Attachment 8:

Fehr & Peers Supplemental Traffic Analysis (January 3, 2013)

FEHR PEERS

MEMORANDUM

Date: January 3, 2013

To: Abe Leider, AICP CEP, Rincon Consultants, Inc.

From: Tamar Fuhrer, AICP & Sarah Brandenberg, PE

Subject: ***Beverly Hills Gateway Supplemental Analysis***

SM12-2201.04

This memorandum presents additional analysis conducted for the Beverly Hills Gateway Project Traffic Study. The Draft Environmental Impact Report (DEIR) for the project was circulated in 2010. Since then, the City has considered updating the locations of project driveways, which would affect project trip distribution at intersections directly adjacent to the Gateway site. This memorandum presents the proposed changes and analysis results in five sections. First, we describe the locations of potential driveways. Next, we discuss how the changes in project driveway access changes local trip distribution at adjacent intersections. We then present the level of service (LOS) analysis results. After this, we present the neighborhood residential roadway impact analysis. Finally, we provide a summary and conclusion of our analysis.

POTENTIAL DRIVEWAY LOCATIONS AND PROJECT ACCESS

The proposed project analyzed in the Beverly Gateway DEIR included four project driveways along South Santa Monica Boulevard. Parcel 3 had one full-access driveway. Parcels 1 and 2 shared a driveway at the signalized intersection of South Santa Monica Boulevard & Charleville Boulevard. Additionally, Parcel 1 had a separate egress-only driveway at the signalized intersection of South Santa Monica Boulevard & South Moreno Drive, and Parcel 2 had an additional unsignalized driveway on South Santa Monica Boulevard between Charleville Boulevard and Lasky Drive.

Concerns about the analyzed DEIR access scenario included the implications of a driveway at Charleville, with regard to project cut-through traffic in the neighborhood south of the project site. Additionally, the intersections along South Santa Monica Boulevard would bear most of the traffic, with some circuitous routes necessary for users to access the site near the Santa Monica Boulevard crossover. Therefore, the City is now considering a new access scenario that includes driveways along North Santa Monica Boulevard in addition to South Santa Monica Boulevard.

The new driveways under consideration were developed in conjunction with City planning and transportation staff. Through discussions with City staff and sensitivity testing of various access options, it was determined that providing access to the project site on both North Santa Monica Boulevard and South Santa Monica Boulevard would allow the most direct access to the project site and disperse project trips more evenly to the various access points instead of oversaturating any particular driveway location. Providing access only along North Santa Monica Boulevard was dismissed for this reason. In addition, peak hour traffic volumes at the project driveways would

require the installation of a right-turn deceleration lane along the frontage of the project site on North Santa Monica Boulevard. This would further constrain the already limited depth of the developable area of the Gateway site. The need for right-turn deceleration lanes could be avoided by providing access along both North and South Santa Monica Boulevards.

Figure 1 illustrates the new access points under consideration, which are comprised of two driveways along North Santa Monica Boulevard and four driveways along South Santa Monica Boulevard. The driveways are described below:

- Driveway 1 – Driveway 1 was analyzed in the DEIR, and is located at the signalized intersection of South Santa Monica Boulevard & Moreno Drive. This driveway would provide outbound access only for Parcel 1. No changes are proposed at this location.
- Driveway 2 – Driveway 2 is a new access point under consideration, and was not analyzed in the DEIR. It is located on South Santa Monica Boulevard between Moreno Drive and Charleville Boulevard, along the frontage of Parcel 1. This driveway would provide right- and left-turn ingress and egress and would be stop-controlled. The approximate location of Driveway 2 is shown in Figure 1. The final driveway location will be dependent on the development design of Parcel 1.
- Driveway 3 – Driveway 3 was analyzed in the DEIR, and is located on South Santa Monica Boulevard between Charleville Boulevard and Lasky Drive. This driveway is along the frontage of Parcel 2 and would serve that parcel exclusively. Right- and left-turn ingress and egress would be permitted along this stop-controlled driveway. No changes are proposed at this location.
- Driveway 4 – Driveway 4 was analyzed in the DEIR, and is located along the frontage of Parcel 3 on South Santa Monica Boulevard, between Wilshire Boulevard and Linden Drive. This driveway would be stop-controlled and provide right- and left-turn ingress and egress. No changes are proposed at this location.
- Driveway 5 – Driveway 5 is a new access point under consideration, and is located at the planned signalized intersection of North Santa Monica Boulevard & Merv Griffin Way. The south leg of the intersection would serve as the project driveway and provide full access to Parcel 1.
- Driveway 6 – Driveway 6 is a new access point under consideration, and is located on North Santa Monica Boulevard between Charleville Boulevard and Wilshire Boulevard. This driveway would provide right-in/right-out access along the frontage of Parcel 2.

The driveway providing access at Charleville Boulevard along South Santa Monica Boulevard that was analyzed in the DEIR is no longer being considered and has been eliminated from the updated analysis.

PROJECT TRIP DISTRIBUTION

The DEIR assumed that all project trips would use South Santa Monica Boulevard to access the project site. By adding two access points along North Santa Monica Boulevard, there are changes to the project trip distribution and resulting peak hour traffic volumes at the intersections immediately adjacent to the project. Based on the regional trip distribution estimates reported in the DEIR and the permitted turning movements at nearby intersections, approximately 40% of Gateway project trips would shift to North Santa Monica Boulevard.

LEVEL OF SERVICE RESULTS

We reanalyzed the study intersections along North and South Santa Monica Boulevards adjacent to the project site to capture the change in peak hour traffic volumes with the implementation of the new driveways under consideration. Table 1 identifies the LOS results for Existing and Existing plus Project Conditions and Table 2 identifies the LOS results for Cumulative and Cumulative plus Project conditions. The analysis parameters and intersection improvements assumed in the analysis were consistent with the DEIR. The only parameters changing with the updated analysis were the localized trip distribution and resulting peak hour traffic volumes based on the assumptions described above.

Summary of Beverly Hills Gateway DEIR Impacts

The Beverly Hills Gateway EIR circulation chapter identified significant impacts at three intersections under cumulative conditions:

- Olympic Boulevard & Spalding Drive – As documented, this impact no longer occurs due to the restriping of Spalding Drive just north of the Olympic Boulevard, and the LOS would not change as a result of the new driveways under consideration.
- South Santa Monica Boulevard & Moreno Drive – This impact could be mitigated by adding separate turn lanes for vehicles exiting the project site.
- South Santa Monica Boulevard & Wilshire Boulevard – This impact was found to be significant and unavoidable.

Summary of Reanalyzed Beverly Hills Gateway Impacts

As shown in Tables 1 and 2, the revised project access would result in significant impacts at South Santa Monica Boulevard & Wilshire Boulevard (Existing PM and Cumulative PM). This impact was already identified in the DEIR, and would remain significant and unavoidable. However, the project would result in a less severe impact than analyzed in the DEIR (e.g., the V/C would increase by 0.031 compared to 0.041 in the DEIR during the PM peak hour and no impact would occur during the AM peak hour under cumulative conditions). The addition of project traffic would add up to 178 trips to this intersection during the peak hour. This equates to

approximately three vehicles every minute, or an increase of 3% of the total traffic volume at the intersection.

The DEIR impact at South Santa Monica Boulevard & Moreno Drive would be less than significant due to the redistribution of project trips to North Santa Monica Boulevard and the mitigation measure identified in the DEIR would no longer be needed.

No new impacts beyond those already identified in the DEIR would occur with the potential project access along North Santa Monica Boulevard.

NEIGHBORHOOD IMPACTS

Roadway segment impacts for Charleville Boulevard between South Santa Monica Boulevard & Robertson Boulevard and Gregory Boulevard between Spalding Drive and Robertson Boulevard were analyzed as requested by Beverly Hills City Council. Tables 3 and 4 identify the residential roadway impacts based on the distribution patterns analyzed in the DEIR and the new access driveways under consideration, respectively. The access option analyzed in the DEIR reflects a worst-case scenario for these roadway segments since all project trips would use South Santa Monica Boulevard to access the project site. As shown in Table 3, no impacts would occur based on City thresholds under the project access assumed in the DEIR along South Santa Monica Boulevard.

With the new potential project access along North Santa Monica Boulevard and corresponding shift in project trips to North Santa Monica Boulevard, a minimum of a 30% to 40% reduction in new vehicle trips is expected on the residential roadway segments of Charleville and Gregory Boulevards, east of the project site. As a worst-case scenario, it was assumed that a majority of trips along these streets would continue on their route through the City to Robertson Boulevard, with only a slight decline in project trips on the segments furthest from the project site. The purpose of this analysis is to show that even under a worst-case scenario, these residential roadway segments are not impacted with the development of the proposed Gateway site.

Table 4 reflects the forecasted project and daily traffic volumes on the residential roadways with the new driveways under consideration on North Santa Monica Boulevard. As shown in this table, no impacts would occur based on City thresholds. The project would add a maximum of up to 228 daily trips on Charleville Boulevard and 92 daily trips on Gregory Way. Peak hour traffic generally accounts for 10% of total daily traffic, meaning that 23 trips on Charleville Boulevard and nine trips on Gregory Way would be added during the peak hour. This ultimately yields one additional vehicle every 2-3 minutes on Charleville Boulevard and one additional vehicle every 6-7 minutes on Gregory Way during the peak hour on the segments experiencing the greatest increase of project trips. The roadway segments further from the project site would have fewer new project trips added on a daily basis and during the peak hours.

SUMMARY AND CONCLUSIONS

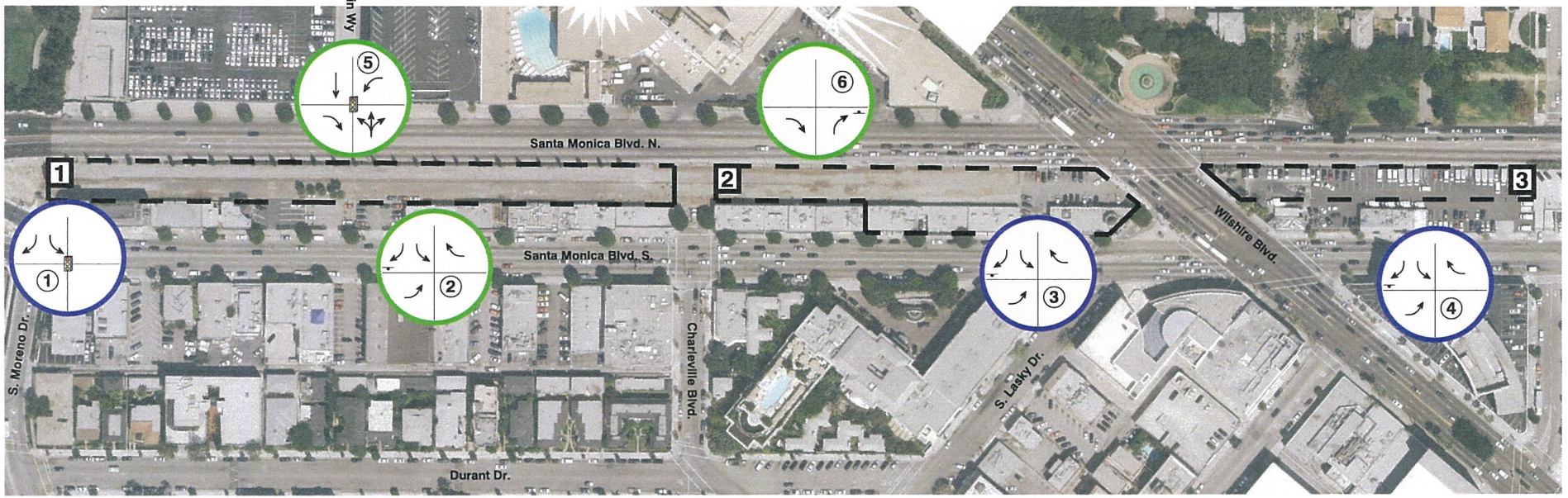
We updated our intersection and roadway segment analysis for the Beverly Gateway project to account for the changes to the project access locations under consideration. The DEIR analysis limited project access to driveways along South Santa Monica Boulevard. The project is now considering adding two driveways along North Santa Monica Boulevard. We reanalyzed the EIR study intersections along North and South Santa Monica Boulevards to account for the change in trip distribution resulting from the new site access.

With the new access along North Santa Monica Boulevard, no new intersection LOS impacts would occur. In addition, the residential roadway segments would experience fewer project trips and no impacts would occur based on the City's thresholds of significance.

There are several benefits to including driveway access points along North Santa Monica Boulevard:

- Providing project driveways on North Santa Monica would allow for more direct access for many travelers, reducing the amount of local circulation adjacent to the project and, ultimately, the vehicular volumes on the adjacent roadways.
- The new access options would not result in new significant impacts beyond those already identified in the DEIR.
- There would no longer be a significant impact at South Santa Monica Boulevard & Moreno Drive, which had a significant impact in the DEIR.
- Providing access along North Santa Monica Boulevard would reduce project traffic on residential streets by at least 30% to 40%.

We hope that you find this information helpful. Please contact Tamar Fuhrer or Sarah Brandenberg at (310) 458-9916 with any questions or comments pertaining to this memorandum.



LEGEND

- Approximate Gateway Parcel Areas
- Allowable Access
- Signal
- Stop Sign
- EIR + New Access Point
- New Access Point
- Driveway Number

N

NOT TO SCALE

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Nov 28, 2012
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POTENTIAL ACCESS POINTS

FIGURE 1

TABLE 1
BEVERLY GATEWAY TRAFFIC ASSESSMENT
EXISTING CONDITIONS
UPDATED LOS RESULTS: WITH NEW ACCESS ON N. SANTA MONICA BLVD.

Intersection	AM						PM					
	Existing		E+P				Existing		E+P			
	V/C	LOS	V/C	LOS	ΔV/C	Impact?	V/C	LOS	V/C	LOS	ΔV/C	Impact?
Santa Monica Blvd Crossover	0.635	B	0.637	B	0.002	No	0.554	A	0.57	A	0.016	No
Moreno Dr/S. Santa Monica Blvd	0.532	A	0.535	A	0.003	No	0.648	B	0.672	B	0.024	No
Charleville Blvd/S Santa Monica Blvd	0.536	A	0.553	A	0.017	No	0.585	A	0.629	B	0.044	No
Wilshire Blvd/N. Santa Monica Blvd	1.042	F	1.054	F	0.012	No	0.844	D	0.856	D	0.012	No
Wilshire Blvd/S. Santa Monica Blvd	0.813	D	0.837	D	0.024	No	0.773	C	0.813	D	0.040	**YES**

TABLE 2
BEVERLY GATEWAY TRAFFIC ASSESSMENT
CUMULATIVE CONDITIONS
UPDATED LOS RESULTS: WITH NEW ACCESS ON N. SANTA MONICA BLVD.

	AM						PM					
	Cumulative		C+P				Cumulative		C+P			
Intersection	V/C	LOS	V/C	LOS	ΔV/C	Impact?	V/C	LOS	V/C	LOS	ΔV/C	Impact?
Santa Monica Blvd Crossover	0.747	C	0.747	C	0	No	0.698	B	0.711	C	0.013	No
Moreno Dr/S. Santa Monica Blvd	0.583	A	0.586	A	0.003	No	0.739	C	0.764	C	0.025	No
Charleville Blvd/S Santa Monica Blvd	0.751	C	0.779	C	0.028	No	0.67	B	0.715	C	0.045	No
Wilshire Blvd/N. Santa Monica Blvd	1.034	F	1.043	F	0.009	No	0.957	E	0.976	F	0.019	No
Wilshire Blvd/S. Santa Monica Blvd	0.898	D	0.921	E	0.023	No	0.879	D	0.91	E	0.031	**YES**

TABLE 3

RESIDENTIAL ROADWAY IMPACTS: WITH EIR PROJECT ACCESS

Roadway Segment	Daily Traffic Volume			% Change	Threshold	Impact?
	No Project	With Project	Project Only			
Charleville Blvd: Between S. Santa Monica Blvd. & Lasky Dr.	4,000	4,350	350	9%	12.5%	NO
Charleville Blvd: Between Lasky Dr. & Bedford Dr.	5,200	5,480	280	5%	12.5%	NO
Charleville Blvd: Between Bedford Dr. & Beverly Dr.	6,560	6,805	245	4%	12.5%	NO
Charleville Blvd: Between Beverly Dr. & Maple Dr.	5,668	5,889	221	4%	12.5%	NO
Charleville Blvd: Between Maple Dr. & Robertson Blvd.	5,485	5,684	199	4%	12.5%	NO
Gregory Way: Between Spalding Dr. & Crescent Dr.	5,040	5,215	175	3%	12.5%	NO
Gregory Way: Between Crescent Dr. & Robertson Blvd.	3,784	3,942	158	4%	12.5%	NO

TABLE 4

RESIDENTIAL ROADWAY IMPACTS: WITH NEW ACCESS ON N. SANTA MONICA BLVD.

Roadway Segment	Daily Traffic Volume			% Change	Threshold	Impact?
	No Project	With Project	Project Only			
Charleville Blvd: Between S. Santa Monica Blvd. & Lasky Dr.	4,000	4,228	228	6%	12.5%	NO
Charleville Blvd: Between Lasky Dr. & Bedford Dr.	5,200	5,385	185	4%	12.5%	NO
Charleville Blvd: Between Bedford Dr. & Beverly Dr.	6,560	6,732	172	3%	12.5%	NO
Charleville Blvd: Between Beverly Dr. & Maple Dr.	5,668	5,822	154	3%	12.5%	NO
Charleville Blvd: Between Maple Dr. & Robertson Blvd.	5,485	5,624	139	3%	12.5%	NO
Gregory Way: Between Spalding Dr. & Crescent Dr.	5,040	5,132	92	2%	12.5%	NO
Gregory Way: Between Crescent Dr. & Robertson Blvd.	3,784	3,867	83	2%	12.5%	NO

Note: Project trips reflect a minimum of a 30% to 40% reduction in daily volumes for the above roadway segments.