

Attachment 1

Application for Administrative Modification



Oasis West Realty
A Real Estate Company

9860 Wilshire Boulevard
Beverly Hills, CA 90210
Tel: 310.274.6680
Fax: 310.274.4274

June 25, 2014

Mr. Jeff Kolin, City Manager
Ms. Susan Healy Keene, Community Development Director
Mr. Jonathan Lait, City Planner
City of Beverly Hills
455 N. Rexford Drive, Third Floor
Beverly Hills, California 90201

**BEVERLY HILLS PLANNING & COMMUNITY DEVELOPMENT
APPROVED PLANS**

**SUBJECT TO THE CONDITIONS CONTAINED IN
CASE # PL 1424405 DATE September 4, 2014**

THIS APPROVAL IS NOT A BUILDING PERMIT

Susan Healy Keene

Dear Jeff, Susan, and Jonathan:

We are excited to be moving ahead with this transformative gateway project for the City of Beverly Hills and look forward to working with you and your staff to make this first phase a reality.

In 2008, the City approved the three major components of the Beverly Hilton Revitalization Project: (1) a new 170-room Waldorf Astoria at the corner of Santa Monica Boulevard and Wilshire Boulevard; (2) two new condominium buildings with a total of 110 condominiums along Merv Griffin Way; and (3) site improvements and modifications to the existing Beverly Hilton.

As permitted by the Beverly Hilton Specific Plan, Oasis West Realty is preparing to develop the project in phases. The first phase will be the construction of the new five-star hotel, a Waldorf Astoria, together with modifications to the existing Beverly Hilton's conference center space and related infrastructure improvements.

Upon completion of the first phase and prior to commencement of the second phase, 739 operating hotel rooms (569 existing and 170 new rooms) would operate on the property. With the addition of two new subterranean parking levels as part of the Waldorf Astoria, the parking for the new five-star hotel would exceed the Municipal Code's parking requirements. Consistent with the project's certified environmental impact report, the first phase would not cause any interim traffic impacts and would implement certain first phase off-site roadway improvements on Wilshire and Santa Monica Boulevards.

We are also very pleased with the evolution of the design for the Waldorf Astoria. As the design has evolved there are several minor modifications necessary to the preliminary design plans that were included in the Specific Plan. The design modifications are necessary for the Waldorf Astoria to better realize the Specific Plan's goal of a true five-star luxury hotel. While the modifications to the Specific Plan's conceptual plans markedly improve the design and function of the Waldorf Astoria, the design remains substantially consistent with the conceptual designs included in the Specific Plan and do not materially alter the approved architectural style, modulation, or height of the Waldorf Astoria building. On June 17, 2014, the Architectural Commission approved the architectural design for the Waldorf Astoria.

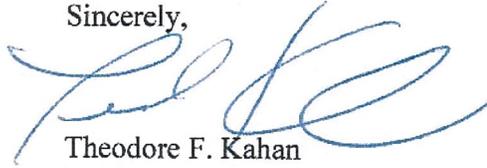
This first phase will have a substantial positive economic benefit for the City. In total, the combined operation of The Beverly Hilton and Waldorf Astoria is projected to generate in excess of \$10 million in tax revenues to Beverly Hills in their first full year of stabilized operation. Additional benefits totaling over \$6.5 million would come from the required Hotel Revitalization and School Benefit Fees. Improvements to Wilshire and Santa Monica Boulevards and general streetscape and landscape improvements will total approximately \$2.6 million. City permit fees, the precise amount to be determined, will also generate significant revenues to the City.

Attached is a more detailed summary of the work to be completed as part of this first phase, a summary of the design modifications made to the Specific Plan's conceptual designs for the Waldorf Astoria, and a traffic analysis confirming that the operation of the first phase is consistent with the project's environmental review and City approvals.

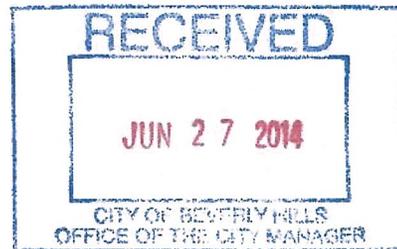
We would appreciate your confirmation that the City concurs that the proposed first phase of development is consistent with the entitlements approved by the City for the Beverly Hilton Revitalization Project including the Beverly Hilton Specific Plan.

Please let us know if there is any further information you would need as you complete your review of the proposed first phase project.

Sincerely,



Theodore F. Kahan
President, Oasis West Realty LLC



Summary and Analysis of First Phase Work

The first phase of the Beverly Hilton Revitalization Project consists of three components: (1) the new Waldorf Astoria; (2) off-site street and transportation improvements; and (3) a reduction of net square footage and reconfiguration of internal space at the existing Beverly Hilton.

Waldorf Astoria Design.

The new Waldorf Astoria will include 170 hotel rooms, new entry driveways for the Waldorf Astoria from both Wilshire and Santa Monica Boulevards, the eastern portion of a new conference center with new Beverly Hilton back of house space beneath, as well as two levels of underground parking beneath the new structures and driveways.

Demolition for the first phase would itself occur in two phases, with the first part being the demolition of approximately 18,000 square feet at the corner of Wilshire and Santa Monica Boulevards.

Since the Specific Plan was approved, the conceptual designs for the five-star hotel have been refined to be consistent with the Specific Plan's intent that the hotel be a five-star hotel and meet the needs of the hotel industry. These refinements substantially conform to the Specific Plan's conceptual plans and do not materially alter the approved architectural style, modulation, or height of the hotel. Renderings of the conceptual plans included in the Specific Plan and the current design are included under Tab A.

These refinements include:

- Podium and hotel tower design. The footprint of both the podium and hotel tower have been refined to pull back slightly from both Santa Monica and Wilshire Boulevards and streamlined the exterior envelope to better reflect the existing Beverly Hilton tower and create a better guest experience. The modifications to the floorplates are shown in Tab A-1. The Specific Plan site plan is shown side-by-side with the current design. Consistent with the Specific Plan, this design is "substantially as shown in Figures 20A and 20B" to the Specific Plan. (Specific Plan, § 4.9.F.) Because the final construction documents "substantially conform to the conceptual plans set forth in Chapter 8.0" to the Specific Plan, neither a formal amendment nor an administrative modification is required. (See Specific Plan, § 5.4 [stating that "[n]otwithstanding anything to the contrary in this Section," formal amendments and administrative modifications not required where "the final construction documents for the Specific Plan Area development...substantially conform to the conceptual plans set forth in Chapter 8.0."])

The outline of the podium and a typical hotel floor is superimposed over the current design. Under Tab A-2 is a summary of the changes in gross floor area on each floor.

The distribution of uses within the Waldorf-Astoria remains consistent with the conceptual plans approved as part of the Specific Plan. For example, the Waldorf-Astoria's restaurant will primarily serve hotel guests and has been designed to meet better the demands of a hotel of this size. Under Tab A-3 is a table comparing the square footages of uses as depicted in the conceptual drawings and as proposed for the current hotel design.

We would appreciate your confirmation that the proposed design, including the distribution of uses within the Waldorf-Astoria, substantially conforms with the conceptual designs set forth in the Specific Plan.

- Height. The Specific Plan provides that minor changes to the site plan and building elevations, provided such changes do not materially alter the approved architectural style, modulation, or height of the buildings can be approved by the Director of Community Development without a formal amendment to the Specific Plan or an Administrative Modification. (Specific Plan, § 5.4 ["minor changes to the site plan and building elevations" do not require amendment or modification "provided that such changes do not materially alter the...height of the buildings."].) To create a more grand lobby and one befitting a Waldorf Astoria and a better functioning mezzanine, the building height of the building's podium has been slightly modified. As shown in Tab A-4, the height of the podium has increased by four feet to accommodate floor to ceiling heights for a five-star hotel. This four-foot change does not materially alter the height of the building or otherwise change the architectural style approved under the Specific Plan. Please confirm that you are in agreement with this conclusion.
- Mezzanine. A mezzanine has been included in the tower's podium. The mezzanine will allow the hotel to provide the level of back of house service and support and an appropriately sized gym and spa for a five-star hotel. The mezzanine will be approximately 10,750 square feet of floor area. This is approximately 55 percent the size of the first floor. Inclusion of a mezzanine does not materially alter the approved architectural style, modulation, or height of the building and does not increase the capacity of Waldorf Astoria, and does not increase the total floor area above that shown in the Specific Plan's conceptual plans. Therefore, the mezzanine should be permitted under the Specific Plan and we respectfully request that you confirm that you agree.

While the conceptual plans for the Waldorf Astoria included in the Specific Plan do not anticipate a "mezzanine," the proposed mezzanine is not a story and the five-star remains a 12-story building. The Specific Plan recognizes that "[a]lthough every effort has been made to include provisions in the Specific Plan that are clear, the necessity of interpreting such provisions in light of specific and unusual circumstances may occur from time to time. When such interpretations are necessary, the Director of Community Development shall be responsible for the interpretation of the provisions of the Specific Plan." (Specific Plan, § 5.3.) Consistent with this authority and the lack of clarity in the Specific Plan, the Director may conclude that the mezzanine is not a story because it meets the following definition of mezzanine.

For the five-star hotel within the approved Specific Plan area only, a “story” shall include mezzanines, excepting mezzanines that meet the following criteria: (a) The floor area of the mezzanine shall not exceed sixty percent (60%) of the floor area of the first grade level below it; and (b) the height of the building in which the mezzanine is located does not exceed one hundred forty feet (140’) in height, measured as set forth in the Specific Plan. No other mezzanines shall be permitted within the Specific Plan area.

- **Graywater System.** Oasis will install a graywater system in the Waldorf Astoria that meets the property’s irrigation needs and reduces the project’s overall water demand and consistent with Specific Plan section 3.4.F. This graywater system will generate, on average and depending on hotel occupancy, approximately 2,000 to 2,500 gallons of water per day and will include “sufficient plumbing features to allow graywater to be used for landscaped areas on the property.” (Condition of Approval No. 19.) The proposed graywater system would collect drainage from sinks, bathtubs, and showers. The graywater system will connect to enough drains necessary to meet irrigation needs for those limited landscaped areas that can be irrigated with graywater and reduce the project’s overall water demand. This system, which allows the graywater to be used for landscaping, satisfies both Section 3.4.F and Condition of Approval 19. Documentation regarding the limitations on graywater use and the estimated demand for graywater are attached under **Tab B.** Please confirm that this proposed graywater system satisfies Section 3.4.F of the Specific Plan and Condition of Approval 19 to the Specific Plan.

Operation of 739 Hotel Rooms

After completion of the first phase of development as permitted by the Specific Plan, there will be 739 hotel rooms in the Specific Plan area. Please confirm that 739 hotel rooms shall be permitted to operate until “completion of development as provided for by the Specific Plan.” The Specific Plan further provides that “[p]rior to completion of the development as provided for by the Specific Plan, the maximum number of hotel rooms permitted at any given time shall be established by the project phasing section of the Specific Plan, which may be revised with the approval of the Director of Community Development.” (Condition of Approval No. 4.)

As discussed below, the Waldorf Astoria will provide parking sufficient to meet the Municipal Code’s parking requirements and its operation, together with the continued operation of the existing 569 hotel rooms at The Beverly Hilton will not result in any significant traffic impacts under the City’s former or current significant thresholds.

Parking in the Specific Plan Area Meets the Project’s Demands.

The attached parking analysis confirms that the 314 parking spaces that would be provided as part of the Waldorf Astoria’s development exceeds the Municipal Code’s parking requirements. **Tab C** shows the dimensions of the two levels of parking to be provided at the Waldorf-Astoria.

Parking across the entire Specific Plan area will continue to meet the Specific Plan’s needs. As noted above, the Waldorf-Astoria will provide parking consistent with the Municipal Code’s current standards. Parking at The Beverly Hilton will continue to be sufficient to meet the needs

of the operating hotel. There are currently 818 parking spaces at The Beverly Hilton. As part of the first phase, approximately 48 spaces contained in the surface parking lot on Santa Monica Boulevard (the so-called "Trader Vic's Lot") will be removed. These spaces, which are physically separated from the parking areas used by The Beverly Hilton, serve only the now-closed Trader Vic's restaurant and the soon to be demolished 10,000 square feet of office space. With the removal of both the restaurant and office spaces, there will no longer be a need for this surface parking. The Beverly Hilton will continue to meet its parking demands with the 770 marked parking spaces in addition to the substantial parking capacity provided by way of valet assist spaces. See Tab D for a summary of parking provided at the end of the first phase.

The First Phase Results in an Reduction of Meeting Capacity Sitewide and a Reduction of Usable Square Footage at The Beverly Hilton.

Upon the first phase's completion, there will be a reduction in meeting space and overall square footage at The Beverly Hilton.

Meeting Space and Meeting Space Capacity Will Be Reduced. There will be a net reduction in meeting space across the entire site upon completion of the Project's first phase. Meeting space capacity, which the Specific Plan defines in terms of square footage, will, therefore, also be reduced. The Waldorf Astoria will add approximately 6,500 square feet of meeting space. Approximately 5,000 square feet of new meeting space will be added to The Beverly Hilton. This new meeting space would be offset by removing a total of approximately 11,500 square feet of meeting space within The Beverly Hilton as part of the project's first phase. The diagrams under Tab E identify the existing meeting space in The Beverly Hilton that would be converted to storage or other back of house uses and also show the additional meeting space to be added as part of the Waldorf Astoria and the upgraded conference center at the east end of The Beverly Hilton. As a result of the removal and conversion of existing meeting space, there will be a net reduction in meeting space capacity site wide.

The Beverly Hilton's Square Footage Will Be Reduced. Approximately 49,300 square feet of existing space at The Beverly Hilton would be demolished or converted to storage or other back of house uses serving the existing hotel.

This 49,300 square feet of existing space to be removed or converted is comprised of: (1) the low rise structure along Wilshire Boulevard that currently houses office, meeting, and retail spaces and the former Trader Vic's restaurant (Tab F); and (2) a portion of the Beverly Hills Ballroom abutting the surface parking lot; and (3) meeting rooms that will be converted to storage. The areas to be demolished and converted to storage are shown under Tab G.

Approximately 19,000 square feet of new conference space and back of house space will be added adjacent to the existing meeting rooms at The Beverly Hilton. (See Tab G.) When compared to the approximately 49,300 square feet of space to be demolished or removed from service from The Beverly Hilton, the first phase will reduce the square footage of The Beverly Hilton by approximately 30,400 square feet and, therefore, reduce its meeting room capacity.

First Phase Off-Site Right-of-Way Improvements Ensure No Significant Traffic Impacts.

The first phase of the Project will also involve significant traffic improvements on Wilshire and on Santa Monica Boulevards consistent with the Specific Plan. The improvements to Wilshire Boulevard for the first phase will be the area of Wilshire east of the Hilton Wilshire cutout at the front of The Beverly Hilton. The improvements to Santa Monica Boulevard will be east of the existing Hilton Lanai/Cabana building.

As shown in Tab H, the following right-of-way improvements would be made to Wilshire Boulevard and Santa Monica Boulevard as part of the first phase:

- Wilshire Boulevard:
 - Widen Eastbound Wilshire Blvd. by moving to the south the curb that runs along the portion of the project site subject to first phase work, remove the center island, and restripe to accommodate a new left turn lane from eastbound Wilshire Blvd. to northbound Santa Monica Blvd. This will result in two dedicated left turn lanes and three through lanes on eastbound Wilshire Blvd. Presently, there is one dedicated left turn lane, one shared left and through lane, and two through lanes.
 - Upgrade the right turn radius from eastbound Wilshire Blvd. to southbound Santa Monica Blvd., and improve the pedestrian island.
- Santa Monica Boulevard:
 - Widen southbound Santa Monica Blvd. by moving to the north the curb that runs along the Phase 1 project site and restripe the lanes. This will result in 3 westbound lanes on Santa Monica Blvd. along the Phase 1 project site. The new curb lane will be extra-wide to accommodate vehicles slowing to turn right into the hotels. Presently, there are two westbound lanes on Santa Monica Blvd. (with an extra-wide curb lane).
 - Reconstruct and re-time the Wilshire and Santa Monica Blvd. intersection traffic signal.
- Streetscape and Landscape Improvements along Wilshire and Santa Monica Boulevards:
 - Install new landscape median in Santa Monica Blvd. at new luxury hotel entrance.
 - Replace sidewalk, curb, and gutter along Wilshire Blvd. and Santa Monica Blvd.
 - Upgrade/change sewer, water, fire supply along Wilshire Blvd. and Santa Monica Blvd.

- Install new transit (bus) facilities on Wilshire Blvd. and Santa Monica Blvd.
- Enhance landscaping along Santa Monica Blvd. and Wilshire Blvd.

Together with these traffic improvements and consistent with the analysis completed in the project's environmental impact report, the first phase, as proposed and with the operation of 739 hotel rooms, would not have a significant impact on traffic under the City's former or current thresholds of significance.

A traffic impact analysis prepared by Overland Traffic Consultants is attached at Tab I.

Please confirm your agreement with the scope of the off-site improvements proposed as part of the project's first phase.

TAB A

RENDERINGS | Gwathmey Siegel 2008









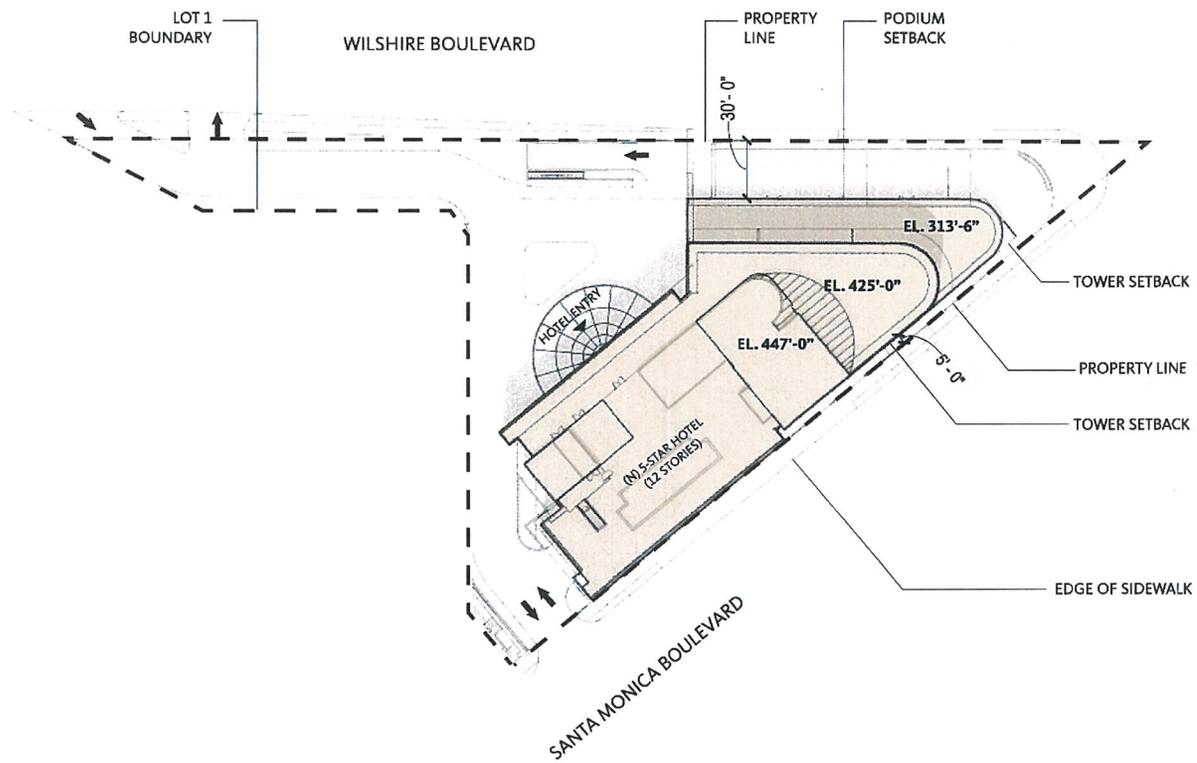
RENDERINGS Gensler/Pierre-Yves Rochon 2014

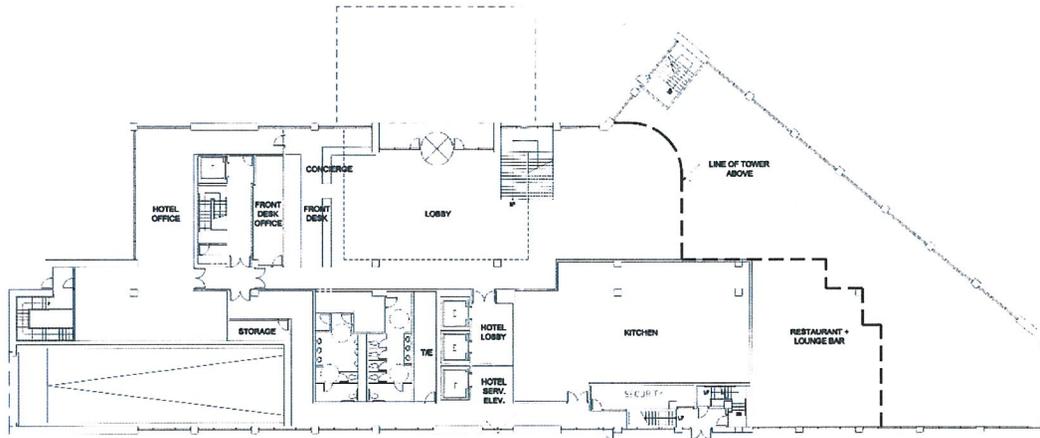




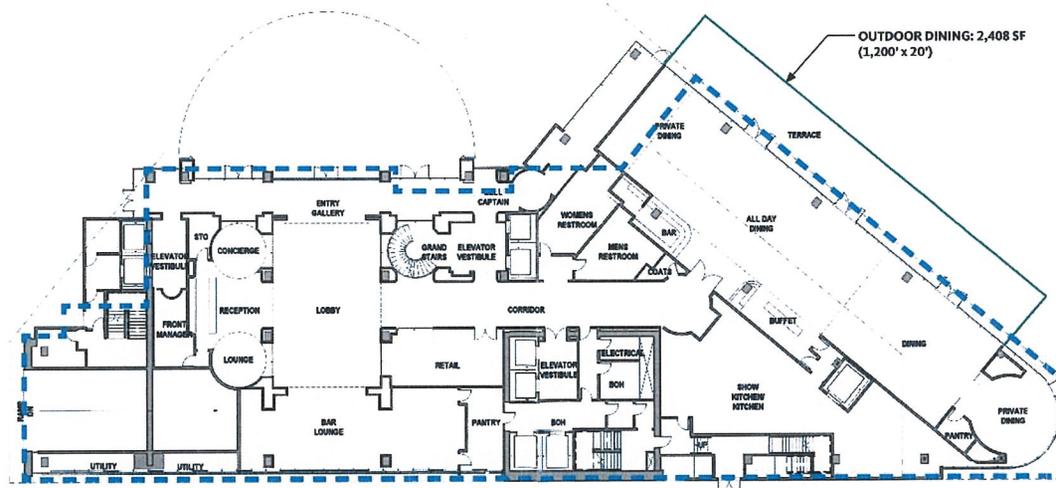


TAB A1





SPECIFIC PLAN

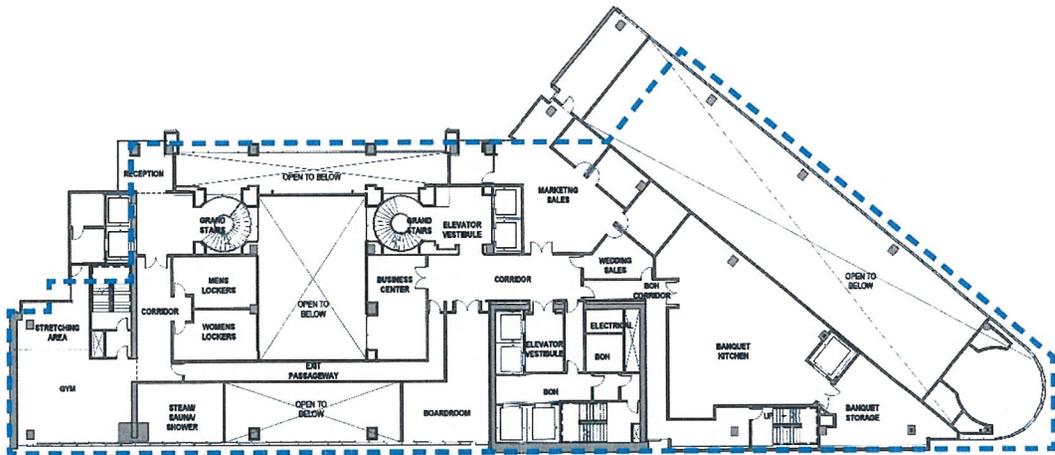
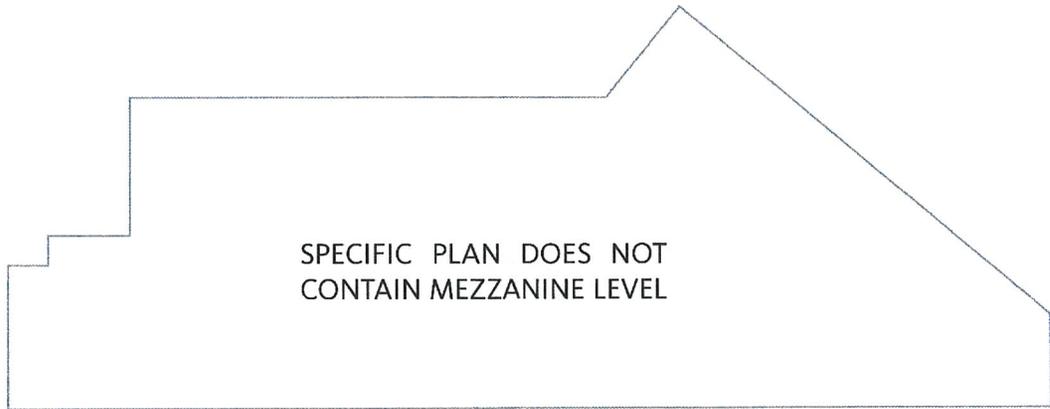


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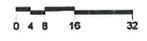
PLAN - LEVEL 01

28 APRIL 2014



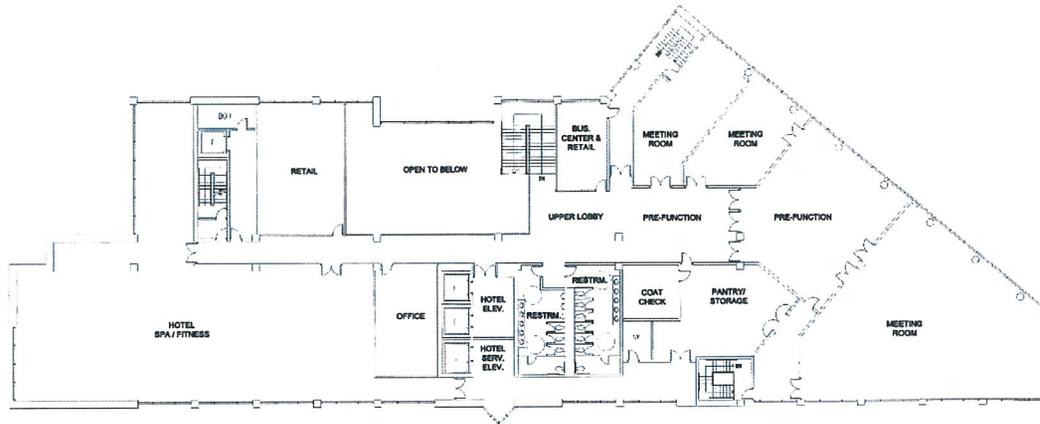


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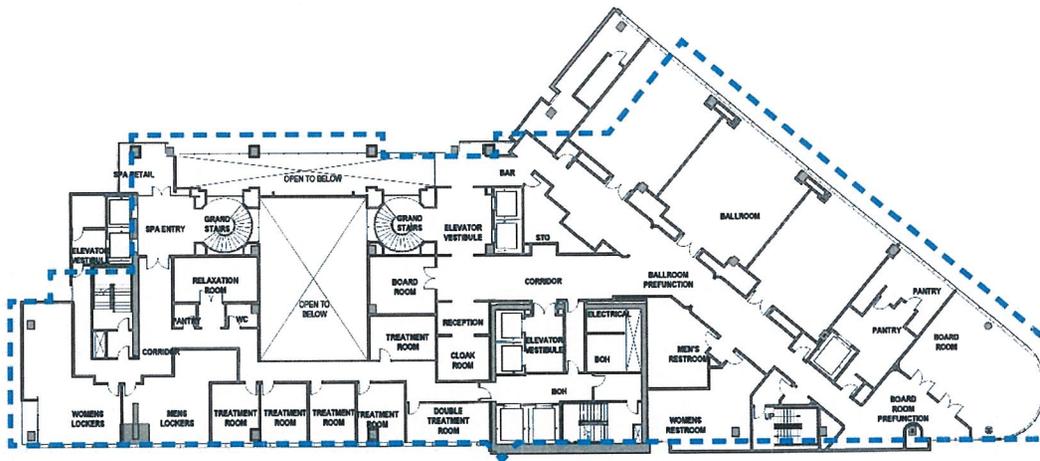


--- SPECIFIC PLAN
BUILDING OUTLINE





SPECIFIC PLAN

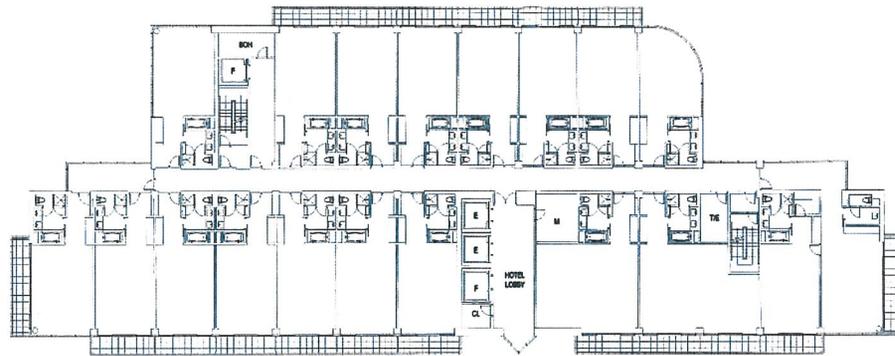


CURRENT DESIGN



--- SPECIFIC PLAN BUILDING OUTLINE

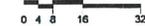




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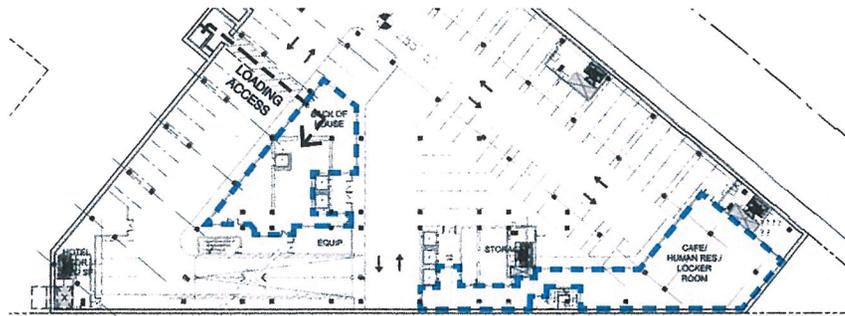


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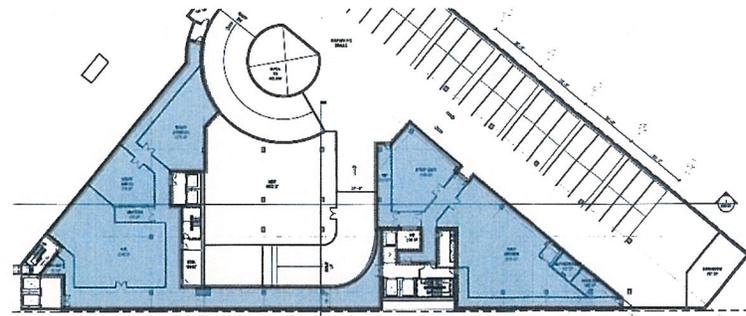


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BUILDING OUTLINE

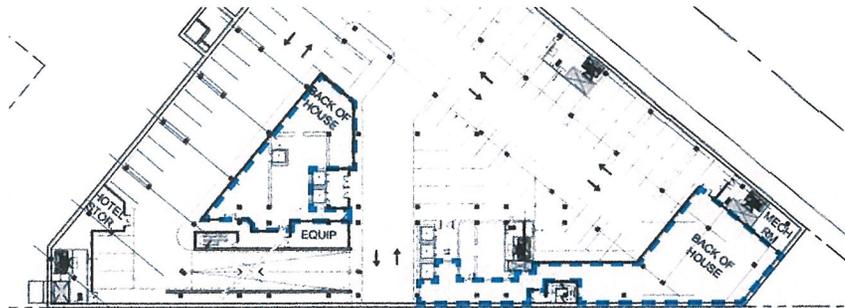




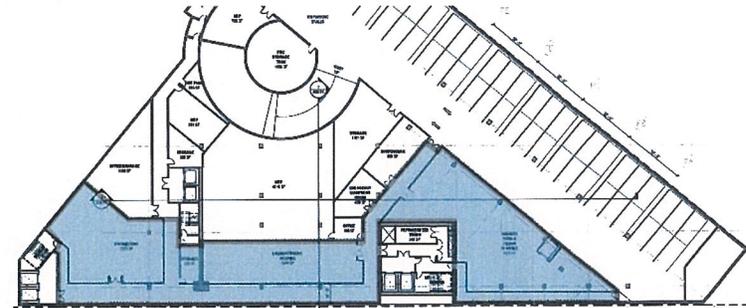
SPECIFIC PLAN
LEVEL B1



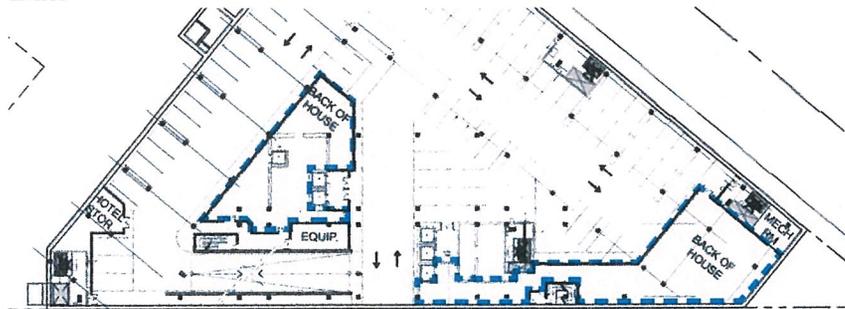
CURRENT DESIGN
LEVEL B1



SPECIFIC PLAN
LEVEL B2



CURRENT DESIGN
LEVEL B2



SPECIFIC PLAN
LEVEL B3

-  CURRENT DESIGN BUILDING OUTLINE
-  SPECIFIC PLAN BUILDING OUTLINE



TAB A2

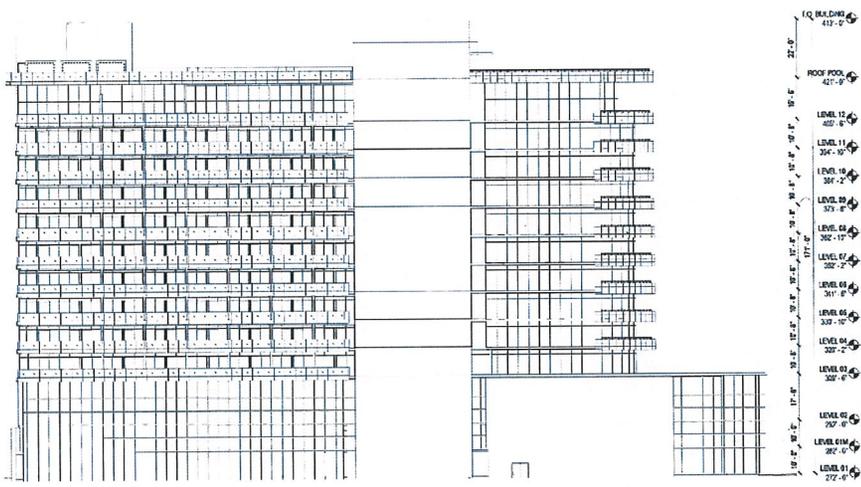
TAB A3

NEW EAST LUXURY HOTEL (SITE A)

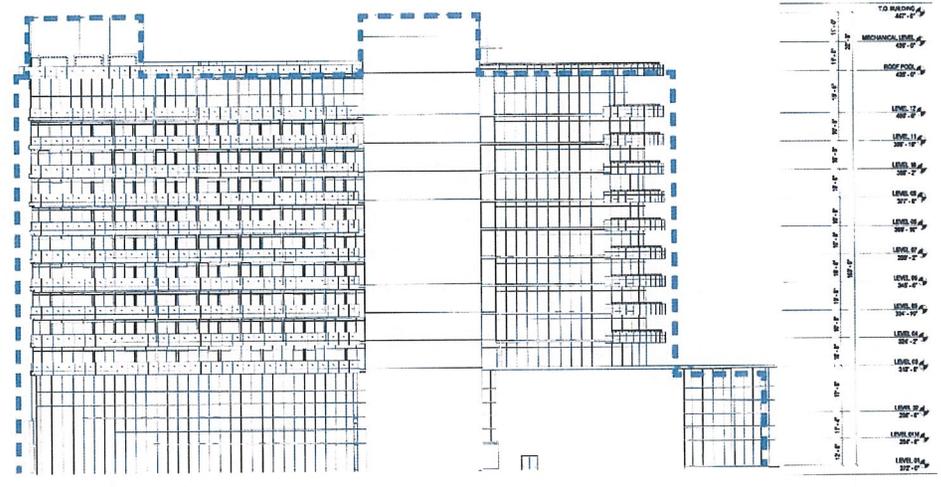
SPECIFIC PLAN		CURRENT DESIGN		
HOTEL RESTAURANT	9,660	7,105		-2,555
		Indoor Seating 5,053		
		Kitchen 2,052		
		(excluded 2,428sf outdoor dining)		
170 HOTEL ROOMS - 10 FLOORS	150,290	144,880		-5,410
MEETING ROOMS	6,467	6,300		-167
HOTEL OFFICE	1,150	489		-661
HOTEL RETAIL	2,000	5,470		3,470
		(Include 4,800sf Spa)		
HOTEL SUPPORT	37,533	42,856		5,323
		(based on Waldorf Astoria standard)		
TOTAL	207,100	207,100		0



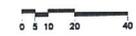
TAB A4



SPECIFIC PLAN BUILDING HEIGHT



REQUESTED BUILDING HEIGHT



--- SPECIFIC PLAN BUILDING HEIGHT OUTLINE



TAB B



MEMORANDUM

To Kent Warden
From Shannon Scovell
Project Name Waldorf Astoria
Subject Irrigation Calculations for Ground Level

Formula used to determine maximum gallons per day values:

Monthly use = $ET_0 \times KC \times LA \times .623$

Where: ET_0 is monthly evapotranspiration rate

KC is the crop coefficient

LA is landscape area

.623 is a constant to convert to gallons

Daily use is the monthly use divided by 20 irrigation days. Landscape area used for calculations is 14,703 square feet.

MONTH	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
MAX. DAILY GALLONS	625	689	1138	1587	1715	1843	1940	1892	1459	1138	834	689

Date

6.6.14

Job Number

GNSS213

Facsimile

Hard Copy

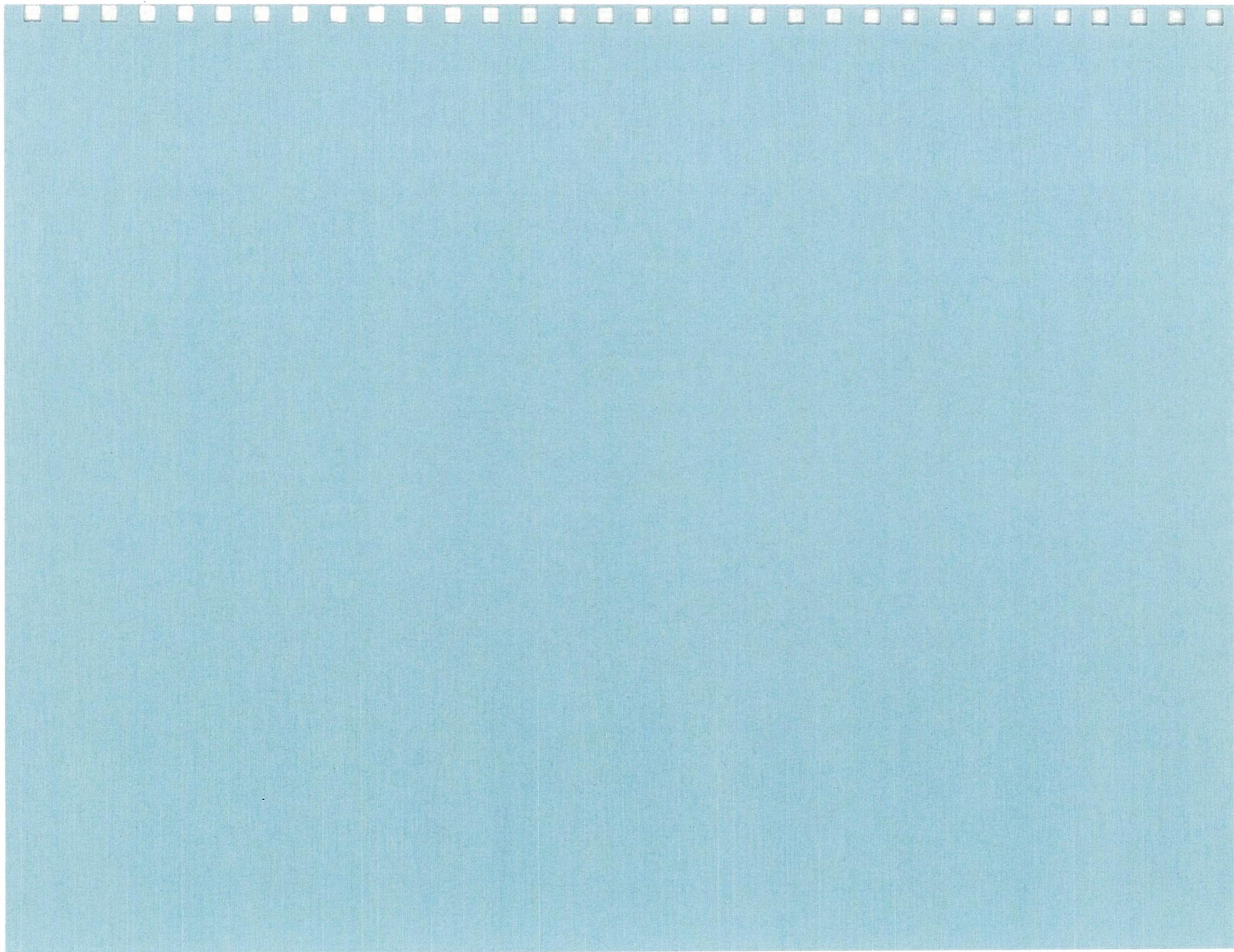
Electronic Copy

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San Francisco
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CA 90017-3415
Tel 213.236.9090
Fax 213.236.9091

www.swagroup.com





TO: Kent Warden
FROM: Oasis West Realty LLC
SUBJECT: Waldorf Astoria Gray Water Calculations
DATE: 06/09/2014
COPIES TO: Bryan Oakes - Gensler

GRAY WATER CALCULATIONS

Gray water will be collected from the guest room's showers and lavatories only.
Estimated water usage per day is 39 Gallons per day (GPD) of water per person calculated as follows:
1 shower at 1.75 GPM at 20 minutes duration per day = 35 Gallons
1 lavatory at 0.5 GPM at 8 minutes duration per day = 4 Gallons

Total No. of guest rooms = 170

100 % occupancy (double occupancy per room) = 170 rooms x 2 guests = 340 guests x 39 GPD = 13,260 GPD
50% occupancy (double occupancy per room) = 85 rooms x 2 guests = 170 guests x 39 GPD = 6,630 GPD
34% occupancy (double occupancy per room) = 58 rooms x 2 guests = 116 guests x 39 GPD = 4,524 GPD
17% occupancy (double occupancy per room) = 29 rooms x 2 guests = 58 guests x 39 GPD = 2,262 GPD

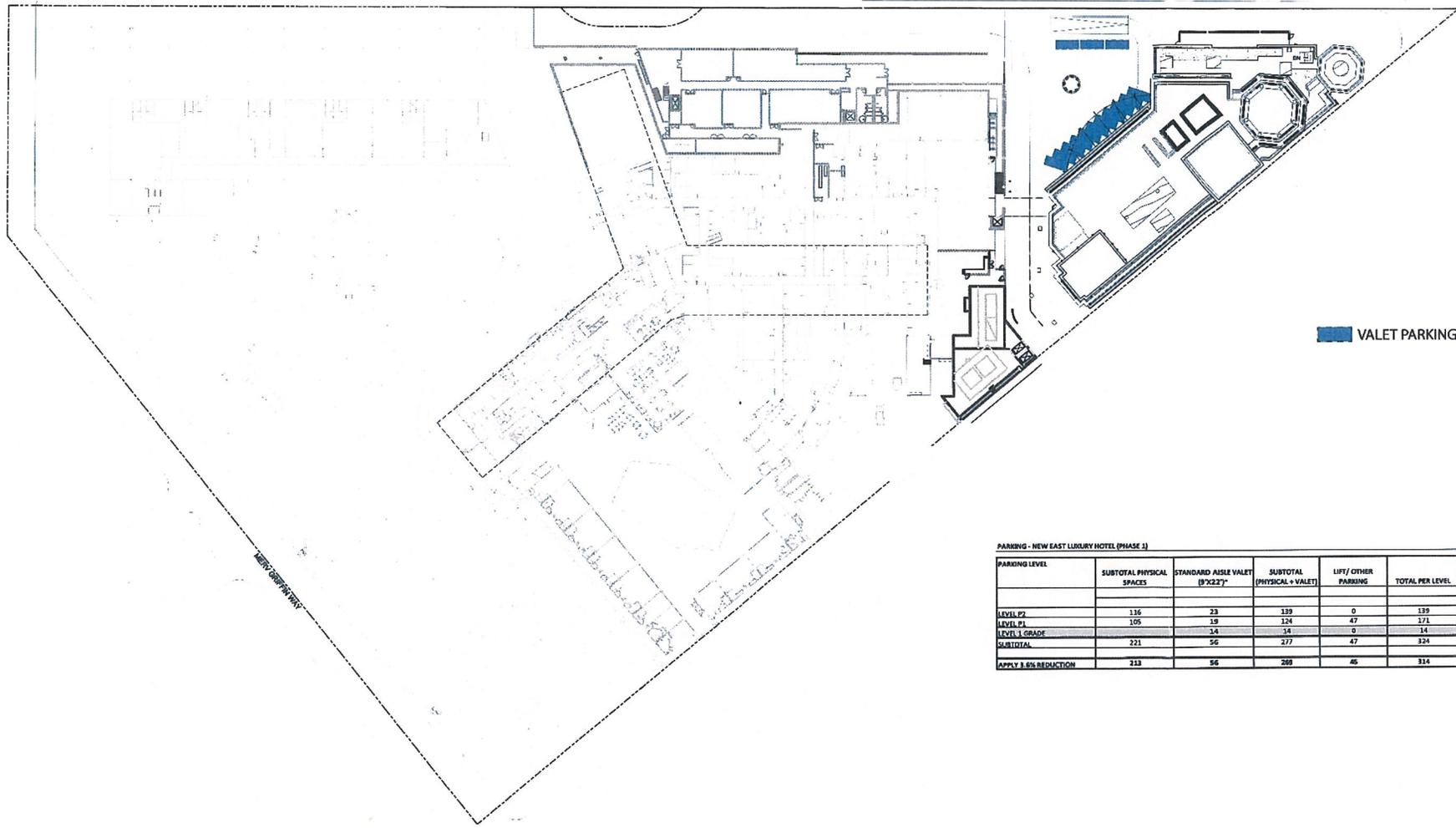
Based on owners input the current occupancy is 70% at an average of 1.5 occupants per guestrooms; the gray collected is calculated as follows

100% occupancy (1.5 occupancy per room) = 170 rooms x 1.5 guests = 255 guests x 39 GPD = 9,945 GPD
50% occupancy (1.5 occupancy per room) = 85 rooms x 1.5 guests = 128 guests x 39 GPD = 4,992 GPD
34% occupancy (1.5 occupancy per room) = 58 rooms x 1.5 guests = 87 guests x 39 GPD = 3,393 GPD

34% occupancy provided with a diversity of 70% average occupancy across the year provides the approximate 2,000 GPD required for the irrigation system demand.
34% occupancy = 3,393 GPD x 70% = 2,375 GPD

Syska Hennessy Group
Charbel Farah
06/09/2014

TAB C

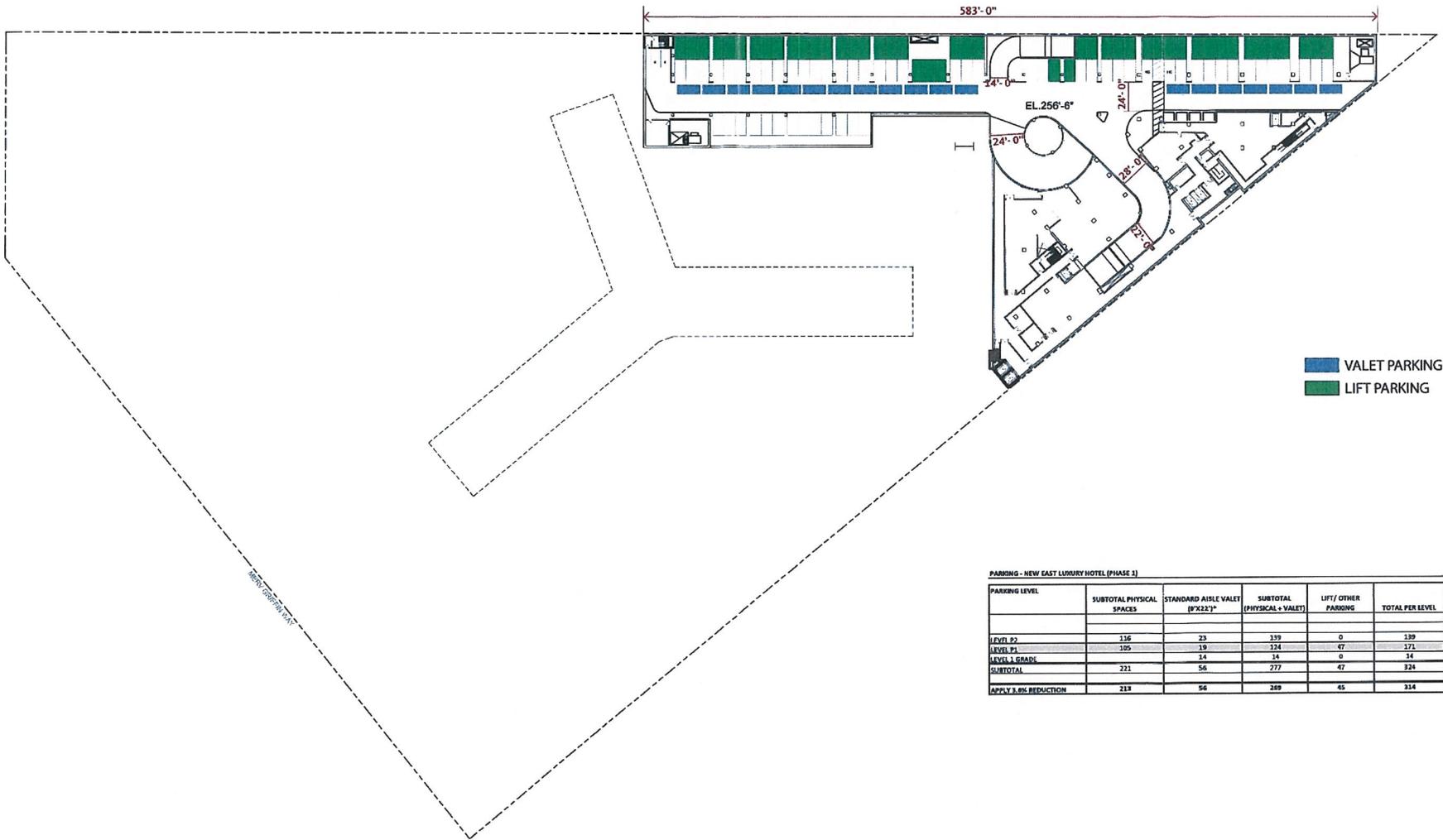


VALET PARKING

PARKING - NEW EAST LUXURY HOTEL (PHASE 1)

PARKING LEVEL	SUBTOTAL PHYSICAL SPACES	STANDARD AISLE VALET (8'X22')	SUBTOTAL (PHYSICAL + VALET)	LIFT/ OTHER PARKING	TOTAL PER LEVEL
LEVEL P1	136	23	139	0	139
LEVEL P1	105	19	124	47	171
LEVEL 1 GRADE		14	14	0	14
SUBTOTAL	221	56	277	47	324
APPLY 1.6% REDUCTION	213	56	269	46	314





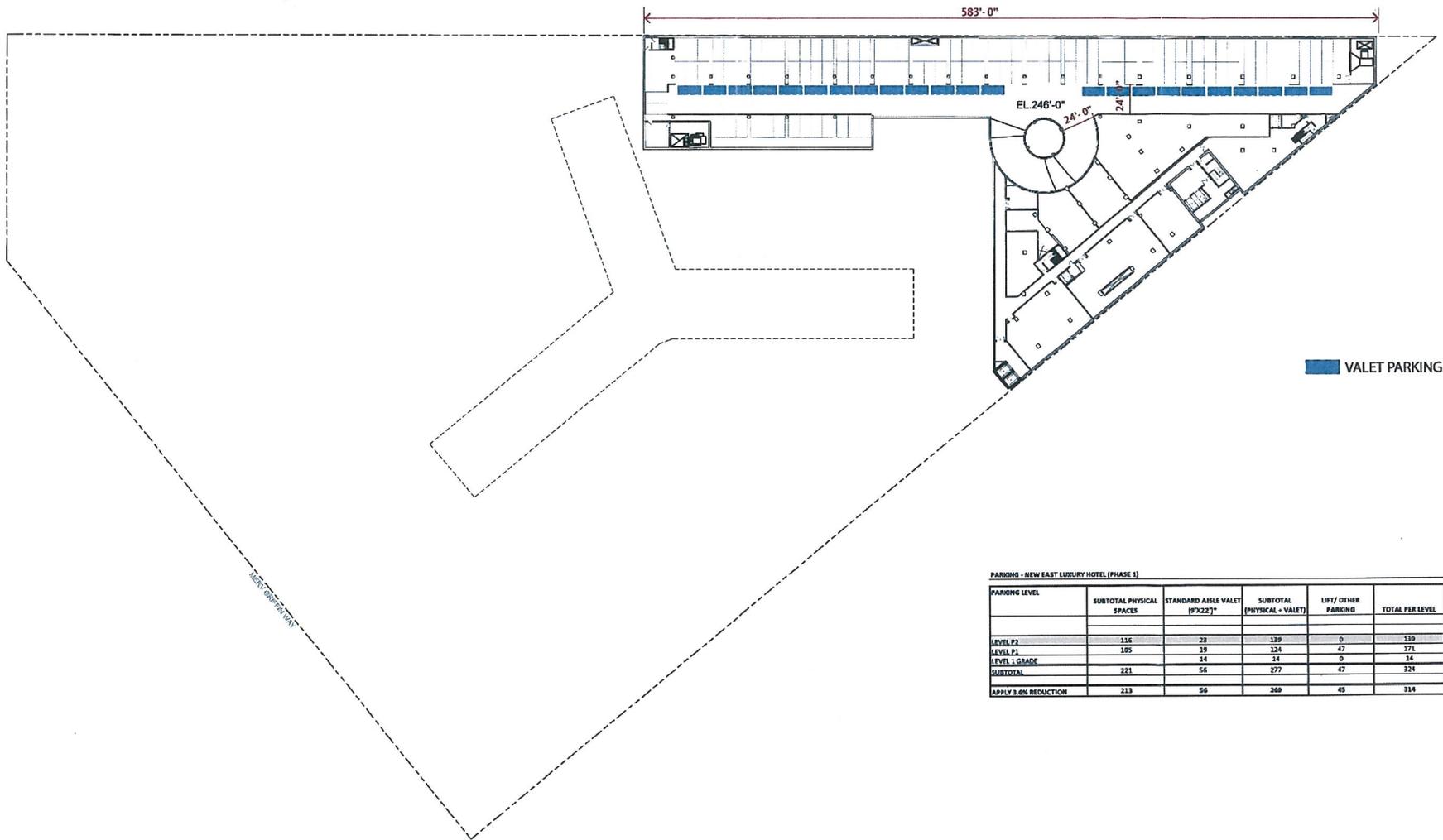
VALET PARKING
 LIFT PARKING

PARKING - NEW EAST LUXURY HOTEL (PHASE 3)

PARKING LEVEL	SUBTOTAL PHYSICAL SPACES	STANDARD AISLE VALET (8'X22')*	SUBTOTAL (PHYSICAL + VALET)	LIFT/ OTHER PARKING	TOTAL PER LEVEL
LEVEL P2	136	23	139	0	139
LEVEL P1	105	19	124	47	171
LEVEL 1 GRADE		14	14	0	14
SUBTOTAL	221	56	277	47	324
APPLY 3.8% REDUCTION	213	56	269	45	314

THE BEVERLY HILTON PHASE 1 PARKING - LEVEL B1





 VALET PARKING

PARKING - NEW EAST LUXURY HOTEL (PHASE 1)

PARKING LEVEL	SUBTOTAL PHYSICAL SPACES	STANDARD AISLE VALET (8'X22')*	SUBTOTAL (PHYSICAL + VALET)	LIFT/ OTHER PARKING	TOTAL PER LEVEL
LEVEL P2	116	29	139	0	139
LEVEL P1	105	19	124	47	171
LEVEL 1 GRAB	16	14	34	0	34
SUBTOTAL	221	56	277	47	324
APPLY 8.6% REDUCTION	213	56	269	45	314



TAB D

Parking Analysis

Upon implementation of the first phase of the project, there will be 1,071 marked parking spaces on the site. Upon the project's full implementation, the Specific Plan requires 1,572 marked parking spaces. Thus, upon the completion of the first phase, the project will provide approximately 70 percent of the total number of parking spaces required to be implemented upon the project's full implementation. These 1,071 marked parking spaces, together with the valet spaces to be provided at both the Waldorf Astoria and The Beverly Hilton, provide sufficient parking for the project's first phase. The distribution of these 1,071 parking spaces between The Beverly Hilton and the Waldorf Astoria area shown below.

The Beverly Hilton

Use	Current Parking Spaces	Parking Spaces at Conclusion of First Phase
Hotel (Hotel Rooms, Restaurant, Meeting Rooms, etc.)	770	770
Trader Vic's Restaurant Space; Office	48	0 ⁽¹⁾
Total Spaces	818	770

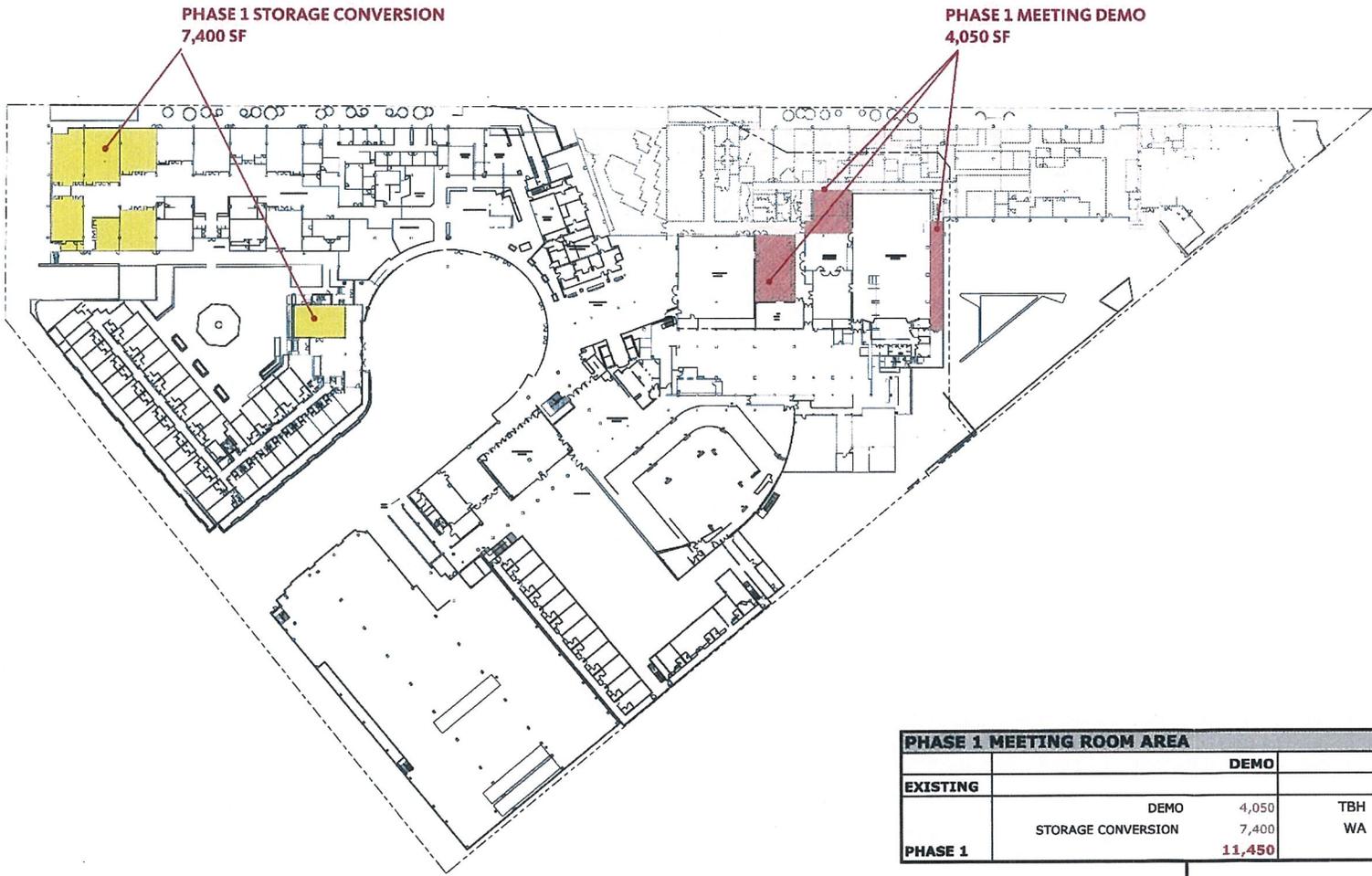
(1) Trader Vic's restaurant space and office space to be demolished as part of project's first phase.

Waldorf Astoria

Use	Units / Square Footage	BHMC Parking Requirement & Section	Parking Spaces with Appurtenant Restaurant	Parking Spaces without Appurtenant Restaurant
Hotel Guestrooms	170 rooms	1 space / guestroom (10-3-2730 B.1 10-3-2866 A)	170	170
Hotel Restaurant + <u>Open-air dining</u> Total Dining (Open to public)	5,053 sf <u>2,428 sf</u> 7,481 sf	1 space / 45 sf (up to 9,000 sf) ⁽¹⁾ [10-3-2730 B.9 10-3-2866 B]	0	125 ⁽²⁾
Hotel Restaurant Kitchen	2,052 sf	1 space / 350 sf [10-3-2730 B.10]	0	6
Appurtenant Hotel Uses (Retail, Meeting, Back of House, etc.)	N/A	No Parking Required under 10-3-2866 F	0	0
Total Spaces			170	301

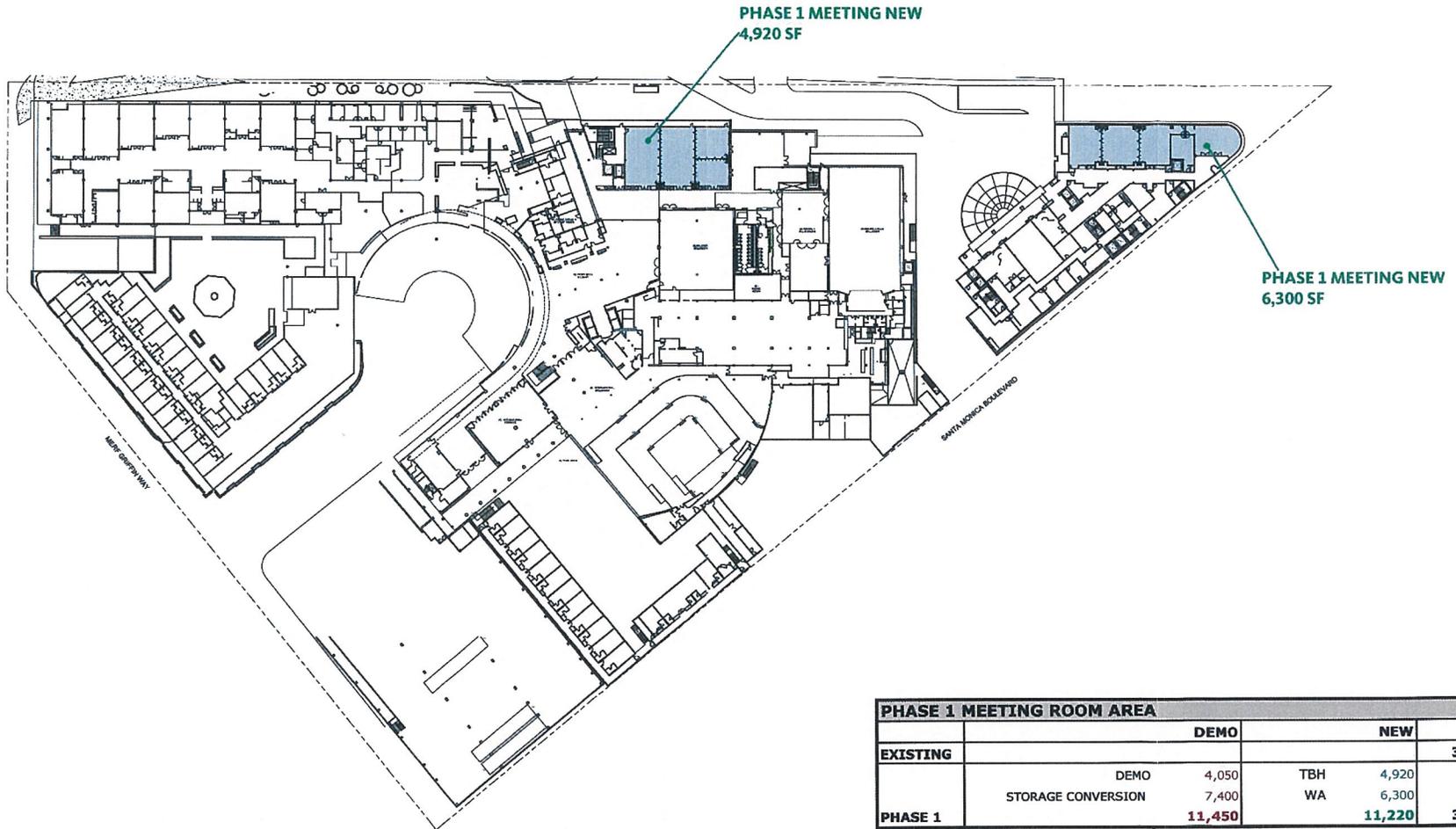
- (1) Appurtenant Service Uses are defined as “Those service uses which are customarily supplied in a hotel or related to hotel functions, such as restaurants/bars to the extent used primarily by the hotel guests” and do not “have any direct entry onto any street, nor shall such appurtenant service use have any direct entry onto any street, nor shall such appurtenant service use have any display or signage of any kind which is visible from any street.” (BHMC § 10-3-2861.)
- (2) Parking requirements reduced by 25 percent under BHMC § 10-3-2730 B.9. This section states that where a restaurant or bar is a part of a hotel, “25 percent of the spaces required to be provided for [the hotel] may also be applied toward the [parking] requirements for the restaurant facilities.”

TAB E



PHASE 1 MEETING ROOM AREA				
		DEMO		NEW
EXISTING				37,400
	DEMO	4,050	TBH	4,920
	STORAGE CONVERSION	7,400	WA	6,300
PHASE 1		11,450		11,220
				37,170
			REDUCED MEETING AREA	-230

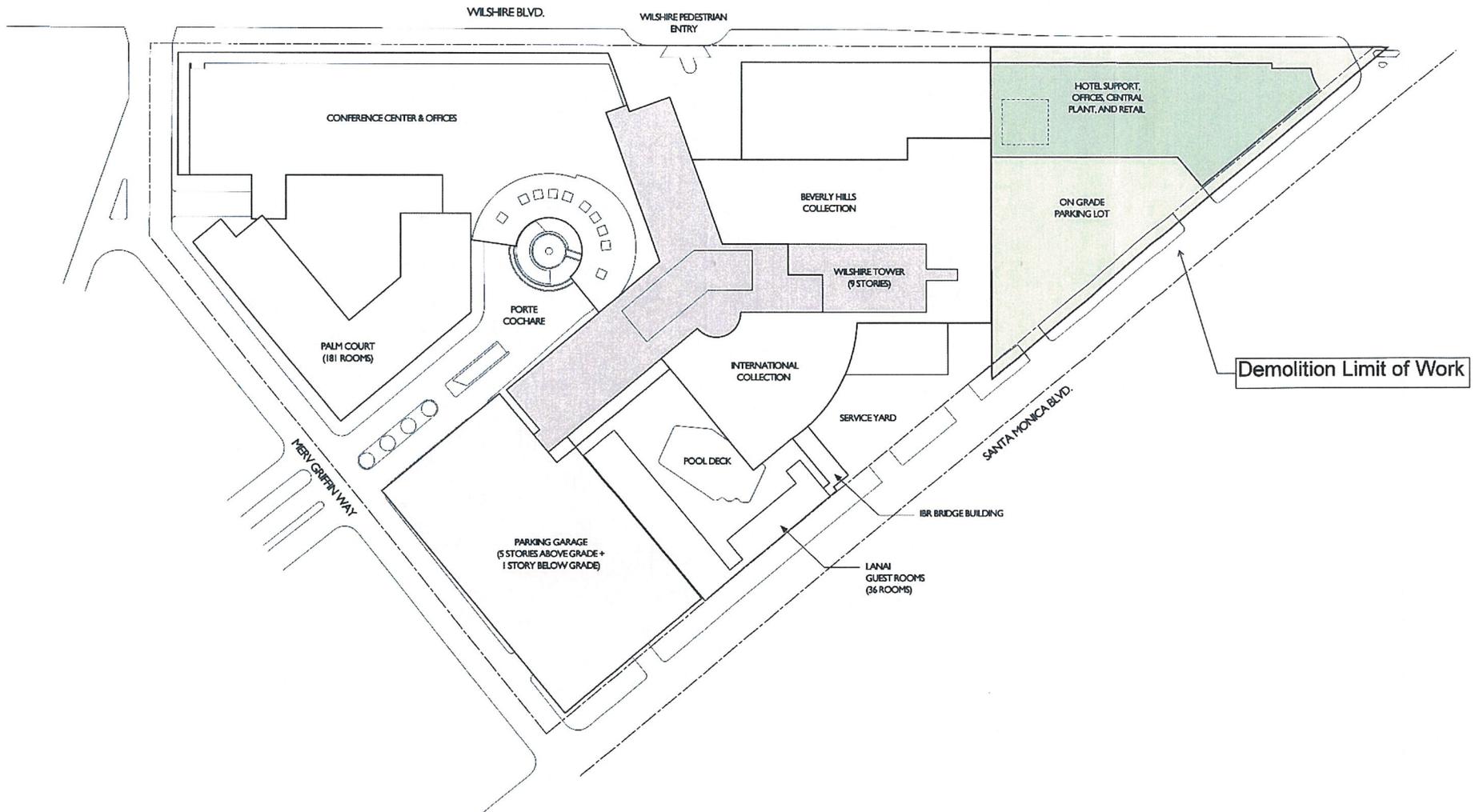




PHASE 1 MEETING ROOM AREA				
		DEMO	NEW	
EXISTING				37,400
	DEMO	4,050	TBH 4,920	
	STORAGE CONVERSION	7,400	WA 6,300	
PHASE 1		11,450	11,220	37,170
				REDUCED MEETING AREA -230

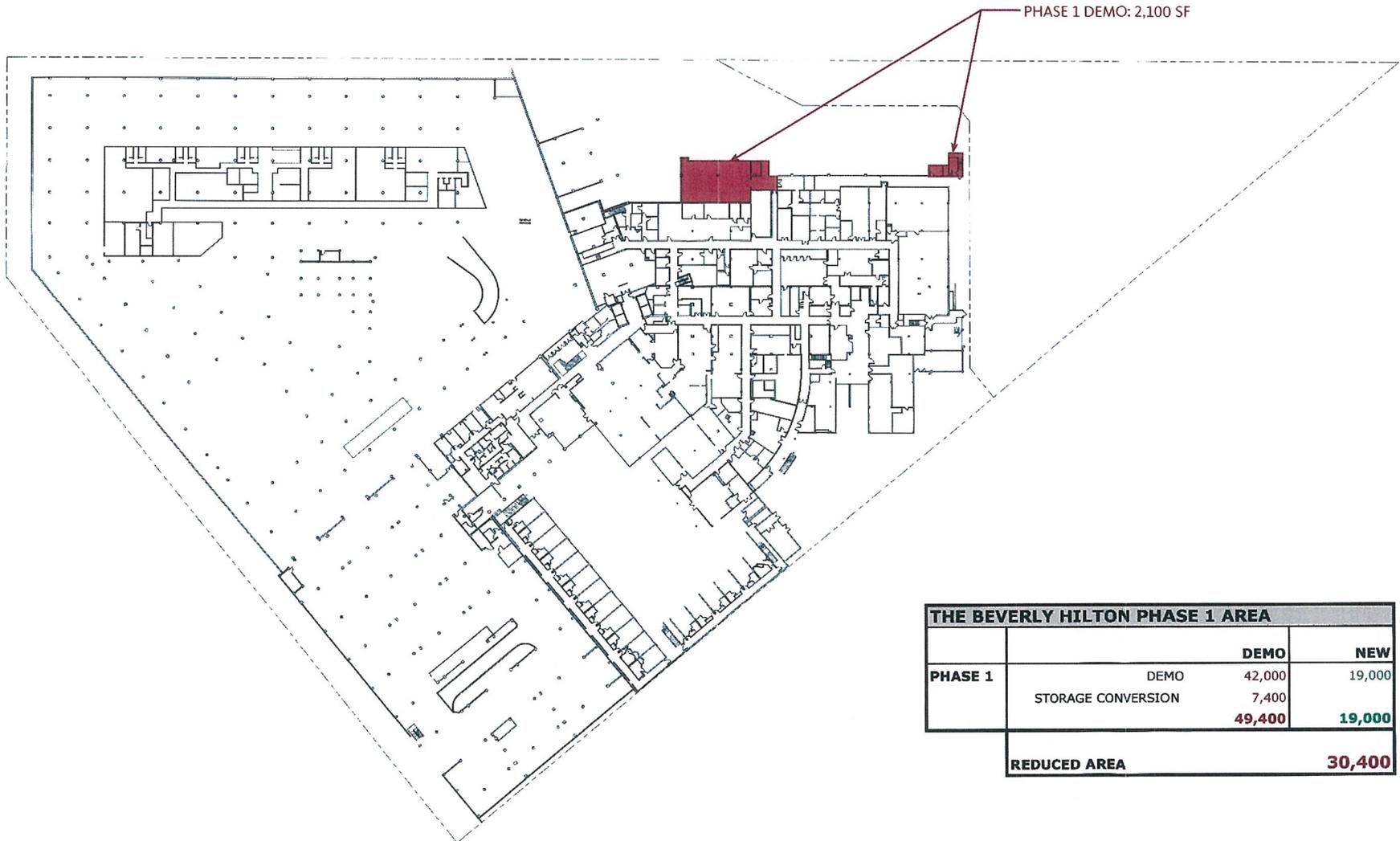


TAB F



Demolition Limit of Work

TAB G



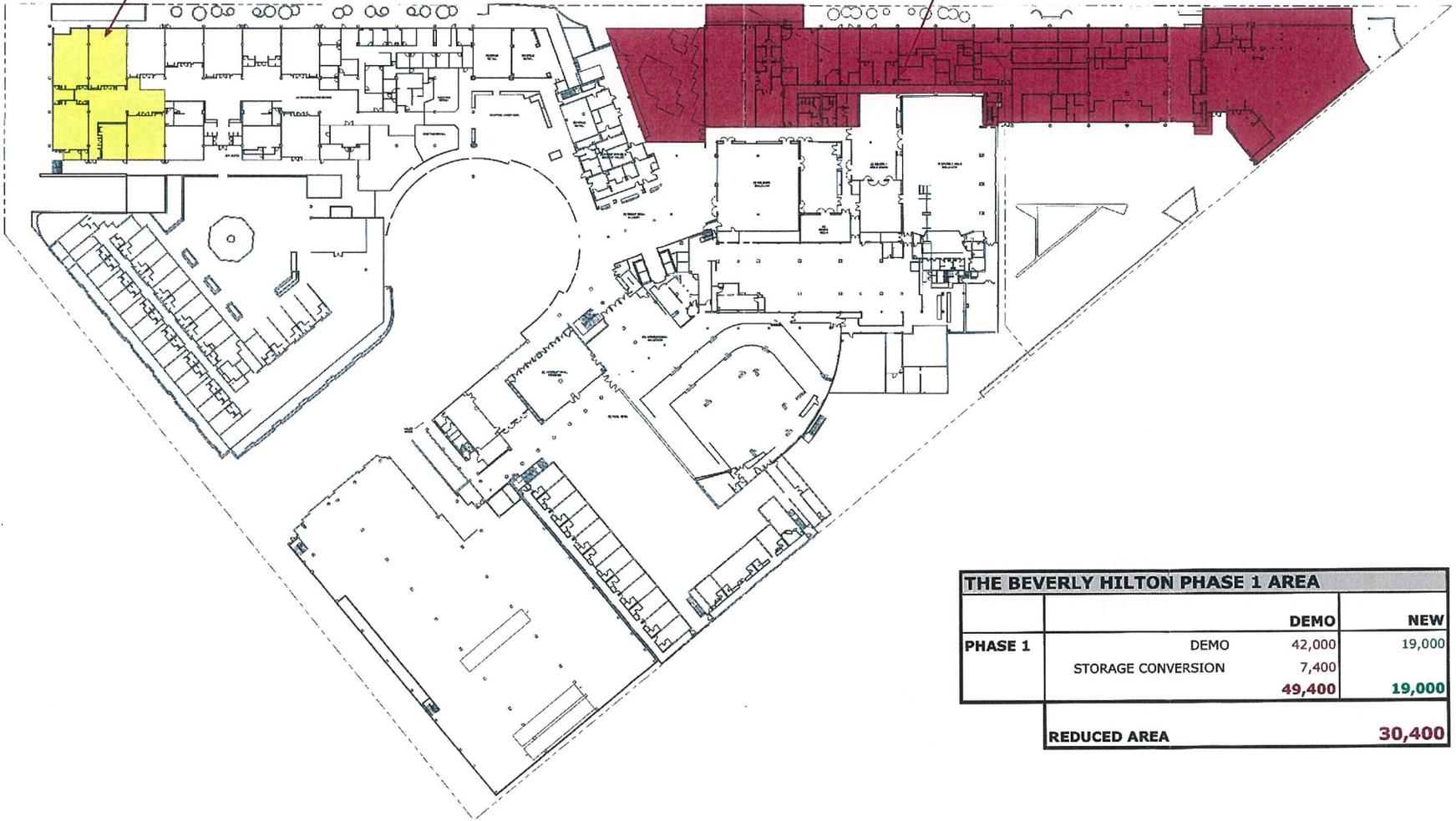
THE BEVERLY HILTON PHASE 1 AREA			
		DEMO	NEW
PHASE 1	DEMO	42,000	19,000
	STORAGE CONVERSION	7,400	
		49,400	19,000
REDUCED AREA			30,400

THE BEVERLY HILTON PHASE 1 DEMOLITION AREA - GARDEN LEVEL



PHASE 1 STORAGE CONVERSION: 7,400 SF

PHASE 1 DEMO: 39,900 SF



THE BEVERLY HILTON PHASE 1 AREA			
		DEMO	NEW
PHASE 1	DEMO	42,000	19,000
	STORAGE CONVERSION	7,400	
		49,400	19,000
REDUCED AREA			30,400

THE BEVERLY HILTON PHASE 1 DEMOLITION AREA - LOBBY LEVEL

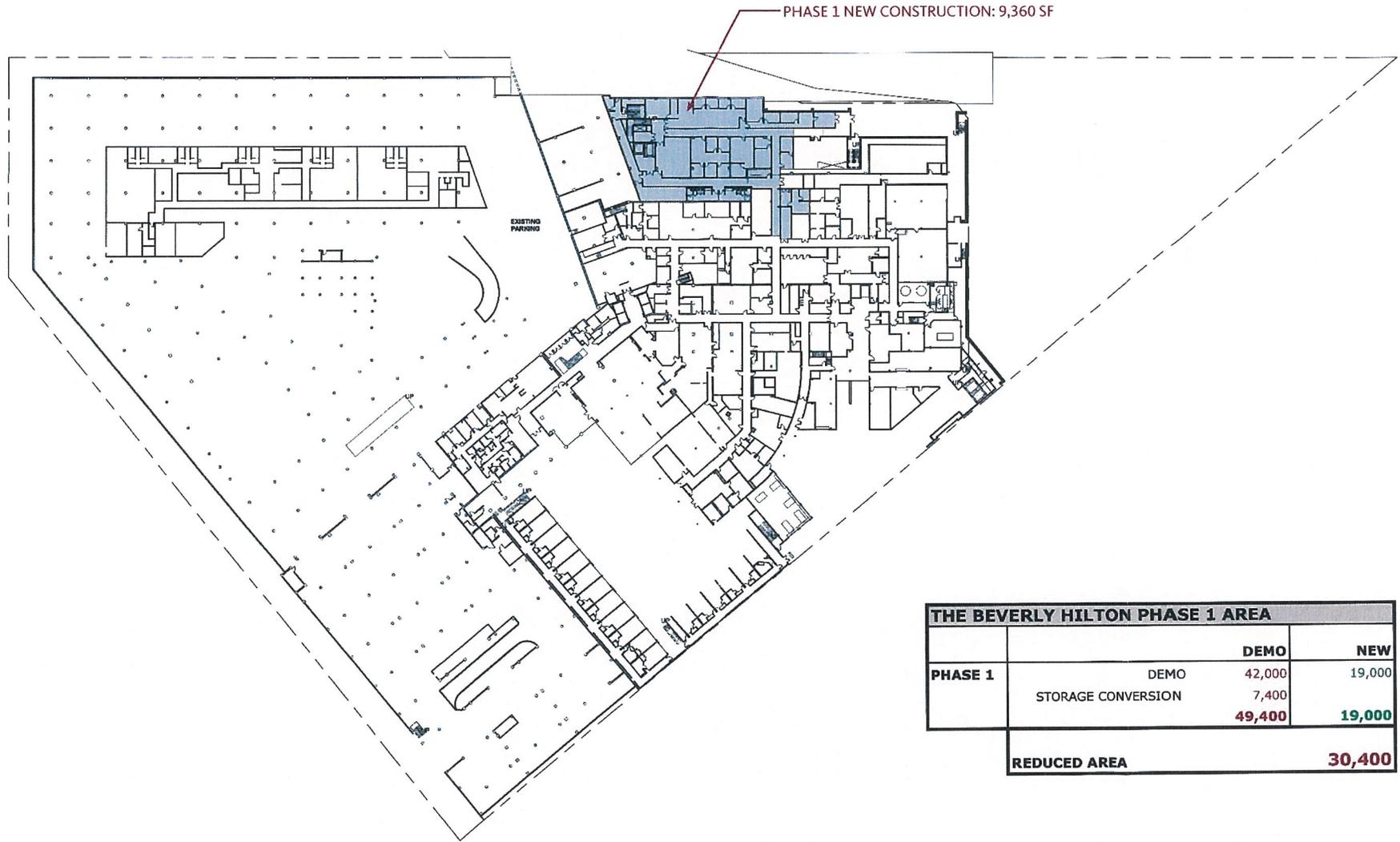


WALDORF ASTORIA

26 JUNE 2014



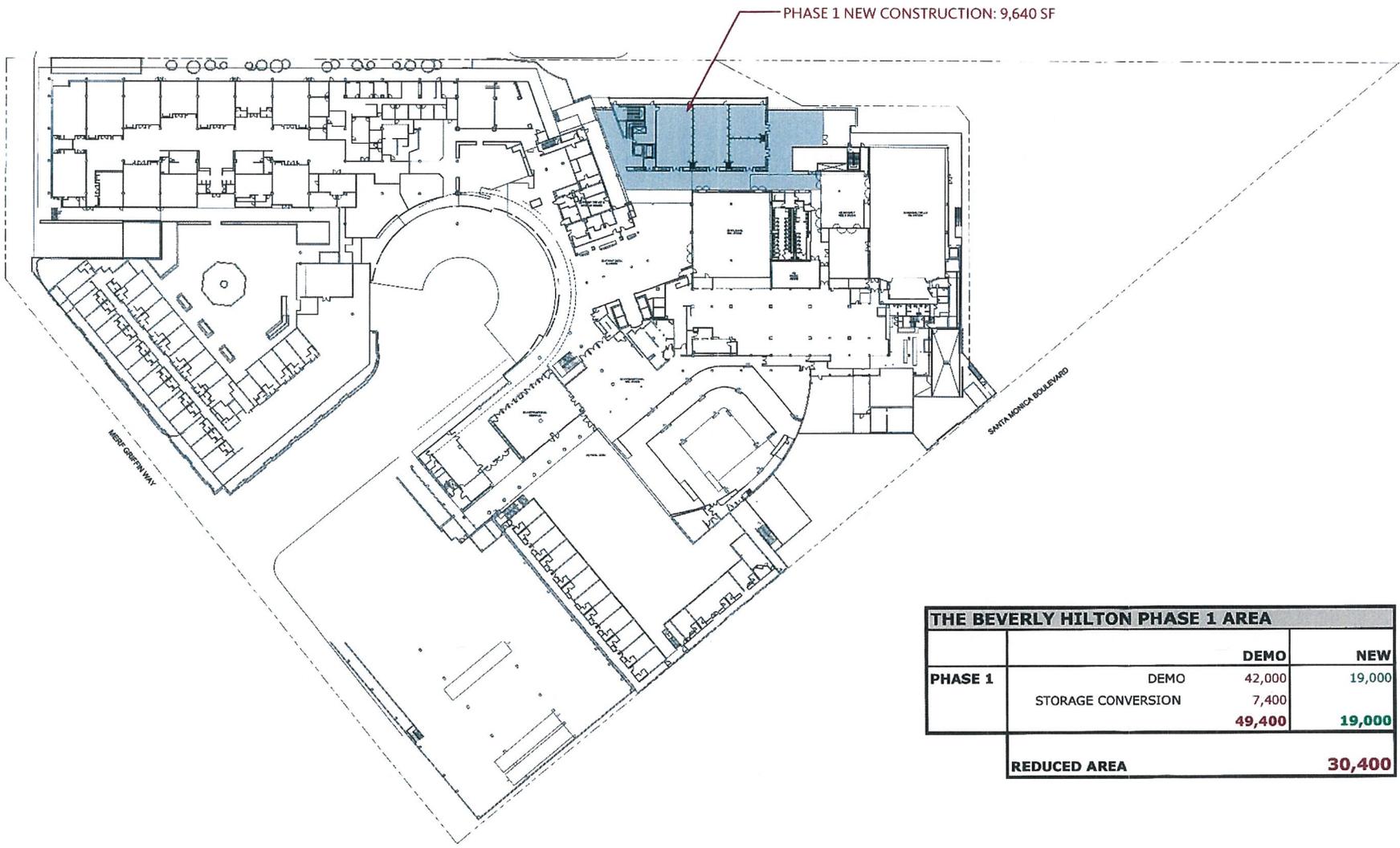
Oasis West Realty
Alagem Capital Group



THE BEVERLY HILTON PHASE 1 AREA			
		DEMO	NEW
PHASE 1	DEMO	42,000	19,000
	STORAGE CONVERSION	7,400	
		49,400	19,000
REDUCED AREA			30,400

THE BEVERLY HILTON PHASE 1 NEW CONSTRUCTION - GARDEN LEVEL





THE BEVERLY HILTON PHASE 1 AREA			
		DEMO	NEW
PHASE 1	DEMO	42,000	19,000
	STORAGE CONVERSION	7,400	
		49,400	19,000
REDUCED AREA			30,400

THE BEVERLY HILTON PHASE 1 NEW CONSTRUCTION - LOBBY LEVEL



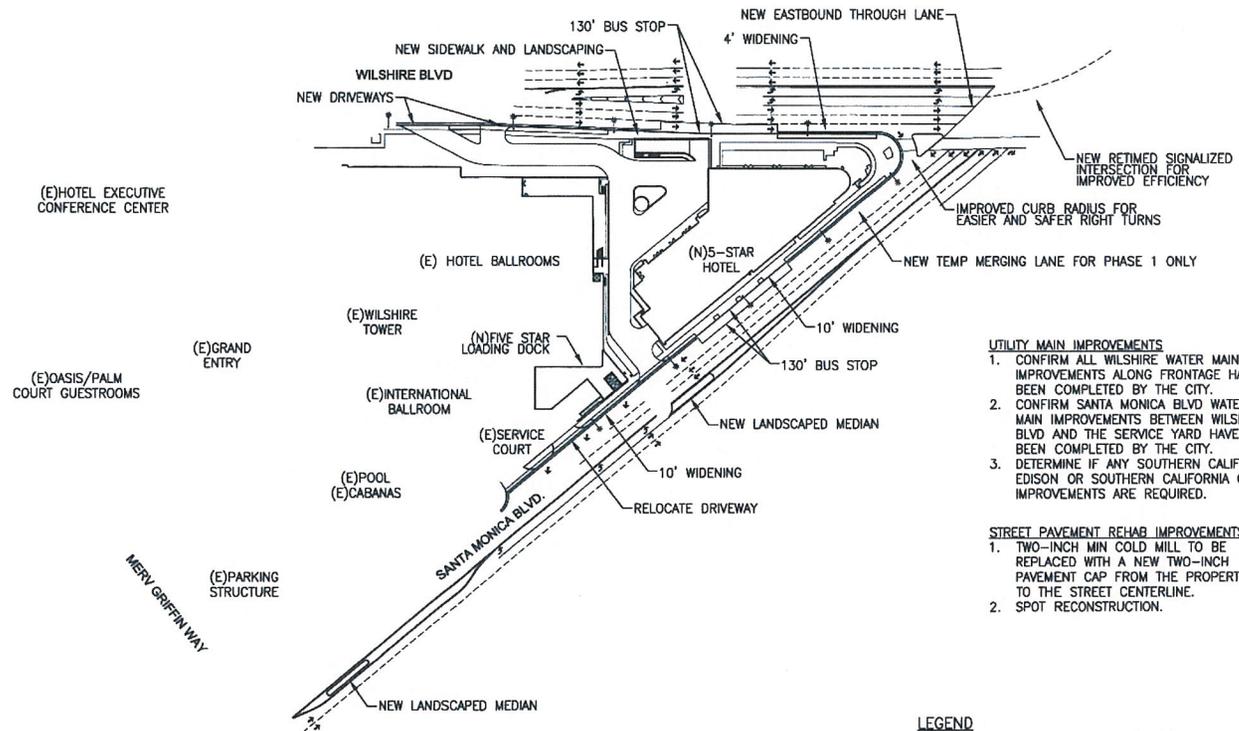
WALDORF ASTORIA

16 JUNE 2014



Oasis West Realty
Alagem Capital Group

TAB H



- UTILITY MAIN IMPROVEMENTS**
1. CONFIRM ALL WILSHIRE WATER MAIN IMPROVEMENTS ALONG FRONTAGE HAVE BEEN COMPLETED BY THE CITY.
 2. CONFIRM SANTA MONICA BLVD WATER MAIN IMPROVEMENTS BETWEEN WILSHIRE BLVD AND THE SERVICE YARD HAVE BEEN COMPLETED BY THE CITY.
 3. DETERMINE IF ANY SOUTHERN CALIFORNIA EDISON OR SOUTHERN CALIFORNIA GAS IMPROVEMENTS ARE REQUIRED.
- STREET PAVEMENT REHAB IMPROVEMENTS**
1. TWO-INCH MIN COLD MILL TO BE REPLACED WITH A NEW TWO-INCH PAVEMENT CAP FROM THE PROPERTY LINE TO THE STREET CENTERLINE.
 2. SPOT RECONSTRUCTION.

LEGEND
 PROPOSED PHASE 1 IMPROVEMENTS



TAB I



Overland Traffic Consultants, Inc.
24325 Main Street #202
Santa Clarita, CA 91321
Phone (661) 799 - 8423
E-mail: otc@overlandtraffic.com

March 4, 2013

Mr. Ted Kahan
President
Oasis West Realty LLC
9860 Wilshire Boulevard
Beverly Hills, CA 90210

RE: Traffic Impact Assessment for Phase I of the Beverly Hilton Revitalization Plan

Dear Mr. Kahan,

Overland Traffic Consultants has reviewed your proposal to implement construction of the Beverly Hilton Revitalization Plan in two phases to determine its consistency with the traffic impact analysis set forth in the certified Environmental Impact Report (EIR) for the Beverly Hilton Revitalization Plan. Under the proposal:

- Phase I would include construction of the new luxury 170 room hotel, related parking, and an adjacent partial conference center at The Beverly Hilton. The existing Beverly Hilton, including all hotel rooms, would remain, except for removal of the building running east along Wilshire Boulevard from the hotel's Wilshire entrance to the corner of Santa Monica Boulevard and housing some offices, retail, meeting rooms, and the former Trader Vic's restaurant (approximately 42,240 sq. ft of demolition) and conversion of approximately 7,155 sq. ft of office space into storage rooms; and
- Phase II would include construction of two condo structures (110 units), the balance of the new conference center, modifications to The Beverly Hilton lobby and pool area, and related parking, and the demolition of The Beverly Hilton's existing parking structure, hotel conference center, Oasis/Palm Court and Cabana/Lanai rooms, and portions of the existing Beverly Hilton lobby.

The Phase I proposal anticipates the continued full operation of the existing 569 rooms of The Beverly Hilton (except for the removal of 55 parking spaces at the Trader Vic's parking lot and the demolition of office, retail, meeting rooms and the former Trader Vic's restaurant along Wilshire) together with the operation of the new luxury 170 room hotel. Phase I will

continue in operation until Phase II is fully constructed. Under Phase I, 739 hotel rooms – 569 at The Beverly Hilton and 170 at the new luxury hotel – would operate.

Based on our review of the certified Beverly Hilton Revitalization Plan EIR, the implementation of Phase I and ongoing operation of The Beverly Hilton for a total of 739 guestrooms, does not change the project's traffic impacts and project requirements. The full operation of Phase I of the project will not create any significant traffic or transportation impacts. Further, when Phase II is implemented, the traffic impacts will be entirely consistent with the analysis presented in The Beverly Hilton Revitalization Plan EIR.

This determination is based on our prior work, understanding of the approved project and environmental documents contained in the certified Beverly Hilton Revitalization Plan EIR, and our analysis of the number of trips generated by Phase I. Our assessment evaluated the traffic flow associated with the off-site street improvements provided for Phase I as shown in the circulation plan (Figure T-001) and analyzed whether the traffic generated by Phase I remains consistent with the conclusions the City reached in the EIR for The Beverly Hilton Revitalization Plan.

Our consistency evaluation was based on trips generated by Phase I, associated traffic impacts based on the previous traffic impact study, on-site vehicular circulation and access, and on-site parking.

Project Access

Summary Findings: The 170-room luxury hotel's on-site circulation, access, and loading are consistent with the adopted Beverly Hilton Specific Plan for the Beverly Hilton Revitalization Plan.

Discussion: Attached is the approved circulation plan for The Beverly Hilton Revitalization Plan illustrating access to and from Wilshire Boulevard and Santa Monica Boulevard and the off-site infrastructure improvements, which include the following:

- Widening Wilshire Boulevard's eastbound intersection with Santa Monica Boulevard to include two dedicated left turn lanes, two eastbound through lanes, and one through/right turn lane;

- Widening Santa Monica Boulevard to include a third lane along the frontage of The Beverly Hilton property from the Wilshire Boulevard intersection west to the westernmost driveway to The Beverly Hilton existing service yard.

The same project vehicular access to and from the proposed 170-room hotel project adopted in the Beverly Hilton Specific Plan has been used in this analysis, though certain off-site infrastructure improvements would not be completed until Phase II. These include improvements at the Wilshire Boulevard and Merv Griffin Way and Santa Monica Boulevard and Merv Griffin Way intersections and, and further widening along Santa Monica Boulevard to create a third lane of traffic along the entire frontage of The Beverly Hilton and 9900 Wilshire Boulevard properties. Figures 1 and 2 illustrate the project traffic assignment thru the study area for Phase 1 of the Revitalization program.

Trip Generation

Summary Findings: The estimated trip generation from a 170-room hotel at the corner of Santa Monica Boulevard and Wilshire Boulevard has been calculated and compared to the EIR traffic volumes. The volumes are consistent with the volumes analyzed in the Beverly Hilton Revitalization Plan EIR.

Discussion: The following analysis compares the trip generation of Phase I with the full build out of the Beverly Hilton Revitalization Plan. The trip generation estimate has been prepared with the same assumptions used in the certified EIR traffic study (see attached trip generation table).

Traffic Impacts

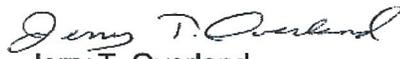
Summary Findings: No significant traffic impacts will be created by developing the project in two phases (Phase I and Phase II, as described above). As the City's EIR for the project found, the Beverly Hilton Revitalization Plan would not result in any significant transportation impacts. The development of the Beverly Hilton Revitalization Plan in two phases does not change that conclusion. The implementation of Phase I (a 170 room luxury hotel, related parking, and an adjacent partial conference center) with the existing 569 rooms of The Beverly Hilton (totaling 739 guestrooms) will not create any significant traffic impacts

Discussion: As was determined in the certified EIR for the Beverly Hilton Revitalization Plan, the approved project did not have any significant transportation impacts. Using the EIR database, the Phase I traffic impacts have been calculated. After the projected trips from Phase I are added to projected future conditions, and consistent with the thresholds of significance used in the Beverly Hilton Revitalization Plan EIR, there are no significant traffic impacts created by Phase I of the project. Table 1 shows that the Phase I project traffic impacts are not significant and consistent with the traffic analysis previously identified in the Beverly Hilton Revitalization Plan EIR.

Further, considering the project's traffic improvements to Wilshire Boulevard, Santa Monica Boulevard, and the intersection of Wilshire Boulevard and Santa Monica Boulevard undertaken as part of Phase I of the project, the Phase I portion of the project will not create any significant transportation impacts and all impacts will be below the significance thresholds of the City of Beverly Hills. Therefore, the Phase I project (assuming full operation of 739 guest rooms) will not create any significant traffic impacts.

Please call me if you have questions.

Sincerely,


Jerry T. Overland

Attachments

Table 1
Future Cumulative + Project Traffic Conditions

No.	Intersection	Peak Hour	Without Project		With Project		Impact
			V/C	LOS	V/C	LOS	
1.	Beverly Drive & Santa Monica Blvd. (N)	Weekday AM	1.038	F	1.041	F	+ 0.003
		Weekday PM	1.103	F	1.105	F	+ 0.002
2.	Wilshire Boulevard & Santa Monica Blvd. (N)	Weekday AM	1.553	F	1.182	F	- 0.373
		Weekday PM	1.251	F	0.985	E	- 0.266
3.	Beverly Drive & Santa Monica Blvd. (S).	Weekday AM	0.995	E	0.995	E	+ 0.000
		Weekday PM	0.941	E	0.942	E	+ 0.001.
4.	Wilshire Boulevard & Santa Monica Blvd. (S)	Weekday AM	1.722	F	1.724	F	+ 0.002
		Weekday PM	1.077	F	1.080	F	+ 0.003
5.	Merv Griffin Way & Santa Monica Blvd. (N)	Weekday AM	0.858	D	0.862	D	+ 0.004
		Weekday PM	0.956	E	0.963	E	+ 0.007
6.	Beverly Drive & Wilshire Blvd	Weekday AM	0.867	D	0.868	D	+ 0.001
		Weekday PM	0.865	D	0.869	D	+ 0.004
7.	Whittier Drive & Wilshire Boulevard	Weekday AM	1.115	F	1.116	F	+ 0.001
		Weekday PM	1.110	F	1.113	F	+ 0.003
8.	Crossover & Santa Monica Blvd	Weekday AM	1.070	F	1.071	F	+ 0.001
		Weekday PM	0.893	D	0.897	D	+ 0.003
9.	Century Park East & Santa Monica Blvd.	Weekday AM	0.910	E	0.911	E	+ 0.001
		Weekday PM	0.984	E	0.987	E	+ 0.003
10.	Whittier Drive & Sunset Blvd.	Weekday AM	0.872	D	0.873	D	+ 0.001
		Weekday PM	0.925	E	0.929	E	+ 0.004

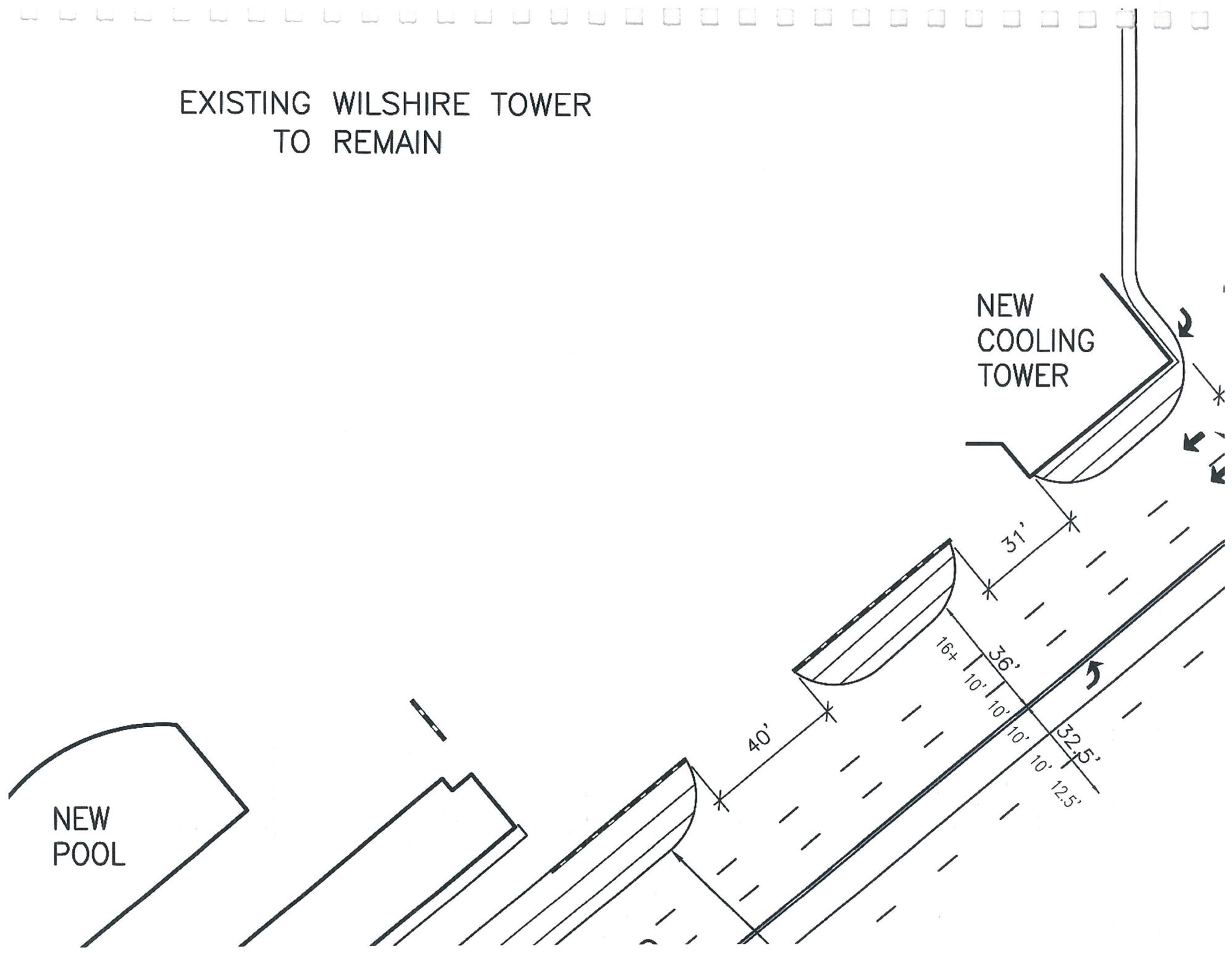
The Beverly Hilton Revitalization Plan
 PHASE I Development Program
 Project Trip Generation

	<u>Am Peak Hour</u>			<u>PM Peak Hour</u>		
	<u>In</u>	<u>Out</u>	<u>Total</u>	<u>In</u>	<u>Out</u>	<u>Total</u>
<u>EIR Project Trip Generation</u>						
Condominiums (120)	11	23	34	22	18	40
Hotel (522 rooms)	128	85	213	137	161	298
Restaurant (12,270 sf)	2	2	4	40	11	51
Sub-total Proposed Project	141	110	251	199	190	389
Credit for existing Hotel	-140	-95	-235	-154	-177	-331
TOTAL NET TRIPS EIR STUDY	1	15	16	45	13	58
 <u>Phase I Development</u>						
Condominiums (0)	0	0	0	0	0	0
Hotel (170 rooms)	43	27	70	44	53	97
Restaurant (6,518 sf)	1	1	2	21	6	27
Sub-total Proposed Project	44	28	72	65	59	124
Credit for existing Hotel (no change to TBH room count)	0	0	0	0	0	0
Credit for existing non-hotel office (13,030 sf)	-18	-2	-20	-3	-16	-19
TOTAL NET TRIPS PHASE 1	26	26	52	62	43	105
 <u>Temporary Difference</u>						
Phase 1 trips - EIR Trips (increase above EIR Trips)	25	11	36	17	30	47

EXISTING WILSHIRE TOWER
TO REMAIN

NEW
COOLING
TOWER

NEW
POOL



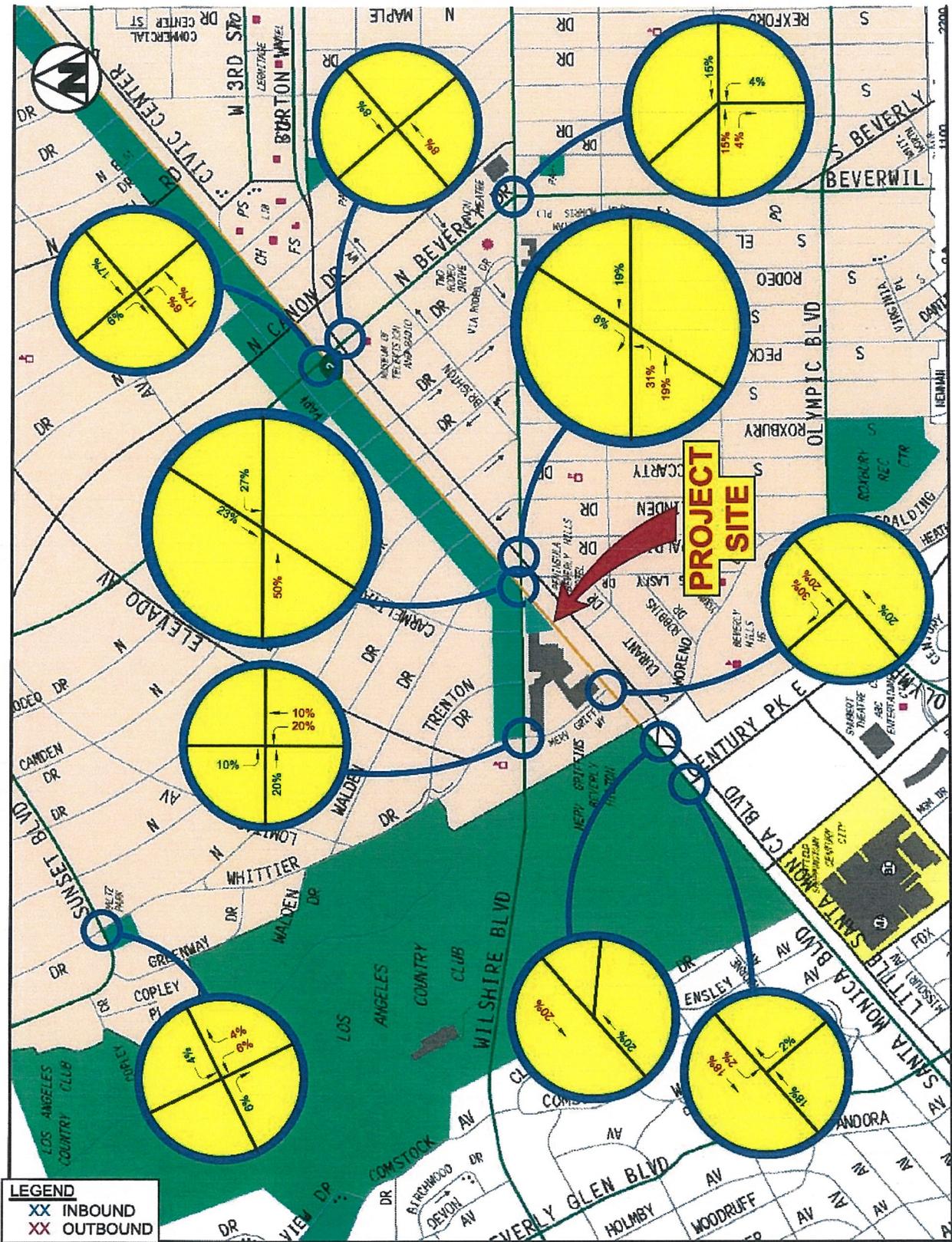


FIGURE 1

1/2013

**PROJECT ASSIGNMENT PERCENTAGES
 5 - STAR HOTEL SITE (PHASE 1)**

Overland Traffic Consultants, Inc.
 24325 Main Street #202, Santa Clarita, CA 91321
 (661)799-8423, OTC@overlandtraffic.com

Intersection Capacity Utilization (ICU)

Intersection No. 1	Base Year			Without Project			WITH PROJECT				
North/South Street: Beverly Drive East/West Street: Santa Monica Bd (n) WEEKDAY AM Peak:	Capacity: vphpl 1600 Dual 2880			Per 2007 EIR				In	Out	Total	
							AM	26	26	52	
							PM	62	43	105	
	Volume	Lanes	V / C	= Total Volume	Lanes	V / C	+ Project Volume	= Total Volume	Lanes	V / C	
Northbound											
↙ Left	21	1	0.013	34	1	0.021	0%	0	34	1	0.021
↘ Lt-Th		0	0.000		0	0.000	0%			0	0.000
↑ Thru	369	1	0.145	421	1	0.172	0%	0	421	1	0.172
↘ Th-Rt		1	0.000		1	0.000	0%			1	0.000
↘ Right	95	0	0.000	130	0	0.000	0%	0	130	0	0.000
↕ Shared		0	0.000		0	0.000	0%			0	0.000
Southbound											
↙ Left	23	1	0.014	68	1	0.043	0%	0	68	1	0.043
↘ Lt-Th		0	0.000		0	0.000	0%			0	0.000
↑ Thru	609	1	0.221	680	1	0.246	0%	0	680	1	0.247
↘ Th-Rt		1	0.000		1	0.000	0%			1	0.000
↘ Right	98	0	0.000	107	0	0.000	6%	2	109	0	0.000
↕ Shared		0	0.000		0	0.000	0%			0	0.000
Eastbound											
↙ Left	44	1	0.028	51	1	0.032	(6%)	2	53	1	0.033
↘ Lt-Th		0	0.000		0	0.000	0%			0	0.000
↑ Thru	1319	1	0.419	1823	1	0.599	(17%)	4	1827	1	0.600
↘ Th-Rt		1	0.000		1	0.000	0%			1	0.000
↘ Right	23	0	0.000	93	0	0.000	0%	0	93	0	0.000
↕ Shared		0	0.000		0	0.000	0%			0	0.000
Westbound											
↙ Left	56	1	0.035	146	1	0.091	0%	0	146	1	0.091
↘ Lt-Th		0	0.000		0	0.000	0%			0	0.000
↑ Thru	1728	1	0.543	2171	1	0.689	17%	4	2175	1	0.690
↘ Th-Rt		1	0.000		1	0.000	0%			1	0.000
↘ Right	9	0	0.000	34	0	0.000	0%	0	34	0	0.000
↕ Shared		0	0.000		0	0.000	0%			0	0.000
Critical Volumes:	North-South:	0.234		North-South:	0.267			North-South:	0.268		
	East-West:	0.570		East-West:	0.721			East-West:	0.723		
	Loss Time:	0.050		Loss Time:	0.050			Loss Time:	0.050		
Volume/capacity (v/c) ratio:		0.854			1.038				1.041		
Level of Service (LOS):		D			F				F		
PROJECT IMPACT											
							Change in v/c due to project:	0.003			
							Significantly impacted?	NO			

Intersection Capacity Utilization (ICU)

Intersection No. 1	Base Year			Without Project			WITH PROJECT					
North/South Street: Beverly Drive East/West Street: Santa Monica Bd (n) WEEKDAY PM Peak:	Capacity: vphpl 1600 Dual 2880			Per 2007 EIR			In	Out	Total			
							AM	26	26	52		
							PM	62	43	105		
	Volume	Lanes	V / C	= Total Volume	Lanes	V / C	+ Project Volume	Total Volume	Lanes	V / C		
Northbound	Left	1	0.049	193	1	0.121	0%	0	193	1	0.121	
	Lt-Th	0	0.000	0	0	0.000	0%	0	0	0	0.000	
	Thru	653	1	0.254	737	1	0.312	0%	0	737	1	0.312
	Th-Rt	0	0.000	0	0	0.000	0%	0	0	0	0.000	
	Right	159	0	0.000	260	0	0.000	0%	0	260	0	0.000
Shared	0	0.000	0	0	0.000	0%	0	0	0	0.000		
Southbound	Left	44	1	101	1	0.063	0%	0	101	1	0.063	
	Lt-Th	0	0.000	0	0	0.000	0%	0	0	0	0.000	
	Thru	527	1	592	1	0.191	0%	0	592	1	0.193	
	Th-Rt	1	0.000	1	0.000	0%	0	0	1	0.000		
	Right	18	0	0.000	20	0	0.000	6%	4	24	0.000	
Shared	0	0.000	0	0	0.000	0%	0	0	0	0.000		
Eastbound	Left	30	1	33	1	0.021	(6%)	3	36	1	0.023	
	Lt-Th	0	0.000	0	0	0.000	0%	0	0	0	0.000	
	Thru	1367	1	1932	1	0.616	(17%)	7	1939	1	0.618	
	Th-Rt	1	0.000	1	0.000	0%	0	0	1	0.000		
	Right	25	0	40	0	0.000	0%	0	40	0	0.000	
Shared	0	0.000	0	0	0.000	0%	0	0	0	0.000		
Westbound	Left	69	1	99	1	0.062	0%	0	99	1	0.062	
	Lt-Th	0	0.000	0	0	0.000	0%	0	0	0	0.000	
	Thru	1293	1	1825	1	0.593	17%	11	1836	1	0.597	
	Th-Rt	1	0.000	1	0.000	0%	0	0	1	0.000		
	Right	44	0	74	0	0.000	0%	0	74	0	0.000	
Shared	0	0.000	0	0	0.000	0%	0	0	0	0.000		
Critical Volumes:	North-South:	0.282		North-South:	0.375			North-South:	0.375			
	East-West:	0.478		East-West:	0.678			East-West:	0.680			
	Loss Time:	0.050		Loss Time:	0.050			Loss Time:	0.050			
Volume/capacity (v/c) ratio:	0.809			1.103			1.105					
Level of Service (LOS):	D			F			F					
PROJECT IMPACT												
Change in v/c due to project:										0.002		
Significantly impacted?										NO		

Intersection Capacity Utilization (ICU)

Intersection No. 2	Base Year			Without Project			WITH PROJECT																										
North/South Street: Wilshire Boulevard	Capacity: vphpl 1600 Dual 2880						<table style="margin: auto; border: none;"> <tr> <td></td> <td style="text-align: center;">In</td> <td style="text-align: center;">Out</td> <td style="text-align: center;">Total</td> <td colspan="3"></td> </tr> <tr> <td style="text-align: center;">AM</td> <td style="text-align: center;">26</td> <td style="text-align: center;">26</td> <td style="text-align: center;">52</td> <td colspan="3"></td> </tr> <tr> <td style="text-align: center;">PM</td> <td style="text-align: center;">62</td> <td style="text-align: center;">43</td> <td style="text-align: center;">105</td> <td colspan="3"></td> </tr> </table>							In	Out	Total				AM	26	26	52				PM	62	43	105			
	In	Out	Total																														
AM	26	26	52																														
PM	62	43	105																														
East/West Street: Santa Monica Bd (n)																																	
WEEKDAY																																	
AM Peak:																																	
	Volume	Lanes	V / C	= Total Volume	Lanes	V / C	+ Project Volume	= Total Volume	Lanes	V / C																							
Northbound	↵ Left	119	1 0.074	206	1 0.129	27%	7	213	1	0.133																							
	↵ Lt-Th	0	0.000	0	0.000	0%	0	0	0	0.000																							
	↵ Thru	1455	2 0.305	2114	2 0.445	0%	0	2114	2	0.445																							
	↵ Th-Rt	1	0.000	1	0.000	0%	0	1	1	0.000																							
	↵ Right	9	0 0.000	22	0 0.000	0%	0	22	0	0.000																							
↵ Shared	0	0 0.000	0	0 0.000	0%	0	0	0	0.000																								
Southbound	↵ Left	651	1 0.226	853	1 0.296	0%	0	853	2	0.296																							
	↵ Lt-Th	1	0.000	1	0.000	0%	0	0	0	0.000																							
	↵ Thru	1453	1 0.456	2134	1 0.670	(50%)	13	2147	2	0.449																							
	↵ Th-Rt	1	0.000	1	0.000	0%	0	1	1	0.000																							
	↵ Right	6	0 0.000	10	0 0.000	0%	0	10	0	0.000																							
↵ Shared	0	0 0.000	0	0 0.000	0%	0	0	0	0.000																								
Eastbound	↵ Left	0	0 0.000	0	0 0.000	0%	0	0	0	0.000																							
	↵ Lt-Th	0	0 0.000	0	0 0.000	0%	0	0	0	0.000																							
	↵ Thru	675	2 0.211	1006	2 0.314	0%	0	1006	2	0.314																							
	↵ Th-Rt	0	0.000	0	0.000	0%	0	0	0	0.000																							
	↵ Right	34	1 0.021	307	1 0.192	0%	0	307	1	0.192																							
↵ Shared	0	0 0.000	0	0 0.000	0%	0	0	0	0.000																								
Westbound	↵ Left	0	0 0.000	0	0 0.000	0%	0	0	0	0.000																							
	↵ Lt-Th	0	0 0.000	0	0 0.000	0%	0	0	0	0.000																							
	↵ Thru	1369	2 0.316	1721	2 0.388	23%	6	1727	2	0.389																							
	↵ Th-Rt	1	0.000	1	0.000	0%	0	1	1	0.000																							
	↵ Right	656	1 0.316	765	1 0.388	0%	0	765	1	0.389																							
↵ Shared	0	0 0.000	0	0 0.000	0%	0	0	0	0.000																								
Critical Volumes:	North-South: 0.761		North-South: 1.115		North-South: 0.741																												
	East-West: 0.316		East-West: 0.388		East-West: 0.389																												
	Loss Time: 0.050		Loss Time: 0.050		Loss Time: 0.050																												
Volume/capacity (v/c) ratio:	1.126		1.553		1.182																												
Level of Service (LOS):	F		F		F																												
							PROJECT I																										
							Change in v/c due to project: -0.373																										
							Significantly impacted? NO																										

Intersection Capacity Utilization (ICU)

Intersection No. 2	Base Year			Without Project			WITH PROJECT					
North/South Street: Wilshire Boulevard	Capacity: vphpl 1600 Dual 2880							In	Out	Total		
East/West Street: Santa Monica Bd (n)							AM	26	26	52		
WEEKDAY							PM	62	43	105		
PM Peak:	Counts			= Total				Total				
	Volume	Lanes	V / C	Volume	Lanes	V / C	+ Project Volume	Volume	Lanes	V / C		
Northbound	Left	152	1	0.095	217	1	0.136	27%	17	234	1	0.146
	Lt-Th		0	0.000		0	0.000	0%			0	0.000
	Thru		2	0.277		2	0.341	0%			2	0.341
	Th-Rt	1309	1	0.000	1610	1	0.000	0%	0	1610	1	0.000
	Right		0	0.000		0	0.000	0%			0	0.000
Shared	22	0	0.000	28	0	0.000	0%	0	28	0	0.000	
Southbound	Left	502	1	0.174	648	1	0.225	0%	0	648	2	0.225
	Lt-Th		1	0.000		1	0.000	0%			0	0.000
	Thru	1207	1	0.380	1559	1	0.491	(50%)	22	1581	2	0.332
	Th-Rt		1	0.000		1	0.000	0%			1	0.000
	Right	10	0	0.000	11	0	0.000	0%	0	11	0	0.000
Shared		0	0.000		0	0.000	0%			0	0.000	
Eastbound	Left	0	0	0.000	0	0	0.000	0%	0	0	0	0.000
	Lt-Th		0	0.000		0	0.000	0%			0	0.000
	Thru	809	2	0.253	1180	2	0.369	0%	0	1180	2	0.369
	Th-Rt		0	0.000		0	0.000	0%			0	0.000
	Right	87	1	0.054	156	1	0.098	0%	0	156	1	0.098
Shared		0	0.000		0	0.000	0%			0	0.000	
Westbound	Left	0	0	0.000	0	0	0.000	0%	0	0	0	0.000
	Lt-Th		0	0.000		0	0.000	0%			0	0.000
	Thru	1021	2	0.268	1397	2	0.366	23%	14	1411	2	0.368
	Th-Rt		1	0.000		1	0.000	0%			1	0.000
	Right	694	1	0.268	943	1	0.366	0%	0	943	1	0.368
Shared		0	0.000		0	0.000	0%			0	0.000	
Critical Volumes:	North-South:	0.658		North-South:	0.832			North-South:	0.566			
	East-West:	0.268		East-West:	0.369			East-West:	0.369			
	Loss Time:	0.050		Loss Time:	0.050			Loss Time:	0.050			
Volume/capacity (v/c) ratio:		0.975			1.251				0.985			
Level of Service (LOS):		E			F				E			
							PROJECT I					
							Change in v/c due to project: -0.266					
							Significantly impacted? NO					

Intersection Capacity Utilization (ICU)

Intersection No. 3		Base Year			Without Project			WITH PROJECT															
North/South Street: Beverly Drive		Capacity: vphpl 1600 Dual 2880						<table style="margin: auto; border: none;"> <tr> <td></td> <td style="text-align: center;">In</td> <td style="text-align: center;">Out</td> <td style="text-align: center;">Total</td> </tr> <tr> <td style="text-align: center;">AM</td> <td style="text-align: center;">26</td> <td style="text-align: center;">26</td> <td style="text-align: center;">52</td> </tr> <tr> <td style="text-align: center;">PM</td> <td style="text-align: center;">62</td> <td style="text-align: center;">43</td> <td style="text-align: center;">105</td> </tr> </table>					In	Out	Total	AM	26	26	52	PM	62	43	105
	In	Out	Total																				
AM	26	26	52																				
PM	62	43	105																				
East/West Street: Santa Monica Bd (s)		east-west split																					
WEEKDAY																							
AM Peak:																							
		Volume	Lanes	V / C	= Total Volume	Lanes	V / C	+ Project Volume	= Total Volume	Lanes	V / C												
Northbound	↵ Left	62	1	0.039	78	1	0.049	0%	0	78	1	0.049											
	↵ Lt-Th	0	0	0.000	0	0	0.000	0%	0	0	0	0.000											
	↑ Thru	436	2	0.136	520	2	0.163	0%	0	520	2	0.163											
	↘ Th-Rt	0	0	0.000	0	0	0.000	0%	0	0	0	0.000											
	↘ Right	93	1	0.058	107	1	0.067	0%	0	107	1	0.067											
↔ Shared	0	0	0.000	0	0	0.000	0%	0	0	0	0.000												
Southbound	↵ Left	0	0	0.000	0	0	0.000	0%	0	0	0	0.000											
	↵ Lt-Th	0	0	0.000	0	0	0.000	0%	0	0	0	0.000											
	↑ Thru	634	1	0.226	854	1	0.298	0%	0	854	1	0.298											
	↘ Th-Rt	0	0	0.000	0	0	0.000	0%	0	0	0	0.000											
	↘ Right	88	0	0.000	100	0	0.000	0%	0	100	0	0.000											
↔ Shared	0	0	0.000	0	0	0.000	0%	0	0	0	0.000												
Eastbound	↵ Left	23	1	0.014	31	1	0.019	0%	0	31	1	0.019											
	↵ Lt-Th	0	0	0.000	0	0	0.000	0%	0	0	0	0.000											
	↑ Thru	488	1	0.178	821	1	0.285	(8%)	2	823	1	0.286											
	↘ Th-Rt	0	0	0.000	0	0	0.000	0%	0	0	0	0.000											
	↘ Right	83	0	0.000	92	0	0.000	0%	0	92	0	0.000											
↔ Shared	0	0	0.000	0	0	0.000	0%	0	0	0	0.000												
Westbound	↵ Left	142	1	0.089	157	1	0.098	0%	0	157	1	0.098											
	↵ Lt-Th	0	0	0.000	0	0	0.000	0%	0	0	0	0.000											
	↑ Thru	1465	1	0.467	1818	1	0.579	8%	2	1820	1	0.579											
	↘ Th-Rt	0	0	0.000	0	0	0.000	0%	0	0	0	0.000											
	↘ Right	29	0	0.000	34	0	0.000	0%	0	34	0	0.000											
↔ Shared	0	0	0.000	0	0	0.000	0%	0	0	0	0.000												
Critical Volumes:		North-South: 0.265			North-South: 0.347			North-South: 0.347															
		East-West: 0.481			East-West: 0.598			East-West: 0.598															
		Loss Time: 0.050			Loss Time: 0.050			Loss Time: 0.050															
Volume/capacity (v/c) ratio:		0.796			0.995			0.995															
Level of Service (LOS):		C			E			E															
PROJECT IMPACT																							
Change in v/c due to project:										0.000													
Significantly impacted?										NO													

Intersection Capacity Utilization (ICU)

Intersection No. 3	Base Year			Without Project			WITH PROJECT																	
North/South Street: Beverly Drive East/West Street: Santa Monica Bd (s) WEEKDAY PM Peak:	Capacity: vphpl 1600 Dual 2880						<table style="margin: auto;"> <tr> <td></td> <td style="text-align: center;">In</td> <td style="text-align: center;">Out</td> <td style="text-align: center;">Total</td> </tr> <tr> <td style="text-align: center;">AM</td> <td style="text-align: center;">26</td> <td style="text-align: center;">26</td> <td style="text-align: center;">52</td> </tr> <tr> <td style="text-align: center;">PM</td> <td style="text-align: center;">62</td> <td style="text-align: center;">43</td> <td style="text-align: center;">105</td> </tr> </table>							In	Out	Total	AM	26	26	52	PM	62	43	105
	In	Out	Total																					
AM	26	26	52																					
PM	62	43	105																					
	east-west split																							
	Counts			= Total					Total															
	Volume	Lanes	V / C	Volume	Lanes	V / C	+ Project Volume		Volume	Lanes	V / C													
Northbound	↖ Left	1	0.054	98	1	0.061	0%	0	98	1	0.061	0.000												
	↘ Lt-Th	0	0.000	0	0	0.000	0%	0	0	0	0.000	0.000												
	↑ Thru	700	2	0.219	969	2	0.303	0%	0	969	2	0.303	0.000											
	↗ Th-Rt	0	0	0.000	0	0	0.000	0%	0	0	0	0.000	0.000											
	↘ Right	236	1	0.148	2677	1	1.673	0%	0	2677	1	1.673	0.000											
↔ Shared	0	0	0.000	0	0	0.000	0%	0	0	0	0.000	0.000												
Southbound	↖ Left	0	0.000	0	0	0.000	0%	0	0	0	0.000	0.000												
	↘ Lt-Th	0	0.000	0	0	0.000	0%	0	0	0	0.000	0.000												
	↑ Thru	560	1	0.203	664	1	0.237	0%	0	664	1	0.237	0.000											
	↗ Th-Rt	1	0.000	0.000	1	0.000	0.000	0%	0	1	0.000	0.000												
	↘ Right	88	0	0.000	95	0	0.000	0%	0	95	0	0.000	0.000											
↔ Shared	0	0	0.000	0	0	0.000	0%	0	0	0	0.000	0.000												
Eastbound	↖ Left	117	1	0.073	132	1	0.083	0%	0	132	1	0.083	0.000											
	↘ Lt-Th	0	0.000	0.000	0	0.000	0%	0	0	0	0.000	0.000												
	↑ Thru	1203	1	0.425	1399	1	0.494	(8%)	3	1402	1	0.495	0.000											
	↗ Th-Rt	1	0.000	0.000	1	0.000	0.000	0%	0	1	0.000	0.000												
	↘ Right	158	0	0.000	181	0	0.000	0%	0	181	0	0.000	0.000											
↔ Shared	0	0.000	0.000	0	0.000	0.000	0%	0	0	0	0.000	0.000												
Westbound	↖ Left	137	1	0.086	158	1	0.099	0%	0	158	1	0.099	0.000											
	↘ Lt-Th	0	0.000	0.000	0	0.000	0%	0	0	0	0.000	0.000												
	↑ Thru	886	1	0.292	1050	1	0.344	8%	5	1055	1	0.346	0.000											
	↗ Th-Rt	1	0.000	0.000	1	0.000	0.000	0%	0	1	0.000	0.000												
	↘ Right	49	0	0.000	51	0	0.000	0%	0	51	0	0.000	0.000											
↔ Shared	0	0.000	0.000	0	0.000	0.000	0%	0	0	0	0.000	0.000												
Critical Volumes:	North-South: 0.257		North-South: 0.298		North-South: 0.298																			
	East-West: 0.511		East-West: 0.593		East-West: 0.593																			
	Total: 0.050		Total: 0.050		Total: 0.050																			
Volume/capacity (v/c) ratio:	0.818		0.941		0.942																			
Level of Service (LOS):	D		E		E																			
							PROJECT IMPACT																	
							Change in v/c due to project: 0.001																	
							Significantly impacted? NO																	

Intersection Capacity Utilization (ICU)

Intersection No. 4	Base Year			Without Project			WITH PROJECT															
North/South Street: Wilshire Boulevard	Capacity: vphpl 1600 Dual 2880						<table style="margin: auto;"> <tr> <td></td> <td style="text-align: center;">In</td> <td style="text-align: center;">Out</td> <td style="text-align: center;">Total</td> </tr> <tr> <td style="text-align: center;">AM</td> <td style="text-align: center;">26</td> <td style="text-align: center;">26</td> <td style="text-align: center;">52</td> </tr> <tr> <td style="text-align: center;">PM</td> <td style="text-align: center;">62</td> <td style="text-align: center;">43</td> <td style="text-align: center;">105</td> </tr> </table>					In	Out	Total	AM	26	26	52	PM	62	43	105
	In	Out	Total																			
AM	26	26	52																			
PM	62	43	105																			
East/West Street: Santa Monica Bd (s)																						
WEEKDAY																						
AM Peak:																						
	Volume	Lanes	V / C	= Total Volume	Lanes	V / C	+ Project Volume	= Total Volume	Lanes	V / C												
Northbound																						
↵ Left	147	1	0.092	388	1	0.243	0%	0	388	1	0.243											
↵ Lt-Th <u>N/B RTOR:</u>	0	0	0.000	0	0	0.000	0%	0	0	0	0.000											
↑ Thru Existing: 0%	1182	2	0.257	1589	2	0.344	19%	5	1594	2	0.345											
↗ Th-Rt Projected: 0%	1	1	0.000	1	1	0.000	0%	0	1	1	0.000											
↘ Right	52	0	0.000	60	0	0.000	0%	0	60	0	0.000											
↔ Shared	0	0	0.000	0	0	0.000	0%	0	0	0	0.000											
Southbound																						
↘ Left	183	0	0.000	307	0	0.000	(31%)	8	315	0	0.000											
↘ Lt-Th <u>S/B RTOR:</u>	1	1	0.114	1	1	0.192	0%	0	1	1	0.197											
↓ Thru Existing: 0%	1203	1	0.395	1773	1	0.671	(19%)	5	1778	1	0.672											
↘ Th-Rt Projected: 0%	1	1	0.000	1	1	0.000	0%	0	1	1	0.000											
↘ Right	60	0	0.000	373	0	0.000	0%	0	373	0	0.000											
↔ Shared	0	0	0.000	0	0	0.000	0%	0	0	0	0.000											
Eastbound																						
↗ Left	71	1	0.044	243	1	0.152	0%	0	243	1	0.152											
↗ Lt-Th <u>E/B RTOR:</u>	0	0	0.000	0	0	0.000	0%	0	0	0	0.000											
→ Thru Existing: 0%	502	2	0.157	726	2	0.227	0%	0	726	2	0.227											
↘ Th-Rt Projected: 0%	0	0	0.000	0	0	0.000	0%	0	0	0	0.000											
↘ Right	268	1	0.168	539	1	0.337	0%	0	539	1	0.337											
↔ Shared	0	0	0.000	0	0	0.000	0%	0	0	0	0.000											
Westbound																						
↗ Left	93	1	0.058	103	1	0.064	0%	0	103	1	0.064											
↗ Lt-Th <u>W/B RTOR:</u>	0	0	0.000	0	0	0.000	0%	0	0	0	0.000											
← Thru Existing: 0%	694	1	0.313	937	1	0.421	0%	0	937	1	0.422											
↗ Th-Rt Projected: 0%	1	1	0.000	1	1	0.000	0%	0	1	1	0.000											
↗ Right	306	0	0.000	410	0	0.000	(8%)	2	412	0	0.000											
↔ Shared	0	0	0.000	0	0	0.000	0%	0	0	0	0.000											
Critical Volumes:	North-South: 0.487			North-South: 0.914			North-South: 0.916															
	East-West: 0.481			East-West: 0.758			East-West: 0.758															
	Loss Time: 0.050			Loss Time: 0.050			Loss Time: 0.050															
Volume/capacity (v/c) ratio:	1.018			1.722			1.724															
Level of Service (LOS):	F			F			F															
PROJECT IMPACT																						
Change in v/c due to project:										0.002												
Significantly impacted?										NO												

Intersection Capacity Utilization (ICU)

Intersection No. 4	Base Year			Without Project			WITH PROJECT					
North/South Street: Wilshire Boulevard	Capacity: vphpl 1600 Dual 2880							In	Out	Total		
East/West Street: Santa Monica Bd (s)							AM	26	26	52		
WEEKDAY							PM	62	43	105		
PM Peak:	Counts			= Total			+ Project	Total				
	Volume	Lanes	V / C	Volume	Lanes	V / C	Volume	Volume	Lanes	V / C		
Northbound	↵ Left	1	0.127	317	1	0.198	0%	0	317	1	0.198	
	↵ Lt-Th <u>N/B RTOR:</u>	0	0.000	0	0	0.000	0%	0	0	0	0.000	
	↑ Thru Existing: 0%	1220	2	0.269	1490	2	0.329	19%	12	1502	2	0.331
	↘ Th-Rt Projected: 0%	1	0.000	1	1	0.000	0%	0	1	1	0.000	
	↔ Shared	72	0	0.000	87	0	0.000	0%	0	87	0	0.000
Southbound	↵ Left	0	0.000	232	0	0.000	(31%)	13	245	0	0.000	
	↵ Lt-Th <u>S/B RTOR:</u>	200	1	0.125	1	0.145	0%	0	1	1	0.153	
	↓ Thru Existing: 0%	1053	1	0.335	1348	1	0.439	(19%)	8	1356	1	0.442
	↘ Th-Rt Projected: 0%	1	0.000	1	1	0.000	0%	0	1	1	0.000	
	↔ Shared	19	0	0.000	58	0	0.000	0%	0	58	0	0.000
Eastbound	↵ Left	53	1	0.033	87	1	0.054	0%	0	87	1	0.054
	↵ Lt-Th <u>E/B RTOR:</u>	0	0.000	0	0	0.000	0%	0	0	0	0.000	
	→ Thru Existing: 0%	883	2	0.276	1060	2	0.331	0%	0	1060	2	0.331
	↘ Th-Rt Projected: 0%	0	0.000	0	0	0.000	0%	0	0	0	0.000	
	↔ Shared	347	1	0.217	498	1	0.311	0%	0	498	1	0.311
Westbound	↵ Left	72	1	0.045	94	1	0.059	0%	0	94	1	0.059
	↵ Lt-Th <u>W/B RTOR:</u>	0	0.000	0	0	0.000	0%	0	0	0	0.000	
	↑ Thru Existing: 0%	515	1	0.241	631	1	0.290	0%	0	631	1	0.291
	↘ Th-Rt Projected: 0%	1	0.000	1	1	0.000	0%	0	1	1	0.000	
	↔ Shared	255	0	0.000	298	0	0.000	(8%)	3	301	0	0.000
							0%	0	0	0	0.000	
Critical Volumes:	North-South: 0.462			298 -South: 0.637				North-South: 0.640				
	East-West: 0.320			East-West: 0.390				East-West: 0.390				
	Loss Time: 0.050			Loss Time: 0.050				Loss Time: 0.050				
Volume/capacity (v/c) ratio:	0.832			1.077			1.080					
Level of Service (LOS):	D			F			F					
PROJECT IMPACT												
							Change in v/c due to project:		0.003			
							Significantly impacted?		NO			

Intersection Capacity Utilization (ICU)

Intersection No. 5	Base Year			Without Project			WITH PROJECT					
North/South Street: Merv Griffin Way East/West Street: Santa Monica Bd (n) WEEKDAY AM Peak:	Capacity: vphpl 1600 Dual 2880							In	Out			
							AM	26	26	52		
							PM	62	43	105		
	Volume	Lanes	V / C	= Total Volume	Lanes	V / C	+ Project	Volume	= Total Volume	Lanes	V / C	
Northbound	↵ Left	0	0	0.000	0	0	0.000	0%	0	0	0	0.000
	↵ Lt-Th <u>N/B RTOR:</u>	0	0	0.000	0	0	0.000	0%	0	0	0	0.000
	↑ Thru Existing: 0%	0	0	0.000	0	0	0.000	0%	0	0	0	0.000
	↵ Th-Rt Projected: 0%	0	0	0.000	0	0	0.000	0%	0	0	0	0.000
	↵ Right	0	0	0.000	0	0	0.000	0%	0	0	0	0.000
	↵ Shared	0	0	0.000	0	0	0.000	0%	0	0	0	0.000
Southbound	↵ Left	5	0	0.000	10	0	0.000	0%	0	10	0	0.000
	↵ Lt-Th <u>S/B RTOR:</u>	0	0	0.000	0	0	0.000	0%	0	0	0	0.000
	↓ Thru Existing: 0%	0	0	0.000	0	0	0.000	0%	0	0	0	0.000
	↵ Th-Rt Projected: 0%	0	0	0.000	0	0	0.000	0%	0	0	0	0.000
	↵ Right	332	1	0.105	366	1	0.118	0%	0	366	1	0.118
	↵ Shared	0	1	0.000	0	1	0.000	0%	0	0	1	0.000
Eastbound	↵ Left	100	1	0.063	114	1	0.071	0%	0	114	1	0.071
	↵ Lt-Th <u>E/B RTOR:</u>	0	0	0.000	0	0	0.000	0%	0	0	0	0.000
	→ Thru Existing: 0%	684	2	0.214	1310	2	0.409	20%	5	1315	2	0.411
	↵ Th-Rt Projected: 0%	0	0	0.000	0	0	0.000	0%	0	0	0	0.000
	↵ Right	0	0	0.000	0	0	0.000	0%	0	0	0	0.000
	↵ Shared	0	0	0.000	0	0	0.000	0%	0	0	0	0.000
Westbound	↵ Left	0	0	0.000	0	0	0.000	0%	0	0	0	0.000
	↵ Lt-Th <u>W/B RTOR:</u>	0	0	0.000	0	0	0.000	0%	0	0	0	0.000
	↑ Thru Existing: 0%	1500	1	0.478	1941	1	0.619	(20%)	5	1946	1	0.623
	↵ Th-Rt Projected: 0%	0	1	0.000	0	1	0.000	0%	0	0	1	0.000
	↵ Right	31	0	0.000	41	0	0.000	(30%)	8	49	0	0.000
	↵ Shared	0	0	0.000	0	0	0.000	0%	0	0	0	0.000
Critical Volumes:	North-South:	0.105		North-South:	0.118		North-South:	0.118				
	East-West:	0.541		East-West:	0.690		East-West:	0.694				
	Loss Time:	0.050		Loss Time:	0.050		Loss Time:	0.050				
Volume/capacity (v/c) ratio:	0.696			0.858			0.862					
Level of Service (LOS):	B			D			D					
PROJECT IMPACT												
Change in v/c due to project:							0.004					
Significantly impacted?							NO					

Intersection Capacity Utilization (ICU)

Intersection No. 5	Base Year			Without Project			WITH PROJECT					
North/South Street: Merv Griffin Way East/West Street: Santa Monica Bd (n) WEEKDAY PM Peak:	Capacity: vphpl 1600 Dual 2880							In	Out	Total		
							AM	26	26	52		
							PM	62	43	105		
	Counts			= Total			+ Project		Total			
	Volume	Lanes	V / C	Volume	Lanes	V / C		Volume	Volume	Lanes	V / C	
Northbound	↵ Left	0	0	0.000	0	0	0.000	0%	0	0	0	0.000
	↵ Lt-Th <u>N/B RTOR:</u>	0	0	0.000	0	0	0.000	0%	0	0	0	0.000
	↑ Thru Existing: 0%	0	0	0.000	0	0	0.000	0%	0	0	0	0.000
	↘ Th-Rt Projected: 0%	0	0	0.000	0	0	0.000	0%	0	0	0	0.000
	↵ Shared	0	0	0.000	0	0	0.000	0%	0	0	0	0.000
Southbound	↵ Left	15	0	0.000	12	0	0.000	0%	0	12	0	0.000
	↵ Lt-Th <u>S/B RTOR:</u>	0	0	0.000	0	0	0.000	0%	0	0	0	0.000
	↓ Thru Existing: 0%	0	0	0.000	0	0	0.000	0%	0	0	0	0.000
	↘ Th-Rt Projected: 0%	259	1	0.086	271	1	0.088	0%	0	271	1	0.088
	↵ Shared	0	1	0.000	0	1	0.000	0%	0	0	1	0.000
Eastbound	↵ Left	445	1	0.278	461	1	0.288	0%	0	461	1	0.288
	↵ Lt-Th <u>E/B RTOR:</u>	891	2	0.278	1344	2	0.420	20%	12	1356	2	0.424
	↑ Thru Existing: 0%	0	0	0.000	0	0	0.000	0%	0	0	0	0.000
	↘ Th-Rt Projected: 0%	0	0	0.000	0	0	0.000	0%	0	0	0	0.000
	↵ Shared	0	0	0.000	0	0	0.000	0%	0	0	0	0.000
Westbound	↵ Left	0	0	0.000	0	0	0.000	0%	0	0	0	0.000
	↵ Lt-Th <u>W/B RTOR:</u>	1171	1	0.388	1639	1	0.530	(20%)	9	1648	1	0.537
	↑ Thru Existing: 0%	0	1	0.000	0	1	0.000	0%	0	0	1	0.000
	↘ Th-Rt Projected: 0%	71	0	0.000	58	0	0.000	(30%)	13	71	0	0.000
	↵ Shared	0	0	0.000	0	0	0.000	0%	0	0	0	0.000
Critical Volumes:	North-South: 0.086		North-South: 0.088		North-South: 0.088		North-South: 0.088					
	East-West: 0.666		East-West: 0.818		East-West: 0.818		East-West: 0.825					
	Loss Time: 0.050		Loss Time: 0.050		Loss Time: 0.050		Loss Time: 0.050					
Volume/capacity (v/c) ratio:	0.802		0.956		0.956		0.963					
Level of Service (LOS):	D		E		E		E					
PROJECT IMPACT												
Change in v/c due to project:											0.007	
Significantly impacted?											NO	

Intersection Capacity Utilization (ICU)

Intersection No. 6	Base Year			Without Project			WITH PROJECT					
North/South Street: Beverly Drive East/West Street: Wilshire Boulevard WEEKDAY AM Peak:	Capacity: vphpl 1600 Dual 2880								In	Out	Total	
									AM	26	26	52
									PM	62	43	105
	Volume	Lanes	V / C	= Total Volume	Lanes	V / C	+ Project Volume	= Total Volume		Lanes	V / C	
Northbound	131	1	0.082	142	1	0.089	4%	1	143	1	0.089	
↙ Lt-Th		0	0.000	0	0	0.000	0%			0	0.000	
↑ Thru	536	2	0.168	640	2	0.200	0%	0	640	2	0.200	
↘ Th-Rt		0	0.000		0	0.000	0%			0	0.000	
↗ Right	99	1	0.062	121	1	0.076	0%	0	121	1	0.076	
↕ Shared		0	0.000		0	0.000	0%			0	0.000	
Southbound	0	0	0.000	0	0	0.000	0%	0	0	0	0.000	
↙ Lt-Th		0	0.000		0	0.000	0%			0	0.000	
↓ Thru	466	2	0.146	555	2	0.173	0%	0	555	2	0.173	
↘ Th-Rt		0	0.000		0	0.000	0%			0	0.000	
↗ Right	111	1	0.069	130	1	0.081	0%	0	130	1	0.081	
↕ Shared		0	0.000		0	0.000	0%			0	0.000	
Eastbound	59	1	0.037	122	1	0.076	0%	0	122	1	0.076	
↙ Lt-Th		0	0.000		0	0.000	0%			0	0.000	
→ Thru	856	2	0.203	1363	2	0.311	(15%)	4	1367	2	0.312	
↘ Th-Rt		1	0.000		1	0.000	0%			1	0.000	
↗ Right	119	0	0.000	131	0	0.000	(4%)	1	132	0	0.000	
↕ Shared		0	0.000		0	0.000	0%			0	0.000	
Westbound	153	1	0.096	166	1	0.104	0%	0	166	1	0.104	
↙ Lt-Th		0	0.000		0	0.000	0%			0	0.000	
↑ Thru	1647	2	0.360	2198	2	0.479	15%	4	2202	2	0.480	
↘ Th-Rt		1	0.000		1	0.000	0%			1	0.000	
↗ Right	80	0	0.000	103	0	0.000	0%	0	103	0	0.000	
↕ Shared		0	0.000		0	0.000	0%			0	0.000	
Critical Volumes:	North-South: 0.228		North-South: 0.262		North-South: 0.262							
	East-West: 0.397		East-West: 0.555		East-West: 0.555							
	Loss Time: 0.050		Loss Time: 0.050		Loss Time: 0.050							
Volume/capacity (v/c) ratio:	0.675		0.867		0.868							
Level of Service (LOS):	B		D		D							

PROJECT

Change in v/c due to project: **0.001**
 Significantly impacted? **NO**

Intersection Capacity Utilization (ICU)

Intersection No. 6	Base Year			Without Project			WITH PROJECT																										
North/South Street: Beverly Drive East/West Street: Wilshire Boulevard WEEKDAY PM Peak:	Capacity: vphpl 1600 Dual 2880						<table style="width: 100%; border: none;"> <tr> <td></td> <td style="text-align: center;">In</td> <td style="text-align: center;">Out</td> <td style="text-align: center;">Total</td> <td colspan="3"></td> </tr> <tr> <td style="text-align: center;">AM</td> <td style="text-align: center;">26</td> <td style="text-align: center;">26</td> <td style="text-align: center;">52</td> <td colspan="3"></td> </tr> <tr> <td style="text-align: center;">PM</td> <td style="text-align: center;">62</td> <td style="text-align: center;">43</td> <td style="text-align: center;">105</td> <td colspan="3"></td> </tr> </table>							In	Out	Total				AM	26	26	52				PM	62	43	105			
	In	Out	Total																														
AM	26	26	52																														
PM	62	43	105																														
	Counts	Lanes	V / C	= Total	Lanes	V / C	+ Project	Total	Lanes	V / C																							
	Volume			Volume			Volume	Volume																									
Northbound	↵ Left	94	1	0.059	101	1	0.063	4%	2	103	1	0.064																					
	↵ Lt-Th	0	0	0.000	0	0	0.000	0%	0	0	0	0.000																					
	↑ Thru	521	2	0.163	643	2	0.201	0%	0	643	2	0.201																					
	↘ Th-Rt	0	0	0.000	0	0	0.000	0%	0	0	0	0.000																					
	↗ Right	125	1	0.078	139	1	0.087	0%	0	139	1	0.087																					
↕ Shared	0	0	0.000	0	0	0.000	0%	0	0	0	0.000																						
Southbound	↵ Left	0	0	0.000	0	0	0.000	0%	0	0	0	0.000																					
	↵ Lt-Th	0	0	0.000	0	0	0.000	0%	0	0	0	0.000																					
	↓ Thru	639	2	0.200	756	2	0.236	0%	0	756	2	0.236																					
	↘ Th-Rt	0	0	0.000	0	0	0.000	0%	0	0	0	0.000																					
	↗ Right	169	1	0.106	184	1	0.115	0%	0	184	1	0.115																					
↕ Shared	0	0	0.000	0	0	0.000	0%	0	0	0	0.000																						
Eastbound	↵ Left	182	1	0.114	217	1	0.136	0%	0	217	1	0.136																					
	↵ Lt-Th	0	0	0.000	0	0	0.000	0%	0	0	0	0.000																					
	→ Thru	1259	2	0.296	1606	2	0.370	(15%)	6	1612	2	0.372																					
	↘ Th-Rt	1	0	0.000	1	0	0.000	0%	0	1	0	0.000																					
	↗ Right	164	0	0.000	171	0	0.000	(4%)	2	173	0	0.000																					
↕ Shared	0	0	0.000	0	0	0.000	0%	0	0	0	0.000																						
Westbound	↵ Left	206	1	0.129	234	1	0.146	0%	0	234	1	0.146																					
	↵ Lt-Th	0	0	0.000	0	0	0.000	0%	0	0	0	0.000																					
	↑ Thru	1309	2	0.296	1607	2	0.365	15%	9	1616	2	0.367																					
	↘ Th-Rt	1	0	0.000	1	0	0.000	0%	0	1	0	0.000																					
	↗ Right	114	0	0.000	144	0	0.000	0%	0	144	0	0.000																					
↕ Shared	0	0	0.000	0	0	0.000	0%	0	0	0	0.000																						
Critical Volumes:	North-South: 0.258		North-South: 0.299		North-South: 0.301																												
	East-West: 0.425		East-West: 0.516		East-West: 0.518																												
	Loss Time: 0.050		Loss Time: 0.050		Loss Time: 0.050																												
Volume/capacity (v/c) ratio:	0.733		0.865		0.869																												
Level of Service (LOS):	C		D		D																												
PROJECT																																	
Change in v/c due to project: 0.004																																	
Significantly impacted? NO																																	

Intersection Capacity Utilization (ICU)

Intersection No. 7	Base Year			Without Project			WITH PROJECT																	
North/South Street: Whittier Drive	Capacity: vphpl 1600 Dual 2880						<table style="margin: auto;"> <tr> <td></td> <td>In</td> <td>Out</td> <td>Total</td> </tr> <tr> <td>AM</td> <td>26</td> <td>26</td> <td>52</td> </tr> <tr> <td>PM</td> <td>62</td> <td>43</td> <td>105</td> </tr> </table>							In	Out	Total	AM	26	26	52	PM	62	43	105
	In	Out	Total																					
AM	26	26	52																					
PM	62	43	105																					
East/West Street: Wilshire Boulevard																								
WEEKDAY																								
AM Peak:																								
	Volume	Lanes	V / C	= Total Volume	Lanes	V / C	+ Project Volume	= Total Volume	Lanes	V / C														
Northbound	↵ Left	21	1	0.013	33	1	0.021	(20%) 5	38	1	0.024													
	↵ Lt-Th		0	0.000		0	0.000	0%		0	0.000													
	↑ Thru	64	1	0.020	71	1	0.022	(10%) 3	74	1	0.023													
	↗ Th-Rt		1	0.000		1	0.000	0%		1	0.000													
	↘ Right	12	1	0.008	31	1	0.019	0%	0	31	1	0.019												
↕ Shared		0	0.000		0	0.000	0%		0	0.000														
Southbound	↵ Left	162	0	0.000	172	0	0.000	10%	3	175	0	0.000												
	↵ Lt-Th		1	0.259		1	0.276	0%		1	0.277													
	↓ Thru	325	0	0.000	348	0	0.000	0%	0	348	0	0.000												
	↘ Th-Rt		1	0.259		1	0.276	0%		1	0.277													
	↘ Right	342	0	0.000	363	0	0.000	0%	0	363	0	0.000												
↕ Shared		0	0.000		0	0.000	0%		0	0.000														
Eastbound	↵ Left	228	1	0.143	244	1	0.153	0%	0	244	1	0.153												
	↵ Lt-Th		0	0.000		0	0.000	0%		0	0.000													
	→ Thru	1878	2	0.406	2735	2	0.588	20%	5	2740	2	0.589												
	↘ Th-Rt		1	0.000		1	0.000	0%		1	0.000													
	↘ Right	72	0	0.000	88	0	0.000	0%	0	88	0	0.000												
↕ Shared		0	0.000		0	0.000	0%		0	0.000														
Westbound	↵ Left	42	1	0.026	52	1	0.033	0%	0	52	1	0.033												
	↵ Lt-Th		0	0.000		0	0.000	0%		0	0.000													
	↑ Thru	2152	2	0.454	2914	2	0.613	0%	0	2914	2	0.613												
	↗ Th-Rt		1	0.000		1	0.000	0%		1	0.000													
	↗ Right	25	0	0.000	27	0	0.000	0%	0	27	0	0.000												
↕ Shared		0	0.000		0	0.000	0%		0	0.000														
Critical Volumes:	North-South:	0.279		North-South:	0.298			North-South:	0.300															
	East-West:	0.597		East-West:	0.766			East-West:	0.766															
	Loss Time:	0.050		Loss Time:	0.050			Loss Time:	0.050															
Volume/capacity (v/c) ratio:	0.926			1.115			1.116																	
Level of Service (LOS):	E			F			F																	
PROJECT IMPACT																								
Change in v/c due to project:										0.001														
Significantly impacted?										NO														

Intersection Capacity Utilization (ICU)

Intersection No. 7		Base Year			Without Project			WITH PROJECT															
North/South Street: Whittier Drive East/West Street: Wilshire Boulevard WEEKDAY PM Peak:		Capacity: vphpl 1600 Dual 2880						<table style="margin: auto;"> <tr> <td></td> <td style="text-align: center;">In</td> <td style="text-align: center;">Out</td> <td style="text-align: center;">Total</td> </tr> <tr> <td style="text-align: center;">AM</td> <td style="text-align: center;">26</td> <td style="text-align: center;">26</td> <td style="text-align: center;">52</td> </tr> <tr> <td style="text-align: center;">PM</td> <td style="text-align: center;">62</td> <td style="text-align: center;">43</td> <td style="text-align: center;">105</td> </tr> </table>					In	Out	Total	AM	26	26	52	PM	62	43	105
	In	Out	Total																				
AM	26	26	52																				
PM	62	43	105																				
	Counts	Lanes	V / C	= Total	Lanes	V / C	+ Project Volume	Total	Lanes	V / C													
Volume				Volume				Volume															
Northbound																							
↵ Left	48	1	0.030	43	1	0.027	(20%) 9	52	1	0.033													
↵ Lt-Th		0	0.000	0	0	0.000	0%		0	0.000													
↑ Thru	441	0	0.138	467	0	0.146	(10%) 4	471	0	0.147													
↘ Th-Rt		1	0.000	1	1	0.000	0%		1	0.000													
↘ Right	106	1	0.066	84	1	0.053	0%	0	84	1													
↔ Shared		0	0.000	0	0	0.000	0%		0	0.000													
Southbound																							
↵ Left	24	0	0.000	25	0	0.000	10%	6	31	0													
↵ Lt-Th		1	0.109	1	1	0.115	0%	0	145	1													
↑ Thru	138	0	0.000	145	0	0.000	0%	0	199	0													
↘ Th-Rt		1	0.109	1	1	0.115	0%	0	0	0.000													
↘ Right	188	0	0.000	199	0	0.000	0%	0	0	0.000													
↔ Shared		0	0.000	0	0	0.000	0%		0	0.000													
Eastbound																							
↵ Left	394	1	0.246	419	1	0.262	0%	0	419	1													
↵ Lt-Th		0	0.000	0	0	0.000	0%	0	0	0.000													
↑ Thru	1674	2	0.361	2196	2	0.471	20%	12	2208	2													
↘ Th-Rt		1	0.000	1	1	0.000	0%	0	64	0													
↘ Right	60	0	0.000	64	0	0.000	0%	0	0	0.000													
↔ Shared		0	0.000	0	0	0.000	0%		0	0.000													
Westbound																							
↵ Left	75	1	0.047	65	1	0.041	0%	0	65	1													
↵ Lt-Th		0	0.000	0	0	0.000	0%	0	0	0.000													
↑ Thru	1985	2	0.419	2550	2	0.537	0%	0	2550	2													
↘ Th-Rt		1	0.000	1	1	0.000	0%	0	1	0.000													
↘ Right	26	0	0.000	28	0	0.000	0%	0	28	0													
↔ Shared		0	0.000	0	0	0.000	0%		0	0.000													
Critical Volumes:	North-South: 0.247		North-South: 0.261		North-South: 0.264																		
	East-West: 0.665		East-West: 0.799		East-West: 0.799																		
	Loss Time: 0.050		Loss Time: 0.050		Loss Time: 0.050																		
Volume/capacity (v/c) ratio:	0.962			1.110			1.113																
Level of Service (LOS):	E			F			F																
PROJECT IMPACT																							
Change in v/c due to project:										0.003													
Significantly impacted?										NO													

Intersection Capacity Utilization (ICU)

Intersection No. 8	Base Year			Without Project			WITH PROJECT			
North/South Street: Crossover East/West Street: Santa Monica Bd WEEKDAY AM Peak:	Capacity: vphpl 1600 Dual 2880							In	Out	Total
							AM	26	26	52
							PM	62	43	105
	Volume	Lanes	V / C	= Total Volume	Lanes	V / C	+ Project Volume	= Total Volume	Lanes	V / C
Northbound	↪ Left	0	0 0.000	0	0 0.000	0%	0	0	0	0.000
	↪ Lt-Th	0	0 0.000	0	0 0.000	0%	0	0	0	0.000
	↑ Thru	839	2 0.262	1789	2 0.559	0%	0	1789	2	0.559
	↪ Th-Rt	0	0 0.000	0	0 0.000	0%	0	0	0	0.000
	↪ Right	0	0 0.000	0	0 0.000	0%	0	0	0	0.000
↔ Shared	0	0 0.000	0	0 0.000	0%	0	0	0	0.000	
Southbound	↪ Left	0	0 0.000	0	0 0.000	0%	0	0	0	0.000
	↪ Lt-Th	0	0 0.000	0	0 0.000	0%	0	0	0	0.000
	↓ Thru	0	0 0.000	0	0 0.000	0%	0	0	0	0.000
	↪ Th-Rt	0	0 0.000	0	0 0.000	0%	0	0	0	0.000
	↪ Right	0	0 0.000	0	0 0.000	0%	0	0	0	0.000
↔ Shared	0	0 0.000	0	0 0.000	0%	0	0	0	0.000	
Eastbound	↪ Left	0	0 0.000	0	0 0.000	0%	0	0	0	0.000
	↪ Lt-Th	0	0 0.000	0	0 0.000	0%	0	0	0	0.000
	↑ Thru	819	2 0.256	1369	2 0.428	20%	5	1374	2	0.429
	↪ Th-Rt	0	0 0.000	0	0 0.000	0%	0	0	0	0.000
	↪ Right	835	2 0.261	1455	2 0.455	0%	0	1455	2	0.455
↔ Shared	0	0 0.000	0	0 0.000	0%	0	0	0	0.000	
Westbound	↪ Left	0	0 0.000	0	0 0.000	0%	0	0	0	0.000
	↪ Lt-Th	0	0 0.000	0	0 0.000	0%	0	0	0	0.000
	↑ Thru	1806	3 0.376	2212	3 0.461	(20%)	4	2216	3	0.462
	↪ Th-Rt	0	0 0.000	0	0 0.000	0%	0	0	0	0.000
	↪ Right	0	0 0.000	0	0 0.000	0%	0	0	0	0.000
↔ Shared	0	0 0.000	0	0 0.000	0%	0	0	0	0.000	
Critical Volumes:	North-South:	0.262	North-South:	0.559	North-South:	0.559				
	East-West:	0.376	East-West:	0.461	East-West:	0.462				
	Loss Time:	0.050	Loss Time:	0.050	Loss Time:	0.050				
Volume/capacity (v/c) ratio:	0.688		1.070		1.071					
Level of Service (LOS):	B		F		F					
PROJECT IMPACT										
Change in v/c due to project:							0.001			
Significantly impacted?							NO			

Intersection Capacity Utilization (ICU)

Intersection No. 8	Base Year			Without Project			WITH PROJECT					
North/South Street: Crossover	Capacity: vphpl 1600 Dual 2880							<u>In</u>	<u>Out</u>	<u>Total</u>		
East/West Street: Santa Monica Bd							AM	26	26	52		
WEEKDAY							PM	62	43	105		
PM Peak:	Counts			= Total				Total				
	Volume	Lanes	V / C	Volume	Lanes	V / C	+ Project Volume	Volume	Lanes	V / C		
Northbound	↖ Left	0	0	0.000	0	0	0.000	0%	0	0	0	0.000
	↖ Lt-Th	0	0	0.000	0	0	0.000	0%	0	0	0	0.000
	↑ Thru	768	2	0.240	1020	2	0.319	0%	0	1020	2	0.319
	↗ Th-Rt	0	0	0.000	0	0	0.000	0%	0	0	0	0.000
	↘ Right	0	0	0.000	0	0	0.000	0%	0	0	0	0.000
↔ Shared	0	0	0.000	0	0	0.000	0%	0	0	0	0.000	
Southbound	↖ Left	0	0	0.000	0	0	0.000	0%	0	0	0	0.000
	↖ Lt-Th	0	0	0.000	0	0	0.000	0%	0	0	0	0.000
	↑ Thru	0	0	0.000	0	0	0.000	0%	0	0	0	0.000
	↗ Th-Rt	0	0	0.000	0	0	0.000	0%	0	0	0	0.000
	↘ Right	0	0	0.000	0	0	0.000	0%	0	0	0	0.000
↔ Shared	0	0	0.000	0	0	0.000	0%	0	0	0	0.000	
Eastbound	↖ Left	0	0	0.000	0	0	0.000	0%	0	0	0	0.000
	↖ Lt-Th	0	0	0.000	0	0	0.000	0%	0	0	0	0.000
	↑ Thru	1332	2	0.416	1677	2	0.524	20%	11	1688	2	0.528
	↗ Th-Rt	0	0	0.000	0	0	0.000	0%	0	0	0	0.000
	↘ Right	1358	2	0.424	1660	2	0.519	0%	0	1660	2	0.519
↔ Shared	0	0	0.000	0	0	0.000	0%	0	0	0	0.000	
Westbound	↖ Left	0	0	0.000	0	0	0.000	0%	0	0	0	0.000
	↖ Lt-Th	0	0	0.000	0	0	0.000	0%	0	0	0	0.000
	↑ Thru	1421	3	0.296	1747	3	0.364	(20%)	8	1755	3	0.366
	↗ Th-Rt	0	0	0.000	0	0	0.000	0%	0	0	0	0.000
	↘ Right	0	0	0.000	0	0	0.000	0%	0	0	0	0.000
↔ Shared	0	0	0.000	0	0	0.000	0%	0	0	0	0.000	
Critical Volumes:	North-South: 0.240		North-South: 0.319		North-South: 0.319							
	East-West: 0.424		East-West: 0.524		East-West: 0.528							
	Total: 0.050		Total: 0.050		Total: 0.050							
Volume/capacity (v/c) ratio:	0.714		0.893		0.897							
Level of Service (LOS):	C		D		D							
							PROJECT IMPACT					
							Change in v/c due to project:		0.003			
							Significantly impacted?		NO			

Intersection Capacity Utilization (ICU)

Intersection No. 9	Base Year			Without Project			WITH PROJECT				
North/South Street: Century Park East	Capacity: vphpl 1600 Dual 2880							In	Out	Total	
East/West Street: Santa Monica Bd							AM	26	26	52	
WEEKDAY							PM	62	43	105	
AM Peak:	Volume	Lanes	V / C	= Total Volume	Lanes	V / C	+ Project Volume	= Total Volume	Lanes	V / C	
Northbound											
↪ Left	142	2	0.049	151	2	0.052	0%	0	151	2	0.052
↪ Lt-Th <u>N/B RTOR:</u>	0	0	0.000	0	0	0.000	0%	0	0	0	0.000
↑ Thru Existing: 50%	0	0	0.000	0	0	0.000	0%	0	0	0	0.000
↪ Th-Rt Projected: 50%	0	0	0.000	0	0	0.000	0%	0	0	0	0.000
↪ Right	252	2	0.088	267	2	0.093	2%	1	268	2	0.093
↔ Shared	0	0	0.000	0	0	0.000	0%	0	0	0	0.000
Southbound											
↪ Left	0	0	0.000	0	0	0.000	0%	0	0	0	0.000
↪ Lt-Th <u>S/B RTOR:</u>	0	0	0.000	0	0	0.000	0%	0	0	0	0.000
↓ Thru Existing: 50%	0	0	0.000	0	0	0.000	0%	0	0	0	0.000
↪ Th-Rt Projected: 50%	0	0	0.000	0	0	0.000	0%	0	0	0	0.000
↪ Right	0	0	0.000	0	0	0.000	0%	0	0	0	0.000
↔ Shared	0	0	0.000	0	0	0.000	0%	0	0	0	0.000
Eastbound											
↪ Left	5	1	0.003	5	1	0.003	0%	0	5	1	0.003
↪ Lt-Th <u>E/B RTOR:</u>	0	0	0.000	0	0	0.000	0%	0	0	0	0.000
→ Thru Existing: 50%	1327	4	0.237	2480	4	0.443	18%	5	2485	4	0.444
↪ Th-Rt Projected: 50%	0	0	0.000	0	0	0.000	0%	0	0	0	0.000
↪ Right	529	1	0.331	561	1	0.351	0%	0	561	1	0.351
↔ Shared	0	0	0.000	0	0	0.000	0%	0	0	0	0.000
Westbound											
↪ Left	857	2	0.306	908	2	0.324	(2%)	1	909	2	0.325
↪ Lt-Th <u>W/B RTOR:</u>	0	0	0.000	0	0	0.000	0%	0	0	0	0.000
← Thru Existing: 50%	1837	3	0.383	3148	3	0.656	(18%)	5	3153	3	0.657
↪ Th-Rt Projected: 50%	0	0	0.000	0	0	0.000	0%	0	0	0	0.000
↪ Right	0	0	0.000	0	0	0.000	0%	0	0	0	0.000
↔ Shared	0	0	0.000	0	0	0.000	0%	0	0	0	0.000
Critical Volumes:	North-South: 0.088		North-South: 0.093		North-South: 0.093						
	East-West: 0.637		East-West: 0.767		East-West: 0.767						
	Loss Time: 0.050		Loss Time: 0.050		Loss Time: 0.050						
Volume/capacity (v/c) ratio:	0.775		0.910		0.911						
Level of Service (LOS):	C		E		E						
PROJECT IMPACT											
							Change in v/c due to project:		0.001		
							Significantly impacted?		NO		

Intersection Capacity Utilization (ICU)

Intersection No. 9	Base Year			Without Project			WITH PROJECT																										
North/South Street: Century Park East	Capacity: vphpl 1600 Dual 2880						<table style="width: 100%; border-collapse: collapse;"> <tr> <td></td> <td style="text-align: center;">In</td> <td style="text-align: center;">Out</td> <td style="text-align: center;">Total</td> <td colspan="3"></td> </tr> <tr> <td style="text-align: center;">AM</td> <td style="text-align: center;">26</td> <td style="text-align: center;">26</td> <td style="text-align: center;">52</td> <td colspan="3"></td> </tr> <tr> <td style="text-align: center;">PM</td> <td style="text-align: center;">62</td> <td style="text-align: center;">43</td> <td style="text-align: center;">105</td> <td colspan="3"></td> </tr> </table>							In	Out	Total				AM	26	26	52				PM	62	43	105			
	In	Out	Total																														
AM	26	26	52																														
PM	62	43	105																														
East/West Street: Santa Monica Bd																																	
WEEKDAY																																	
PM Peak:	Counts	Lanes	V / C	= Total	Lanes	V / C	+ Project Volume	Total	Lanes	V / C																							
	Volume			Volume				Volume																									
Northbound																																	
↖ Left		2	0.151		2	0.160	0%		2	0.160																							
↖ Lt-Th	434	0	0.000	460	0	0.000	0%	0	460	0.000																							
↑ Thru		0	0.000		0	0.000	0%	0		0.000																							
↗ Th-Rt	0	0	0.000	0	0	0.000	0%	0	0	0.000																							
↗ Right		2	0.272		2	0.288	2%	1	831	0.289																							
↔ Shared	783	0	0.000	830	0	0.000	0%			0.000																							
Southbound																																	
↖ Left		0	0.000		0	0.000	0%	0	0	0.000																							
↖ Lt-Th	0	0	0.000	0	0	0.000	0%	0	0	0.000																							
↑ Thru		0	0.000		0	0.000	0%	0	0	0.000																							
↗ Th-Rt	0	0	0.000	0	0	0.000	0%	0	0	0.000																							
↗ Right		0	0.000		0	0.000	0%	0	0	0.000																							
↔ Shared	0	0	0.000	0	0	0.000	0%			0.000																							
Eastbound																																	
↖ Left		1	0.016		1	0.017	0%	0	27	0.017																							
↖ Lt-Th	25	0	0.000	27	0	0.000	0%	0	27	0.000																							
↑ Thru		4	0.357		4	0.466	18%	11	2622	0.468																							
↗ Th-Rt	2001	0	0.000	2611	0	0.000	0%	0	2622	0.000																							
↗ Right		1	0.126		1	0.134	0%	0	214	0.134																							
↔ Shared	202	0	0.000	214	0	0.000	0%			0.000																							
Westbound																																	
↖ Left		2	0.170		2	0.180	(2%)	1	506	0.181																							
↖ Lt-Th	476	0	0.000	505	0	0.000	0%	0	506	0.000																							
↑ Thru		3	0.351		3	0.465	(18%)	8	2241	0.467																							
↗ Th-Rt	1683	0	0.000	2233	0	0.000	0%	0	2241	0.000																							
↗ Right		0	0.000		0	0.000	0%	0	0	0.000																							
↔ Shared	0	0	0.000	0	0	0.000	0%			0.000																							
Critical Volumes:	North-South: 0.272			North-South: 0.288			North-South: 0.289																										
	East-West: 0.527			East-West: 0.646			East-West: 0.649																										
	Loss Time: 0.050			Loss Time: 0.050			Loss Time: 0.050																										
Volume/capacity (v/c) ratio:	0.849			0.984			0.987																										
Level of Service (LOS):	D			E			E																										
							PROJECT IMPACT																										
							Change in v/c due to project: 0.003																										
							Significantly impacted? NO																										

Intersection Capacity Utilization (ICU)

Intersection No. 10	Base Year			Without Project			WITH PROJECT					
North/South Street: Whitter Drive	Capacity: vphpl 1600 Dual 2880							In	Out	Total		
East/West Street: Sunset Boulevard								AM	26	26	52	
WEEKDAY								PM	62	43	105	
AM Peak:				= Total								
	Volume	Lanes	V / C	Volume	Lanes	V / C	+ Project	Volume	= Total	Volume	Lanes	V / C
Northbound	↵ Left	1	0.037	40	1	0.055	(6%)	2	42	1	0.055	
	↵ Lt-Th	0	0.000	0	0	0.000	0%	0	0	0	0.000	
	↑ Thru	59	1	0.000	88	1	0.000	0%	0	88	1	0.000
	↗ Th-Rt	63	1	0.076	75	1	0.102	0%	0	75	1	0.103
	↘ Shared	0	0	0.000	0	0	0.000	(4%)	1	76	0	0.000
Southbound	↵ Left	1	0.173	38	1	0.189	0%	0	38	1	0.189	
	↵ Lt-Th	0	0.000	0	0	0.000	0%	0	0	0	0.000	
	↓ Thru	276	1	0.000	302	1	0.000	0%	0	302	1	0.000
	↘ Th-Rt	67	1	0.214	71	1	0.233	0%	0	71	1	0.233
	↘ Shared	0	0	0.000	0	0	0.000	0%	0	0	0	0.000
Eastbound	↵ Left	1	0.025	42	1	0.026	0%	0	42	1	0.026	
	↵ Lt-Th	0	0.000	0	0	0.000	0%	0	0	0	0.000	
	→ Thru	1347	1	0.434	1428	1	0.462	0%	0	1428	1	0.462
	↗ Th-Rt	43	1	0.000	49	1	0.000	0%	0	49	1	0.000
	↘ Shared	0	0	0.000	0	0	0.000	6%	2	51	0	0.000
Westbound	↵ Left	1	0.063	115	1	0.072	4%	1	116	1	0.073	
	↵ Lt-Th	0	0.000	0	0	0.000	0%	0	0	0	0.000	
	↑ Thru	1118	1	0.353	1185	1	0.374	0%	0	1185	1	0.374
	↗ Th-Rt	10	1	0.000	11	1	0.000	0%	0	11	1	0.000
	↘ Shared	0	0	0.000	0	0	0.000	0%	0	0	0	0.000
Critical Volumes:	North-South:	0.251		North-South:	0.288			North-South:	0.288			
	East-West:	0.497		East-West:	0.534			East-West:	0.535			
	Loss Time:	0.050		Loss Time:	0.050			LossTime:	0.050			
Volume/capacity (v/c) ratio:	0.798			0.872				0.873				
Level of Service (LOS):	C			D				D				
PROJECT IMPACT												
Change in v/c due to project:										0.001		
Significantly impacted?										NO		

Intersection Capacity Utilization (ICU)

Intersection No. 10	Base Year			Without Project			WITH PROJECT						
North/South Street: Whitter Drive	Capacity: vphpl 1600						In Out Total						
East/West Street: Sunset Boulevard	Dual 2880						AM 26 26 52						
WEEKDAY							PM 62 43 105						
PM Peak:	Counts	Lanes	V / C	= Total	Lanes	V / C	+ Project Volume	Total	Lanes	V / C			
	Volume			Volume				Volume					
Northbound	Left	1	0.152	110	1	0.188	(6%) 3	113	1	0.188			
	Lt-Th	0	0.000		0	0.000	0%		0	0.000			
	Thru	243	0	0.000	300	0	0.000	0%	0	300	0	0.000	
	Th-Rt	1	0.255		1	0.299	0%	0	1	0.300			
	Right	165	0	0.000	178	0	0.000	(4%) 2	180	0	0.000		
Shared	0	0.000		0	0.000	0%	0	0	0.000				
Southbound	Left	1	0.062	32	1	0.072	0%	0	32	1	0.072		
	Lt-Th	0	0.000		0	0.000	0%	0	0	0.000			
	Thru	99	0	0.000	115	0	0.000	0%	0	115	0	0.000	
	Th-Rt	1	0.092		1	0.104	0%	0	1	0.104			
	Right	48	0	0.000	51	0	0.000	0%	0	51	0	0.000	
Shared	0	0.000		0	0.000	0%	0	0	0.000				
Eastbound	Left	1	0.032	54	1	0.034	0%	0	54	1	0.034		
	Lt-Th	0	0.000		0	0.000	0%	0	0	0.000			
	Thru	1272	1	0.407	1348	1	0.433	0%	0	1348	1	0.434	
	Th-Rt	1	0.000		1	0.000	0%	0	1	0.000			
	Right	31	0	0.000	36	0	0.000	6%	4	40	0	0.000	
Shared	0	0.000		0	0.000	0%	0	0	0.000				
Westbound	Left	1	0.062	114	1	0.071	4%	2	116	1	0.073		
	Lt-Th	0	0.000		0	0.000	0%	0	0	0.000			
	Thru	1148	1	0.363	1217	1	0.384	0%	0	1217	1	0.384	
	Th-Rt	1	0.000		1	0.000	0%	0	1	0.000			
	Right	12	0	0.000	13	0	0.000	0%	0	13	0	0.000	
Shared	0	0.000		0	0.000	0%	0	0	0.000				
Critical Volumes:	North-South: 0.317			North-South: 0.371			North-South: 0.372						
	East-West: 0.469			East-West: 0.504			East-West: 0.507						
	Total: 0.050			Total: 0.050			Total: 0.050						
Volume/capacity (v/c) ratio:	0.836			0.925			0.929						
Level of Service (LOS):	D			E			E						
PROJECT IMPACT													
Change in v/c due to project:										0.004			
Significantly impacted?										NO			