projects not included in this analysis, the existing traffic volumes were increased at an annual rate of 1.0 percent (1.0%) per year to the year 2012 (i.e., the anticipated year of project build-out). The ambient growth factor was based on general traffic growth factors provided in the *2004 Congestion Management Program for Los Angeles County* (the "CMP manual"). It is noted that based on review of the general traffic growth factors provided in the CMP manual for the Westside area, it is anticipated that the existing traffic volumes are expected to increase at an annual rate of less than 1.0% per year. Thus, application of this annual growth factor allows for a conservative, maximum case forecast of future traffic volumes in the area. Further, it is noted that the CMP manual's traffic growth rate is intended to anticipate future traffic generated by development projects in the project vicinity. Thus, the inclusion in this traffic analysis of both a forecast of traffic generated by known related projects plus the use of an ambient growth traffic factor based on CMP traffic model data results in a conservative estimate of future traffic volumes at the study intersections.

Related Projects Traffic Characteristics. A forecast of on-street traffic conditions prior to occupancy of the proposed project was prepared by incorporating the potential trips associated with other known development projects (related projects) in the area. With this information, the potential impact of the proposed project can be evaluated within the context of the cumulative impact of all ongoing development. The related projects research was based on information on file at the City of Beverly Hills as well as recently accepted traffic impact analysis reports prepared for projects in the vicinity of the project site. The list of related projects in the project site area is presented in Table 6-1 of the traffic study. The location of the

related projects is shown in Figure 6-1 of the traffic study.

Traffic volumes expected to be generated by the related projects were calculated using rates provided in recently accepted traffic impact analysis reports and in the ITE *Trip Generation* manual. The related projects respective traffic generation for the AM and PM peak hours, as well as on a daily basis for a typical weekday, is summarized in Table 6-1 of the traffic study. The distribution of the related projects traffic volumes to the study intersections during the weekday AM and PM peak hours are displayed in Figures 6-2 and 6-3 of the traffic study, respectively.

Year 2012 Future Traffic Volumes. The future weekday AM and PM peak hour background traffic volumes (i.e., existing traffic volumes, ambient traffic growth and related projects traffic volumes) at the seven key study intersections for year 2012 are presented in Figures 6-4 and 6-5 of the traffic study, respectively. The year 2012 forecast weekday AM and PM peak hour traffic volumes at the seven key study intersections with the inclusion of the trips generated by the proposed Beverly Hills Equinox project are illustrated in Figures 6-6 and 6-7 of the traffic study, respectively.

4. Traffic Impact Analysis Methodology

Intersection Analysis Methodology. The seven study intersections were evaluated using the Beverly Hills Intersection Capacity Utilization (ICU) method of analysis, which determines Volume-to-Capacity (v/c) ratios on a critical lane basis. The overall intersection v/c ratio is subsequently assigned a Level of Service (LOS) value to describe intersection operations. Level of Service varies from LOS A (free flow) to LOS F (jammed condition). As previously noted, a description of the ICU method and corresponding Level of Service is provided in Appendix D of the traffic study.

Intersection Thresholds and Impact Criteria. The relative impact of the added project traffic volumes to be generated by the proposed Beverly Hills Equinox project during the AM and PM peak hours was evaluated based on analysis of future operating conditions at the study intersections, without and with the proposed project. The previously discussed capacity analysis procedures were utilized to evaluate the future v/c relationships and service level characteristics at each study intersection.

The significance of the potential impacts of project-generated traffic at each study intersection was identified using the recently adopted criteria set forth by the City of Beverly Hills (Resolution No. 1586, adopted October 14, 2010). According to the City's Sliding Scale Method for calculating the level of impact due to traffic generated by the proposed project, a significant transportation impact is determined based on the criteria presented in Table 5.

Table 5
City of Beverly Hills
Signalized Intersection Impact Threshold Criteria

Final *v/c*	Level of Service	Project Related Increase in v/c
> 0.000 - 0.900	A, B, C, D	Equal to or greater than 0.030
> 0.900	E, F	Equal to or greater than 0.020

The City's Sliding Scale Method requires mitigation of project traffic impacts whenever traffic

generated by the proposed development causes an increase of the analyzed intersection v/c ratio by an amount equal to or greater than the values shown above. The ICU calculations use a lane capacity of 1,600 vehicles per hour (vph) for left-turn, through and right-turn lanes, and a dual turn lane capacity of 2,880 vph. A clearance interval of 0.10 is also included in the ICU calculations.

Intersection Analysis Scenarios. Traffic impacts at the study intersections were analyzed for the following conditions:

[a] Existing conditions.
[b] Condition [a] with completion and occupancy of the proposed project.
[c] Condition [a] plus 1.0 percent (1.0%) ambient traffic growth through year 2012.
[d] Condition [c] with completion and occupancy of the related projects.
[e] Condition [d] with completion and occupancy of the proposed project.
[f] Conditions [e] with implementation of project mitigation measures, where necessary.

The traffic volumes for each new condition were added to the volumes in the prior condition to determine the change in capacity utilization at the seven study intersections. As previously mentioned, the proposed project ICU data worksheets for the analyzed intersections are contained in Appendix D of the traffic study.

Residential Street Segment Impact Criteria. The study street segments identified for analysis by City of Beverly Hills were evaluated based on the recently adopted criteria set forth by the City of Beverly Hills (Resolution No. 1586, adopted October 14, 2010). The study street segments were selected based on proximity to the project site and the likelihood of whether project-related traffic would utilize the roadways. The street segment analysis is based on a comparison of existing and existing with project Average Daily Traffic (ADT) and peak hour volumes to determine a potential project-related impact. The City of Beverly Hills ADT impact threshold criteria for street segments are listed in Table 6.

Table 6
City of Beverly Hills
ADT Impact Thresholds for Residential Street Segments

ADT Volumes	Allowable Percentage (%) Increase
Less than 2,000	Less than 16% of ADT or Peak Hour Volumes
2,001 to 4,000	Less than 12% of ADT or Peak Hour Volumes
4,001 to 6,750	Less than 8% of ADT or Peak Hour Volumes
Greater than 6,750	Less than 6.25% of ADT or Peak Hour Volumes

5. Traffic Analysis

Summaries of the v/c ratios and LOS values for the seven study intersections during the weekday AM and PM peak hours with the proposed project are shown in Table 7. The first column [1] of ICU/LOS values in Table 7 presents a summary of the existing AM and PM peak hour traffic conditions (which also was presented in Table 3). The second column [2] presents projected background traffic conditions based on existing intersection geometry and the addition of ambient traffic growth and the traffic due to the related projects. The third column [3] presents forecast year 2012 traffic conditions with the addition of project traffic. The third column [3] also shows the increase in ICU value due to the added peak hour project trips and indicates whether the traffic associated with the project will have a significant impact based on the City of Beverly Hills LOS standards and the significance impact criteria defined in this report. The proposed project ICU data worksheets for the analyzed intersections during the weekday AM and PM peak hours are contained in Appendix D of the traffic study.

Table 7
Summary of Volume to Capacity Ratios and Levels of Service AM and PM Peak Hours

No.	Intersection	Peak Hour	[1] Year 2010 Existing		[2] Year 2012 W/ Related Projects		[3] Year 2012 W/ Proposed Project		[3] Change V/C	[3] Signif. Impact?
			V/C	LOS	V/C	LOS	V/C	LOS	[(3)-(2)]	
1	North Santa Monica Blvd/ Wilshire Blvd	AM	0.955	E	1.044	F	1.045	F	0.001	NO
		PM	0.853	D	1.001	F	1.004	F	0.003	NO
2	South Santa Monica Blvd/Wilshire Blvd	AM	0.976	E	1.094	F	1.095	F	0.001	NO
		PM	0.848	D	1.041	F	1.047	F	0.006	NO
3	Beverly Drive/ North Santa Monica Blvd	AM	0.826	D	0.904	E	0.903	E	-0.001	NO
		PM	0.822	D	0.945	E	0.948	E	0.003	NO
4	Beverly Drive/ South Santa Monica Blvd	AM	0.808	D	0.865	D	0.864	D	-0.001	NO
		PM	0.782	C	0.879	D	0.889	D	0.010	NO
5	Beverly Drive/Dayton Way	AM	0.396	A	0.432	A	0.437	A	0.005	NO
		PM	0.639	B	0.745	C	0.750	C	0.005	NO
6	Beverly Drive/ Wilshire Blvd	AM	0.679	B	0.764	C	0.765	C	0.001	NO
		PM	0.832	D	0.956	E	0.958	E	0.002	NO
7	Beverly Drive/ Charleville Blvd	AM	0.543	A	0.576	A	0.576	A	0.000	NO
		PM	0.720	C	0.772	C	0.774	C	0.002	NO

Source: LLG Engineers, Traffic Impact Study for the Beverly Hills Equinox Project (Appendix A to this report)

Existing Conditions. As indicated in column [1] of Table 7, five of the seven study

intersections are presently operating at acceptable LOS D or better during the weekday AM and PM peak hours under existing conditions. The following study intersections are operating at LOS E during the peak hours shown below under existing conditions:

- Int. No. 1: North Santa Monica Boulevard/Wilshire Boulevard
  AM Peak Hour: *v/c*=0.955, LOS E
- Int. No. 2: South Santa Monica Boulevard/Wilshire Boulevard
  AM Peak Hour: *v/c*=0.976, LOS E

For some intersections, it is recognized that prior traffic studies prepared for other development projects in the study area reported lower (or worse) existing LOS than those reported in Table 7. A comparison between traffic count data collected for this project and those from another recent study was prepared for the two common study locations. As the existing traffic count data was determined to be valid and appropriate for use in this study, it can be concluded that the differences in the reported LOS results are due to a general decrease in system-wide traffic volumes attributable to current economic conditions rather than the fact that count data was collected in early December. As previously mentioned, the existing traffic volumes at the study intersections during the weekday AM and PM peak hours are displayed in Figures 4-3 and 4-4 of the traffic study, respectively.

Existing With Project Conditions. The traffic study also analyzed impacts of the project-generated traffic when added to existing conditions. Summaries of the v/c ratios and LOS values for the seven study intersections during the weekday AM and PM peak hours for the existing with proposed project conditions are shown in the traffic study in Appendix Table D1. As shown in column [2] of Appendix Table D1, application of the City's threshold criteria to the "With Proposed Project" scenario indicates that the proposed project is not expected to create any significant impacts at the seven study intersections. Incremental but not significant impacts are noted at the study intersections, as presented in Appendix Table D1, for the existing with project conditions. Because there would be no significant impacts, no traffic mitigation measures are required or recommended for the study intersections. The existing with project traffic volumes at the study intersections during the weekday AM and PM peak hours are shown in the traffic study in Appendix Figures D1-A and D1-B, respectively.

Future Pre-Project Conditions. The Levels of Service at all seven study intersections are incrementally increased by the addition of traffic generated by the related projects listed in Table 6-1 of the traffic study. As presented in Column [2] of Table 7, three of the seven study intersections are expected to operate at LOS D or better during the weekday AM and PM peak hours with the addition of growth in ambient traffic and the traffic due to the related projects. The following four study intersections are expected to operate at LOS E or F during the peak hours shown below with the addition of growth in ambient traffic and the traffic due to the related projects:

- Int. No. 1: North Santa Monica Boulevard/Wilshire Boulevard
  AM Peak Hour: *v/c*=1.044, LOS F
  PM Peak Hour: *v/c*=1.001, LOS F
- Int. No. 2: South Santa Monica Boulevard/Wilshire Boulevard
  AM Peak Hour: *v/c*=1.094, LOS F
  PM Peak Hour: *v/c*=1.041, LOS F

- Int. No. 3: Beverly Drive/North Santa Monica Boulevard
  AM Peak Hour: *v/c*=0.904, LOS E
  PM Peak Hour: *v/c*=0.945, LOS E
- Int. No. 6: Beverly Drive/Wilshire Boulevard
  PM Peak Hour: *v/c*=0.956, LOS E

The future pre-project (existing, ambient growth, and related projects) traffic volumes for the weekday AM and PM peak hours are shown in Figures 6-4 and 6-5 of the traffic study, respectively.

Future With Project Conditions. As shown in column [3] of Table 7, application of the City's threshold criteria to the "With Proposed Project" scenario indicates that the proposed project is not expected to create any significant impacts at the seven study intersections. Incremental but not significant impacts are noted at the study intersections, as presented in Table 7. Because there are no significant impacts, no traffic mitigation measures are required or recommended for the study intersections. The future with project (existing, ambient growth, related projects, and project) traffic volumes at the study intersections during the weekday AM and PM peak hours are shown in Figures 6-6 and 6-7 of the traffic study, respectively.

Street Segment Analysis. The study street segments identified for analysis by City of Beverly Hills were evaluated based on the adopted criteria set forth by the City. The study street segments were selected based on proximity to the project site and the likelihood of whether project-related traffic would utilize the roadways. The following three street segment locations were identified for analysis by City of Beverly Hills staff:

1. Beverly Drive, between Carmelita Avenue and North Santa Monica Boulevard
2. Dayton Way, between Crescent Drive and Rexford Drive
3. Charleville Boulevard, between Camden Drive and Rodeo Drive

The existing and forecast existing with project ADT, AM peak hour and PM peak hour traffic volumes at the study street segment locations are summarized in Table 8. The existing traffic volumes are shown in column [1] for the three study locations. The forecast project net new traffic volumes for the analyzed time periods at the study locations are shown in column [2]. In addition, the forecast existing with project volumes for the study locations are presented in column [3]. Finally, the project-related percent increases in growth for the analyzed street segments are presented in column [4]. As shown in Table 8, application of the City's threshold criteria (refer to Table 6) indicates that the proposed project is not expected to create significant impacts at any of the three study street segment locations. Because there are no significant impacts, no traffic mitigation measures are required or recommended for the study street segments.

Table 8
Summary of Street Segment Analysis

Location	Time of Day	[1] Existing Weekday Volume	[2] Added Project Volume	[3] Existing W/Project Volume ([1]+[2])	[4] Percent Growth ([2]/[3])
Beverly Drive between Carmelita Avenue and North Santa Monica Boulevard	ADT	16,142	170	16,312	1.0%
	AM Peak	1,067	3	1,070	0.3%
	PM Peak	1,307	18	1,325	1.4%
Dayton Way between Crescent Drive and Rexford Drive	ADT	4,405	28	4,433	0.6%
	AM Peak	324	2	326	0.6%
	PM Peak	342	2	344	0.6%
Charleville Boulevard between Camden Drive and Rodeo Drive	ADT	6,559	12	6,571	0.2%
	AM Peak	390	0	390	0.0%
	PM Peak	615	1	616	0.2%

Source: LLG Engineers, Traffic Impact Study for the Beverly Hills Equinox Project (Appendix A to this report)
[1] Existing ADT volumes based on traffic counts conducted by City Traffic Counters. Copies of the summary data worksheets of the 24-hour traffic counts are provided in Appendix C of the traffic study.
[2] Total distribution and assignment of project-related traffic at the analyzed street segment. Refer to traffic study Table 5-1, Project Trip Generation, and Figure 5-1, Project Traffic Distribution, for the project-related distribution and assignment data.
[3] Total of columns [1] and [2].
[4]Column [2] divided by column [3].

City of Beverly Hills impact thresholds for street segments are as follows (per Resolution No. 1586, Adopted October 14, 2010):

ADT Volumes	*Allowable % Increase*
Less than 2,000	*Less than 16% of ADT or Peak Hour Volumes*
2,001 to 4,000	*Less than 12% of ADT or Peak Hour Volumes*
4,001 to 6,750	*Less than 8% of ADT or Peak Hour Volumes*
Greater than 6,750	*Less than 6.25% of ADT or Peak Hour Volumes*

Congestion Management Program Traffic Impact Assessment. The Congestion Management Program (CMP) is a state-mandated program that was enacted by the State Legislature with the passage of Proposition 111 in 1990. The program is intended to address the impact of local growth on the regional transportation system.

As required by the 2004 Congestion Management Program for Los Angeles County, a Traffic Impact Assessment (TIA) has been prepared to determine the potential impacts on designated monitoring locations on the CMP highway system. The analysis has been prepared in accordance with procedures outlined in the *2004 Congestion Management Program for Los Angeles County,* County of Los Angeles Metropolitan Transportation Authority, July 2004.

Intersections. The following CMP intersection monitoring location in the project vicinity has been identified:

CMP Station	Intersection
No. 5	Santa Monica Boulevard/Wilshire Boulevard

The CMP TIA guidelines require that intersection monitoring locations must be examined if the proposed project will add 50 or more trips during either the AM or PM weekday peak hours. The proposed project will not add 50 or more trips, during the AM or PM peak hours at the

CMP monitoring intersection, which is the threshold for preparing a traffic impact assessment, as stated in the CMP manual. However, as previously discussed herein, the subject CMP intersection was analyzed as part of this traffic study (study intersection no. 1). As discussed in Subsection 8.3, the proposed project is not expected to create any significant impacts at the seven study intersections including CMP Station No. 5, Santa Monica Boulevard/Wilshire Boulevard.

Freeways. No CMP freeway monitoring locations are located in the project vicinity. Further, the CMP TIA guidelines require that freeway monitoring locations must be examined if the proposed project will add 150 or more trips (in either direction) during either the AM or PM weekday peak hours. The proposed project will not add 150 or more trips (in either direction), during either the AM or PM weekday peak hours to any CMP freeway monitoring locations, which is the threshold for preparing a traffic impact assessment, as stated in the CMP manual. Therefore, no further review of potential impacts to freeway monitoring locations that are part of the CMP highway system is required.

Transit Impact Review. As required by the *2004 Congestion Management Program for Los Angeles County*, a review has been made of the CMP transit service. Existing transit service is provided in the vicinity of the proposed project.

The project trip generation, as shown in Table 4, was adjusted by values set forth in the CMP (i.e., person trips equal 1.4 times vehicle trips, and transit trips equal 3.5 percent of the total person trips) to estimate transit trip generation. Pursuant to the CMP guidelines, the proposed project is forecast to generate demand for two transit trips (no inbound trips and 2 outbound trips) during the weekday AM peak hour. During the weekday PM peak hour, the proposed project is anticipated to generate demand for six transit trips (4 inbound trips and 2 outbound trips). Over a 24-hour period, the proposed project is forecast to generate demand for 55 daily transit trips. The calculations are as follows:

- AM Peak Hour = 31 × 1.4 × 0.035 = 2 Transit Trips
- PM Peak Hour = 119 × 1.4 × 0.035 = 6 Transit Trips
- Daily Trips = 1,130 × 1.4 × 0.035 = 55 Transit Trips

As shown in Table 4-1 of the traffic study, seven bus transit lines and routes are provided adjacent to or in close proximity to the project site, with two of these transit lines and routes directly serving Wilshire Boulevard and Beverly Drive (including bus stops at this intersection). As outlined in Table 4-1 of the traffic study under the "No. of Buses During Peak Hour" column, these seven transit lines provide service for many buses during the AM and PM peak hours. Therefore, based on the above calculated peak hour transit trips, this would correspond to less than 1 transit rider per bus during the AM and PM peak hours. Thus, given the low number of generated transit trips per bus, no impacts on existing or future transit services in the project area are expected to occur as a result of the proposed project.

6. Site Access and Circulation.

Vehicular Site Access. Access to the BOA building uses with the proposed Beverly Hills Equinox project will continue to be provided via the existing Beverly Drive and alley driveways. In addition, with the recent construction of the William Morris Agency building

and parking garage (i.e., the 245 Beverly Drive garage directly north of the BOA building), new direct access between the two parking garages will be provided on two separate levels (i.e., Levels P-1 and P-3 of the BOA building garage). As discussed in a previous section, based on the executed covenant an additional 262 parking spaces will be available to patrons of the BOA building from the adjacent 245 Beverly Drive garage. As direct access to Dayton Way is provided for the 245 Beverly Drive garage, any BOA building patrons who park their vehicles within this structure will be able to directly exit onto Dayton Way.

Pedestrian Site Access. The proposed project site has been designed to encourage pedestrian activity and walking as a transportation mode[3]. Walkability is a term for the extent to which walking is readily available as a safe, connected, accessible and pleasant mode of transport.[4] There are five basic requirements that are widely accepted as key aspects of the walkability of urban areas that should be satisfied. The underlying principle is that pedestrians should not be delayed, diverted, or placed in danger. The five primary characteristics of walkability are as follows:

- *Connectivity.* People can walk from one place to another without encountering major obstacles, obstructions, or loss of connectivity.
- *Convivial.* Pedestrian routes are friendly and attractive, and are perceived as such by pedestrians.
- *Conspicuous.* Suitable levels of lighting, visibility and surveillance over its entire length, with high quality delineation and signage.
- *Comfortable.* High quality and well-maintained footpaths of suitable widths, attractive landscaping and architecture, shelter and rest spaces, and a suitable allocation of roadspace to pedestrians.
- *Convenient.* Walking is a realistic travel choice, partly because of the impact of the other criteria set forth above, but also because walking routes are of a suitable length as a result of land use planning with minimal delays.

A review of the project site plan and nearby pedestrian walkway network indicates that these five primary characteristics are accommodated as part of the proposed project. The pedestrian walkways and the adjacent sidewalks are designed to provide a friendly walking environment. The project site is adjacent to and accessible from nearby commercial uses (e.g., office, retail, restaurant, etc.) and other amenities along the Wilshire Boulevard and Beverly Drive corridors, as well as adjacent public bus transit stops. For example, Metro transit stops are located adjacent to the project site with routes that serve the Wilshire Boulevard and Beverly Drive corridors. Additionally, sidewalks are provided along all key roadways in the project vicinity and pedestrian crosswalks are provided at signalized intersections near the project site.

7. Summary and Conclusions

- Study Scope. The following seven (7) intersections were selected for detailed peak hour level of service analyses under Existing, Future Pre-Project and Future With Project Traffic Conditions:

[3] For example, refer to http://www.walkscore.com/, which generates a walkability score of approximately 92 ("walkers' paradise") out of 100 for the project site. Walk Score calculates the walkability of an address by locating nearby stores, restaurants, schools, parks, etc. Walk Score measures how easy it is to live a car-lite lifestyle—not how pretty the area is for walking.
[4] Chapter 4 of the *Pedestrian Network Planning and Facilities Design Guide*, Government of New Zealand, from the www.ltsa.govt.nz website.

1. North Santa Monica Boulevard/Wilshire Boulevard
2. South Santa Monica Boulevard/Wilshire Boulevard
3. Beverly Drive/North Santa Monica Boulevard
4. Beverly Drive/South Santa Monica Boulevard
5. Beverly Drive/Dayton Way
6. Beverly Drive/Wilshire Boulevard
7. Beverly Drive/Charleville Boulevard

The analysis is focused on assessing potential traffic impacts during the AM and PM peak hours on a typical weekday. In addition to the seven study intersections, the following three study street segments in the project vicinity also were identified for analysis by City of Beverly Hills staff:

1. Beverly Drive, between Carmelita Avenue and North Santa Monica Boulevard
2. Dayton Way, between Crescent Drive and Rexford Drive
3. Charleville Boulevard, between Camden Drive and Rodeo Drive

- Existing Traffic Conditions. Five of the seven study intersections are presently operating at LOS D or better during the weekday AM and PM peak hours under existing conditions based on City of Beverly Hills LOS standards. Two of the study intersections are currently operating at LOS E conditions during the weekday AM peak hour.

- Project Trip Generation. On a typical weekday, the proposed Beverly Hills Equinox project is expected to generate an increase of 15 net new vehicle trips (16 fewer inbound trips and 31 more outbound trips) during the AM peak hour. The proposed project is expected to generate 119 net new vehicle trips (86 more inbound trips and 33 more outbound trips) during the PM peak hour. Over a 24-hour period, the proposed project is forecast to generate 1,130 net new daily trip ends during a typical weekday (565 more inbound trips and 565 more outbound trips).

- Existing With Project Traffic Conditions. The results of the traffic analysis indicate that the proposed Beverly Hills Equinox project will not adversely impact any of the seven key study intersections when compared to the City of Beverly Hills LOS standards and significant traffic impact criteria. Hence, no project-specific mitigation measures are required of this project for the study intersections.

- Related Projects. 33 related projects were considered as part of the cumulative traffic analysis. These 33 related projects are all located in the Cities of Beverly Hills and Los Angeles.

- Future Pre-Project Traffic Conditions. An analysis of future (year 2012) background traffic conditions indicates that three of the seven study intersections are expected to operate at LOS D or better during the weekday AM and PM peak hours with the addition of growth in ambient traffic and the traffic due to the related projects based on the City's LOS standards. Four of the seven study intersections are expected to operate at LOS E or F during one or both of the analyzed peak hours.

- Future With Project Traffic Conditions. The results of the traffic analysis indicate that the proposed Beverly Hills Equinox project will not adversely impact any of the seven key study intersections when compared to the City of Beverly Hills LOS standards and significant traffic impact criteria. Hence, no project-specific mitigation measures are required of this project for the study intersections.

- Street Segment Analysis. The results of the traffic analysis indicate that the proposed Beverly Hills Equinox project will not adversely impact any of the three study street segments using the City's threshold criteria. Hence, no project-specific mitigation measures are required of this project for the study street segments.

- CMP Traffic Assessment. The results of the Los Angeles CMP traffic assessment indicated that the proposed Beverly Hills Equinox project will not adversely affect any CMP arterial monitoring intersections or freeway monitoring locations, as well as nearby transit operations. Therefore, no improvements/mitigation measures are required of this project on the CMP facilities.

- Vehicular Site Access. Access to the BOA building uses with the proposed Beverly Hills Equinox project will continue to be provided via the existing Beverly Drive and alley driveways. In addition, with the recent construction of the William Morris Agency building and parking garage (i.e., the 245 Beverly Drive garage directly north of the BOA building), new direct access between the two parking garages will be provided on two separate levels (i.e., Levels P-1 and P-3 of the BOA building garage). Based on the executed covenant an additional 262 parking spaces will be available to patrons of the BOA building from the adjacent 245 Beverly Drive garage. As direct access to Dayton Way is provided for the 245 Beverly Drive garage, any BOA building patrons who park their vehicles within this structure will also be able to directly exit onto Dayton Way.

Conclusion. Based on the discussion above and the analysis and conclusions of the Traffic Impact Study contained in Appendix A to this report, the proposed project would not result in significant traffic impacts.

B. NOISE

Noise Characteristics and Measurement. Noise level (or volume) is generally measured in decibels (dB) using the A-weighted sound pressure level (dBA). The A-weighting scale is an adjustment to the actual sound power levels to be consistent with that of human hearing response, which is most sensitive to frequencies around 4,000 Hertz (about the highest note on a piano) and less sensitive to low frequencies (below 100 Hertz).

One of the most frequently used noise metrics that considers duration as well as sound power level is the equivalent noise level (L_{eq}). The L_{eq} is defined as the steady A-weighted level that is equivalent to the same amount of energy as that contained in the actual time-varying levels over a period of time (essentially, L_{eq} is the average sound level).

Noise Standards. The City of Beverly Hills' General Plan incorporates comprehensive goals, policies, and implementing actions related to noise and acceptable noise levels. These

policies address unnecessary, excessive, and annoying noise levels and sources, such as vehicles, construction, special sources (e.g., radios, musical instrument, animals, etc.) and stationary sources (e.g., heating and cooling systems, mechanical rooms, etc.). For traffic-related noise, impacts would be significant if project-generated traffic results in exposure of sensitive receptors to unacceptable noise levels. The May 2006 Transit Noise and Vibration Impact Assessment created by the Federal Transit Administration (FTA) recommendations were used to determine whether or not increases in roadway noise would be considered significant. The allowable noise exposure increase changes with increasing noise exposure, such that lower ambient noise levels have a higher allowable noise exposure increase.

Table 9 shows the significance thresholds for increases in traffic related noise levels caused either by the project.

Table 9
Significance of Changes in Operational Roadway Noise Exposure

Ldn or Leq in dBA	
Existing Noise Exposure	**Allowable Noise Exposure Increase**
45-50	7
50-55	5
55-60	3
60-65	2
65-70	1
75+	0

Source: Federal Transit Administration (FTA), May 2006

If residential development or other sensitive receptors would be exposed to traffic noise increases exceeding the above criteria, impacts would be significant. Impacts relating to onsite activities would be significant when project-related activities create noise exceeding the standards as identified by the applicable noise zone for the project site. The project is located in an area zoned for commercial use (C-3). The nearest sensitive receptors to the project site are in multi-family districts located approximately 500 feet southwest, 500 feet southeast, and 500 feet east of the project site.

Construction Noise. The grading phase of project construction tends to create the highest construction noise levels because of the operation of heavy equipment. However, the proposed project does not involve site grading or excavation. The project would result in a temporary increase in noise from interior remodeling and relatively minor exterior improvements required in order to convert the existing bank and office uses into a health club and related services, and would not involve new structural construction. This work would include filling in portions of open floor areas on the 2nd Floor with floor slab. As shown in Table 10, noise levels associated with heavy equipment typically ranges from about 78 to 88 dBA at 50 feet from the source.

Table 10
Typical Noise Level Ranges at Construction Sites

Construction Phase	Average Noise Level at 50 Feet	
	Minimum Required Equipment On-Site	All Pertinent Equipment On-Site
Clearing	84 dBA	84 dBA
Excavation	78 dBA	88 dBA
Foundation/Conditioning	88 dBA	88 dBA
Laying Subbase, Paving	78 dBA	79 dBA
Finishing and Cleanup	84 dBA	84 dBA

Source: Bolt, Beranek and Newman, "Noise from Construction Equipment and Operations, Building Equipment, and Home Appliances," prepared for the U.S. Environmental Protection Agency, 1971.

The City's Noise Ordinance (Beverly Hills Municipal Code Section 5-1-206) prohibits construction activity from occurring between the hours of 6:00 p.m. and 8:00 a.m. Monday through Friday and does not allow construction activity to occur on Saturday, Sunday or major national holidays. The timing of all construction activities would be restricted in accordance with Beverly Hills Municipal Code. Compliance with the City's time restrictions on construction activities would reduce the temporary noise impacts from standard construction equipment to a less than significant level. Based on compliance with the City's Municipal Code, construction of the project would not result in any significant noise impacts to area sensitive receptors .

Operational Noise. The most common sources of noise in the project vicinity are transportation-related, such as automobiles, trucks, and motorcycles. Motor vehicle noise is of concern because it is characterized by a high number of individual events, which often create a sustained noise level, and because of its proximity to areas sensitive to noise exposure. The primary sources of roadway noise near the project site are Wilshire Boulevard, Beverly Drive, and Santa Monica Boulevard. Of these roadways, only Santa Monica Boulevard has adjacent sensitive receptors, residences northwest of Santa Monica Boulevard between Camden Drive and Rodeo Drive).

Noise levels associated with existing and future traffic along area roadways were calculated using the Federal Highway Administration's Traffic Noise Model (TNM) 2.5 lookup tables (noise modeling data sheets can be viewed in Appendix B of this document). The model calculations are based on traffic data from the traffic study (see Appendix A), which reflects traffic associated with existing plus project traffic conditions. Therefore, this analysis represents a reasonable maximum scenario for traffic noise levels. Table 11 shows the changes in noise levels that are attributable to project-generated traffic.

Table 11
Noise Levels Associated with Traffic on Area Roadways[1] (dBA CNEL)

	Existing Hourly ADT[2]	Existing Plus Project Hourly ADT[2]	Existing Hourly Equivalent Sound Level (dBA)	Existing Plus Project Hourly Equivalent Sound Level (dBA)	Sound Level Increase (dBA)
Wilshire Boulevard between South Santa Monica Boulevard and Beverly Drive	2,831	2,848	70.3	70.3	0.0
Beverly Drive between South Santa Monica Boulevard and Dayton Way	1,497	1,515	67.5	67.6	0.1
Beverly Drive between Dayton Way and Wilshire Boulevard	1,451	1,473	67.4	67.5	0.1
Beverly Drive between Wilshire Boulevard and Charville Boulevard	1,683	1,693	68.1	68.1	0.0
South Santa Monica Boulevard between Wilshire Boulevar and Beverly Drive	1,884	1,884	68.6	68.6	0.0
North Santa Monica Boulevard between Wilshire Boulevar and Beverly Drive	2,665	2,665	70.1	70.1	0.0

1: At a distance of 50 feet from roadway centerline.

2: Hourly ADT was determined using an average of the a.m. and p.m. peak hours, to provide a reasonable maximum estimate of hourly traffic noise.

See Noise Modeling Data sheets in Appendix B of this document. Traffic modeling is from Linscott, Law & Greenspan Traffic Impact Study (see Appendix A).

As shown in Table 11, existing noise levels on analyzed roadway segments range from approximately 67 dBA to 71 dBA. The maximum change in noise levels due to the proposed project would be a 0.1 dBA increase on Beverly Drive between Santa Monica Boulevard and Dayton Way, and between Dayton Way and Wilshire Boulevard. Project traffic would not measurably change the noise level along any of the other analyzed roadway segments, and no sensitive receptors would be affected by project-generated traffic noise.

The anticipated increase in noise as a result of the proposed project would not exceed the traffic noise increase thresholds shown in Table 9, above. Therefore, impacts related to noise generated by project traffic would be less than significant.

Conclusion. The proposed 9465 Wilshire Boulevard Health Club project is not expected to result in a significant long-term increase in traffic noise levels, and temporary construction noise would be less than significant, based on compliance with the City's time restrictions on construction activities, contained in the City's Municipal Code. The project does not propose any operational changes that would be expected to have an effect on daily onsite operational noise generated by the existing building. Therefore, noise-related impacts resulting from implementation of the proposed project would be less than significant.

C. AIR QUALITY

A significant adverse air quality impact may occur when a project individually or cumulatively interferes with progress toward the attainment of the ozone standard by releasing emissions that equal or exceed the established long term quantitative thresholds for pollutants, or causes an exceedance of a state or federal ambient air quality standard for any criteria pollutant. The project site is located within the South Coast Air Basin and falls under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). This air quality analysis conforms to the methodologies recommended in the South Coast Air Quality Management District CEQA Air Quality Handbook (1993). The following significance thresholds have been recommended by the SCAQMD for project operations within the South Coast Air Basin:

- *55 pounds per day of ROG*
- *55 pounds per day of NO_X*
- *550 pounds per day of CO*
- *150 pounds per day of PM_{10}*

Construction-related air quality impacts are considered significant if emissions associated with construction activity would exceed adopted SCAQMD thresholds. Temporary construction emission thresholds have been recommended by the SCAQMD on a daily basis as follows:

- *75 pounds per day of ROG*
- *100 pounds per day of NO_X*
- *550 pounds per day of CO*
- *150 pounds per day of PM_{10}*

In addition to the regional air quality thresholds shown above, SCAQMD has also developed Localized Significance Thresholds (LSTs) in response to the Governing Board's Environmental Justice Enhancement Initiative (1-4), which was prepared to update the SCAQMD's CEQA Air Quality Handbook. LSTs were devised in response to concern regarding exposure of individuals to criteria pollutants in local communities. LSTs represent the maximum emissions from a project that will not cause or contribute to an air quality exceedance of the most stringent applicable federal or state ambient air quality standard at the nearest sensitive receptor, taking into consideration ambient concentrations in each source receptor area (SRA), project size, distance to the sensitive receptor, etc. However, LSTs only apply to emissions within a fixed stationary location, including idling emissions during both project construction and operation.

LSTs have been developed for NO_X, CO, PM_{10} and $PM_{2.5}$. LSTs are not applicable to mobile sources such as cars on a roadway (Final Localized Significance Threshold Methodology, SCAQMD, June 2003). As such, LSTs for operational emissions would not apply to the proposed project as the majority of emissions would be generated by cars on the roadways.

Operational Emissions. Long-term operation the proposed project would generate air pollutant emissions. Operational emissions associated with the proposed project are those associated with vehicle trips (mobile emission) and the use of natural gas and landscaping maintenance equipment (area source emissions) upon buildout of the project. Pollutant emissions associated with the proposed project were quantified using the URBEMIS 2007 (version 9.2.4) based on the proposed use and the number of associated vehicle trips generated by the project as discussed above. The estimate of operational emissions includes both emissions from vehicle trips and from electricity and natural gas consumption. The vehicle trip assumptions are based on traffic data from the traffic study (see Appendix A).

Table 12 provides the estimated net increase in operational emissions that would result from implementation of the proposed project. Emissions from existing operations that would be replaced were quantified, and then subtracted from the estimated emissions that would result from the proposed new development.

Table 12
Unmitigated Operational Emissions

Emission Source	Emissions (lbs/day)			
	ROG	NO_X	CO	PM_{10}
Existing Operations				
Area Emissions	1.63	1.49	4.31	0.01
Mobile Emissions	17.31	24.26	219.34	43.32
Existing Total	**18.94**	**25.75**	**223.65**	**43.33**
Proposed Operations				
Area Emissions	1.76	1.65	5.98	0.02
Mobile Emissions	23.55	33.92	303.94	60.39
Proposed Total	**25.31**	**35.57**	**309.92**	**60.41**
Net New Emissions				
Net New	**6.37**	**9.82**	**86.27**	**17.08**
SCAQMD Thresholds	*55*	*55*	*550*	*150*

Source: URBEMIS 2007 Version 9.2.4. See Appendix C sheets for calculations.

As shown, the emissions generated by the proposed project would not exceed the SCAQMD's daily operational thresholds for any pollutant and would not significantly affect regional air quality. Therefore, the impact is less than significant for the proposed project.

Construction Emissions. Development of the proposed project would not involve demolition of existing structures, site grading, excavation, new building construction, or other construction-related activities that have the potential to generate substantial air pollutant emissions. The proposed interior remodeling and other relatively minor exterior

improvements, including filling in portions of open floor areas on the 2nd floor with floor slab, would primarily involve construction-related emissions from paving and application of new architectural coatings. Temporary construction emissions from these activities were estimated using the URBEMIS 2007 (version 9.2.4) computer model.

Table 13 shows the maximum daily construction emissions. The greatest contributions to temporary impacts would be from the emission of ROGs results from the application of architectural coatings, such as exterior and interior paint. However, Rule 1113, which requires paint manufacturers to reduce the volatile organic compound (VOC) content of paints available for purchase, is not accounted for in the Urbemis program. Thus, the program overestimates the emissions associated with architectural coatings. Therefore, a 63% user defined mitigation was applied based on the 2006 reductions, and the mitigated value is reported in Table 13.

Table 13
Estimated Maximum Daily Emissions
During Construction (pounds per day)

Emission Source	ROG	NO_X	CO	PM_{10}
Paving	2.12	12.08	8.97	1.03
Architectural Coating	20.22[1]	0.04	0.65	0.01
Threshold (peak day)	*75*	*100*	*550*	*150*

Source: URBEMIS 2007, Version 9.2.4. See Appendix C sheets for calculations
[1]: ROG emissions reflect a 63% reduction per Rule 1113.

As indicated in Table 13, emissions from construction activities would not exceed SCAQMD daily significance thresholds. Therefore, construction activities would not result in any significant construction-related air quality impacts.

Conclusion. The proposed 9465 Wilshire Boulevard Health Club project is not expected to generate any air quality impacts that can be considered significant under current thresholds. Additionally, as discussed under Traffic, this project would not result in significant traffic impacts at signalized intersections, causing the level of service (LOS) to change to E or F. Thus, the project would not require analysis for CO hotspots, based on the recommendations contained in Caltrans' Transportation Project CO Protocol Manual (revised 1997).

D. GREENHOUSE GAS EMISSIONS

Gases that absorb and re-emit infrared radiation in the atmosphere are called greenhouse gases (GHGs). GHGs are present in the atmosphere naturally, are released by natural sources, or are formed from secondary reactions taking place in the atmosphere. The gases that are widely seen as the principal contributors to human-induced climate change include carbon dioxide (CO_2), methane (CH_4), nitrous oxides (N_2O), flourinated gases such as hydroflourocarbons (HFCs) and perflourocarbons (PFCs), and sulfur hexaflouride (SF_6). GHGs are emitted by both natural processes and human activities. Of these gases, CO_2 and CH_4 are emitted in the greatest quantities from human activities. Emissions of CO_2 are largely by-products of fossil fuel combustion, whereas CH_4 results from off-gassing associated with agricultural practices and landfills. Based upon the California Air Resources Board (ARB) *California Greenhouse Gas Inventory for 2000-2008*

(http://www.arb.ca.gov/cc/inventory/data/data.htm), California produced 478 million metric tons (MMT) of carbon dioxide equivalent (CDE) GHGs in 2008.

Pursuant to the requirements of SB 97, the Resources Agency adopted amendments to the State CEQA Guidelines for the feasible mitigation of GHG emissions or the effects of GHG emissions in March 2010. These guidelines provide regulatory guidance on the analysis and mitigation of GHG emissions in CEQA documents, while giving lead agencies the discretion to set quantitative or qualitative thresholds for the assessment and mitigation of GHGs and climate change impacts. According to the adopted CEQA Guidelines, impacts related to GHG emissions from the proposed project would be significant if the project would:

- *Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; and/or*
- *Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.*

This analysis is based on the methodologies recommended by the California Air Pollution Control Officers Association [CAPCOA] (January 2008) *CEQA and Climate Change* white paper. CAPCOA conducted an analysis of various approaches and significance thresholds, ranging from a zero threshold (all projects are cumulatively considerable) to a high of 40,000 - 50,000 metric tons CDE per year. For example, assuming a zero threshold and the AB 32 2020 targets, this approach would require all discretionary projects to achieve a 33% reduction from projected "business-as-usual" emissions to be considered less than significant. A zero threshold approach could be considered on the basis that climate change is a global phenomenon, and not controlling small source emissions would potentially neglect a major portion of the GHG inventory. Another method, based on a market capture approach that requires mitigation for greater than 90% of likely future discretionary development, would use a quantitative threshold of greater than 900 metric tons CDE/year for most projects, which would generally correspond to office projects of approximately 35,000 square feet, retail projects of approximately 11,000 square feet, or supermarket space of approximately 6,300 square feet. Another potential threshold of 10,000 metric tons was considered by the Market Advisory Committee for inclusion in a GHG Cap and Trade System in California. A 10,000 metric ton significance threshold would correspond to the GHG emissions of approximately 550 residential units, 400,000 square feet of office space, 120,000 square feet of retail, and 70,000 square feet of supermarket space (CAPCOA, January 2008). This threshold would capture roughly half of new residential or commercial development (CAPCOA, January 2008). The basic concepts for the various approaches suggested by CAPCOA are used herein to determine whether or not the project's GHG emissions are "cumulatively considerable." Therefore, the project's contribution to cumulative impacts to GHG emissions and climate change would be cumulatively considerable if the project would produce in excess of 10,000 metric tons CDE/year.

Calculations of CO_2, CH_4, and N_2O emissions are provided to identify the magnitude of potential project effects. The analysis focuses on CO_2, N_2O, and CH_4 because these make up 98.9% of all GHG emissions by volume (IPCC, 2007) and are the GHG emissions that the project would emit in the largest quantities. Calculations are based on the methodologies discussed in the CAPCOA *CEQA and Climate Change* white paper (January 2008) and included the use of the California Climate Action Registry (CCAR) General Reporting Protocol (January 2009). Operational emissions of CO_2 associated with space heating and architectural coatings were

quantified using the URBEMIS 2007 (version 9.2.4) software model. CO_2 emissions associated with electricity generation, as well as N_2O and CH_4 emissions, were quantified using the CCAR General Reporting Protocol (January 2009) indirect emissions factors for electricity use. Emissions of CO_2 from transportation sources were quantified using the URBEMIS 2007 (version 9.2.4) computer model based on annual Vehicle Miles Traveled (VMT). N_2O and CH_4 emissions were quantified using the CCAR General Reporting Protocol (January 2009) direct emissions factors for mobile combustion. Total annual mileage was calculated in URBEMIS 2007. Emission rates were based on the vehicle mix output generated by URBEMIS 2007, and the emission factors found in CCAR General Reporting Protocol.

Table 14 provides the estimated net increase in GHG emissions that would result from implementation of the proposed project. Emissions from existing operations that would be replaced were quantified, and then subtracted from the estimated emissions that would result from the proposed new development.

Table 14
Net GHG Emissions

Emission Source	CDE Emissions (tons/year)
Existing Operations	
Area Emissions	1,175
Mobile Emissions	4,331
Total	**5,506**
Proposed Operations	
Area Emissions	1,156
Mobile Emissions	6,030
Total	**7,186**
Net New Emissions	**1,680**
Threshold	*10,000*

Source: URBEMIS 2007 Version 9.2.4. See Appendix C sheets for calculations.

As shown, the emissions generated by the proposed project would be well below the 10,000 metric tons CDE/year operational thresholds and therefore would not result in a cumulatively significant greenhouse gas emissions impact.

Conclusion. The proposed 9465 Wilshire Boulevard Health Club project is not expected to generate greenhouse gas emissions that would result in a significant impact.

E. WATER QUALITY

The project site is entirely paved and developed, with virtually no infiltration potential. Stormwater runoff currently drains to existing City drainage facilities. Neither the permeability nor the hydrology of the site would change with project implementation, as no grading or construction is proposed; the project would involve only interior and façade treatments, and the placement of ornamental planters near the proposed entrance. Therefore, development of the

proposed project would not cause a significant reduction in groundwater recharge or otherwise affect the underlying groundwater basin; would not result in additional stormwater runoff; and would not degrade the quality of stormwater runoff from the site. Finally, it should be noted that Chapter 4, Article 5 of the City's Municipal Code, Stormwater And Urban Runoff Pollution Control, apply to the existing project site and the proposed project. In particular, Section 9-4-505, Requirements for Existing Properties, includes regulations to ensure that existing and ongoing maintenance of the property avoids activities that could result in water quality impacts. Section 9-4-505, Requirements for Existing Properties, includes regulations that would ensure that implementation of the proposed façade and hardscape improvements would be conducted such that quality of site runoff would not be degraded.

Conclusion. The proposed project would not adversely affect underground aquifers. As only minor changes to exterior areas of the site that would not involve grading are proposed, construction impacts to water quality would not be anticipated. As no change in use, drainage patterns or permeability of site surfaces are proposed, no impacts related to stormwater runoff quality or quantity would occur. All impacts related 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 building currently served by all required 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 building 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.

5. SUMMARY

Based on this analysis, the proposed 9465 Wilshire Boulevard Health Club Project meets all five criteria for a Class 32 Categorical Exemption pursuant to Section 15332 of the *State CEQA Guidelines*.

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Appendix A

Traffic Impact Study

LINSCOTT LAW & GREENSPAN engineers

TRAFFIC IMPACT STUDY

BEVERLY HILLS EQUINOX PROJECT

City of Beverly Hills, California
January 6, 2011

Prepared for:

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LLG Ref. 1-10-3881-1

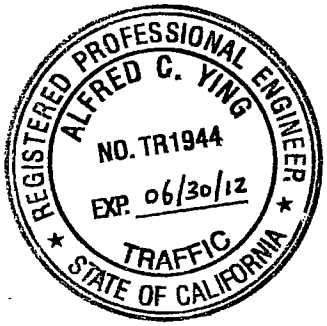

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TABLE OF CONTENTS

TABLE OF CONTENTS *(continued)*

TABLE OF CONTENTS *(continued)*

APPENDICES

LIST OF TABLES

TABLE OF CONTENTS *(continued)*
LIST OF FIGURES

TRAFFIC IMPACT STUDY

BEVERLY HILLS EQUINOX PROJECT

City of Beverly Hills, California
January 6, 2011

1.0 INTRODUCTION

This traffic analysis has been conducted to identify and evaluate the potential traffic impacts of the proposed Beverly Hills Equinox project. The proposed project is located at 9465 Wilshire Boulevard in the City of Beverly Hills, California. The project site is situated at the northwest corner of the Beverly Drive/Wilshire Boulevard intersection in the Bank of America (BOA) building within the City's commercial/business triangle district. The project site is bounded by a commercial building to the north, Wilshire Boulevard to the south, Beverly Drive to the east, and an alley to the west. The proposed project site and general vicinity are shown in ***Figure 1-1***.

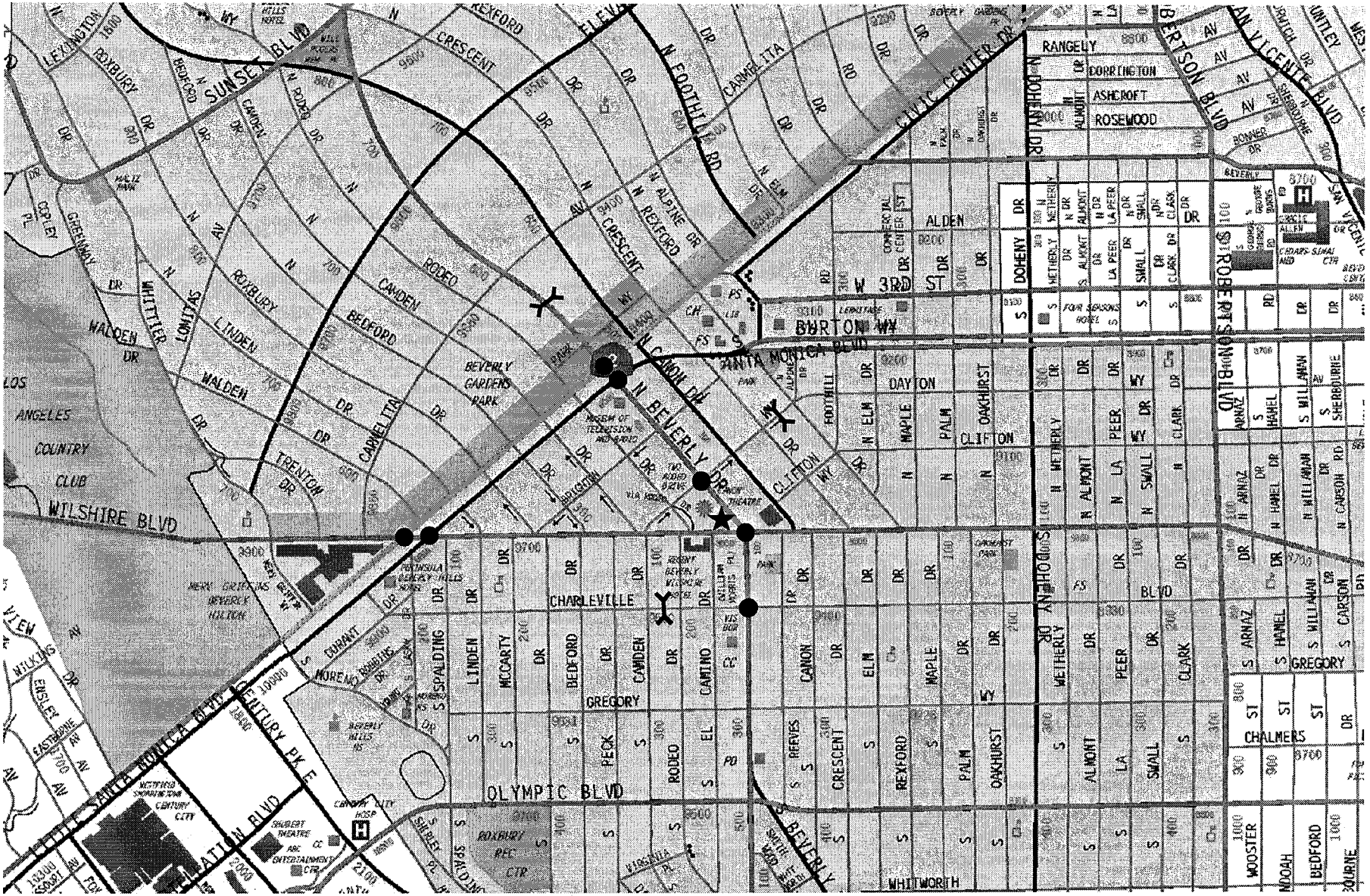
The traffic analysis follows the City of Beverly Hills traffic study guidelines and is consistent with traffic impact assessment guidelines set forth in the *2004 Congestion Management Program for Los Angeles County*[1]. This traffic analysis evaluates potential project-related impacts at seven study intersections in the vicinity of the project site. The study intersections were determined in consultation with City of Beverly Hills Public Work Department Transportation Division staff. The Intersection Capacity Utilization method was used to determine Volume-to-Capacity ratios and Levels of Service for the study intersections. Three study street segments in the project vicinity were also identified for analysis by City of Beverly Hills staff. In addition, a review was conducted of Los Angeles County Metropolitan Transportation Authority intersection and freeway monitoring stations to determine if a Congestion Management Program transportation impact assessment analysis is required for the proposed Beverly Hills Equinox project.

This study *i*) presents existing traffic volumes, *ii*) forecasts existing with the proposed Beverly Hills Equinox project traffic volumes, *iii*) forecasts future traffic volumes with the related projects and regional growth, *iv*) forecasts future traffic volumes with the proposed Beverly Hills Equinox project, *v*) determines proposed project-related impacts, and *vi*) identifies mitigation measures, where necessary.

1.1 Study Area

Based on direction from City of Beverly Hills staff, a total of seven study intersections and three study street segments have been identified for evaluation. These study locations provide local access to the study area and define the extent of the boundaries for this traffic impact investigation. Further discussion of the existing street system and study area is provided in Section 4.0 herein.

[1] *2004 Congestion Management Program for Los Angeles County*, Los Angeles County Metropolitan Transportation Authority, July 2004.



NOT TO SCALE

MAP SOURCE: RAND MCNALLY & COMPANY

★ PROJECT SITE

● STUDY INTERSECTION

STREET SEGMENT

FIGURE 1-1
VICINITY MAP

LINSCOTT, LAW & GREENSPAN, engineers

BEVERLY HILLS EQUINOX PROJECT

The general location of the project in relation to the study locations and surrounding street system is presented in *Figure 1–1*. The traffic analysis study area is generally comprised of those locations which have the greatest potential to experience significant traffic impacts due to the proposed project as defined by the Lead Agency. In the traffic engineering practice, the study area generally includes those intersections that are:

a. Immediately adjacent or in close proximity to the project site;

b. In the vicinity of the project site that are documented to have current or projected future adverse operational issues; and

c. In the vicinity of the project site that are forecast to experience a relatively greater percentage of project-related vehicular turning movements.

The locations selected for analysis were based on the above criteria, forecast net new Beverly Hills Equinox peak hour vehicle trip generation, anticipated distribution of project vehicular trips and existing intersection/corridor operations. The seven intersections listed below provide local access to the study area and define the extent of the boundaries for this traffic impact investigation.

1. North Santa Monica Boulevard/Wilshire Boulevard
2. South Santa Monica Boulevard/Wilshire Boulevard
3. Beverly Drive/North Santa Monica Boulevard
4. Beverly Drive/South Santa Monica Boulevard
5. Beverly Drive/Dayton Way
6. Beverly Drive/Wilshire Boulevard
7. Beverly Drive/Charleville Boulevard

In addition to the seven study intersections, the following three study street segments in the project vicinity also were identified for analysis by City of Beverly Hills staff.

1. Beverly Drive, between Carmelita Avenue and North Santa Monica Boulevard
2. Dayton Way, between Crescent Drive and Rexford Drive
3. Charleville Boulevard, between Camden Drive and Rodeo Drive

The Volume-to-Capacity and Level of Service calculations for the study intersections were used to evaluate the potential traffic-related impacts associated with area growth, cumulative projects and the proposed Beverly Hills Equinox project. It should be noted that additional intersections and street segments in the project vicinity were not selected for analysis because they are not anticipated to experience a greater percentage of project-related traffic volumes than the analysis locations.

2.0 PROJECT DESCRIPTION

2.1 Project Location

The proposed project is located at 9465 Wilshire Boulevard in the City of Beverly Hills, California. The project site is situated at the northwest corner of the Beverly Drive/Wilshire Boulevard intersection in the Bank of America (BOA) building within the City's commercial/business triangle district. The City of Beverly Hills Business Triangle is bounded by North Santa Monica Boulevard, Wilshire Boulevard, and Crescent Drive. The proposed project site is bounded by a commercial building to the north, Wilshire Boulevard to the south, Beverly Drive to the east, and an alley to the west. The proposed project site and general vicinity are shown in *Figure 1-1*.

The project location is well-located to facilitate pedestrian activity, bicycle usage and use of public transit services, particularly due to the proximity of nearby commercial corridors. The project site is situated within walking distance to retail, restaurant, and other commercial businesses located along the Wilshire Boulevard and Beverly Drive corridors. Further, a local public bus transit stop is provided directly in front of the subject BOA building.

2.2 Existing Project Site

A summary of the gross and net square footages associated with the current uses of the BOA building is presented in ***Table 2-1***. The BOA building has nine floors and a penthouse with a total of 217,141 gross square feet of building floor area. Currently, bank and office uses occupy the first floor while general office and some entertainment-related businesses are located on the remaining floors. The bank component occupies 17,619 square feet of gross floor area while the office component occupies 199,522 square feet of gross floor area. Based on information provided by the project applicant, the existing office use currently has an occupancy rate of approximately 74% (as of November 2010).

2.3 Proposed Project Description

A summary of the gross and net square footages associated with the proposed uses of the BOA building is also presented in *Table 2-1*. The proposed project consists of the conversion of a portion of the existing office and bank floor area into an Equinox health club. As shown in *Table 2-1*, the overall gross floor area of the BOA building will remain at 217,141 square feet. The proposed Equinox health club component is planned to consist of 48,462 square feet of gross floor area. The office component is planned to be reduced to 160,268 gross square feet (i.e., an approximate 20% reduction) and the bank component is planned to be reduced to 8,411 gross square feet (i.e., an approximate 53% reduction).

The proposed Equinox health club is planned to occupy three floors of the existing BOA building. It is proposed to replace a portion of the bank area on the first floor and the office area on the first, second, and third floors of the BOA building. Construction of the proposed project is planned to begin in year 2011 with occupancy in year 2012. The site plan (first floor) for the proposed Beverly Hills Equinox project is illustrated in ***Figure 2-1***.

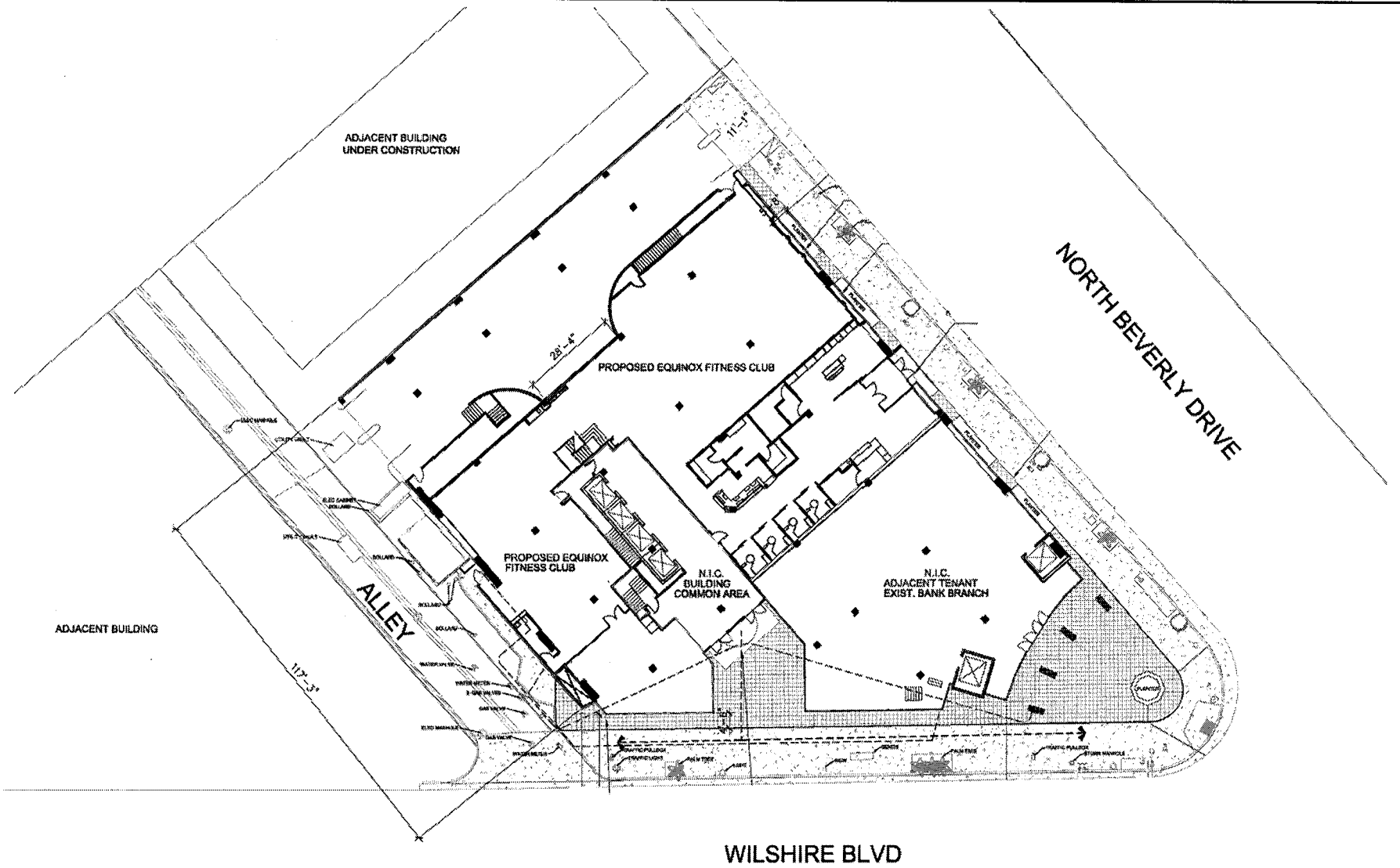
Table 2-1
SUMMARY OF EXISTING AND PROPOSED BOA BUILDING USES [1]

LAND USE	SIZE (GROSS FLOOR AREA)	SIZE (NET FLOOR AREA)
Existing Project		
Office	199,522 SF	150,905 SF
Bank	17,619 SF	12,533 SF
Total	217,141 SF	163,438 SF
Proposed Project		
Equinox	48,462 SF	36,663 SF [2]
Office	160,268 SF	122,784 SF
Bank	8,411 SF	5,651 SF
Total	217,141 SF	165,098 SF

Notes:

[1] Based on information provided in the applicant's consultant studies.

[2] The net floor area of the Equinox project proposes to fill in portions of the "open to below" area of the second floor slab with 1,660 square feet of net floor area.



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MAP SOURCE: WARE MALCOMB ARCHITECT

FIGURE 2-1
PROJECT SITE PLAN

LINSCOTT, LAW & GREENSPAN, engineers

BEVERLY HILLS EQUINOX PROJECT

A total of 474 parking spaces is planned to be provided to accommodate the existing and future uses within the BOA building in three subterranean parking levels under the building as well as the adjacent parking garage located immediately to the north (i.e., under the recently constructed William Morris Agency building). Further discussion of the project parking requirements and supply is provided in Subsection 2.4. Primary vehicular access to the proposed project will continue to be provided via one driveway on Beverly Drive and one driveway off the one-way (northbound) alley immediately west of the BOA building. Further discussion of the proposed project site access and circulation scheme is provided in Section 3.0.

2.4 Project Parking

This section summarizes the review of the project's parking requirements according to the City of Beverly Hills Municipal Code requirements and the planned project parking supply. Please note that Code parking requirements for any development project is ultimately determined by the Lead Agency. It is anticipated that the proposed project will provide the required parking as determined by the City of Beverly Hills prior to issuance of a building permit for the project.

2.4.1 City of Beverly Hills Code Parking Requirement

In accordance with City of Beverly Hills parking requirements, a total of 734 parking spaces is required for the BOA building uses assuming the incorporation of the proposed Beverly Hills Equinox project. The City of Beverly Hills' requirements for health club, office and bank land uses are listed in Beverly Hills Municipal Code Section 10-3-2730. The Municipal Code sets forth the following parking requirements for the BOA building uses with the proposed Beverly Hills Equinox project:

- Health Club: 1.0 space per 100 square feet of floor area
- Office: 1.0 space per 350 square feet of floor area
- Bank: 1.0 space per 350 square feet of floor area

Based on these parking requirements, the code required parking is 734 spaces for the BOA building uses with the proposed Beverly Hills Equinox project based on the following calculations:

- Health Club: 36,663 SF ÷ 100 = 367 spaces
- Office: 122,784 SF ÷ 350 = 351 spaces
- Bank: 5,651 SF ÷ 350 = 16 spaces
- Total: 734 Spaces

2.4.2 Proposed Parking Supply

A total of 212 parking spaces are currently provided in three levels of subterranean parking below the existing BOA building. Self-parking for building employees with monthly parking passes and valet services for visitors are provided. In addition, through a covenant with the adjacent 245 North Beverly Drive Garage owners, an additional 262 parking spaces (in Levels P-4 and P-5) will be available to further accommodate the BOA building uses with the proposed Beverly Hills Equinox project. As a result, a total of 474 parking spaces (212 parking spaces + 262 parking spaces = 474 parking spaces) is planned to be provided.

Details of the parking space allocation and parking operations for the BOA building uses with the proposed Beverly Hills Equinox project are contained in *Draft Parking Management Plan 9465 Wilshire Boulevard Beverly Hills*, prepared by the project applicant's transportation consultant, Crain & Associates, November 2010. A copy of the parking management plan is provided in ***Appendix A***.

2.4.3 Parking Supply-Code Parking Requirement Summary

A summary of the project parking supply-Code parking requirement is presented in ***Table 2-2***. As shown in *Table 2-2*, direct application of the City of Beverly Hills Code parking requirement for the BOA building uses with the proposed Beverly Hills Equinox project is calculated to total 734 parking spaces, which results in a deficit of 260 parking spaces when compared to the proposed parking supply of 474 spaces.

It should be noted that the Code parking requirements represent the sum of the peak parking requirements for each individual land use and do not take into account the shared parking concept (i.e., the hourly and/or day of the week variations in parking demand generated by individual land uses) or the synergy between the mix of tenants, which for mixed-use and multi-use projects typically results in a lower overall parking demand. For example, office/bank employees of the BOA building may also patronize the proposed health club. In addition, Section 10-3-1618B (Exercise Clubs and Private Training Centers Parking Restrictions) of the City of Beverly Hills Municipal Code does include language that allows the Planning Commission to consider and allow a reduction in parking facilities (through issuance of a conditional use permit) when an exercise club or private training center is planned in connection with other uses provided they have offset times of peak parking demand and other criteria are met. Additional details of the shared parking analysis and LLG's independent review are provided in the following section.

2.4.4 Shared Parking Review

A shared parking study was prepared by the project applicant's transportation consultant, Crain & Associates, and submitted to the City of Beverly Hills for review. The parking study included detailed parking utilization analyses conducted at two existing Equinox facilities in the area (i.e., Equinox Westwood and Equinox Santa Monica) which display similar characteristics to the proposed Beverly Hills Equinox project. Both existing Equinox facilities are located within commercial buildings which include land uses such as offices, banks, retail space, and/or restaurant

Table 2-2
PROJECT PARKING SUMMARY

CITY OF BEVERLY HILLS CODE PARKING REQUIREMENT [1]			
LAND USE	**SIZE**	**CODE PARKING RATIOS**	**PARKING REQUIREMENT**
Proposed Equinox	36,663 SF	1.0 space(s) per 100 SF	367 Spaces
Office	122,784 SF	1.0 space(s) per 350 SF	351 Spaces
Bank	5,651 SF	1.0 space(s) per 350 SF	16 Spaces
Code Parking Requirement			734 Spaces
Project Parking Supply			474 Spaces
Surplus/Deficit			(260) Spaces

Note:

[1] Parking rates based on City of Beverly Hills Municipal Code, applied to the net square feet of floor area of the project components.

space. In addition, the parking study also included and utilized information from the following two relevant studies: 1) *Parking Demand Monitoring Report for The Sports Club Company*, prepared by Overland Traffic Consultants, May 26, 2010, and 2) *Existing Parking Demand Analysis for 265 North Beverly Drive*, prepared by Fehr & Peers/Kaku Associates, June 1, 2007.

The shared parking study concluded that the overall peak parking demand for the BOA building uses at full occupancy with the proposed Beverly Hills Equinox project is anticipated to occur at 6:00 PM with a forecast peak demand of 409 parking spaces. With a parking supply of 474 spaces, the study further concluded that 65 parking spaces would be available during the peak parking demand time period. The shared parking study was reviewed and approved by the City of Beverly Hills. A copy of the subject review memorandum from the City is provided in ***Appendix B***.

An independent review was conducted on the shared parking study as prepared by Crain & Associates as well as the two previously prepared studies referenced above with respect to assumptions, methodology and approach. Based on the information and data provided, it was determined that the shared parking study was prepared in conformance with industry standards and the conclusions of the parking study are valid. For comparison purposes, the shared parking study utilized parking demand ratios from the ITE *Parking Generation* manual[2]. It is important to note that since the preparation of these analyses, ITE published an update to the *Parking Generation* manual[3]. After review of this edition of the manual it can be concluded that the findings and conclusions contained in the shared parking study would remain valid.

An independent observation of subterranean parking characteristics for the existing BOA building was conducted during two weekday conditions so as to determine the peak time periods of parking demand. It was determined that the peak demand for parking occurred during the mid-morning and mid-afternoon time periods at the existing BOA building, which is consistent with published parking demand trends associated with general office land uses. The parking utilization analyses summarized in the applicant's shared parking study showed that both existing Equinox facilities in the area (i.e., Equinox Westwood and Equinox Santa Monica) experience peak parking demands during the early evening time period (i.e., at 6:00 PM). As the existing BOA building and the two surveyed Equinox facilities show different periods of peak parking demand, the concept of shared parking between office and health club land uses is supported. A copy of the *Shared Parking Analysis for Equinox Beverly Hills*, prepared by Crain & Associates, August 13, 2010 is provided in *Appendix B*.

[2] Institute of Transportation Engineers' *Parking Generation* manual, 3rd Edition, 2004.

[3] Institute of Transportation Engineers' *Parking Generation* manual, 4th Edition, 2010.

3.0 PROJECT SITE ACCESS AND CIRCULATION

The proposed site access scheme for the BOA building is displayed in *Figure 2-1*. Descriptions of the existing and proposed project site access and circulation schemes are provided in the following subsections.

3.1 Existing Project Site Access

Primary vehicular access to the BOA building is presently provided via one driveway on Beverly Drive, north of Wilshire Boulevard. Secondary vehicular access is provided via one driveway located off of the one-way (northbound) alley located immediately west of the BOA building. Both project driveways provide one inbound lane and one outbound lane. Approximately mid-way between Beverly Drive and the alley, pavement markings and striping direct motorists to converge into a single two-way driveway which provides direct access to the subterranean parking structure. A total of three levels of subterranean parking are provided beneath the BOA building.

3.2 Proposed Project Site Access

3.2.1 Vehicular Site Access

Access to the BOA building uses with the proposed Beverly Hills Equinox project will continue to be provided via the existing Beverly Drive and alley driveways. In addition, with the recent construction of the William Morris Agency building and parking garage (i.e., the 245 Beverly Drive garage directly north of the BOA building), new direct access between the two parking garages will be provided on two separate levels (i.e., Levels P-1 and P-3 of the BOA building garage). As discussed in a previous section, based on the executed covenant an additional 262 parking spaces will be available to patrons of the BOA building from the adjacent 245 Beverly Drive garage. As direct access to Dayton Way is provided for the 245 Beverly Drive garage (which provides 747 parking spaces in addition to the 212 parking spaces provided directly beneath the BOA building), any BOA building patrons who park their vehicles within this structure will be able to directly exit onto Dayton Way.

3.2.2 Pedestrian Site Access

The proposed project site has been designed to encourage pedestrian activity and walking as a transportation mode[4]. Walkability is a term for the extent to which walking is readily available as a safe, connected, accessible and pleasant mode of transport.[5] There are five basic requirements that are widely accepted as key aspects of the walkability of urban areas that should be satisfied. The underlying principle is that pedestrians should not be delayed, diverted, or placed in danger. The five primary characteristics of walkability are as follows:

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[4] For example, refer to http://www.walkscore.com/, which generates a walkability score of approximately 92 ("walkers' paradise") out of 100 for the project site. Walk Score calculates the walkability of an address by locating nearby stores, restaurants, schools, parks, etc. Walk Score measures how easy it is to live a car-lite lifestyle—not how pretty the area is for walking.

[5] Chapter 4 of the *Pedestrian Network Planning and Facilities Design Guide*, Government of New Zealand, from the www.ltsa.govt.nz website.

- Connectivity: People can walk from one place to another without encountering major obstacles, obstructions, or loss of connectivity.

- Convivial: Pedestrian routes are friendly and attractive, and are perceived as such by pedestrians.

- Conspicuous: Suitable levels of lighting, visibility and surveillance over its entire length, with high quality delineation and signage.

- Comfortable: High quality and well-maintained footpaths of suitable widths, attractive landscaping and architecture, shelter and rest spaces, and a suitable allocation of roadspace to pedestrians.

- Convenient: Walking is a realistic travel choice, partly because of the impact of the other criteria set forth above, but also because walking routes are of a suitable length as a result of land use planning with minimal delays.

A review of the project site plan and nearby pedestrian walkway network indicates that these five primary characteristics are accommodated as part of the proposed project. The pedestrian walkways and the adjacent sidewalks are designed to provide a friendly walking environment. The project site is adjacent to and accessible from nearby commercial uses (e.g., office, retail, restaurant, etc.) and other amenities along the Wilshire Boulevard and Beverly Drive corridors, as well as adjacent public bus transit stops. For example, Metro transit stops are located adjacent to the project site with routes that serve the Wilshire Boulevard and Beverly Drive corridors. Additionally, sidewalks are provided along all key roadways in the project vicinity and pedestrian crosswalks are provided at signalized intersections near the project site.

4.0 EXISTING CONDITIONS

4.1 Existing Street System

The local network of streets serving the proposed Beverly Hills Equinox project study area includes Santa Monica Boulevard, Wilshire Boulevard, Beverly Drive, and Dayton Way. All seven study intersections selected for analysis are currently traffic signal controlled. The existing roadway configurations and intersection controls at the seven study intersections are displayed in ***Figure 4-1***.

4.1.1 Roadway Classifications

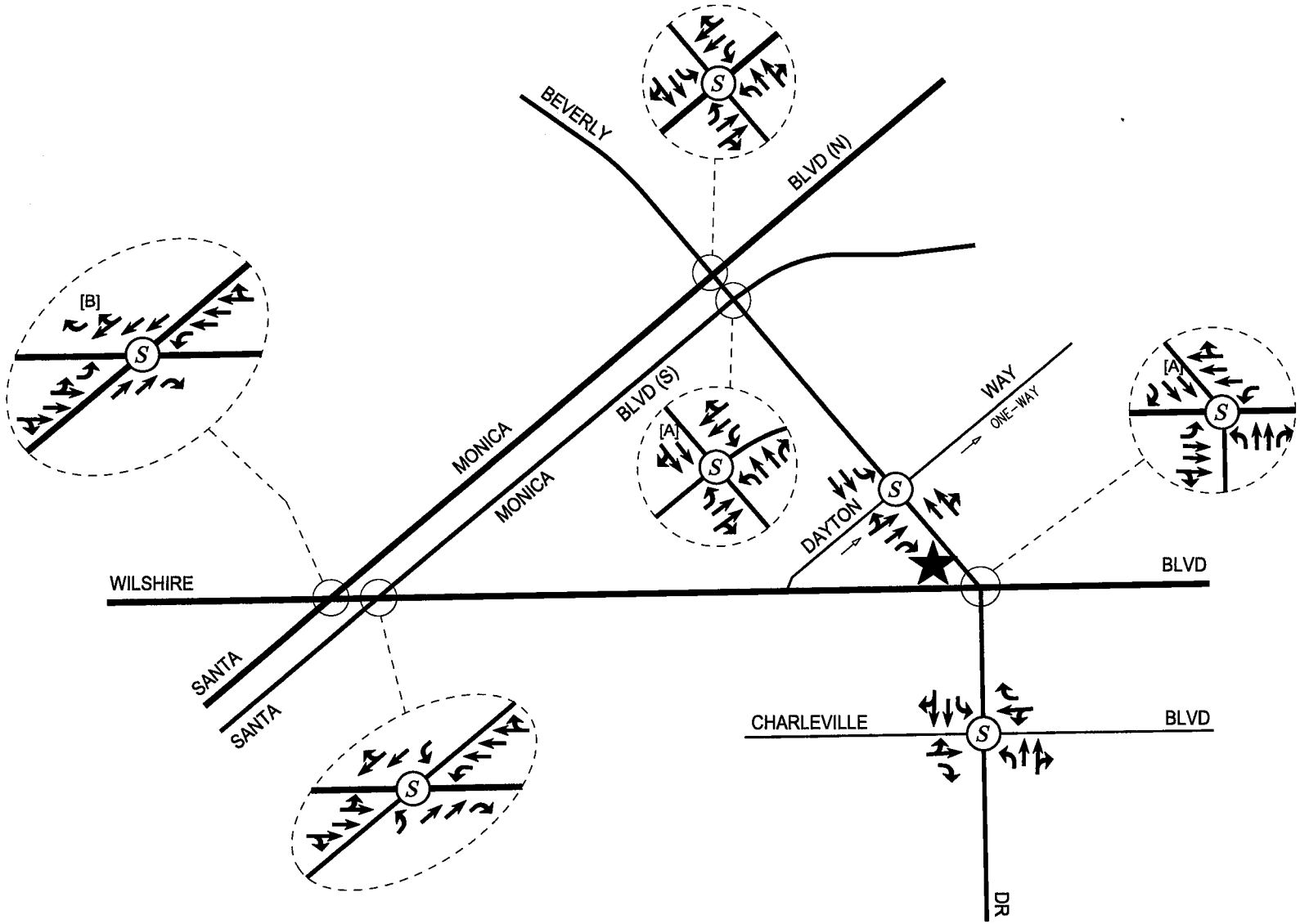
The City of Beverly Hills utilizes the roadway categories recognized by regional, state and federal transportation agencies. There are four categories in the roadway hierarchy, ranging from freeways with the highest capacity to two-lane undivided roadways with the lowest capacity. The roadway categories are summarized as follows:

- *Freeways* are limited-access and high speed travel ways included in the state and federal highway systems. Their purpose is to carry regional through-traffic. Access is provided by interchanges with typical spacing of one mile or greater. No local access is provided to adjacent land uses. It should be noted that there are no freeways that traverse or are situated adjacent to the City of Beverly Hills.

- *Arterial* roadways are major streets that primarily serve through-traffic and provide access to abutting properties as a secondary function. Arterials are generally designed with two to six travel lanes and their major intersections are signalized. This roadway type is divided into two categories: principal and minor arterials. Principal arterials are typically four-or-more lane roadways and serve both local and regional through-traffic. Minor arterials are typically two-to-four lane streets that service local and commute traffic.

- *Collector* roadways are streets that provide access and traffic circulation within residential and non-residential (e.g., commercial and industrial) areas. Collector roadways connect local streets to arterials and are typically designed with two through travel lanes (i.e., one through travel lane in each direction) that may accommodate on-street parking. They may also provide access to abutting properties.

- *Local* roadways distribute traffic within a neighborhood, or similar adjacent neighborhoods, and are not intended for use as a through-street or a link between higher capacity facilities such as collector or arterial roadways. Local streets are fronted by residential uses and do not typically serve commercial uses.



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(S) = SIGNALIZED INTERSECTION

[A] = LEFT-TURN PROHIBITED

[B] = OVERLAP PHASE

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FIGURE 4-1
EXISTING ROADWAY CONFIGURATIONS AND INTERSECTION CONTROLS

BEVERLY HILLS EQUINOX PROJECT

4.1.2 Roadway Descriptions

Brief descriptions of the key roadways in the project vicinity are provided in the following paragraphs.

North Santa Monica Boulevard is a major east-west oriented roadway in Los Angeles County. In the project study area, North Santa Monica Boulevard generally travels southwest to northeast and is located west of the project site. North Santa Monica Boulevard is designated as a Principal Arterial in the City of Beverly Hills General Plan. Between two and three through travel lanes are provided in each direction on North Santa Monica Boulevard within the project study area.

South Santa Monica Boulevard is an east-west oriented roadway that runs parallel to North Santa Monica Boulevard through portions of the City of Beverly Hills. The north and south Santa Monica Boulevard roadways begin to diverge at North Beverly Drive. At approximately Rexford Drive South Santa Monica Boulevard becomes Burton Way. South Santa Monica Boulevard is designated as a Principal Arterial (east of Wilshire Boulevard) and a Minor Arterial (west of Wilshire Boulevard) in the City of Beverly Hills General Plan. Two through travel lanes are provided in each direction on South Santa Monica Boulevard within the project study area. South Santa Monica Boulevard is posted for a 25 miles per hour speed limit in the project vicinity.

Wilshire Boulevard is an east-west oriented roadway that borders the project site to the south. Wilshire Boulevard serves as the primary means of both regional and local access to the City of Beverly Hills' Business Triangle. Wilshire Boulevard is designated as a Principal Arterial in the City of Beverly Hills General Plan. Three through travel lanes are provided in each direction on Wilshire Boulevard within the project study area. Wilshire Boulevard is posted for a 25 miles per hour speed limit in the project vicinity.

Beverly Drive is a north-south oriented roadway that borders the project site to the east. Beverly Drive provides access to the City of Beverly Hills' Business Triangle. North of Wilshire Boulevard, Beverly Drive generally travels southeast to northwest. Beverly Drive, between Whitworth Drive and Santa Monica Boulevard, is designated as a Minor Arterial in the City of Beverly Hills General Plan. Two through travel lanes with on-street parking are generally provided in each direction on Beverly Drive in the project vicinity.

Dayton Way is an east-west oriented roadway located north of the project site and provides access to the City of Beverly Hills' Business Triangle. Between Wilshire Boulevard and Crescent Drive, Dayton Way is a one-way eastbound roadway and provides two through travel lanes oriented in a southwest to northeast direction. On-street parking is generally provided on both sides of Dayton Way. East of Crescent Drive, one through travel lane with on-street parking is provided in each direction. Dayton Way is designated as a Local Street in the City of Beverly Hills General Plan.

4.2 Existing Public Bus Transit Services

Public bus transit service within the Beverly Hills Equinox project study area is currently provided by the Los Angeles County Metropolitan Transportation Authority. A summary of the existing transit service, including the transit route, destinations and peak hour headways is presented in ***Table 4-1***. The existing public transit routes in the Beverly Hills Equinox project site vicinity are illustrated in ***Figure 4-2***. Metro transit stops are located adjacent to the project site along the Wilshire Boulevard and Beverly Drive corridors.

4.3 Existing Pedestrian and Bicycle Facilities

Sidewalks are provided along all key roadways in the project vicinity and pedestrian crosswalks are provided at signalized intersections near the project site. Pedestrian access within the project vicinity is accommodated via clear pathways, well maintained sidewalks, and ambient light from street lights for night time. It should be noted that no bicycle facilities (i.e., Class I, II or III facilities) are provided in the project vicinity.

4.4 Existing Traffic Volumes

4.4.1 Intersection Manual Traffic Counts

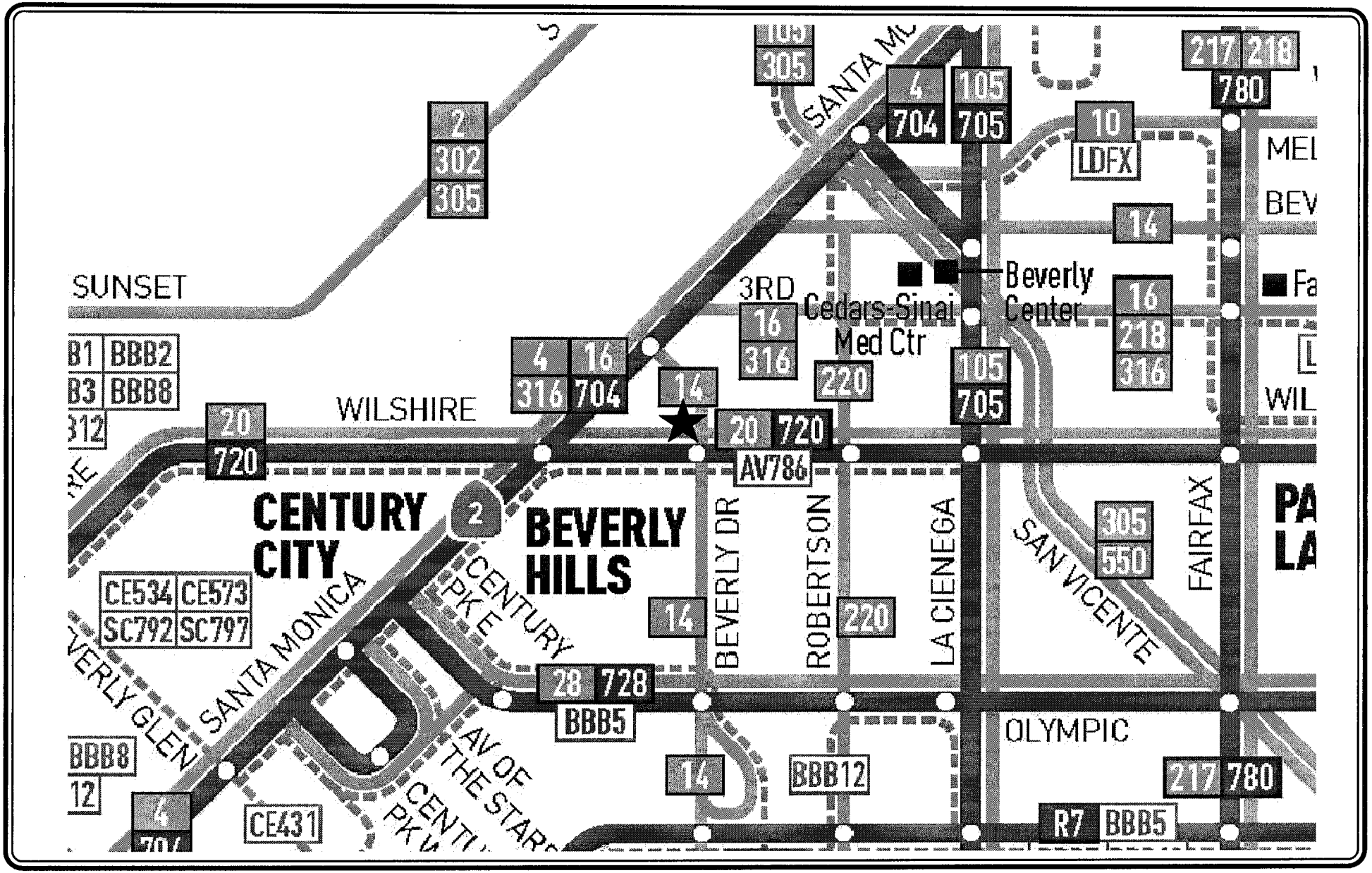
Existing manual counts of vehicular turning movements were conducted at each of the seven study intersections during the weekday morning (AM) and afternoon (PM) commuter periods to determine the peak hour traffic volumes. The manual counts were conducted by traffic count subconsultants in early December 2010 at the study intersections from 7:00 AM to 9:00 AM to determine the weekday AM peak commuter hour and from 4:00 PM to 6:00 PM to determine the weekday PM peak commuter hour. Traffic volumes at the seven study intersections show the weekday morning and afternoon peak periods typically associated with peak hours in the metropolitan area. Since the traffic counts were conducted in early December, a comparison with other historical traffic count data was undertaken so as to validate the baseline conditions. Traffic count data collected in May 2009 were obtained from a recently prepared traffic study for the two common study intersections (South Santa Monica Boulevard/Wilshire Boulevard and Beverly Drive/Charleville Boulevard). Based on the comparison of the AM and PM peak hour count data for these two common study intersections, it was determined that the early December 2010 traffic counts were either higher than or were within two percent of the May 2009 counts, which is considered to be well within the typical daily variation percentages (i.e., within a variance of +/- 10%). As a result, use of the early December traffic count data was determined to be appropriate for analysis purposes.

In order to determine if a mid-day traffic analysis would be required, a review was also conducted of general traffic volumes for the AM and PM commuter peak hours as well as the mid-day peak hour (i.e., utilizing the automatic 24-hour machine traffic count data collected as part of the study street segment analysis). A review of the AM and PM commuter peak hour count data indicated that traffic volumes during the PM peak hour are higher than the AM peak hour at all three study street segment locations. A review of the mid-day count data from the 24-hour traffic counts also indicated that traffic volumes during the PM peak hour are higher than the mid-day peak hour at all

Table 4-1
EXISTING TRANSIT ROUTES [1]

ROUTE	DESTINATIONS	ROADWAY(S) NEAR SITE	NO. OF BUSES DURING PEAK HOUR		
			DIR	AM	PM
Metro 4	Santa Monica to Los Angeles (via West Los Angeles, West Hollywood, Echo Park)	Santa Monica Boulevard, Wilshire Boulevard, Beverly Drive	EB WB	6 7	7 7
Metro 14	Beverly Hills to Downtown Los Angeles	Wilshire Boulevard, Beverly Drive	EB WB	3 3	3 3
Metro 16/316	Century City to Downtown Los Angeles (via Hancock Park)	Santa Monica Boulevard, Wilshire Boulevard, Beverly Drive	EB WB	17 16	18 18
Metro 20	Santa Monica to Los Angeles (via Westwood, Beverly Hills)	Santa Monica Boulevard, Wilshire Boulevard, Beverly Drive	EB WB	7 9	10 8
Metro 704	Santa Monica to Downtown Los Angeles (via West Los Angeles, West Hollywood, Echo Park)	Santa Monica Boulevard, Wilshire Boulevard	EB WB	6 7	7 7
Metro 720	Santa Monica to Commerce (via Westwood, Los Angeles)	Santa Monica Boulevard, Wilshire Boulevard, Beverly Drive	EB WB	8 20	27 9

[1] Source: Los Angeles County Metropolitan Transportation Authority (Metro) website, 2010.



MAP SOURCE: METROPOLITAN TRANSPORTATION AUTHORITY (METRO) WEBSITE

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FIGURE 4-2
EXISTING PUBLIC TRANSIT ROUTES

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three study street segment locations. Furthermore, due to the unique characteristics associated with the proposed project land use (i.e., health club use), project-related traffic during the PM commuter peak hour is expected to be higher than during the mid-day peak hour. As a result, mid-day vehicular turning movement counts and corresponding analyses were not required by City staff.

The existing weekday AM and PM peak hour manual counts of turning vehicles at the seven study intersections are summarized in ***Table 4-2***. The existing traffic volumes at the study intersections during the weekday AM and PM peak hours are shown in ***Figures 4-3*** and ***4-4***, respectively. Summary data worksheets of the manual traffic counts of the study intersections are contained in ***Appendix C***.

4.4.2 Street Segment ADT Counts

Automatic 24-hour machine traffic counts were conducted during a typical mid-week day (Tuesday, Wednesday, or Thursday) for the following three analyzed street segments: 1) Beverly Drive between Carmelita Avenue and Santa Monica Boulevard; 2) Dayton Way between Crescent Drive and Rexford Drive; and 3) Charleville Boulevard between Camden Drive and Rodeo Drive. Copies of the 24-hour machine counts also are contained in *Appendix C*.

4.5 Existing Intersection Operating Conditions

Existing AM and PM peak hour operating conditions for the seven key study intersections were evaluated using the Intersection Capacity Utilization (ICU) methodology based on City of Beverly Hills traffic study requirements.

4.5.1 City of Beverly Hills Intersection Capacity Utilization Method

In conformance with the City of Beverly Hills and Los Angeles County Congestion Management Program (CMP) requirements, existing weekday AM and PM peak hour operating conditions for the key signalized study intersections were evaluated using the Intersection Capacity Utilization (ICU) method. The ICU methodology is intended for signalized intersection analyses and estimates the volume-to-capacity (*v/c*) relationship for an intersection based on the individual V/C ratios for key conflicting traffic movements.

The ICU numerical value represents the percent signal (green) time, and thus capacity, required by existing and/or future traffic. The ICU value is the sum of the critical volume to capacity ratios at an intersection; it is not intended to be indicative of the LOS of each of the individual turning movements. It should be noted that the ICU methodology assumes uniform traffic distribution per intersection approach lane and optimal signal timing. The ICU value translates to a LOS estimate, which is a relative measure of the intersection performance. A description of the ICU method and corresponding Levels of Service is provided in ***Appendix D***. The proposed project ICU data worksheets for the seven analyzed intersections are contained in *Appendix D*. The six qualitative categories of Level of Service have been defined along with the corresponding ICU value range and are shown in ***Table 4-3***.

Table 4-2
EXISTING TRAFFIC VOLUMES

NO.	INTERSECTION	DATE	DIR	AM PEAK HOUR		PM PEAK HOUR	
				BEGAN	VOLUME	BEGAN	VOLUME
1	North Santa Monica Boulevard/ Wilshire Boulevard [1]	12/09/2010	NB	8:00	712	5:00	761
			SB		1,906		1,502
			EB		1,973		1,753
			WB		1,278		1,321
2	South Santa Monica Boulevard/ Wilshire Boulevard [1]	12/09/2010	NB	7:45	1,002	5:00	1,022
			SB		1,101		762
			EB		1,375		1,289
			WB		1,180		1,260
3	Beverly Drive/ North Santa Monica Boulevard [1]	12/09/2010	NB	8:00	390	5:00	889
			SB		754		581
			EB		1,203		1,163
			WB		1,533		1,391
4	Beverly Drive/ South Santa Monica Boulevard [1]	12/09/2010	NB	8:00	453	5:00	995
			SB		715		636
			EB		680		1,284
			WB		1,530		923
5	Beverly Drive/ Dayton Way [2]	12/09/2010	NB	8:00	667	4:45	1,088
			SB		646		648
			EB		172		578
			WB		0		0
6	Beverly Drive/ Wilshire Boulevard [2]	12/09/2010	NB	8:00	843	4:45	994
			SB		568		764
			EB		1,274		1,744
			WB		1,515		1,673
7	Beverly Drive/ Charleville Boulevard [2]	12/09/2010	NB	8:00	893	4:45	1,062
			SB		697		1,007
			EB		206		485
			WB		308		318

[1] Counts conducted by City Traffic Counters.
[2] Counts conducted by The Traffic Solution.

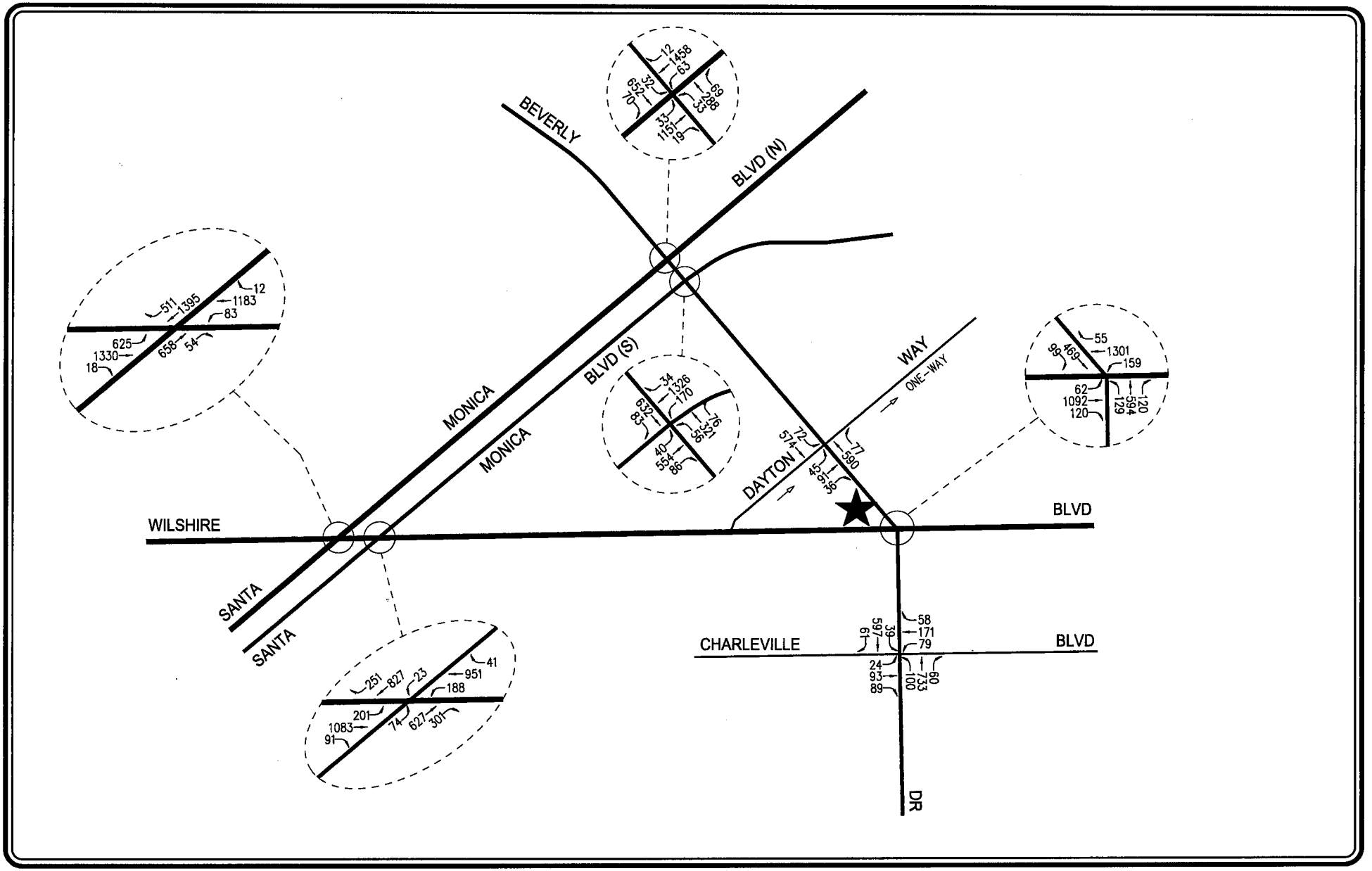

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FIGURE 4-3
EXISTING TRAFFIC VOLUMES
WEEKDAY AM PEAK HOUR
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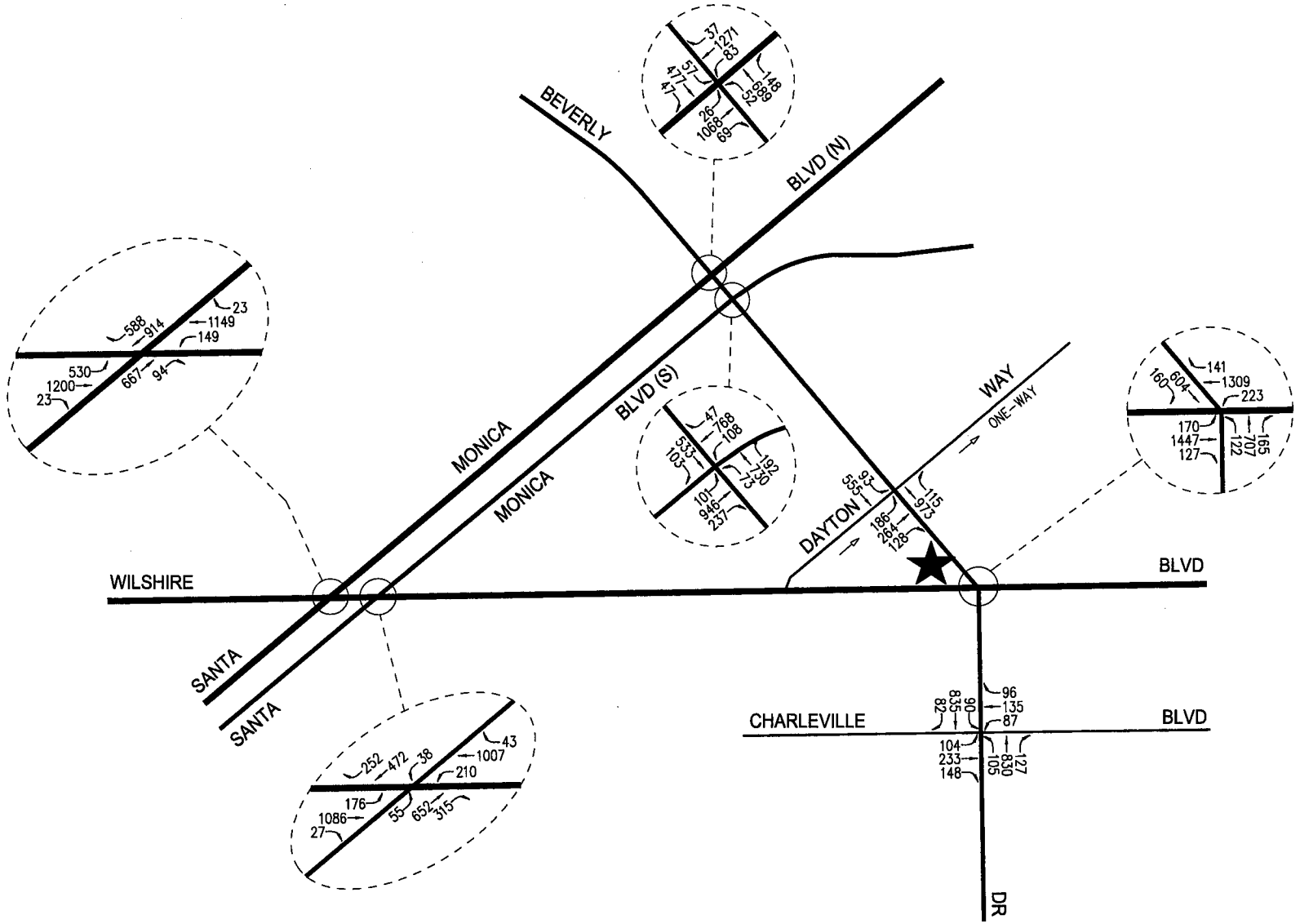

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FIGURE 4-4
EXISTING TRAFFIC VOLUMES
WEEKDAY PM PEAK HOUR
BEVERLY HILLS EQUINOX PROJECT

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TABLE 4-3

CITY OF BEVERLY HILLS

LEVEL OF SERVICE CRITERIA FOR SIGNALIZED INTERSECTIONS

Level of Service (LOS)	Intersection Capacity Utilization Value (V/C)	Level of Service Description
A	≤ 0.600	EXCELLENT. No vehicle waits longer than one red light, and no approach phase is fully used.
B	0.601 – 0.700	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.
C	0.701 – 0.800	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	0.801 – 0.900	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.
E	0.901 – 1.000	POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	> 1.000	FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Potentially very long delays with continuously increasing queue lengths.

Pursuant to Los Angeles County CMP requirements, the ICU calculations use a lane capacity of 1,600 vehicles per hour (vph) for left-turn, through, and right-turn lanes, and a dual left-turn capacity of 2,880 vph. Additionally, a clearance adjustment factor of 0.10 was added to each Level of Service (LOS) calculation.

4.5.2 Existing Level of Service Results

The existing peak hour service level calculations for the seven key study intersections based on City of Beverly Hills analysis methodology, existing traffic volumes and current street geometry is summarized in ***Table 4-4***. Review of *Table 4-4* indicates that five of the seven key study intersections are currently operating at acceptable Levels of Service (i.e., LOS D or better) during the weekday AM and PM peak hours. The following study intersections are operating at LOS E during the peak hours shown below under existing conditions:

- Int. No. 1: North Santa Monica Boulevard/Wilshire Boulevard

  AM Peak Hour: *v/c*=0.955, LOS E

Table 4-4
EXISTING SUMMARY OF VOLUME TO CAPACITY RATIOS AND LEVELS OF SERVICE AM AND PM PEAK HOURS

NO.	INTERSECTION	PEAK HOUR	[1] YEAR 2010 EXISTING V/C	LOS
1	North Santa Monica Boulevard/ Wilshire Boulevard	AM PM	0.955 0.853	E D
2	South Santa Monica Boulevard/ Wilshire Boulevard	AM PM	0.976 0.848	E D
3	Beverly Drive/ North Santa Monica Boulevard	AM PM	0.826 0.822	D D
4	Beverly Drive/ South Santa Monica Boulevard	AM PM	0.808 0.782	D C
5	Beverly Drive/ Dayton Way	AM PM	0.396 0.639	A B
6	Beverly Drive/ Wilshire Boulevard	AM PM	0.679 0.832	B D
7	Beverly Drive/ Charleville Boulevard	AM PM	0.543 0.720	A C

- Int. No. 2: South Santa Monica Boulevard/Wilshire Boulevard

  AM Peak Hour: *v/c*=0.976, LOS E

For some intersections, it is recognized that prior traffic studies prepared for other development projects in the study area reported lower (or worse) existing LOS than those reported in *Table 4-4*. As discussed previously in Section 4.4.1, a comparison between traffic count data collected for this project and those from another recent study was prepared for the two common study locations. As the existing traffic count data was determined to be valid and appropriate for use in this study, it can be concluded that the differences in the reported LOS results are due to a general decrease in system-wide traffic volumes attributable to current economic conditions rather than the fact that count data was collected in early December. As previously noted, the ICU data worksheets for the analyzed study intersections for the weekday AM and PM peak hours hour are contained in *Appendix D*.

5.0 TRAFFIC FORECASTING METHODOLOGY

In order to estimate the traffic impact characteristics of the Beverly Hills Equinox project, a multi-step process has been utilized. The first step is trip generation, which estimates the total arriving and departing traffic volumes on a peak hour and daily basis. The traffic generation potential is forecast by applying the appropriate vehicle trip generation equations or rates to the project development tabulation.

The second step of the forecasting process is trip distribution, which identifies the origins and destinations of inbound and outbound project traffic volumes. These origins and destinations are typically based on demographics and existing/anticipated travel patterns in the study area.

The third step is traffic assignment, which involves the allocation of project traffic to study area streets and intersections. Traffic assignment is typically based on minimization of travel time, which may or may not involve the shortest route, depending on prevailing operating conditions and travel speeds. Traffic distribution patterns are indicated by general percentage orientation, while traffic assignment allocates specific volume forecasts to individual roadway links and intersection turning movements throughout the study area.

With the forecasting process complete and project traffic assignments developed, the impact of the proposed project is isolated by comparing operational (i.e., LOS) conditions at selected key intersections using expected future traffic volumes with and without forecast project traffic. The need for site-specific and/or cumulative local area traffic improvements can then be evaluated and the significance of the project's impacts identified.

5.1 Project Traffic Generation

Traffic volumes expected to be generated by the office component and the proposed Beverly Hills Equinox facility during the AM and PM peak hours, as well as on a daily basis, were estimated using rates published in the Institute of Transportation Engineers' (ITE) *Trip Generation* manual[6]. Traffic volumes expected to be generated by the bank component during the AM and PM peak hours, as well as on a daily basis, were developed based on patron intercept surveys conducted at the existing bank on-site. Based on consultation with City of Beverly Hills staff, trip generation forecasts for the individual existing and proposed project land use components are summarized in the following paragraphs. As discussed in a previous section, although public transit information (e.g., route identification, bus headways, etc.) is provided in this study, no reduction in the proposed project trip generation forecast has been incorporated as part of this analysis so as to provide a conservative forecast of potential traffic impacts to the surrounding street system.

[6] Institute of Transportation Engineers *Trip Generation* manual, 8th Edition, 2008.

- General Office Land Use Component

  Traffic volumes expected to be generated by the office component were based upon rates per thousand square feet of development. ITE Land Use Code 710 (General Office Building) trip generation equation rates were utilized for the AM and PM peak hours as well as the daily traffic forecasts.

- Bank Land Use Component

  Based on direction from City of Beverly Hills staff, due to the location and unique characteristics associated with the existing bank, traffic volumes expected to be generated by the bank component were developed based on patron intercept surveys conducted at the existing facility on-site. The patron intercept surveys were conducted during a typical mid-week day on Wednesday, December 15, 2010 from 8:00 AM to 7:00 PM (i.e., one hour before the bank opened until one hour after the bank closed). Survey personnel were positioned inside the BOA building near the automatic teller machines (ATMs) as well as outside the BOA building near the main/front door. As patrons approached the bank entrances, those who were willing to participate were asked whether they drove that day and if the bank was their primary destination. Bank patrons who were not willing to participate in the survey were recorded by survey personnel as a declination so as to obtain the total patronage for the day. Survey personnel also observed and recorded all patrons of the bank (e.g., whether they only utilized the ATM machine, or also entered the bank to conduct to other business). Summary data worksheets of the patron intercept surveys are contained in ***Appendix E***. As shown in the summary section of *Appendix E*, a total of 316 bank patrons (or groups of bank patrons) participated in the survey while 284 declined to participate. Daily and peak hour factors were then developed to represent a full participation condition.

  As presented in *Appendix E*, the existing bank only generated 2 vehicle trips (2 inbound trips and no outbound trips) during the AM peak hour. The existing bank was also shown to generate 14 vehicle trips (7 inbound trips and 7 outbound trips) during the PM peak hour. Over a daily period, the existing bank generated 220 daily trip ends during a typical weekday (110 inbound trips and 110 outbound trips). As the bank component is proposed to be reduced in floor area but will continue to remain in operation within the BOA building, the results collected from the patron intercept surveys provide a valid and conservative estimate of trip generation associated with the bank component.

- Health Club Land Use Component

  Traffic volumes expected to be generated by the proposed health club component were based upon rates per thousand square feet of development. ITE Land Use Code 492 (Health/Fitness Club) trip generation average rates were utilized for the AM and PM peak hours as well as the daily traffic forecasts.

In order to provide a conservative trip generation forecast, no trip adjustments were made to account for internal capture trips (e.g., interaction between the bank/office components with the proposed health club component) that could be expected to occur within the BOA building uses. Internal capture trips are those trips made internal to the site between land uses within a mixed-use or multi-use development. When combined within mixed-use or multi-use developments, land uses tend to interact, and thus attract a portion of each other's trip generation. It should be noted that this concept was further demonstrated through the conduct of the bank patron intercept surveys, in that while many bank patrons drove to the site, the bank was not their primary destination. Thus, since the office use within the building was their primary destination the bank "trip" can be considered as an internal capture trip.

The traffic generation forecast for the proposed Beverly Hills Equinox project is summarized in ***Table 5–1***. It should be noted that no bank trip generation existing use trip generation credit was assumed for the AM peak hour, in order to provide a conservative forecast of potential traffic impacts. The trip generation forecast for the project was submitted for review and approval by City of Beverly Hills staff. As presented in *Table 5–1*, the proposed Beverly Hills Equinox project is expected to generate 15 net new vehicle trips (16 fewer inbound trips and 31 more outbound trips) during the AM peak hour. The proposed Beverly Hills Equinox project is expected to generate 119 net new vehicle trips (86 more inbound trips and 33 more outbound trips) during the PM peak hour. Over a 24-hour period, the proposed Beverly Hills Equinox project is forecast to generate 1,130 net new daily trip ends during a typical weekday (565 more inbound trips and 565 more outbound trips).

5.2 Project Traffic Distribution and Assignment

Project traffic volumes both entering and exiting the site have been distributed and assigned to the adjacent street system based on the following considerations:

- The site's proximity to major traffic corridors (i.e., Wilshire Boulevard, Beverly Drive, North and South Santa Monica Boulevards);
- Expected localized traffic flow patterns based on adjacent roadway channelization and presence of traffic signals;
- Existing intersection traffic volumes;
- Ingress/egress availability at the project site; and
- Input from City of Beverly Hills staff.

The general, directional traffic distribution pattern for the proposed Beverly Hills Equinox project is presented in ***Figure 5-1.*** The forecast net new weekday AM and PM peak hour project traffic volumes at the study intersections associated with the proposed project are presented in ***Figures 5-2*** and ***5-3***, respectively. The net new project traffic volume assignments presented in *Figures 5-2* and

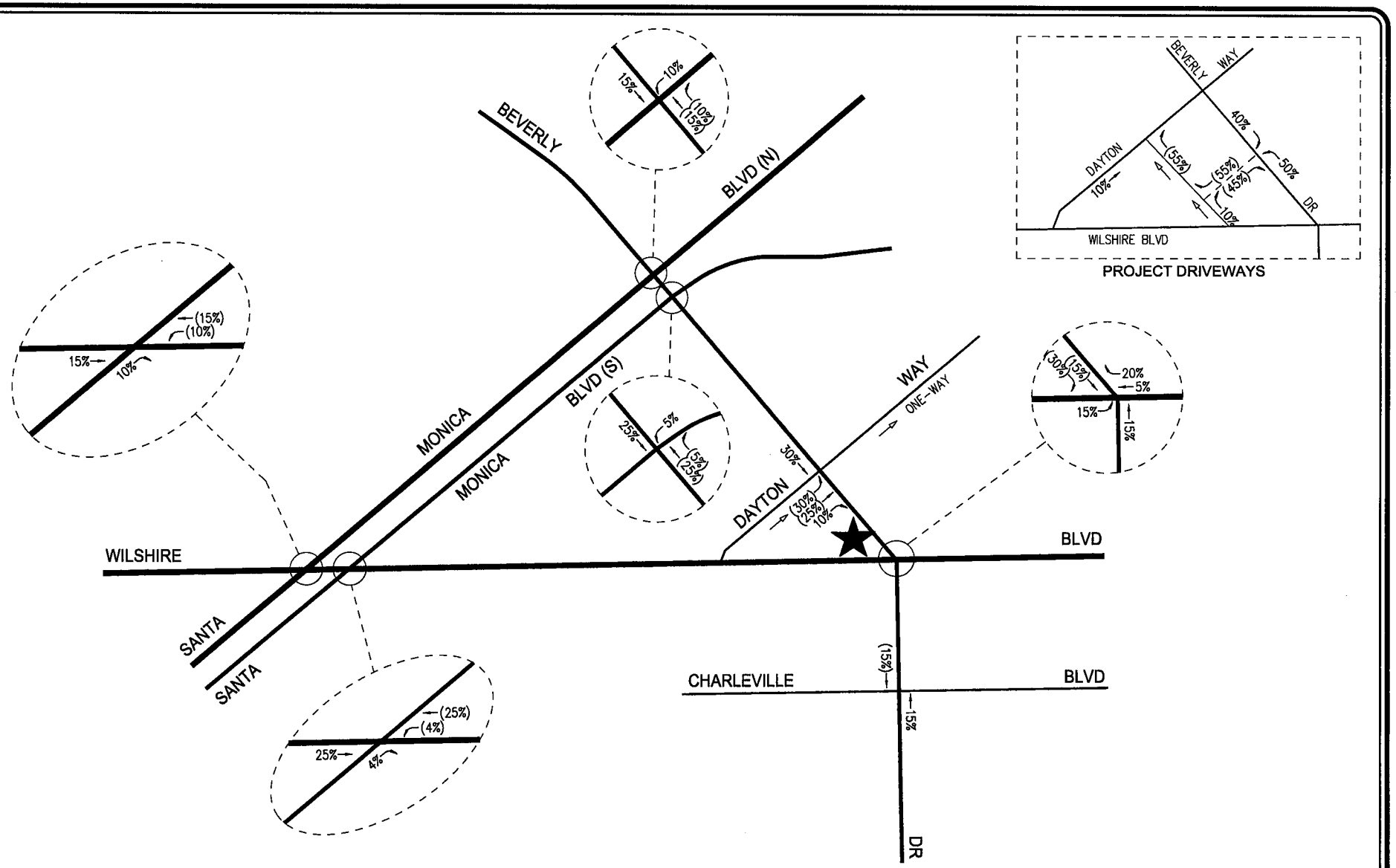
Table 5-1
PROJECT TRIP GENERATION [1]

LAND USE	SIZE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2] IN	AM PEAK HOUR VOLUMES [2] OUT	AM PEAK HOUR VOLUMES [2] TOTAL	PM PEAK HOUR VOLUMES [2] IN	PM PEAK HOUR VOLUMES [2] OUT	PM PEAK HOUR VOLUMES [2] TOTAL
Proposed Uses								
General Office [3]	160,268 GSF	1,918	241	33	274	44	214	258
Walk-in Bank [4]	8,411 GSF	106	0	0	0	3	3	6
Health/Fitness Club [5]	48,462 GSF	1,596	30	37	67	97	74	171
Subtotal	217,141 GSF	3,620	271	70	341	144	291	435
Existing Uses								
General Office [3]	199,522 GSF	2,270	287	39	326	51	251	302
Walk-in Bank [6]	17,619 GSF	220	0	0	0	7	7	14
Subtotal	217,141 GSF	2,490	287	39	326	58	258	316
NET INCREASE		**1,130**	**(16)**	**31**	**15**	**86**	**33**	**119**

[1] Source: ITE "Trip Generation", 8th Edition, 2008.
[2] Trips are one-way traffic movements, entering or leaving.
[3] ITE Land Use Code 710 (General Office) trip generation equation rates.
- Daily Trip Rate: Ln(T)=0.77*Ln(X)+3.65, T=Average vehicle trip ends, X=1,000 SF of gross floor area; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: Ln(T)=0.80*Ln(X)+1.55, T=Average vehicle trip ends, X=1,000 SF of gross floor area; 88% inbound/12% outbound
- PM Peak Hour Trip Rate: T=1.12*(X)+78.81, T=Average vehicle trip ends, X=1,000 SF of gross floor area; 17% inbound/83% outbound

[4] Based on patron intercept survey data (see footnote [6]) and pro-rated to reflect remaining bank square footage.
[5] ITE Land Use Code 492 (Health/Fitness Club) trip generation average rates.
- Daily Trip Rate: 32.93 trips/1,000 SF of floor area; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 1.38 trips/1,000 SF of floor area; 45% inbound/55% outbound
- PM Peak Hour Trip Rate: 3.53 trips/1,000 SF of floor area; 57% inbound/43% outbound

[6] The daily and PM peak hour volumes based on patron intercept surveys conducted at the existing bank on-site. The surveys were conducted on Wednesday, December 15, 2010 from 8:00 am to 7:00 pm (i.e., one hour before the bank opened until one hour after the bank closed). While the AM peak hour shows no trip generation, actual patron surveys indicated 2 inbound and 0 outbound vehicle trips.



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NOT TO SCALE

★ PROJECT SITE

XX = INBOUND PERCENTAGES
(XX) = OUTBOUND PERCENTAGES

FIGURE 5-1
PROJECT TRAFFIC DISTRIBUTION

LINSCOTT, LAW & GREENSPAN, engineers

BEVERLY HILLS EQUINOX PROJECT

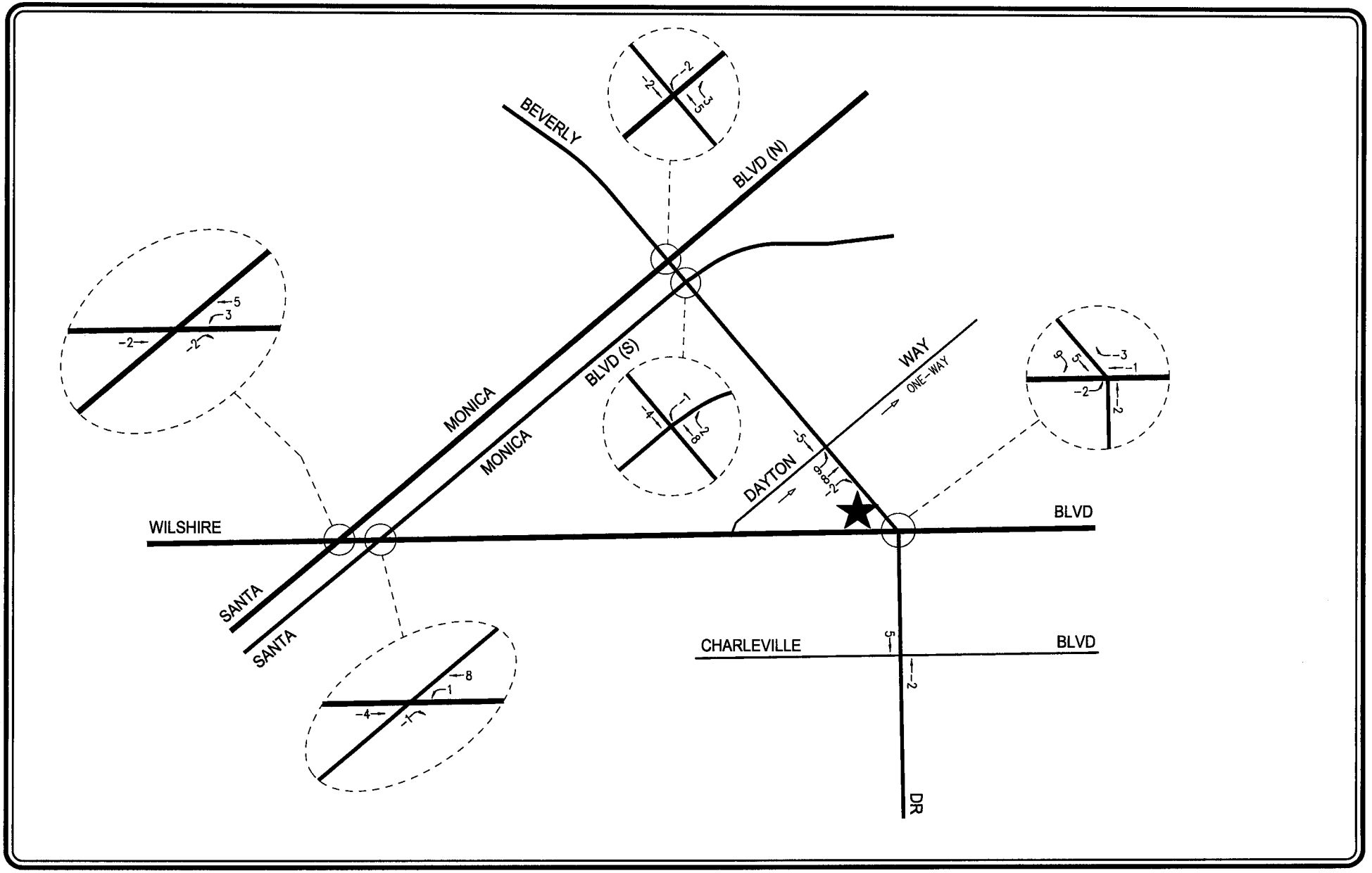

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FIGURE 5-2
PROJECT TRAFFIC VOLUMES
WEEKDAY AM PEAK HOUR
BEVERLY HILLS EQUINOX PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

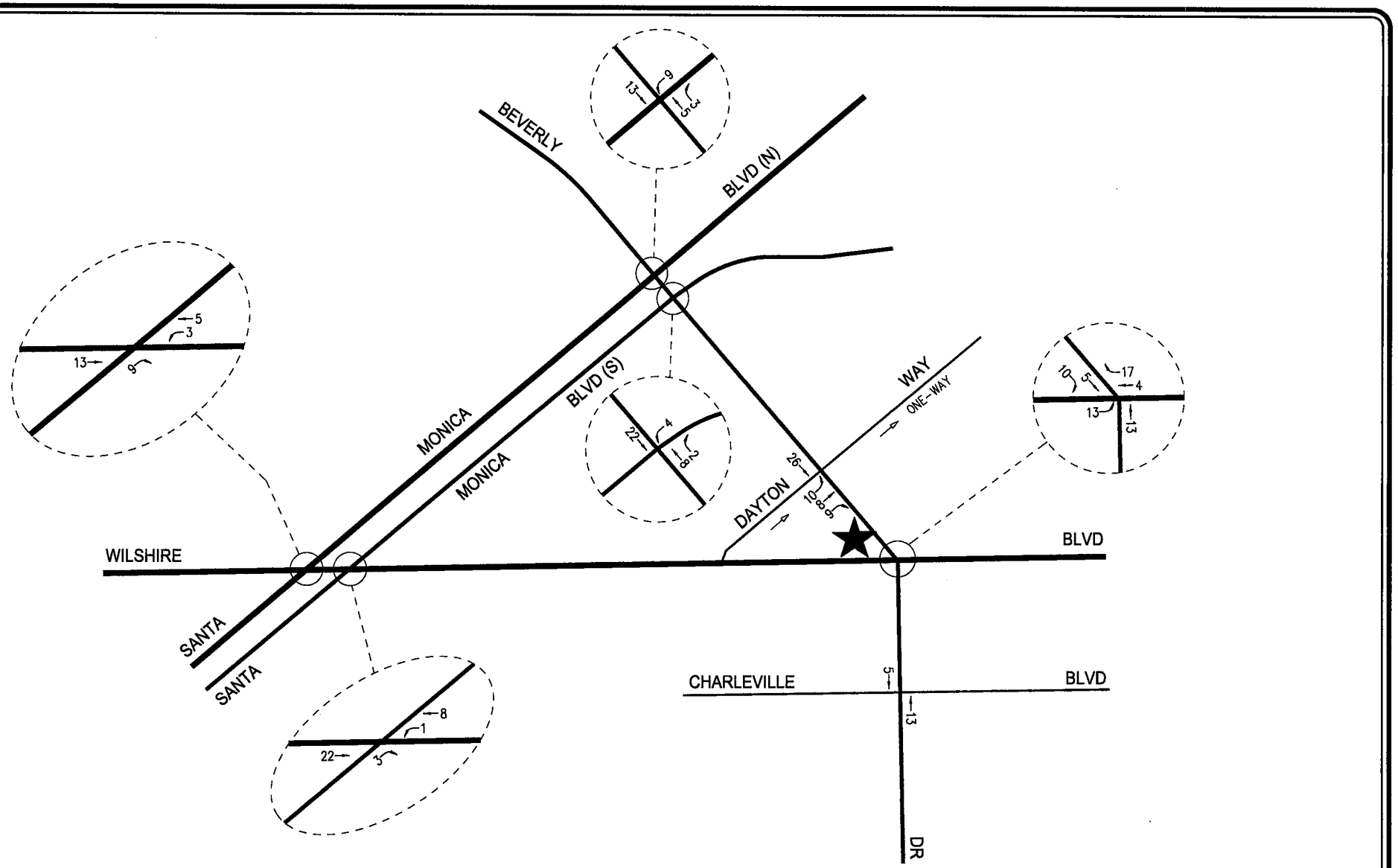

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FIGURE 5-3
PROJECT TRAFFIC VOLUMES
WEEKDAY PM PEAK HOUR
BEVERLY HILLS EQUINOX PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

5-3 reflect the traffic distribution characteristics shown in *Figure 5-1*, the project traffic generation forecast presented in *Table 5-1*, and the existing site generation and access characteristics.

6.0 FUTURE TRAFFIC CONDITIONS

The forecast of future pre-project conditions was prepared in accordance with procedures outlined in Section 15130 of the California Environmental Quality Act (CEQA) Guidelines. Specifically, the CEQA Guidelines provides two options for developing the future traffic volume forecast:

> "(A) A list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the [lead] agency, or
>
> (B) A summary of projections contained in an adopted general plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated regional or areawide conditions contributing to the cumulative impact. Any such planning document shall be referenced and made available to the public at a location specified by the lead agency."

The traffic analysis is conservative as it incorporates both option "A" and option "B" as outlined in the CEQA Guidelines for purposes of developing the future pre-project traffic volumes.

6.1 Ambient Traffic Growth

In order to account for unknown related projects not included in this analysis, the existing traffic volumes were increased at an annual rate of 1.0 percent (1.0%) per year to the year 2012 (i.e., the anticipated year of project build-out). The ambient growth factor was based on general traffic growth factors provided in the *2004 Congestion Management Program for Los Angeles County* (the "CMP manual"). It is noted that based on review of the general traffic growth factors provided in the CMP manual for the Westside area, it is anticipated that the existing traffic volumes are expected to increase at an annual rate of less than 1.0% per year. Thus, application of this annual growth factor allows for a conservative, worst case forecast of future traffic volumes in the area. Further, it is noted that the CMP manual's traffic growth rate is intended to anticipate future traffic generated by development projects in the project vicinity. Thus, the inclusion in this traffic analysis of both a forecast of traffic generated by known related projects plus the use of an ambient growth traffic factor based on CMP traffic model data results in a conservative estimate of future traffic volumes at the study intersections.

6.2 Related Projects Traffic Characteristics

A forecast of on-street traffic conditions prior to occupancy of the proposed project was prepared by incorporating the potential trips associated with other known development projects (related projects) in the area. With this information, the potential impact of the proposed project can be evaluated within the context of the cumulative impact of all ongoing development. The related projects research was based on information on file at the City of Beverly Hills as well as recently accepted traffic impact analysis reports prepared for projects in the vicinity of the project site. The list of related projects in the project site area is presented in ***Table 6-1***. The location of the related projects is shown in ***Figure 6-1***.

Table 6-1
RELATED PROJECTS LIST AND TRIP GENERATION [1]

MAP NO.	PROJECT NAME/ PROJECT NUMBER	ADDRESS/ LOCATION	LAND USE DATA		PROJECT DATA SOURCE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
			LAND-USE	SIZE			IN	OUT	TOTAL	IN	OUT	TOTAL
			City of Beverly Hills									
1	Young Israel Synagogue	9261 Alden Drive	Synagogue	14,811 SF	561	158	1	1	2	12	13	25
2	Montage Hotel	202-240 N. Beverly Drive	Condominiums/Townhomes	25 DU	230	145	2	9	11	9	4	13
			Retail	27,000 GLSF	820E	2,900	43	28	71	130	135	265
			Hotel	214 Rooms	310	1,748	73	47	120	67	59	126
3	William Morris	231 N. Beverly Drive	Retail	(45,500) GLSF	820E	(4,070)	(59)	(38)	(97)	(184)	(191)	(375)
			General Office	177,225 GSF	710E	2,073	260	36	296	47	230	277
			Retail	22,875 GLSF	820E	2,603	40	25	65	116	121	237
			Quality Restaurant	8,000 GSF	931	720	5	1	6	40	20	60
4		257 N. Canon Drive	General Office	11,400 GSF	710	440	54	8	62	10	50	60
			Retail	30,700 GLSF	820E	1,979	31	20	51	86	93	179
			High-Turnover (Sit-Down) Restaurant	1,800 GSF	932	636	30	28	58	33	21	54
5	Beverly Hills Cultural Center	469 N. Crescent Drive	Live Theater	500 Seats	441	1,200	0	0	0	50	50	100
			Private School (K-12)	150 Students	536	372	74	48	122	11	15	26
			Private School (K-12)	60 Students	536	149	30	19	49	4	6	10
			US Post Office	(34,000) GSF	732	(3,678)	(145)	(134)	(279)	(193)	(185)	(378)
6		9936 Durant Drive	Condominiums/Townhomes	13 DU	230	76	1	5	6	5	2	7
7		309-325 S. Elm Drive	Condominiums/Townhomes	7 DU	230	41	1	2	3	3	1	4
8		225 S. Hamilton Drive	Condominiums/Townhomes	13 DU	230	76	1	5	6	5	2	7
9		50 N. La Cienega Boulevard	Medical Office Building	14,000 GSF	720	506	25	7	32	13	35	48
10		156-168 N. La Peer Drive	Condominiums/Townhomes	10 DU	230	58	1	3	4	3	2	5
11		450-460 N. Palm Drive	Condominiums/Townhomes	35 DU	230	204	3	12	15	12	6	18
12		140-144 S. Oakhurst Drive	Condominiums/Townhomes	11 DU	230	64	1	4	5	4	2	6
13		432 N. Oakhurst Drive	Condominiums/Townhomes	34 DU	230	198	3	12	15	12	6	18
14		320 N. Rodeo Drive	Retail	15,000 GLSF	820	644	9	6	15	27	29	56
15		9900 Santa Monica Boulevard	General Office	119,000 GSF	710	1,310	162	22	184	30	147	177
16		300-322 S. Wetherly Drive	Condominiums/Townhomes	140 DU	230	813	11	51	62	49	24	73
17		8536 Wilshire Boulevard	Retail	24,890 GLSF	820E	2,750	41	27	68	123	128	251
18		8600 Wilshire Boulevard	Condominiums/Townhomes	21 DU	230	122	2	7	9	7	4	11
			Retail	4,800 GLSF	820E	944	16	10	26	41	42	83
			Retail	(2,500) GLSF	820	(107)	(2)	(1)	(3)	(4)	(5)	(9)
19		8767 Wilshire Boulevard	General Office	60,856 GSF	710	670	83	11	94	15	76	91
			Retail	11,260 GLSF	820E	1,642	26	16	42	72	75	147
			High-Turnover (Sit-Down) Restaurant	3,000 GSF	932	381	18	17	35	19	14	33

Table 6-1 (Continued)
RELATED PROJECTS LIST AND TRIP GENERATION [1]

MAP NO.	PROJECT NAME/ PROJECT NUMBER	ADDRESS/ LOCATION	LAND USE DATA		PROJECT DATA SOURCE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
			LAND-USE	SIZE			IN	OUT	TOTAL	IN	OUT	TOTAL
City of Beverly Hills (Continued)												
20		9200 Wilshire Boulevard	Condominiums/Townhomes	53 DU	230	308	4	19	23	19	9	28
			Retail	8,400 GLSF	820E	1,357	22	14	36	59	62	121
			Quality Restaurant	5,600 GSF	931	504	4	1	5	28	14	42
21		9230 Wilshire Boulevard	New Car Sales	150,300 GSF	841	5,011	226	79	305	152	237	389
22		9378 Wilshire Boulevard	General Office	14,996 GSF	710	165	20	3	23	4	18	22
			Retail	14,996 GLSF	820	644	9	6	15	27	29	56
23		9754 Wilshire Boulevard	General Office	24,566 GSF	710	270	33	5	38	6	31	37
			Medical-Dental Office Bldg	7,977 GSF	720	288	14	4	18	8	20	28
24		9817 Wilshire Boulevard	General Office	73,300 GSF	710	807	100	14	114	50	50	100
25		9844 Wilshire Boulevard	Quality Restaurant	(5,043) GSF	931	(454)	(3)	(1)	(4)	(25)	(13)	(38)
			Retail	95,000 GLSF	820E	6,568	91	58	149	301	314	615
26		9876 Wilshire Boulevard	Hotel	(46) Rooms	310	(376)	(16)	(10)	(26)	(14)	(13)	(27)
			Condominiums/Townhomes	110 DU	230	640	8	40	48	38	19	57
			Quality Restaurant	5,000 GSF	931	450	3	1	4	25	12	37
			Retail	5,000 GLSF	820	969	16	10	26	42	43	85
27	Robinson-May	9900 Wilshire Boulevard	Retail	(220,000) GLSF	820	(2,495)	(9)	0	(9)	(112)	(106)	(218)
			High-Rise Condo/Townhomes	235 DU	232	834	21	45	66	42	35	77
			Retail	11,656 GLSF	820	501	7	5	12	21	23	44
			High-Turnover (Sit-Down) Restaurant	4,200 GSF	932	534	25	23	48	28	19	47
28	Residences at Saks Fifth Avenue	9500 Wilshire Boulevard	Luxury Condominiums	44 DU	[3]	256	6	19	25	15	9	24
29	San Vicente Medical Offices	121 N. San Vicente Boulevard	Medical-General Offices	40,750 GSF	[4]	1,252	70	18	88	32	92	124
			General Office	(9,300) GSF	[4]	(102)	(12)	(2)	(14)	(2)	(12)	(14)
City of Los Angeles												
L1		10000 Santa Monica Boulevard	Condominiums/Townhomes	177 DU	230	1,028	13	65	78	62	30	92
			Quality Restaurant	21,000 GSF	931	1,889	14	3	17	105	52	157
L2		8500 Burton Way	Apartment	88 DU	220	591	9	36	45	36	19	55
			Retail	13,500 GLSF	820	580	9	5	14	24	27	51
L3	Cedars-Sinai Specific Plan		Medical Office	100,000 GSF	720	3,613	196	52	248	100	272	372
L4	Westfield Century City		Condominiums/Townhomes	262 DU	230	1,522	20	95	115	91	45	136
			Retail	358,800 GLSF	820	15,407	226	144	370	646	700	1,346
			General Office	106,500 GSF	710	1,173	145	20	165	27	132	159

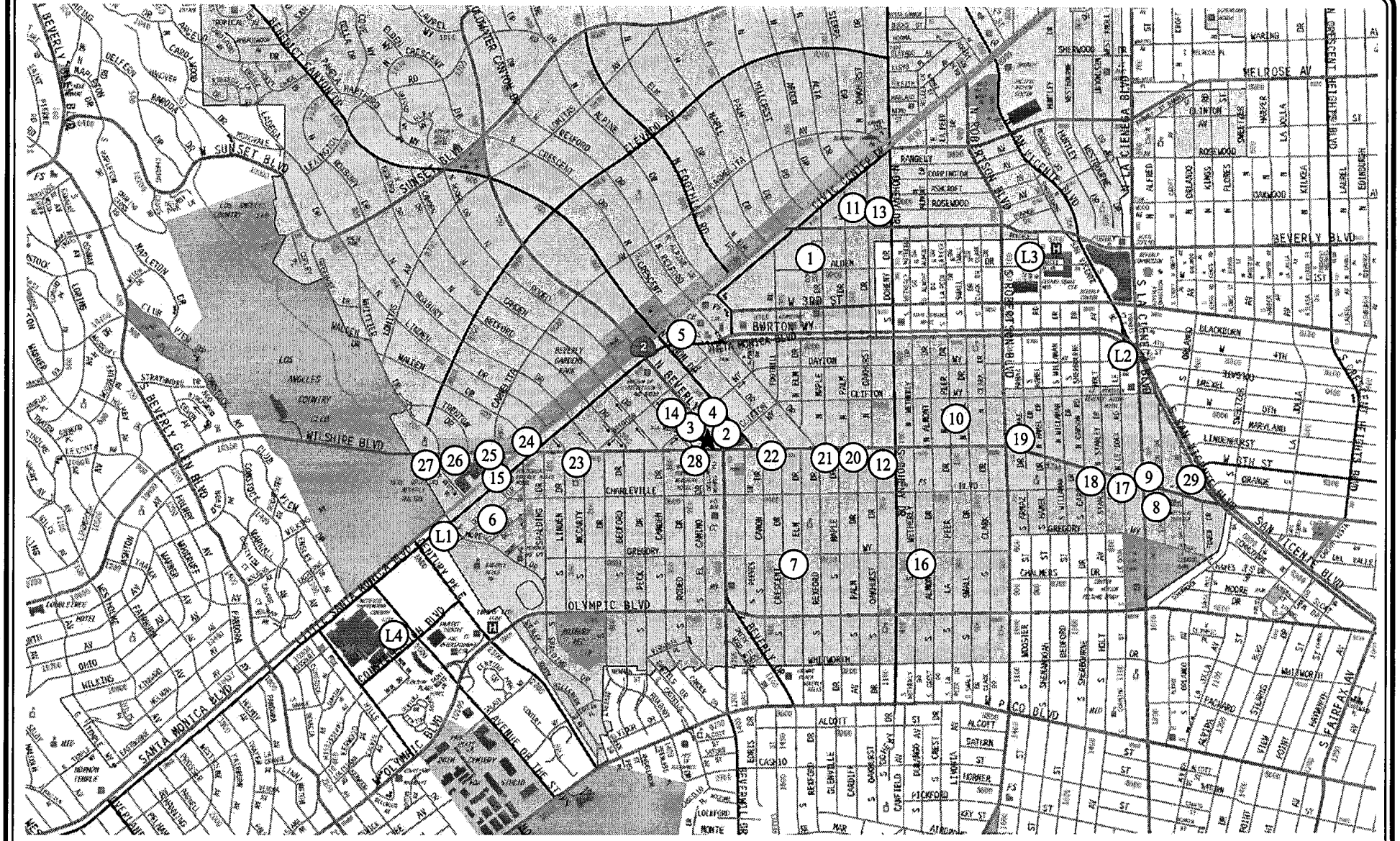
Notes:

[1] Source: City of Beverly Hills related projects obtained from the City of Beverly Hills, December, 2010. The City of Los Angeles related projects obtained from "Traffic and Parking Study for the Residences at Saks Fifth Avenue", prepared by Fehr & Peers, November, 2010. The daily and peak hour traffic volumes were forecast based on either related projects data obtained from the City of Beverly Hills, applied trip rates provided in the ITE "Trip Generation", 8th Edition, 2008 (as referenced in the Project Data Source column), or from traffic studies prepared for the specific projects.

[2] Trips are one-way traffic movements, entering or leaving.

[3] "Traffic and Parking Study for the Residences at Saks Fifth Avenue", prepared by Fehr & Peers, November 2010.

[4] "Traffic Impact Study San Vicente Medical Offices Project", prepared by LLG Engineers, April 2010 and subsequent Addendum Traffic Analysis as attached to the Planning Commission Staff Report.



MAP SOURCE: RAND MCNALLY & COMPANY

★ PROJECT SITE

(XX) CITY OF BEVERLY HILLS

(LX) CITY OF LOS ANGELES

NOT TO SCALE

LINSCOTT, LAW & GREENSPAN, engineers

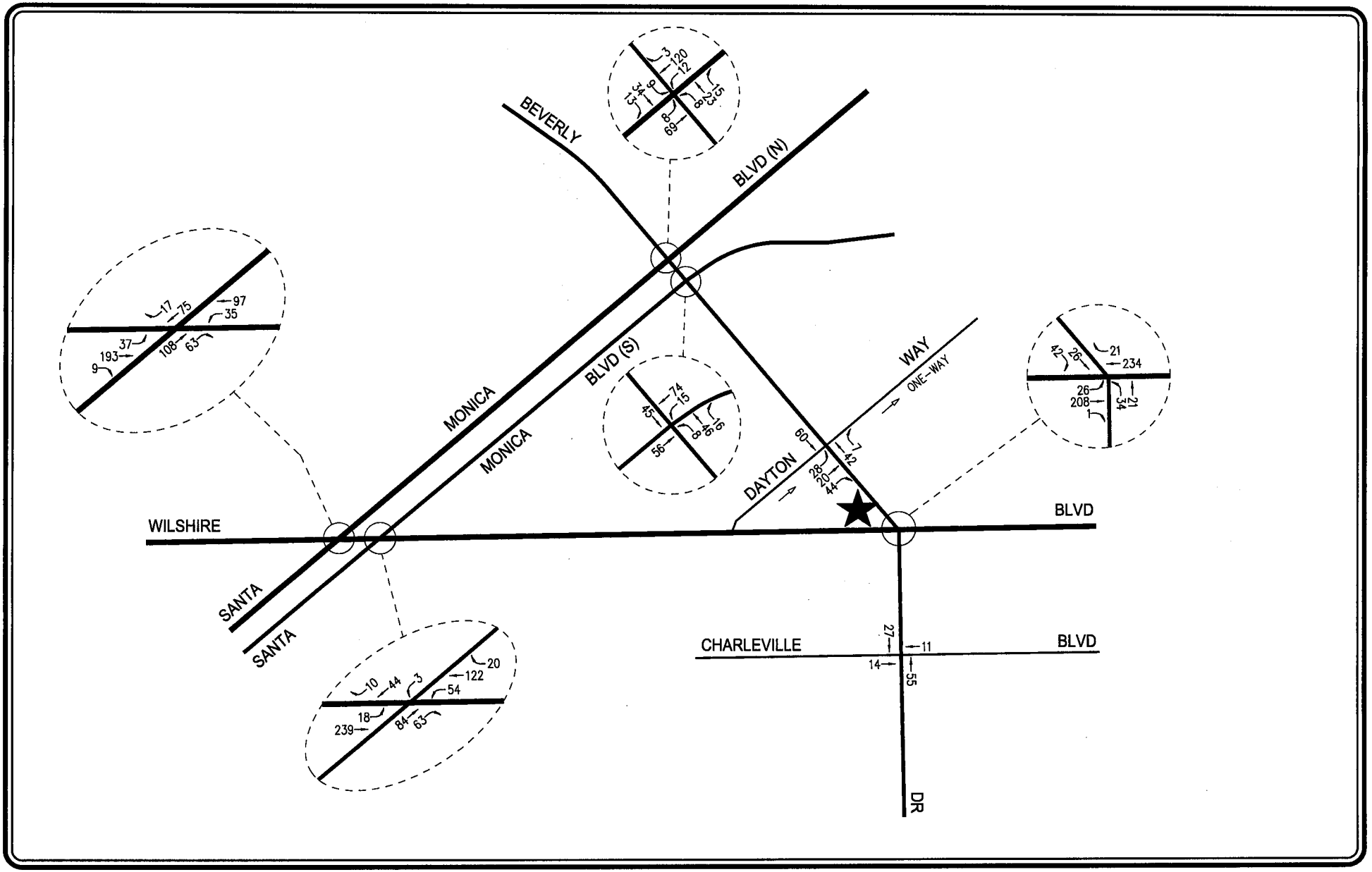
FIGURE 6-1
LOCATION OF RELATED PROJECTS

BEVERLY HILLS EQUINOX PROJECT

Traffic volumes expected to be generated by the related projects were calculated using rates provided in recently accepted traffic impact analysis reports and in the ITE *Trip Generation* manual. The related projects respective traffic generation for the AM, mid-day and PM peak hours, as well as on a daily basis for a typical weekday, is summarized in *Table 6-1*. The distribution of the related projects traffic volumes to the study intersections during the weekday AM and PM peak hours are displayed in ***Figures 6-2*** and ***6-3***, respectively.

6.3 Year 2012 Future Traffic Volumes

The future weekday AM and PM peak hour background traffic volumes (i.e., existing traffic volumes, ambient traffic growth and related projects traffic volumes) at the seven key study intersections for year 2012 are presented in ***Figures 6-4*** and ***6-5***, respectively. The year 2012 forecast weekday AM and PM peak hour traffic volumes at the seven key study intersections with the inclusion of the trips generated by the proposed Beverly Hills Equinox project are illustrated in ***Figures 6-6*** and ***6-7***, respectively.



PROJECT SITE

NOT TO SCALE

FIGURE 6-2
RELATED PROJECTS TRAFFIC VOLUMES
WEEKDAY AM PEAK HOUR
BEVERLY HILLS EQUINOX PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

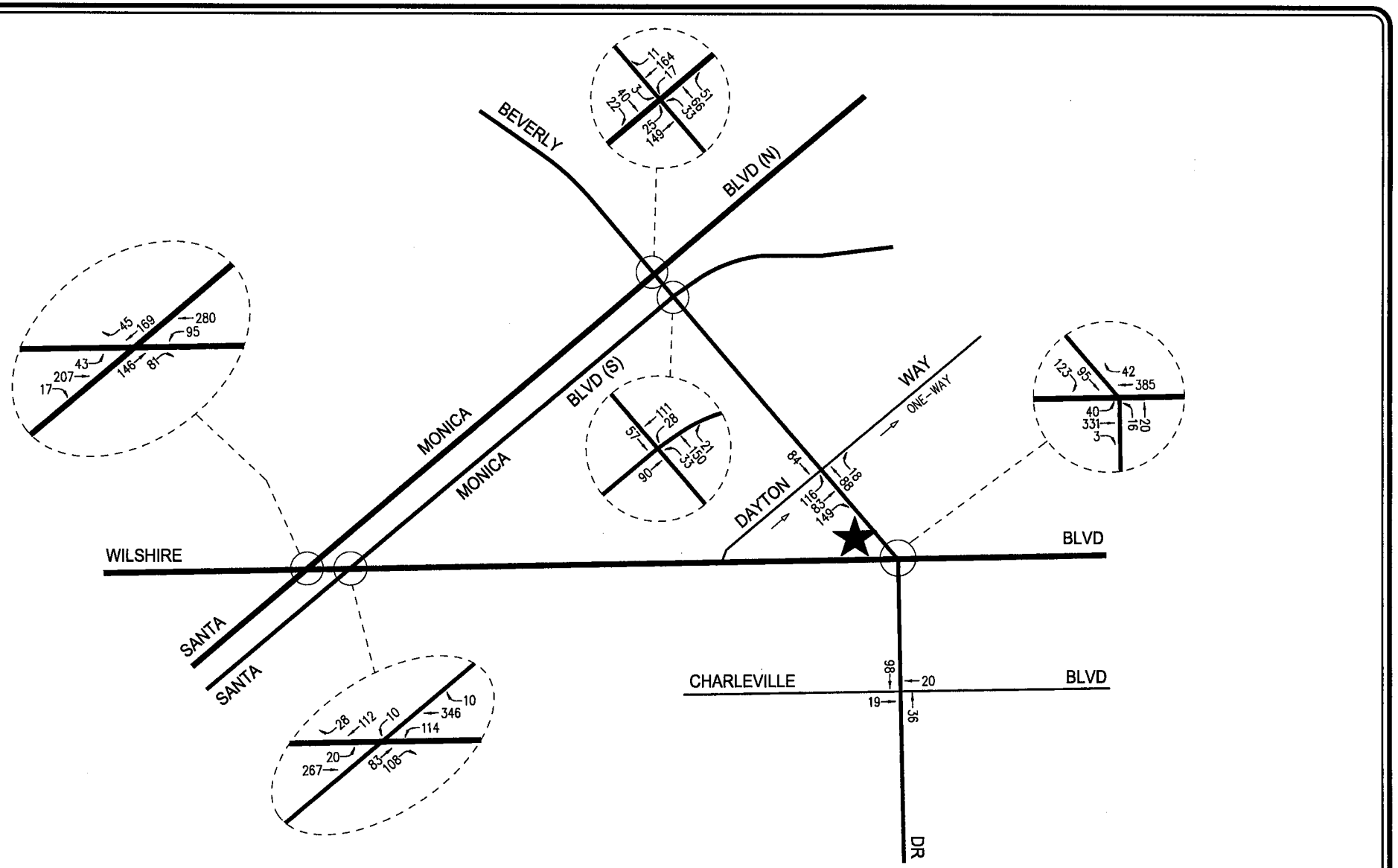


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FIGURE 6-3
RELATED PROJECTS TRAFFIC VOLUMES
WEEKDAY PM PEAK HOUR
BEVERLY HILLS EQUINOX PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

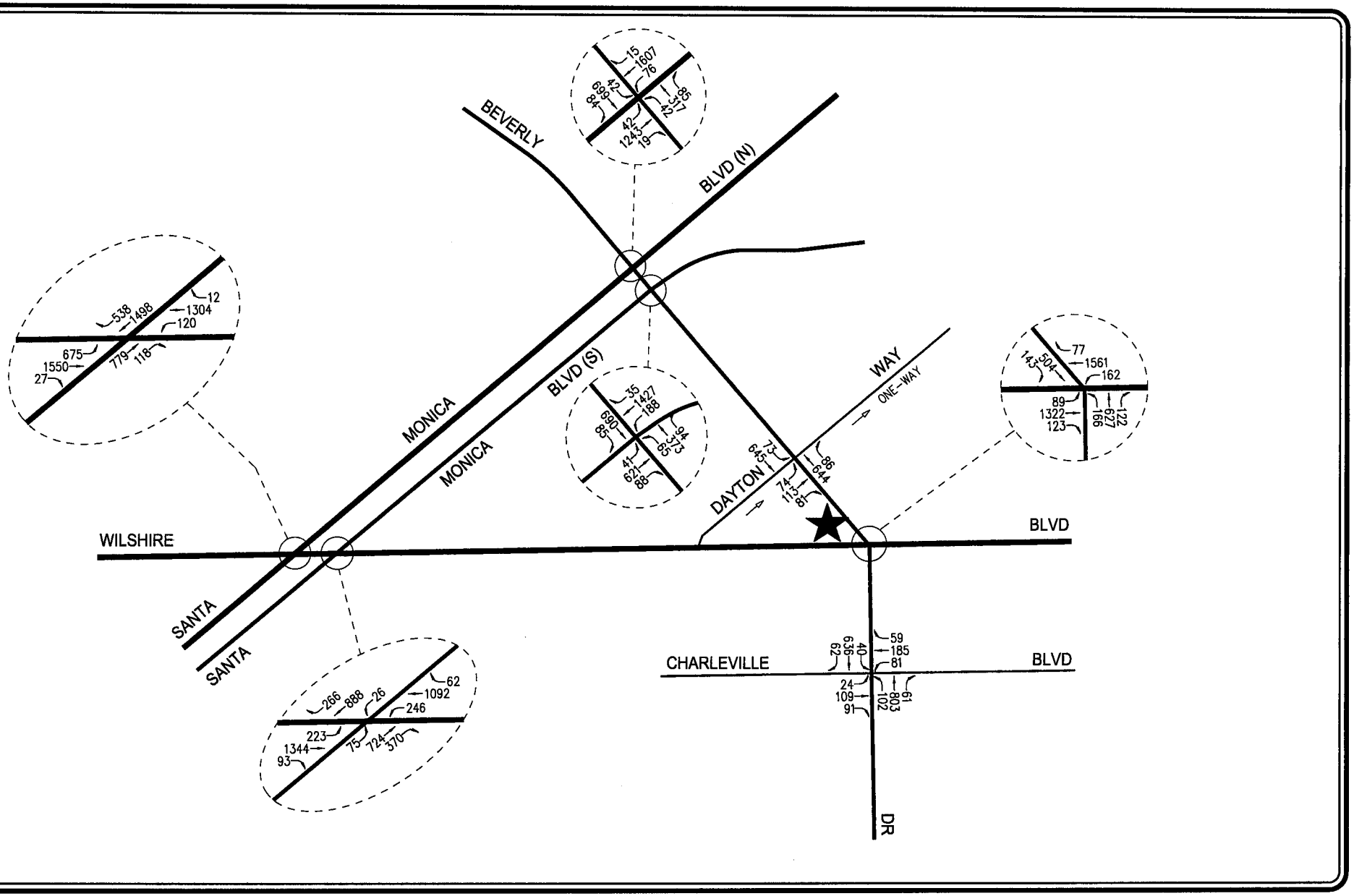
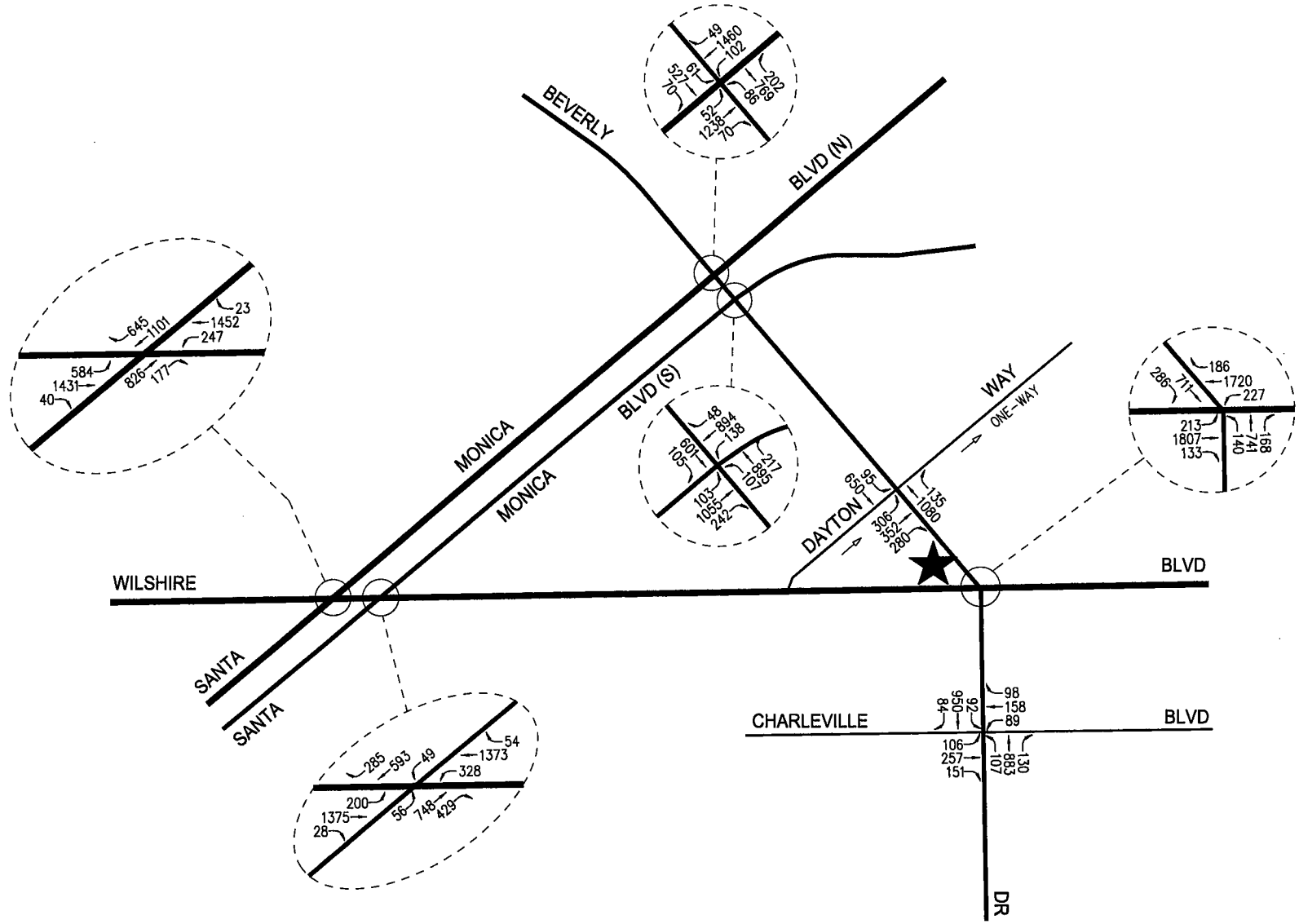


FIGURE 6-4
YEAR 2012 PRE-PROJECT TRAFFIC VOLUMES
WEEKDAY AM PEAK HOUR
BEVERLY HILLS EQUINOX PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

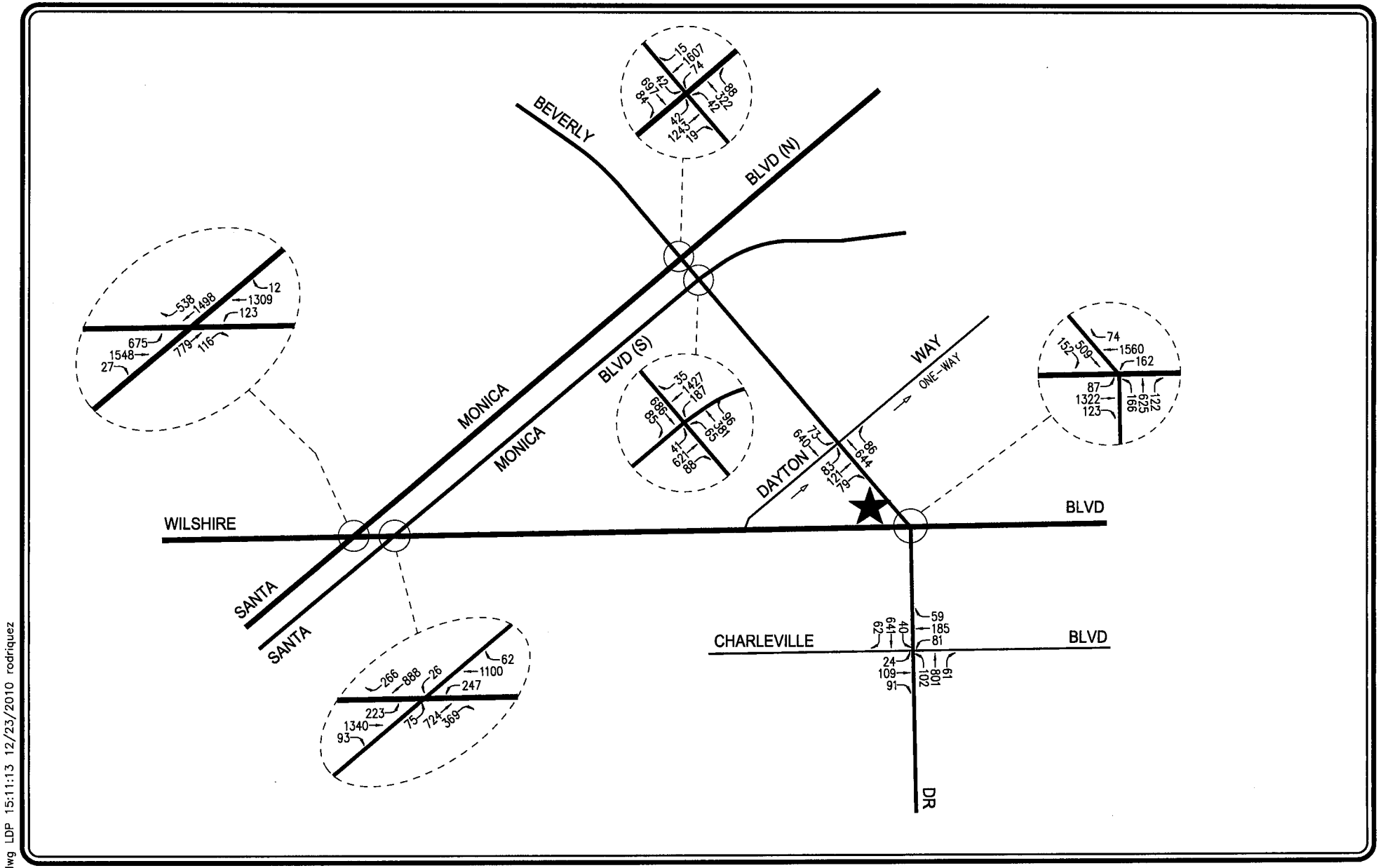


★ PROJECT SITE

NOT TO SCALE

FIGURE 6-5
YEAR 2012 PRE-PROJECT TRAFFIC VOLUMES
WEEKDAY PM PEAK HOUR
BEVERLY HILLS EQUINOX PROJECT

LINSCOTT, LAW & GREENSPAN, engineers



★ PROJECT SITE

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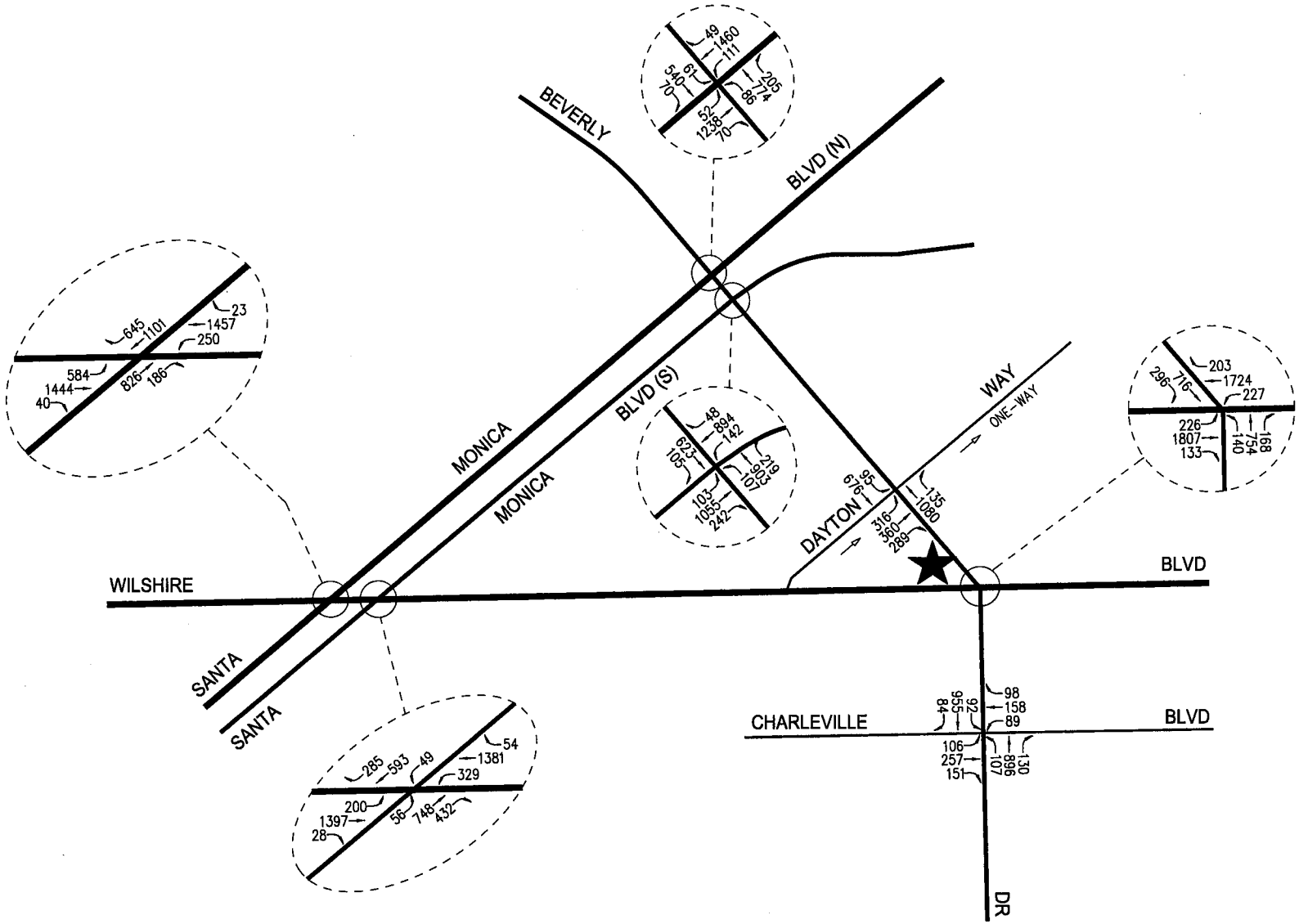
FIGURE 6-6
YEAR 2012 WITH PROJECT TRAFFIC VOLUMES
WEEKDAY AM PEAK HOUR
BEVERLY HILLS EQUINOX PROJECT

LINSCOTT, LAW & GREENSPAN, engineers



★ PROJECT SITE

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FIGURE 6-7
YEAR 2012 WITH PROJECT TRAFFIC VOLUMES
WEEKDAY PM PEAK HOUR
BEVERLY HILLS EQUINOX PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

7.0 TRAFFIC IMPACT ANALYSIS METHODOLOGY

7.1 Intersection Analysis Methodology

The seven study intersections were evaluated using the Beverly Hills Intersection Capacity Utilization (ICU) method of analysis, which determines Volume-to-Capacity (*v/c*) ratios on a critical lane basis. The overall intersection *v/c* ratio is subsequently assigned a Level of Service (LOS) value to describe intersection operations. Level of Service varies from LOS A (free flow) to LOS F (jammed condition). As previously noted, a description of the ICU method and corresponding Level of Service is provided in *Appendix D*.

7.2 Intersection Thresholds and Impact Criteria

The relative impact of the added project traffic volumes to be generated by the proposed Beverly Hills Equinox project during the AM and PM peak hours was evaluated based on analysis of future operating conditions at the study intersections, without and with the proposed project. The previously discussed capacity analysis procedures were utilized to evaluate the future *v/c* relationships and service level characteristics at each study intersection.

The significance of the potential impacts of project-generated traffic at each study intersection was identified using the recently adopted criteria set forth by the City of Beverly Hills (Resolution No. 1586, adopted October 14, 2010). According to the City's Sliding Scale Method for calculating the level of impact due to traffic generated by the proposed project, a significant transportation impact is determined based on the criteria presented in ***Table 7–1***.

Table 7–1
CITY OF BEVERLY HILLS
SIGNALIZED INTERSECTION IMPACT THRESHOLD CRITERIA

Final *v/c*	Level of Service	Project Related Increase in *v/c*
> 0.000 - 0.900	A, B, C, D	Equal to or greater than 0.030
> 0.900	E, F	Equal to or greater than 0.020

The City's Sliding Scale Method requires mitigation of project traffic impacts whenever traffic generated by the proposed development causes an increase of the analyzed intersection *v/c* ratio by an amount equal to or greater than the values shown above. The ICU calculations use a lane capacity of 1,600 vehicles per hour (vph) for left-turn, through and right-turn lanes, and a dual turn lane capacity of 2,880 vph. A clearance interval of 0.10 is also included in the ICU calculations.

7.3 Intersection Analysis Scenarios

Traffic impacts at the study intersections were analyzed for the following conditions:

[a] Existing conditions.

[b] Condition [a] with completion and occupancy of the proposed project.

[c] Condition [a] plus 1.0 percent (1.0%) ambient traffic growth through year 2012.

[d] Condition [c] with completion and occupancy of the related projects.

[e] Condition [d] with completion and occupancy of the proposed project.

[f] Conditions [e] with implementation of project mitigation measures, where necessary.

The traffic volumes for each new condition were added to the volumes in the prior condition to determine the change in capacity utilization at the seven study intersections. As previously mentioned, the proposed project ICU data worksheets for the analyzed intersections are contained in *Appendix D.*

7.4 Residential Street Segment Impact Criteria

The study street segments identified for analysis by City of Beverly Hills were evaluated based on the recently adopted criteria set forth by the City of Beverly Hills (Resolution No. 1586, adopted October 14, 2010). The study street segments were selected based on proximity to the project site and the likelihood of whether project-related traffic would utilize the roadways. The street segment analysis is based on a comparison of existing and existing with project Average Daily Traffic (ADT) and peak hour volumes to determine a potential project-related impact. The City of Beverly Hills ADT impact threshold criteria for street segments are listed in ***Table 7-2***.

Table 7-2
CITY OF BEVERLY HILLS
ADT IMPACT THRESHOLDS FOR RESIDENTIAL STREET SEGMENTS

ADT Volumes	Allowable Percentage (%) Increase
Less than 2,000	Less than 16% of ADT or Peak Hour Volumes
2,001 to 4,000	Less than 12% of ADT or Peak Hour Volumes
4,001 to 6,750	Less than 8% of ADT or Peak Hour Volumes
Greater than 6,750	Less than 6.25% of ADT or Peak Hour Volumes

8.0 TRAFFIC ANALYSIS

Summaries of the *v/c* ratios and LOS values for the seven study intersections during the weekday AM and PM peak hours with the proposed project are shown in ***Table 8-1***. The first column [1] of ICU/LOS values in *Table 8-1* presents a summary of the existing AM and PM peak hour traffic conditions (which also was presented in *Table 4-4*). The second column [2] presents projected background traffic conditions based on existing intersection geometry and the addition of ambient traffic growth and the traffic due to the related projects. The third column [3] presents forecast year 2012 traffic conditions with the addition of project traffic. The third column [3] also shows the increase in ICU value due to the added peak hour project trips and indicates whether the traffic associated with the project is expected to result in a significant impact based on the City of Beverly Hills LOS standards and the significance impact criteria defined in this report. The proposed project ICU data worksheets for the analyzed intersections during the weekday AM and PM peak hours are contained in *Appendix D*. Refer to Section 8.1.1 below, for a summary of the existing with proposed project conditions.

8.1 Existing Conditions

As indicated in column [1] of *Table 8-1*, five of the seven study intersections are presently operating at acceptable LOS D or better during the weekday AM and PM peak hours under existing conditions. The following study intersections are operating at LOS E during the peak hours shown below under existing conditions:

- Int. No. 1: North Santa Monica Boulevard/Wilshire Boulevard

  AM Peak Hour: *v/c*=0.955, LOS E

- Int. No. 2: South Santa Monica Boulevard/Wilshire Boulevard

  AM Peak Hour: *v/c*=0.976, LOS E

As previously mentioned, the existing traffic volumes at the study intersections during the weekday AM and PM peak hours are displayed in *Figures 4-3* and *4-4*, respectively.

8.1.1 Existing With Project Conditions

Summaries of the *v/c* ratios and LOS values for the seven study intersections during the weekday AM and PM peak hours for the existing with proposed project conditions are shown in ***Appendix Table D1***. The first column [1] of ICU/LOS values in *Appendix Table D1* presents a summary of the existing AM and PM peak hour traffic conditions (which also was presented in *Table 8-1*). The second column [2] presents the forecast existing traffic conditions with the addition of project traffic. The second column [2] also shows the increase in ICU value due to the added peak hour project trips and indicates whether the traffic associated with the project is expected to result in a significant impact based on the City of Beverly Hills LOS standards and the significance impact criteria defined

Table 8-1
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
AM AND PM PEAK HOURS

NO.	INTERSECTION	PEAK HOUR	[1] YEAR 2010 EXISTING V/C	[1] LOS	[2] YEAR 2012 W/ RELATED PROJECTS V/C	[2] LOS	[3] YEAR 2012 W/ PROPOSED PROJECT V/C	[3] LOS	[3] CHANGE V/C [(3)-(2)]	[3] SIGNIF. IMPACT
1	North Santa Monica Boulevard/ Wilshire Boulevard	AM	0.955	E	1.044	F	1.045	F	0.001	NO
		PM	0.853	D	1.001	F	1.004	F	0.003	NO
2	South Santa Monica Boulevard/ Wilshire Boulevard	AM	0.976	E	1.094	F	1.095	F	0.001	NO
		PM	0.848	D	1.041	F	1.047	F	0.006	NO
3	Beverly Drive/ North Santa Monica Boulevard	AM	0.826	D	0.904	E	0.903	E	-0.001	NO
		PM	0.822	D	0.945	E	0.948	E	0.003	NO
4	Beverly Drive/ South Santa Monica Boulevard	AM	0.808	D	0.865	D	0.864	D	-0.001	NO
		PM	0.782	C	0.879	D	0.889	D	0.010	NO
5	Beverly Drive/ Dayton Way	AM	0.396	A	0.432	A	0.437	A	0.005	NO
		PM	0.639	B	0.745	C	0.750	C	0.005	NO
6	Beverly Drive/ Wilshire Boulevard	AM	0.679	B	0.764	C	0.765	C	0.001	NO
		PM	0.832	D	0.956	E	0.958	E	0.002	NO
7	Beverly Drive/ Charleville Boulevard	AM	0.543	A	0.576	A	0.576	A	0.000	NO
		PM	0.720	C	0.772	C	0.774	C	0.002	NO

City of Beverly Hills intersection impact threshold criteria is as follows (per Resolution No. 1586, Adopted October 14, 2010):

Final v/c	LOS	Project Related Increase in V/C
>0.000 - 0.900	A, B, C, D	equal to or greater than 0.030
>0.900	E, F	equal to or greater than 0.020

in this report. The weekday AM and PM peak hour ICU intersection data worksheets for the existing with project conditions are contained in ***Appendix D1***.

As shown in column [2] of *Appendix Table D1*, application of the City's threshold criteria to the "With Proposed Project" scenario indicates that the proposed project is not expected to create any significant impacts at the seven study intersections. Incremental but not significant impacts are noted at the study intersections, as presented in *Appendix Table D1*, for the existing with project conditions. Because there are no significant impacts, no traffic mitigation measures are required or recommended for the study intersections. The existing with project traffic volumes at the study intersections during the weekday AM and PM peak hours are shown in ***Appendix Figures D1-A*** and ***D1-B***, respectively.

8.2 Future Pre-Project Conditions

The Levels of Service at all seven study intersections are incrementally increased by the addition of traffic generated by the related projects listed in *Table 6-1*. As presented in Column [2] of *Table 8-1*, three of the seven study intersections are expected to operate at LOS D or better during the weekday AM and PM peak hours with the addition of growth in ambient traffic and the traffic due to the related projects. The following four study intersections are expected to operate at LOS E or F during the peak hours shown below with the addition of growth in ambient traffic and the traffic due to the related projects:

- Int. No. 1: North Santa Monica Boulevard/Wilshire Boulevard

  AM Peak Hour: *v/c*=1.044, LOS F

  PM Peak Hour: *v/c*=1.001, LOS F

- Int. No. 2: South Santa Monica Boulevard/Wilshire Boulevard

  AM Peak Hour: *v/c*=1.094, LOS F

  PM Peak Hour: *v/c*=1.041, LOS F

- Int. No. 3: Beverly Drive/North Santa Monica Boulevard

  AM Peak Hour: *v/c*=0.904, LOS E

  PM Peak Hour: *v/c*=0.945, LOS E

- Int. No. 6: Beverly Drive/Wilshire Boulevard

  PM Peak Hour: *v/c*=0.956, LOS E

The future pre-project (existing, ambient growth, and related projects) traffic volumes for the weekday AM and PM peak hours are shown in *Figures 6-4* and *6-5*, respectively.

8.3 Future With Project Conditions

As shown in column [3] of *Table 8-1*, application of the City's threshold criteria to the "With Proposed Project" scenario indicates that the proposed project is not expected to create any significant impacts at the seven study intersections. Incremental but not significant impacts are noted at the study intersections, as presented in *Table 8-1*. Because there are no significant impacts, no traffic mitigation measures are required or recommended for the study intersections. The future with project (existing, ambient growth, related projects, and project) traffic volumes at the study intersections during the weekday AM and PM peak hours are shown in *Figures 6-6* and *6-7*, respectively.

8.4 Street Segment Analysis

The study street segments identified for analysis by City of Beverly Hills were evaluated based on the adopted criteria set forth by the City. The study street segments were selected based on proximity to the project site and the likelihood of whether project-related traffic would utilize the roadways. The following three street segment locations were identified for analysis by City of Beverly Hills staff:

1. Beverly Drive, between Carmelita Avenue and North Santa Monica Boulevard
2. Dayton Way, between Crescent Drive and Rexford Drive
3. Charleville Boulevard, between Camden Drive and Rodeo Drive

The existing and forecast existing with project ADT, AM peak hour and PM peak hour traffic volumes at the study street segment locations are summarized in ***Table 8-2***. The existing traffic volumes are shown in column [1] for the three study locations. The forecast project net new traffic volumes for the analyzed time periods at the study locations are shown in column [2]. In addition, the forecast existing with project volumes for the study locations are presented in column [3]. Finally, the project-related percent increases in growth for the analyzed street segments are presented in column [4]. As shown in *Table 8-2*, application of the City's threshold criteria (refer to *Table 7-2* herein) indicates that the proposed project is not expected to create significant impacts at any of the three study street segment locations. Because there are no significant impacts, no traffic mitigation measures are required or recommended for the study street segments.

Table 8-2
SUMMARY OF STREET SEGMENT ANALYSIS

Location	Time of Day	[1] Existing Weekday Volume	[2] Added Project Volume	[3] Existing W/Project Volume ([1]+[2])	[4] Percent Growth ([2]/[3])
1 Beverly Drive between Carmelita Avenue and North Santa Monica Boulevard	ADT	16,142	170	16,312	1.0%
	AM Peak	1,067	3	1,070	0.3%
	PM Peak	1,307	18	1,325	1.4%
2 Dayton Way between Crescent Drive and Rexford Drive	ADT	4,405	28	4,433	0.6%
	AM Peak	324	2	326	0.6%
	PM Peak	342	2	344	0.6%
3 Charleville Boulevard between Camden Drive and Rodeo Drive	ADT	6,559	12	6,571	0.2%
	AM Peak	390	0	390	0.0%
	PM Peak	615	1	616	0.2%

[1] Existing ADT volumes based on traffic counts conducted by City Traffic Counters. Copies of the summary data worksheets of the 24-hour traffic counts are provided in Appendix C.
[2] Total distribution and assignment of project-related traffic at the analyzed street segment. Refer to Table 5-1, Project Trip Generation, and Figure 5-1, Project Traffic Distribution, for the project-related distribution and assignment data.
[3] Total of columns [1] and [2].
[4] Column [2] divided by column [3].

City of Beverly Hills impact thresholds for street segments are as follows (per Resolution No. 1586, Adopted October 14, 2010)

ADT Volumes	Allowable % Increase
Less than 2,000	Less than 16% of ADT or Peak Hour Volumes
2,001 to 4,000	Less than 12% of ADT or Peak Hour Volumes
4,001 to 6,750	Less than 8% of ADT or Peak Hour Volumes
Greater than 6,750	Less than 6.25% of ADT or Peak Hour Volumes

9.0 CONGESTION MANAGEMENT PROGRAM TRAFFIC IMPACT ASSESSMENT

The Congestion Management Program (CMP) is a state-mandated program that was enacted by the State Legislature with the passage of Proposition 111 in 1990. The program is intended to address the impact of local growth on the regional transportation system.

As required by the 2004 Congestion Management Program for Los Angeles County, a Traffic Impact Assessment (TIA) has been prepared to determine the potential impacts on designated monitoring locations on the CMP highway system. The analysis has been prepared in accordance with procedures outlined in the *2004 Congestion Management Program for Los Angeles County*, County of Los Angeles Metropolitan Transportation Authority, July 2004.

9.1 Intersections

The following CMP intersection monitoring location in the project vicinity has been identified:

- CMP Station Intersection

  No. 5 Santa Monica Boulevard/Wilshire Boulevard

The CMP TIA guidelines require that intersection monitoring locations must be examined if the proposed project will add 50 or more trips during either the AM or PM weekday peak hours. The proposed project will not add 50 or more trips, during the AM or PM peak hours at the CMP monitoring intersection, which is the threshold for preparing a traffic impact assessment, as stated in the CMP manual. However, as previously discussed herein, the subject CMP intersection was analyzed as part of this traffic study (study intersection no. 1). As discussed in Subsection 8.3, the proposed project is not expected to create any significant impacts at the seven study intersections including CMP Station No. 5, Santa Monica Boulevard/Wilshire Boulevard.

9.2 Freeways

No CMP freeway monitoring locations are located in the project vicinity. Further, the CMP TIA guidelines require that freeway monitoring locations must be examined if the proposed project will add 150 or more trips (in either direction) during either the AM or PM weekday peak hours. The proposed project will not add 150 or more trips (in either direction), during either the AM or PM weekday peak hours to any CMP freeway monitoring locations, which is the threshold for preparing a traffic impact assessment, as stated in the CMP manual. Therefore, no further review of potential impacts to freeway monitoring locations that are part of the CMP highway system is required.

9.3 Transit Impact Review

As required by the *2004 Congestion Management Program for Los Angeles County*, a review has been made of the CMP transit service. Existing transit service is provided in the vicinity of the proposed project.

The project trip generation, as shown in *Table 5-1*, was adjusted by values set forth in the CMP (i.e., person trips equal 1.4 times vehicle trips, and transit trips equal 3.5 percent of the total person trips) to estimate transit trip generation. Pursuant to the CMP guidelines, the proposed project is forecast to generate demand for two transit trips (no inbound trips and 2 outbound trips) during the weekday AM peak hour. During the weekday PM peak hour, the proposed project is anticipated to generate demand for six transit trips (4 inbound trips and 2 outbound trips). Over a 24-hour period, the proposed project is forecast to generate demand for 55 daily transit trips. The calculations are as follows:

- AM Peak Hour = 31 × 1.4 × 0.035 = 2 Transit Trips
- PM Peak Hour = 119 × 1.4 × 0.035 = 6 Transit Trips
- Daily Trips = 1,130 × 1.4 × 0.035 = 55 Transit Trips

As shown in *Table 4-1*, seven bus transit lines and routes are provided adjacent to or in close proximity to the project site, with two of these transit lines and routes directly serving Wilshire Boulevard and Beverly Drive (including bus stops at this intersection). As outlined in *Table 4-1* under the "No. of Buses During Peak Hour" column, these seven transit lines provide service for many buses during the AM and PM peak hours. Therefore, based on the above calculated peak hour transit trips, this would correspond to less than 1 transit rider per bus during the AM and PM peak hours. Thus, given the low number of generated transit trips per bus, no impacts on existing or future transit services in the project area are expected to occur as a result of the proposed project.

10.0 SUMMARY AND CONCLUSIONS

- ***Project Description*** – The proposed Beverly Hills Equinox project consists of the conversion of a portion of the existing office and bank floor area into a health club. The overall gross floor area of the Bank of America (BOA) building will remain at 217,141 square feet. The office and bank components will be reduced to 160,268 and 8,411 gross square feet of floor area, respectively, while the proposed health club will consist of 48,462 gross square feet. A total of 474 parking spaces will be provided to accommodate the BOA building uses with the proposed health club project, including 212 parking spaces under the BOA building and 262 parking spaces in the adjacent 245 North Beverly Drive garage via a covenant.

- ***Project Parking*** – The City of Beverly Hills Code parking requirement (without recognition of the shared parking concept) for the BOA building uses with the proposed health club totals 734 spaces. An independent observation of subterranean parking characteristics for the existing BOA building indicated that the peak demand for parking currently occurs during the mid-morning and mid-afternoon time periods. The parking utilization analyses summarized in the applicant's shared parking study showed that both existing Equinox facilities in the area experience peak parking demands during the early evening time period. As the existing BOA building and the two surveyed Equinox facilities show different periods of peak parking demand, the concept of shared parking between office and health club land uses is supported. Based on an independent review of the Shared Parking Study prepared by the project applicant's transportation consultant, it is determined that the overall peak parking demand for the BOA building uses with the proposed health club is 409 parking spaces. With a parking supply of 474 spaces, up to 65 parking spaces are expected to be available during the peak parking conditions. In addition, based on a review of the Draft Parking Management Plan prepared by the applicant's transportation consultant, given the planned parking operations which include both self parking and valet assisted parking, potential impacts due to parking are considered less than significant. As discussed herein, parking requirements for any development project is ultimately determined by the Lead Agency.

- ***Vehicular Site Access*** – Access to the BOA building uses with the proposed Beverly Hills Equinox project will continue to be provided via the existing Beverly Drive and alley driveways. In addition, with the recent construction of the William Morris Agency building and parking garage (i.e., the 245 Beverly Drive garage directly north of the BOA building), new direct access between the two parking garages will be provided on two separate levels (i.e., Levels P-1 and P-3 of the BOA building garage). Based on the executed covenant an additional 262 parking spaces will be available to patrons of the BOA building from the adjacent 245 Beverly Drive garage. As direct access to Dayton Way is provided for the 245 Beverly Drive garage (which provides 747 parking spaces in addition to the 212 parking spaces provided directly beneath the BOA building), any BOA building patrons who park their vehicles within this structure will also be able to directly exit onto Dayton Way.

- ***Study Scope – The following seven (7)*** intersections were selected for detailed peak hour level of service analyses under Existing, Existing With Project, Future Pre-Project and Future With Project Traffic Conditions:

    1. North Santa Monica Boulevard/Wilshire Boulevard
    2. South Santa Monica Boulevard/Wilshire Boulevard
    3. Beverly Drive/North Santa Monica Boulevard
    4. Beverly Drive/South Santa Monica Boulevard
    5. Beverly Drive/Dayton Way
    6. Beverly Drive/Wilshire Boulevard
    7. Beverly Drive/Charleville Boulevard

    The analysis is focused on assessing potential traffic impacts during the AM and PM peak hours on a typical weekday. In addition to the seven study intersections, the following three study street segments in the project vicinity also were identified for analysis by City of Beverly Hills staff:

    1. Beverly Drive, between Carmelita Avenue and North Santa Monica Boulevard
    2. Dayton Way, between Crescent Drive and Rexford Drive
    3. Charleville Boulevard, between Camden Drive and Rodeo Drive

- ***Existing Traffic Conditions*** – Five of the seven study intersections are presently operating at LOS D or better during the weekday AM and PM peak hours under existing conditions based on City of Beverly Hills LOS standards. Two of the study intersections are currently operating at LOS E conditions during the weekday AM peak hour.

- ***Project Trip Generation*** – On a typical weekday, the proposed Beverly Hills Equinox project is expected to generate an increase of 15 net new vehicle trips (16 fewer inbound trips and 31 more outbound trips) during the AM peak hour. The proposed project is expected to generate 119 net new vehicle trips (86 more inbound trips and 33 more outbound trips) during the PM peak hour. Over a 24-hour period, the proposed project is forecast to generate 1,130 net new daily trip ends during a typical weekday (565 more inbound trips and 565 more outbound trips).

- ***Existing With Project Traffic Conditions*** – The results of the traffic analysis indicate that the proposed Beverly Hills Equinox project will not adversely impact any of the seven key study intersections when compared to the City of Beverly Hills LOS standards and significant traffic impact criteria. Hence, no project-specific mitigation measures are required of this project for the study intersections.

- ***Related Projects*** – 33 related projects were considered as part of the cumulative traffic analysis. These 33 related projects are all located in the Cities of Beverly Hills and Los Angeles.

- ***Future Pre-Project Traffic Conditions*** – An analysis of future (year 2012) background traffic conditions indicates that three of the seven study intersections are expected to operate at LOS D or better during the weekday AM and PM peak hours with the addition of growth in ambient traffic and the traffic due to the related projects based on the City's LOS standards. Four of the seven study intersections are expected to operate at LOS E or F during one or both of the analyzed peak hours.

- ***Future With Project Traffic Conditions*** – The results of the traffic analysis indicate that the proposed Beverly Hills Equinox project will not adversely impact any of the seven key study intersections when compared to the City of Beverly Hills LOS standards and significant traffic impact criteria. Hence, no project-specific mitigation measures are required of this project for the study intersections.

- ***Street Segment Analysis*** – The results of the traffic analysis indicate that the proposed Beverly Hills Equinox project will not adversely impact any of the three study street segments using the City's threshold criteria. Hence, no project-specific mitigation measures are required of this project for the study street segments.

- ***CMP Traffic Assessment*** – The results of the Los Angeles CMP traffic assessment indicated that the proposed Beverly Hills Equinox project will not adversely affect any CMP arterial monitoring intersections or freeway monitoring locations, as well as nearby transit operations. Therefore, no improvements/mitigation measures are required of this project on the CMP facilities.

APPENDIX A

DRAFT PARKING MANAGEMENT PLAN
9465 WILSHIRE BOULEVARD, BEVERLY HILLS
(PREPARED BY CRAIN & ASSOCIATES, NOVEMBER 2010)

DRAFT

9465 WILSHIRE BOULEVARD
BEVERLY HILLS

PARKING MANAGEMENT PLAN

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INTRODUCTION

The Project is in a Class A office building (the Building) that is located at 9465 Wilshire Boulevard in the City of Beverly Hills, and on the northwest corner of Wilshire Boulevard and Beverly Drive. The Building is a nine-story with penthouse commercial office building. It has a garage (the Garage) containing three levels of subterranean parking. The Building contains 217,141 square feet of gross floor area and 163,438 square feet of net floor area. The Building is commonly known as the Bank of America (B of A) building. It is currently occupied by office tenants on floors 2 through 9 and a bank on the majority of the 1st floor. It is proposed that Equinox Fitness Club will occupy portions of the 1st, 2nd and 3rd floors of the Building.

The Garage has a vehicular access connection with the newly developed building located at 245 North Beverly Drive ("245 North Building"). The opening connects the Garage with the garage of 245 North Beverly building ("245 North Beverly Dr. Garage") on two levels. Access for both garages will be available off of Beverly Drive, the one-way northbound alley (the "Alley") west of Beverly Drive, and Dayton Way, as described below.

A field survey of the Garage's existing "as-striped" conditions conducted by Crain & Associates in February 2010 found 212 parking spaces. The Building is beneficiary of a covenant that provides 262 parking spaces within the 245 North Beverly Dr. Garage, which contains 747 parking spaces.

Table 1
Project Parking Supply

B of A Garage	Spaces
P-1	45
P-2	84
P-3	83
245 North Beverly Dr. Garage	262
Total	474

This Parking Management Plan (PMP) proposes a combination of self parking, valet parking and valet-assisted self parking (valets handle vehicles parked behind "blocked in" vehicles in tandem spaces). All Building visitor vehicles will be valet-parked on Level P-2 of the Garage. Building monthly parkers will self-park with valet assistance on Levels P-1 and P-2 of the Garage, and in designated spaces on Levels P-4 and P-5 of the 245 North Beverly Dr. Garage. Equinox members and their guests (collectively members) will self-park with valet assistance on Level P-3. When capacity is reached in the Garage, the overflow vehicles will be self-parked with valet assistance in designated areas on Level P-4 and P-5 of the 245 North Beverly Dr. Garage.

The Garage has two points of entry, which are northbound and southbound on Beverly Drive, and northbound on the Alley just west of Beverly Drive. Exiting the Garage, left- and right-turns can be made from the Beverly Drive driveway to proceed northbound and southbound, and right-turns

only can be made from the Alley driveway to proceed northbound to Dayton Way. Exiting is also available via the Dayton Way driveway serving the 245 North Beverly Dr. Garage.

Under this PMP, adequate access to and from the Garage will be provided and maintained such that no disruption of traffic will occur within the Garage structure, as well as at the entry points on Beverly Drive and the Alley.

FACILITY OPERATION, SPACE ALLOCATION AND PARKING DEMAND

The Garage will be open from 5:00 AM to 11:00 PM, Monday through Thursday, 5:00 AM to 10:00 PM Friday, and 7:00 AM to 7:00 PM Saturday and Sunday. The valet stations will be fully staffed during hours of operation. The aforementioned hours are subject to modification due to actual Equinox member demand once the club is open.

Non-Equinox Visitor Parking/Valet Service

- Arriving visitors will enter the Garage off of Beverly Drive or the Alley. They will be directed by clear directional signage, to the designated visitor parking area located on Level P-2. All visitors will receive valet parking service; there will be no visitor self parking. The travel distance from the property lines along Beverly Drive and the Alley to the valet/cashier station is approximately 450 feet. The valet/cashier station is located on the right side, away from the main driveway, to allow for unobstructed vehicular traffic flow (refer to Parking Garage Plan Diagram for the location of the valet/cashier station).
- Visitors will drop off their vehicle in front of the valet/cashier station and will receive a valet parking ticket.
- Valets will park vehicles in designated visitor valet parking spaces on Level P-2.
- When a visitor is ready to leave, he/she will go to the valet/cashier station, present the valet ticket to the cashier and pay the applicable parking fee.
- The cashier will give the key for the vehicle to a valet, who will retrieve the vehicle and deliver it to the visitor waiting at the valet/cashier station.
- The visitor will then exit via Beverly Drive or the Alley.

The above procedure is highly efficient. Since the visitor will have already paid at the cashier station, gates or cashier booths at the exits will not be necessary, which can slow the egress of traffic.

Building Employee Parking

- All Building employees will be provided with monthly parking passes and use a monthly hang tag or similar form of identification.

- All Building employees will self-park with valet assistance on Levels P-1 and P-2 in the Garage, and in designated spaces on Levels P-4 and P-5 in the 245 North Beverly Dr. Garage.

Tandem Parking Procedure

For tandem parking purposes, the two parking spaces will be designated as "A" (for double tandem), "A1", "A2" (fro triple-tandem) and "B." All of the back parking spaces will be designated "B", and all of the front and middle spaces will be designated "A" (for double-tandem) and"A1" and "A2." (for triple-tandem)

Parking in Space "B"

- Building employees will be directed to self-park in all the "B" spaces on a first come, first served basis.
- A Building employee parking in a "B" space will park and lock the vehicle and keep the key.
- If a Building employee needs to leave, a valet will move any blocking vehicle.

Parking in Space "A", "A1" and "A2"

- Once all of the "B" spaces are full, arriving vehicles will be directed to proceed to a valet podium station where a valet will park and lock the vehicle and retain the key.

Aisle Parking

Should all parking spaces become full, valets may park the overflow vehicles in the drive aisles Levels P-1 to P-3. The 24-foot-wide drive aisles are ample to allow stack parking (assumed a 26-foot design length per vehicle) on one side without adversely affecting traffic flow. An approximate 16-foot aisle width will remain to maintain circulation. The aisle parking process will begin initially on Level P-3 and then expand upward to other levels as necessary. At no time will this process be allowed to disrupt internal circulation

Equinox Members Parking

Arriving Equinox members will enter the Garage via Beverly Drive or the Alley. They will be directed by clear directional signage, to the Equinox designated parking area on Level P-3. A combination of self parking with attendant assistance and valet parking will be available. The travel distance from the property lines along Beverly Drive and the Alley to the Equinox-designated parking area is approximately 810 feet.

- Members will be directed to self-park in any available space on Level P-3 and will receive a parking ticket issued by the parking attendant.

- Members parking in a tandem space blocking another vehicle will be asked to leave their key with an attendant and will be issued a claim ticket. The attendant will place a portion of the ticket on the vehicle windshield, noting the make, color and location of the vehicle on the key tag. The key will be secured in a lockbox.
- When all available spaces in the Garage are occupied, members will be directed to additional Equinox-designated parking in the 245 North Beverly Dr. Garage, which is accessed through the gate on Level P-3.
- Members wanting to self park and retain their keys will be directed to any available spaces on Level P-3 of the Garage or on Levels P-4 and P-5 of the 245 North Beverly Garage.
- During hours of attendant operation, the Level P-3 gate leading to the 245 North Beverly Dr. Garage will remain in the open position.
- All members will receive a validation for 2 hours and 15 minutes of free parking, Monday through Friday, and 3 hours of free parking on Saturday and Sunday.
- All members will be required to have the validation stamped on their parking tickets. The validation machines will be located inside Equinox at easily accessible locations.
- Any member staying beyond the validated free parking period will pay the prevailing parking rate with the cashier in the valet area on Level P-3.
- Members departing the Garage can exit onto Beverly Drive or the Alley. Departing members parked in the 245 North Beverly Dr. Garage will exit only via the Dayton Way driveway. The Dayton Way exit control will be programmed to accept Equinox-validated parking tickets.

Equinox Employee Parking

- All Equinox employees will be provided with monthly parking and use a monthly hang tag or similar form of identification.
- All Equinox employees will have an AVI device that will allow exiting via the 245 North Beverly Dr. Garage Dayton Way driveway.
- All Equinox employees will self-park with valet assistance in the spaces on Levels P-4 and P-5 of the 245 North Beverly Dr. Garage.

9465 Wilshire Garage Staffing

- A full-time Manager and Assistant Manager will be in charge of the Garage parking operation. The management will provide the guidance and flexibility to properly react to any changes in access and traffic flow.
- Level P-1 will be staffed with one valet attendant to assist with tandem parking or, if necessary, to assist valet attendants on Levels P-2 and P-3.
- Level P-2 will be staffed with a valet cashier and 2 to 4 valet attendants, depending on the time of day (with peak times being 10:00 AM to 2:00 PM).
- Level P-3 will be staffed with a valet cashier and 2 to 4 valet attendants, depending on the time of day (with peak times being 6:00 AM to 8:00 AM, and 5:00 PM to 9:00 PM).

- Radios will be used by the parking operation team to communicate about and facilitate traffic flow, staffing requests and related matters.
- The parking operator will coordinate special events with the Building Manager and tenants. Whenever special events are planned where the parking demand is anticipated to require more than the usual number of valet attendants, parking staff will be increased accordingly.

Parking Equipment

- To expedite vehicular access, all monthly employee parkers assigned to the 245 North Beverly Dr. Garage will be issued an AVI device compatible with the parking control system in the 245 North Beverly Dr. Garage. All monthly employee parkers will have in and out privileges and access 24 hours a day throughout the year.
- Parking tickets issued at the Level P-3 valet area to Equinox members will be compatible with the 245 North Beverly Dr. Garage parking control system to allow exiting via the Dayton Way driveway.

Parking Facility and Design Graphics

Graphics will be designed to clearly inform patrons about visitor valet parking and monthly employee self parking. The interior graphics will also direct patrons to and from the elevators and between levels, and will be designed to make the elevator vestibule visible from every location in the parking facility. Signage will be color coded per parking level and in the palette of the Building colors.

Validated Parking

Visitor parkers will pay the applicable posted parking rate. However, any tenant will have the option to purchase validations through the parking office.

Queuing Analysis

It is estimated that the proposed uses, i.e., the Equinox Club and the office and bank uses, would generate 391 AM and 531 PM peak-hour trips. The AM peak-hour trips would be comprised of 306 inbound and 85 outbound trips, while the PM peak-hour trips would be comprised of 186 inbound and 345 outbound trips. For the purpose of analyzing vehicular queuing to determine the adequacy of internal storage capacity, the heaviest arrival volume has been used, which in this case is 306 inbound trips or vehicles in the AM peak hour.

The 306 inbound vehicles averages to 5.1 vehicles per minute. The entry path of travel for inbound vehicles from both Beverly Drive and the Alley is approximately 450 feet before the valet/cashier station is encountered on Level P-2. This path of travel is not impeded by control gates or similar equipment, thus providing entry flow with virtually no delay. Vehicular storage capacity

for 18 vehicles is available along this path of travel (i.e., 450 feet ÷ 25 feet per vehicle). Thus, there should be no inbound queuing that would extend back to Beverly Drive or the Alley.

However, vehicles do not arrive uniformly over the course of any hour. To ensure that adequate storage capacity would be available, more detailed analysis has been performed. According to Walker Parking Consultants, one of the country's leading experts on parking design and control, an entrance with a clear aisle and no control has a service rate, i.e., capacity, of 800 vehicles per hour for easy approaches, such as provided in the Garage. Walker recommends that the analysis of arriving traffic be based on the peak flow rate, rather than the average flow rate. The peak flow rate is the flow rate during the peak 15 minutes. Walker suggests using a peak-hour factor of 0.85 to estimate the peak flow rate, as follows:

Peak Flow Rate = [306 inbound vehicles ÷4 (no. of 15-minute periods in an hour)]
÷0.85 (PHF) = 90 vehicles

The traffic intensity during the 15-minute period is calculated by dividing the peak flow rate of 90 vehicles by the service rate of 800 vehicles per hour. Rounding upward to one decimal place, this yields a traffic intensity of 0.2. According to Walker, a traffic intensity of 0.2 for a single entry lane correlates to a storage capacity need for 2 vehicles. This equates to a total length of 50 feet, which, compared to the 450 feet along the entry path of travel, leaves an ample surplus storage capacity of 400 feet available for unforeseen situations.

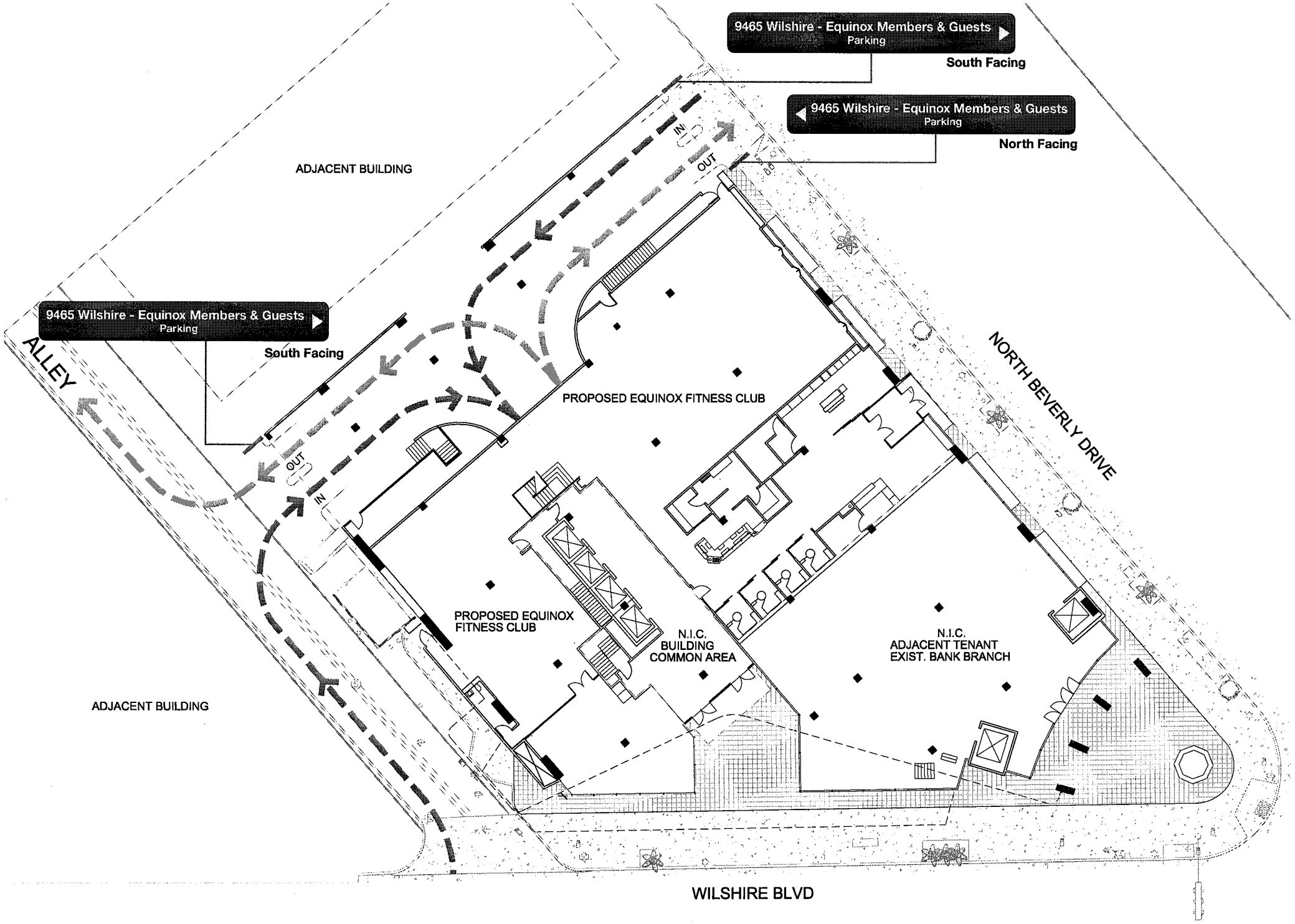
It should also be noted that some of the arriving drivers would be monthly parkers able to park on Level P-1 in the Garage. They would divert off the entry path of travel farther upstream, thereby lessening queuing downstream towards Level P-2. Monthly parkers would also be able to maneuver around visitor vehicles stopped at valet drop-off locations, further reducing queue lengths.

Considering these factors, adequate vehicular storage capacity would be provided on-site for all of the Building users and there would be no queuing back-up to Beverly Drive or the Alley.

APPENDIX A

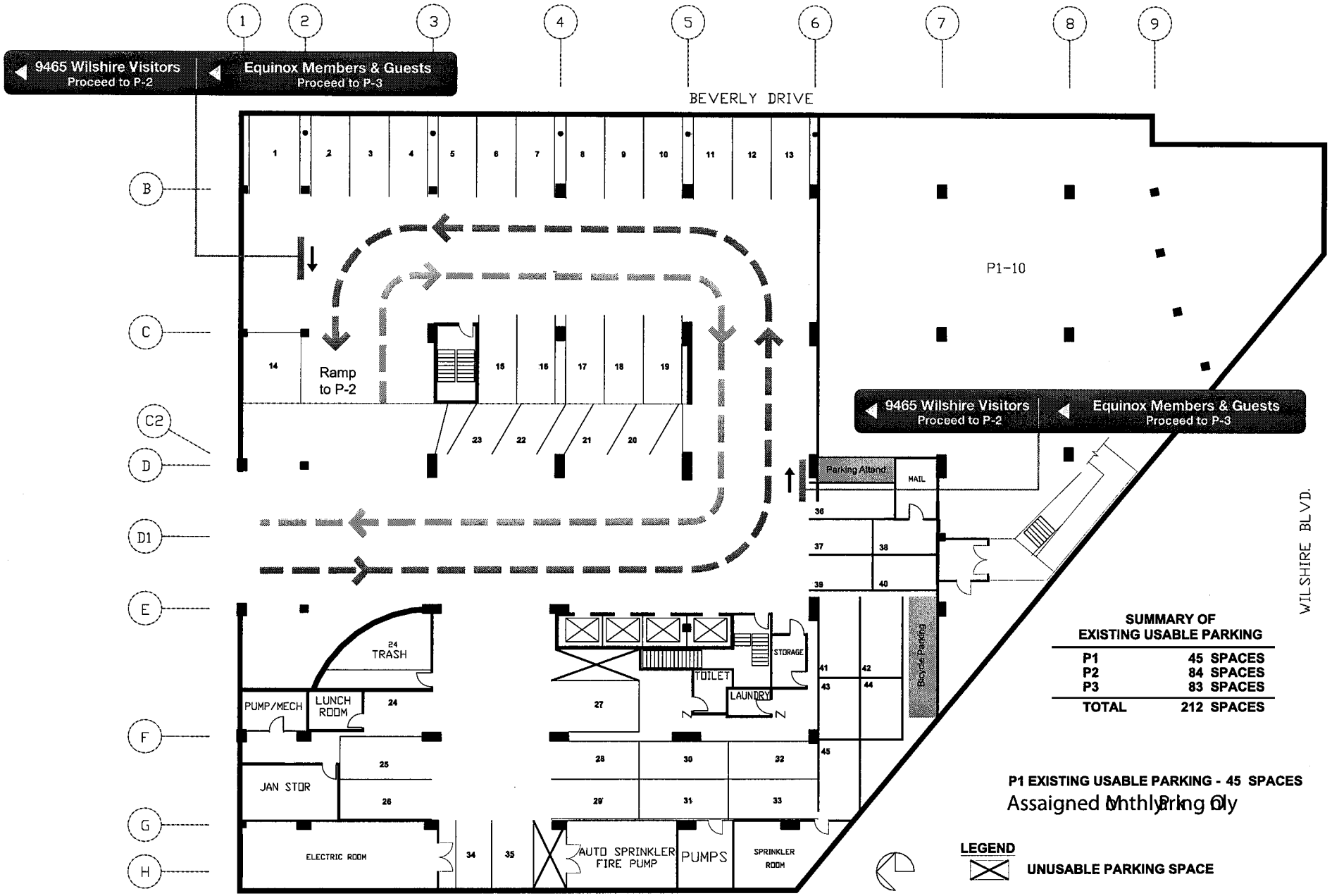
Parking Garage Plan Diagrams for the Parking Management Plan

- **9465 Wilshire Blvd. - Ground**
- **9465 Wilshire Blvd. - Level P-1**
- **9465 Wilshire Blvd. - Level P-2**
- **9465 Wilshire Blvd. - Level P-3**
- **245 N Beverly Drive - Level P-4**
- **245 N Beverly Drive – Level P-5**



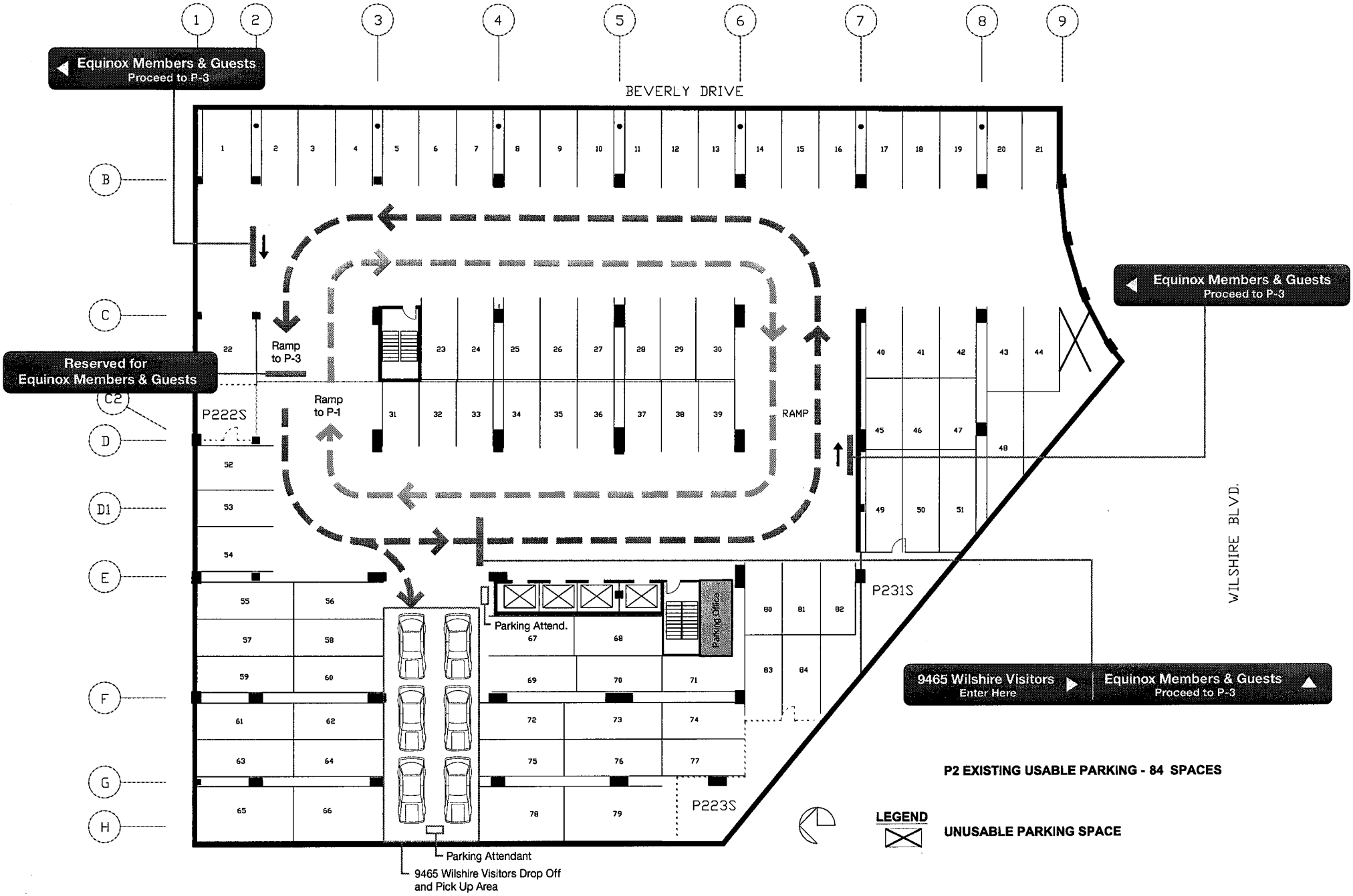
9465 Wilshire Blvd.

Ground



AS-STRIPED EXISTING

9465 Wilshire Blvd.



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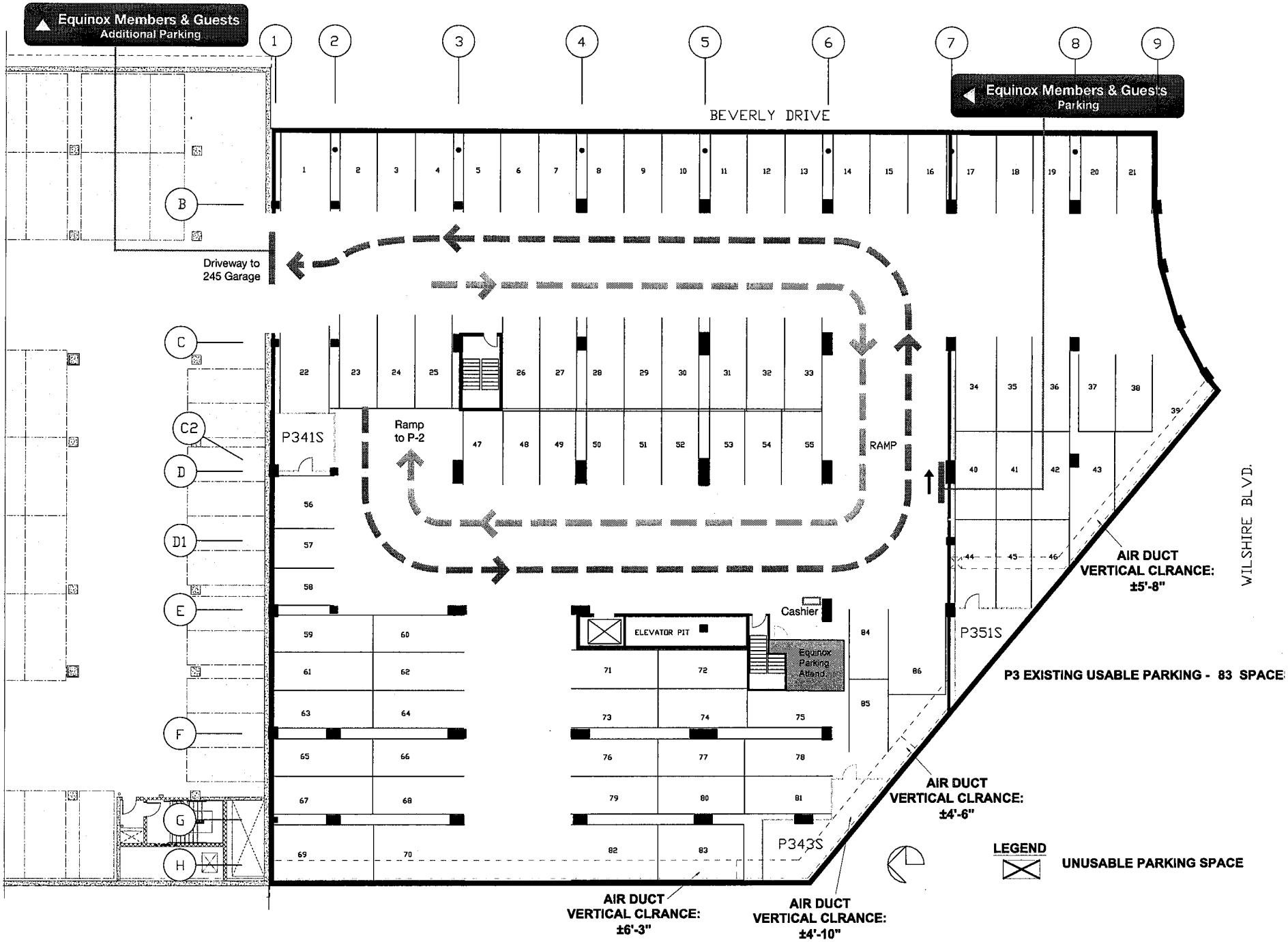
9465 Wilshire Blvd.

P-2



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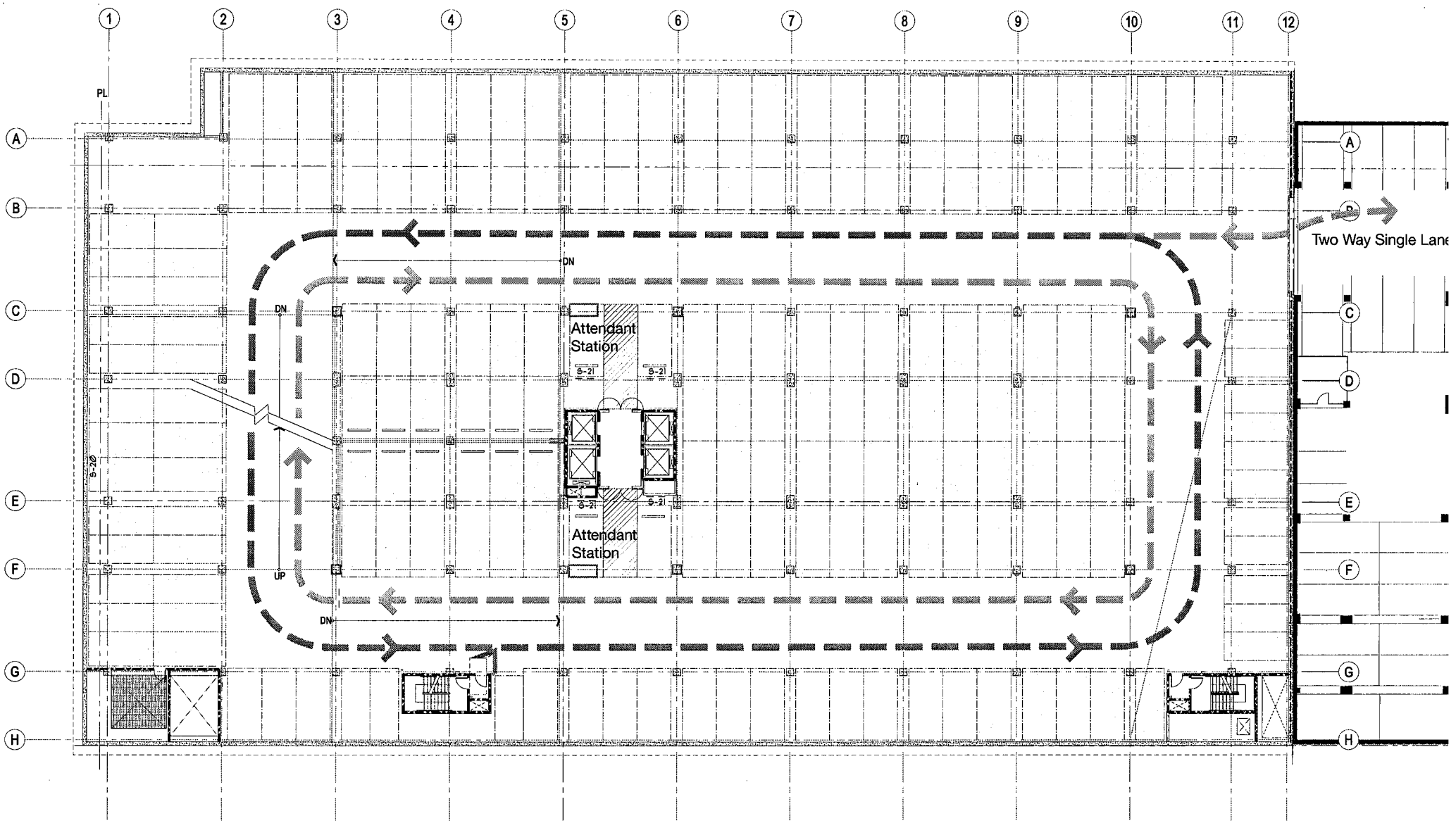
9465 Wilshire Blvd.

P-3

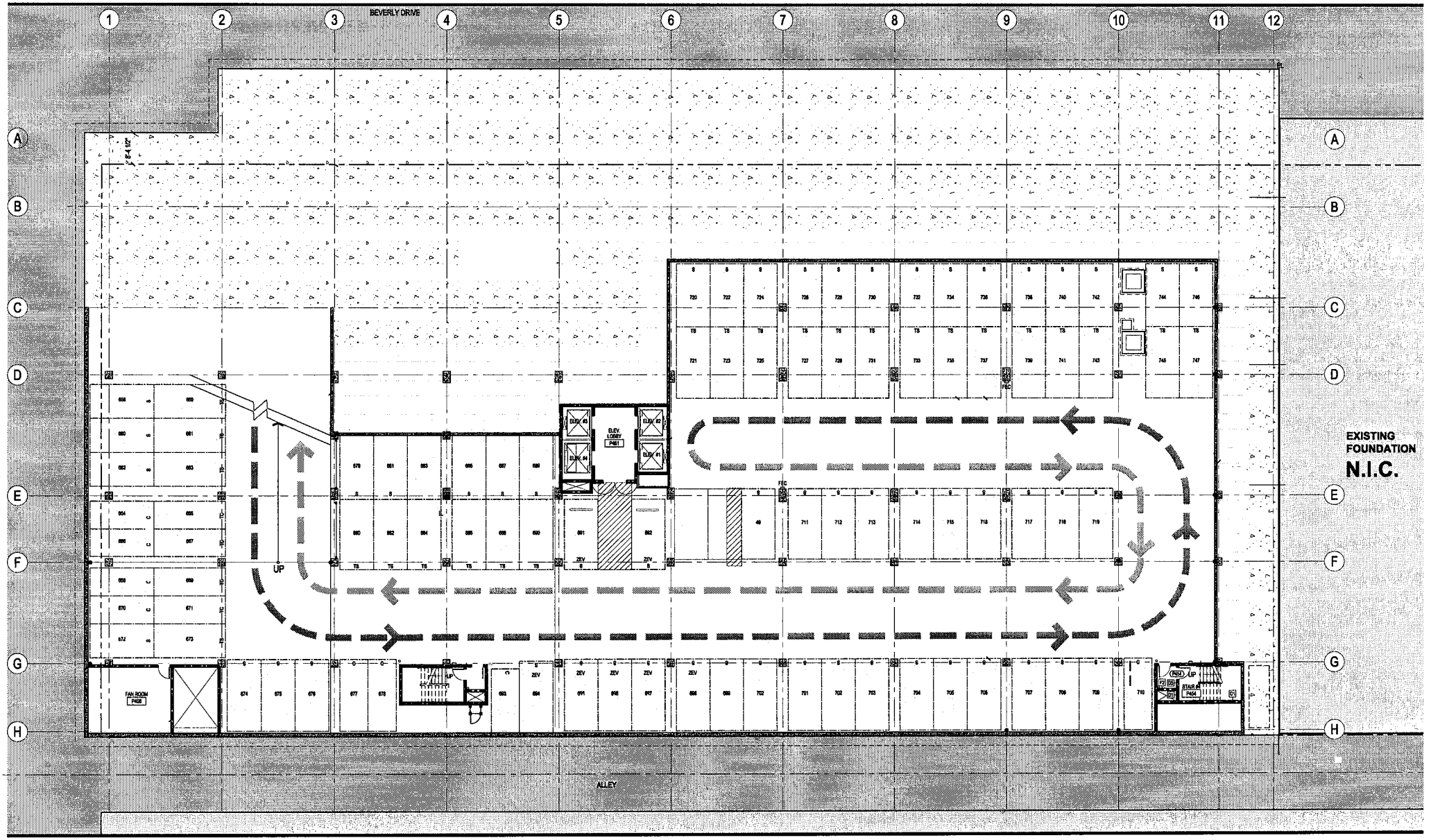


Assigned for 9465 Wilshire
262 Space Covenant

AS-STRIPED EXISTING

245 Beverly Drive

P-4



Assigned for 9465 Wilshire
262 Space Covenant

AS-STRIPED EXISTING

245 Beverly Drive

APPENDIX B

REVIEW COMMENTS/MEMORANDUM RE: PROPOSED EQUINOX AT 9465 WILSHIRE BOULEVARD (PREPARED BY CITY OF BEVERLY HILLS, SEPTEMBER 30, 2010)

SHARED PARKING ANALYSIS FOR EQUINOX BEVERLY HILLS (PREPARED BY CRAIN & ASSOCIATES, AUGUST 13, 2010)

MEMORANDUM

To: Jonathan Lait, Assistant Director of Community Development Dept.

From: Bijan Vaziri, Traffic Engineer- Public Works and Transportation Dept.

Date: September 30, 2010

Subject: Proposed Equinox at 9465 Wilshire Boulevard

Staff has reviewed traffic generation information and the shared parking analysis provided by Crain & Associates, the applicant's transportation consultant for the proposed Equinox Fitness Club at 9465 Wilshire (B of A building) and the following comments are provided:

1- As shown on Exhibit B, which was submitted as part of the application, Crain & Associates has calculated trip generation rates for the proposed Equinox project using the ITE trip generation rates for the health club and office usage. The consultant has also used the San Diego trip generation published by the San Diego Association of Government (SANDAG) for the walk-in bank use. This is due to the fact that ITE lacks information regarding both daily and AM peak hour trip generation rates for banks. Based on staff review of SANDAG trip generation rates, it appears that the use of daily trip rates for a bank is appropriate. However, the peak hour study of the SANDAG document focuses on hours between 6:00 AM to 9:30 AM and 3:00 PM to 6:30 PM. These hours do not represent a typical bank peak period that staff observes in Beverly Hills when it usually occurs between 11 AM and 1 PM. This is in agreement with the ITE definition of a bank peak period. Therefore, staff does not endorse peak hour trip generation rates used by the consultant while supporting the daily trip estimations. Due to the lack of more dependable resources, staff tends to use the simple estimation for peak hours based on the typical assumption of 10% of daily trips. This yields the following estimation about total trips generated by 3 uses of the fitness club, office and bank at the above addressed building:

   Daily trip difference with the addition of Equinox and reduction of the sizes of office and bank= -138

   Peak hour trip difference with the addition of Equinox and reduction of office and bank = -11

Similar to the consultant's findings, this approach concludes that the addition of Equinox which would result in reduction of office and bank spaces yields no additional traffic to the B of A building and therefore, no traffic mitigation measure is required for this project.

2: Shared Parking Analysis:
Staff has reviewed the parking analysis prepared by Crain & Associates. The study appears to be adequate and the approach is in conformance with staff's direction. The recommendation of shared parking makes sense, especially when the peak parking demand of Equinox occurs between 6-7 PM. Further, as indicated by the applicant, this evaluation is based on full occupancy of the B of A building yielding 79 surplus parking spaces between 6PM and 7 PM during the period when the peak parking demand of the Equinox project occurs.

Staff has no further transportation/circulation related comments or conditions.

CRAIN & ASSOCIATES

August 13, 2010

Mr. David Reyes
Principal Planner
Community Development
City of Beverly Hills
455 N. Rexford Drive
Beverly Hills, CA 90210

RE: Shared Parking Analysis for Equinox Beverly Hills

Dear Mr. Reyes,

This technical letter presents and documents the shared parking analysis conducted by Crain & Associates for the Equinox Beverly Hills fitness club project proposed in the existing Bank of America building at 9465 Wilshire Boulevard in the City of Beverly Hills. The purpose of the shared parking analysis was to determine whether there would be sufficient parking for the total parking needs of the project and the other uses in the building. The following sections include project site conditions; project description; code parking; shared parking analysis requirements and methodology; findings; conclusions; and recommendations. The assumptions and methodology are consistent with the assumptions and methodology in the Crain & Associates memorandum, dated June 10, 2010, which was discussed with, reviewed and agreed to by City staff.

PROJECT SITE CONDITIONS

The Bank of America (BOA) building is located on the northwest corner of Wilshire Boulevard and Beverly Drive in the City's C-3 commercial/business triangle district. The building has 163,438 net square feet on nine floors and a penthouse. Bank and office uses are on the first floor. General office uses are on the remaining floors. The breakdown of the floor area is shown below, some of which is currently vacant.

Bank	12,533 sf
Office	150,905 sf
	163,438 sf

2007 Sawtelle Blvd., Suite #4
Los Angeles, CA 90025
310 473 6508 (main)
310 444 9771 (fax)

www.crainandassociates.com

Underneath the building is a three-level subterranean garage. Currently, the garage is open 7:00 AM to 9:00 PM, Monday through Friday, and 8:00 AM to 4:00 PM on Saturday, and closed on Sunday. Attendant-assisted parking is provided throughout the day. Based on a recent inspection, there are 212 striped parking spaces within the garage. The garage is accessed by a two-way driveway on Beverly Drive and a two-way driveway off the alley to the west paralleling Beverly Drive.

The William Morris Agency (WMA) building at 231-265 N. Beverly Drive is immediately to the north of the BOA building. It is completed for all intended purposes, subject to interior tenant improvements. The City's approval of the WMA building required 744 parking spaces for that building. A total of 747 parking spaces are being provided in the WMA garage. Internal driveways at the P1 and P3 levels of the BOA garage will connect the two garages. The WMA garage will be accessible via the two internal driveways connecting it with the BOA garage and also via a driveway on Dayton Way.

As required and covenanted, 262 of the 747 parking spaces in the WMA garage will be provided for the benefit of the BOA building. Between the BOA and WMA building garages, there is a total of 959 parking spaces.

PROJECT DESCRIPTION

Equinox Fitness Clubs are upscale, high-end facilities featuring innovative health and fitness programs and classes, state-of-the art equipment, expert instructors and trainers, and numerous amenities, unlike most other typical health and fitness clubs in the country. Equinox clubs are generally located in mixed-use commercial buildings and draw members mostly from the immediate residential and business communities. Most members live or work within walking distance or a one-mile radius of the Equinox clubs in the Westside area. These Westside area clubs range in size from approximately 30,000 to 40,000 square feet. The Equinox Beverly Hills (EBH) project will be similar in size, programming, member demographics and utilization to existing Equinox clubs in the Westside area. The EBH project will be within the first three floors of the BOA building and contain 36,663 net square feet. It will be replacing a portion of the bank area on the first floor and general office area on the first, second and third floors. The project proposes to fill in portions of the "open to below" area of the second floor slab with 1,660 square feet of net floor area. Below is the net square footage breakdown of the project.

EBH Project	36,663 sf
Bank	5,651 sf
Office	122,784 sf
	165,098 sf

CODE PARKING

Table 1 shows the calculated parking requirements, per the City of Beverly Hills Municipal Code Section 10-3-2730, for the BOA building uses described above.

Table 1
Bank of America Building Uses
Code Parking Requirement

EBH Project:	36,663 sf x 1 space/100 sf	=	367 spaces
Bank:	5,651 sf x 1 space/350 sf	=	16 spaces
Office:	122,784 sf x 1 space/350 sf	=	351 spaces
			734 spaces

Compared to the code parking requirement of 734 spaces, the BOA building parking supply on its own would be deficient by 260 spaces. However, pursuant to the City of Beverly Hills Municipal Code Section 10-3-1618B, which allows up to 50 percent reduction in code-required parking for exercise clubs based on a shared parking analysis, the BOA and WMA combined parking facilities would provide sufficient code-required parking.

SHARED PARKING ANALYSIS REQUIREMENTS AND METHODOLOGY

Although the BOA building parking supply on its own would be insufficient on a code-required parking basis, the shared parking analysis that follows demonstrates that there would be sufficient on-site parking for the building uses. Shared parking is defined as a parking space that can be used to provide parking for more than one use. Since hourly parking demand differs between uses, the opportunity exists for more than one use on the same site to share a parking space during different hours of the day.

City staff agreed that in accordance with Municipal Code Section 10-3-1618B, a shared parking analysis should be prepared for the BOA building with the EBH project. Staff also agreed to consider empirical parking demand ratios in such an analysis. Staff recommended that two existing Equinox in the Westside area, with characteristics and demographics similar to those of the project, be analyzed in the shared parking analysis.

In addition, staff recommended that the parking demand information in the technical letter, "Parking Demand Monitoring Report for The Sports Club Company," dated May 26, 2010, and prepared by Overland Traffic Consultants, be reviewed and, if appropriate, be included in the empirical parking demand analysis. That technical letter, pertaining to the Sports Club LA facility (38,921 square feet) at 9601 Wilshire Boulevard in Beverly Hills, is attached as Exhibit 1 and was incorporated herein for discussion and analysis.

For the bank and office uses of the BOA building, staff had no objection to using the empirical parking demand information in the technical memorandum, "Existing Parking Demand Analysis for 265 North Beverly Drive," dated June 1, 2007, and prepared by Fehr & Peers/Kaku Associates (FP/KA). That analysis accounted for not only the hourly demand of the 507-space parking facility at 265 North Beverly Drive, but also the hourly demand of the adjacent BOA building at its full occupancy and when its tenants had access to both the BOA garage and the 265 North Beverly Drive facility. As that parking facility has since been removed for the construction of the WMA building, the FP/KA memorandum is the best available documentation regarding the actual parking demand of the BOA building. The FP/KA technical memorandum is attached as Exhibit 2.

Parking Utilization Analysis - Equinox Beverly Hills Project

After discussion with City planning and traffic engineering staff, the Equinox Westwood (EW) and Equinox Santa Monica (ESM) clubs, which have characteristics and demographics similar to those of the Equinox Beverly Hills project, were selected for empirical analysis. EW is also located within a Bank of America building at 10960 Wilshire Boulevard in the Westwood community of the City of Los Angeles. That building has a bank and restaurant on the first floor, and office uses on the upper floors. EW has 40,902 net square feet, and is located on the first three floors and mezzanine of the building. Parking for EW members and non-member visitors (collectively, the users) is provided on EW-designated levels within the adjacent on-site parking garage, at no charge to users, with parking validation.

ESM, with 30,810 net square feet, is located on the first three levels and mezzanine of a mid-rise building at 201 Santa Monica Boulevard in the City of Santa Monica. Office, retail and other commercial tenants also occupy the building. ESM users park on ESM-designated levels in the subterranean garage. After 5:00 PM on a business day, ESM users may also park in the adjacent subterranean garage of the 1333 2nd Street building. ESM users are allowed to park in the 201 Santa Monica Boulevard garage and the 1333 2nd Street garage at no charge, with parking validation.

Recent daily parking activity reports (PAR) for EW and EM were collected and reviewed. The PAR shows individual line items indicating the exact time when an EW or ESM user pulls a parking ticket from the control device to enter the garage and when the user inserts the ticket in the control device to exit. EW and ESM users receive validation of their parking tickets at the Equinox reception desk. The validation is electronically imprinted. The electronic imprint allows the PAR to distinguish Equinox users from others parking in the garage.

Given the high cost of parking in the garage without validation, it is reasonable to assume that virtually all, if not all Equinox users validate their parking tickets. Since free parking, with validation, is provided to all users, it is also reasonable to assume that few, if any users park on-street, inasmuch as on-street parking around EW and ESM is scarce and highly competitive, and can be impractical to use. Therefore, practically speaking, the amount and characteristics of parking utilization regarding EW and ESM users can be determined from analysis of the respective PAR.

According to member monthly utilization reports for EW and ESM, overall member usage was above average during May 2010, with 27,308 member check-ins at EW and 23,850 member check-ins at ESM. It should be noted that a review of the member monthly utilization reports for the 17-month period of January 2009 through May 2010 found the monthly utilization to average 25,839 member check-ins at EW and 22,650 member check-ins at ESM. During May 2010, the seven-day period with the highest member utilization at both facilities appeared to be May 8 through May 14. Accordingly, the PAR for each of the seven days for each facility was obtained and reviewed. The "in" (entry) and "out" (exit) parking counts were analyzed using an additive-subtractive procedure. This allowed calculation of the cumulative amount of parking spaces occupied by members, which were then sorted into hourly periods each day. From this analysis, it was determined that the two days with the highest parking utilization were Monday and Tuesday, May 10 and 11, for EW, and Monday and Wednesday, May 10 and 12, for ESM. Peak parking utilization was up to 46 percent less on other weekdays and up to 42 to 43 percent less on weekends at both facilities.

The two-day average peak parking utilization values were calculated for EW members, based on May 10 and 11, and for ESM members, based on May 10 and 12. Averaging with the inclusion of additional days that had less parking utilization was considered but not pursued, as the additional days would have resulted in lower values and a less conservative analysis. Hourly parking utilization percentages were also derived for EW and ESM, based on their two-day average values.

Attachments A and B present the hourly parking utilization summaries for EW and ESM users, respectively. Attachments C and D graphically illustrate the respective EW and ESM parking utilization profiles for the two-day average, as well as Saturday and Sunday. As shown, the two-day average peak parking utilization for EW users is 211 spaces and for ESM users, 147 spaces. Both peak utilizations occurred during the 6:00-7:00 PM hour.

Additional analysis of the PAR determined a daily average of 1,029 parked vehicles for EW users on May 10 and 11, and a daily average of 632 parked vehicles for ESM users on May 10 and 12. A review of user check-in information showed that an average of 1,192 members used EW on May 10 and 11, and that an average of 960 members used ESM on May 10 and 12. This suggests that approximately 14 percent of EW users and 34 percent of ESM users did not park in the garage and, therefore, walked, worked or lived nearby, rode with another member, rode a bicycle, or used public transit.

The "Parking Demand Monitoring Report for The Sports Club Company" (attached Exhibit 1) determined a weekday peak parking demand of 142 spaces for users of the Sports Club LA facility at 9601 Wilshire Boulevard. This also occurred during the 6:00-7:00 PM hour. Approximately 23 percent of its members did not park in the on-site garage, suggesting that they arrived via some mode other than their private vehicles.

Based on the foregoing analysis and information, peak parking demand ratios were calculated for EW, ESM and Sports Club LA users, and are presented in Attachments E(1), E(2) and E(3), respectively. The highest ratio per 1,000 net square feet is 5.16 for EW, followed by 4.77 for ESM and 3.65 for Sports club LA. Averaging the three ratios, the result is a ratio of 4.53 spaces per 1,000 net square feet.

Although it would not be unreasonable to use the above average ratio, for purposes of a more conservative analysis, the peak parking demand ratio of 5.16 per 1,000 net square feet was assumed for the EBH project. Not only is this the highest of the three ratios, but it also reflects a much smaller percentage (14 percent) of users who may walk, work or live nearby, ride with another member, ride a bicycle, or use public transit, further ensuring a conservative analysis. It is anticipated that the percentage level for these modes for EBH project users would be higher than 14 percent and similar to that of Sports Club LA.

Parking Utilization Analysis - Bank of America Building Other Uses

As previously mentioned, the FP/KA technical memorandum, "Existing Parking Demand Analysis for 265 North Beverly Drive" (attached Exhibit 2) provides the best available documentation regarding parking demand for the BOA building at full occupancy. The parking demand survey was conducted before the current economic downturn and building vacancies

became severe in 2008. This demand utilized not only the BOA building garage, but also the adjacent 265 North Beverly Drive parking facility. This facility was later removed for the construction of the WMA building.

Attachment F provides the hourly parking utilization summary for the BOA building at full occupancy as of 2007. As indicated, the peak parking demand for the building uses, bank and office, was 392 spaces during the 2:00-3:00 PM hour. The derived hourly parking utilization percentages for these uses are also shown in Attachment F.

The BOA building floor area at the time of the FP/KA analysis was the same as today, 163,438 net square feet. Dividing the above peak parking demand of 392 spaces by 163,438 net square feet, the peak parking demand ratio is 2.40 spaces per 1,000 net square feet for the bank and office uses. Since these uses will continue in the BOA building, this ratio and the hourly parking utilization percentages in Attachment F were assumed and applied in the analysis.

Shared Parking Analysis - Bank of America Building With EBH Project

Based on the preceding analyses and results, a weekday shared parking analysis was conducted for the BOA building with the inclusion of the EBH project. A parking supply of 474 spaces of the BOA building on its own was used as the lowest threshold for the building uses. These uses and their associated peak parking demand ratios are summarized below.

EBH Project	36,663 sf	5.16 spaces/1,000 sf -
Bank	5,651 sf	2.40 spaces/1,000 sf
Office	122,784 sf	2.40 spaces/1,000 sf

The hourly parking utilization percentages for these uses, which are in Attachments A and F, have also been reformatted into Attachment G for more convenient reference. Considering that no evidence of parking utilization was found between midnight and 5:00 AM, and that Equinox clubs are not open for business during this period, no hourly percentages prior to 5:00 AM were included in Attachment G.

As agreed to by City staff, no weekend shared parking analysis was deemed necessary as there is much less parking demand by the bank and office uses on weekends, leaving more parking available for the EBH project.

Attachment H presents the weekday shared parking analysis for the BOA building with the above uses, which is also graphically depicted in Attachment I. As part of the conservative analysis, a "worst case" assumption was made that the largest EBH staff shift, estimated to be 30 employees, would be present all hours of the day, with each employee driving alone and parking

on-site. The analysis determined that for the BOA building, the overall shared peak parking demand would be 409 spaces, which would occur from 5:00 to 6:00 PM. Compared to the parking supply of 474 spaces of the BOA building on its own, this would leave a parking surplus or "cushion" of 65 spaces, 14 percent, during the peak hour. Therefore, no parking "spillover" or operational problems are anticipated.

Table 2 summarizes from Attachment H the shared parking peak demand during three key hours, i.e., the morning peak hour (11:00 AM-12:00 PM), overall peak hour (5:00-6:00 PM) and the peak hour with the highest EBH project demand (6:00-7:00 PM).

Table 2
Bank of America Building Uses
Shared Parking Peak Demand
During AM Peak Hour, Overall Peak Hour and EBH Project Peak Hour

Hour Beginning	Peak Parking Demand	Parking Supply	Parking Surplus
11:00 AM	379 spaces	474 spaces	95 spaces
5:00 PM	409 spaces	474 spaces	65 spaces
6:00 PM	395 spaces	474 spaces	79 spaces

ITE Parking Demand Ratio Comparison

City staff requested that the Institute of Transportation Engineers (ITE) peak parking demand ratio for health/fitness clubs be compared to the empirical peak parking demand ratio used to analyze the EBH project. In the current ITE handbook, Parking Generation, 3rd Edition, 2004, the weekday peak parking demand ratio for health/fitness clubs is 5.19 spaces per 1,000 square feet of gross floor area. ITE defines gross floor area as basically the sum of all of the area of each floor level within the principal outside faces of exterior walls, not including architectural setbacks or projections. Adjusting for net square feet, assuming net square feet is approximately 90 to 95 percent of gross square feet, the ITE ratio would be approximately 5.46 to 5.77 spaces per 1,000 net square feet.

As previously noted, the empirical peak parking demand ratio of 5.16 spaces per 1,000 net square feet used for the EBH project in Attachment H was determined from EW user parking utilization information only. However, as also previously noted, to account for EBH staff parking, a "worst case" assumption was made that the largest estimated EBH staff shift, 30 employees, would be constant through the day, and that each employee would drive alone and park on-site.

As shown for the hour beginning at 6:00 PM in Attachment H, the total peak parking demand for the EBH project only would be 219 spaces (i.e., 189 + 30). Dividing 219 spaces by 36,663 net square feet, the size of the EBH project, the peak parking demand ratio for the project calculates to 5.97 spaces per 1,000 net square feet. Assuming the adjusted ITE health/fitness club peak parking demand ratio of 5.46 to 5.77 spaces per 1,000 net square feet accounts for both member and employee parking, it is evident that the overall empirical peak parking demand ratio used to analyze the EBH project is higher. Its use, therefore, provided a more conservative analysis, which still resulted in a surplus of 65 spaces in the parking supply of the BOA building on its own during the overall peak hour.

FINDINGS

Based on a conservative analysis methodology, including "worst case" assumptions, the following findings are made:

- The code parking requirement for the Bank of America building uses with the Equinox Beverly Hills project is 734 spaces.
- The weekday peak parking utilization at two similar Equinox clubs, Westwood and Santa Monica, and at Sports Club LA, Beverly Hills, occurs during the 6:00-7:00 PM hour.
- Approximately 14 percent of Equinox Westwood users, 34 percent of Equinox Santa Monica users and 23 percent of Sports Club LA, Beverly Hills users do not park at the facility, suggesting that they walk, work or live nearby, ride with another member, bicycle, or use public transit.
- The peak parking demand ratios calculated for Equinox Westwood, Equinox Santa Monica and Sports Club LA, Beverly Hills users are 5.16, 4.77 and 3.65 spaces per 1,000 net square feet, respectively. The average of these ratios is 4.53 spaces per 1,000 net square feet. For purposes of a more conservative analysis, the Equinox Westwood ratio of 5.16 spaces per 1,000 net square feet was used in the analysis.
- The empirical peak parking demand ratio calculated for the Bank of America building bank and office uses at full occupancy is 2.40 spaces per 1,000 net square feet.
- The overall shared parking peak demand for the Bank of America building uses with the Equinox Beverly Hills project would be 409 spaces during the 5:00-6:00 PM hour.
- The total peak parking demand for the Equinox Beverly Hills project only would be 219 spaces during the 6:00-7:00 PM hour.
- Compared to the adjusted ITE peak parking demand ratio of 5.46 to 5.77 spaces per 1,000 net square feet for health/fitness clubs, a higher overall empirical peak parking demand ratio of 5.97 spaces per 1,000 net square feet, which includes employee parking, was used to analyze the Equinox Beverly Hills project for the purpose of a more conservative analysis.

- With a parking supply of 474 spaces of the Band of America building on its own, there would be no parking shortfall for the Bank of America building uses with the Equinox Beverly Hills project. A surplus of at least 65 spaces would be available during the peak hour.
- As bank and office uses have much less parking demand on weekends, even more of the parking supply would be available for the Equinox Beverly Hills project on those days.
- Council Resolution #07-R-12459 approved the William Morris Agency building with allowable uses comprised of approximately 85 percent office and 15 percent retail. As that building would likely be occupied by predominantly general office tenants with normal business hours of 9:00 AM to 5:00 PM, their peak parking demand would not conflict with the peak parking demand of the Equinox Beverly Hills project.

CONCLUSIONS

It is concluded that the parking supply of 474 spaces of the Bank of America building on its own would be more than sufficient to satisfy the shared parking demands of the Bank of America building uses with the Equinox Beverly Hills project at peak and other times of the day. Sufficient surplus parking, at least 65 spaces during the peak hour, would be available, making it easier to find an available space, as well as allow above-normal parking demand to be accommodated.

RECOMMENDATIONS

It is recommended that shared parking be approved for the Bank of America building, 9465 Wilshire Boulevard, as part of the Conditional Use Permit for the Equinox Beverly Hills project. It is also recommended that attendant-assisted parking be provided in the Bank of America building garage during its peak hours to facilitate parking operations.

Please contact me if you have any questions.

Sincerely,

Roy Nakamura
Senior Transportation Engineer

RN:n
C20026
attachments
cc: Bijan Vaziri
Murray Fischer
John Klein
Luba Senatorova

ATTACHMENT A
EQUINOX WESTWOOD (MEMBERS)
HOURLY PARKING UTILIZATION SUMMARY

PARKING UTILIZATION (SPACES OCCUPIED)

Hour Beginning	Saturday 5-08-10	Sunday 5-09-10	Monday 5-10-10	Tuesday 5-11-10	Wednesday 5-12-10	Thursday 5-13-10	Friday 5-14-10	Two-Day Weekday Avg. (Mon. & Tues.)
12:00 AM	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0
4:00 AM	0	0	5	9	5	7	0	7
5:00 AM	0	0	44	75	58	61	12	60
6:00 AM	7	2	85	120	101	105	23	103
7:00 AM	45	12	111	134	131	113 *	56	123
8:00 AM	126	35	90	111	112	101	74	101
9:00 AM	181	72	114	118	98	102	98	116
10:00 AM	189 *	123 *	85	76	81	82	86	81
11:00 AM	112	86	65	64	69	66	68	65
12:00 PM	77	52	80	67	88	58	69	74
1:00 PM	73	36	72	47	52	29	58	60
2:00 PM	53	40	43	37	49	29	41	40
3:00 PM	67	42	55	60	52	39	58	58
4:00 PM	62	61	91	90	79	57	65	91
5:00 PM	52	68	203	148	137	87	121 *	176
6:00 PM	27	24	220 *	202 *	157 *	61	110	211 *
7:00 PM	1	1	126	141	111	19	48	134
8:00 PM	0	0	65	55	56	6	8	60
9:00 PM	0	0	14	14	8	2	0	14
10:00 PM	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0

* Peak number of parking spaces occupied.

PARKING UTILIZATION AS PERCENTAGE AS PERCENTAGE OF PEAK-HOUR UTILIZATION

Hour Beginning	Saturday	Sunday	Two-Day Weekday Avg. (Mon. & Tues.)
12:00 AM	0%	0%	0%
1:00 AM	0%	0%	0%
2:00 AM	0%	0%	0%
3:00 AM	0%	0%	0%
4:00 AM	0%	0%	3%
5:00 AM	0%	0%	28%
6:00 AM	4%	2%	49%
7:00 AM	24%	10%	58%
8:00 AM	67%	28%	48%
9:00 AM	96%	59%	55%
10:00 AM	100%	100%	38%
11:00 AM	59%	70%	31%
12:00 PM	41%	42%	35%
1:00 PM	39%	29%	28%
2:00 PM	28%	33%	19%
3:00 PM	35%	34%	27%
4:00 PM	33%	50%	43%
5:00 PM	28%	55%	83%
6:00 PM	14%	20%	100%
7:00 PM	1%	1%	64%
8:00 PM	0%	0%	28%
9:00 PM	0%	0%	7%
10:00 PM	0%	0%	0%
11:00 PM	0%	0%	0%

ATTACHMENT B
EQUINOX SANTA MONICA (MEMBERS)
HOURLY PARKING UTILIZATION SUMMARY

PARKING UTILIZATION (SPACES OCCUPIED)

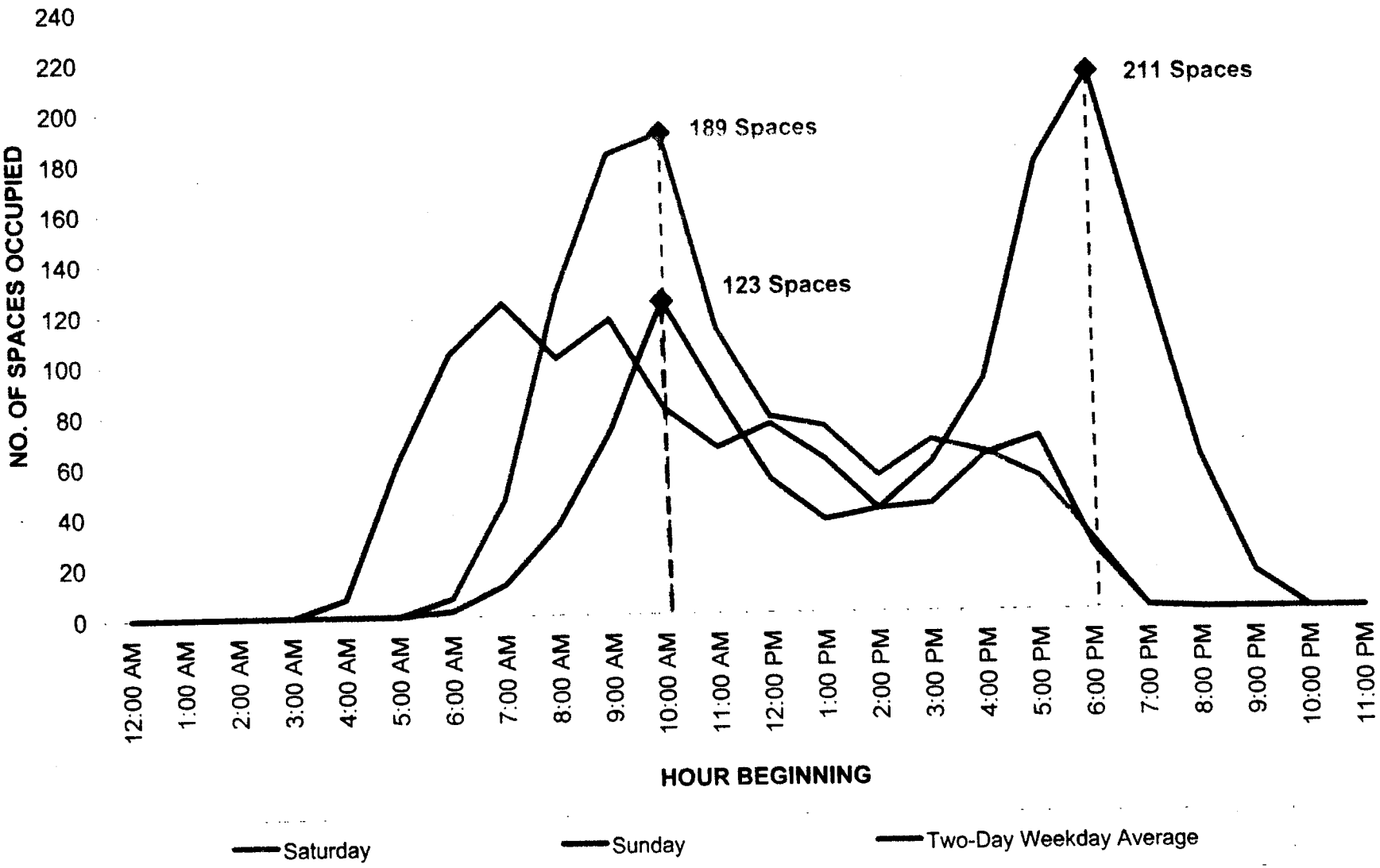
Hour Beginning	Saturday 5-08-10	Sunday 5-09-10	Monday 5-10-10	Tuesday 5-11-10	Wednesday 5-12-10	Thursday 5-13-10	Friday 5-14-10	Two-Day Weekday Avg. (Mon. & Wed.)
12:00 AM	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0
5:00 AM	0	0	4	7	1	1	4	6
6:00 AM	0	0	13	48	22	25	25	31
7:00 AM	23	6	31	75	45	27	35	53
8:00 AM	94	60	30	81	49	46	41	56
9:00 AM	119	84 *	72	83	78	73	45	78
10:00 AM	130 *	73	61	63	50	52	46	62
11:00 AM	93	79	80	61	58	41	62	71
12:00 PM	63	52	65	44	64	38	65	55
1:00 PM	38	29	31	30	34	37	39	31
2:00 PM	36	27	29	34	37	30	28	32
3:00 PM	39	31	38	43	41	55	34	41
4:00 PM	38	39	57	63	71	71	57	60
5:00 PM	23	48	129	132	126	105 *	80 *	131
6:00 PM	7	12	152 *	136 *	141 *	104	70	147 *
7:00 PM	0	0	89	114	87	74	39	102
8:00 PM	0	0	37	40	30	27	22	39
9:00 PM	0	0	5	1	3	4	0	3
10:00 PM	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0

* Peak number of parking spaces occupied.

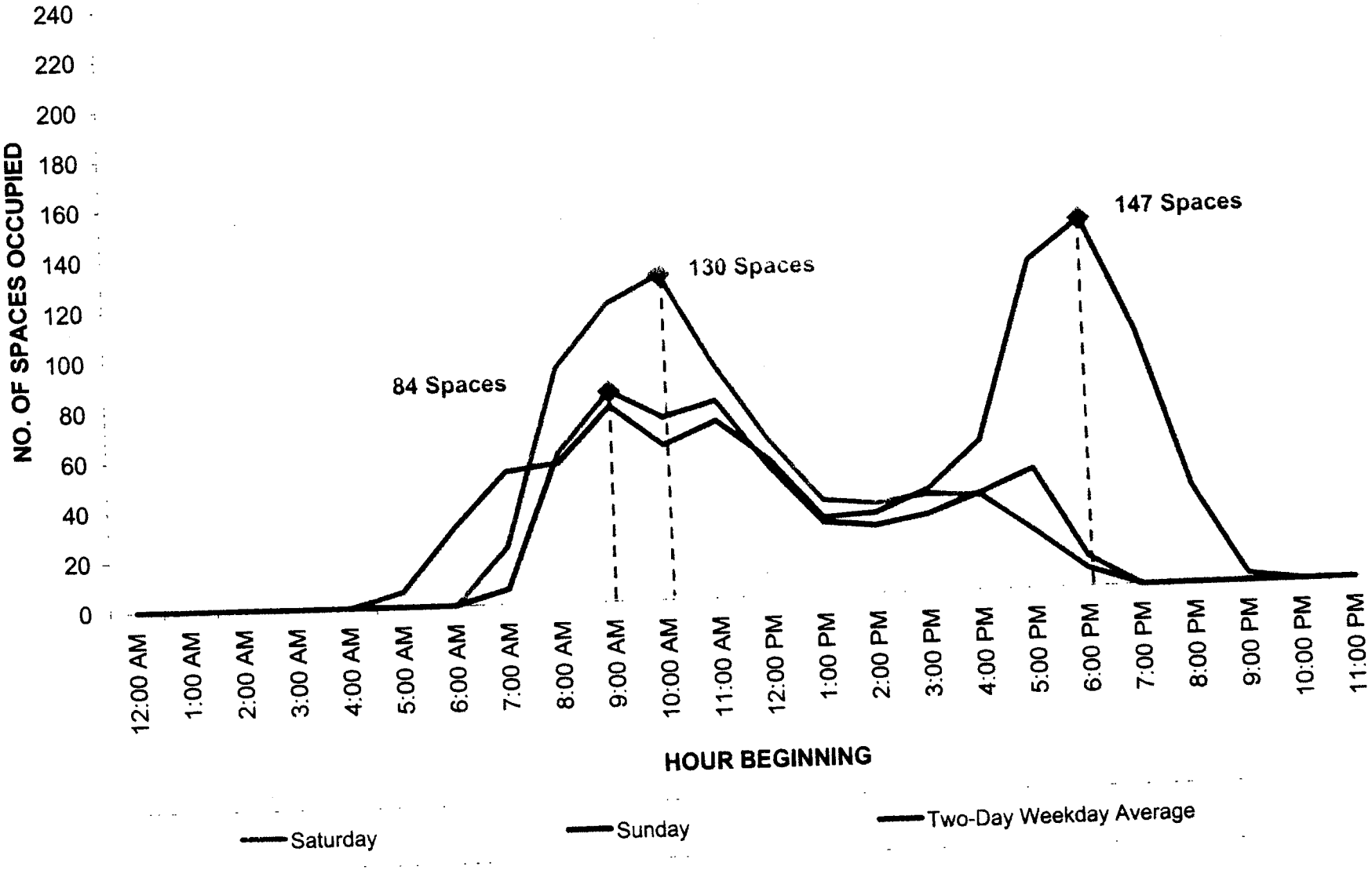
PARKING UTILIZATION AS PERCENTAGE AS PERCENTAGE OF PEAK-HOUR UTILIZATION

Hour Beginning	Saturday	Sunday	Two-Day Weekday Avg. (Mon. & Wed.)
12:00 AM	0%	0%	0%
1:00 AM	0%	0%	0%
2:00 AM	0%	0%	0%
3:00 AM	0%	0%	0%
4:00 AM	0%	0%	0%
5:00 AM	0%	0%	4%
6:00 AM	0%	0%	21%
7:00 AM	18%	7%	36%
8:00 AM	72%	71%	38%
9:00 AM	92%	100%	53%
10:00 AM	100%	87%	42%
11:00 AM	72%	94%	48%
12:00 PM	48%	62%	37%
1:00 PM	29%	35%	21%
2:00 PM	28%	32%	22%
3:00 PM	30%	37%	28%
4:00 PM	29%	46%	41%
5:00 PM	18%	57%	89%
6:00 PM	5%	14%	100%
7:00 PM	0%	0%	69%
8:00 PM	0%	0%	27%
9:00 PM	0%	0%	2%
10:00 PM	0%	0%	0%
11:00 PM	0%	0%	0%

ATTACHMENT C
EQUINOX WESTWOOD (MEMBERS)
PARKING UTILIZATION PROFILE
TWO-DAY WEEKDAY AVERAGE, AND SATURDAY AND SUNDAY



ATTACHMENT D
EQUINOX SANTA MONICA (MEMBERS)
PARKING UTILIZATION PROFILE
TWO-DAY WEEKDAY AVERAGE, AND SATURDAY AND SUNDAY



ATTACHMENT E(1)
EQUINOX WESTWOOD (MEMBERS)
WEEKDAY PEAK PARKING DEMAND RATIO

Equinox Westwood:	40,902 sf	
Peak Parking Utilization, Two-Day Average:	211 spaces	
Peak Parking Demand Ratio:	$\frac{211 \text{ spaces}}{40{,}902 \text{ sf}}$	= 5.16 spaces / 1,000 sf

ATTACHMENT E(2)
EQUINOX SANTA MONICA (MEMBERS)
WEEKDAY PEAK PARKING DEMAND RATIO

Equinox Santa Monica:	30,810 sf	
Peak Parking Utilization, Two-Day Average:	147 spaces	
Peak Parking Demand Ratio:	$\frac{147 \text{ spaces}}{30{,}810 \text{ sf}}$	= 4.77 spaces / 1,000 sf

ATTACHMENT E(3)
SPORTS CLUB LA, BEVERLY HILLS (MEMBERS)
WEEKDAY PEAK PARKING DEMAND RATIO *

Sports Club LA, Beverly Hills:	38,921 sf	
Peak Parking Utilization, March 9, 2010:	142 spaces	
Peak Parking Demand Ratio:	$\frac{142 \text{ spaces}}{38{,}921 \text{ sf}}$	= 3.65 spaces / 1,000 sf

* Determined from technical letter, "Parking Demand Monitoring Report for The Sports Club Company," May 26, 2010, Overland Traffic Consultants.

ATTACHMENT F
OFFICE AND BANK USES IN BANK OF AMERICA BUILDING AT FULL OCCUPANCY (2007)
HOURLY PARKING UTILIZATION SUMMARY

WEEKDAY PARKING UTILIZATION		
Hour Beginning	Spaces Occupied	Parking Utilization As Percentage of Peak-Hour Utilization
5:00 AM	0	0%
6:00 AM	33	8%
7:00 AM	51	13%
8:00 AM	87	22%
9:00 AM	203	52%
10:00 AM	331	84%
11:00 AM	368	94%
12:00 PM	377	96%
1:00 PM	387	99%
2:00 PM	392 *	100%
3:00 PM	358	91%
4:00 PM	325	83%
5:00 PM	282	72%
6:00 PM	222	57%
7:00 PM	153	39%
8:00 PM	115 **	29%
9:00 PM	76 **	19%
10:00 PM	38 **	10%
11:00 PM	0 **	0%

* Peak number of parking spaces occupied.
** Estimated through extrapolation.

Source: "Existing Parking Demand Analysis for 265 N. Beverly Drive," June 1, 2007, Fehr & Peers/Kaku Associates.

ATTACHMENT G
WEEKDAY HOURLY PARKING UTILIZATION AS PERCENTAGE OF PEAK-HOUR UTILIZATION FOR EQUINOX BEVERLY HILLS AND BANK OF AMERICA BUILDING USES

Hour Beginning	Parking Utilization Percentage	
	Equinox Beverly Hills [a] (Members)	Office & Bank [b]
5:00 AM	28%	0%
6:00 AM	49%	8%
7:00 AM	58%	13%
8:00 AM	48%	22%
9:00 AM	55%	52%
10:00 AM	38%	84%
11:00 AM	31%	94%
12:00 PM	35%	96%
1:00 PM	28%	99%
2:00 PM	19%	100%
3:00 PM	27%	91%
4:00 PM	43%	83%
5:00 PM	83%	72%
6:00 PM	100%	57%
7:00 PM	64%	39%
8:00 PM	28%	29%
9:00 PM	7%	19%
10:00 PM	0%	10%
11:00 PM	0%	0%

[a] Based on Equinox Westwood two-day average.

[b] Determined from technical memorandam "Existing Parking Demand Analysis for 265 N.Beverly Drive," June 1, 2007, by Fehr & Peers/Kaku Associates.

ATTACHMENT H
EQUINOX BEVERLY HILLS AND OTHER BANK OF AMERICA BUILDING USES
WEEKDAY SHARED PARKING ANALYSIS

Use	Size	Emperical Parking Demand Ratio	Parking Demand
Equinox Beverly Hills	36,663 sf	5.16 / 1,000 sf (Members)	189
Other B of A Uses, Office & Bank	128,435 sf	2.40 / 1,000 sf	308
		Total:	**497**

HOURLY PARKING DEMAND

Hour Beginning	Equinox Beverly Hills		Remaining B of A Uses	Total		Parking
	Members	Staff [a]	Office & Bank	Parking Demand	Parking Supply	Surplus
5:00 AM	53	30	0	**83**	**474**	**391**
6:00 AM	93	30	25	**148**	**474**	**326**
7:00 AM	110	30	40	**180**	**474**	**294**
8:00 AM	91	30	68	**189**	**474**	**285**
9:00 AM	104	30	160	**294**	**474**	**180**
10:00 AM	72	30	259	**361**	**474**	**113**
11:00 AM	59	30	290	**379**	**474**	**95**
12:00 PM	66	30	296	**392**	**474**	**82**
1:00 PM	53	30	305	**388**	**474**	**86**
2:00 PM	36	30	308	**374**	**474**	**100**
3:00 PM	51	30	280	**361**	**474**	**113**
4:00 PM	81	30	256	**367**	**474**	**107**
5:00 PM	157	30	222	**409** *	**474**	**65**
6:00 PM	189	30	176	**395**	**474**	**79**
7:00 PM	121	30	120	**271**	**474**	**203**
8:00 PM	53	30	89	**172**	**474**	**302**
9:00 PM	13	30	59	**102**	**474**	**372**
10:00 PM	0	0	31	**31**	**474**	**443**
11:00 PM	0	0	0	**0**	**474**	**474**

[a] For purposes of a conservative analysis, the shift with the largest number of staff employees has been assumed throughout the day, with each staff employees driving alone and parking on-site.

* Peak parking demand.

ATTACHMENT I
EQUINOX AND OTHER BANK OF AMERICA BUILDING USES
WEEKDAY PARKING DEMAND PROFILE

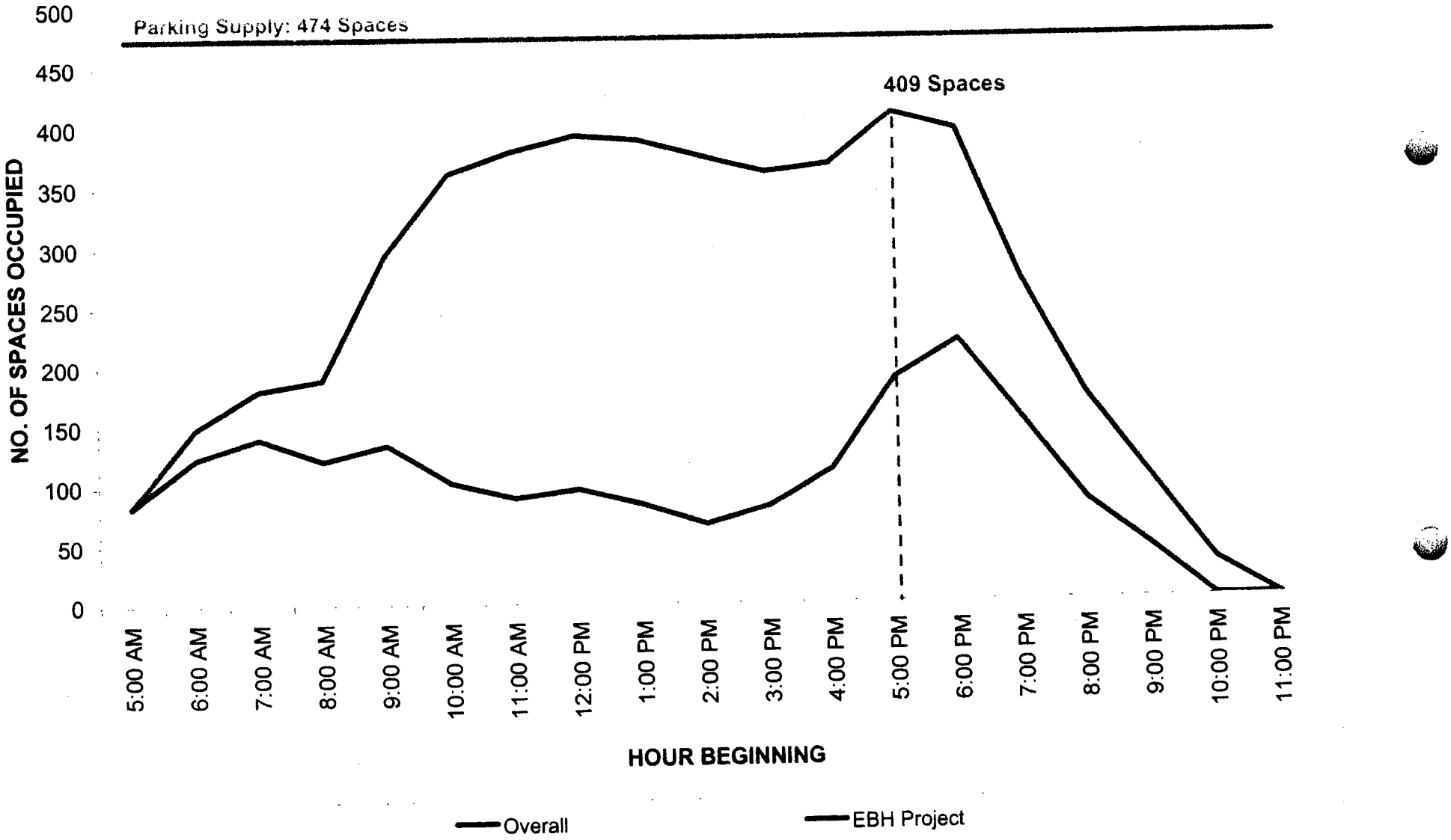


EXHIBIT 1

"PARKING DEMAND MONITORING REPORT FOR THE SPORTS CLUB COMPANY"
MAY 26, 2010

OVERLAND TRAFFIC CONSULTANTS

Overland Traffic Consultants
27201 Tourney Road, # 206
Santa Clarita, CA 91355
Phone 661 799 8423
Fax 661 799 8456
E mail otc@overlandtraffic.com

May 26 2010

The Sports Club Company
Attn Mr Mark Spino
Sr Vice President of Development
1151 Missouri Avenue
Los Angeles CA 90025

RE Parking Demand Monitoring Report for The Sports Club Company

Dear Mr Spino

As requested Overland Traffic Consultants has completed the parking demand monitoring report for The Sports Club Company located at 9601 Wilshire Boulevard in the City of Beverly Hills The monitoring report was prepared pursuant to Beverly Hills City Counsel Resolution No 02-R-11241 section 7 condition 8 requiring an annual review of the traffic and on-site parking conditions

Background

The Sports Club Company received approval from the City of Beverly Hills on November 18 2002 to operate a health club Sports Club/LA-Beverly Hills) at 9601 Wilshire Boulevard with a Conditional Use Permit (CUP) granting the joint use of parking facilities

The CUP approval is for a 38 921 square foot health club in a 282 422 square foot commercial building The 8-story building is located on the northwest corner of Camden Drive and Wilshire Boulevard The building has a subterranean parking garage that is required to maintain 907 parking spaces Vehicular access to the garage is provided on Camden Drive

Traffic and Parking Data

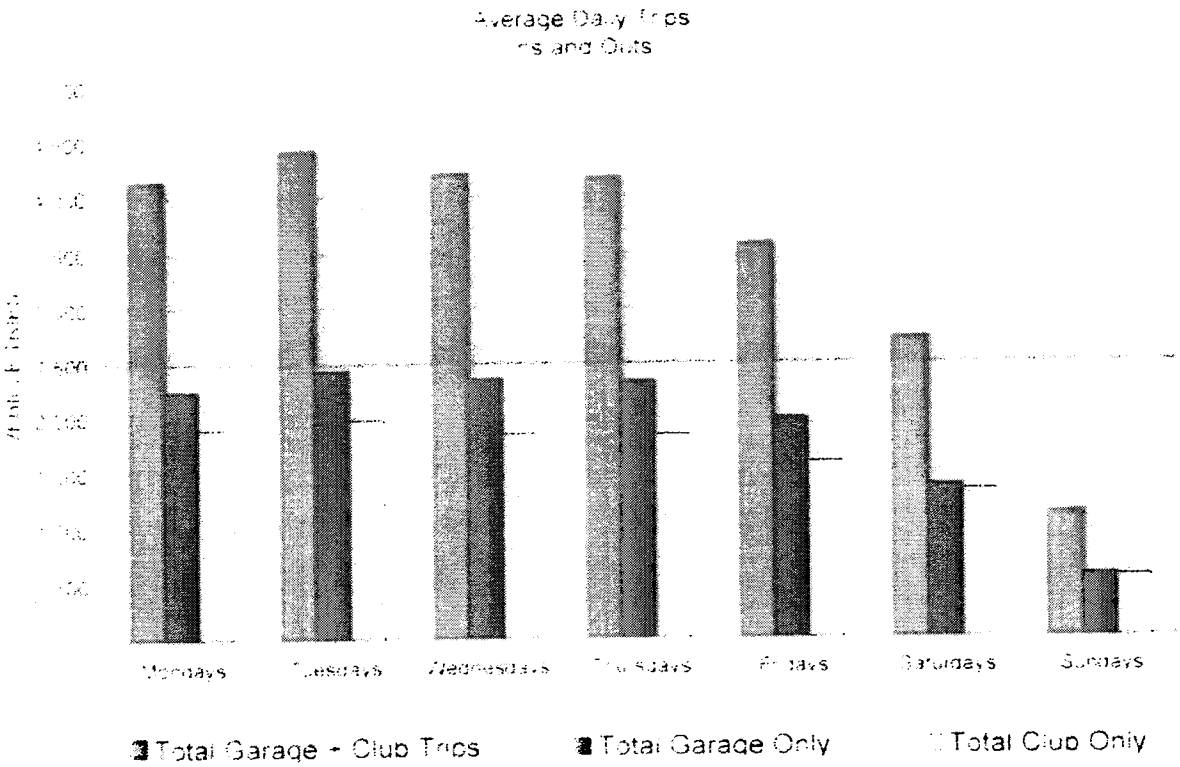
Hourly traffic flow in and out of the parking garage was collected by the garage operator for the month of March 2010 The data consists of hourly traffic counts for The Sports Club and other users of the parking garage Parking demand profiles for each hour of the day were developed from the traffic flow database The hourly parking accumulation profiles were evaluated to identify the peak parking demand in the garage

Parking demand estimates were developed for the vacant floor area (4%) using the Urban Land Institute (ULI) parking demand profiles and added to the current parking demand to estimate the parking demand at 100% occupancy

Garage Traffic Flow Data

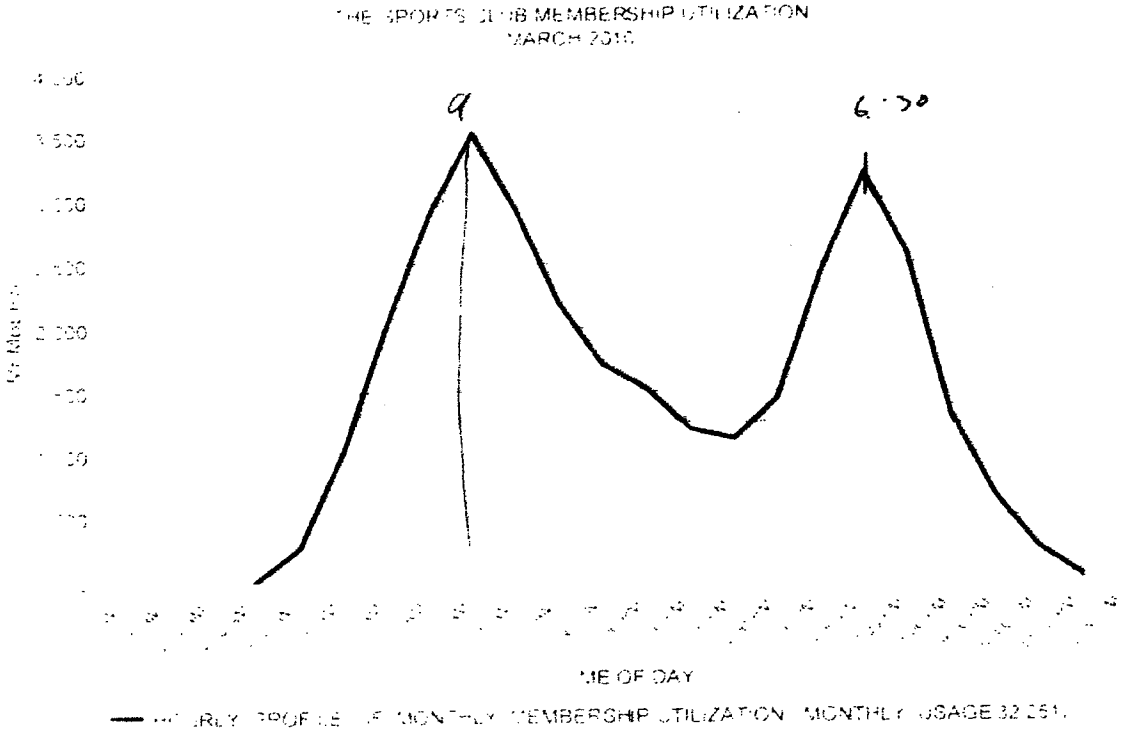
The garage traffic flow characteristics are summarized below for the month of March 2010. The graph below illustrates the average trips generated for each weekday and weekend day for March 2010. As shown, Tuesdays are the busiest day of the week with peak hours between 9-10 am and 5-6 pm. Saturday the busiest day on the weekends

Total monthly usage – 110,011 trips
Weekly average – 24,796 trips. Highest week (3-1 to 3-7) – 26,155 trips
Weekday average – 4,096 trips. Highest weekday (Tuesday, 3-9) – 4,747 trips
Weekend average – 1,917 trips. Highest weekend (Saturday, 3-6) – 2,967 trips
Average morning peak hour (9-10 am) – 302 trips, and
Average afternoon peak hour (5-6 pm) – 279 trips

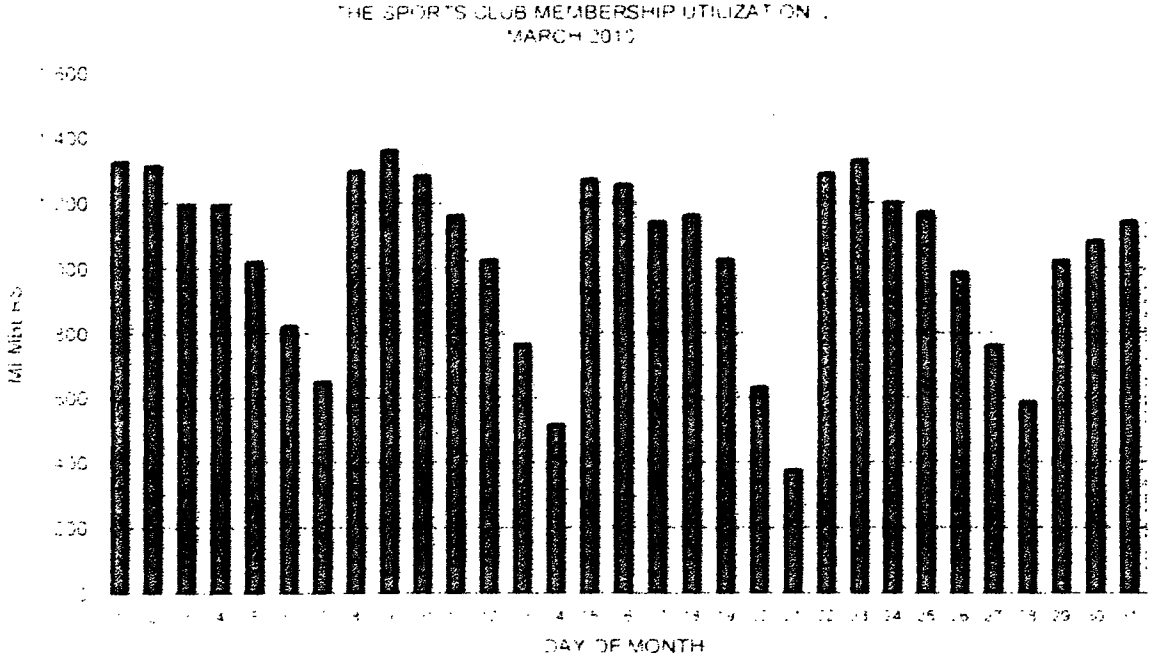


Health Club Usage

The Sports Club membership is capped at 4 500 members (Beverly Hills City Counsel Resolution No 02-R-11241 section 7 condition 14) All health club members sign in upon entry to the facility which provides a record of membership usage and the garage operator also tracks the parking demand for the health club The membership utilization and parking records for the month of March 2010 indicate that 32 251 members signed in to use the facility with 24 917 vehicles parking in the garage This suggests that approximately 23% of the members did not park in the garage and either walked or rode with another member The hourly use profile illustrated below is shows the health club usage peaks in the morning and early evening hours



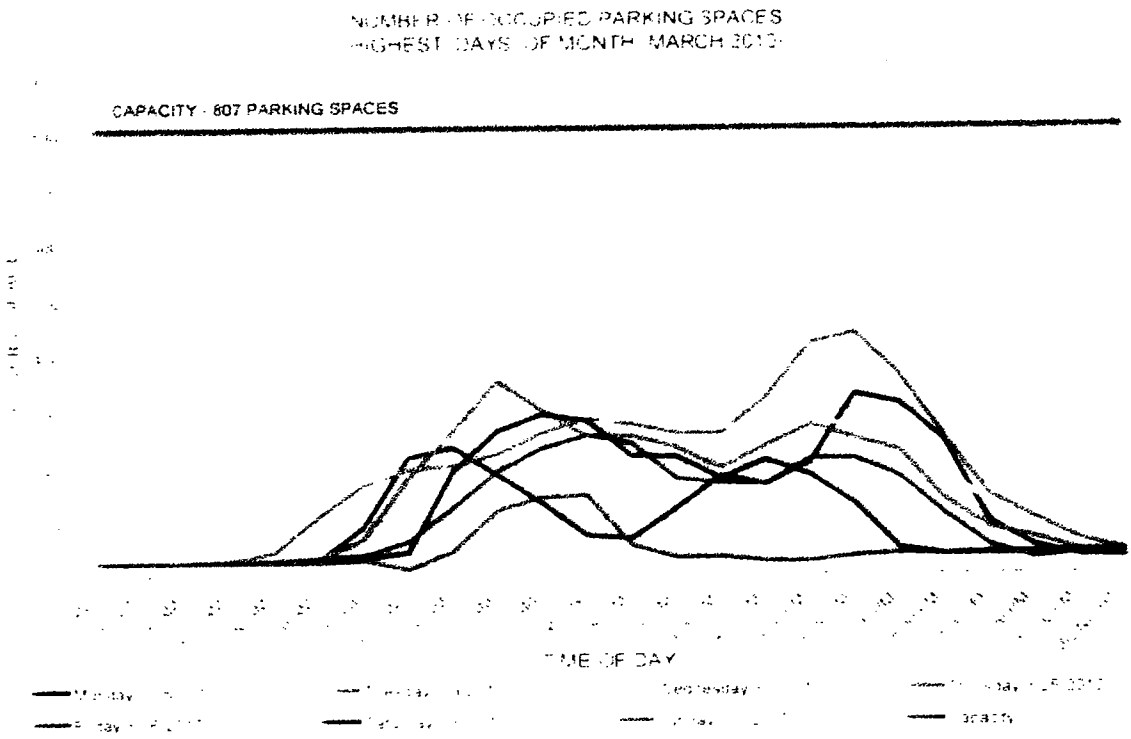
Daily health club usage for each day of March 2010 is present in the chart below which shows a peak daily attendance of 1,357 members on March 9, 2010 (Tuesday) with an average daily attendance of 1,040 members for the month of March 2010.



Existing Parking Demand

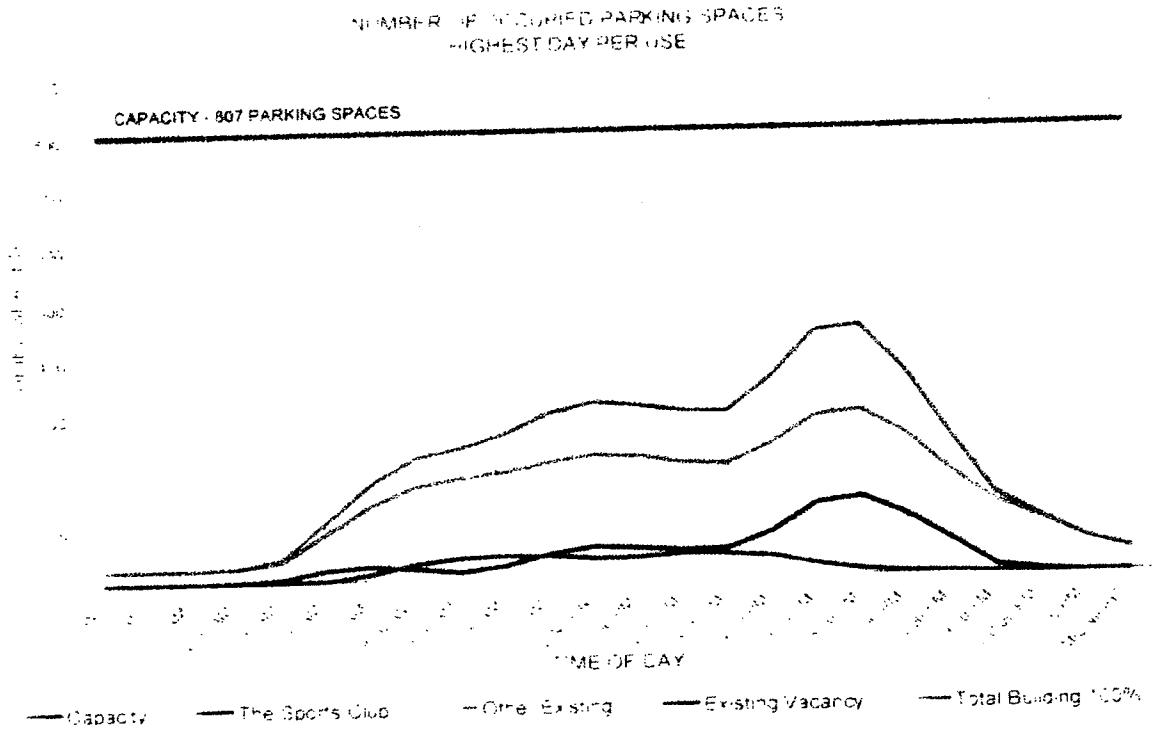
Traffic data records for the number vehicles entering and exiting the parking garage provides the necessary information to calculate the parking accumulation in the garage, and allows for the evaluation of the peak parking demand and hourly fluctuation. Hourly parking demand profiles for the highest days of the week are illustrated in the graphic below. As shown, the peak parking demand was on Tuesday (March 9th) with 439 parked cars at 6:00 PM. The peak weekend parking demand occurred on Saturday (March 6th) occurred at 11:00 AM and 292 parked vehicles. With a parking capacity of 807 parking spaces, the garage has a surplus of

368 parking spaces at its peak weekday parking demand On Saturday the garage has a surplus of 515 parking spaces at its peak parking demand



Peak Parking Demand Profiles for Individual Users

The peak individual use parking demand graphic illustrates the highest hourly parking demand for the month of March which occurred on Tuesday 3-9-2010 The hourly parking demand profile has been separated for each user ie The Sports Club, other existing users and the 4% vacancy parking demand) As shown in the graphic below the peak parking demand for the 100% occupied building is 449 parking spaces at 6 00 PM



The peak parking demands at 6 00 pm for each use are as follows

Use	Parking Spaces	Time
Health Club	42	6 00 PM
Other	297	6 00 PM
Vacancies	110	6 00 PM
	449	

Conclusions

The parking data collected and analysis for 9601 Wilshire Boulevard show that the current and future parking demand with full occupancy of the commercial building has sufficient parking to accommodate The Sports Club and 100% of the remaining floor area It has been found that the granting of the CUP for the joint use of the

[redacted]

parking has been and will continue to accommodate the parking needs of the building without impacting the building tenants and neighboring uses

Please call me if you have questions

Sincerely

Jerry T Overland

EXHIBIT 2

"EXISTING PARKING DEMAND ANALYSIS FOR 265 NORTH BEVERLY DRIVE"
JUNE 1, 2007

FEHR & PEERS/KAKU ASSOCIATES

FEHR & PEERS
KAKU ASSOCIATES

MEMORANDUM

TO: Rita Naziri, City of Beverly Hills

FROM: Dick Kaku, John Stutsman and Steve Crosley

DATE: June 1, 2007

SUBJECT: Existing Parking Demand Analysis for 265 North Beverly Drive

Ref: 1850.06 9.3

This memorandum has been prepared to present the results of the analysis conducted to assess the existing parking demand for the 265 North Beverly Drive parking facility in the City of Beverly Hills. More specifically, this analysis was conducted to refine the parking demand generated by Bank of America employees within the parking facility in the project site at 265 North Beverly Drive. Figure 1 illustrates the location of the study site.

EXISTING PARKING INVENTORY

The parking facility within the study site, 265 North Beverly Drive, currently offers parking at both a monthly and a daily (or hourly rate). The garage is open to the public Monday through Friday from 6:00 a.m. to 6:00 p.m., Saturday from 9:00 a.m. to 6:00 p.m., and is closed on Sundays and major holidays. Monthly pass holders can enter and exit at any time. As indicated in Table 1, which summarizes the paring inventory and related parking costs for the facility, the existing parking supply is 507 spaces.

Monthly Pass Count

In November 2006, 345 monthly passes were issued, including 205 to employees in the Bank of America building at 9465 Wilshire Boulevard, 110 to employees of other local businesses and 30 to the Beverly Hills Valet Co.

In comparison, 331 monthly passes were issued in January 2007, 14 fewer than in November 2006. However, in January, Bank of America building tenants purchased 21 more passes than in November, accounting for 226 monthly passes and 75 percent of employee-rented spaces. Of the remaining 105 passes, 75 passes were issued to employees of other local businesses and 30 passes were issued to the Beverly Hills Valet Co.

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SURVEY DATA

As indicated above, two types of surveys were used to establish the parking demand of the spaces in the study site. Occupancy counts of all available spaces were conducted on an hourly basis and a direct user survey of as many users as possible was conducted during the same period. Daily ticket counts for cash paying customers were also obtained from the garage operator.

Occupancy Counts

An initial study used occupancy count data[1] and the results of a direct user survey conducted on Thursday, November 9, 2006 to quantify weekday demand by user type. In an effort to verify the results of the two surveys conducted during a single study day, three additional occupancy surveys were conducted February 6, 7, and 8, 2007. Overall, little variation was found in the results between the initial study day and the subsequent studies over the three-day period. The observed hourly parking demand is presented separately for the two study periods, in Tables 2 and 3 for November 2006 and February 2007, respectively.

The data was then averaged to serve as the typical occupancy model for the 265 North Beverly Drive structure. This is summarized in Table 4. The peak utilization of the 265 North Beverly Drive parking facility occurs between 2:00 and 3:00 p.m. with 59% utilization. This results in an average peak demand of 297 spaces for this facility.

User Survey and Daily Ticket Counts

In addition to the parking utilization surveys, direct user surveys were conducted on Thursday, November 9, 2006 and Tuesday, February 6, 2007. These surveys were used to help develop user profiles and parking space usage characteristics for each user. Daily ticket counts for cash-paying customers were also obtained from the garage operator. The results of the survey and ticket counts indicate that about 81 percent of the peak hour users of the facility are monthly pass holders who work in the area and 19 percent are not. Based on discussions with the garage operators and observations of the pass holders in the parking facility, it was determined that approximately 62 percent of the pass holders were also employees who worked in the Bank of America building. This results in the conclusion that approximately half of the peak hour users of the parking facility, about 150 users, are pass holders who are employees in the Bank of America building.

---

[1] Occupancy count data was collected between 6:00 a.m. and 8:00 p.m. for all study days

EXISTING PARKING DEMAND ANALYSIS

The data described above indicates that 72 percent of the peak demand can be attributed to local employees who are pass holders. Of the total demand about 50 percent are Bank of America building employees. The Beverly Hills Valet Co. accounts for another 9 percent of users who are also pass holders[2]. Non-monthly pass holders represent about 19 percent of the peak demand. The peak demand is illustrated in Figure 2 and can be summarized as follows:

- 242 spaces – Monthly pass holders
  - 150 spaces – Bank of America building employees
  - 65 spaces – Other local employees
  - 27 spaces – Beverly Hills Valet Co.
- 55 spaces – Non-pass holders (cash customers)

Bank of America Adjustment

The property manager of the existing Bank of America office building (9465 Wilshire Boulevard) indicates that the building had a 10 percent vacancy during the period when the data collection for this analysis was conducted. To simulate peak parking demand when the building is 100 percent occupied, the observed demand was adjusted upwards.

Factors Affecting Adjustment. The property manager also indicated that the parking facility associated with the existing Bank of America office building was fully occupied when the surveys at the 265 North Beverly Drive building were conducted, i.e., all 203 spaces were occupied between 2:00 and 3:00 p.m. This indicates that the total parking demand generated by the Bank of America building was 353 spaces, including 203 spaces from the Bank of America parking facility and 150 spaces in the 265 North Beverly parking structure.

Parking Demand with Full Occupancy. For the purposes of this analysis, it was assumed that if the peak parking demand is 353 spaces at 90 percent occupancy of the building, the demand would be 392 spaces at full occupancy (353/0.90 = 392). Therefore, the peak parking demand for the Bank of America employees using the project parking facility was increased by 39 spaces (392 – 353 = 39) resulting in a total peak demand of 189 spaces (150 + 39 = 189 spaces).

---

[2] The Beverly Hills Valet Co. parks all cars on the top level of the parking facility. Peak demand was based on number of total spaces occupied in their designated area.

SUMMARY OF DEMAND ANALYSIS

Existing parking demand at the 507-space 265 North Beverly Drive parking facility was assessed over a four day non-contiguous study period on November 9, 2006 and February 6, 7, and 8, 2007. User surveys and cash ticket counts were used to develop user profiles to assist in disaggregating demand by user type from the occupancy surveys. An average peak demand of 297 vehicles was recorded over the study period between 2:00 and 3:00 p.m. About half of the total demand, roughly 150 vehicles, was attributed to Bank of America building employees. Based on conversations with the property manager of the existing Bank of America office building the property maintained a 10 percent vacancy rate during the survey period. If 100 percent occupancy was reached, an additional 39 spaces are expected to be demanded at the 265 North Beverly Drive parking facility by Bank of America building employees. This adjustment would increase peak demand at the 265 North Beverly Drive parking facility from 297 to 336 vehicles.

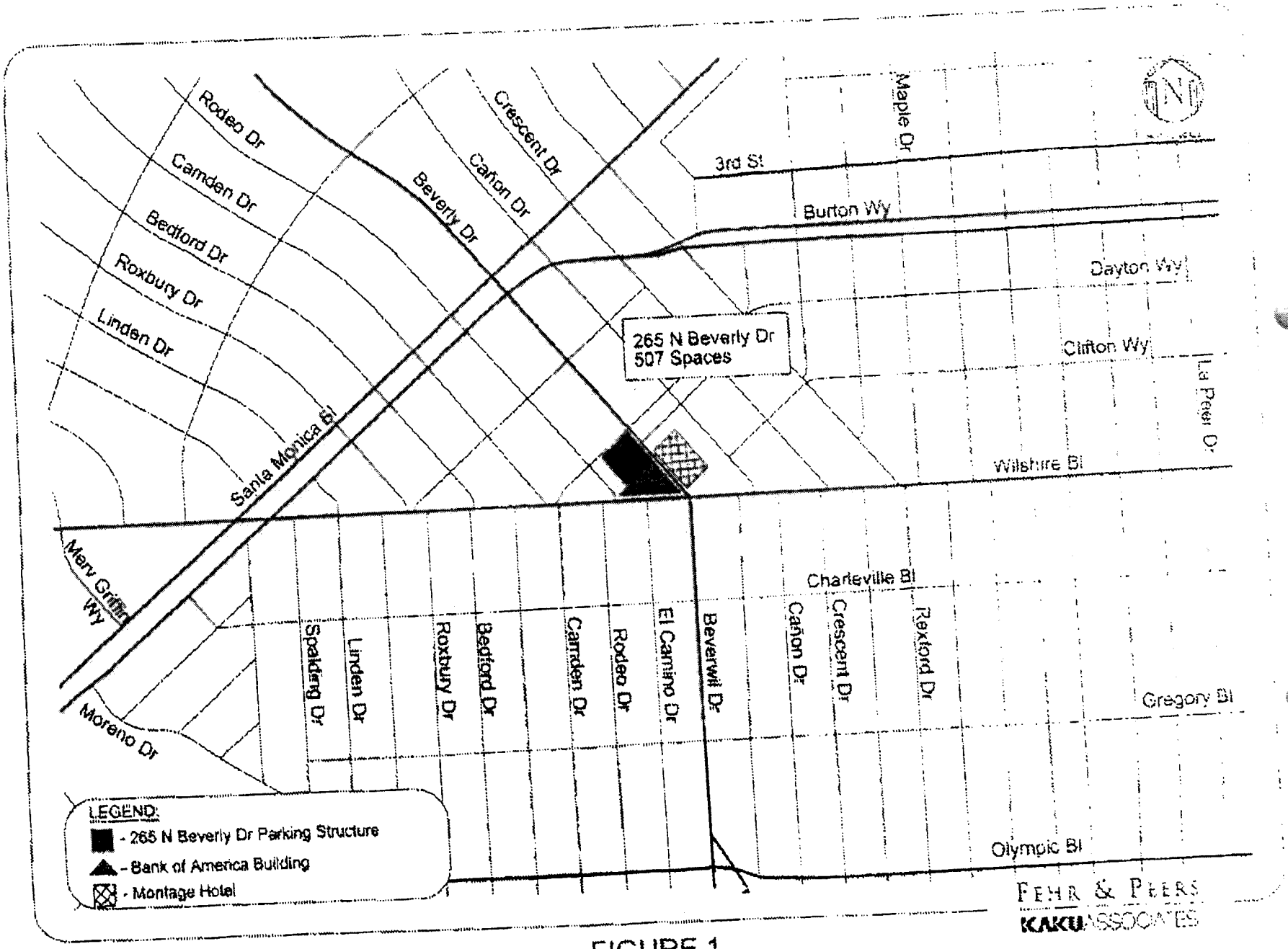

FIGURE 1
STUDY AREA

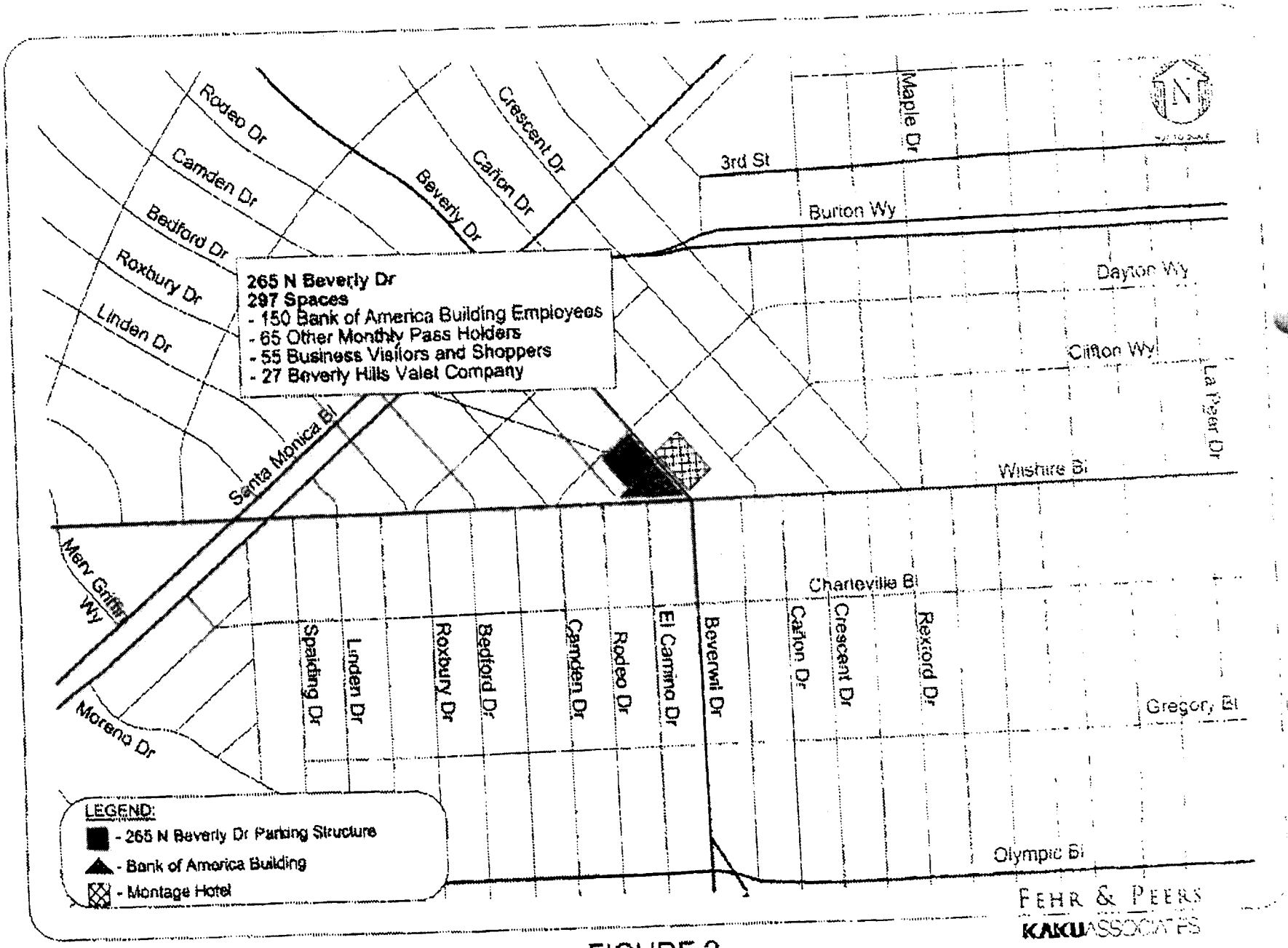

FIGURE 2
WEEKDAY (2-3 P.M.) PEAK PARKING DEMAND

TABLE 1
265 NORTH BEVERLY DRIVE
PARKING GARAGE INVENTORY AND PRICES

Category		Amount
Parking Spaces	Single	188
	Tandem	298
	Disabled	9
	Ground Floor Valet	12
	Total	*507*
Monthly Passes *(January 2007)*	Bank of America Building Employees	226
	Other Employees	75
	Beverly Hills Valet Company	30
	Total	*331*
Daily Rates	Every 15 minutes	$1.50
	Daily Maximum (Monday-Friday)	$10.00
	Early Bird (Monday-Friday 6-11 a.m.)	$5.00
	Saturday Flat Rate	$8.00
Monthly Rates	Tandem-Unreserved to Single-Reserved	$90-$200

TABLE 2
HOURLY WEEKDAY PARKING OCCUPANCY (NOV 9, 2006)
265 NORTH BEVERLY DRIVE

Time	Occupied Spaces	Occupancy
6:00-7:00 A.M.	19	4%
7:00-8:00 A.M.	35	7%
8:00-9:00 A.M.	70	14%
9:00-10:00 A.M.	147	29%
10:00-11:00 A.M.	258	51%
11:00 A.M.-12:00 P.M.	281	55%
12:00-1:00 P.M.	290	57%
1:00-2:00 P.M.	292	58%
2:00-3:00 P.M.	281	55%
3:00-4:00 P.M.	268	53%
4:00-5:00 P.M.	254	50%
5:00-6:00 P.M.	223	44%
6:00-7:00 P.M.	179	35%
7:00-8:00 P.M.	140	28%

TABLE 3
AVERAGE HOURLY WEEKDAY PARKING OCCUPANCY (FEB 2007)
265 NORTH BEVERLY DRIVE

Time	Occupied Spaces				Average Occupancy
	6-Feb	7-Feb	8-Feb	Avg.	
6:00-7:00 A.M.	26	25	29	27	5%
7:00-8:00 A.M.	43	37	39	40	8%
8:00-9:00 A.M.	63	69	61	64	13%
9:00-10:00 A.M.	164	159	145	156	31%
10:00-11:00 A.M.	242	256	246	248	49%
11:00 A.M.-12:00 P.M.	286	279	270	278	55%
12:00-1:00 P.M.	289	283	282	285	56%
1:00-2:00 P.M.	302	295	284	294	58%
2:00-3:00 P.M.	**311**	**307**	**289**	**302**	60%
3:00-4:00 P.M.	266	275	275	272	54%
4:00-5:00 P.M.	235	244	252	244	48%
5:00-6:00 P.M.	193	223	215	210	41%
6:00-7:00 P.M.	151	190	150	164	32%
7:00-8:00 P.M.	110	111	102	108	21%

TABLE 4
AVERAGE HOURLY WEEKDAY PARKING OCCUPANCY
265 NORTH BEVERLY DRIVE

Time	Occupied Spaces	Occupancy
6:00-7:00 A.M.	25	5%
7:00-8:00 A.M.	39	8%
8:00-9:00 A.M.	66	13%
9:00-10:00 A.M.	154	30%
10:00-11:00 A.M.	251	49%
11:00 A.M.-12:00 P.M.	279	55%
12:00-1:00 P.M.	286	56%
1:00-2:00 P.M.	293	58%
2:00-3:00 P.M.	297	59%
3:00-4:00 P.M.	271	53%
4:00-5:00 P.M.	246	49%
5:00-6:00 P.M.	214	42%
6:00-7:00 P.M.	168	33%
7:00-8:00 P.M.	116	23%

APPENDIX C

MANUAL AND AUTOMATIC 24-HOUR MACHINE TRAFFIC COUNT DATA

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File Name : NSMonWilshire
Site Code : 00000000
Start Date : 12/9/2010
Page No : 1

Groups Printed- 1 - Unshifted

	N. Santa Monica Blvd Southbound			Wilshire Blvd Westbound			N. Santa Monica Blvd Northbound			Wilshire Blvd Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	0	224	114	18	217	2	0	91	10	68	148	9	901
07:15 AM	0	277	149	32	216	4	0	98	9	91	180	8	1064
07:30 AM	0	281	155	29	287	2	0	121	10	110	212	4	1211
07:45 AM	0	330	152	17	319	2	0	121	13	135	331	2	1422
Total	0	1112	570	96	1039	10	0	431	42	404	871	23	4598
08:00 AM	0	326	146	23	301	3	0	166	10	135	339	7	1456
08:15 AM	0	344	142	17	324	4	0	142	14	152	327	2	1468
08:30 AM	0	360	106	23	272	1	0	183	14	168	329	4	1460
08:45 AM	0	365	117	20	286	4	0	167	16	170	335	5	1485
Total	0	1395	511	83	1183	12	0	658	54	625	1330	18	5869
04:00 PM	0	199	130	39	245	8	0	185	28	114	307	11	1266
04:15 PM	0	215	129	48	248	7	0	158	31	145	313	6	1300
04:30 PM	0	220	145	48	256	5	0	149	32	123	326	8	1312
04:45 PM	0	225	138	39	239	4	0	156	28	139	302	3	1273
Total	0	859	542	174	988	24	0	648	119	521	1248	28	5151
05:00 PM	0	216	174	38	290	10	0	177	21	147	302	6	1381
05:15 PM	0	216	150	51	309	6	0	169	20	123	316	3	1363
05:30 PM	0	228	123	24	257	5	0	165	18	120	319	9	1268
05:45 PM	0	254	141	36	293	2	0	156	35	140	263	5	1325
Total	0	914	588	149	1149	23	0	667	94	530	1200	23	5337
Grand Total	0	4280	2211	502	4359	69	0	2404	309	2080	4649	92	20955
Apprch %	0.0	65.9	34.1	10.2	88.4	1.4	0.0	88.6	11.4	30.5	68.2	1.3	
Total %	0.0	20.4	10.6	2.4	20.8	0.3	0.0	11.5	1.5	9.9	22.2	0.4	

City Traffic Counters
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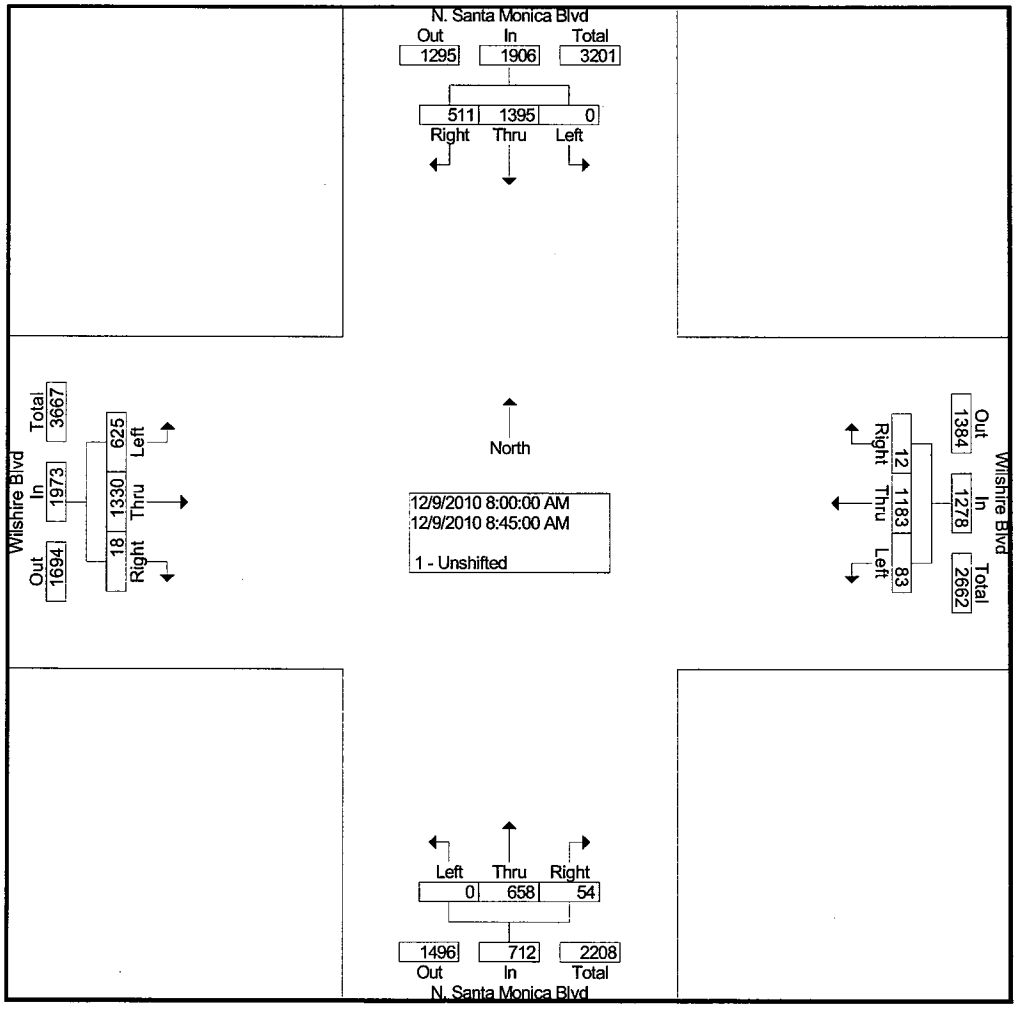
File Name : NSMonWilshire
Site Code : 00000000
Start Date : 12/9/2010
Page No : 2

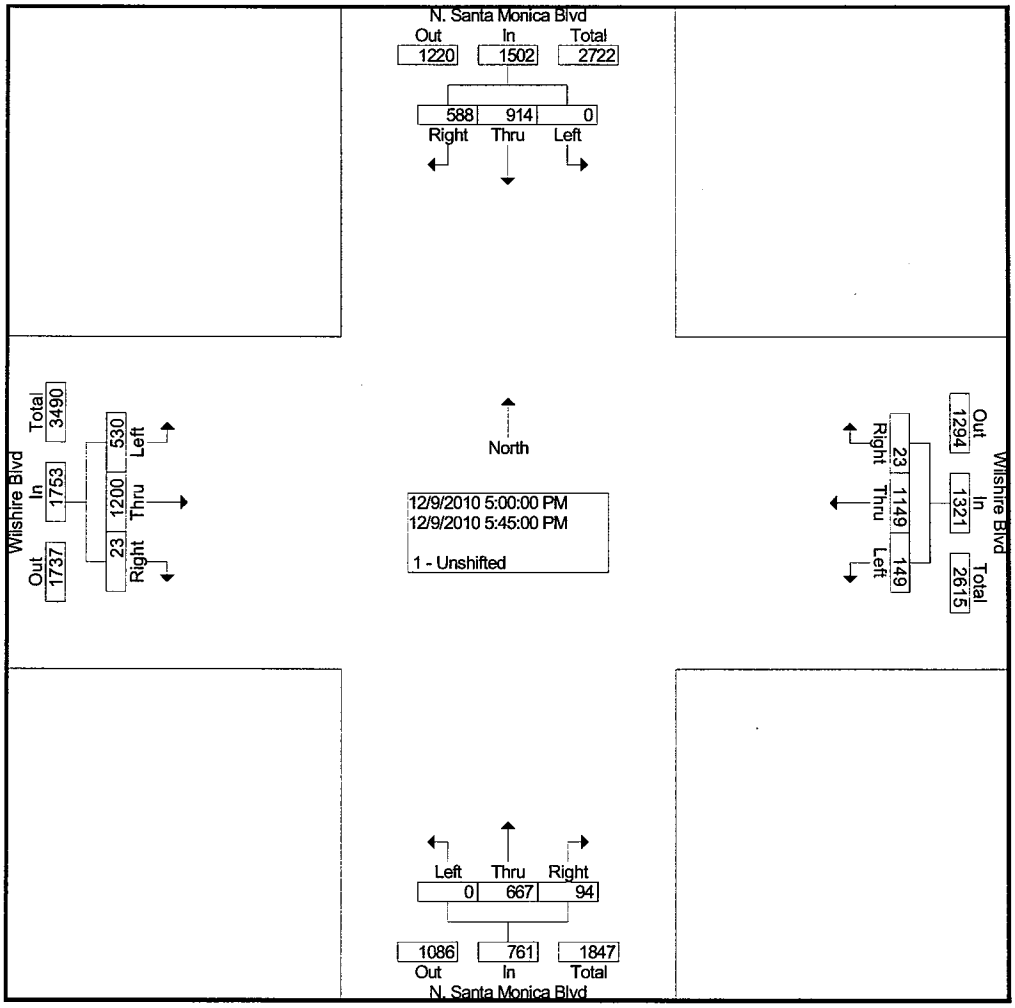
	N. Santa Monica Blvd Southbound				Wilshire Blvd Westbound				N. Santa Monica Blvd Northbound				Wilshire Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 12:30 PM - Peak 1 of 1																	
Intersection 08:00 AM																	
Volume	0	1395	511	1906	83	1183	12	1278	0	658	54	712	625	1330	18	1973	5869
Percent	0.0	73.2	26.8		6.5	92.6	0.9		0.0	92.4	7.6		31.7	67.4	0.9		
08:45 Volume	0	365	117	482	20	286	4	310	0	167	16	183	170	335	5	510	1485
Peak Factor																	0.988
High Int.	08:15 AM				08:15 AM				08:30 AM				08:45 AM				
Volume	0	344	142	486	17	324	4	345	0	183	14	197	170	335	5	510	
Peak Factor				0.980				0.926				0.904				0.967	



City Traffic Counters
626.256.4171

File Name : NSMonWilshire
Site Code : 00000000
Start Date : 12/9/2010
Page No : 3

	N. Santa Monica Blvd Southbound				Wilshire Blvd Westbound				N. Santa Monica Blvd Northbound				Wilshire Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 12:45 PM to 05:45 PM - Peak 1 of 1																	
Intersection	05:00 PM																
Volume	0	914	588	1502	149	1149	23	1321	0	667	94	761	530	1200	23	1753	5337
Percent	0.0	60.9	39.1		11.3	87.0	1.7		0.0	87.6	12.4		30.2	68.5	1.3		
05:00 Volume	0	216	174	390	38	290	10	338	0	177	21	198	147	302	6	455	1381
Peak Factor																	0.966
High Int.	05:45 PM				05:15 PM				05:00 PM				05:00 PM				
Volume	0	254	141	395	51	309	6	366	0	177	21	198	147	302	6	455	
Peak Factor				0.951				0.902				0.961				0.963	



City Traffic Counters
626.256.4171

File Name : SSMonWilshire
Site Code : 00000000
Start Date : 12/9/2010
Page No : 1

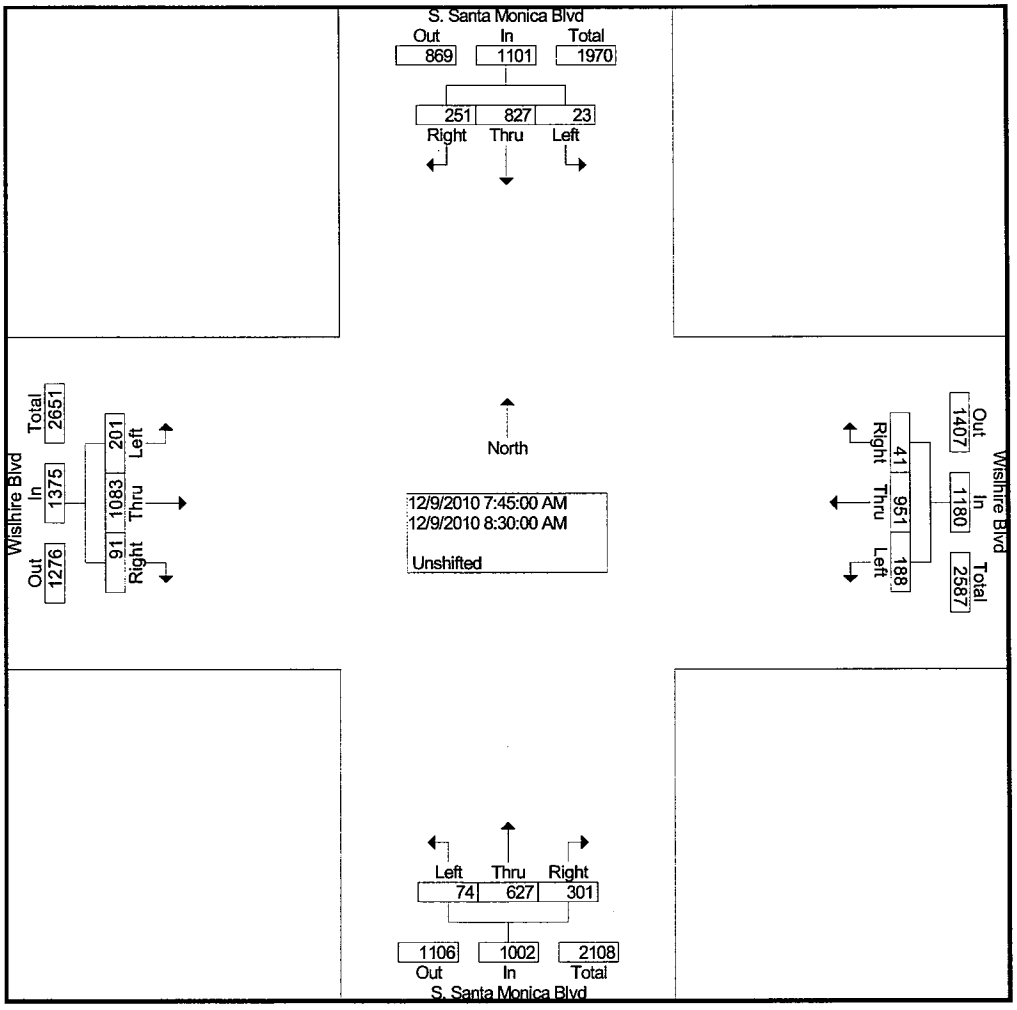
Groups Printed- Unshifted

	S. Santa Monica Blvd Southbound			Wislhire Blvd Westbound			S. Santa Monica Blvd Northbound			Wislhire Blvd Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	5	63	48	18	182	0	9	53	48	20	131	7	584
07:15 AM	9	90	47	24	195	8	10	54	40	21	160	6	664
07:30 AM	6	119	73	28	226	7	12	89	43	28	184	9	824
07:45 AM	1	203	61	50	252	10	21	167	63	48	266	29	1171
Total	21	475	229	120	855	25	52	363	194	117	741	51	3243
08:00 AM	6	216	49	57	237	9	23	190	91	50	265	34	1227
08:15 AM	6	205	70	31	253	6	17	152	83	49	277	12	1161
08:30 AM	10	203	71	50	209	16	13	118	64	54	275	16	1099
08:45 AM	3	194	71	51	227	15	12	129	89	49	286	12	1138
Total	25	818	261	189	926	46	65	589	327	202	1103	74	4625
04:00 PM	6	119	54	52	223	5	17	184	65	51	268	10	1054
04:15 PM	12	98	55	42	226	15	20	160	78	46	290	7	1049
04:30 PM	10	105	69	53	217	8	24	164	58	46	308	2	1064
04:45 PM	8	111	75	49	195	10	13	131	87	46	280	5	1010
Total	36	433	253	196	861	38	74	639	288	189	1146	24	4177
05:00 PM	11	139	60	52	261	7	15	166	83	46	267	9	1116
05:15 PM	8	107	65	46	279	5	19	178	89	49	284	2	1131
05:30 PM	12	116	60	55	221	12	8	147	79	37	291	8	1046
05:45 PM	7	110	67	57	246	19	13	161	64	44	244	8	1040
Total	38	472	252	210	1007	43	55	652	315	176	1086	27	4333
Grand Total	120	2198	995	715	3649	152	246	2243	1124	684	4076	176	16378
Apprch %	3.6	66.3	30.0	15.8	80.8	3.4	6.8	62.1	31.1	13.9	82.6	3.6	
Total %	0.7	13.4	6.1	4.4	22.3	0.9	1.5	13.7	6.9	4.2	24.9	1.1	

City Traffic Counters
626.256.4171

File Name : SSMonWilshire
Site Code : 00000000
Start Date : 12/9/2010
Page No : 2

	S. Santa Monica Blvd Southbound				Wilshire Blvd Westbound				S. Santa Monica Blvd Northbound				Wilshire Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 12:30 PM - Peak 1 of 1																	
Intersection	07:45 AM																
Volume	23	827	251	1101	188	951	41	1180	74	627	301	1002	201	1083	91	1375	4658
Percent	2.1	75.1	22.8		15.9	80.6	3.5		7.4	62.6	30.0		14.6	78.8	6.6		
08:00 Volume	6	216	49	271	57	237	9	303	23	190	91	304	50	265	34	349	1227
Peak Factor																	0.949
High Int.	08:30 AM				07:45 AM				08:00 AM				08:00 AM				
Volume	10	203	71	284	50	252	10	312	23	190	91	304	50	265	34	349	
Peak Factor				0.969				0.946				0.824				0.985	



City Traffic Counters
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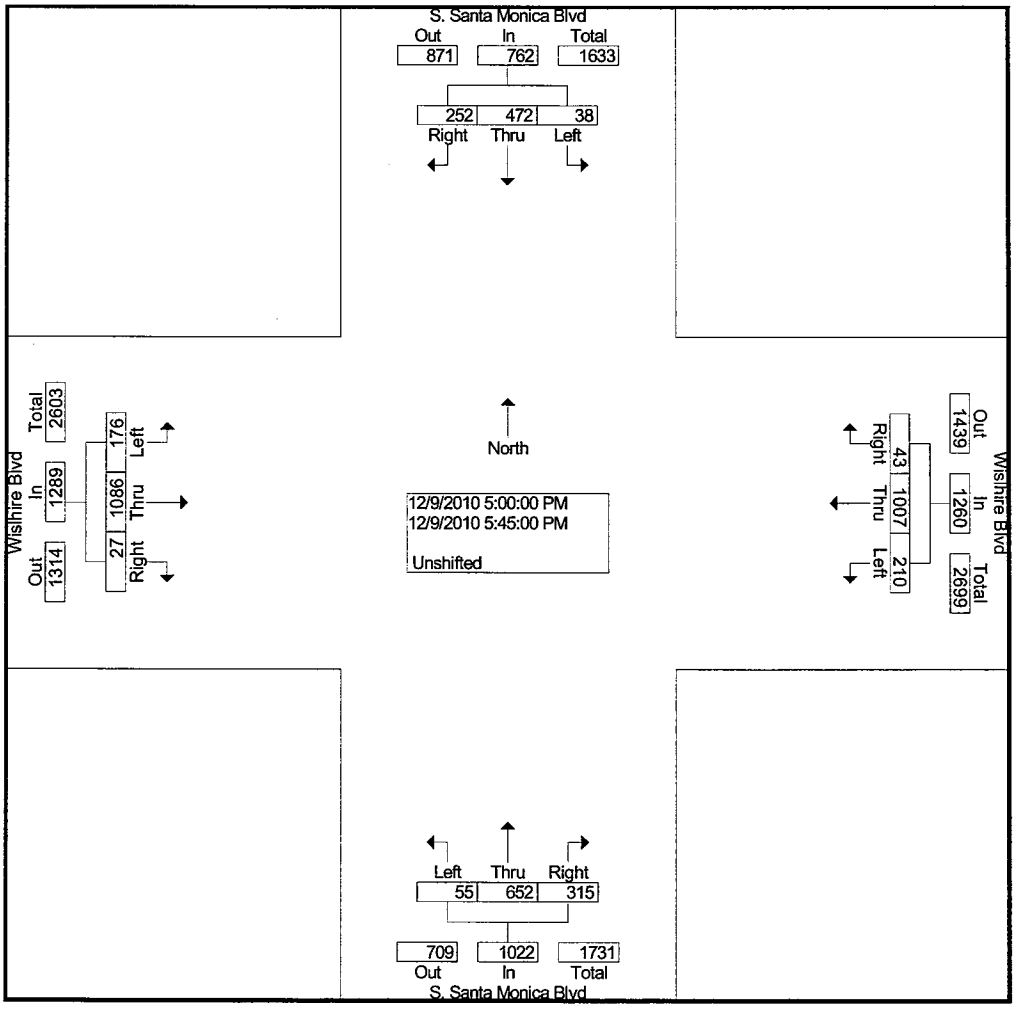
File Name : SSMonWilshire
Site Code : 00000000
Start Date : 12/9/2010
Page No : 3

	S. Santa Monica Blvd Southbound				Wislhire Blvd Westbound				S. Santa Monica Blvd Northbound				Wislhire Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 12:45 PM to 05:45 PM - Peak 1 of 1																	
Intersection	05:00 PM																
Volume	38	472	252	762	210	1007	43	1260	55	652	315	1022	176	1086	27	1289	4333
Percent	5.0	61.9	33.1		16.7	79.9	3.4		5.4	63.8	30.8		13.7	84.3	2.1		
05:15 Volume	8	107	65	180	46	279	5	330	19	178	89	286	49	284	2	335	1131
Peak Factor																	0.958
High Int.	05:00 PM				05:15 PM				05:15 PM				05:30 PM				
Volume	11	139	60	210	46	279	5	330	19	178	89	286	37	291	8	336	
Peak Factor				0.907				0.955				0.893				0.959	



City Traffic Counters
626.256.4171

File Name : BevNSMonica
Site Code : 00000000
Start Date : 12/9/2010
Page No : 1

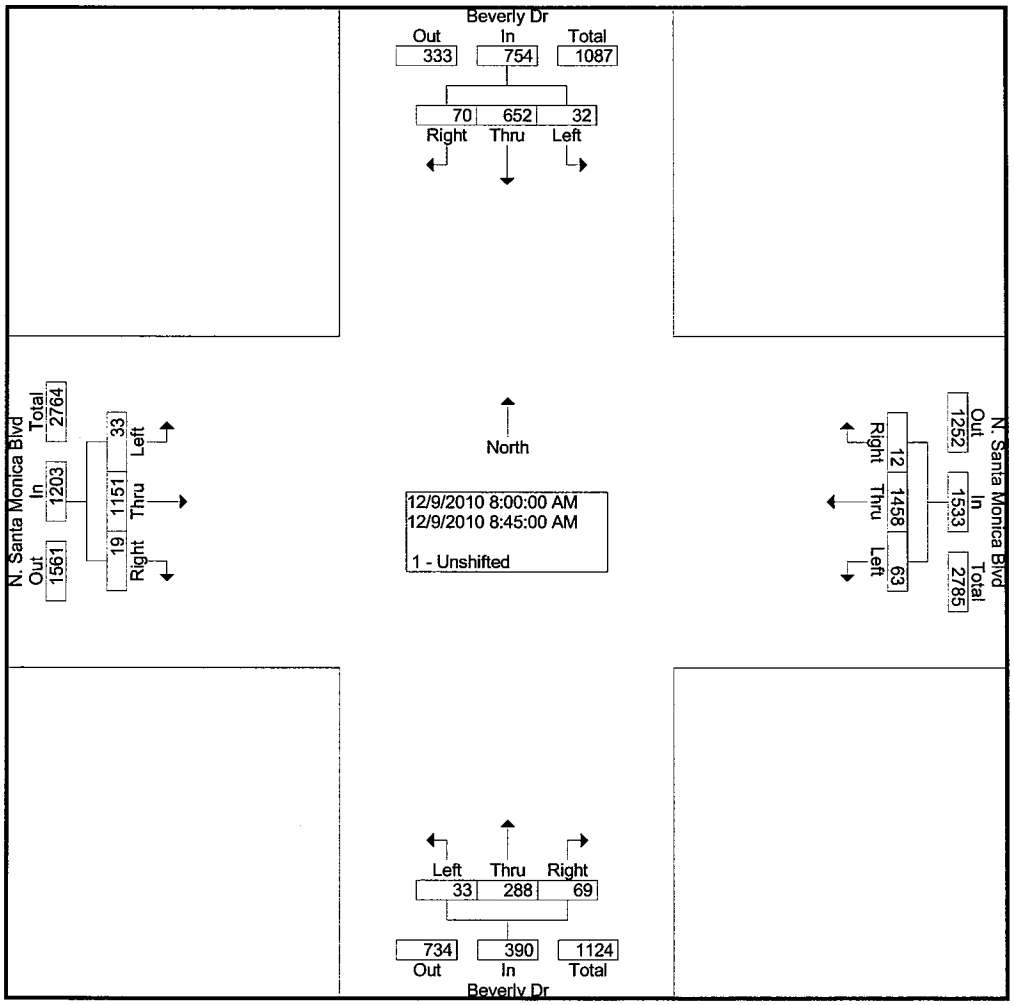
Groups Printed- 1 - Unshifted

	Beverly Dr Southbound			N. Santa Monica Blvd Westbound			Beverly Dr Northbound			N. Santa Monica Blvd Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	4	77	12	11	306	5	1	30	10	7	161	1	625
07:15 AM	5	107	26	19	381	11	3	56	7	6	173	4	798
07:30 AM	3	99	22	8	386	5	3	70	9	3	212	5	825
07:45 AM	6	111	21	11	377	10	3	78	11	2	268	8	906
Total	18	394	81	49	1450	31	10	234	37	18	814	18	3154
08:00 AM	6	141	16	10	379	4	15	82	21	15	253	4	946
08:15 AM	5	150	24	16	360	4	4	73	18	8	304	6	972
08:30 AM	8	180	20	17	390	2	5	67	10	4	310	1	1014
08:45 AM	13	181	10	20	329	2	9	66	20	6	284	8	948
Total	32	652	70	63	1458	12	33	288	69	33	1151	19	3880
04:00 PM	6	117	13	19	250	10	14	167	31	9	302	8	946
04:15 PM	17	118	8	16	281	13	11	140	25	5	280	4	918
04:30 PM	18	107	14	17	305	15	4	145	34	3	255	6	923
04:45 PM	18	104	16	21	286	9	10	153	41	5	252	12	927
Total	59	446	51	73	1122	47	39	605	131	22	1089	30	3714
05:00 PM	14	119	11	18	297	10	12	169	34	6	267	9	966
05:15 PM	11	104	12	21	303	11	19	169	44	6	260	17	977
05:30 PM	20	121	7	24	313	11	14	175	29	9	264	18	1005
05:45 PM	12	133	17	20	358	5	7	176	41	5	277	25	1076
Total	57	477	47	83	1271	37	52	689	148	26	1068	69	4024
Grand Total	166	1969	249	268	5301	127	134	1816	385	99	4122	136	14772
Apprch %	7.0	82.6	10.4	4.7	93.1	2.2	5.7	77.8	16.5	2.3	94.6	3.1	
Total %	1.1	13.3	1.7	1.8	35.9	0.9	0.9	12.3	2.6	0.7	27.9	0.9	

City Traffic Counters
626.256.4171

File Name : BevNSMonica
Site Code : 00000000
Start Date : 12/9/2010
Page No : 2

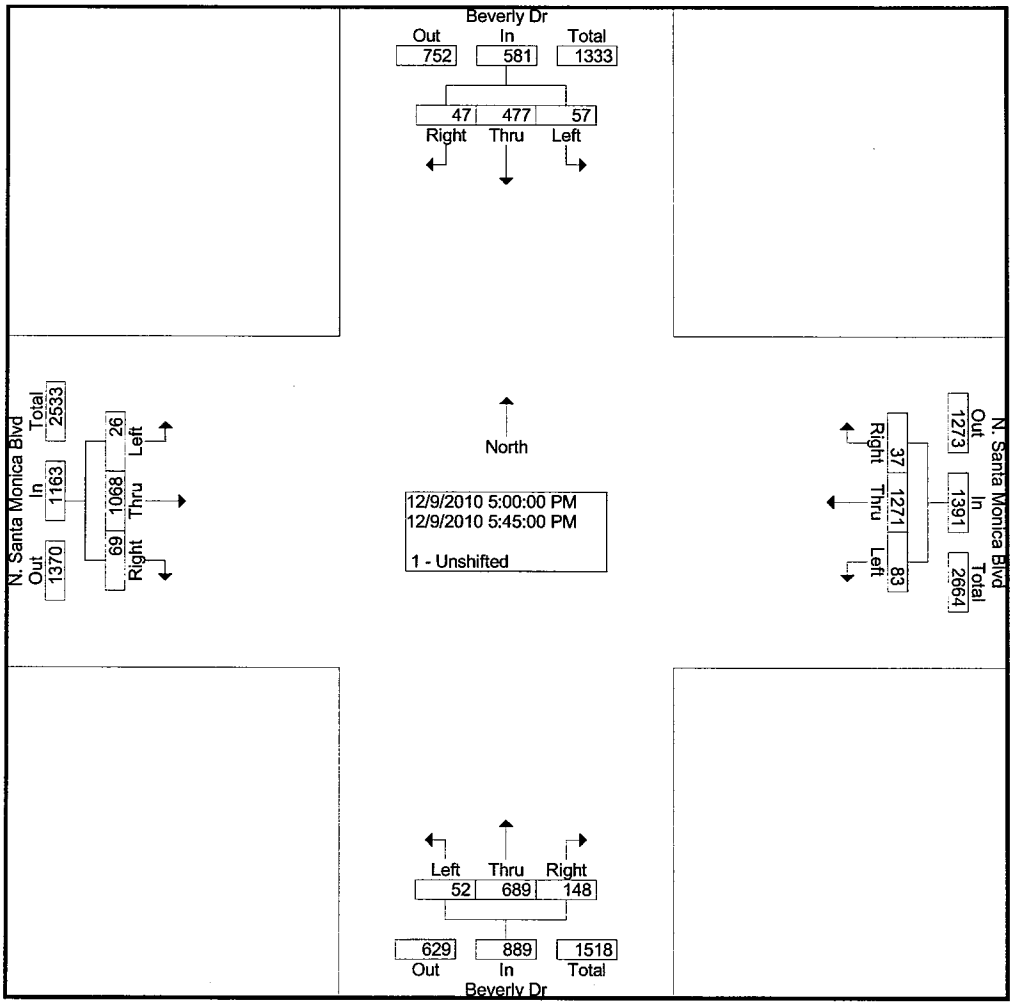
	Beverly Dr Southbound				N. Santa Monica Blvd Westbound				Beverly Dr Northbound				N. Santa Monica Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 12:30 PM - Peak 1 of 1																	
Intersection	08:00 AM																
Volume	32	652	70	754	63	1458	12	1533	33	288	69	390	33	1151	19	1203	3880
Percent	4.2	86.5	9.3		4.1	95.1	0.8		8.5	73.8	17.7		2.7	95.7	1.6		
08:30 Volume	8	180	20	208	17	390	2	409	5	67	10	82	4	310	1	315	1014
Peak Factor																	0.957
High Int.	08:30 AM				08:30 AM				08:00 AM				08:15 AM				
Volume	8	180	20	208	17	390	2	409	15	82	21	118	8	304	6	318	
Peak Factor				0.906				0.937				0.826				0.946	



City Traffic Counters
626.256.4171

File Name : BevNSMonica
Site Code : 00000000
Start Date : 12/9/2010
Page No : 3

	Beverly Dr Southbound				N. Santa Monica Blvd Westbound				Beverly Dr Northbound				N. Santa Monica Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 12:45 PM to 05:45 PM - Peak 1 of 1																	
Intersection 05:00 PM																	
Volume	57	477	47	581	83	1271	37	1391	52	689	148	889	26	1068	69	1163	4024
Percent	9.8	82.1	8.1		6.0	91.4	2.7		5.8	77.5	16.6		2.2	91.8	5.9		
05:45 Volume	12	133	17	162	20	358	5	383	7	176	41	224	5	277	25	307	1076
Peak Factor																	0.935
High Int.	05:45 PM				05:45 PM				05:15 PM				05:45 PM				
Volume	12	133	17	162	20	358	5	383	19	169	44	232	5	277	25	307	
Peak Factor				0.897				0.908				0.958				0.947	



City Traffic Counters
626.256.4171

File Name : BevSSMonica
Site Code : 00000000
Start Date : 12/9/2010
Page No : 1

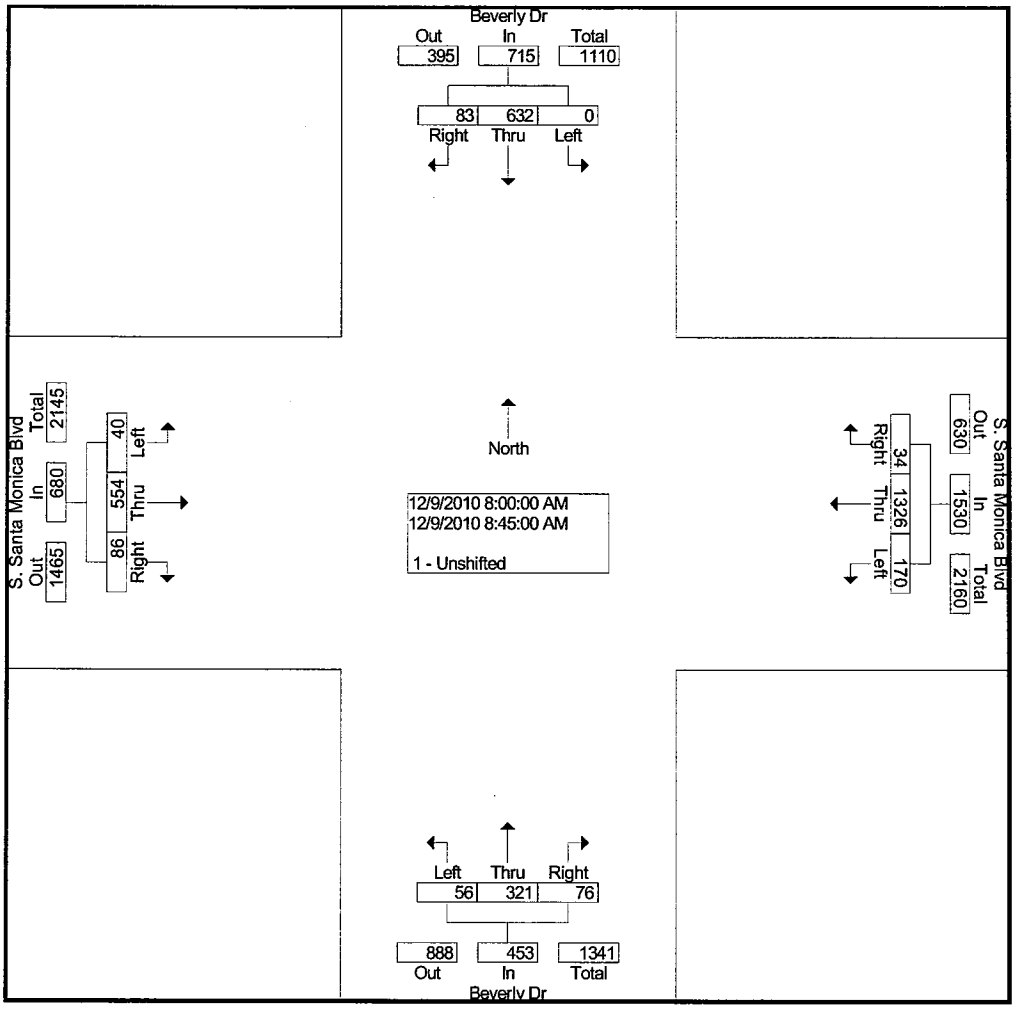
Groups Printed- 1 - Unshifted

	Beverly Dr Southbound			S. Santa Monica Blvd Westbound			Beverly Dr Northbound			S. Santa Monica Blvd Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	0	83	17	17	131	3	2	35	6	10	37	17	358
07:15 AM	0	110	15	10	182	2	3	58	5	4	56	9	454
07:30 AM	0	98	14	20	262	4	7	77	9	6	71	15	583
07:45 AM	0	98	27	33	323	6	16	76	5	12	118	10	724
Total	0	389	73	80	898	15	28	246	25	32	282	51	2119
08:00 AM	0	136	11	40	311	17	14	86	15	13	120	21	784
08:15 AM	0	137	30	39	316	7	10	85	25	12	162	25	848
08:30 AM	0	174	23	43	372	6	18	72	14	5	135	20	882
08:45 AM	0	185	19	48	327	4	14	78	22	10	137	20	864
Total	0	632	83	170	1326	34	56	321	76	40	554	86	3378
04:00 PM	0	127	19	22	186	8	25	173	44	24	224	44	896
04:15 PM	0	124	18	23	141	14	25	151	32	23	266	42	859
04:30 PM	0	117	19	26	199	12	19	161	38	27	233	46	897
04:45 PM	0	121	22	33	193	13	24	179	50	24	238	46	943
Total	0	489	78	104	719	47	93	664	164	98	961	178	3595
05:00 PM	0	121	23	25	182	5	12	173	59	30	253	45	928
05:15 PM	0	120	23	24	180	17	18	184	48	27	243	63	947
05:30 PM	0	140	28	25	198	13	24	185	47	24	235	71	990
05:45 PM	0	152	29	34	208	12	19	188	38	20	215	58	973
Total	0	533	103	108	768	47	73	730	192	101	946	237	3838
Grand Total	0	2043	337	462	3711	143	250	1961	457	271	2743	552	12930
Apprch %	0.0	85.8	14.2	10.7	86.0	3.3	9.4	73.5	17.1	7.6	76.9	15.5	
Total %	0.0	15.8	2.6	3.6	28.7	1.1	1.9	15.2	3.5	2.1	21.2	4.3	

City Traffic Counters
626.256.4171

File Name : BevSSMonica
Site Code : 00000000
Start Date : 12/9/2010
Page No : 2

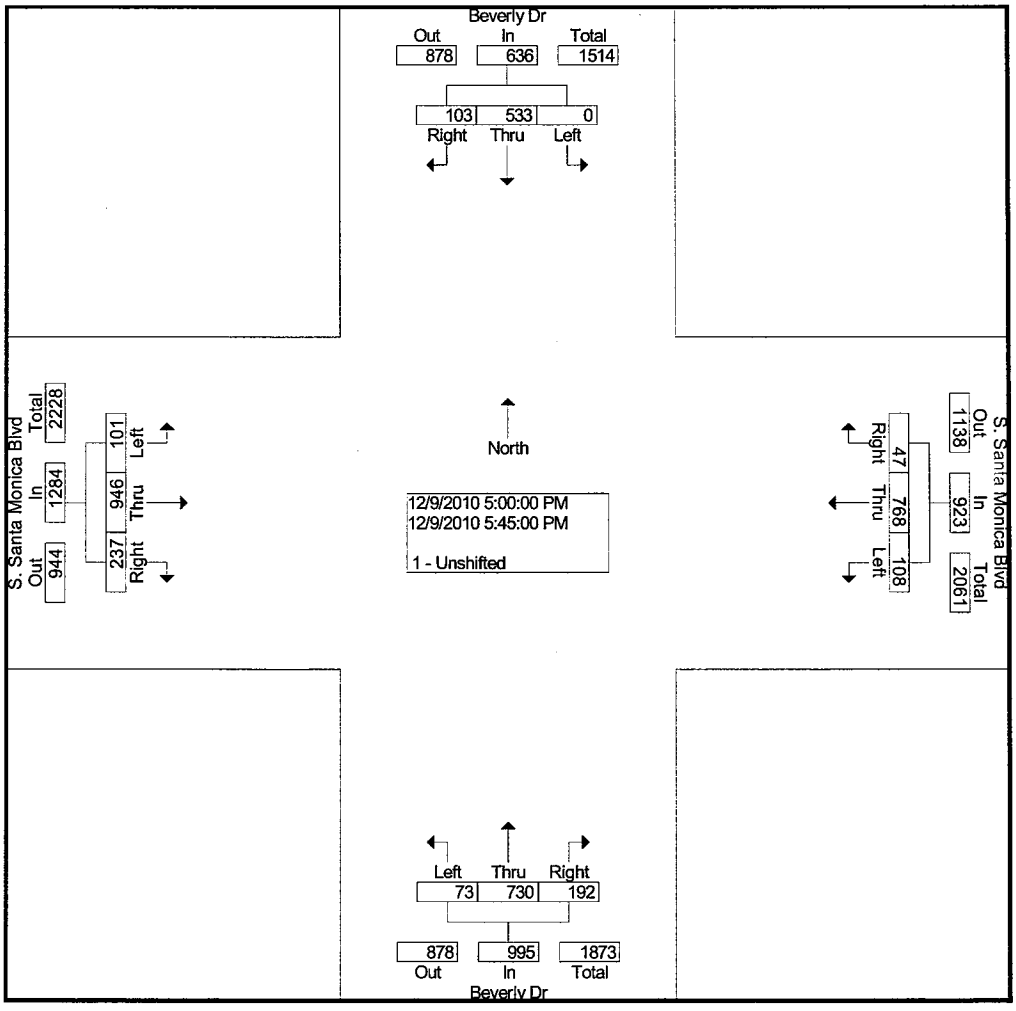
	Beverly Dr Southbound				S. Santa Monica Blvd Westbound				Beverly Dr Northbound				S. Santa Monica Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 12:30 PM - Peak 1 of 1																	
Intersection	08:00 AM																
Volume	0	632	83	715	170	1326	34	1530	56	321	76	453	40	554	86	680	3378
Percent	0.0	88.4	11.6		11.1	86.7	2.2		12.4	70.9	16.8		5.9	81.5	12.6		
08:30 Volume	0	174	23	197	43	372	6	421	18	72	14	104	5	135	20	160	882
Peak Factor																	0.957
High Int.	08:45 AM				08:30 AM				08:15 AM				08:15 AM				
Volume	0	185	19	204	43	372	6	421	10	85	25	120	12	162	25	199	
Peak Factor				0.876				0.909				0.944				0.854	



City Traffic Counters
626.256.4171

File Name : BevSSMonica
Site Code : 00000000
Start Date : 12/9/2010
Page No : 3

	Beverly Dr Southbound				S. Santa Monica Blvd Westbound				Beverly Dr Northbound				S. Santa Monica Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 12:45 PM to 05:45 PM - Peak 1 of 1																	
Intersection 05:00 PM																	
Volume	0	533	103	636	108	768	47	923	73	730	192	995	101	946	237	1284	3838
Percent	0.0	83.8	16.2		11.7	83.2	5.1		7.3	73.4	19.3		7.9	73.7	18.5		
05:30 Volume	0	140	28	168	25	198	13	236	24	185	47	256	24	235	71	330	990
Peak Factor																	0.969
High Int.	05:45 PM				05:45 PM				05:30 PM				05:15 PM				
Volume	0	152	29	181	34	208	12	254	24	185	47	256	27	243	63	333	
Peak Factor				0.878				0.908				0.972				0.964	



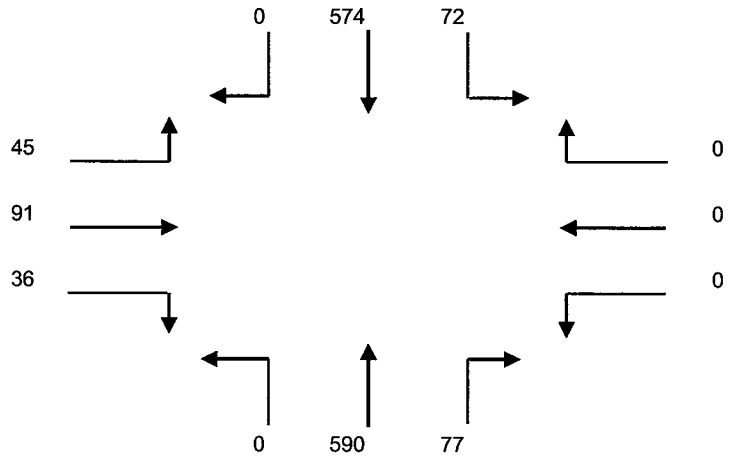
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG - PASADENA
PROJECT: CITY OF BEVERLY HILLS
DATE: THURSDAY, DECEMBER 09, 2010
PERIOD: 07:00 AM TO 09:00 AM
INTERSECTION N/S BEVERLY DRIVE
E/W DAYTON WAY
FILE NUMBER: 1-AM

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
700-715	0	85	5	0	0	0	16	72	0	2	15	4
715-730	0	93	10	0	0	0	19	69	0	3	10	5
730-745	0	90	15	0	0	0	16	107	0	4	7	7
745-800	0	112	15	0	0	0	10	115	0	7	14	14
800-815	0	140	15	0	0	0	19	144	0	7	24	16
815-830	0	131	16	0	0	0	16	150	0	7	25	10
830-845	0	151	19	0	0	0	22	145	0	10	20	8
845-900	0	152	22	0	0	0	20	151	0	12	22	11

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
700-800	0	380	45	0	0	0	61	363	0	16	46	30	941
715-815	0	435	55	0	0	0	64	435	0	21	55	42	1107
730-830	0	473	61	0	0	0	61	516	0	25	70	47	1253
745-845	0	534	65	0	0	0	67	554	0	31	83	48	1382
800-900	0	574	72	0	0	0	77	590	0	36	91	45	1485

A.M. PEAK HOUR
0800-0900



THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91006
626.446.7978

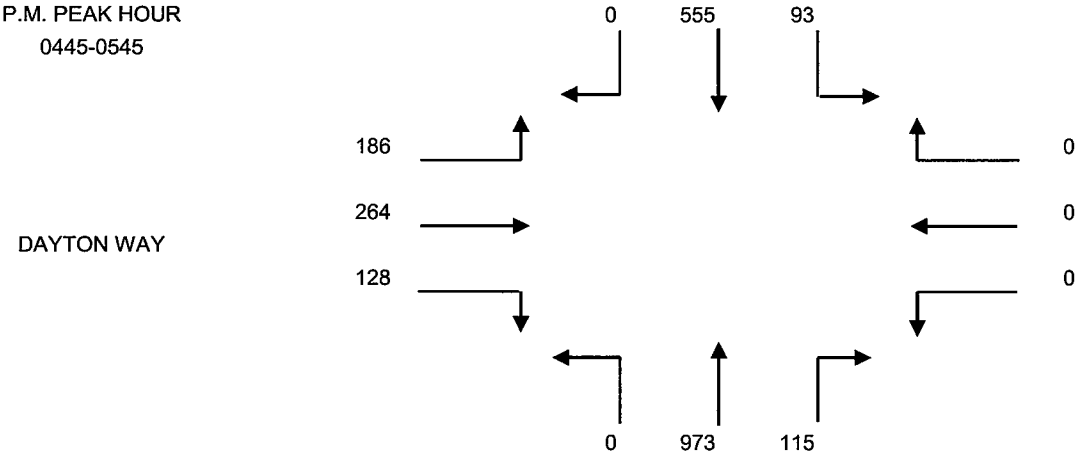
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG - PASADENA
PROJECT: CITY OF BEVERLY HILLS
DATE: THURSDAY, DECEMBER 09, 2010
PERIOD: 04:00 PM TO 06:00 PM
INTERSECTION N/S BEVERLY DRIVE
E/W DAYTON WAY
FILE NUMBER: 1-PM

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
400-415	0	144	20	0	0	0	14	181	0	22	64	33
415-430	0	153	21	0	0	0	20	207	0	25	60	47
430-445	0	141	29	0	0	0	25	213	0	35	56	49
445-500	0	139	25	0	0	0	25	221	0	32	64	41
500-515	0	128	20	0	0	0	28	235	0	27	58	47
515-530	0	142	26	0	0	0	34	251	0	37	76	54
530-545	0	146	22	0	0	0	28	266	0	32	66	44
545-600	0	137	20	0	0	0	26	231	0	25	54	40

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
400-500	0	577	95	0	0	0	84	822	0	114	244	170	2106
415-515	0	561	95	0	0	0	98	876	0	119	238	184	2171
430-530	0	550	100	0	0	0	112	920	0	131	254	191	2258
445-545	0	555	93	0	0	0	115	973	0	128	264	186	2314
500-600	0	553	88	0	0	0	116	983	0	121	254	185	2300

P.M. PEAK HOUR
0445-0545



THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91006
626.446.7978

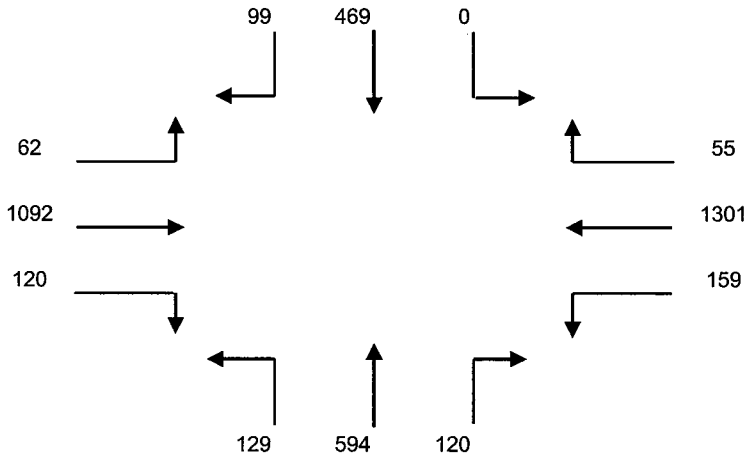
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG - PASADENA
PROJECT: CITY OF BEVERLY HILLS
DATE: THURSDAY, DECEMBER 09, 2010
PERIOD: 07:00 AM TO 09:00 AM
INTERSECTION N/S BEVERLY DRIVE
E/W WILSHIRE BOULEVARD
FILE NUMBER: 2-AM

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
700-715	15	63	0	10	254	15	10	63	16	13	121	7
715-730	12	86	0	10	232	27	19	78	20	14	161	7
730-745	16	74	0	10	281	31	20	106	26	18	199	6
745-800	15	90	0	14	367	26	25	123	37	25	248	10
800-815	21	116	0	11	308	32	21	133	27	25	308	15
815-830	23	107	0	10	319	35	28	168	35	30	294	15
830-845	29	119	0	15	357	48	30	152	30	32	225	13
845-900	26	127	0	19	317	44	41	141	37	33	265	19

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
700-800	58	313	0	44	1134	99	74	370	99	70	729	30	3020
715-815	64	366	0	45	1188	116	85	440	110	82	916	38	3450
730-830	75	387	0	45	1275	124	94	530	125	98	1049	46	3848
745-845	88	432	0	50	1351	141	104	576	129	112	1075	53	4111
800-900	99	469	0	55	1301	159	120	594	129	120	1092	62	4200

A.M. PEAK HOUR
0800-0900



THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91006
626.446.7978

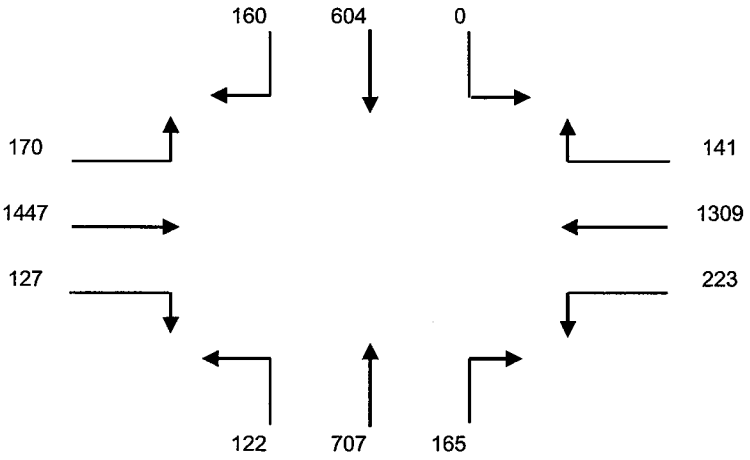
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG - PASADENA
PROJECT: CITY OF BEVERLY HILLS
DATE: THURSDAY, DECEMBER 09, 2010
PERIOD: 04:00 PM TO 06:00 PM
INTERSECTION N/S BEVERLY DRIVE
E/W WILSHIRE BOULEVARD
FILE NUMBER: 2-PM

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
400-415	34	133	0	19	265	44	34	141	29	40	349	33
415-430	36	128	0	29	277	53	39	133	33	49	381	28
430-445	39	133	0	32	286	49	35	171	35	45	359	35
445-500	33	122	0	28	305	47	40	160	27	34	389	46
500-515	42	170	0	39	330	62	41	194	37	35	365	45
515-530	42	155	0	35	325	60	43	180	31	32	323	35
530-545	43	157	0	39	349	54	41	173	27	26	370	44
545-600	40	120	0	29	283	42	36	181	28	29	372	47

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
400-500	142	516	0	108	1133	193	148	605	124	168	1478	142	4757
415-515	150	553	0	128	1198	211	155	658	132	163	1494	154	4996
430-530	156	580	0	134	1246	218	159	705	130	146	1436	161	5071
445-545	160	604	0	141	1309	223	165	707	122	127	1447	170	5175
500-600	167	602	0	142	1287	218	161	728	123	122	1430	171	5151

P.M. PEAK HOUR
0445-0545



THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91006
626.446.7978

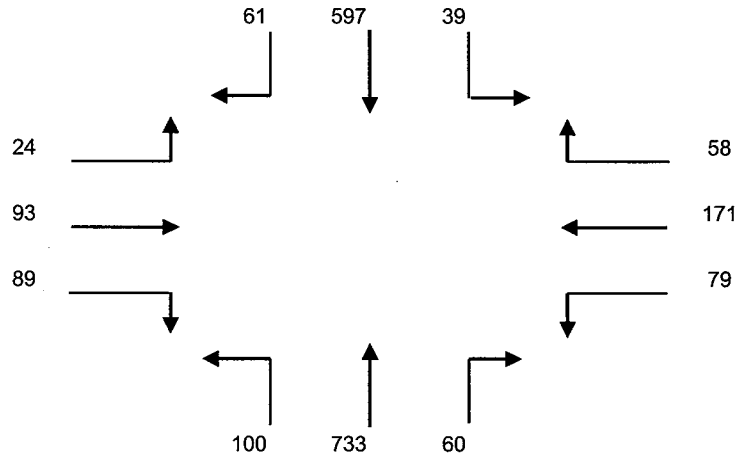
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG - PASADENA
PROJECT: CITY OF BEVERLY HILLS
DATE: THURSDAY, DECEMBER 09, 2010
PERIOD: 07:00 AM TO 09:00 AM
INTERSECTION N/S BEVERLY DRIVE
E/W CHARLEVILLE BOULEVARD
FILE NUMBER: 3-AM

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
700-715	7	83	5	4	8	2	7	97	19	5	8	1
715-730	11	98	6	7	15	5	11	107	15	13	14	2
730-745	11	100	8	11	28	10	12	119	17	10	10	4
745-800	11	116	9	18	59	14	12	140	20	15	13	7
800-815	10	148	10	14	42	22	12	166	26	24	20	4
815-830	14	132	10	16	40	20	13	189	20	22	35	6
830-845	19	159	8	13	54	21	16	190	29	18	23	5
845-900	18	158	11	15	35	16	19	188	25	25	15	9

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
700-800	40	397	28	40	110	31	42	463	71	43	45	14	1324
715-815	43	462	33	50	144	51	47	532	78	62	57	17	1576
730-830	46	496	37	59	169	66	49	614	83	71	78	21	1789
745-845	54	555	37	61	195	77	53	685	95	79	91	22	2004
800-900	61	597	39	58	171	79	60	733	100	89	93	24	2104

A.M. PEAK HOUR
0800-0900



THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91006
626.446.7978

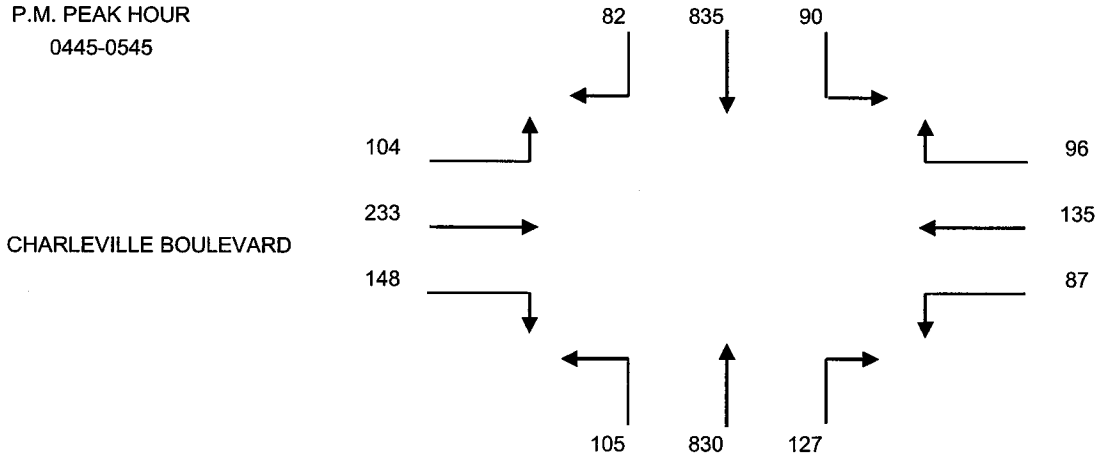
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG - PASADENA
PROJECT: CITY OF BEVERLY HILLS
DATE: THURSDAY, DECEMBER 09, 2010
PERIOD: 04:00 PM TO 06:00 PM
INTERSECTION N/S BEVERLY DRIVE
E/W CHARLEVILLE BOULEVARD
FILE NUMBER: 3-PM

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
400-415	9	132	10	10	14	10	21	163	19	20	32	12
415-430	13	179	17	19	20	10	32	185	27	27	48	19
430-445	17	194	24	25	28	18	20	170	23	20	43	17
445-500	18	201	26	21	32	18	30	183	20	37	50	21
500-515	20	218	24	22	38	27	31	214	22	41	69	30
515-530	20	200	19	25	30	22	37	212	32	37	61	26
530-545	24	216	21	28	35	20	29	221	31	33	53	27
545-600	20	181	23	24	26	22	27	213	26	26	46	23

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
400-500	57	706	77	75	94	56	103	701	89	104	173	69	2304
415-515	68	792	91	87	118	73	113	752	92	125	210	87	2608
430-530	75	813	93	93	128	85	118	779	97	135	223	94	2733
445-545	82	835	90	96	135	87	127	830	105	148	233	104	2872
500-600	84	815	87	99	129	91	124	860	111	137	229	106	2872

P.M. PEAK HOUR
0445-0545



THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91006
626.446.7978

City Traffic Counters
626.256.4171

Site Code : 000000000113
Start Date: 12/09/2010
File I.D. : E:\DATA\ALL F
Page : 1

Street name :Beverly Dr Cross street:Bt Santa Monica & Carmelita Direction 1

Begin Time	<------ South A.M.		P.M.		------><------ North A.M.		P.M.		------><------Combined A.M.		P.M.		------> Thursday
12:00 12/09	23		145		18		87		41		232		
12:15	14		128		16		88		30		216		
12:30	13		141		15		106		28		247		
12:45	7	57	136	550	9	58	96	377	16	115	232	927	
01:00	6		137		5		78		11		215		
01:15	3		131		6		95		9		226		
01:30	4		148		8		114		12		262		
01:45	7	20	139	555	4	23	89	376	11	43	228	931	
02:00	3		134		8		115		11		249		
02:15	4		114		10		129		14		243		
02:30	3		114		9		123		12		237		
02:45	5	15	148	510	4	31	154	521	9	46	302	1031	
03:00	2		134		3		136		5		270		
03:15	4		121		5		147		9		268		
03:30	2		131		1		156		3		287		
03:45	4	12	146	532	0	9	148	587	4	21	294	1119	
04:00	2		129		0		181		2		310		
04:15	1		140		1		158		2		298		
04:30	3		135		1		154		4		289		
04:45	7	13	134	538	0	2	169	662	7	15	303	1200	
05:00	6		138		4		179		10		317		
05:15	7		128		1		184		8		312		
05:30	10		149		8		192		18		341		
05:45	20	43	151	566	14	27	186	741	34	70	337	1307	
06:00	24		157		14		174		38		331		
06:15	33		152		14		154		47		306		
06:30	54		147		17		153		71		300		
06:45	83	194	152	608	25	70	161	642	108	264	313	1250	
07:00	99		114		31		150		130		264		
07:15	137		133		72		113		209		246		
07:30	124		111		79		139		203		250		
07:45	140	500	92	450	86	268	119	521	226	768	211	971	
08:00	161		79		97		115		258		194		
08:15	177		85		85		107		262		192		
08:30	203		54		72		120		275		174		
08:45	198	739	67	285	74	328	105	447	272	1067	172	732	
09:00	186		37		76		115		262		152		
09:15	183		53		77		111		260		164		
09:30	192		49		73		87		265		136		
09:45	187	748	40	179	74	300	86	399	261	1048	126	578	
10:00	167		42		73		93		240		135		
10:15	126		46		72		81		198		127		
10:30	193		33		68		67		261		100		
10:45	170	656	35	156	89	302	55	296	259	958	90	452	
11:00	143		28		77		62		220		90		
11:15	151		33		88		48		239		81		
11:30	147		21		88		26		235		47		
11:45	183	624	23	105	79	332	32	168	262	956	55	273	
Totals	3621		5034		1750		5737		5371		10771		
Day Totals		8655				7487				16142			
Split %	67.4%		46.7%		32.5%		53.2%						
Peak Hour	08:30		05:30		07:30		05:00		08:15		05:15		
Volume	770		609		347		741		1071		1321		
P.H.F.	.94		.96		.89		.96		.97		.96		

City Traffic Counters
626.256.4171

Site Code : 000000000199
Start Date: 12/09/2010
File I.D. : E:\DATA\ALL F
Page : 1

Street name :Dayton Way Cross street:Bt Crescent & Rexford Direction 1

Begin Time	East <------ A.M.		P.M.		West ------><------ A.M.		P.M.		Combined ------><------ A.M.		P.M.		Thursday ------>
12:00 12/09	15		44		2		21		17		65		
12:15	4		40		1		22		5		62		
12:30	7		34		0		31		7		65		
12:45	3	29	56	174	1	4	20	94	4	33	76	268	
01:00	2		56		0		19		2		75		
01:15	2		64		0		15		2		79		
01:30	0		63		3		17		3		80		
01:45	3	7	53	236	1	4	25	76	4	11	78	312	
02:00	2		41		0		28		2		69		
02:15	0		63		0		26		0		89		
02:30	0		69		2		25		2		94		
02:45	2	4	65	238	0	2	19	98	2	6	84	336	
03:00	1		45		1		32		2		77		
03:15	0		55		0		16		0		71		
03:30	1		62		0		17		1		79		
03:45	2	4	45	207	1	2	23	88	3	6	68	295	
04:00	0		61		0		20		0		81		
04:15	0		62		2		14		2		76		
04:30	0		44		0		15		0		59		
04:45	0	*	70	237	1	3	5	54	1	3	75	291	
05:00	1		56		0		16		1		72		
05:15	2		70		1		16		3		86		
05:30	1		65		0		22		1		87		
05:45	3	7	75	266	1	2	22	76	4	9	97	342	
06:00	0		63		0		23		0		86		
06:15	5		77		1		26		6		103		
06:30	3		77		1		19		4		96		
06:45	3	11	68	285	3	5	29	97	6	16	97	382	
07:00	12		51		9		25		21		76		
07:15	13		65		6		14		19		79		
07:30	13		55		14		16		27		71		
07:45	22	60	57	228	27	56	22	77	49	116	79	305	
08:00	32		57		32		13		64		70		
08:15	30		53		33		12		63		65		
08:30	39		39		44		12		83		51		
08:45	44	145	43	192	70	179	9	46	114	324	52	238	
09:00	25		44		57		7		82		51		
09:15	22		37		73		9		95		46		
09:30	31		24		57		2		88		26		
09:45	22	100	28	133	41	228	0	18	63	328	28	151	
10:00	14		19		42		5		56		24		
10:15	31		27		23		2		54		29		
10:30	28		22		22		5		50		27		
10:45	39	112	24	92	27	114	2	14	66	226	26	106	
11:00	42		13		17		3		59		16		
11:15	39		13		22		1		61		14		
11:30	35		13		19		1		54		14		
11:45	42	158	12	51	24	82	5	10	66	240	17	61	
Totals	637		2339		681		748		1318		3087		
Day Totals		2976				1429				4405			
Split %	48.3%		75.7%		51.6%		24.2%						
Peak Hour	11:00		05:45		08:45		01:45		08:45		05:45		
Volume	158		292		257		104		379		382		
P.H.F.	.94		.94		.88		.92		.83		.92		

City Traffic Counters
626.256.4171

Site Code : 000000000132
Start Date: 12/09/2010
File I.D. : E:\DATA\ALL F
Page : 1

Street name :Charleville Blvd Cross street:Bt Camden & Rodeo Direction 1

Begin Time		East <------ A.M.		East P.M.		West ------> A.M.		West P.M.		Combined ------> A.M.		Combined P.M.		Thursday
12:00	12/09	4		63		3		50		7		113		
12:15		0		68		1		41		1		109		
12:30		1		40		0		55		1		95		
12:45		5	10	66	237	0	4	52	198	5	14	118	435	
01:00		4		59		1		54		5		113		
01:15		0		70		3		90		3		160		
01:30		3		62		0		67		3		129		
01:45		1	8	74	265	0	4	55	266	1	12	129	531	
02:00		1		66		1		62		2		128		
02:15		0		59		1		57		1		116		
02:30		0		55		0		56		0		111		
02:45		0	1	66	246	1	3	62	237	1	4	128	483	
03:00		1		56		0		61		1		117		
03:15		0		59		2		73		2		132		
03:30		1		53		1		53		2		106		
03:45		0	2	59	227	0	3	76	263	0	5	135	490	
04:00		0		52		0		65		0		117		
04:15		0		55		0		48		0		103		
04:30		1		55		0		58		1		113		
04:45		0	1	51	213	1	1	73	244	1	2	124	457	
05:00		1		59		0		66		1		125		
05:15		2		58		1		90		3		148		
05:30		3		72		0		96		3		168		
05:45		1	7	59	248	1	2	115	367	2	9	174	615	
06:00		4		77		1		91		5		168		
06:15		0		79		3		84		3		163		
06:30		5		56		8		72		13		128		
06:45		13	22	72	284	9	21	71	318	22	43	143	602	
07:00		15		51		22		87		37		138		
07:15		23		51		16		101		39		152		
07:30		34		38		19		95		53		133		
07:45		74	146	40	180	46	103	95	378	120	249	135	558	
08:00		46		49		51		97		97		146		
08:15		59		48		37		89		96		137		
08:30		55		50		22		45		77		95		
08:45		54	214	27	174	32	142	19	250	86	356	46	424	
09:00		55		12		26		15		81		27		
09:15		64		34		33		7		97		41		
09:30		52		22		22		9		74		31		
09:45		57	228	19	87	31	112	11	42	88	340	30	129	
10:00		62		20		30		11		92		31		
10:15		41		20		23		13		64		33		
10:30		46		19		31		3		77		22		
10:45		48	197	8	67	29	113	4	31	77	310	12	98	
11:00		47		9		37		6		84		15		
11:15		50		8		27		6		77		14		
11:30		54		2		30		6		84		8		
11:45		64	215	5	24	39	133	3	21	103	348	8	45	
Totals		1051		2252		641		2615		1692		4867		
Day Totals			3303				3256				6559			
Split %		62.1%		46.2%		37.8%		53.7%						
Peak Hour		09:15		05:30		07:45		05:15		07:45		05:30		
Volume		235		287		156		392		390		673		
P.H.F.		.91		.90		.76		.85		.81		.96		

APPENDIX D

ICU AND LEVELS OF SERVICE EXPLANATION

ICU DATA WORKSHEETS
WEEKDAY AM AND PM PEAK HOURS

INTERSECTION CAPACITY UTILIZATION (ICU) DESCRIPTION

Level of Service is a term used to describe prevailing conditions and their effect on traffic. Broadly interpreted, the Levels of Service concept denotes any one of a number of differing combinations of operating conditions which may occur as a roadway is accommodating various traffic volumes. Level of Service is a qualitative measure of the effect of such factors as travel speed, travel time, traffic interruptions, freedom to maneuver, safety, driving comfort and convenience.

Six Levels of Service, A through F, have been defined in the 1965 *Highway Capacity Manual*, published by the Transportation Research Board. Level of Service A describes a condition of free flow, with low traffic volumes and relatively high speeds, while Level of Service F describes forced traffic flow at low speeds with jammed conditions and queues which cannot clear during the green phases.

The Intersection Capacity Utilization (ICU) method of intersection capacity analysis has been used in our studies. It directly relates traffic demand and available capacity for key intersection movements, regardless of present signal timing, The capacity per hour of green time for each approach is calculated based on the methods of the *Highway Capacity Manual.* The proportion of total signal time needed by each key movement is determined and compared to the total time available (100 percent of the hour). The result of summing the requirements of the conflicting key movements plus an allowance for clearance times is expressed as a decimal fraction. Conflicting key traffic movements are those opposing movements whose combined green time requirements are greatest.

The resulting ICU represents the proportion of the total hour required to accommodate intersection demand volumes if the key conflicting traffic movements are operating at capacity. Other movements may be operating near capacity, or may be operating at significantly better levels. The ICU may be translated to a Level of Service as tabulated below.

The Levels of Service (abbreviated from the *Highway Capacity Manual*) are listed here with their corresponding ICU and Load Factor equivalents. Load Factor is that proportion of the signal cycles during the peak hour which are fully loaded; i.e. when all of the vehicles waiting at the beginning of green are not able to clear on that green phase.

Intersection Capacity Utilization Characteristics

Level of Service	Load Factor	Equivalent ICU
A	0.0	0.00 - 0.60
B	0.0 - 0.1	0.61 - 0.70
C	0.1 - 0.3	0.71 - 0.80
D	0.3 - 0.7	0.81 - 0.90
E	0.7 - 1.0	0.91 - 1.00
F	Not Applicable	Not Applicable

SERVICE LEVEL A
There are no loaded cycles and few are even close to loaded at this service level. No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication.

SERVICE LEVEL B
This level represents stable operation where an occasional approach phase is fully utilized and a substantial number are approaching full use. Many drivers begin to feel restricted within platoons of vehicles.

SERVICE LEVEL C
At this level stable operation continues. Loading is still intermittent but more frequent than at Level B. Occasionally drivers may have to wait through more than one red signal indication and backups may develop behind turning vehicles. Most drivers feel somewhat restricted, but not objectionably so.

SERVICE LEVEL D
This level encompasses a zone of increasing restriction approaching instability at the intersection. Delays to approaching vehicles may be substantial during short peaks within the peak hour, but enough cycles with lower demand occur to permit periodic clearance of queues, thus preventing excessive backups. Drivers frequently have to wait through more than one red signal. This level is the lower limit of acceptable operation to most drivers.

SERVICE LEVEL E
This represents near capacity and capacity operation. At capacity (ICU = 1.0) it represents the most vehicles that the particular intersection can accommodate. However, full utilization of every signal cycle is seldom attained no matter how great the demand. At this level all drivers wait through more than one red signal, and frequently through several.

SERVICE LEVEL F
Jammed conditions. Traffic backed up from a downstream location on one of the street restricts or prevents movement of traffic through the intersection under consideration.

LINSCOTT, LAW & GREENSPAN, ENGINEERS
236 N. Chester Avenue, Suite 200, Pasadena CA 91106
(626) 796.2322 Fax (626) 792.0941

INTERSECTION CAPACITY UTILIZATION

North Santa Monica Boulevard @ Wilshire Boulevard

N-S St: North Santa Monica Boulevard
E-W St: Wilshire Boulevard
Project: Beverly Hills Equinox Project/1-103881-1
File: ICU1

Peak hr: AM
Annual Growth: 1.00%

Date: 12/30/2010
Date of Count: 2010
Projection Year: 2012

	2010 EXIST. TRAFFIC			2012 W/AMBIENT GROWTH			2012 W/RELATED PROJECTS				2012 W/PROJECT SITE TRAFFIC				2012 W/PROJECT MITIGATION			
	1	2	V/C	Added	Total	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	0	0	0.000 *	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *
Nb Thru	658	3200	0.206	13	671	0.210	108	779	3200	0.243	0	779	3200	0.243	0	779	3200	0.243
Nb Right	54	1600	0.034	1	55	0.034	63	118	1600	0.074	-2	116	1600	0.073	0	116	1600	0.073
Sb Left	0	0	0.000	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Sb Thru	1395	6400	0.298 *	28	1423	0.304 *	75	1498	6400	0.318 *	0	1498	6400	0.318 *	0	1498	6400	0.318 *
Sb Right [3]	511	0	-	10	521	-	17	538	0	-	0	538	0	-	0	538	0	-
Eb Left	625	0	0.098	13	638	0.100	37	675	0	0.105	0	675	0	0.105	0	675	0	0.105
Eb Thru	1330	6400	0.308 *	27	1357	0.314 *	193	1550	6400	0.352 *	-2	1548	6400	0.351 *	0	1548	6400	0.351 *
Eb Right	18	0	-	0	18	-	9	27	0	-	0	27	0	-	0	27	0	-
Wb Left	83	1600	0.052	2	85	0.053	35	120	1600	0.075	3	123	1600	0.077	0	123	1600	0.077
Wb Thru	1183	4800	0.249 *	24	1207	0.254 *	97	1304	4800	0.274 *	5	1309	4800	0.275 *	0	1309	4800	0.275 *
Wb Right	12	0	-	0	12	-	0	12	0	-	0	12	0	-	0	12	0	-
Yellow Allowance: (Eb-Wb Split Phase)			0.100 *			0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.955			0.972				1.044				1.045				1.045
LOS			E			E				F				F				F

11:00 AM

**Key conflicting movement as a part of ICU*
1 Counts conducted by.City Traffic Counters
2 Capacity expressed in veh/hour of green
3 Southbound right-turn has an overlapping phase with the eastbound phase.

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INTERSECTION CAPACITY UTILIZATION

N-S St: North Santa Monica Boulevard
E-W St: Wilshire Boulevard
Project: Beverly Hills Equinox Project/1-103881-1
File: ICU1

North Santa Monica Boulevard @ Wilshire Boulevard
Peak hr: PM
Annual Growth: 1.00%

Date: 12/30/2010
Date of Count: 2010
Projection Year: 2012

	2010 EXIST. TRAFFIC			2012 W/AMBIENT GROWTH			2012 W/RELATED PROJECTS				2012 W/PROJECT SITE TRAFFIC				2012 W/PROJECT MITIGATION			
	1	2	V/C	Added	Total	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	0	0	0.000 *	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *
Nb Thru	667	3200	0.208	13	680	0.213	146	826	3200	0.258	0	826	3200	0.258	0	826	3200	0.258
Nb Right	94	1600	0.059	2	96	0.060	81	177	1600	0.111	9	186	1600	0.116	0	186	1600	0.116
Sb Left	0	0	0.000	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Sb Thru	914	6400	0.235 *	18	932	0.239 *	169	1101	6400	0.273 *	0	1101	6400	0.273 *	0	1101	6400	0.273 *
Sb Right [3]	588	0	-	12	600	-	45	645	0	-	0	645	0	-	0	645	0	-
Eb Left	530	0	0.083	11	541	0.084	43	584	0	0.091	0	584	0	0.091	0	584	0	0.091
Eb Thru	1200	6400	0.274 *	24	1224	0.279 *	207	1431	6400	0.321 *	13	1444	6400	0.323 *	0	1444	6400	0.323 *
Eb Right	23	0	-	0	23	-	17	40	0	-	0	40	0	-	0	40	0	-
Wb Left	149	1600	0.093	3	152	0.095	95	247	1600	0.154	3	250	1600	0.156	0	250	1600	0.156
Wb Thru	1149	4800	0.244 *	23	1172	0.249 *	280	1452	4800	0.307 *	5	1457	4800	0.308 *	0	1457	4800	0.308 *
Wb Right	23	0	-	0	23	-	0	23	0	-	0	23	0	-	0	23	0	-
Yellow Allowance: (Eb-Wb Split Phase)			0.100 *			0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.853			0.868				1.001				1.004				1.004
LOS			D			D				F				F				F

11:00 AM

**Key conflicting movement as a part of ICU*
1 Counts conducted by.City Traffic Counters
2 Capacity expressed in veh/hour of green
3 Southbound right-turn has an overlapping phase with the eastbound phase.

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INTERSECTION CAPACITY UTILIZATION

N-S St: South Santa Monica Boulevard
E-W St: Wilshire Boulevard
Project: Beverly Hills Equinox Project/1-103881-1
File: ICU2

South Santa Monica Boulevard @ Wilshire Boulevard
Peak hr: AM
Annual Growth: 1.00%

Date: 12/30/2010
Date of Count: 2010
Projection Year: 2012

	2010 EXIST. TRAFFIC			2012 W/AMBIENT GROWTH			2012 W/RELATED PROJECTS				2012 W/PROJECT SITE TRAFFIC				2012 W/PROJECT MITIGATION			
	1	2	V/C	Added	Total	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	74	1600	0.046 *	1	75	0.047 *	0	75	1600	0.047 *	0	75	1600	0.047 *	0	75	1600	0.047 *
Nb Thru	627	3200	0.196	13	640	0.200	84	724	3200	0.226	0	724	3200	0.226	0	724	3200	0.226
Nb Right	301	1600	0.188	6	307	0.192	63	370	1600	0.231	-1	369	1600	0.231	0	369	1600	0.231
Sb Left	23	1600	0.014	0	23	0.015	3	26	1600	0.017	0	26	1600	0.017	0	26	1600	0.017
Sb Thru	827	3200	0.337 *	17	844	0.344 *	44	888	3200	0.360 *	0	888	3200	0.360 *	0	888	3200	0.360 *
Sb Right	251	0	-	5	256	-	10	266	0	-	0	266	0	-	0	266	0	-
Eb Left	201	0	0.042	4	205	0.043	18	223	0	0.046	0	223	0	0.046	0	223	0	0.046
Eb Thru	1083	4800	0.286 *	22	1105	0.292 *	239	1344	4800	0.346 *	-4	1340	4800	0.345 *	0	1340	4800	0.345 *
Eb Right	91	0	-	2	93	-	0	93	0	-	0	93	0	-	0	93	0	-
Wb Left	188	1600	0.118	4	192	0.120	54	246	1600	0.154	1	247	1600	0.154	0	247	1600	0.154
Wb Thru	951	4800	0.207 *	19	970	0.211 *	122	1092	4800	0.240 *	8	1100	4800	0.242 *	0	1100	4800	0.242 *
Wb Right	41	0	-	1	42	-	20	62	0	-	0	62	0	-	0	62	0	-
Yellow Allowance: (Eb-Wb Split Phase)			0.100 *			0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.976			0.994				1.094				1.095				1.095
LOS			E			E				F				F				F

11:00 AM

**Key conflicting movement as a part of ICU*
1 Counts conducted by.City Traffic Counters
2 Capacity expressed in veh/hour of green

LINSCOTT, LAW & GREENSPAN, ENGINEERS
236 N. Chester Avenue, Suite 200, Pasadena CA 91106
(626) 796.2322 Fax (626) 792.0941

INTERSECTION CAPACITY UTILIZATION

South Santa Monica Boulevard @ Wilshire Boulevard

N-S St: South Santa Monica Boulevard
E-W St: Wilshire Boulevard
Project: Beverly Hills Equinox Project/1-103881-1
File: ICU2

Peak hr: PM
Annual Growth: 1.00%

Date: 12/30/2010
Date of Count: 2010
Projection Year: 2012

	2010 EXIST. TRAFFIC			2012 W/AMBIENT GROWTH			2012 W/RELATED PROJECTS				2012 W/PROJECT SITE TRAFFIC				2012 W/PROJECT MITIGATION			
	1	2	V/C	Added	Total	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	55	1600	0.034 *	1	56	0.035 *	0	56	1600	0.035 *	0	56	1600	0.035 *	0	56	1600	0.035 *
Nb Thru	652	3200	0.204	13	665	0.208	83	748	3200	0.234	0	748	3200	0.234	0	748	3200	0.234
Nb Right	315	1600	0.197	6	321	0.201	108	429	1600	0.268	3	432	1600	0.270	0	432	1600	0.270
Sb Left	38	1600	0.024	1	39	0.024	10	49	1600	0.030	0	49	1600	0.030	0	49	1600	0.030
Sb Thru	472	3200	0.226 *	9	481	0.231 *	112	593	3200	0.275 *	0	593	3200	0.275 *	0	593	3200	0.275 *
Sb Right	252	0	-	5	257	-	28	285	0	-	0	285	0	-	0	285	0	-
Eb Left	176	0	0.037	4	180	0.037	20	200	0	0.042	0	200	0	0.042	0	200	0	0.042
Eb Thru	1086	4800	0.269 *	22	1108	0.274 *	267	1375	4800	0.334 *	22	1397	4800	0.338 *	0	1397	4800	0.338 *
Eb Right	27	0	-	1	28	-	0	28	0	-	0	28	0	-	0	28	0	-
Wb Left	210	1600	0.131	4	214	0.134	114	328	1600	0.205	1	329	1600	0.206	0	329	1600	0.206
Wb Thru	1007	4800	0.219 *	20	1027	0.223 *	346	1373	4800	0.297 *	8	1381	4800	0.299 *	0	1381	4800	0.299 *
Wb Right	43	0	-	1	44	-	10	54	0	-	0	54	0	-	0	54	0	-
Yellow Allowance: (Eb-Wb Split Phase)			0.100 *			0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.848			0.863				1.041				1.047				1.047
LOS			D			D				F				F				F

11:00 AM

**Key conflicting movement as a part of ICU*
1 Counts conducted by.City Traffic Counters
2 Capacity expressed in veh/hour of green

LINSCOTT, LAW & GREENSPAN, ENGINEERS
236 N. Chester Avenue, Suite 200, Pasadena CA 91106
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INTERSECTION CAPACITY UTILIZATION

N-S St: Beverly Drive
E-W St: North Santa Monica Boulevard
Project: Beverly Hills Equinox Project/1-103881-1
File: ICU3

Beverly Drive @ North Santa Monica Boulevard
Peak hr: AM
Annual Growth: 1.00%

Date: 12/30/2010
Date of Count: 2010
Projection Year: 2012

	2010 EXIST. TRAFFIC			2012 W/AMBIENT GROWTH			2012 W/RELATED PROJECTS				2012 W/PROJECT SITE TRAFFIC				2012 W/PROJECT MITIGATION			
	1	2	V/C	Added	Total	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	33	1600	0.021 *	1	34	0.021 *	8	42	1600	0.026 *	0	42	1600	0.026 *	0	42	1600	0.026 *
Nb Thru	288	3200	0.112	6	294	0.114	23	317	3200	0.126	5	322	3200	0.128	0	322	3200	0.128
Nb Right	69	0	-	1	70	-	15	85	0	-	3	88	0	-	0	88	0	-
Sb Left	32	1600	0.020	1	33	0.020	9	42	1600	0.026	0	42	1600	0.026	0	42	1600	0.026
Sb Thru	652	3200	0.226 *	13	665	0.230 *	34	699	3200	0.245 *	-2	697	3200	0.244 *	0	697	3200	0.244 *
Sb Right	70	0	-	1	71	-	13	84	0	-	0	84	0	-	0	84	0	-
Eb Left	33	1600	0.021 *	1	34	0.021 *	8	42	1600	0.026 *	0	42	1600	0.026 *	0	42	1600	0.026 *
Eb Thru	1151	3200	0.366	23	1174	0.373	69	1243	3200	0.395	0	1243	3200	0.395	0	1243	3200	0.395
Eb Right	19	0	-	0	19	-	0	19	0	-	0	19	0	-	0	19	0	-
Wb Left	63	1600	0.039	1	64	0.040	12	76	1600	0.048	-2	74	1600	0.046	0	74	1600	0.046
Wb Thru	1458	3200	0.459 *	29	1487	0.469 *	120	1607	3200	0.507 *	0	1607	3200	0.507 *	0	1607	3200	0.507 *
Wb Right	12	0	-	0	12	-	3	15	0	-	0	15	0	-	0	15	0	-
Yellow Allowance:			0.100 *			0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.826			0.841				0.904				0.903				0.903
LOS			D			D				E				E				E

11:01 AM

**Key conflicting movement as a part of ICU*
1 Counts conducted by.City Traffic Counters
2 Capacity expressed in veh/hour of green

LINSCOTT, LAW & GREENSPAN, ENGINEERS
236 N. Chester Avenue, Suite 200, Pasadena CA 91106
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INTERSECTION CAPACITY UTILIZATION

Beverly Drive @ North Santa Monica Boulevard
Peak hr: PM
Annual Growth: 1.00%

N-S St: Beverly Drive
E-W St: North Santa Monica Boulevard
Project: Beverly Hills Equinox Project/1-103881-1
File: ICU3

Date: 12/30/2010
Date of Count: 2010
Projection Year: 2012

	2010 EXIST. TRAFFIC			2012 W/AMBIENT GROWTH			2012 W/RELATED PROJECTS				2012 W/PROJECT SITE TRAFFIC				2012 W/PROJECT MITIGATION			
	1	2	V/C	Added	Total	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	52	1600	0.033	1	53	0.033	33	86	1600	0.054	0	86	1600	0.054	0	86	1600	0.054
Nb Thru	689	3200	0.262 *	14	703	0.267 *	66	769	3200	0.303 *	5	774	3200	0.306 *	0	774	3200	0.306 *
Nb Right	148	0	-	3	151	-	51	202	0	-	3	205	0	-	0	205	0	-
Sb Left	57	1600	0.036 *	1	58	0.036 *	3	61	1600	0.038 *	0	61	1600	0.038 *	0	61	1600	0.038 *
Sb Thru	477	3200	0.164	10	487	0.167	40	527	3200	0.186	13	540	3200	0.190	0	540	3200	0.190
Sb Right	47	0	-	1	48	-	22	70	0	-	0	70	0	-	0	70	0	-
Eb Left	26	1600	0.016 *	1	27	0.017 *	25	52	1600	0.032 *	0	52	1600	0.032 *	0	52	1600	0.032 *
Eb Thru	1068	3200	0.355	21	1089	0.362	149	1238	3200	0.409	0	1238	3200	0.409	0	1238	3200	0.409
Eb Right	69	0	-	1	70	-	0	70	0	-	0	70	0	-	0	70	0	-
Wb Left	83	1600	0.052	2	85	0.053	17	102	1600	0.064	9	111	1600	0.069	0	111	1600	0.069
Wb Thru	1271	3200	0.409 *	25	1296	0.417 *	164	1460	3200	0.472 *	0	1460	3200	0.472 *	0	1460	3200	0.472 *
Wb Right	37	0	-	1	38	-	11	49	0	-	0	49	0	-	0	49	0	-
Yellow Allowance:			0.100 *			0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.822			0.837				0.945				0.948				0.948
LOS			D			D				E				E				E

11:01 AM

**Key conflicting movement as a part of ICU*
1 Counts conducted by.City Traffic Counters
2 Capacity expressed in veh/hour of green

LINSCOTT, LAW & GREENSPAN, ENGINEERS
236 N. Chester Avenue, Suite 200, Pasadena CA 91106
(626) 796.2322 Fax (626) 792.0941

INTERSECTION CAPACITY UTILIZATION

N-S St: Beverly Drive
E-W St: South Santa Monica Boulevard
Project: Beverly Hills Equinox Project/1-103881-1
File: ICU4

Beverly Drive @ South Santa Monica Boulevard
Peak hr: AM
Annual Growth: 1.00%

Date: 12/30/2010
Date of Count: 2010
Projection Year: 2012

	2010 EXIST. TRAFFIC			2012 W/AMBIENT GROWTH			2012 W/RELATED PROJECTS				2012 W/PROJECT SITE TRAFFIC				2012 W/PROJECT MITIGATION			
	1	2	V/C	Added	Total	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	56	1600	0.035 *	1	57	0.036 *	8	65	1600	0.041 *	0	65	1600	0.041 *	0	65	1600	0.041 *
Nb Thru	321	3200	0.100	6	327	0.102	46	373	3200	0.117	8	381	3200	0.119	0	381	3200	0.119
Nb Right	76	1600	0.048	2	78	0.048	16	94	1600	0.058	2	96	1600	0.060	0	96	1600	0.060
Sb Left	0	0	0.000	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Sb Thru	632	3200	0.223 *	13	645	0.228 *	45	690	3200	0.242 *	-4	686	3200	0.241 *	0	686	3200	0.241 *
Sb Right	83	0	-	2	85	-	0	85	0	-	0	85	0	-	0	85	0	-
Eb Left	40	1600	0.025 *	1	41	0.026 *	0	41	1600	0.026 *	0	41	1600	0.026 *	0	41	1600	0.026 *
Eb Thru	554	3200	0.200	11	565	0.204	56	621	3200	0.222	0	621	3200	0.222	0	621	3200	0.222
Eb Right	86	0	-	2	88	-	0	88	0	-	0	88	0	-	0	88	0	-
Wb Left	170	1600	0.106	3	173	0.108	15	188	1600	0.118	-1	187	1600	0.117	0	187	1600	0.117
Wb Thru	1326	3200	0.425 *	27	1353	0.434 *	74	1427	3200	0.457 *	0	1427	3200	0.457 *	0	1427	3200	0.457 *
Wb Right	34	0	-	1	35	-	0	35	0	-	0	35	0	-	0	35	0	-
Yellow Allowance:			0.100 *			0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.808			0.823				0.865				0.864				0.864
LOS			D			D				D				D				D

11:01 AM

**Key conflicting movement as a part of ICU*
1 Counts conducted by.City Traffic Counters
2 Capacity expressed in veh/hour of green

LINSCOTT, LAW & GREENSPAN, ENGINEERS
236 N. Chester Avenue, Suite 200, Pasadena CA 91106
(626) 796.2322 Fax (626) 792.0941

INTERSECTION CAPACITY UTILIZATION

N-S St: Beverly Drive
E-W St: South Santa Monica Boulevard
Project: Beverly Hills Equinox Project/1-103881-1
File: ICU4

Beverly Drive @ South Santa Monica Boulevard
Peak hr: PM
Annual Growth: 1.00%

Date: 12/30/2010
Date of Count: 2010
Projection Year: 2012

	2010 EXIST. TRAFFIC			2012 W/AMBIENT GROWTH			2012 W/RELATED PROJECTS				2012 W/PROJECT SITE TRAFFIC				2012 W/PROJECT MITIGATION			
	1	2	V/C	Added	Total	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	73	1600	0.046 *	1	74	0.047 *	33	107	1600	0.067 *	0	107	1600	0.067 *	0	107	1600	0.067 *
Nb Thru	730	3200	0.228	15	745	0.233	150	895	3200	0.280	8	903	3200	0.282	0	903	3200	0.282
Nb Right	192	1600	0.120	4	196	0.122	21	217	1600	0.136	2	219	1600	0.137	0	219	1600	0.137
Sb Left	0	0	0.000	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Sb Thru	533	3200	0.199 *	11	544	0.203 *	57	601	3200	0.221 *	22	623	3200	0.227 *	0	623	3200	0.227 *
Sb Right	103	0	-	2	105	-	0	105	0	-	0	105	0	-	0	105	0	-
Eb Left	101	1600	0.063	2	103	0.064	0	103	1600	0.064	0	103	1600	0.064	0	103	1600	0.064
Eb Thru	946	3200	0.370 *	19	965	0.377 *	90	1055	3200	0.405 *	0	1055	3200	0.405 *	0	1055	3200	0.405 *
Eb Right	237	0	-	5	242	-	0	242	0	-	0	242	0	-	0	242	0	-
Wb Left	108	1600	0.068 *	2	110	0.069 *	28	138	1600	0.086 *	4	142	1600	0.089 *	0	142	1600	0.089 *
Wb Thru	768	3200	0.255	15	783	0.260	111	894	3200	0.294	0	894	3200	0.294	0	894	3200	0.294
Wb Right	47	0	-	1	48	-	0	48	0	-	0	48	0	-	0	48	0	-
Yellow Allowance:			0.100 *			0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.782			0.795				0.879				0.889				0.889
LOS			C			C				D				D				D

11:01 AM

**Key conflicting movement as a part of ICU*
1 Counts conducted by.City Traffic Counters
2 Capacity expressed in veh/hour of green

LINSCOTT, LAW & GREENSPAN, ENGINEERS
236 N. Chester Avenue, Suite 200, Pasadena CA 91106
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INTERSECTION CAPACITY UTILIZATION

N-S St: Beverly Drive
E-W St: Dayton Way
Project: Beverly Hills Equinox Project/1-103881-1
File: ICU5

Beverly Drive @ Dayton Way
Peak hr: AM
Annual Growth: 1.00%

Date: 12/30/2010
Date of Count: 2010
Projection Year: 2012

	2010 EXIST. TRAFFIC			2012 W/AMBIENT GROWTH			2012 W/RELATED PROJECTS				2012 W/PROJECT SITE TRAFFIC				2012 W/PROJECT MITIGATION			
	1	2	V/C	Added	Total	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	0	0	0.000	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Nb Thru	590	3200	0.208 *	12	602	0.213 *	42	644	3200	0.228 *	0	644	3200	0.228 *	0	644	3200	0.228 *
Nb Right	77	0	-	2	79	-	7	86	0	-	0	86	0	-	0	86	0	-
Sb Left	72	1600	0.045 *	1	73	0.046 *	0	73	1600	0.046 *	0	73	1600	0.046 *	0	73	1600	0.046 *
Sb Thru	574	3200	0.179	11	585	0.183	60	645	3200	0.202	-5	640	3200	0.200	0	640	3200	0.200
Sb Right	0	0	-	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Eb Left	45	0	0.014	1	46	0.014	28	74	0	0.023	9	83	0	0.026	0	83	0	0.026
Eb Thru	91	3200	0.043 *	2	93	0.043 *	20	113	3200	0.058 *	8	121	3200	0.064 *	0	121	3200	0.064 *
Eb Right	36	1600	0.023	1	37	0.023	44	81	1600	0.050	-2	79	1600	0.049	0	79	1600	0.049
Wb Left	0	0	0.000 *	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *
Wb Thru	0	0	0.000	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Wb Right	0	0	-	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Yellow Allowance:			0.100 *			0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.396			0.402				0.432				0.437				0.437
LOS			A			A				A				A				A

11:01 AM

**Key conflicting movement as a part of ICU*
1 Counts conducted by.The Traffic Solution
2 Capacity expressed in veh/hour of green

LINSCOTT, LAW & GREENSPAN, ENGINEERS
236 N. Chester Avenue, Suite 200, Pasadena CA 91106
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INTERSECTION CAPACITY UTILIZATION

N-S St: Beverly Drive
E-W St: Dayton Way
Project: Beverly Hills Equinox Project/1-103881-1
File: ICU5

Beverly Drive @ Dayton Way
Peak hr: PM
Annual Growth: 1.00%

Date: 12/30/2010
Date of Count: 2010
Projection Year: 2012

	2010 EXIST. TRAFFIC			2012 W/AMBIENT GROWTH			2012 W/RELATED PROJECTS				2012 W/PROJECT SITE TRAFFIC				2012 W/PROJECT MITIGATION			
	1	2	V/C	Added	Total	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	0	0	0.000	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Nb Thru	973	3200	0.340 *	19	992	0.347 *	88	1080	3200	0.380 *	0	1080	3200	0.380 *	0	1080	3200	0.380 *
Nb Right	115	0	-	2	117	-	18	135	0	-	0	135	0	-	0	135	0	-
Sb Left	93	1600	0.058 *	2	95	0.059 *	0	95	1600	0.059 *	0	95	1600	0.059 *	0	95	1600	0.059 *
Sb Thru	555	3200	0.173	11	566	0.177	84	650	3200	0.203	26	676	3200	0.211	0	676	3200	0.211
Sb Right	0	0	-	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Eb Left	186	0	0.058	4	190	0.059	116	306	0	0.096	10	316	0	0.099	0	316	0	0.099
Eb Thru	264	3200	0.141 *	5	269	0.143 *	83	352	3200	0.206 *	8	360	3200	0.211 *	0	360	3200	0.211 *
Eb Right	128	1600	0.080	3	131	0.082	149	280	1600	0.175	9	289	1600	0.180	0	289	1600	0.180
Wb Left	0	0	0.000 *	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *
Wb Thru	0	0	0.000	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Wb Right	0	0	-	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Yellow Allowance:			0.100 *			0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.639			0.650				0.745				0.750				0.750
LOS			B			B				C				C				C

11:01 AM

**Key conflicting movement as a part of ICU*
1 Counts conducted by. The Traffic Solution
2 Capacity expressed in veh/hour of green

LINSCOTT, LAW & GREENSPAN, ENGINEERS
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INTERSECTION CAPACITY UTILIZATION

N-S St: Beverly Drive
E-W St: Wilshire Boulevard
Project: Beverly Hills Equinox Project/1-103881-1
File: ICU6

Beverly Drive @ Wilshire Boulevard
Peak hr: AM
Annual Growth: 1.00%

Date: 12/30/2010
Date of Count: 2010
Projection Year: 2012

	2010 EXIST. TRAFFIC			2012 W/AMBIENT GROWTH			2012 W/RELATED PROJECTS				2012 W/PROJECT SITE TRAFFIC				2012 W/PROJECT MITIGATION			
	1	2	V/C	Added	Total	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	129	1600	0.081 *	3	132	0.082 *	34	166	1600	0.103 *	0	166	1600	0.103 *	0	166	1600	0.103 *
Nb Thru	594	3200	0.186	12	606	0.189	21	627	3200	0.196	-2	625	3200	0.195	0	625	3200	0.195
Nb Right	120	1600	0.075	2	122	0.077	0	122	1600	0.077	0	122	1600	0.077	0	122	1600	0.077
Sb Left	0	0	0.000	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Sb Thru	469	3200	0.147 *	9	478	0.149 *	26	504	3200	0.158 *	5	509	3200	0.159 *	0	509	3200	0.159 *
Sb Right	99	1600	0.062	2	101	0.063	42	143	1600	0.089	9	152	1600	0.095	0	152	1600	0.095
Eb Left	62	1600	0.039	1	63	0.040	26	89	1600	0.056	-2	87	1600	0.055	0	87	1600	0.055
Eb Thru	1092	4800	0.253 *	22	1114	0.258 *	208	1322	4800	0.301 *	0	1322	4800	0.301 *	0	1322	4800	0.301 *
Eb Right	120	0	-	2	122	-	1	123	0	-	0	123	0	-	0	123	0	-
Wb Left	159	1600	0.099 *	3	162	0.101 *	0	162	1600	0.101 *	0	162	1600	0.101 *	0	162	1600	0.101 *
Wb Thru	1301	4800	0.283	26	1327	0.288	234	1561	4800	0.341	-1	1560	4800	0.340	0	1560	4800	0.340
Wb Right	55	0	-	1	56	-	21	77	0	-	-3	74	0	-	0	74	0	-
Yellow Allowance:			0.100 *			0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.679			0.691				0.764				0.765				0.765
LOS			B			B				C				C				C

11:01 AM

**Key conflicting movement as a part of ICU*
1 Counts conducted by.The Traffic Solution
2 Capacity expressed in veh/hour of green

LINSCOTT, LAW & GREENSPAN, ENGINEERS
236 N. Chester Avenue, Suite 200, Pasadena CA 91106
(626) 796.2322 Fax (626) 792.0941

INTERSECTION CAPACITY UTILIZATION

N-S St: Beverly Drive
E-W St: Wilshire Boulevard
Project: Beverly Hills Equinox Project/1-103881-1
File: ICU6

Beverly Drive @ Wilshire Boulevard
Peak hr: PM
Annual Growth: 1.00%

Date: 12/30/2010
Date of Count: 2010
Projection Year: 2012

	2010 EXIST. TRAFFIC			2012 W/AMBIENT GROWTH			2012 W/RELATED PROJECTS				2012 W/PROJECT SITE TRAFFIC				2012 W/PROJECT MITIGATION			
	1	2	V/C	Added	Total	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	122	1600	0.076 *	2	124	0.078 *	16	140	1600	0.088 *	0	140	1600	0.088 *	0	140	1600	0.088 *
Nb Thru	707	3200	0.221	14	721	0.225	20	741	3200	0.232	13	754	3200	0.236	0	754	3200	0.236
Nb Right	165	1600	0.103	3	168	0.105	0	168	1600	0.105	0	168	1600	0.105	0	168	1600	0.105
Sb Left	0	0	0.000	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Sb Thru	604	3200	0.189 *	12	616	0.193 *	95	711	3200	0.222 *	5	716	3200	0.224 *	0	716	3200	0.224 *
Sb Right	160	1600	0.100	3	163	0.102	123	286	1600	0.179	10	296	1600	0.185	0	296	1600	0.185
Eb Left	170	1600	0.106	3	173	0.108	40	213	1600	0.133	13	226	1600	0.142	0	226	1600	0.142
Eb Thru	1447	4800	0.328 *	29	1476	0.334 *	331	1807	4800	0.404 *	0	1807	4800	0.404 *	0	1807	4800	0.404 *
Eb Right	127	0	-	3	130	-	3	133	0	-	0	133	0	-	0	133	0	-
Wb Left	223	1600	0.139 *	4	227	0.142 *	0	227	1600	0.142 *	0	227	1600	0.142 *	0	227	1600	0.142 *
Wb Thru	1309	4800	0.302	26	1335	0.308	385	1720	4800	0.397	4	1724	4800	0.401	0	1724	4800	0.401
Wb Right	141	0	-	3	144	-	42	186	0	-	17	203	0	-	0	203	0	-
Yellow Allowance:			0.100 *			0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.832			0.847				0.956				0.958				0.958
LOS			D			D				E				E				E

11:01 AM

**Key conflicting movement as a part of ICU*
1 Counts conducted by.The Traffic Solution
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

N-S St: Beverly Drive
E-W St: Charleville Boulevard
Project: Beverly Hills Equinox Project/1-103881-1
File: ICU7

Beverly Drive @ Charleville Boulevard
Peak hr: AM
Annual Growth: 1.00%

Date: 12/30/2010
Date of Count: 2010
Projection Year: 2012

	2010 EXIST. TRAFFIC			2012 W/AMBIENT GROWTH			2012 W/RELATED PROJECTS				2012 W/PROJECT SITE TRAFFIC				2012 W/PROJECT MITIGATION			
	1	2	V/C	Added	Total	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	100	1600	0.063	2	102	0.064	0	102	1600	0.064	0	102	1600	0.064	0	102	1600	0.064
Nb Thru	733	3200	0.248 *	15	748	0.253 *	55	803	3200	0.270 *	-2	801	3200	0.269 *	0	801	3200	0.269 *
Nb Right	60	0	-	1	61	-	0	61	0	-	0	61	0	-	0	61	0	-
Sb Left	39	1600	0.024 *	1	40	0.025 *	0	40	1600	0.025 *	0	40	1600	0.025 *	0	40	1600	0.025 *
Sb Thru	597	3200	0.206	12	609	0.210	27	636	3200	0.218	5	641	3200	0.220	0	641	3200	0.220
Sb Right	61	0	-	1	62	-	0	62	0	-	0	62	0	-	0	62	0	-
Eb Left	24	0	0.015 *	0	24	0.015 *	0	24	0	0.015 *	0	24	0	0.015 *	0	24	0	0.015 *
Eb Thru	93	1600	0.073	2	95	0.075	14	109	1600	0.083	0	109	1600	0.083	0	109	1600	0.083
Eb Right	89	1600	0.056	2	91	0.057	0	91	1600	0.057	0	91	1600	0.057	0	91	1600	0.057
Wb Left	79	0	0.049	2	81	0.050	0	81	0	0.050	0	81	0	0.050	0	81	0	0.050
Wb Thru	171	1600	0.156 *	3	174	0.159 *	11	185	1600	0.166 *	0	185	1600	0.166 *	0	185	1600	0.166 *
Wb Right	58	1600	0.036	1	59	0.037	0	59	1600	0.037	0	59	1600	0.037	0	59	1600	0.037
Yellow Allowance:			0.100 *			0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.543			0.552				0.576				0.576				0.576
LOS			A			A				A				A				A

11:02 AM

**Key conflicting movement as a part of ICU*
1 Counts conducted by.The Traffic Solution
2 Capacity expressed in veh/hour of green

LINSCOTT, LAW & GREENSPAN, ENGINEERS
236 N. Chester Avenue, Suite 200, Pasadena CA 91106
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INTERSECTION CAPACITY UTILIZATION

N-S St: Beverly Drive
E-W St: Charleville Boulevard
Project: Beverly Hills Equinox Project/1-103881-1
File: ICU7

Beverly Drive @ Charleville Boulevard
Peak hr: PM
Annual Growth: 1.00%

Date: 12/30/2010
Date of Count: 2010
Projection Year: 2012

	2010 EXIST. TRAFFIC			2012 W/AMBIENT GROWTH			2012 W/RELATED PROJECTS				2012 W/PROJECT SITE TRAFFIC				2012 W/PROJECT MITIGATION			
	1	2	V/C	Added	Total	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	105	1600	0.066	2	107	0.067	0	107	1600	0.067 *	0	107	1600	0.067 *	0	107	1600	0.067 *
Nb Thru	830	3200	0.299 *	17	847	0.305 *	36	883	3200	0.316	13	896	3200	0.320	0	896	3200	0.320
Nb Right	127	0	-	3	130	-	0	130	0	-	0	130	0	-	0	130	0	-
Sb Left	90	1600	0.056 *	2	92	0.057 *	0	92	1600	0.057	0	92	1600	0.057	0	92	1600	0.057
Sb Thru	835	3200	0.287	17	852	0.292	98	950	3200	0.323 *	5	955	3200	0.324 *	0	955	3200	0.324 *
Sb Right	82	0	-	2	84	-	0	84	0	-	0	84	0	-	0	84	0	-
Eb Left	104	0	0.065	2	106	0.066	0	106	0	0.066	0	106	0	0.066	0	106	0	0.066
Eb Thru	233	1600	0.211 *	5	238	0.215 *	19	257	1600	0.227 *	0	257	1600	0.227 *	0	257	1600	0.227 *
Eb Right	148	1600	0.093	3	151	0.094	0	151	1600	0.094	0	151	1600	0.094	0	151	1600	0.094
Wb Left	87	0	0.054 *	2	89	0.055 *	0	89	0	0.055 *	0	89	0	0.055 *	0	89	0	0.055 *
Wb Thru	135	1600	0.139	3	138	0.142	20	158	1600	0.154	0	158	1600	0.154	0	158	1600	0.154
Wb Right	96	1600	0.060	2	98	0.061	0	98	1600	0.061	0	98	1600	0.061	0	98	1600	0.061
Yellow Allowance:			0.100 *			0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.720			0.733				0.772				0.774				0.774
LOS			C			C				C				C				C

11:02 AM

**Key conflicting movement as a part of ICU*
1 Counts conducted by.The Traffic Solution
2 Capacity expressed in veh/hour of green

APPENDIX D1

EXISTING AND EXISTING WITH PROJECT CONDITIONS

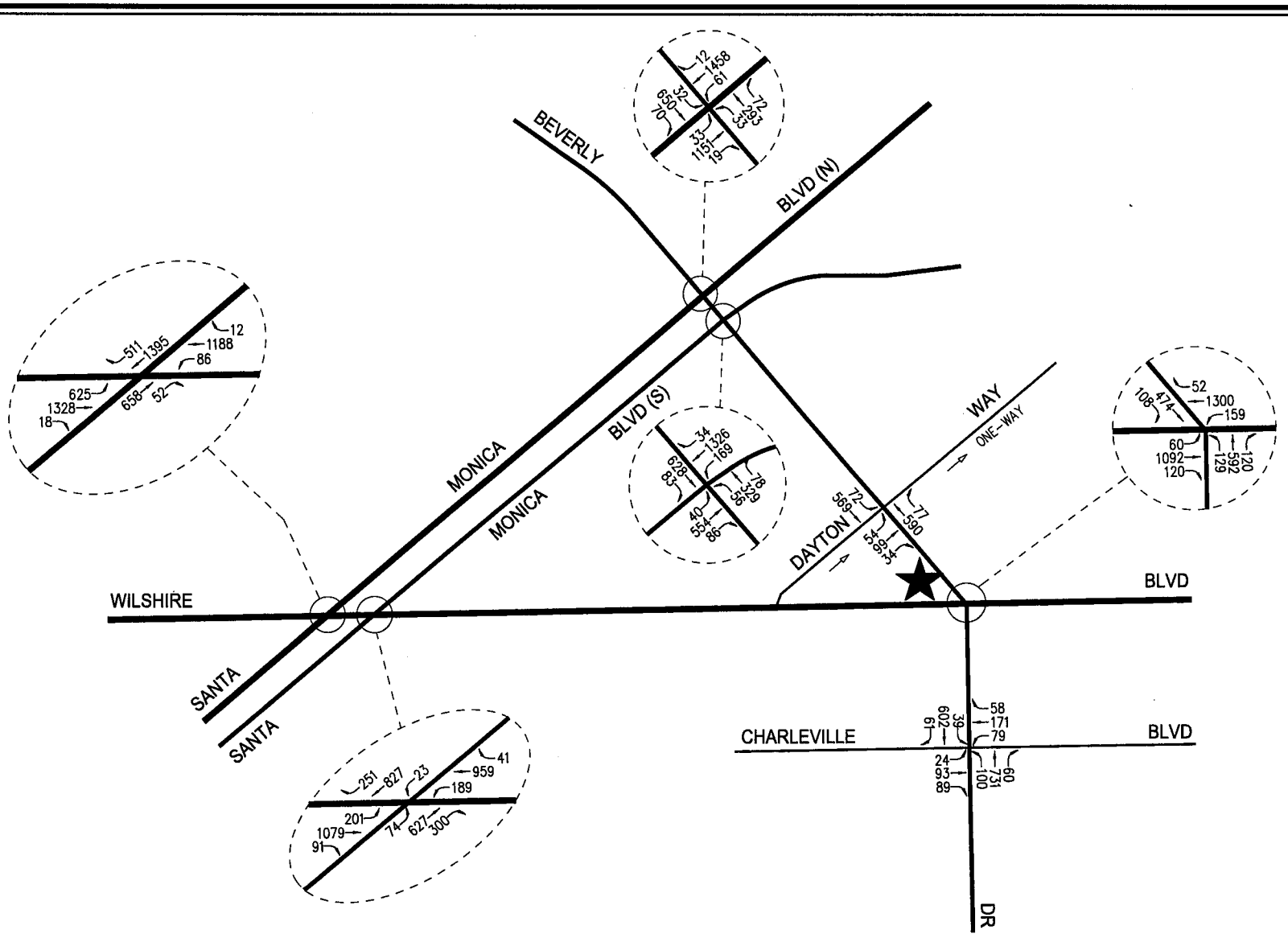
LEVELS OF SERVICE SUMMARY AND ICU DATA WORKSHEETS
WEEKDAY AM AND PM PEAK HOURS

Appendix Table D1
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
AM AND PM PEAK HOURS

NO.	INTERSECTION	PEAK HOUR	[1] YEAR 2010 EXISTING V/C	LOS	[2] EXISTING W/ PROPOSED PROJECT V/C	LOS	CHANGE V/C [(2)-(1)]	SIGNIF. IMPACT
1	North Santa Monica Boulevard/ Wilshire Boulevard	AM	0.955	E	0.956	E	0.001	NO
		PM	0.853	D	0.856	D	0.003	NO
2	South Santa Monica Boulevard/ Wilshire Boulevard	AM	0.976	E	0.977	E	0.001	NO
		PM	0.848	D	0.854	D	0.006	NO
3	Beverly Drive/ North Santa Monica Boulevard	AM	0.826	D	0.826	D	0.000	NO
		PM	0.822	D	0.825	D	0.003	NO
4	Beverly Drive/ South Santa Monica Boulevard	AM	0.808	D	0.807	D	-0.001	NO
		PM	0.782	C	0.791	C	0.009	NO
5	Beverly Drive/ Dayton Way	AM	0.396	A	0.401	A	0.005	NO
		PM	0.639	B	0.644	B	0.005	NO
6	Beverly Drive/ Wilshire Boulevard	AM	0.679	B	0.681	B	0.002	NO
		PM	0.832	D	0.834	D	0.002	NO
7	Beverly Drive/ Charleville Boulevard	AM	0.543	A	0.543	A	0.000	NO
		PM	0.720	C	0.724	C	0.004	NO

City of Beverly Hills intersection impact threshold criteria is as follows (per Resolution No. 1586, Adopted October 14, 2010):

Final v/c	LOS	Project Related Increase in V/C
>0.000 - 0.900	A, B, C, D	equal to or greater than 0.030
>0.900	E, F	equal to or greater than 0.020

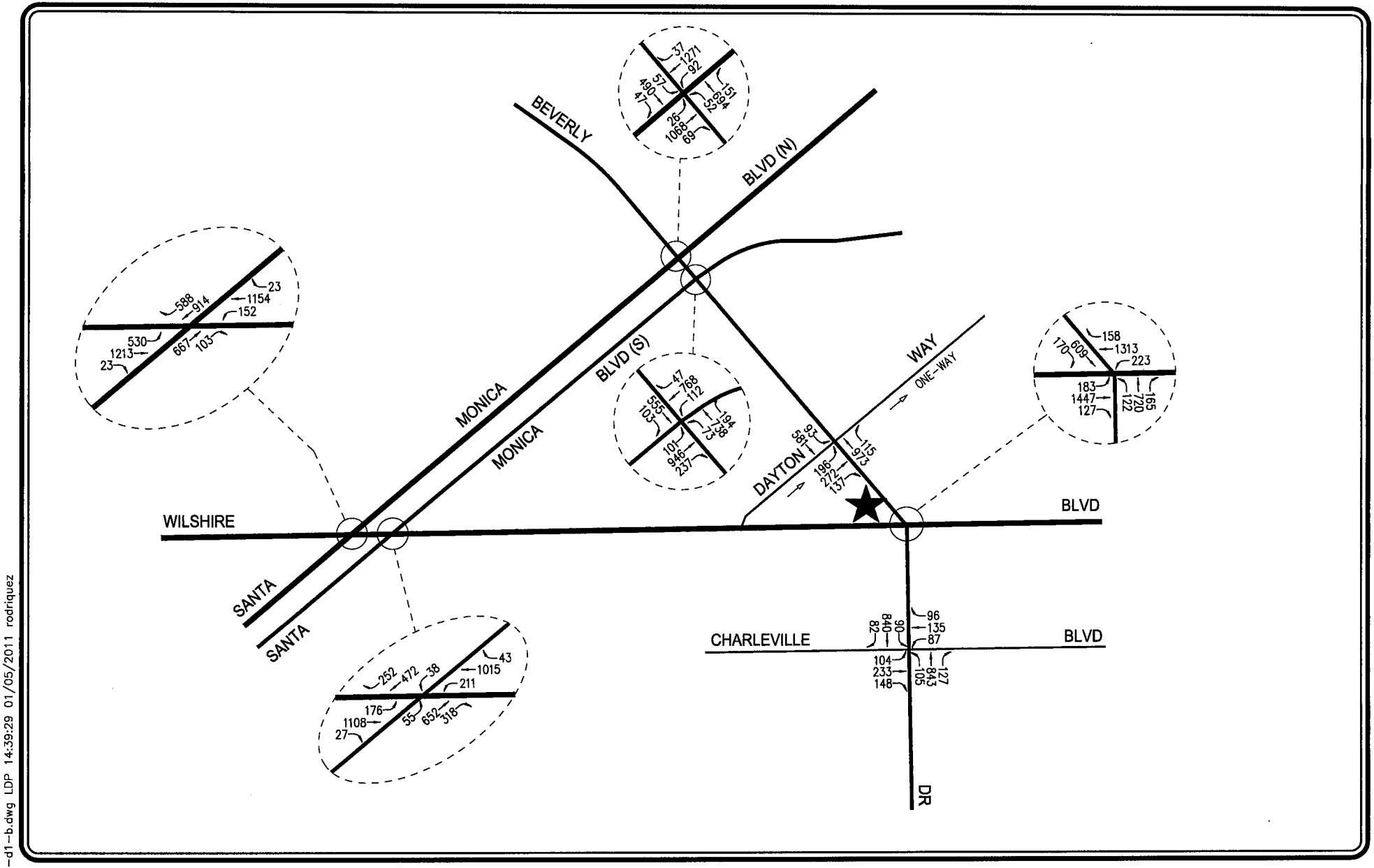


★ PROJECT SITE

NOT TO SCALE

APPENDIX FIGURE D1-A
EXISTING WITH PROJECT TRAFFIC VOLUMES
WEEKDAY AM PEAK HOUR
BEVERLY HILLS EQUINOX PROJECT

LINSCOTT, LAW & GREENSPAN, engineers



★ PROJECT SITE

N

NOT TO SCALE

APPENDIX FIGURE D1-B
EXISTING WITH PROJECT TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR

BEVERLY HILLS EQUINOX PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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LINSCOTT, LAW & GREENSPAN, ENGINEERS
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(626) 796.2322 Fax (626) 792.0941

N-S St: North Santa Monica Boulevard
E-W St: Wilshire Boulevard
Project: Beverly Hills Equinox Project/1-103881-1
File: ICU1
Peak hr: AM

Date: 01/05/2011
Date of Count: 2010
Projection Year: 2010

	2010 EXIST. TRAFFIC			2010 W/PROJECT SITE TRAFFIC				2010 W/PROJECT MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *
Nb Thru	658	3200	0.206	0	658	3200	0.206	0	658	3200	0.206
Nb Right	54	1600	0.034	-2	52	1600	0.033	0	52	1600	0.033
Sb Left	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Sb Thru	1395	6400	0.298 *	0	1395	6400	0.298 *	0	1395	6400	0.298 *
Sb Right [3]	511	0	-	0	511	0	-	0	511	0	-
Eb Left	625	0	0.098	0	625	0	0.098	0	625	0	0.098
Eb Thru	1330	6400	0.308 *	-2	1328	6400	0.308 *	0	1328	6400	0.308 *
Eb Right	18	0	-	0	18	0	-	0	18	0	-
Wb Left	83	1600	0.052	3	86	1600	0.054	0	86	1600	0.054
Wb Thru	1183	4800	0.249 *	5	1188	4800	0.250 *	0	1188	4800	0.250 *
Wb Right	12	0	-	0	12	0	-	0	12	0	-
Yellow Allowance: (Eb-Wb Split Phase)			0.100 *				0.100 *				0.100 *
ICU			0.955				0.956				0.956
LOS			E				E				E

02:07 PM

**Key conflicting movement as a part of ICU*
1 Counts conducted by.City Traffic Counters
2 Capacity expressed in veh/hour of green
3 Southbound right-turn has an overlapping phase with the eastbound phase.

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236 N. Chester Avenue, Suite 200, Pasadena CA 91106
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N-S St: North Santa Monica Boulevard
E-W St: Wilshire Boulevard
Project: Beverly Hills Equinox Project/1-103881-1
File: ICU1
Peak hr: PM

Date: 01/05/2011
Date of Count: 2010
Projection Year: 2010

	2010 EXIST. TRAFFIC			2010 W/PROJECT SITE TRAFFIC				2010 W/PROJECT MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *
Nb Thru	667	3200	0.208	0	667	3200	0.208	0	667	3200	0.208
Nb Right	94	1600	0.059	9	103	1600	0.064	0	103	1600	0.064
Sb Left	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Sb Thru	914	6400	0.235 *	0	914	6400	0.235 *	0	914	6400	0.235 *
Sb Right [3]	588	0	-	0	588	0	-	0	588	0	-
Eb Left	530	0	0.083	0	530	0	0.083	0	530	0	0.083
Eb Thru	1200	6400	0.274 *	13	1213	6400	0.276 *	0	1213	6400	0.276 *
Eb Right	23	0	-	0	23	0	-	0	23	0	-
Wb Left	149	1600	0.093	3	152	1600	0.095	0	152	1600	0.095
Wb Thru	1149	4800	0.244 *	5	1154	4800	0.245 *	0	1154	4800	0.245 *
Wb Right	23	0	-	0	23	0	-	0	23	0	-
Yellow Allowance: (Eb-Wb Split Phase)			0.100 *				0.100 *				0.100 *
ICU			0.853				0.856				0.856
LOS			D				D				D

02:07 PM

**Key conflicting movement as a part of ICU*
1 Counts conducted by.City Traffic Counters
2 Capacity expressed in veh/hour of green
3 Southbound right-turn has an overlapping phase with the eastbound phase.

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N-S St: South Santa Monica Boulevard
E-W St: Wilshire Boulevard
Project: Beverly Hills Equinox Project/1-103881-1
File: ICU2
Peak hr: AM

Date: 01/05/2011
Date of Count: 2010
Projection Year: 2010

	2010 EXIST. TRAFFIC			2010 W/PROJECT SITE TRAFFIC				2010 W/PROJECT MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	74	1600	0.046 *	0	74	1600	0.046 *	0	74	1600	0.046 *
Nb Thru	627	3200	0.196	0	627	3200	0.196	0	627	3200	0.196
Nb Right	301	1600	0.188	-1	300	1600	0.188	0	300	1600	0.188
Sb Left	23	1600	0.014	0	23	1600	0.014	0	23	1600	0.014
Sb Thru	827	3200	0.337 *	0	827	3200	0.337 *	0	827	3200	0.337 *
Sb Right	251	0	-	0	251	0	-	0	251	0	-
Eb Left	201	0	0.042	0	201	0	0.042	0	201	0	0.042
Eb Thru	1083	4800	0.286 *	-4	1079	4800	0.286 *	0	1079	4800	0.286 *
Eb Right	91	0	-	0	91	0	-	0	91	0	-
Wb Left	188	1600	0.118	1	189	1600	0.118	0	189	1600	0.118
Wb Thru	951	4800	0.207 *	8	959	4800	0.208 *	0	959	4800	0.208 *
Wb Right	41	0	-	0	41	0	-	0	41	0	-
Yellow Allowance: (Eb-Wb Split Phase)			0.100 *				0.100 *				0.100 *
ICU			0.976				0.977				0.977
LOS			E				E				E

02:07 PM

**Key conflicting movement as a part of ICU*
1 Counts conducted by.City Traffic Counters
2 Capacity expressed in veh/hour of green

LINSCOTT, LAW & GREENSPAN, ENGINEERS
236 N. Chester Avenue, Suite 200, Pasadena CA 91106
(626) 796.2322 Fax (626) 792.0941

N-S St: South Santa Monica Boulevard
E-W St: Wilshire Boulevard
Project: Beverly Hills Equinox Project/1-103881-1
File: ICU2
Peak hr: PM

Date: 01/05/2011
Date of Count: 2010
Projection Year: 2010

	2010 EXIST. TRAFFIC			2010 W/PROJECT SITE TRAFFIC				2010 W/PROJECT MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	55	1600	0.034 *	0	55	1600	0.034 *	0	55	1600	0.034 *
Nb Thru	652	3200	0.204	0	652	3200	0.204	0	652	3200	0.204
Nb Right	315	1600	0.197	3	318	1600	0.199	0	318	1600	0.199
Sb Left	38	1600	0.024	0	38	1600	0.024	0	38	1600	0.024
Sb Thru	472	3200	0.226 *	0	472	3200	0.226 *	0	472	3200	0.226 *
Sb Right	252	0	-	0	252	0	-	0	252	0	-
Eb Left	176	0	0.037	0	176	0	0.037	0	176	0	0.037
Eb Thru	1086	4800	0.269 *	22	1108	4800	0.273 *	0	1108	4800	0.273 *
Eb Right	27	0	-	0	27	0	-	0	27	0	-
Wb Left	210	1600	0.131	1	211	1600	0.132	0	211	1600	0.132
Wb Thru	1007	4800	0.219 *	8	1015	4800	0.220 *	0	1015	4800	0.220 *
Wb Right	43	0	-	0	43	0	-	0	43	0	-
Yellow Allowance: (Eb-Wb Split Phase)			0.100 *				0.100 *				0.100 *
ICU			0.848				0.854				0.854
LOS			D				D				D

02:07 PM

**Key conflicting movement as a part of ICU*
1 Counts conducted by.City Traffic Counters
2 Capacity expressed in veh/hour of green

LINSCOTT, LAW & GREENSPAN, ENGINEERS
236 N. Chester Avenue, Suite 200, Pasadena CA 91106
(626) 796.2322 Fax (626) 792.0941

N-S St: Beverly Drive
E-W St: North Santa Monica Boulevard
Project: Beverly Hills Equinox Project/1-103881-1
File: ICU3
Peak hr: AM

Date: 01/05/2011
Date of Count: 2010
Projection Year: 2010

	2010 EXIST. TRAFFIC			2010 W/PROJECT SITE TRAFFIC				2010 W/PROJECT MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	33	1600	0.021 *	0	33	1600	0.021 *	0	33	1600	0.021 *
Nb Thru	288	3200	0.112	5	293	3200	0.114	0	293	3200	0.114
Nb Right	69	0	-	3	72	0	-	0	72	0	-
Sb Left	32	1600	0.020	0	32	1600	0.020	0	32	1600	0.020
Sb Thru	652	3200	0.226 *	-2	650	3200	0.225 *	0	650	3200	0.225 *
Sb Right	70	0	-	0	70	0	-	0	70	0	-
Eb Left	33	1600	0.021 *	0	33	1600	0.021 *	0	33	1600	0.021 *
Eb Thru	1151	3200	0.366	0	1151	3200	0.366	0	1151	3200	0.366
Eb Right	19	0	-	0	19	0	-	0	19	0	-
Wb Left	63	1600	0.039	-2	61	1600	0.038	0	61	1600	0.038
Wb Thru	1458	3200	0.459 *	0	1458	3200	0.459 *	0	1458	3200	0.459 *
Wb Right	12	0	-	0	12	0	-	0	12	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *
ICU			0.826				0.826				0.826
LOS			D				D				D

02:07 PM

**Key conflicting movement as a part of ICU*
1 Counts conducted by.City Traffic Counters
2 Capacity expressed in veh/hour of green

LINSCOTT, LAW & GREENSPAN, ENGINEERS
236 N. Chester Avenue, Suite 200, Pasadena CA 91106
(626) 796.2322 Fax (626) 792.0941

N-S St: Beverly Drive
E-W St: North Santa Monica Boulevard
Project: Beverly Hills Equinox Project/1-103881-1
File: ICU3
Peak hr: PM

Date: 01/05/2011
Date of Count: 2010
Projection Year: 2010

	2010 EXIST. TRAFFIC			2010 W/PROJECT SITE TRAFFIC				2010 W/PROJECT MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	52	1600	0.033	0	52	1600	0.033	0	52	1600	0.033
Nb Thru	689	3200	0.262 *	5	694	3200	0.264 *	0	694	3200	0.264 *
Nb Right	148	0	-	3	151	0	-	0	151	0	-
Sb Left	57	1600	0.036 *	0	57	1600	0.036 *	0	57	1600	0.036 *
Sb Thru	477	3200	0.164	13	490	3200	0.168	0	490	3200	0.168
Sb Right	47	0	-	0	47	0	-	0	47	0	-
Eb Left	26	1600	0.016 *	0	26	1600	0.016 *	0	26	1600	0.016 *
Eb Thru	1068	3200	0.355	0	1068	3200	0.355	0	1068	3200	0.355
Eb Right	69	0	-	0	69	0	-	0	69	0	-
Wb Left	83	1600	0.052	9	92	1600	0.058	0	92	1600	0.058
Wb Thru	1271	3200	0.409 *	0	1271	3200	0.409 *	0	1271	3200	0.409 *
Wb Right	37	0	-	0	37	0	-	0	37	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *
ICU			0.822				0.825				0.825
LOS			D				D				D

02:07 PM

**Key conflicting movement as a part of ICU*
1 Counts conducted by.City Traffic Counters
2 Capacity expressed in veh/hour of green

LINSCOTT, LAW & GREENSPAN, ENGINEERS
236 N. Chester Avenue, Suite 200, Pasadena CA 91106
(626) 796.2322 Fax (626) 792.0941

N-S St: Beverly Drive
E-W St: South Santa Monica Boulevard
Project: Beverly Hills Equinox Project/1-103881-1
File: ICU4
Peak hr: AM

Date: 01/05/2011
Date of Count: 2010
Projection Year: 2010

	2010 EXIST. TRAFFIC			2010 W/PROJECT SITE TRAFFIC				2010 W/PROJECT MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	56	1600	0.035 *	0	56	1600	0.035 *	0	56	1600	0.035 *
Nb Thru	321	3200	0.100	8	329	3200	0.103	0	329	3200	0.103
Nb Right	76	1600	0.048	2	78	1600	0.049	0	78	1600	0.049
Sb Left	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Sb Thru	632	3200	0.223 *	-4	628	3200	0.222 *	0	628	3200	0.222 *
Sb Right	83	0	-	0	83	0	-	0	83	0	-
Eb Left	40	1600	0.025 *	0	40	1600	0.025 *	0	40	1600	0.025 *
Eb Thru	554	3200	0.200	0	554	3200	0.200	0	554	3200	0.200
Eb Right	86	0	-	0	86	0	-	0	86	0	-
Wb Left	170	1600	0.106	-1	169	1600	0.106	0	169	1600	0.106
Wb Thru	1326	3200	0.425 *	0	1326	3200	0.425 *	0	1326	3200	0.425 *
Wb Right	34	0	-	0	34	0	-	0	34	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *
ICU			0.808				0.807				0.807
LOS			D				D				D

02:07 PM

**Key conflicting movement as a part of ICU*
1 Counts conducted by.City Traffic Counters
2 Capacity expressed in veh/hour of green

LINSCOTT, LAW & GREENSPAN, ENGINEERS
236 N. Chester Avenue, Suite 200, Pasadena CA 91106
(626) 796.2322 Fax (626) 792.0941

N-S St: Beverly Drive
E-W St: South Santa Monica Boulevard
Project: Beverly Hills Equinox Project/1-103881-1
File: ICU4
Peak hr: PM

Date: 01/05/2011
Date of Count: 2010
Projection Year: 2010

	2010 EXIST. TRAFFIC			2010 W/PROJECT SITE TRAFFIC				2010 W/PROJECT MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	73	1600	0.046 *	0	73	1600	0.046 *	0	73	1600	0.046 *
Nb Thru	730	3200	0.228	8	738	3200	0.231	0	738	3200	0.231
Nb Right	192	1600	0.120	2	194	1600	0.121	0	194	1600	0.121
Sb Left	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Sb Thru	533	3200	0.199 *	22	555	3200	0.206 *	0	555	3200	0.206 *
Sb Right	103	0	-	0	103	0	-	0	103	0	-
Eb Left	101	1600	0.063	0	101	1600	0.063	0	101	1600	0.063
Eb Thru	946	3200	0.370 *	0	946	3200	0.370 *	0	946	3200	0.370 *
Eb Right	237	0	-	0	237	0	-	0	237	0	-
Wb Left	108	1600	0.068 *	4	112	1600	0.070 *	0	112	1600	0.070 *
Wb Thru	768	3200	0.255	0	768	3200	0.255	0	768	3200	0.255
Wb Right	47	0	-	0	47	0	-	0	47	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *
ICU			0.782				0.791				0.791
LOS			C				C				C

02:07 PM

**Key conflicting movement as a part of ICU*
1 Counts conducted by.City Traffic Counters
2 Capacity expressed in veh/hour of green

LINSCOTT, LAW & GREENSPAN, ENGINEERS
236 N. Chester Avenue, Suite 200, Pasadena CA 91106
(626) 796.2322 Fax (626) 792.0941

N-S St: Beverly Drive
E-W St: Dayton Way
Project: Beverly Hills Equinox Project/1-103881-1
File: ICU5
Peak hr: AM

Date: 01/05/2011
Date of Count: 2010
Projection Year: 2010

	2010 EXIST. TRAFFIC			2010 W/PROJECT SITE TRAFFIC				2010 W/PROJECT MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Nb Thru	590	3200	0.208 *	0	590	3200	0.208 *	0	590	3200	0.208 *
Nb Right	77	0	-	0	77	0	-	0	77	0	-
Sb Left	72	1600	0.045 *	0	72	1600	0.045 *	0	72	1600	0.045 *
Sb Thru	574	3200	0.179	-5	569	3200	0.178	0	569	3200	0.178
Sb Right	0	0	-	0	0	0	-	0	0	0	-
Eb Left	45	0	0.014	9	54	0	0.017	0	54	0	0.017
Eb Thru	91	3200	0.043 *	8	99	3200	0.048 *	0	99	3200	0.048 *
Eb Right	36	1600	0.023	-2	34	1600	0.021	0	34	1600	0.021
Wb Left	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *
Wb Thru	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Wb Right	0	0	-	0	0	0	-	0	0	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *
ICU			0.396				0.401				0.401
LOS			A				A				A

02:07 PM

**Key conflicting movement as a part of ICU*
1 Counts conducted by.The Traffic Solution
2 Capacity expressed in veh/hour of green

LINSCOTT, LAW & GREENSPAN, ENGINEERS
236 N. Chester Avenue, Suite 200, Pasadena CA 91106
(626) 796.2322 Fax (626) 792.0941

N-S St: Beverly Drive
E-W St: Dayton Way
Project: Beverly Hills Equinox Project/1-103881-1
File: ICU5
Peak hr: PM

Date: 01/05/2011
Date of Count: 2010
Projection Year: 2010

	2010 EXIST. TRAFFIC			2010 W/PROJECT SITE TRAFFIC				2010 W/PROJECT MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Nb Thru	973	3200	0.340 *	0	973	3200	0.340 *	0	973	3200	0.340 *
Nb Right	115	0	-	0	115	0	-	0	115	0	-
Sb Left	93	1600	0.058 *	0	93	1600	0.058 *	0	93	1600	0.058 *
Sb Thru	555	3200	0.173	26	581	3200	0.182	0	581	3200	0.182
Sb Right	0	0	-	0	0	0	-	0	0	0	-
Eb Left	186	0	0.058	10	196	0	0.061	0	196	0	0.061
Eb Thru	264	3200	0.141 *	8	272	3200	0.146 *	0	272	3200	0.146 *
Eb Right	128	1600	0.080	9	137	1600	0.086	0	137	1600	0.086
Wb Left	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *
Wb Thru	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Wb Right	0	0	-	0	0	0	-	0	0	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *
ICU			0.639				0.644				0.644
LOS			B				B				B

02:07 PM

**Key conflicting movement as a part of ICU*
1 Counts conducted by.The Traffic Solution
2 Capacity expressed in veh/hour of green

LINSCOTT, LAW & GREENSPAN, ENGINEERS
236 N. Chester Avenue, Suite 200, Pasadena CA 91106
(626) 796.2322 Fax (626) 792.0941

N-S St: Beverly Drive
E-W St: Wilshire Boulevard
Project: Beverly Hills Equinox Project/1-103881-1
File: ICU6
Peak hr: AM

Date: 01/05/2011
Date of Count: 2010
Projection Year: 2010

	2010 EXIST. TRAFFIC			2010 W/PROJECT SITE TRAFFIC				2010 W/PROJECT MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	129	1600	0.081 *	0	129	1600	0.081 *	0	129	1600	0.081 *
Nb Thru	594	3200	0.186	-2	592	3200	0.185	0	592	3200	0.185
Nb Right	120	1600	0.075	0	120	1600	0.075	0	120	1600	0.075
Sb Left	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Sb Thru	469	3200	0.147 *	5	474	3200	0.148 *	0	474	3200	0.148 *
Sb Right	99	1600	0.062	9	108	1600	0.068	0	108	1600	0.068
Eb Left	62	1600	0.039	-2	60	1600	0.038	0	60	1600	0.038
Eb Thru	1092	4800	0.253 *	0	1092	4800	0.253 *	0	1092	4800	0.253 *
Eb Right	120	0	-	0	120	0	-	0	120	0	-
Wb Left	159	1600	0.099 *	0	159	1600	0.099 *	0	159	1600	0.099 *
Wb Thru	1301	4800	0.283	-1	1300	4800	0.282	0	1300	4800	0.282
Wb Right	55	0	-	-3	52	0	-	0	52	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *
ICU			0.679				0.681				0.681
LOS			B				B				B

02:07 PM

**Key conflicting movement as a part of ICU*
1 Counts conducted by.The Traffic Solution
2 Capacity expressed in veh/hour of green

LINSCOTT, LAW & GREENSPAN, ENGINEERS
236 N. Chester Avenue, Suite 200, Pasadena CA 91106
(626) 796.2322 Fax (626) 792.0941

N-S St: Beverly Drive
E-W St: Wilshire Boulevard
Project: Beverly Hills Equinox Project/1-103881-1
File: ICU6
Peak hr: PM

Date: 01/05/2011
Date of Count: 2010
Projection Year: 2010

	2010 EXIST. TRAFFIC			2010 W/PROJECT SITE TRAFFIC				2010 W/PROJECT MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	122	1600	0.076 *	0	122	1600	0.076 *	0	122	1600	0.076 *
Nb Thru	707	3200	0.221	13	720	3200	0.225	0	720	3200	0.225
Nb Right	165	1600	0.103	0	165	1600	0.103	0	165	1600	0.103
Sb Left	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Sb Thru	604	3200	0.189 *	5	609	3200	0.190 *	0	609	3200	0.190 *
Sb Right	160	1600	0.100	10	170	1600	0.106	0	170	1600	0.106
Eb Left	170	1600	0.106	13	183	1600	0.114	0	183	1600	0.114
Eb Thru	1447	4800	0.328 *	0	1447	4800	0.328 *	0	1447	4800	0.328 *
Eb Right	127	0	-	0	127	0	-	0	127	0	-
Wb Left	223	1600	0.139 *	0	223	1600	0.139 *	0	223	1600	0.139 *
Wb Thru	1309	4800	0.302	4	1313	4800	0.306	0	1313	4800	0.306
Wb Right	141	0	-	17	158	0	-	0	158	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *
ICU			0.832				0.834				0.834
LOS			D				D				D

02:07 PM

**Key conflicting movement as a part of ICU*
1 Counts conducted by.The Traffic Solution
2 Capacity expressed in veh/hour of green

LINSCOTT, LAW & GREENSPAN, ENGINEERS
236 N. Chester Avenue, Suite 200, Pasadena CA 91106
(626) 796.2322 Fax (626) 792.0941

N-S St: Beverly Drive
E-W St: Charleville Boulevard
Project: Beverly Hills Equinox Project/1-103881-1
File: ICU7
Peak hr: AM

Date: 01/05/2011
Date of Count: 2010
Projection Year: 2010

	2010 EXIST. TRAFFIC			2010 W/PROJECT SITE TRAFFIC				2010 W/PROJECT MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	100	1600	0.063	0	100	1600	0.063	0	100	1600	0.063
Nb Thru	733	3200	0.248 *	-2	731	3200	0.247 *	0	731	3200	0.247 *
Nb Right	60	0	-	0	60	0	-	0	60	0	-
Sb Left	39	1600	0.024 *	0	39	1600	0.024 *	0	39	1600	0.024 *
Sb Thru	597	3200	0.206	5	602	3200	0.207	0	602	3200	0.207
Sb Right	61	0	-	0	61	0	-	0	61	0	-
Eb Left	24	0	0.015 *	0	24	0	0.015 *	0	24	0	0.015 *
Eb Thru	93	1600	0.073	0	93	1600	0.073	0	93	1600	0.073
Eb Right	89	1600	0.056	0	89	1600	0.056	0	89	1600	0.056
Wb Left	79	0	0.049	0	79	0	0.049	0	79	0	0.049
Wb Thru	171	1600	0.156 *	0	171	1600	0.156 *	0	171	1600	0.156 *
Wb Right	58	1600	0.036	0	58	1600	0.036	0	58	1600	0.036
Yellow Allowance:			0.100 *				0.100 *				0.100 *
ICU			0.543				0.543				0.543
LOS			A				A				A

02:07 PM

**Key conflicting movement as a part of ICU*
1 Counts conducted by.The Traffic Solution
2 Capacity expressed in veh/hour of green

LINSCOTT, LAW & GREENSPAN, ENGINEERS
236 N. Chester Avenue, Suite 200, Pasadena CA 91106
(626) 796.2322 Fax (626) 792.0941

N-S St: Beverly Drive
E-W St: Charleville Boulevard
Project: Beverly Hills Equinox Project/1-103881-1
File: ICU7
Peak hr: PM

Date: 01/05/2011
Date of Count: 2010
Projection Year: 2010

	2010 EXIST. TRAFFIC			2010 W/PROJECT SITE TRAFFIC				2010 W/PROJECT MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	105	1600	0.066	0	105	1600	0.066	0	105	1600	0.066
Nb Thru	830	3200	0.299 *	13	843	3200	0.303 *	0	843	3200	0.303 *
Nb Right	127	0	-	0	127	0	-	0	127	0	-
Sb Left	90	1600	0.056 *	0	90	1600	0.056 *	0	90	1600	0.056 *
Sb Thru	835	3200	0.287	5	840	3200	0.288	0	840	3200	0.288
Sb Right	82	0	-	0	82	0	-	0	82	0	-
Eb Left	104	0	0.065	0	104	0	0.065	0	104	0	0.065
Eb Thru	233	1600	0.211 *	0	233	1600	0.211 *	0	233	1600	0.211 *
Eb Right	148	1600	0.093	0	148	1600	0.093	0	148	1600	0.093
Wb Left	87	0	0.054 *	0	87	0	0.054 *	0	87	0	0.054 *
Wb Thru	135	1600	0.139	0	135	1600	0.139	0	135	1600	0.139
Wb Right	96	1600	0.060	0	96	1600	0.060	0	96	1600	0.060
Yellow Allowance:			0.100 *				0.100 *				0.100 *
ICU			0.720				0.724				0.724
LOS			C				C				C

02:07 PM

**Key conflicting movement as a part of ICU*
1 Counts conducted by.The Traffic Solution
2 Capacity expressed in veh/hour of green

APPENDIX E

BANK PATRON INTERCEPT SURVEYS

9465 WILSHIRE BOULEVARD - BANK OF AMERICA SURVEYS
WEDNESDAY, DECEMBER 15, 2010 (8:00 AM - 7:00 PM)

Overall Ref No.	In/Out Ref No.	Time	Inside or Outside?	No. in Group	Declined	ATM Only	Bank Only	Both	Drive Today? Yes	Drive Today? No	Primary Destination? Bank	Primary Destination? This Bldg	Primary Destination? Other	
1	1	08:18 AM	Inside	2		1				1			1	
2	2	08:31 AM	Inside	1		1			1				1	
3	3	08:32 AM	Inside	1		1			1		1			
4	4	08:33 AM	Inside	1		1				1			1	
5	5	08:35 AM	Inside	1			1		1		1			Employee
6	6	08:38 AM	Inside	1		1			1			1		
7	7	08:42 AM	Inside	1	1		1							Employee
8	8	08:45 AM	Inside	1		1				1			1	
9	9	08:46 AM	Inside	1		1				1	1			
10	1	09:00 AM	Outside	1			1			1			1	
11	2	09:01 AM	Outside	2			1			1	1			
12	10	09:02 AM	Inside	1	1	1								
13	3	09:04 AM	Outside	1			1		1		1			
14	4	09:06 AM	Outside	1	1		1							
15	5	09:11 AM	Outside	1	1		1							
16	11	09:13 AM	Inside	1			1			1	1			
17	12	09:14 AM	Inside	2	1		1							
18	13	09:16 AM	Inside	1		1			1			1		
19	6	09:16 AM	Outside	1			1			1			1	
20	7	09:17 AM	Outside	1			1			1	1			
21	8	09:18 AM	Outside	1			1		1				1	
22	9	09:19 AM	Outside	1	1		1							
23	10	09:20 AM	Outside	1	1		1							
24	11	09:21 AM	Outside	1			1		1				1	
25	12	09:21 AM	Outside	1			1		1		1			
26	14	09:22 AM	Inside	1		1				1			1	
27	15	09:23 AM	Inside	1	1	1								
28	13	09:23 AM	Outside	1			1		1		1			
29	16	09:26 AM	Inside	1	1		1							
30	14	09:27 AM	Outside	1	1		1							
31	15	09:31 AM	Outside	1	1		1							
32	16	09:31 AM	Outside	1			1		1				1	
33	17	09:33 AM	Outside	1			1		1		1			
34	18	09:34 AM	Outside	1	1		1							
35	17	09:35 AM	Inside	1				1		1			1	
36	18	09:37 AM	Inside	1	1		1							Employee
37	19	09:37 AM	Outside	1			1			1			1	
38	19	09:38 AM	Inside	1	1	1								
39	20	09:38 AM	Inside	1	1		1							Employee
40	20	09:40 AM	Outside	1	1		1							
41	21	09:41 AM	Outside	1			1			1			1	
42	21	09:42 AM	Inside	1	1	1								
43	22	09:43 AM	Outside	2	1		1							
44	22	09:44 AM	Inside	1	1	1								
45	23	09:45 AM	Inside	1			1		1		1			
46	24	09:47 AM	Inside	1	1		1							Employee
47	23	09:47 AM	Outside	1	1		1							
48	25	09:48 AM	Inside	1		1				1		1		
49	24	09:49 AM	Outside	1			1		1				1	
50	25	09:49 AM	Outside	1			1		1		1			
51	26	09:49 AM	Outside	1	1		1							
52	26	09:51 AM	Inside	1	1		1							
53	27	09:52 AM	Inside	1			1			1	1			
54	28	09:52 AM	Inside	1			1		1		1			
55	29	09:53 AM	Inside	1			1		1			1		
56	27	09:54 AM	Outside	1			1			1			1	
57	28	09:54 AM	Outside	1			1			1	1			
58	30	09:55 AM	Inside	1			1		1		1			
59	29	09:55 AM	Outside	1			1		1				1	
60	30	09:55 AM	Outside	1	1		1							
61	31	09:59 AM	Outside	1	1		1							
62	32	10:03 AM	Outside	1			1		1				1	
63	33	10:03 AM	Outside	1			1			1			1	
64	34	10:03 AM	Outside	1			1		1			1		
65	31	10:04 AM	Inside	2			1		1		1			
66	35	10:05 AM	Outside	1	1		1							
67	36	10:06 AM	Outside	1			1			1	1			
68	32	10:08 AM	Inside	1			1		1		1			
69	37	10:10 AM	Outside	1			1		1				1	
70	38	10:10 AM	Outside	2			1		1		1			
71	33	10:12 AM	Inside	1		1				1	1			
72	34	10:13 AM	Inside	1		1			1			1		
73	39	10:15 AM	Outside	1			1		1		1			

9465 WILSHIRE BOULEVARD - BANK OF AMERICA SURVEYS
WEDNESDAY, DECEMBER 15, 2010 (8:00 AM - 7:00 PM)

Overall Ref No.	In/Out Ref No.	Time	Inside or Outside?	No. in Group	Declined	ATM Only	Bank Only	Both	Drive Today? Yes	Drive Today? No	Primary Destination? Bank	Primary Destination? This Bldg	Primary Destination? Other
74	40	10:15 AM	Outside	1	1		1						
75	41	10:15 AM	Outside	1	1		1						
76	35	10:16 AM	Inside	1			1			1		1	
77	42	10:16 AM	Outside	1			1			1			1
78	36	10:20 AM	Inside	1				1		1			1
79	37	10:24 AM	Inside	1	1		1						
80	43	10:24 AM	Outside	1			1			1	1		
81	44	10:25 AM	Outside	1			1			1	1		
82	38	10:27 AM	Inside	1	1	1							
83	39	10:29 AM	Inside	1	1		1						
84	45	10:32 AM	Outside	1	1		1						
85	40	10:40 AM	Inside	1			1		1				1
86	46	10:40 AM	Outside	1			1			1	1		
87	47	10:42 AM	Outside	1	1		1						
88	41	10:43 AM	Inside	1			1		1			1	
89	48	10:43 AM	Outside	1	1		1						
90	42	10:44 AM	Inside	1		1				1			1
91	43	10:44 AM	Inside	1		1				1			1
92	49	10:44 AM	Outside	1	1		1						
93	50	10:46 AM	Outside	1	1		1						
94	51	10:48 AM	Outside	1			1		1				1
95	52	10:48 AM	Outside	2			1			1			1
96	44	10:49 AM	Inside	2	1		1						
97	45	10:51 AM	Inside	1				1	1		1		
98	46	10:51 AM	Inside	1	1		1						
99	47	10:53 AM	Inside	1	1		1						
100	53	10:53 AM	Outside	1			1		1				1
101	48	10:54 AM	Inside	1	1		1						
102	54	10:54 AM	Outside	1			1		1				1
103	55	10:57 AM	Outside	1	1		1						
104	56	10:58 AM	Outside	1	1		1						
105	49	11:01 AM	Inside	1	1		1						
106	50	11:01 AM	Inside	1	1		1						
107	57	11:01 AM	Outside	1			1			1			1
108	51	11:02 AM	Inside	1				1	1				1
109	58	11:02 AM	Outside	1			1		1		1		
110	52	11:03 AM	Inside	1		1				1	1		
111	53	11:04 AM	Inside	1	1		1						
112	59	11:05 AM	Outside	1			1		1				1
113	54	11:07 AM	Inside	1	1		1						
114	60	11:07 AM	Outside	1			1		1		1		
115	61	11:09 AM	Outside	1			1		1		1		
116	55	11:10 AM	Inside	1	1	1							
117	62	11:11 AM	Outside	1	1		1						
118	56	11:12 AM	Inside	1	1	1							
119	57	11:14 AM	Inside	1	1		1						
120	63	11:16 AM	Outside	1	1		1						
121	64	11:16 AM	Outside	1			1			1			1
122	58	11:17 AM	Inside	1	1		1						
123	65	11:17 AM	Outside	1			1		1			1	
124	66	11:17 AM	Outside	1	1		1						
125	67	11:18 AM	Outside	3	1		1						
126	59	11:20 AM	Inside	1		1				1	1		
127	60	11:21 AM	Inside	1	1		1						
128	68	11:21 AM	Outside	1	1		1						
129	61	11:22 AM	Inside	1				1	1			1	
130	62	11:22 AM	Inside	1	1		1						
131	63	11:23 AM	Inside	1			1		1			1	
132	64	11:24 AM	Inside	1		1			1				1
133	65	11:24 AM	Inside	1		1				1	1		
134	69	11:24 AM	Outside	1			1		1		1		
135	66	11:25 AM	Inside	1		1				1	1		
136	67	11:25 AM	Inside	1			1		1				1
137	68	11:28 AM	Inside	1	1		1						
138	70	11:28 AM	Outside	1	1		1						
139	71	11:28 AM	Outside	1	1		1						
140	69	11:30 AM	Inside	1			1		1		1		
141	70	11:31 AM	Inside	1		1			1			1	
142	72	11:31 AM	Outside	1	1		1						
143	73	11:31 AM	Outside	1			1		1		1		
144	71	11:33 AM	Inside	1	1		1						
145	74	11:33 AM	Outside	1			1			1	1		
146	75	11:33 AM	Outside	1			1		1			1	

9465 WILSHIRE BOULEVARD - BANK OF AMERICA SURVEYS
WEDNESDAY, DECEMBER 15, 2010 (8:00 AM - 7:00 PM)

Overall Ref No.	In/Out Ref No.	Time	Inside or Outside?	No. in Group	Declined	ATM Only	Bank Only	Both	Drive Today? Yes	Drive Today? No	Primary Destination? Bank	Primary Destination? This Bldg	Primary Destination? Other
147	72	11:35 AM	Inside	1	1		1						
148	76	11:36 AM	Outside	1			1		1				1
149	77	11:36 AM	Outside	1			1		1				1
150	73	11:38 AM	Inside	1			1		1				1
151	74	11:38 AM	Inside	1		1				1			1
152	78	11:38 AM	Outside	2			1		1				1
153	75	11:39 AM	Inside	1			1		1			1	
154	79	11:39 AM	Outside	1	1		1						
155	80	11:39 AM	Outside	1	1		1						
156	76	11:40 AM	Inside	1		1				1	1		
157	81	11:40 AM	Outside	1			1		1		1		
158	77	11:41 AM	Inside	1			1		1		1		
159	78	11:42 AM	Inside	1	1			1					
160	82	11:42 AM	Outside	1	1		1						
161	83	11:42 AM	Outside	1	1		1						
162	84	11:42 AM	Outside	1			1			1	1		
163	85	11:43 AM	Outside	1	1		1						
164	86	11:44 AM	Outside	1			1		1		1		
165	87	11:44 AM	Outside	1	1		1						
166	88	11:44 AM	Outside	1	1		1						
167	79	11:46 AM	Inside	1		1			1				1
168	89	11:46 AM	Outside	1			1		1		1		
169	90	11:46 AM	Outside	1	1		1						
170	91	11:47 AM	Outside	1			1			1			1
171	92	11:47 AM	Outside	1			1		1				1
172	80	11:48 AM	Inside	1				1	1				1
173	93	11:50 AM	Outside	1			1		1		1		
174	94	11:50 AM	Outside	1			1		1				1
175	95	11:50 AM	Outside	1	1		1						
176	81	11:51 AM	Inside	1		1			1				1
177	96	11:51 AM	Outside				1			1			1
178	82	11:52 AM	Inside	2				1		1	1		
179	83	11:53 AM	Inside	1			1		1		1		
180	84	11:54 AM	Inside	1		1				1		1	
181	97	11:54 AM	Outside	1			1			1	1		
182	85	11:55 AM	Inside	1	1		1						
183	98	11:55 AM	Outside	1	1		1						
184	99	11:55 AM	Outside	2	1		1						
185	86	11:56 AM	Inside	1			1		1			1	
186	100	11:57 AM	Outside	1			1		1				1
187	87	11:58 AM	Inside	1		1			1			1	
188	101	11:58 AM	Outside	1	1		1						
189	88	12:01 PM	Inside	1		1			1			1	
190	102	12:02 PM	Outside	1	1		1						
191	89	12:03 PM	Inside	1	1		1						
192	103	12:03 PM	Outside	1	1		1						
193	104	12:03 PM	Outside	1			1			1	1		
194	105	12:06 PM	Outside	1	1		1						
195	106	12:06 PM	Outside	1	1		1						
196	107	12:07 PM	Outside	1			1		1				1
197	108	12:07 PM	Outside	1			1		1			1	
198	109	12:08 PM	Outside	1	1		1						
199	110	12:09 PM	Outside	1	1		1						
200	90	12:10 PM	Inside	1		1			1		1		
201	111	12:10 PM	Outside	1	1		1						
202	112	12:11 PM	Outside	1			1		1				1
203	91	12:12 PM	Inside	2				1	1		1		
204	92	12:13 PM	Inside	1	1		1						
205	93	12:13 PM	Inside	1	1		1						
206	113	12:13 PM	Outside	1			1		1		1		
207	114	12:13 PM	Outside	1			1		1		1		
208	115	12:16 PM	Outside	1			1		1				1
209	94	12:17 PM	Inside	1	1		1						
210	116	12:17 PM	Outside	1	1		1						
211	95	12:18 PM	Inside	1			1		1			1	
212	117	12:18 PM	Outside	2			1		1				1
213	96	12:20 PM	Inside	1		1				1	1		
214	97	12:21 PM	Inside	1		1			1		1		
215	118	12:21 PM	Outside	1	1		1						
216	119	12:23 PM	Outside	1			1		1				1
217	98	12:24 PM	Inside	1	1	1							
218	120	12:24 PM	Outside	1			1		1				1
219	121	12:24 PM	Outside	1	1		1						

9465 WILSHIRE BOULEVARD - BANK OF AMERICA SURVEYS
WEDNESDAY, DECEMBER 15, 2010 (8:00 AM - 7:00 PM)

Overall Ref No.	In/Out Ref No.	Time	Inside or Outside?	No. in Group	Declined	ATM Only	Bank Only	Both	Drive Today? Yes	Drive Today? No	Primary Destination? Bank	Primary Destination? This Bldg	Primary Destination? Other
220	122	12:24 PM	Outside	1	1		1						
221	99	12:25 PM	Inside	1	1			1					
222	100	12:27 PM	Inside	1	1		1						
223	101	12:28 PM	Inside	1	1	1							
224	123	12:28 PM	Outside	1			1		1		1		
225	102	12:30 PM	Inside	1	1		1						
226	124	12:30 PM	Outside	1	1		1						
227	125	12:30 PM	Outside	1	1		1						
228	126	12:31 PM	Outside	1			1		1				1
229	127	12:31 PM	Outside	1	1		1						
230	128	12:33 PM	Outside	1	1		1						
231	103	12:35 PM	Inside	1		1			1			1	
232	129	12:35 PM	Outside	1	1		1						
233	104	12:37 PM	Inside	1	1		1			1	1		
234	105	12:39 PM	Inside	1	1		1						
235	130	12:40 PM	Outside	1	1		1						
236	131	12:40 PM	Outside	1			1		1				1
237	132	12:41 PM	Outside	1			1			1	1		
238	133	12:42 PM	Outside	1	1		1						
239	134	12:43 PM	Outside	1	1		1						
240	135	12:43 PM	Outside	1	1		1						
241	136	12:44 PM	Outside	1	1		1						
242	137	12:45 PM	Outside	2	1		1						
243	138	12:47 PM	Outside	1	1		1						
244	106	12:48 PM	Inside	1			1			1		1	
245	107	12:49 PM	Inside	1	1			1					
246	139	12:49 PM	Outside	1			1		1				1
247	140	12:50 PM	Outside	1			1		1				1
248	141	12:51 PM	Outside	2			1			1			1
249	108	12:53 PM	Inside	2	1		1						
250	109	12:54 PM	Inside	1			1		1			1	
251	142	12:54 PM	Outside	2	1		1						
252	143	12:54 PM	Outside	1			1		1				1
253	110	12:55 PM	Inside	1	1	1							
254	144	12:55 PM	Outside	1			1		1			1	
255	111	12:57 PM	Inside	1	1		1						
256	145	12:57 PM	Outside	3			1			1			1
257	146	12:59 PM	Outside	1			1		1		1		
258	147	01:00 PM	Outside	2	1		1						
259	148	01:00 PM	Outside	1	1		1						
260	149	01:02 PM	Outside	1			1		1				1
261	112	01:03 PM	Inside	1	1	1							
262	113	01:03 PM	Inside	1		1			1				1
263	150	01:03 PM	Outside	1	1		1						
264	151	01:03 PM	Outside	2			1		1				1
265	152	01:05 PM	Outside	1	1		1						
266	153	01:06 PM	Outside	2			1			1			1
267	114	01:07 PM	Inside	1	1	1							
268	115	01:08 PM	Inside	1		1			1			1	
269	154	01:09 PM	Outside	1	1		1						
270	155	01:10 PM	Outside	1			1			1	1		
271	116	01:11 PM	Inside	1	1		1						
272	156	01:11 PM	Outside	1	1		1						
273	117	01:12 PM	Inside	1			1		1		1		
274	157	01:12 PM	Outside	1	1		1						
275	158	01:12 PM	Outside	1			1		1				1
276	159	01:13 PM	Outside	1			1		1			1	
277	160	01:13 PM	Outside	2	1		1						
278	161	01:14 PM	Outside	1	1		1						
279	118	01:15 PM	Inside	1	1	1							
280	162	01:15 PM	Outside	2			1		1				1
281	163	01:15 PM	Outside	1			1		1				1
282	119	01:16 PM	Inside	4		1			1				1
283	164	01:17 PM	Outside	1			1		1				1
284	165	01:17 PM	Outside	1			1		1				1
285	166	01:18 PM	Outside	1			1			1	1		
286	120	01:19 PM	Inside	1			1			1		1	
287	167	01:19 PM	Outside	1	1		1						
288	168	01:19 PM	Outside	1	1		1						
289	121	01:20 PM	Inside	1	1		1						
290	169	01:21 PM	Outside	1			1		1				1
291	170	01:21 PM	Outside	2	1		1						
292	171	01:22 PM	Outside	1			1			1	1		

9465 WILSHIRE BOULEVARD - BANK OF AMERICA SURVEYS
WEDNESDAY, DECEMBER 15, 2010 (8:00 AM - 7:00 PM)

Overall Ref No.	In/Out Ref No.	Time	Inside or Outside?	No. in Group	Declined	ATM Only	Bank Only	Both	Drive Today? Yes	No	Primary Destination? Bank	This Bldg	Other
293	122	01:25 PM	Inside	2		1				1	1		
294	172	01:25 PM	Outside	1			1		1				1
295	173	01:25 PM	Outside	1	1		1						
296	174	01:26 PM	Outside	2			1			1			1
297	175	01:26 PM	Outside	1			1		1		1		
298	176	01:26 PM	Outside	2	1		1						
299	123	01:27 PM	Inside	1	1	1							
300	124	01:28 PM	Inside	1		1				1			1
301	177	01:28 PM	Outside	1			1		1		1		
302	178	01:29 PM	Outside	1			1			1	1		
303	179	01:30 PM	Outside	1			1		1				1
304	125	01:31 PM	Inside	1	1	1							
305	126	01:31 PM	Inside	1			1			1	1		
306	127	01:32 PM	Inside	1		1				1	1		
307	180	01:32 PM	Outside	1			1		1		1		
308	181	01:34 PM	Outside	1			1			1	1		
309	128	01:35 PM	Inside	1		1				1	1		
310	182	01:37 PM	Outside	4			1			1			1
311	129	01:40 PM	Inside	1		1				1	1		
312	183	01:40 PM	Outside	2	1		1						
313	130	01:41 PM	Inside	1		1			1				1
314	184	01:42 PM	Outside	2	1		1						
315	131	01:43 PM	Inside	1		1			1				1
316	132	01:43 PM	Inside	1				1		1	1		
317	185	01:43 PM	Outside	1	1		1						
318	186	01:44 PM	Outside	1			1			1			1
319	187	01:45 PM	Outside	2	1		1						
320	188	01:45 PM	Outside	1			1			1	1		
321	189	01:46 PM	Outside	1			1		1		1		
322	190	01:46 PM	Outside	1	1		1						
323	133	01:47 PM	Inside	1		1				1	1		
324	191	01:47 PM	Outside	1	1		1						
325	192	01:48 PM	Outside	1			1		1				1
326	193	01:48 PM	Outside	1			1			1	1		
327	194	01:50 PM	Outside	2	1		1						
328	195	01:51 PM	Outside	2			1			1	1		
329	134	01:52 PM	Inside	1	1		1						
330	196	01:55 PM	Outside	1			1		1				1
331	135	01:57 PM	Inside	1	1		1						
332	197	01:57 PM	Outside	1	1		1						
333	136	01:58 PM	Inside	1	1	1							
334	137	01:58 PM	Inside	2	1	1							
335	138	01:59 PM	Inside	1	1		1						
336	139	02:00 PM	Inside	1			1			1	1		
337	140	02:01 PM	Inside	1	1	1							
338	141	02:01 PM	Inside	1	1	1							
339	142	02:02 PM	Inside	1	1	1							
340	198	02:05 PM	Outside	1	1		1						
341	199	02:05 PM	Outside	1			1		1				1
342	200	02:05 PM	Outside	2			1		1				1
343	143	02:07 PM	Inside	1	1		1						
344	201	02:07 PM	Outside	1	1		1						
345	144	02:08 PM	Inside	3			1			1	1		
346	145	02:08 PM	Inside	1		1				1	1		
347	202	02:08 PM	Outside	1			1		1				1
348	203	02:08 PM	Outside	1			1			1			1
349	204	02:10 PM	Outside	2	1		1						
350	205	02:11 PM	Outside	1			1			1			1
351	146	02:14 PM	Inside	1	1		1						
352	147	02:15 PM	Inside	1	1	1							
353	148	02:15 PM	Inside	1	1		1						
354	206	02:15 PM	Outside	1	1		1						
355	149	02:17 PM	Inside	1			1		1				1
356	150	02:18 PM	Inside	1	1	1							
357	151	02:19 PM	Inside	1	1	1							
358	207	02:19 PM	Outside	1			1		1				1
359	208	02:19 PM	Outside	1			1			1	1		
360	209	02:20 PM	Outside	1	1		1						
361	152	02:21 PM	Inside	2	1		1						
362	210	02:22 PM	Outside	1	1		1						
363	153	02:23 PM	Inside	2		1				1			1
364	154	02:23 PM	Inside	1	1		1						
365	211	02:24 PM	Outside	1	1		1						

9465 WILSHIRE BOULEVARD - BANK OF AMERICA SURVEYS
WEDNESDAY, DECEMBER 15, 2010 (8:00 AM - 7:00 PM)

Overall Ref No.	In/Out Ref No.	Time	Inside or Outside?	No. in Group	Declined	ATM Only	Bank Only	Both	Drive Today? Yes	No	Primary Destination? Bank	This Bldg	Other
366	212	02:25 PM	Outside	1			1		1				1
367	213	02:26 PM	Outside	1	1		1						
368	155	02:27 PM	Inside	1		1			1				1
369	156	02:30 PM	Inside	1	1		1						
370	214	02:30 PM	Outside	1	1		1						
371	215	02:31 PM	Outside	1			1			1			1
372	216	02:31 PM	Outside	1	1		1						
373	217	02:31 PM	Outside	1			1		1				1
374	157	02:32 PM	Inside	1	1			1					
375	218	02:32 PM	Outside	1	1		1						
376	158	02:33 PM	Inside	2			1		1				1
377	159	02:35 PM	Inside	1	1		1						
378	219	02:35 PM	Outside	1	1		1						
379	160	02:38 PM	Inside	1	1	1							
380	161	02:39 PM	Inside	1	1	1							
381	220	02:39 PM	Outside	1			1		1				1
382	162	02:40 PM	Inside	1	1	1							
383	221	02:40 PM	Outside	2			1		1		1		
384	222	02:41 PM	Outside	3	1		1						
385	163	02:42 PM	Inside	1		1			1				1
386	223	02:42 PM	Outside	1	1		1						
387	164	02:47 PM	Inside	1		1			1			1	
388	165	02:50 PM	Inside	1	1		1						
389	166	02:51 PM	Inside	2	1		1						
390	167	02:54 PM	Inside	1	1	1							
391	224	02:57 PM	Outside	1			1		1				1
392	225	02:58 PM	Outside	1	1		1						
393	226	02:59 PM	Outside	1			1		1		1		
394	227	02:59 PM	Outside	1	1		1						
395	228	02:59 PM	Outside	1	1		1						
396	229	03:01 PM	Outside	1	1		1						
397	230	03:03 PM	Outside	1			1		1				1
398	168	03:04 PM	Inside	1	1		1						
399	231	03:06 PM	Outside	1	1		1						
400	232	03:06 PM	Outside	2			1		1				1
401	169	03:07 PM	Inside	1		1				1	1		
402	233	03:07 PM	Outside	1			1		1				1
403	234	03:08 PM	Outside	1	1		1						
404	235	03:08 PM	Outside	1	1		1						
405	236	03:08 PM	Outside	1			1		1				1
406	237	03:08 PM	Outside	1	1		1						
407	170	03:09 PM	Inside	1	1		1						
408	238	03:09 PM	Outside	1			1			1			1
409	171	03:10 PM	Inside	1	1			1					
410	172	03:11 PM	Inside	1	1	1							
411	173	03:11 PM	Inside	1	1			1					
412	239	03:11 PM	Outside	1	1		1						
413	174	03:12 PM	Inside	1			1		1			1	
414	240	03:12 PM	Outside	1			1		1		1		
415	241	03:13 PM	Outside	1			1		1				1
416	175	03:14 PM	Inside	1	1	1							
417	176	03:14 PM	Inside	1	1		1						
418	242	03:14 PM	Outside	2			1		1				1
419	177	03:16 PM	Inside	1	1		1						
420	178	03:16 PM	Inside	1	1			1					
421	179	03:18 PM	Inside	1		1			1				1
422	243	03:18 PM	Outside	1			1			1			1
423	180	03:19 PM	Inside	1			1		1		1		
424	244	03:19 PM	Outside	1			1		1				1
425	245	03:19 PM	Outside	1	1		1						
426	246	03:19 PM	Outside	1	1		1						
427	247	03:19 PM	Outside	1			1		1				1
428	248	03:19 PM	Outside	3			1		1				1
429	181	03:20 PM	Inside	1	1		1						
430	182	03:20 PM	Inside	1			1			1	1		
431	249	03:21 PM	Outside	1	1		1						
432	250	03:21 PM	Outside	1			1			1	1		
433	183	03:22 PM	Inside	1	1		1						
434	251	03:22 PM	Outside	1	1		1						
435	252	03:24 PM	Outside	1	1		1						
436	184	03:25 PM	Inside	1		1			1				1
437	253	03:25 PM	Outside	3			1		1				1
438	185	03:26 PM	Inside	1		1			1				1

9465 WILSHIRE BOULEVARD - BANK OF AMERICA SURVEYS
WEDNESDAY, DECEMBER 15, 2010 (8:00 AM - 7:00 PM)

Overall Ref No.	In/Out Ref No.	Time	Inside or Outside?	No. in Group	Declined	ATM Only	Bank Only	Both	Drive Today? Yes	No	Primary Destination? Bank	This Bldg	Other
439	186	03:30 PM	Inside	1			1		1			1	
440	187	03:31 PM	Inside	1	1	1							
441	188	03:32 PM	Inside	1	1	1							
442	189	03:33 PM	Inside	1	1		1						
443	254	03:33 PM	Outside	1	1		1						
444	255	03:35 PM	Outside	1	1		1						
445	256	03:35 PM	Outside	1			1		1				1
446	190	03:36 PM	Inside	1	1		1						
447	257	03:36 PM	Outside	1			1			1	1		
448	258	03:36 PM	Outside	2	1		1						
449	259	03:36 PM	Outside	1	1		1						
450	260	03:37 PM	Outside	1			1		1				1
451	261	03:37 PM	Outside	1	1		1						
452	191	03:38 PM	Inside	1	1	1							
453	262	03:38 PM	Outside	1			1			1	1		
454	263	03:39 PM	Outside	1	1		1						
455	192	03:41 PM	Inside	1			1		1		1		
456	193	03:41 PM	Inside	1			1		1		1		
457	194	03:42 PM	Inside	2		1			1		1		
458	264	03:42 PM	Outside	1			1		1				1
459	195	03:43 PM	Inside	1		1			1				1
460	265	03:43 PM	Outside	1	1		1						
461	266	03:44 PM	Outside	1	1		1						
462	196	03:45 PM	Inside	1	1		1						
463	267	03:47 PM	Outside	1			1		1				1
464	268	03:47 PM	Outside	1	1		1						
465	197	03:48 PM	Inside	2	1		1						
466	269	03:48 PM	Outside	1	1		1						
467	270	03:48 PM	Outside	1	1		1						
468	271	03:49 PM	Outside	1			1		1				1
469	272	03:50 PM	Outside	1			1			1	1		
470	273	03:52 PM	Outside	1	1		1						
471	198	03:54 PM	Inside	1				1	1		1		
472	274	03:56 PM	Outside	1			1		1				1
473	275	03:59 PM	Outside	1			1			1			1
474	276	04:00 PM	Outside	1	1		1						
475	277	04:00 PM	Outside	1	1		1						
476	278	04:00 PM	Outside	1	1		1						
477	279	04:00 PM	Outside	1	1		1						
478	280	04:01 PM	Outside	1			1		1			1	
479	281	04:02 PM	Outside	1			1			1	1		
480	282	04:03 PM	Outside	1	1		1						
481	283	04:04 PM	Outside	1			1		1				1
482	199	04:05 PM	Inside	1	1		1						
483	284	04:06 PM	Outside	1	1		1						
484	285	04:07 PM	Outside	1			1		1				1
485	286	04:11 PM	Outside	2			1		1				1
486	287	04:11 PM	Outside	2	1		1						
487	288	04:12 PM	Outside	1			1			1	1		
488	289	04:14 PM	Outside	1			1		1		1		
489	290	04:15 PM	Outside	1			1		1				1
490	291	04:15 PM	Outside	1	1		1						
491	292	04:16 PM	Outside	1			1			1			1
492	200	04:20 PM	Inside	1	1			1					
493	201	04:23 PM	Inside	1			1		1		1		
494	202	04:23 PM	Inside	1	1		1						
495	203	04:27 PM	Inside	1			1		1		1		
496	293	04:27 PM	Outside	1			1		1				1
497	204	04:28 PM	Inside	1	1	1							
498	294	04:29 PM	Outside	1			1			1	1		
499	295	04:29 PM	Outside	1	1		1						
500	205	04:30 PM	Inside	1			1		1				1
501	296	04:31 PM	Outside	1			1		1				1
502	297	04:31 PM	Outside	2			1			1			1
503	206	04:33 PM	Inside	1	1	1							
504	298	04:33 PM	Outside	1	1		1						
505	207	04:35 PM	Inside	2	1		2						
506	208	04:36 PM	Inside	1	1			1					
507	209	04:36 PM	Inside	1	1		1						
508	299	04:36 PM	Outside	1			1			1	1		
509	300	04:37 PM	Outside	1			1		1				1
510	301	04:37 PM	Outside	1	1		1						
511	210	04:38 PM	Inside	2	1		1						

9465 WILSHIRE BOULEVARD - BANK OF AMERICA SURVEYS
WEDNESDAY, DECEMBER 15, 2010 (8:00 AM - 7:00 PM)

Overall Ref No.	In/Out Ref No.	Time	Inside or Outside?	No. in Group	Declined	ATM Only	Bank Only	Both	Drive Today? Yes	Drive Today? No	Primary Destination? Bank	Primary Destination? This Bldg	Primary Destination? Other
512	302	04:38 PM	Outside	1			1		1		1		
513	303	04:40 PM	Outside	1	1		1						
514	211	04:41 PM	Inside	1	1		1						
515	304	04:41 PM	Outside	1	1		1						
516	305	04:41 PM	Outside	1			1		1				1
517	212	04:42 PM	Inside	1			1		1				1
518	213	04:43 PM	Inside	1		1				1	1		
519	306	04:44 PM	Outside	1			1		1				1
520	307	04:48 PM	Outside	1	1		1						
521	214	04:49 PM	Inside	1	1		1						
522	308	04:50 PM	Outside	1			1		1				1
523	215	04:51 PM	Inside	1				1	1		1		
524	216	04:52 PM	Inside	1		1				1			1
525	217	04:54 PM	Inside	1		1				1			1
526	218	04:55 PM	Inside	1	1		1						
527	309	04:55 PM	Outside	1			1		1				1
528	310	04:56 PM	Outside	1	1		1						
529	219	04:58 PM	Inside	1	1	1							
530	220	04:59 PM	Inside	1	1	1							
531	311	05:00 PM	Outside	1	1		1						
532	312	05:00 PM	Outside	1	1		1						
533	313	05:01 PM	Outside	1			1		1				1
534	314	05:03 PM	Outside	1			1		1				1
535	221	05:04 PM	Inside	1		1				1	1		
536	222	05:07 PM	Inside	2	1		1						
537	315	05:09 PM	Outside	1			1			1	1		
538	223	05:11 PM	Inside	1		1				1		1	
539	316	05:11 PM	Outside	2	1		1						
540	317	05:13 PM	Outside	1	1		1						
541	318	05:13 PM	Outside	1			1			1			1
542	319	05:13 PM	Outside	2			1			1	1		
543	224	05:14 PM	Inside	1	1	1							
544	225	05:15 PM	Inside	1		1			1				1
545	320	05:15 PM	Outside	1	1		1						
546	321	05:15 PM	Outside	1			1			1			1
547	226	05:18 PM	Inside	1		1			1			1	
548	322	05:19 PM	Outside	1			1		1				1
549	323	05:19 PM	Outside	1	1		1						
550	227	05:22 PM	Inside	1		1				1	1		
551	228	05:24 PM	Inside	1			1		1		1		
552	229	05:25 PM	Inside	1		1			1			1	
553	230	05:25 PM	Inside	1		1			1			1	
554	324	05:25 PM	Outside	2	1		1						
555	325	05:25 PM	Outside	1			1		1				1
556	326	05:26 PM	Outside	1			1		1		1		
557	327	05:26 PM	Outside	1	1		1						
558	328	05:27 PM	Outside	1	1		1						
559	329	05:28 PM	Outside	1			1		1				1
560	231	05:29 PM	Inside	1	1		1						
561	232	05:29 PM	Inside	1		1				1			1
562	330	05:29 PM	Outside	1			1		1				1
563	331	05:29 PM	Outside	1	1		1						
564	233	05:30 PM	Inside	1	1		1						
565	234	05:32 PM	Inside	1		1			1		1		
566	235	05:35 PM	Inside	1	1	1							
567	236	05:36 PM	Inside	1	1			1					
568	332	05:36 PM	Outside	1	1		1						
569	333	05:36 PM	Outside	1			1		1				1
570	334	05:36 PM	Outside	1	1		1						
571	237	05:37 PM	Inside	1			1		1			1	
572	335	05:43 PM	Outside	1			1			1	1		
573	238	05:44 PM	Inside	1		1				1		1	
574	239	05:46 PM	Inside	1	1		1						
575	336	05:47 PM	Outside	4			1		1				1
576	240	05:48 PM	Inside	1		1			1			1	
577	337	05:48 PM	Outside	1			1		1				1
578	338	05:48 PM	Outside	1	1		1						
579	339	05:48 PM	Outside	1			1			1	1		
580	241	05:50 PM	Inside	1		1				1	1		
581	242	05:54 PM	Inside	1				1	1		1		
582	243	05:55 PM	Inside	2		1			1			1	
583	244	05:56 PM	Inside	1	1	1							
584	245	06:05 PM	Inside	1	1	1							

9465 WILSHIRE BOULEVARD - BANK OF AMERICA SURVEYS
WEDNESDAY, DECEMBER 15, 2010 (8:00 AM - 7:00 PM)

Overall Ref No.	In/Out Ref No.	Time	Inside or Outside?	No. in Group	Declined	ATM Only	Bank Only	Both	Drive Today? Yes	Drive Today? No	Primary Destination? Bank	Primary Destination? This Bldg	Primary Destination? Other
585	246	06:06 PM	Inside	1		1			1		1		
586	247	06:08 PM	Inside	1			1		1				1
587	248	06:10 PM	Inside	1		1			1				1
588	249	06:11 PM	Inside	1		1				1			1
589	250	06:12 PM	Inside	1				1		1			1
590	251	06:12 PM	Inside	1	1		1						
591	252	06:17 PM	Inside	1		1			1			1	
592	253	06:20 PM	Inside	1	1	1							
593	254	06:21 PM	Inside	2	1	1							
594	255	06:23 PM	Inside	1		1				1			1
595	256	06:26 PM	Inside	1		1				1			1
596	257	06:31 PM	Inside	1	1	1							
597	258	06:40 PM	Inside	1		1			1				1
598	259	06:42 PM	Inside	1	1	1							
599	260	06:45 PM	Inside	1		1			1		1		
600	261	06:56 PM	Inside	1		1			1			1	

Total Declined Surveys 284

SURVEYS SUMMARY	DAILY	8-9AM Peak Hour	5-6PM Peak Hour
Total number of observed patrons/groups	600	9	53
Total number of patrons participated in survey	316	8	32
Participation Rate	53%	89%	60%
Bank patron inbound vehicle trips	110	2	7
Assumed bank patron outbound vehicle trips	110	0	7
Total bank patron vehicle trips (inbound + outbound)	220	2	14

Appendix B

Noise Modeling Results

* * * * CASE INFORMATION * * * *

* * * * Results calculated with TNM Version 2.5 * * * *

* * * * TRAFFIC VOLUME/SPEED INFORMATION * * * *

Automobile volume (v/h):	2831.0
Average automobile speed (mph):	35.0
Medium truck volume (v/h):	74.0
Average medium truck speed (mph):	25.0
Heavy truck volume (v/h):	74.0
Average heavy truck speed (mph):	25.0
Bus volume (v/h):	0.0
Average bus speed (mph):	0.0
Motorcycle volume (v/h):	0.0
Average Motorcycle speed (mph):	0.0

* * * * TERRAIN SURFACE INFORMATION * * * *

Terrain surface: hard

* * * * RECEIVER INFORMATION * * * *

DESCRIPTION OF RECEIVER # 1

Distance from center of 12-ft wide, single lane roadway (ft):	50.0
A-weighted Hourly Equivalent Sound Level without Barrier (dBA):	70.3

* * * * CASE INFORMATION * * * *

* * * * Results calculated with TNM Version 2.5 * * * *

* * * * TRAFFIC VOLUME/SPEED INFORMATION * * * *

Automobile volume (v/h):	2848.0
Average automobile speed (mph):	35.0
Medium truck volume (v/h):	75.0
Average medium truck speed (mph):	25.0
Heavy truck volume (v/h):	75.0
Average heavy truck speed (mph):	25.0
Bus volume (v/h):	0.0
Average bus speed (mph):	0.0
Motorcycle volume (v/h):	0.0
Average Motorcycle speed (mph):	0.0

* * * * TERRAIN SURFACE INFORMATION * * * *

Terrain surface: hard

* * * * RECEIVER INFORMATION * * * *

DESCRIPTION OF RECEIVER # 1

Distance from center of 12-ft wide, single lane roadway (ft):	50.0
A-weighted Hourly Equivalent Sound Level without Barrier (dBA):	70.3

* * * * CASE INFORMATION * * * *

* * * * Results calculated with TNM Version 2.5 * * * *

* * * * TRAFFIC VOLUME/SPEED INFORMATION * * * *

Automobile volume (v/h):	1497.0
Average automobile speed (mph):	35.0
Medium truck volume (v/h):	39.0
Average medium truck speed (mph):	25.0
Heavy truck volume (v/h):	39.0
Average heavy truck speed (mph):	25.0
Bus volume (v/h):	0.0
Average bus speed (mph):	0.0
Motorcycle volume (v/h):	0.0
Average Motorcycle speed (mph):	0.0

* * * * TERRAIN SURFACE INFORMATION * * * *

Terrain surface: hard

* * * * RECEIVER INFORMATION * * * *

DESCRIPTION OF RECEIVER # 1

Distance from center of 12-ft wide, single lane roadway (ft):	50.0
A-weighted Hourly Equivalent Sound Level without Barrier (dBA):	67.5

* * * * CASE INFORMATION * * * *

* * * * Results calculated with TNM Version 2.5 * * * *

* * * * TRAFFIC VOLUME/SPEED INFORMATION * * * *

Automobile volume (v/h):	1515.0
Average automobile speed (mph):	35.0
Medium truck volume (v/h):	40.0
Average medium truck speed (mph):	25.0
Heavy truck volume (v/h):	40.0
Average heavy truck speed (mph):	25.0
Bus volume (v/h):	0.0
Average bus speed (mph):	0.0
Motorcycle volume (v/h):	0.0
Average Motorcycle speed (mph):	0.0

* * * * TERRAIN SURFACE INFORMATION * * * *

Terrain surface: hard

* * * * RECEIVER INFORMATION * * * *

DESCRIPTION OF RECEIVER # 1

Distance from center of 12-ft wide, single lane roadway (ft):	50.0
A-weighted Hourly Equivalent Sound Level without Barrier (dBA):	67.6

* * * * CASE INFORMATION * * * *

* * * * Results calculated with TNM Version 2.5 * * * *

* * * * TRAFFIC VOLUME/SPEED INFORMATION * * * *

Automobile volume (v/h):	1451.0
Average automobile speed (mph):	35.0
Medium truck volume (v/h):	38.0
Average medium truck speed (mph):	25.0
Heavy truck volume (v/h):	38.0
Average heavy truck speed (mph):	25.0
Bus volume (v/h):	0.0
Average bus speed (mph):	0.0
Motorcycle volume (v/h):	0.0
Average Motorcycle speed (mph):	0.0

* * * * TERRAIN SURFACE INFORMATION * * * *

Terrain surface: hard

* * * * RECEIVER INFORMATION * * * *

DESCRIPTION OF RECEIVER # 1

Distance from center of 12-ft wide, single lane roadway (ft):	50.0
A-weighted Hourly Equivalent Sound Level without Barrier (dBA):	67.4

* * * * CASE INFORMATION * * * *

* * * * Results calculated with TNM Version 2.5 * * * *

* * * * TRAFFIC VOLUME/SPEED INFORMATION * * * *

Automobile volume (v/h):	1473.0
Average automobile speed (mph):	35.0
Medium truck volume (v/h):	39.0
Average medium truck speed (mph):	25.0
Heavy truck volume (v/h):	39.0
Average heavy truck speed (mph):	25.0
Bus volume (v/h):	0.0
Average bus speed (mph):	0.0
Motorcycle volume (v/h):	0.0
Average Motorcycle speed (mph):	0.0

* * * * TERRAIN SURFACE INFORMATION * * * *

Terrain surface: hard

* * * * RECEIVER INFORMATION * * * *

DESCRIPTION OF RECEIVER # 1

Distance from center of 12-ft wide, single lane roadway (ft):	50.0
A-weighted Hourly Equivalent Sound Level without Barrier (dBA):	67.5

* * * * CASE INFORMATION * * * *

* * * * Results calculated with TNM Version 2.5 * * * *

* * * * TRAFFIC VOLUME/SPEED INFORMATION * * * *

Automobile volume (v/h):	1683.0
Average automobile speed (mph):	35.0
Medium truck volume (v/h):	44.0
Average medium truck speed (mph):	25.0
Heavy truck volume (v/h):	44.0
Average heavy truck speed (mph):	25.0
Bus volume (v/h):	0.0
Average bus speed (mph):	0.0
Motorcycle volume (v/h):	0.0
Average Motorcycle speed (mph):	0.0

* * * * TERRAIN SURFACE INFORMATION * * * *

Terrain surface: hard

* * * * RECEIVER INFORMATION * * * *

DESCRIPTION OF RECEIVER # 1

Distance from center of 12-ft wide, single lane roadway (ft):	50.0
A-weighted Hourly Equivalent Sound Level without Barrier (dBA):	68.1

* * * * CASE INFORMATION * * * *

* * * * Results calculated with TNM Version 2.5 * * * *

* * * * TRAFFIC VOLUME/SPEED INFORMATION * * * *

Automobile volume (v/h):	1693.0
Average automobile speed (mph):	35.0
Medium truck volume (v/h):	45.0
Average medium truck speed (mph):	25.0
Heavy truck volume (v/h):	45.0
Average heavy truck speed (mph):	25.0
Bus volume (v/h):	0.0
Average bus speed (mph):	0.0
Motorcycle volume (v/h):	0.0
Average Motorcycle speed (mph):	0.0

* * * * TERRAIN SURFACE INFORMATION * * * *

Terrain surface: hard

* * * * RECEIVER INFORMATION * * * *

DESCRIPTION OF RECEIVER # 1

Distance from center of 12-ft wide, single lane roadway (ft):	50.0
A-weighted Hourly Equivalent Sound Level without Barrier (dBA):	68.1

* * * * CASE INFORMATION * * * *

* * * * Results calculated with TNM Version 2.5 * * * *

* * * * TRAFFIC VOLUME/SPEED INFORMATION * * * *

Automobile volume (v/h):	1884.0
Average automobile speed (mph):	35.0
Medium truck volume (v/h):	50.0
Average medium truck speed (mph):	25.0
Heavy truck volume (v/h):	50.0
Average heavy truck speed (mph):	25.0
Bus volume (v/h):	0.0
Average bus speed (mph):	0.0
Motorcycle volume (v/h):	0.0
Average Motorcycle speed (mph):	0.0

* * * * TERRAIN SURFACE INFORMATION * * * *

Terrain surface: hard

* * * * RECEIVER INFORMATION * * * *

DESCRIPTION OF RECEIVER # 1

Distance from center of 12-ft wide, single lane roadway (ft):	50.0
A-weighted Hourly Equivalent Sound Level without Barrier (dBA):	68.6

* * * * CASE INFORMATION * * * *

* * * * Results calculated with TNM Version 2.5 * * * *

* * * * TRAFFIC VOLUME/SPEED INFORMATION * * * *

Automobile volume (v/h):	1884.0
Average automobile speed (mph):	35.0
Medium truck volume (v/h):	50.0
Average medium truck speed (mph):	25.0
Heavy truck volume (v/h):	50.0
Average heavy truck speed (mph):	25.0
Bus volume (v/h):	0.0
Average bus speed (mph):	0.0
Motorcycle volume (v/h):	0.0
Average Motorcycle speed (mph):	0.0

* * * * TERRAIN SURFACE INFORMATION * * * *

Terrain surface: hard

* * * * RECEIVER INFORMATION * * * *

DESCRIPTION OF RECEIVER # 1

Distance from center of 12-ft wide, single lane roadway (ft):	50.0
A-weighted Hourly Equivalent Sound Level without Barrier (dBA):	68.6

* * * * CASE INFORMATION * * * *

* * * * Results calculated with TNM Version 2.5 * * * *

* * * * TRAFFIC VOLUME/SPEED INFORMATION * * * *

Automobile volume (v/h):	2665.0
Average automobile speed (mph):	35.0
Medium truck volume (v/h):	70.0
Average medium truck speed (mph):	25.0
Heavy truck volume (v/h):	70.0
Average heavy truck speed (mph):	25.0
Bus volume (v/h):	0.0
Average bus speed (mph):	0.0
Motorcycle volume (v/h):	0.0
Average Motorcycle speed (mph):	0.0

* * * * TERRAIN SURFACE INFORMATION * * * *

Terrain surface: hard

* * * * RECEIVER INFORMATION * * * *

DESCRIPTION OF RECEIVER # 1

Distance from center of 12-ft wide, single lane roadway (ft):	50.0
A-weighted Hourly Equivalent Sound Level without Barrier (dBA):	70.1

* * * * CASE INFORMATION * * * *

* * * * Results calculated with TNM Version 2.5 * * * *

* * * * TRAFFIC VOLUME/SPEED INFORMATION * * * *

Automobile volume (v/h):	2665.0
Average automobile speed (mph):	35.0
Medium truck volume (v/h):	70.0
Average medium truck speed (mph):	25.0
Heavy truck volume (v/h):	70.0
Average heavy truck speed (mph):	25.0
Bus volume (v/h):	0.0
Average bus speed (mph):	0.0
Motorcycle volume (v/h):	0.0
Average Motorcycle speed (mph):	0.0

* * * * TERRAIN SURFACE INFORMATION * * * *

Terrain surface: hard

* * * * RECEIVER INFORMATION * * * *

DESCRIPTION OF RECEIVER # 1

Distance from center of 12-ft wide, single lane roadway (ft):	50.0
A-weighted Hourly Equivalent Sound Level without Barrier (dBA):	70.1

Appendix C

Air Quality and Greenhouse Gas Emissions Modeling Results

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Urbemis 2007 Version 9.2.4

Combined Summer Emissions Reports (Pounds/Day)

File Name: L:\ESP\LA Co\Beverly Hills\10-67340 BH - Equinox Fitness Club CE\Other\AQ Modeling\Existing Gross.urb924

Project Name: Beverly Hills 9465 Wilshire CE - Existing Gross

Project Location: Los Angeles County

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	1.63	1.49	4.31	0.00	0.01	0.01	1,742.74

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	17.31	24.26	219.34	0.26	43.32	8.42	25,798.57

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	18.94	25.75	223.65	0.26	43.33	8.43	27,541.31

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Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

Source	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
Natural Gas	0.11	1.45	1.22	0.00	0.00	0.00	1,737.12
Hearth - No Summer Emissions							
Landscape	0.25	0.04	3.09	0.00	0.01	0.01	5.62
Consumer Products	0.00						
Architectural Coatings	1.27						
TOTALS (lbs/day, unmitigated)	1.63	1.49	4.31	0.00	0.01	0.01	1,742.74

Area Source Changes to Defaults

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

Source	ROG	NOX	CO	SO2	PM10	PM25	CO2
General office building	15.95	22.34	202.37	0.24	39.91	7.76	23,775.36
Walk-In Bank	1.36	1.92	16.97	0.02	3.41	0.66	2,023.21
TOTALS (lbs/day, unmitigated)	17.31	24.26	219.34	0.26	43.32	8.42	25,798.57

Operational Settings:

Does not include correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2012 Temperature (F): 80 Season: Summer

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Emfac: Version : Emfac2007 V2.3 Nov 1 2006

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
General office building		11.38	1000 sq ft	199.52	2,270.54	23,108.40
Walk-In Bank		12.49	1000 sq ft	17.62	220.07	1,974.72
					2,490.61	25,083.12

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	53.4	0.6	99.2	0.2
Light Truck < 3750 lbs	6.8	1.5	97.0	1.5
Light Truck 3751-5750 lbs	22.9	0.4	99.6	0.0
Med Truck 5751-8500 lbs	10.1	1.0	99.0	0.0
Lite-Heavy Truck 8501-10,000 lbs	1.5	0.0	86.7	13.3
Lite-Heavy Truck 10,001-14,000 lbs	0.5	0.0	60.0	40.0
Med-Heavy Truck 14,001-33,000 lbs	0.9	0.0	22.2	77.8
Heavy-Heavy Truck 33,001-60,000 lbs	0.5	0.0	0.0	100.0
Other Bus	0.1	0.0	0.0	100.0
Urban Bus	0.1	0.0	0.0	100.0
Motorcycle	2.3	60.9	39.1	0.0
School Bus	0.1	0.0	0.0	100.0
Motor Home	0.8	0.0	87.5	12.5

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Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	12.7	7.0	9.5	13.3	7.4	8.9
Rural Trip Length (miles)	17.6	12.1	14.9	15.4	9.6	12.6
Trip speeds (mph)	30.0	30.0	30.0	30.0	30.0	30.0
% of Trips - Residential	32.9	18.0	49.1			
% of Trips - Commercial (by land use)						
General office building				35.0	17.5	47.5
Walk-In Bank				2.0	1.0	97.0

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Urbemis 2007 Version 9.2.4

Combined Summer Emissions Reports (Pounds/Day)

File Name: L:\ESP\LA Co\Beverly Hills\10-67340 BH - Equinox Fitness Club CE\Other\AQ Modeling\Proposed Gross.urb924

Project Name: Beverly Hills 9465 Wilshire CE - Proposed Gross

Project Location: Los Angeles County

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	1.76	1.65	5.98	0.00	0.02	0.02	1,920.01

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	23.55	33.92	303.94	0.37	60.39	11.73	35,918.57

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	25.31	35.57	309.92	0.37	60.41	11.75	37,838.58

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Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

Source	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
Natural Gas	0.12	1.59	1.34	0.00	0.00	0.00	1,911.58
Hearth - No Summer Emissions							
Landscape	0.37	0.06	4.64	0.00	0.02	0.02	8.43
Consumer Products	0.00						
Architectural Coatings	1.27						
TOTALS (lbs/day, unmitigated)	1.76	1.65	5.98	0.00	0.02	0.02	1,920.01

Area Source Changes to Defaults

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

Source	ROG	NOX	CO	SO2	PM10	PM25	CO2
Racquetball/health	9.47	14.11	124.78	0.15	25.03	4.86	14,856.01
General office building	13.42	18.88	170.99	0.21	33.72	6.55	20,088.38
Walk-In Bank	0.66	0.93	8.17	0.01	1.64	0.32	974.18
TOTALS (lbs/day, unmitigated)	23.55	33.92	303.94	0.37	60.39	11.73	35,918.57

Operational Settings:

Does not include correction for passby trips

Does not include double counting adjustment for internal trips

12/30/2010 4:04:18 PM

Analysis Year: 2012 Temperature (F): 80 Season: Summer

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Racquetball/health		32.93	1000 sq ft	48.46	1,595.79	14,493.74
General office building		11.97	1000 sq ft	160.27	1,918.43	19,524.84
Walk-In Bank		12.60	1000 sq ft	8.41	105.97	950.83
					3,620.19	34,969.41

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	53.4	0.6	99.2	0.2
Light Truck < 3750 lbs	6.8	1.5	97.0	1.5
Light Truck 3751-5750 lbs	22.9	0.4	99.6	0.0
Med Truck 5751-8500 lbs	10.1	1.0	99.0	0.0
Lite-Heavy Truck 8501-10,000 lbs	1.5	0.0	86.7	13.3
Lite-Heavy Truck 10,001-14,000 lbs	0.5	0.0	60.0	40.0
Med-Heavy Truck 14,001-33,000 lbs	0.9	0.0	22.2	77.8
Heavy-Heavy Truck 33,001-60,000 lbs	0.5	0.0	0.0	100.0
Other Bus	0.1	0.0	0.0	100.0
Urban Bus	0.1	0.0	0.0	100.0
Motorcycle	2.3	60.9	39.1	0.0
School Bus	0.1	0.0	0.0	100.0
Motor Home	0.8	0.0	87.5	12.5

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Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	12.7	7.0	9.5	13.3	7.4	8.9
Rural Trip Length (miles)	17.6	12.1	14.9	15.4	9.6	12.6
Trip speeds (mph)	30.0	30.0	30.0	30.0	30.0	30.0
% of Trips - Residential	32.9	18.0	49.1			
% of Trips - Commercial (by land use)						
Racquetball/health				5.0	2.5	92.5
General office building				35.0	17.5	47.5
Walk-In Bank				2.0	1.0	97.0

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Urbemis 2007 Version 9.2.4

Combined Summer Emissions Reports (Pounds/Day)

File Name: L:\ESP\LA Co\Beverly Hills\10-67340 BH - Equinox Fitness Club CE\Other\AQ Modeling\Construction.urb924

Project Name: Beverly Hills 9465 Wilshire CE - Construction

Project Location: Los Angeles County

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5	CO2
2011 TOTALS (lbs/day unmitigated)	54.66	12.08	8.97	0.00	0.01	1.01	1.03	0.00	0.93	0.94	1,303.28

Construction Unmitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5	CO2
Time Slice 8/18/2011-8/29/2011 Active Days: 8	2.12	**12.08**	**8.97**	**0.00**	**0.01**	**1.01**	**1.03**	**0.00**	**0.93**	**0.94**	**1,303.28**
Asphalt 08/18/2011-08/29/2011	2.12	12.08	8.97	0.00	0.01	1.01	1.03	0.00	0.93	0.94	1,303.28
Paving Off-Gas	0.18	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving Off Road Diesel	1.83	11.26	6.91	0.00	0.00	0.98	0.98	0.00	0.90	0.90	979.23
Paving On Road Diesel	0.06	0.72	0.29	0.00	0.00	0.03	0.03	0.00	0.03	0.03	106.50
Paving Worker Trips	0.06	0.10	1.77	0.00	0.01	0.01	0.02	0.00	0.00	0.01	217.55

Time Slice 8/30/2011-9/23/2011 Active Days: 19	**54.66**	0.04	0.65	0.00	0.00	0.00	0.01	0.00	0.00	0.00	79.27
Coating 08/30/2011-09/25/2011	54.66	0.04	0.65	0.00	0.00	0.00	0.01	0.00	0.00	0.00	79.27
Architectural Coating	54.64	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.02	0.04	0.65	0.00	0.00	0.00	0.01	0.00	0.00	0.00	79.27

Phase Assumptions

Phase: Paving 8/18/2011 - 8/29/2011 - Default Paving Description

Acres to be Paved: 0.56

Off-Road Equipment:

4 Cement and Mortar Mixers (10 hp) operating at a 0.56 load factor for 6 hours per day

1 Pavers (100 hp) operating at a 0.62 load factor for 7 hours per day

1 Rollers (95 hp) operating at a 0.56 load factor for 7 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 7 hours per day

Phase: Architectural Coating 8/30/2011 - 9/25/2011 - Default Architectural Coating Description

Rule: Residential Interior Coatings begins 1/1/2005 ends 6/30/2008 specifies a VOC of 100

Rule: Residential Interior Coatings begins 7/1/2008 ends 12/31/2040 specifies a VOC of 50

Rule: Residential Exterior Coatings begins 1/1/2005 ends 6/30/2008 specifies a VOC of 250

Rule: Residential Exterior Coatings begins 7/1/2008 ends 12/31/2040 specifies a VOC of 100

Rule: Nonresidential Interior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Rule: Nonresidential Exterior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

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Urbemis 2007 Version 9.2.4

Combined Annual Emissions Reports (Tons/Year)

File Name: L:\ESP\LA Co\Beverly Hills\10-67340 BH - Equinox Fitness Club CE\Other\AQ Modeling\Existing Gross.urb924

Project Name: Beverly Hills 9465 Wilshire CE - Existing Gross

Project Location: Los Angeles County

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (tons/year, unmitigated)	0.29	0.27	0.78	0.00	0.00	0.00	318.05

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (tons/year, unmitigated)	3.26	4.73	39.33	0.04	7.90	1.54	4,559.26

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (tons/year, unmitigated)	3.55	5.00	40.11	0.04	7.90	1.54	4,877.31

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Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Annual Tons Per Year, Unmitigated

Source	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
Natural Gas	0.02	0.26	0.22	0.00	0.00	0.00	317.02
Hearth	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscape	0.04	0.01	0.56	0.00	0.00	0.00	1.03
Consumer Products	0.00						
Architectural Coatings	0.23						
TOTALS (tons/year, unmitigated)	0.29	0.27	0.78	0.00	0.00	0.00	318.05

Area Source Changes to Defaults

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Annual Tons Per Year, Unmitigated

Source	ROG	NOX	CO	SO2	PM10	PM25	CO2
General office building	3.00	4.36	36.28	0.04	7.28	1.42	4,201.75
Walk-In Bank	0.26	0.37	3.05	0.00	0.62	0.12	357.51
TOTALS (tons/year, unmitigated)	3.26	4.73	39.33	0.04	7.90	1.54	4,559.26

Operational Settings:

Does not include correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2012 Season: Annual

12/30/2010 4:01:32 PM

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
General office building		11.38	1000 sq ft	199.52	2,270.54	23,108.40
Walk-In Bank		12.49	1000 sq ft	17.62	220.07	1,974.72
					2,490.61	25,083.12

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	53.4	0.6	99.2	0.2
Light Truck < 3750 lbs	6.8	1.5	97.0	1.5
Light Truck 3751-5750 lbs	22.9	0.4	99.6	0.0
Med Truck 5751-8500 lbs	10.1	1.0	99.0	0.0
Lite-Heavy Truck 8501-10,000 lbs	1.5	0.0	86.7	13.3
Lite-Heavy Truck 10,001-14,000 lbs	0.5	0.0	60.0	40.0
Med-Heavy Truck 14,001-33,000 lbs	0.9	0.0	22.2	77.8
Heavy-Heavy Truck 33,001-60,000 lbs	0.5	0.0	0.0	100.0
Other Bus	0.1	0.0	0.0	100.0
Urban Bus	0.1	0.0	0.0	100.0
Motorcycle	2.3	60.9	39.1	0.0
School Bus	0.1	0.0	0.0	100.0
Motor Home	0.8	0.0	87.5	12.5

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Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	12.7	7.0	9.5	13.3	7.4	8.9
Rural Trip Length (miles)	17.6	12.1	14.9	15.4	9.6	12.6
Trip speeds (mph)	30.0	30.0	30.0	30.0	30.0	30.0
% of Trips - Residential	32.9	18.0	49.1			
% of Trips - Commercial (by land use)						
General office building				35.0	17.5	47.5
Walk-In Bank				2.0	1.0	97.0

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Urbemis 2007 Version 9.2.4

Combined Annual Emissions Reports (Tons/Year)

File Name: L:\ESP\LA Co\Beverly Hills\10-67340 BH - Equinox Fitness Club CE\Other\AQ Modeling\Proposed Gross.urb924

Project Name: Beverly Hills 9465 Wilshire CE - Proposed Gross

Project Location: Los Angeles County

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (tons/year, unmitigated)	0.32	0.30	1.09	0.00	0.00	0.00	350.40

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (tons/year, unmitigated)	4.44	6.61	54.57	0.07	11.02	2.15	6,347.44

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (tons/year, unmitigated)	4.76	6.91	55.66	0.07	11.02	2.15	6,697.84

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Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Annual Tons Per Year, Unmitigated

Source	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
Natural Gas	0.02	0.29	0.24	0.00	0.00	0.00	348.86
Hearth	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscape	0.07	0.01	0.85	0.00	0.00	0.00	1.54
Consumer Products	0.00						
Architectural Coatings	0.23						
TOTALS (tons/year, unmitigated)	0.32	0.30	1.09	0.00	0.00	0.00	350.40

Area Source Changes to Defaults

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Annual Tons Per Year, Unmitigated

Source	ROG	NOX	CO	SO2	PM10	PM25	CO2
Racquetball/health	1.80	2.75	22.44	0.03	4.57	0.89	2,625.14
General office building	2.52	3.68	30.66	0.04	6.15	1.20	3,550.16
Walk-In Bank	0.12	0.18	1.47	0.00	0.30	0.06	172.14
TOTALS (tons/year, unmitigated)	4.44	6.61	54.57	0.07	11.02	2.15	6,347.44

Operational Settings:

Does not include correction for passby trips

Does not include double counting adjustment for internal trips

12/30/2010 4:04:52 PM

Analysis Year: 2012 Season: Annual

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Racquetball/health		32.93	1000 sq ft	48.46	1,595.79	14,493.74
General office building		11.97	1000 sq ft	160.27	1,918.43	19,524.84
Walk-In Bank		12.60	1000 sq ft	8.41	105.97	950.83
					3,620.19	34,969.41

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	53.4	0.6	99.2	0.2
Light Truck < 3750 lbs	6.8	1.5	97.0	1.5
Light Truck 3751-5750 lbs	22.9	0.4	99.6	0.0
Med Truck 5751-8500 lbs	10.1	1.0	99.0	0.0
Lite-Heavy Truck 8501-10,000 lbs	1.5	0.0	86.7	13.3
Lite-Heavy Truck 10,001-14,000 lbs	0.5	0.0	60.0	40.0
Med-Heavy Truck 14,001-33,000 lbs	0.9	0.0	22.2	77.8
Heavy-Heavy Truck 33,001-60,000 lbs	0.5	0.0	0.0	100.0
Other Bus	0.1	0.0	0.0	100.0
Urban Bus	0.1	0.0	0.0	100.0
Motorcycle	2.3	60.9	39.1	0.0
School Bus	0.1	0.0	0.0	100.0
Motor Home	0.8	0.0	87.5	12.5

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Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	12.7	7.0	9.5	13.3	7.4	8.9
Rural Trip Length (miles)	17.6	12.1	14.9	15.4	9.6	12.6
Trip speeds (mph)	30.0	30.0	30.0	30.0	30.0	30.0
% of Trips - Residential	32.9	18.0	49.1			
% of Trips - Commercial (by land use)						
Racquetball/health				5.0	2.5	92.5
General office building				35.0	17.5	47.5
Walk-In Bank				2.0	1.0	97.0

Greenhouse Gas Emission Worksheet

Operational Emissions Beverly Hills 9465 Wilshire Health Club - Existing

Electricity Generation	(kWH)		Project units	Project Usage
Residential*	7,000	per unit	0	0
Office**	16,800	per KSF per year	150.908	2,535,254
Retail**	11,300	per KSF per year	13.326	150,584
School**	12,700	per KSF per year	0.000	0
Food Service**	45,700	per KSF per year	0.000	0
Religious Worship**	4,800	per KSF per year	0.000	0
Industrial***	10,500	per KSF per year	0.000	0
			Total	**2,685,838**

Total Project Annual KWh: 2,685,838 kWH/year
Project Annual MWh: **2,686** MWH/year

Emission Factors:****

CO2	724.12	lbs/MWh/year
CH4	0.0302	lbs/MWh/year
N2O	0.0081	lbs/MWh/year

Total Annual Operational Emissions (metric tons) =
(Electricity Use (kWh) x EF)/2,204.62 lbs/metric ton

Conversion to Carbon Dioxide Equivalency (CO2e) Units based on Global Warming Potential (GWP)***

CH4	21	GWP
N2O	310	GWP
1 ton (short, US) =	0.90718474	metric ton

Annual Operational Emissions:

	Total Emissions		Total CO2e Units	
CO2 emissions, electricity:	972.4346	tons	882	metric tons CO2e
CO2 emissions******:	318.05	tons	289	metric tons CO2e
CH4 emissions:	0.0368	metric tons	1	metric tons CO2e
N2O emissions:	0.0099	metric tons	3	metric tons CO2e
	Project Total		***1,175***	***metric tons CO2e***

References

* CAPCOA CEQA and Climate Change White Paper, January 2008
** Generation Factor Source: Energy Information Administration, 2008. 2003 CBECS Detailed Tables
*** South Coast Air Quality Management District *CEQA Air Quality Handbook*, Table A9-11-A, Novemberl 1993 (used Miscellaneous factor for this land use).
**** Table C.2: Carbon Dioxide, Methane and Nitrous Oxide Electricity Emission Factors by eGRID Subregion in California Climate Action Registry General Reporting Protocol, Reporting Entity-Wide Greenhouse Gas Emissions, Version 3.1, January 2009.
***** SAR, 1996 conversion factors as reported in Table C.1 of CCAR, January 2009
****** URBEMIS Annual Emissions output for Area Source emissions; includes natural gas combustion for heating.

Greenhouse Gas Emission Worksheet

Mobile Emissions

Beverly Hills 9465 Wilshire Health Club - Existing

From URBEMIS 2007 Vehicle Fleet Mix Output:

Daily Vehicle Miles Traveled (VMT): 25,083 (Net: Proposed - Existing)

Annual VMT: 9,155,339

Vehicle Type	Percent Type	CH4 Emission Factor (g/mile)*	CH4 Emission (g/mile)**	N2O Emission Factor (g/mile)*	N2O Emission (g/mile)**
Light Auto	53.4%	0.04	0.02136	0.04	0.02136
Light Truck < 3750 lbs	6.8%	0.05	0.0034	0.06	0.00408
Light Truck 3751-5750 lbs	22.9%	0.05	0.01145	0.06	0.01374
Med Truck 5751-8500 lbs	10.1%	0.12	0.01212	0.2	0.0202
Lite-Heavy Truck 8501-10,000 lbs	1.5%	0.12	0.0018	0.2	0.003
Lite-Heavy Truck 10,001-14,000 lbs	0.5%	0.09	0.00045	0.125	0.000625
Med-Heavy Truck 14,001-33,000 lbs	0.9%	0.06	0.00054	0.05	0.00045
Heavy-Heavy Truck 33,001-60,000 lbs	0.5%	0.06	0.0003	0.05	0.00025
Other Bus	0.1%	0.06	0.00006	0.05	0.00005
Urban Bus	0.1%	0.06	0.00006	0.05	0.00005
Motorcycle	2.3%	0.09	0.00207	0.01	0.00023
School Bus	0.1%	0.06	0.00006	0.05	0.00005
Motor Home	0.8%	0.09	0.00072	0.125	0.001
Total			**0.05439**		**0.065085**

Total Emissions (metric tons) =

Emission Factor by Vehicle Mix (g/mi) x Annual VMT(mi) x 0.000001 metric tons/g

Conversion to Carbon Dioxide Equivalency (CO2e) Units based on Global Warming Potential (GWP)

CH4 21 GWP

N2O 310 GWP

1 ton (short, US) = 0.90718474 metric ton

Annual Mobile Emissions:

	Total Emissions		Total CO2e units	
CO2 Emissions***:	4,559.26	tons CO2	**4,136**	metric tons CO2e
CH4 Emissions:	0.4980	metric tons CH4	**10**	metric tons CO2e
N20 Emissions:	0.5959	metric tons N2O	**185**	metric tons CO2e
	Project Total:		***4,331***	***metric tons CO2e***

References

* from Table C.4: Methane and Nitrous Oxide Emission Factors for Mobile Sources by Vehicle and Fuel Type (g/mile).
in California Climate Action Registry General Reporting Protocol, Reporting Entity-Wide Greenhouse Gas Emissions, Version 3.1, January 2009.
Assume Model year 2000-present, gasoline fueled.

** Source: California Climate Action Registry General Reporting Protocol, Reporting Entity-Wide Greenhouse Gas Emissions, Version 3.1, January 2009.

*** From URBEMIS 2007 results for mobile sources

Greenhouse Gas Emission Worksheet

Operational Emissions Beverly Hills 9465 Wilshire Health Club - Proposed

Electricity Generation	**(kWH)**		**Project units**	**Project Usage**
Residential*	7,000	per unit	0	0
Office**	16,800	per KSF per year	122.784	2,062,771
Retail**	11,300	per KSF per year	42.314	478,148
School**	12,700	per KSF per year	0.000	0
Food Service**	45,700	per KSF per year	0.000	0
Religious Worship**	4,800	per KSF per year	0.000	0
Industrial***	10,500	per KSF per year	0.000	0
			Total	**2,540,919**

Total Project Annual KWh: 2,540,919 kWH/year
Project Annual MWh: **2,541** MWH/year

Emission Factors:****

CO2	724.12	lbs/MWh/year
CH4	0.0302	lbs/MWh/year
N2O	0.0081	lbs/MWh/year

Total Annual Operational Emissions (metric tons) =
(Electricity Use (kWh) x EF)/2,204.62 lbs/metric ton

Conversion to Carbon Dioxide Equivalency (CO2e) Units based on Global Warming Potential (GWP)***

CH4	21	GWP
N2O	310	GWP
1 ton (short, US) =	0.90718474	metric ton

Annual Operational Emissions:

	Total Emissions		**Total CO2e Units**	
CO2 emissions, electricity:	919.9653	tons	**835**	metric tons CO2e
CO2 emissions******:	350.40	tons	**318**	metric tons CO2e
CH4 emissions:	0.0348	metric tons	1	metric tons CO2e
N2O emissions:	0.0093	metric tons	3	metric tons CO2e
	Project Total		***1,156***	***metric tons CO2e***

References

* CAPCOA CEQA and Climate Change White Paper, January 2008
** Generation Factor Source: Energy Information Administration, 2008. 2003 CBECS Detailed Tables
*** South Coast Air Quality Management District *CEQA Air Quality Handbook*, Table A9-11-A, Novemberl 1993 (used Miscellaneous factor for this land use).
**** Table C.2: Carbon Dioxide, Methane and Nitrous Oxide Electricity Emission Factors by eGRID Subregion in California Climate Action Registry General Reporting Protocol, Reporting Entity-Wide Greenhouse Gas Emissions, Version 3.1, January 2009.
***** SAR, 1996 conversion factors as reported in Table C.1 of CCAR, January 2009
****** URBEMIS Annual Emissions output for Area Source emissions; includes natural gas combustion for heating.

Greenhouse Gas Emission Worksheet

Mobile Emissions

Beverly Hills 9465 Wilshire Health Club - Proposed

From URBEMIS 2007 Vehicle Fleet Mix Output:

Daily Vehicle Miles Traveled (VMT): 34,969 (Net: Proposed - Existing)

Annual VMT: 12,763,835

Vehicle Type	Percent Type	CH4 Emission Factor (g/mile)*	CH4 Emission (g/mile)**	N2O Emission Factor (g/mile)*	N2O Emission (g/mile)**
Light Auto	53.4%	0.04	0.02136	0.04	0.02136
Light Truck < 3750 lbs	6.8%	0.05	0.0034	0.06	0.00408
Light Truck 3751-5750 lbs	22.9%	0.05	0.01145	0.06	0.01374
Med Truck 5751-8500 lbs	10.1%	0.12	0.01212	0.2	0.0202
Lite-Heavy Truck 8501-10,000 lbs	1.5%	0.12	0.0018	0.2	0.003
Lite-Heavy Truck 10,001-14,000 lbs	0.5%	0.09	0.00045	0.125	0.000625
Med-Heavy Truck 14,001-33,000 lbs	0.9%	0.06	0.00054	0.05	0.00045
Heavy-Heavy Truck 33,001-60,000 lbs	0.5%	0.06	0.0003	0.05	0.00025
Other Bus	0.1%	0.06	0.00006	0.05	0.00005
Urban Bus	0.1%	0.06	0.00006	0.05	0.00005
Motorcycle	2.3%	0.09	0.00207	0.01	0.00023
School Bus	0.1%	0.06	0.00006	0.05	0.00005
Motor Home	0.8%	0.09	0.00072	0.125	0.001
Total			0.05439		0.065085

Total Emissions (metric tons) =

Emission Factor by Vehicle Mix (g/mi) x Annual VMT(mi) x 0.000001 metric tons/g

Conversion to Carbon Dioxide Equivalency (CO2e) Units based on Global Warming Potential (GWP)

CH4 21 GWP

N2O 310 GWP

1 ton (short, US) = 0.90718474 metric ton

Annual Mobile Emissions:

	Total Emissions		Total CO2e units	
CO2 Emissions***:	6,347.44	tons CO2	5,758	metric tons CO2e
CH4 Emissions:	0.6942	metric tons CH4	15	metric tons CO2e
N20 Emissions:	0.8307	metric tons N2O	258	metric tons CO2e
		Project Total:	***6,030***	***metric tons CO2e***

References

* from Table C.4: Methane and Nitrous Oxide Emission Factors for Mobile Sources by Vehicle and Fuel Type (g/mile).
in California Climate Action Registry General Reporting Protocol, Reporting Entity-Wide Greenhouse Gas Emissions, Version 3.1, January 2009.
Assume Model year 2000-present, gasoline fueled.

** Source: California Climate Action Registry General Reporting Protocol, Reporting Entity-Wide Greenhouse Gas Emissions, Version 3.1, January 2009.

*** From URBEMIS 2007 results for mobile sources