

# Attachment 11

Simultaneous Event Studies

(Submitted by Applicant)

# MEMORANDUM

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To: Jay Newman  
Athens BH Development, LLC

Date: September 29, 2016

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From: David S. Shender, P.E.  
Linscott, Law & Greenspan, Engineers

LLG Ref: 5-16-0232-1

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Subject: **Addendum to the September 9, 2016 Supplemental Traffic Impact Assessment of Potential Simultaneous Special Events at the One Beverly Hills Project and Beverly Hilton/Waldorf Astoria Hotel**

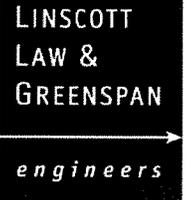
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This memorandum has been prepared by Linscott, Law & Greenspan, Engineers (“LLG”) to provide an addendum to the September 9, 2016 supplemental assessment regarding the potential traffic impacts related to potential simultaneous special events at the proposed One Beverly Hills project (the “Project”) and the adjacent Beverly Hilton Hotel and the Waldorf-Astoria Hotel (after opening) when each hotel is at full capacity.

## Summary of September 9, 2016 Supplemental Assessment

The supplemental assessment evaluated the potential traffic impacts of the Project – including an assumed 285-person dinner event at the site – on the night of a 1,000-person dinner event at the Beverly Hilton. As described in the supplemental assessment, the 285-person event at the Project represents the seated capacity of the Project’s ballroom. Further, a 1,000-person simultaneous event for the Beverly Hilton was assumed in the supplemental assessment based on data provided in the 2007 traffic study prepared by the City’s independent traffic consultant (Fehr & Peers) for the Beverly Hilton Revitalization Project. The profile of events at the Beverly Hilton as provided in the Beverly Hilton traffic study indicated that in 2006, there were 98 events at the Beverly Hilton accommodating between 500 and 1,000 guests, and only six events hosting more than 1,000 guests. Thus, the assumption of a 1,000-person dinner event at the Beverly Hilton occurring during the same evening as a dinner event at the Project was considered to be reasonably conservative for traffic analysis purposes.

The supplemental assessment concluded that the additional traffic resulting from the Project on a night of a large (1,000-person) event at the Beverly Hilton would be less than significant at the intersections and street segments evaluated in City’s Supplemental Environmental Impact Report (SEIR) prepared for the Project. Further, Fehr & Peers prepared a peer review of the supplemental assessment on behalf of the City and concluded as follows: “The supplement traffic study is based on standard methodologies and was prepared in accordance with the typical procedures applied to traffic studies in Beverly Hills. We concur with the analysis results and conclusions.”



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### **Comments at September 19, 2016 Planning Commission Hearing**

The findings of the supplemental assessment were presented at the City of Beverly Hills Planning Commission hearing conducted for the Project on September 19, 2016. At the hearing, representatives of the Beverly Hilton asserted that the Beverly Hilton regularly accommodates events with greater attendance than 1,000 persons and that the supplemental assessment should have been prepared assuming 2,000 dinner guests at the Beverly Hilton. While representatives of the Beverly Hilton did not present data to support their assertions regarding attendance and frequency of such large-scale events at the Beverly Hilton, both City staff and the Project applicant agreed to prepare a revised traffic analysis assessing the impacts of the Project – including a 285-person dinner event in its ballroom – occurring on the same evening as a 2,000-person dinner event at the Beverly Hilton.

We have since reviewed the records of the City of Beverly Hills Public Assembly permits to determine the Beverly Hilton's current event profile. These records show that the only events that have more than 2,000 people are the Golden Globes and Milken Conference, which are special events discussed in the September 9, 2016 study. In fact, according to the City's records of assembly permits, which are required for all public assemblies over 50 people, there were no other single events in 2014 or 2015 with more than 2,000 people.<sup>1</sup> As the applicant's representatives stated to the Planning Commission, the One Beverly Hills project would not hold events in its ballroom during the Golden Globes and Milken Conference that are not associated with those events. Therefore, the scenario studied in this report represents a truly conservative analysis. Nonetheless, as requested by the Planning Commission, we have studied a 2,000-person event as set forth below.

### **Revised Simultaneous Event Traffic Analysis**

The supplemental analysis outlines the methodology used to estimate trip generation at the Beverly Hilton related to a 1,000-person event, including use of traffic data provided in the traffic study prepared for the Beverly Hilton Revitalization Project. The supplemental analysis estimates that a 1,000-person dinner event would generate 215 inbound trips and 70 outbound trips during the weekday PM commuter peak hour. For a 2,000-person event, it is reasonable to estimate that the site-generated trips would be double the number estimated for a 1,000-person event; that is, 430 inbound trip and 140 outbound trips during the weekday PM commuter peak hour.

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<sup>1</sup> Four other instances during the 2014-2015 period were noted in the records when 2,000 or more people were scheduled to be at the Beverly Hilton for separate events, but the start times were staggered, which likely dispersed the arrival traffic over a period of time.

### Study Intersections

The traffic impact analysis was updated for the 11 study intersections using the procedures and methodologies outlined in the supplemental analysis. The results of the traffic impact analysis for the study intersections are summarized in *Table 1*. The Intersection Capacity Utilization (ICU) data worksheets for the City of Beverly Hills intersections and the Critical Movement Analysis (CMA) data worksheets for the City of Los Angeles intersections are attached to this memorandum.

Similar to the supplemental analysis, Column [1] of *Table 1* is labeled as Cumulative, which is intended to be consistent with the “Cumulative” analysis provided in the OBH Traffic Study. This column includes existing traffic, as well as traffic due to area growth (including the adjacent Beverly Hilton Revitalization project).

Column [2] of *Table 1* is the Cumulative + Hilton Special Event, which is the total of the traffic from Column [1] of *Table 1* plus the estimated traffic related to a 2,000-person special dinner event at the Beverly Hilton. Similar to the supplemental analysis, Column [2] is considered the “baseline” condition for purposes of assessing the traffic impacts of the Project (including a special event at the Project).

Column [3] of *Table 1* adds the forecasted traffic related to the Project, plus the traffic related to a special event at the Project to Column [2] of *Table 1*. As shown in *Table 1*, the relative traffic impacts of the Project plus a special event at the Project are assessed by comparing traffic operations calculated in Column [3] to those in Column [2] because the special events at the Beverly Hilton (whether at 1,000 or 2,000 attendees) are considered an existing condition.

As shown in column [3] of *Table 1*, the traffic impacts of the Project plus a special dinner event at the Project occurring simultaneous to a 2,000-person dinner event at the Beverly Hilton during the weekday PM commuter peak hour will result in incremental, but less than significant traffic impacts for all 11 study intersections based on application of the corresponding significant impact thresholds. This is consistent with the finding provided in the supplemental analysis. The relatively small increase in traffic at the Project related to a special dinner event during the PM peak hour would not change the findings of the potential traffic impacts as were analyzed in the One Beverly Hills Traffic Study and the SEIR. In other words, there will not be any significant traffic impacts in the event there are simultaneous events occurring at the Project and the Beverly Hilton and the Waldorf Astoria when all of the hotels are at full occupancy.

Study Residential Street Segments

The analysis of potential impacts at the three residential street segments evaluated in the SEIR and supplemental analysis was updated based on the assumed 2,000-person dinner event at the Beverly Hilton. Similar to the analysis of study intersections, the forecast trips related to a special event at the OBH hotel was compared to a baseline condition during the PM peak hour whereby a 2,000-person event was hosted at the Beverly Hilton. The relative significance of the calculated traffic impacts was assessed using the City of Beverly Hills thresholds of significance for the three residential street segments evaluated in the supplemental analysis. **Table 2** provides the forecast added trips to the three residential street segments evaluated during the weekday PM peak hour.

**Table 2**  
**Residential Street Impact Analysis**  
**PM Peak Hour**

Segment	Cumulative	Cumulative with Beverly Hilton Special Event	Cumulative with Beverly Hilton Special Event + + OBH Project + OBH Special Event	Change: Volume/%	Sig?
Whittier Dr.: Wilshire Blvd. & Elevado Ave.	1,279	1,325	1,336	11 trips/ 0.8%	No
Whittier Dr.: Elevado Ave. & Lomitas Ave.	935	969	978	9 trips/ 0.9%	No
Elevado Ave.: Whittier Dr. & Beverly Dr.	519	532	535	3 trips/ 0.6%	No

Jay Newman  
September 29, 2016  
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As shown in *Table 2*, the potential traffic impacts related to the Project plus a special event at the OBH hotel occurring simultaneously to a 2,000-person event at the Beverly Hilton would be less than significant. This is consistent with the finding provided in the supplemental analysis.

cc: File

**TABLE 18**  
**DINNER EVENT ATTENDANCE**

Month	<99 People	100-499 People	500-999 People	>1000 People	Monthly Percent of Total
January	2	3	5	2	6%
February	1	4	8	0	7%
March	2	5	12	1	10%
April	2	2	7	0	6%
May	6	5	10	0	11%
June	0	7	8	1	8%
July	0	3	1	0	2%
August	5	4	3	0	6%
September	4	5	6	0	8%
October	4	3	14	1	11%
November	4	5	16	0	13%
December	11	6	8	1	13%
<b>Total</b>	<b>41</b>	<b>52</b>	<b>98</b>	<b>6</b>	<b>--</b>
<b>Attendance Percent of Total</b>	<b>21%</b>	<b>26%</b>	<b>50%</b>	<b>3%</b>	<b>100%</b>

Source: The Beverly Hilton Hotel, 2007

**Table 1  
LEVELS OF SERVICE SUMMARY  
AND VOLUME TO CAPACITY RATIOS  
WEEKDAY PM PEAK HOUR [a]**

21-Sep-16

NO.	INTERSECTION	[1]		[2]		[3]			
		CUMULATIVE V/C	LOS	CUMULATIVE + HILTON SPECIAL EVENT V/C	LOS	CUMULATIVE + HILTON SPECIAL EVENT + OBH PROJECT SPECIAL EVENT V/C	LOS	CHANGE V/C [(3)-(2)]	SIGNIF. IMPACT [b], [c]
1	Santa Monica Boulevard North / Beverly Drive	1.093	F	1.102	F	1.105	F	0.003	NO
2	Santa Monica Boulevard North / Wilshire Boulevard	1.143	F	0.982	E	0.982	E	0.000	NO
3	Santa Monica Boulevard South / Beverly Drive	0.917	E	0.921	E	0.920	E	-0.001	NO
4	Santa Monica Boulevard South / Wilshire Boulevard	1.006	F	1.014	F	1.015	F	0.001	NO
5	Santa Monica Boulevard North / Merv Griffin Way	0.990	E	1.072	F	1.089	F	0.017	NO
6	Beverly Drive / Wilshire Boulevard	1.028	F	1.046	F	1.050	F	0.004	NO
7	Whittier Drive - Merv Griffin Way / Wilshire Boulevard	1.334	F	1.284	F	1.289	F	0.005	NO
8	Santa Monica Boulevard / Crossover	0.858	D	0.888	D	0.899	D	0.011	NO
9	Santa Monica Boulevard / Century Park East	0.696	B	0.704	C	0.685	B	-0.019	NO
10	Whittier Drive / Sunset Boulevard	1.045	F	1.071	F	1.071	F	0.000	NO
11	Santa Monica Boulevard / Avenue of the Stars	0.659	B	0.666	B	0.672	B	0.006	NO

[a] LOS calculations for Beverly Hills signalized intersections were performed using the ICU methodology and LOS for Los Angeles signalized intersections were performed using the CMA methodology.

[b] According to the City of Beverly Hills, an impact is considered significant if the final volume-to-capacity ratio (v/c) equals or exceeds the thresholds shown below:

<u>Level of Service</u>	<u>Final V/C</u>	<u>Project-Related Increase in V/C</u>
D	> 0.800 - 0.900	equal to or greater than 0.030
E/F	> 0.900	equal to or greater than 0.020

[c] According to LADOT's "Traffic Study Policies and Procedures", August 2014, a transportation impact on an intersection shall be deemed significant in accordance with the following table:

<u>Final v/c</u>	<u>LOS</u>	<u>Project Related Increase in v/c</u>
0.701 - 0.800	C	equal to or greater than 0.040
0.801 - 0.900	D	equal to or greater than 0.020
> 0.901	E, F	equal to or greater than 0.010

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**INTERSECTION CAPACITY UTILIZATION**

N-S St: N Santa Monica Boulevard  
 E-W St: Beverly Drive  
 Project: One Beverly Hills Project / 5-16-0232-1  
 File: ICU1

N Santa Monica Boulevard @ Beverly Drive  
 Peak hr: PM  
 Annual Growth: 0.00%

Date: 09/21/2016  
 Date of Count: 2015  
 Projection Year: 2020

2020 CUMULATIVE				2020 CUM. + OBH PROJECT				2020 CUM. + HILTON EVENT				2020 CUM. + HILTON EVENT + OBH EVENT + OBH PROJECT				2020 W/ PROJECT MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
Nb Left	70	1600	0.044	1	71	1600	0.044	8	79	1600	0.049	2	81	1600	0.051	0	81	1600	0.051
Nb Thru	1707	3200	0.547 *	4	1711	3200	0.548 *	24	1734	3200	0.555 *	10	1745	3200	0.559 *	0	1745	3200	0.559 *
Nb Right	43	0	-	0	43	0	-	0	43	0	-	0	43	0	-	0	43	0	-
Sb Left	171	1600	0.107 *	0	171	1600	0.107 *	0	171	1600	0.107 *	0	171	1600	0.107 *	0	171	1600	0.107 *
Sb Thru	1768	3200	0.584	0	1768	3200	0.584	73	1849	3200	0.610	12	1862	3200	0.614	0	1862	3200	0.614
Sb Right	102	0	-	0	102	0	-	0	102	0	-	0	102	0	-	0	102	0	-
Eb Left	94	1600	0.059 *	0	94	1600	0.059 *	0	94	1600	0.059 *	0	94	1600	0.059 *	0	94	1600	0.059 *
Eb Thru	428	3200	0.158	0	428	3200	0.158	0	428	3200	0.167	0	428	3200	0.169	0	428	3200	0.169
Eb Right	77	0	-	2	79	0	-	26	106	0	-	5	112	0	-	0	112	0	-
Wb Left	66	1600	0.041	-1	65	1600	0.041	0	66	1600	0.041	-1	65	1600	0.041	0	65	1600	0.041
Wb Thru	587	3200	0.281 *	1	588	3200	0.281 *	0	587	3200	0.281 *	1	588	3200	0.281 *	0	588	3200	0.281 *
Wb Right	311	0	-	0	311	0	-	0	311	0	-	0	311	0	-	0	311	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			1.093				1.095				1.102				1.105				1.105
LOS			F				F				F				F				F

\* Key conflicting movement as a part of ICU  
 1 Counts conducted by National Data and Surveying Services  
 2 Capacity expressed in veh/hour of green

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**INTERSECTION CAPACITY UTILIZATION**

N-S St: N Santa Monica Boulevard  
 E-W St: Wilshire Boulevard  
 Project: One Beverly Hills Project / 5-16-0232-1  
 File: ICU2

N Santa Monica Boulevard @ Wilshire Boulevard  
 Peak hr: PM  
 Annual Growth: 0.00%

Date: 09/21/2016  
 Date of Count: 2015  
 Projection Year: 2020

Movement	2020 CUMULATIVE			2020 CUM. + OBH PROJECT				2020 CUM. + HILTON EVENT				2020 CUM. + HILTON EVENT + OBH EVENT + OBH PROJECT				2020 W/ PROJECT MITIGATION			
	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
Nb Left	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *
Nb Thru	785	3200	0.245	17	802	3200	0.251	15	802	3200	0.251	24	829	3200	0.259	0	829	3200	0.259
Nb Right	83	1600	0.052	0	83	1600	0.052	20	105	1600	0.066	4	109	1600	0.068	0	109	1600	0.068
Sb Left	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Sb Thru	1145	3961	0.289 *	6	1151	3982	0.289 *	47	1197	3909	0.306 *	21	1220	3951	0.309 *	0	1220	3951	0.309 *
Sb Right [3]	705	2439	0.000	-6	699	2418	0.076	52	763	2491	0.083	-6	756	2449	0.090	0	756	2449	0.090
Eb Left	694	1676	0.414 *	-12	682	3200	0.213 *	17	713	3200	0.223 *	-12	700	3200	0.219 *	0	700	3200	0.219 *
Eb Thru	1293	4724	0.280	-11	1282	4800	0.267	18	1313	4800	0.274	-11	1301	4800	0.271	0	1301	4800	0.271
Eb Right	31	0	-	0	31	1600	0.019	0	31	1600	0.019	0	31	1600	0.019	0	31	1600	0.019
Wb Left	244	1600	0.153	8	252	1600	0.158	60	311	1600	0.194	17	330	1600	0.206	0	330	1600	0.206
Wb Thru	1578	4800	0.340 *	-2	1576	4800	0.340 *	56	1640	4800	0.353 *	5	1646	4800	0.354 *	0	1646	4800	0.354 *
Wb Right	54	0	-	0	54	0	-	0	54	0	-	0	54	0	-	0	54	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			1.143				0.942				0.982				0.982				0.982
LOS			F				E				E				E				E

\* Key conflicting movement as a part of ICU  
 1 Counts conducted by National Data and Surveying Services  
 2 Capacity expressed in veh/hour of green  
 3 The southbound right-turn lane has an overlapping phase with eastbound left-turn phase.

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**INTERSECTION CAPACITY UTILIZATION**

N-S St: S Santa Monica Boulevard  
 E-W St: Beverly Drive  
 Project: One Beverly Hills Project / 5-16-0232-1  
 File: ICU3

S Santa Monica Boulevard @ Beverly Drive  
 Peak hr: PM  
 Annual Growth: 0.00%

Date: 09/21/2016  
 Date of Count: 2015  
 Projection Year: 2020

Movement	2020 CUMULATIVE			2020 CUM. + OBH PROJECT				2020 CUM. + HILTON EVENT				2020 CUM. + HILTON EVENT + OBH EVENT + OBH PROJECT				2020 W/ PROJECT MITIGATION			
	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
Nb Left	191	1600	0.119	2	193	1600	0.121	0	191	1600	0.119	2	193	1600	0.121	0	193	1600	0.121
Nb Thru	1478	3200	0.504 *	-3	1475	3200	0.503 *	11	1490	3200	0.508 *	-3	1487	3200	0.507 *	0	1487	3200	0.507 *
Nb Right	135	0	-	0	135	0	-	0	135	0	-	0	135	0	-	0	135	0	-
Sb Left	91	1600	0.057 *	0	91	1600	0.057 *	0	91	1600	0.057 *	0	91	1600	0.057 *	0	91	1600	0.057 *
Sb Thru	978	3200	0.327	-1	977	3200	0.326	34	1016	3200	0.338	4	1020	3200	0.339	0	1020	3200	0.339
Sb Right	67	0	-	-1	66	0	-	0	67	0	-	-1	66	0	-	0	66	0	-
Eb Left	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Eb Thru	510	3200	0.215 *	0	510	3200	0.215 *	0	510	3200	0.215 *	0	510	3200	0.215 *	0	510	3200	0.215 *
Eb Right	179	0	-	0	179	0	-	0	179	0	-	0	179	0	-	0	179	0	-
Wb Left	65	1600	0.041 *	0	65	1600	0.041 *	0	65	1600	0.041 *	0	65	1600	0.041 *	0	65	1600	0.041 *
Wb Thru	700	3200	0.219	0	700	3200	0.219	0	700	3200	0.219	0	700	3200	0.219	0	700	3200	0.219
Wb Right	183	1600	0.114	0	183	1600	0.114	0	183	1600	0.114	0	183	1600	0.114	0	183	1600	0.114
Yellow Allowance:			0.100 *					0.100 *					0.100 *					0.100 *	
ICU	0.917							0.921				0.920				0.920			
LOS	E			E				E				E				E			

\* Key conflicting movement as a part of ICU  
 1 Counts conducted by National Data and Surveying Services  
 2 Capacity expressed in veh/hour of green

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**INTERSECTION CAPACITY UTILIZATION**

N-S St: Santa Monica Boulevard  
 E-W St: Wilshire Boulevard  
 Project: One Beverly Hills Project / 5-16-0232-1  
 File: ICU4

Santa Monica Boulevard @ Wilshire Boulevard  
 Peak hr: PM  
 Annual Growth: 0.00%

Date: 09/21/2016  
 Date of Count: 2015  
 Projection Year: 2020

Movement	2020 CUMULATIVE			2020 CUM. + OBH PROJECT				2020 CUM. + HILTON EVENT				2020 CUM. + HILTON EVENT + OBH EVENT + OBH PROJECT				2020 W/ PROJECT MITIGATION			
	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
Nb Left	67	1600	0.042	0	67	1600	0.042	0	67	1600	0.042	0	67	1600	0.042	0	67	1600	0.042
Nb Thru	1031	3200	0.322 *	7	1038	3200	0.324 *	0	1031	3200	0.322 *	7	1039	3200	0.325 *	0	1039	3200	0.325 *
Nb Right	332	1600	0.208	10	342	1600	0.214	0	332	1600	0.208	10	343	1600	0.214	0	343	1600	0.214
Sb Left	110	1600	0.069 *	0	110	1600	0.069 *	0	110	1600	0.069 *	0	110	1600	0.069 *	0	110	1600	0.069 *
Sb Thru	538	3200	0.263	0	538	3200	0.263	0	538	3200	0.275	0	538	3200	0.276	0	538	3200	0.276
Sb Right	304	0	-	-2	302	0	-	34	342	0	-	3	345	0	-	0	345	0	-
Eb Left	277	0	0.058	-7	270	0	0.056	11	289	0	0.060	-7	281	0	0.059	0	281	0	0.059
Eb Thru	1153	4800	0.298 *	-4	1149	4800	0.296 *	27	1183	4800	0.307 *	0	1183	4800	0.305 *	0	1183	4800	0.305 *
Eb Right	44	1600	0.000	0	44	1600	0.000	0	44	1600	0.000	0	44	1600	0.000	0	44	1600	0.000
Wb Left	347	1600	0.217 *	0	347	1600	0.217 *	0	347	1600	0.217 *	0	347	1600	0.217 *	0	347	1600	0.217 *
Wb Thru	1426	4800	0.319	7	1433	4800	0.321	82	1517	4800	0.338	18	1537	4800	0.343	0	1537	4800	0.343
Wb Right	107	0	-	0	107	0	-	0	107	0	-	0	107	0	-	0	107	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			1.006				1.006				1.014				1.015				1.015
LOS			F				F				F				F				F

\* Key conflicting movement as a part of ICU  
 1 Counts conducted by National Data and Surveying Services  
 2 Capacity expressed in veh/hour of green

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**INTERSECTION CAPACITY UTILIZATION**

N-S St: Santa Monica Boulevard  
 E-W St: Merv Griffin Way  
 Project: One Beverly Hills Project / 5-16-0232-1  
 File: ICU5

Santa Monica Boulevard @ Merv Griffin Way  
 Peak hr: PM  
 Annual Growth: 0.00%

Date: 09/21/2016  
 Date of Count: 2015  
 Projection Year: 2020

Movement	2020 CUMULATIVE			2020 CUM. + OBH PROJECT				2020 CUM. + HILTON EVENT				2020 CUM. + HILTON EVENT + OBH EVENT + OBH PROJECT				2020 W/ PROJECT MITIGATION						
	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio			
Nb Left	603	1600	0.377 *	-2	601	1600	0.376 *	86	699	1600	0.437 *	-2	697	1600	0.436 *	0	697	1600	0.436 *			
Nb Thru	901	3200	0.282	20	921	3200	0.288	0	901	3200	0.282	20	923	3200	0.288	0	923	3200	0.288			
Nb Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-			
Sb Left	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000			
Sb Thru	1377	3200	0.430 *	28	1405	3200	0.439 *	0	1377	3200	0.430 *	52	1435	3200	0.448 *	0	1435	3200	0.448 *			
Sb Right	69	1600	0.043	-15	54	1600	0.034	108	189	1600	0.118	-15	172	1600	0.108	0	172	1600	0.108			
Eb Left	15	181	0.083	-6	9	113	0.050	35	54	516	0.105	4	58	554	0.105	0	58	554	0.105			
Eb Thru	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000			
Eb Right	250	3019	0.083	-4	246	3087	0.081 *	28	281	2684	0.105 *	-4	277	2646	0.105	0	277	2646	0.105			
Wb Left	0	0	0.000	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000	0	0	0	0.000			
Wb Thru	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000			
Wb Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-			
Yellow Allowance:			0.100 *					0.100 *					0.100 *					0.100 *				
ICU	0.990							0.996				1.072				1.089						
LOS	E			E				F				F				F						

\* Key conflicting movement as a part of ICU  
 1 Counts conducted by National Data and Surveying Services  
 2 Capacity expressed in veh/hour of green

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**INTERSECTION CAPACITY UTILIZATION**

N-S St: Beverly Drive  
 E-W St: Wilshire Boulevard  
 Project: One Beverly Hills Project / 5-16-0232-1  
 File: ICU6

Beverly Drive @ Wilshire Boulevard  
 Peak hr: PM  
 Annual Growth: 0.00%

Date: 09/21/2016  
 Date of Count: 2015  
 Projection Year: 2020

Movement	2020 CUMULATIVE			2020 CUM. + OBH PROJECT				2020 CUM. + HILTON EVENT				2020 CUM. + HILTON EVENT + OBH EVENT + OBH PROJECT				2020 W/ PROJECT MITIGATION			
	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
Nb Left	169	1600	0.106 *	-1	168	1600	0.105 *	17	188	1600	0.118 *	1	189	1600	0.118 *	0	189	1600	0.118 *
Nb Thru	518	3200	0.162	0	518	3200	0.162	0	518	3200	0.162	0	518	3200	0.162	0	518	3200	0.162
Nb Right	184	1600	0.115	0	184	1600	0.115	0	184	1600	0.115	0	184	1600	0.115	0	184	1600	0.115
Sb Left	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Sb Thru	693	3200	0.217 *	0	693	3200	0.217 *	0	693	3200	0.217 *	0	693	3200	0.217 *	0	693	3200	0.217 *
Sb Right	160	1600	0.100	0	160	1600	0.100	0	160	1600	0.100	0	160	1600	0.100	0	160	1600	0.100
Eb Left	139	1600	0.087	0	139	1600	0.087	0	139	1600	0.087	0	139	1600	0.087	0	139	1600	0.087
Eb Thru	1882	4800	0.430 *	9	1891	4800	0.431 *	21	1905	4800	0.436 *	12	1918	4800	0.439 *	0	1918	4800	0.439 *
Eb Right	181	0	-	-1	180	0	-	6	188	0	-	0	188	0	-	0	188	0	-
Wb Left	282	1600	0.176 *	0	282	1600	0.176 *	0	282	1600	0.176 *	0	282	1600	0.176 *	0	282	1600	0.176 *
Wb Thru	1542	4800	0.359	9	1551	4800	0.361	65	1614	4800	0.374	18	1634	4800	0.378	0	1634	4800	0.378
Wb Right	180	0	-	0	180	0	-	0	180	0	-	0	180	0	-	0	180	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			1.028				1.029				1.046				1.050				1.050
LOS			F				F				F				F				F

\* Key conflicting movement as a part of ICU  
 1 Counts conducted by National Data and Surveying Services  
 2 Capacity expressed in veh/hour of green

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**INTERSECTION CAPACITY UTILIZATION**

N-S St: Whittier Drive - Merv Griffin Way  
 E-W St: Wilshire Boulevard  
 Project: One Beverly Hills Project / 5-16-0232-1  
 File: ICU7

Whittier Drive - Merv Griffin Way @ Wilshire Boulevard  
 Peak hr: PM  
 Annual Growth: 0.00%

Date: 09/21/2016  
 Date of Count: 2015  
 Projection Year: 2020

Movement	2020 CUMULATIVE			2020 CUM. + OBH PROJECT				2020 CUM. + HILTON EVENT				2020 CUM. + HILTON EVENT + OBH EVENT + OBH PROJECT				2020 W/ PROJECT MITIGATION						
	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio			
Nb Left	39	1600	0.024	-13	26	1600	0.016	28	70	1600	0.044	-13	56	1600	0.035	0	56	1600	0.035			
Nb Thru	537	1600	0.396 *	-3	534	1600	0.334 *	14	553	1600	0.346 *	-3	550	1600	0.344 *	0	550	1600	0.344 *			
Nb Right	97	0	-	-21	76	1600	0.048	35	136	1600	0.085	-21	113	1600	0.071	0	113	1600	0.071			
Sb Left	45	0	0.028	0	45	0	0.028	0	45	0	0.028	0	45	0	0.028	0	45	0	0.028			
Sb Thru	157	1600	0.126	0	157	1600	0.126	43	205	1600	0.156	5	211	1600	0.160	0	211	1600	0.160			
Sb Right	323	1600	0.202 *	1	324	1600	0.203 *	0	323	1600	0.202 *	1	324	1600	0.203 *	0	324	1600	0.203 *			
Eb Left	279	1600	0.174 *	5	284	1600	0.178 *	0	279	1600	0.174 *	7	287	1600	0.179 *	0	287	1600	0.179 *			
Eb Thru	2158	4800	0.463	0	2158	4800	0.461	0	2158	4800	0.483	0	2158	4800	0.484	0	2158	4800	0.484			
Eb Right	66	0	-	-10	56	0	-	86	162	0	-	2	164	0	-	0	164	0	-			
Wb Left	57	1600	0.036	-14	43	1600	0.027	108	177	1600	0.111	-7	169	1600	0.106	0	169	1600	0.106			
Wb Thru	2187	4800	0.462 *	6	2193	4800	0.463 *	0	2187	4800	0.462 *	6	2194	4800	0.463 *	0	2194	4800	0.463 *			
Wb Right	30	0	-	0	30	0	-	0	30	0	-	0	30	0	-	0	30	0	-			
Yellow Allowance:			0.100 *					0.100 *					0.100 *					0.100 *				
ICU	1.334							1.277								1.289						
LOS	F							F								F						

\* Key conflicting movement as a part of ICU  
 1 Counts conducted by National Data and Surveying Services  
 2 Capacity expressed in veh/hour of green  
 3 Northbound and southbound operate with split phasing.

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**INTERSECTION CAPACITY UTILIZATION**

N-S St: Santa Monica Boulevard  
 E-W St: Crossover  
 Project: One Beverly Hills Project / 5-16-0232-1  
 File: ICU8

Santa Monica Boulevard @ Crossover  
 Peak hr: PM  
 Annual Growth: 0.00%

Date: 09/21/2016  
 Date of Count: 2015  
 Projection Year: 2020

Movement	2020 CUMULATIVE			2020 CUM. + OBH PROJECT				2020 CUM. + HILTON EVENT				2020 CUM. + HILTON EVENT + OBH EVENT + OBH PROJECT				2020 W/ PROJECT MITIGATION						
	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio			
Nb Left	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000			
Nb Thru	1480	3200	0.463 *	19	1499	3200	0.468 *	86	1576	3200	0.493 *	31	1610	3200	0.503 *	0	1610	3200	0.503 *			
Nb Right [3]	0	3200	0.000	0	0	3200	0.000	0	0	3200	0.000	0	0	3200	0.000	0	0	3200	0.000			
Sb Left	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *			
Sb Thru	1638	4800	0.341	52	1690	4800	0.352	28	1669	4800	0.348	62	1738	4800	0.362	0	1738	4800	0.362			
Sb Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-			
Eb Left	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *			
Eb Thru	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000			
Eb Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-			
Wb Left	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000			
Wb Thru	947	3200	0.296 *	0	947	3200	0.296 *	0	947	3200	0.296 *	0	947	3200	0.296 *	0	947	3200	0.296 *			
Wb Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-			
Yellow Allowance:			0.100 *					0.100 *					0.100 *					0.100 *				
ICU	0.858							0.864				0.888				0.899						
LOS	D			D				D				D				D						

\* Key conflicting movement as a part of ICU  
 1 Counts conducted by National Data and Surveying Services  
 2 Capacity expressed in veh/hour of green  
 3 Free-flow movement

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street: <b>Santa Monica Boulevard</b>		Year of Count: <b>2015</b>		Ambient Growth: (%): <b>0.0</b>		Conducted by: <b>NDS</b>		Date: <b>9/21/2016</b>										
	CMA9	East-West Street: <b>Century Park East</b>	Projection Year: <b>2020</b>		Peak Hour: <b>PM</b>		Reviewed by: <b>MB</b>		Project: <b>One Beverly Hills Project / 5-18-02</b>										
No. of Phases		4		4		4		4		4									
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0									
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0		0		0		0		0									
ATSAC-1 or ATSAC+ATCS-2?		2		2		2		2		2									
Override Capacity		0		0		0		0		0									
MOVEMENT		FUTURE CUMULATIVE			FUTURE + OBH PROJECT			FUTURE + HILTON EVENT				FUT + SIMUL. EVENTS + OBH PROJ				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0						0				0				0		
	Through	2218	4	555	-82	2136	534	96	2314	4	579	-69	2245	4	561	0	2245	4	561
	Through-Right		0						0				0				0		
	Right	247	1	0	-17	230	0	0	247	1	0	-17	230	1	0	0	230	1	0
	Left-Through-Right		0						0				0				0		
Left-Right		0						0				0				0			
SOUTHBOUND	Left	248	2	136	-17	231	127	0	248	2	136	-17	231	2	127	0	231	2	127
	Left-Through		0						0				0				0		
	Through	2108	3	703	-101	2007	669	31	2139	3	713	-90	2049	3	683	0	2049	3	683
	Through-Right		0						0				0				0		
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0						0				0				0		
Left-Right		0						0				0				0			
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0						0				0				0		
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0						0				0				0		
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0						0				0				0		
Left-Right		0						0				0				0			
WESTBOUND	Left	503	2	277	-18	485	267	0	503	2	277	-18	485	2	267	0	485	2	267
	Left-Through		0						0				0				0		
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0						0				0				0		
	Right	959	2	391	-18	941	391	0	959	2	391	-18	941	2	391	0	941	2	391
	Left-Through-Right		0						0				0				0		
Left-Right		0						0				0				0			
CRITICAL VOLUMES		North-South: 703 East-West: 391 SUM: 1094		North-South: 669 East-West: 391 SUM: 1060		North-South: 715 East-West: 391 SUM: 1106		North-South: 688 East-West: 391 SUM: 1079		North-South: 688 East-West: 391 SUM: 1079									
VOLUME/CAPACITY (V/C) RATIO:		0.796		0.771		0.804		0.785		0.785									
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.696		0.671		0.704		0.685		0.685									
LEVEL OF SERVICE (LOS):		B		B		C		B		B									

REMARKS:

Version: 11 Beta; 8/4/2011

**PROJECT IMPACT**

Change in v/c due to project: **-0.019**      Δv/c after mitigation: **-0.019**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

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**INTERSECTION CAPACITY UTILIZATION**

N-S St: Whittier Drive  
 E-W St: Sunset Boulevard  
 Project: One Beverly Hills Project / 5-16-0232-1  
 File: ICU10

Whittier Drive @ Sunset Boulevard  
 Peak hr: PM  
 Annual Growth: 0.00%

Date: 09/21/2016  
 Date of Count: 2015  
 Projection Year: 2020

Movement	2020 CUMULATIVE			2020 CUM. + OBH PROJECT				2020 CUM. + HILTON EVENT				2020 CUM. + HILTON EVENT + OBH EVENT + OBH PROJECT				2020 W/ PROJECT MITIGATION						
	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio			
Nb Left	191	1600	0.119	2	193	1600	0.121	8	200	1600	0.125	3	203	1600	0.127	0	203	1600	0.127			
Nb Thru	285	1600	0.309 *	0	285	1600	0.307 *	0	285	1600	0.313 *	0	285	1600	0.312 *	0	285	1600	0.312 *			
Nb Right	209	0	-	-3	206	0	-	6	216	0	-	-2	214	0	-	0	214	0	-			
Sb Left	12	1600	0.008 *	0	12	1600	0.008 *	0	12	1600	0.008 *	0	12	1600	0.008 *	0	12	1600	0.008 *			
Sb Thru	117	1600	0.089	0	117	1600	0.089	0	117	1600	0.089	0	117	1600	0.089	0	117	1600	0.089			
Sb Right	25	0	-	0	25	0	-	0	25	0	-	0	25	0	-	0	25	0	-			
Eb Left	50	1600	0.031	0	50	1600	0.031	0	50	1600	0.031	0	50	1600	0.031	0	50	1600	0.031			
Eb Thru	1555	3200	0.497 *	0	1555	3200	0.497 *	0	1555	3200	0.506 *	0	1555	3200	0.507 *	0	1555	3200	0.507 *			
Eb Right	34	0	-	2	36	0	-	26	63	0	-	4	67	0	-	0	67	0	-			
Wb Left	212	1600	0.133 *	-1	211	1600	0.132 *	17	231	1600	0.144 *	1	232	1600	0.145 *	0	232	1600	0.145 *			
Wb Thru	1294	3200	0.413	0	1294	3200	0.413	0	1294	3200	0.413	0	1294	3200	0.413	0	1294	3200	0.413			
Wb Right	28	0	-	0	28	0	-	0	28	0	-	0	28	0	-	0	28	0	-			
Yellow Allowance:			0.100 *					0.100 *					0.100 *					0.100 *				
ICU	1.045							1.071				1.071										
LOS	F			F				F				F				F						

\* Key conflicting movement as a part of ICU  
 1 Counts conducted by National Data and Surveying Services  
 2 Capacity expressed in veh/hour of green

# Level of Service Worksheet (Circular 212 Method)



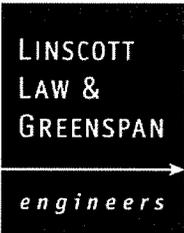
IS #:	North-South Street:	<b>Santa Monica Boulevard</b>	Year of Count:	<b>2015</b>	Ambient Growth: (%):	<b>0.0</b>	Conducted by:	<b>NDS</b>	Date:	<b>9/21/2016</b>											
CMA11	East-West Street:	<b>Avenue of the Stars</b>	Projection Year:	<b>2020</b>	Peak Hour:	<b>PM</b>	Reviewed by:	<b>MB</b>	Project:	<b>One Beverly Hills Project / 5-16-02</b>											
No. of Phases		4	4		4		4		4												
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0	0		0		0		0												
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB- 3 SB- 0	NB- 3 SB- 0	NB- 3 SB- 0	NB- 3 SB- 0	NB- 3 SB- 0	NB- 3 SB- 0	NB- 3 SB- 0	NB- 3 SB- 0												
ATSAC-1 or ATSAC+ATCS-2?		EB- 0 WB- 0	EB- 0 WB- 0	EB- 0 WB- 0	EB- 0 WB- 0	EB- 0 WB- 0	EB- 0 WB- 0	EB- 0 WB- 0	EB- 0 WB- 0												
Override Capacity		2	2		2		2		2												
		0	0		0		0		0												
MOVEMENT	FUTURE CUMULATIVE			FUTURE + OBH PROJECT			FUTURE + HILTON EVENT				FUT + SIMUL. EVENTS + OBH PROJ				FUTURE W/ PROJECT W/ MITIGATION						
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume			
NORTHBOUND	Left	46	1	46	0	46	46	0	46	1	46	0	46	1	46	0	46	1	46		
	Left-Through		0							0				0				0			
	Through	1995	4	499	-2	1993	498	96	2091	4	523	11	2102	4	526	0	2102	4	526		
	Through-Right		0							0				0				0			
	Right	331	1	86	0	331	86	0	331	1	86	0	331	1	86	0	331	1	86		
	Left-Through-Right		0							0				0				0			
Left-Right		0							0				0				0				
SOUTHBOUND	Left	375	2	206	35	410	226	0	375	2	206	35	410	2	226	0	410	2	226		
	Left-Through		0							0				0				0			
	Through	2255	3	752	12	2267	756	31	2286	3	762	23	2309	3	770	0	2309	3	770		
	Through-Right		0							0				0				0			
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Left-Through-Right		0							0				0				0			
Left-Right		0							0				0				0				
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Left-Through		0							0				0				0			
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Through-Right		0							0				0				0			
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Left-Through-Right		0							0				0				0			
Left-Right		0							0				0				0				
WESTBOUND	Left	699	3	245	0	699	245	0	699	3	245	0	699	3	245	0	699	3	245		
	Left-Through		0							0				0				0			
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Through-Right		0							0				0				0			
	Right	433	2	135	0	433	125	0	433	2	135	0	433	2	125	0	433	2	125		
	Left-Through-Right		0							0				0				0			
Left-Right		0							0				0				0				
CRITICAL VOLUMES		North-South: 798	East-West: 245		SUM: 1043	North-South: 802	East-West: 245		SUM: 1047	North-South: 808	East-West: 245		SUM: 1053	North-South: 816	East-West: 245		SUM: 1061	North-South: 816	East-West: 245		SUM: 1061
VOLUME/CAPACITY (V/C) RATIO:		0.759		0.761		0.766		0.772		0.772		0.772		0.772		0.772		0.772		0.772	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.659		0.661		0.666		0.672		0.672		0.672		0.672		0.672		0.672		0.672	
LEVEL OF SERVICE (LOS):		<b>B</b>		<b>B</b>		<b>B</b>		<b>B</b>		<b>B</b>		<b>B</b>		<b>B</b>		<b>B</b>		<b>B</b>		<b>B</b>	

REMARKS:

Version: 1I Beta; 8/4/2011

**PROJECT IMPACT**

Change in v/c due to project: **0.006**      Δv/c after mitigation: **0.006**  
 Significant Impacted? **NO**      Fully mitigated? **N/A**



MEMORANDUM

To: Jay Newman Athens BH Development, LLC Date: September 9, 2016

From: David S. Shender, P.E. Linscott, Law & Greenspan, Engineers LLG Ref: 5-16-0232-1

Subject: Supplemental Traffic Impact Assessment of Potential Simultaneous Special Events at the One Beverly Hills Project and Beverly Hilton/Waldorf Astoria Hotel

Engineers & Planners Traffic Transportation Parking

Linscott, Law & Greenspan, Engineers 20931 Burbank Boulevard Suite C Woodland Hills, CA 91367 818.835.8648 818.835.8649 www.llgengineers.com

Pasadena Irvine San Diego Woodland Hills

This memorandum has been prepared by Linscott, Law & Greenspan, Engineers ("LLG") to provide a supplemental assessment regarding the potential traffic impacts related to potential simultaneous special events at the proposed One Beverly Hills project (the "Project") and the adjacent Beverly Hilton Hotel and the Waldorf-Astoria Hotel (after opening) when each hotel is at full capacity. This assessment is not required under the City's established traffic methodologies and procedures, but has been prepared at the request of the Project applicant to provide the fullest range of information on the Project.

The Project is located at 9900 Wilshire Boulevard in the City of Beverly Hills and is adjacent to the existing Beverly Hilton Hotel and the under construction Waldorf Astoria Hotel. Figure 1 shows the location of the Project site within the general vicinity.

Consistent with the City's traffic methodology utilized by their consultant Fehr & Peers, the traffic study for the One Beverly Hills Project prepared by Fehr & Peers analyzed typical Project operations, as well as typical operations at the Beverly Hilton/Waldorf Astoria. In response to questions posed to the Project applicant, LLG has prepared a review of the potential traffic conditions when simultaneous special events occur at the Project and at the Beverly Hilton and the Waldorf Astoria Hotel when each hotel is at full occupancy. This analysis, which utilizes data from the One Beverly Hills project traffic study and the Beverly Hilton traffic study that were utilized as part of the One Beverly Hills supplemental environmental impact report ("SEIR") and the Beverly Hilton Revitalization Plan environmental impact report ("EIR"), respectively, determined that there will be no significant impacts at any of the nearby intersections and street segments during these occasional peak conditions. These are the same intersections and street segments that were studied as part of the SEIR.

### Executive Summary

- A traffic study was recently prepared by the City’s traffic consultant Fehr & Peers for the One Beverly Hills Project<sup>1</sup> (the “OBH Traffic Study”) and its SEIR. This same firm previously prepared a traffic study for the approved Beverly Hilton Revitalization project<sup>2</sup> (the “Beverly Hilton Traffic Study”) which took into account the addition of the Waldorf-Astoria Hotel along with 110 condominiums. The Beverly Hilton Traffic Study was included in the environmental impact report for the Beverly Hilton Revitalization project that was certified by the City Council.
  - The OBH Traffic Study concluded that with implementation of recommended mitigation measures, the resulting traffic impacts of the Project would be less than significant during the weekday commuter peak hours (both morning and evening), the weekday midday peak hour, and the Saturday midday peak hour.
  - Consistent with the City’s long established traffic methodology, both the OBH Traffic Study and the Beverly Hilton Traffic Study analyzed “typical” levels of activity within the meeting rooms and banquet space provided at each of the hotels, including the under construction Waldorf Astoria Hotel. (For example, traffic studies do not analyze the traffic generated by shopping centers on Black Friday, as the trip generation would be atypical and not representative of normal operations.)
- In response to questions posed to the Project applicant by the City’s Planning Commission, we have undertaken additional analysis of potential traffic conditions when simultaneous special events occur at the Project and at the Beverly Hilton and the Waldorf Astoria Hotel when each hotel is at full occupancy. As noted, an analysis of this type is not required under the California Environmental Quality Act (“CEQA”) or the City’s established traffic methodologies and therefore was not a part of the Project’s SEIR. It should be noted the Project’s SEIR concluded that based upon the OBH Traffic Study, the Project would not result in any significant environmental impacts with respect to traffic from the Project.
  - For the Project, a special event was defined as use of the Project’s main event facility, which is 4,475 square feet in size and can accommodate 285-seated guests, assuming no dance floor and no stage configuration. This is the full-seated occupancy of this room.

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<sup>1</sup> *One Beverly Hills - Transportation Impact Study*, Fehr & Peers, April 6, 2016.

<sup>2</sup> *Traffic Study for Beverly Hilton Revitalization Plan*, Fehr & Peers, October 2007

- For the Beverly Hilton, the profile of events hosted at the Beverly Hilton over a one-year period was provided in the Beverly Hilton Traffic Study, a copy of which is attached to this memorandum.
  - The Beverly Hilton event profile shows that over a one-year period, a total of six (6) events were hosted that accommodated more than 1,000 guests.
  - For these larger events (e.g., the Golden Globes), the Project would likely host complementary events, but in no event would host competing or simultaneous events within its own ballroom. It is envisioned, for example, that the Project may host on-site a pre- or post-event party (which otherwise may not be accommodated at the Beverly Hilton because it is at full utilization of its facilities). Giving guests the option to walk between the Beverly Hilton/Waldorf Astoria and the Project may actually serve to lessen the severity of traffic conditions that currently occur before and after a large event at the Beverly Hilton. In addition, under this occurrence a number of the guests attending the events at the Beverly Hilton and the Waldorf Astoria also could now be accommodated “on-site” at the Project since the Beverly Hilton and the Waldorf Astoria will very likely be sold out. In addition, the Project’s significant underground parking could be utilized to supplement the Beverly Hilton’s and the Waldorf Astoria’s parking. As a result, the Project’s modest meeting space, significant parking, and additional hotel rooms may help improve the traffic flow with respect to such larger events.
- The profile of events hosted at the Beverly Hilton indicated that 98 events were hosted over a one-year period that accommodated between 500 and 1,000 guests. To provide a highly conservative analysis, we have analyzed a peak 1,000-person simultaneous event at the Beverly Hilton occurring on a weeknight, with arriving vehicles coinciding with the evening peak hour commuter traffic.
- LLG utilized the driveway traffic count data provided in the Beverly Hilton Traffic Study to estimate the number of additional vehicles at the Beverly Hilton driveways during the evening of a 1,000-person dinner event at the hotel. These events are already occurring at the Hilton. Therefore, the traffic related to a 1,000-person dinner event was determined to be a conservative and appropriate baseline for use in this simultaneous event traffic assessment analysis.

- LLG utilized the traffic count data that is provided in the OBH Traffic Study to forecast the additional traffic generated by the Project due to a 285-person weeknight dinner event in the Project's main meeting room. The traffic related to "typical" operation of the Project as forecast in the OBH Traffic Study was combined with the estimated traffic related to a 285-person dinner event at the hotel. For this analysis, this was considered to be "the project" for traffic impact analysis purposes.
- The additional traffic estimated for a 1,000-person weeknight dinner event at the Beverly Hilton was added to the Cumulative traffic condition analyzed in the OBH Traffic Study. For this analysis, this was considered to be "the baseline" for traffic impact analysis purposes.
- The traffic analysis was prepared to determine whether the project (the Project + 285-person dinner event) would cause impacts when measured against the baseline (Cumulative + 1,000-person dinner event at the Beverly Hilton) at any of the 11 intersections and the 3 street segments that were studied in the OBH traffic study and the SEIR. LLG's traffic analysis concluded that the additional traffic resulting from the Project – including an evening event at the Project that occurs simultaneously with a large (1,000-person) event at the Beverly Hilton – would be less than significant at these same intersections and street segments.

The following sections provide further details about the traffic assessment in the event of simultaneous special events at the Project and the Beverly Hilton/Waldorf Astoria during full occupancy.

#### Traffic Study Prepared for the Final Supplemental EIR

The City's traffic consultant, Fehr & Peers, prepared the OBH Traffic Study for the Project. The OBH Traffic Study has been incorporated into the final SEIR prepared by the City for the Project. The OBH Traffic Study evaluated the potential traffic impacts of the Project through an analysis of the existing and future operations at 11 study intersections and 3 street segments under two scenarios: 1) Without taking into account Project-related traffic, and 2) After taking into account Project-related traffic.

The time periods evaluated in the OBH Traffic Study consisted of the following:

- Weekday morning (AM) peak hour;
- Weekday midday (MD) peak hour;
- Weekday afternoon (PM) peak hour;
- Saturday MD peak hour; and
- Non-peak hours

The OBH Traffic Study concluded that the Project-related traffic impacts would be less than significant. Accordingly, no traffic mitigation measures are recommended for the Project in the OBH Traffic Study and the SEIR. It is noted that the OBH Traffic Study considered existing traffic generated by the adjacent Beverly Hilton, as well as future traffic related to the approved Beverly Hilton Revitalization Plan with respect to the Waldorf Astoria and the 110 condominiums. The traffic impacts related to the Beverly Hilton Revitalization Plan were evaluated in a prior traffic study prepared by Fehr & Peers as part of the Beverly Hilton Traffic Study and the Beverly Hilton Revitalization Plan EIR.

As stated in the OBH Traffic Study, the traffic generated by the hotel component of the Project was estimated based on trip generation rates derived from driveway traffic counts conducted at the Beverly Hilton in conjunction with the Beverly Hilton Traffic Study. It is reasonable to assume that the Beverly Hilton driveway counts accounted for typical utilization of its meeting and ballroom space during the peak hour periods listed above. Accordingly, through the use of the Beverly Hilton trip generation rate data in the Beverly Hilton Traffic Study, the OBH Traffic Study took into account the traffic generated by the Project's meeting rooms.

#### Vehicle Trips Associated with Potential Simultaneous Special Events

The OBH Traffic Study evaluated the potential traffic impacts of the Project, including typical use of its meeting room components as would normally be expected during the study time periods, including the weekday AM and PM commuter peak hours. Based upon the data from the Beverly Hilton Traffic Study, it is atypical for an event at the Beverly Hilton hosting 1,000 or more people to occur during one of the analysis peak hours as only 6 of these events occurred in the year of study. It is reasonable to assume that in almost no circumstance (except perhaps rarely on one or two occasions per year) would a special event occur at the Beverly Hilton coinciding with a dinner event at the Project hosting the maximum 285 attendees in its ballroom on a weeknight.

This supplemental traffic impact assessment evaluates the potential traffic impacts on nearby intersections and street segments during the weekday PM peak hour resulting from simultaneous events occurring in the Project and the Beverly Hilton Revitalization when all of the hotels are at full occupancy. The evening peak hour time period was analyzed to provide a conservative analysis because the highest traffic volumes on area roadways and intersections occur during that time period.

To prepare this analysis, the Beverly Hilton Traffic Study was utilized to assess the potential additional trip generation during the weekday PM peak hour related to a special event at the Project (assumed to be primarily related to arrival dinner traffic). The Beverly Hilton Traffic Study states that a 700-person dinner event at the Beverly Hilton generated "...an increase of 100-200 cars at the hotel driveways..." as

compared to the baseline (non-special event) driveways counts conducted at the hotel. For this analysis, we have conservatively assumed the highest count (200 cars) and assumed that all vehicle trips occurred in one hour. To estimate trip generation at the Beverly Hilton for a 1,000-person event, the count of 200 cars cited in the Beverly Hilton Traffic Study was increased proportionately to 285 trips in a one hour period.

As the relative distribution (inbound/outbound) of the vehicle trips counted in association with the special event at the Beverly Hilton was not disclosed in the Beverly Hilton Traffic Study, we have assumed 215 inbound trips and 70 outbound trips related to the special event (i.e., outbound trips generated by departing taxis/limousines, including Uber vehicles transporting attendees to the event). The estimate of 215 inbound vehicle trips related to a 1,000-person event at the Beverly Hilton is reasonable in consideration of: 1) Two or more attendees per arriving vehicle; 2) Additional attendees arriving early (e.g., to have a before-dinner drink and/or explore the hotel and surrounding area) or late; and 3) Some attendees are likely guests of the hotel and therefore would not generate traffic during the arrival peak hour.

Extrapolation of the Beverly Hilton special event traffic data to the Project would yield the expectation of approximately 80 additional vehicle trips in the arrival peak hour associated with a maximum attendance dinner event (285 attendees) at the Project. Similar to the Beverly Hilton, the distribution of these special event trips at the Project are expected to be approximately 60 inbound trips<sup>3</sup> and 20 outbound trips during the weekday PM peak hour. On average, a special dinner event at the Project would generate one additional inbound trip per minute and one additional outbound trip every three minutes during the weekday PM peak hour.

The vehicle trips that were forecasted to be generated during the weekday PM commuter peak hour by special dinner events at the Beverly Hilton and at the Project were analyzed with respect to each of the 11 study intersections and 3 street segments evaluated in the OBH Traffic Study and the SEIR. *Figure 2* provides the assumed vehicular trip special event distribution percentages at each of these Project study intersections utilizing the trip distribution data from the OBH Traffic Study (i.e.,

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<sup>3</sup> It is noted that Figure 4A in the OBH traffic study forecasts 52 arriving vehicles in the hotel motor court during the weekday PM peak hour. Conservatively assuming that 52 arriving vehicle figure associated with regular hotel operations would remain constant during the evening of a special event at the Project, a total of 112 inbound vehicles would be forecast to arrive at the Project's motor court during the weekday PM peak hour (52 "regular" vehicles plus 60 special event vehicles). The Project motor court proposes to provide two lanes of traffic for arriving vehicles. Assuming the motor court is adequately staffed, it is reasonably estimated that one arriving car can be serviced every 20 seconds, or three cars per minute processed per lane. Extrapolated over a one-hour period, approximately arriving 360 cars can be processed in a one hour period in the Project's motor court. Accordingly, the forecast peak of 112 arriving vehicles during the evening of a special event can be readily accommodated by the Project's motor court.

revised access Option 1 as described in the Project's Final SEIR). *Figure 3* provides the assumed special event vehicular trip distribution percentages for the Beverly Hilton utilizing the trip distribution data from the Beverly Hilton Traffic Study.

#### Traffic Impact Assessment – Study Intersections

The relative significance of the calculated traffic impacts were assessed using the City of Beverly Hills thresholds of significance for the study intersections located in Beverly Hills. The significance of the potential impacts of the Project generated traffic for the City of Los Angeles study intersections was evaluated using the traffic impact criteria set forth in the Los Angeles Department of Transportation's *Traffic Study Policies and Procedures*, August 2014.

The traffic impact analysis prepared for each of the 11 study intersections are summarized in *Table 1*. The Intersection Capacity Utilization (ICU) data worksheets for the City of Beverly Hills intersections and the Critical Movement Analysis (CMA) data worksheets for the City of Los Angeles intersections are contained in *Appendices A* and *B*, respectively.

Column [1] of *Table 1* is labeled as Cumulative, which is intended to be consistent with the "Cumulative" analysis provided in the OBH Traffic Study. This column includes existing traffic, as well as traffic due to area growth (including the adjacent Beverly Hilton Revitalization project).

Column [2] of *Table 1* is the Cumulative + Hilton Special Event, which is the total of the traffic from Column [1] of *Table 1* plus the estimated traffic related to a special dinner event at the Beverly Hilton. For this analysis, Column [2] is considered the "baseline" condition for purposes of assessing the traffic impacts of the Project (including a special event at the Project).

Column [3] of *Table 1* adds the forecasted traffic related to the Project, plus the traffic related to a special event at the Project to Column [2] of *Table 1*. As shown in *Table 1*, the relative traffic impacts of the Project plus a special event at the Project are assessed by comparing traffic operations calculated in Column [3] to those in Column [2] because the special events at the Beverly Hilton are considered an existing condition.

As shown in column [3] of *Table 1*, the traffic impacts of the Project plus a special dinner event at the Project occurring simultaneous to a special dinner event at the Beverly Hilton during the weekday PM commuter peak hour will result in incremental, but less than significant traffic impacts for all 11 study intersections based on application of the corresponding significant impact thresholds. The relatively small increase in traffic at the Project related to a special dinner event during the PM peak hour would not change the findings of the potential traffic

impacts as were analyzed in the One Beverly Hills Traffic Study and the SEIR. In other words, there will not be any significant traffic impacts in the event there are simultaneous events occurring at the Project and the Beverly Hilton and the Waldorf Astoria when all of the hotels are at full occupancy.

Traffic Impact Assessment – Residential Street Segments

The relative significance of the calculated traffic impacts were assessed using the City of Beverly Hills thresholds of significance for the three residential street segments evaluated in the OBH Traffic Study. **Table 2** provides the forecast added trips to the three residential street segments evaluated in the OBH traffic study during the weekday PM peak hour.

**Table 2  
 Residential Street Impact Analysis  
 PM Peak Hour**

Segment	Cumulative	Cumulative with Beverly Hilton Special Event	Cumulative with Beverly Hilton Special Event + + OBH Project + OBH Special Event	Change: Volume/%	Sig?
Whittier Dr.: Wilshire Blvd. & Elevado Ave.	1,279	1,302	1,313	11 trips/ 0.8%	No
Whittier Dr.: Elevado Ave. & Lomitas Ave.	935	952	961	9 trips/ 0.9%	No
Elevado Ave.: Whittier Dr. & Beverly Dr.	519	525	528	3 trips/ 0.6%	No

Similar to the analysis of study intersections, the forecast trips related to a special event at the OBH hotel was compared to a baseline condition during the PM peak hour whereby a 1,000-person event was hosted at the Beverly Hilton. Table 18 of the OBH Traffic Study provides the Cumulative traffic volumes for the three residential street segments during the PM peak hour. Using this data, the estimated trips at the three segments related to a 1,000-person event at the Beverly Hilton were added to the OBH Traffic Study Cumulative forecasts to provide a baseline condition. To assess the impact of the Project, the trips related to the Project as provided in the OBH Traffic Study, plus the estimated traffic related to a special event at the hotel, were added to the baseline condition in *Table 2*.

Using the City of Beverly Hills most stringent threshold (i.e., a change in traffic of 6.25% or more), the added trips associated with the Project and a special event at the OBH hotel would fall far below the City's thresholds of significance. Therefore, the potential traffic impacts related to the Project plus a special event at the OBH hotel occurring simultaneously to a 1,000-person event at the Beverly Hilton would be less than significant.

cc: File

**Table 1  
LEVELS OF SERVICE SUMMARY  
AND VOLUME TO CAPACITY RATIOS  
WEEKDAY PM PEAK HOUR [a]**

09-Sep-16

NO.	INTERSECTION	[1]		[2]		[3]			
		CUMULATIVE V/C	LOS	CUMULATIVE SPECIAL EVENT V/C	LOS	CUMULATIVE + HILTON SPECIAL EVENT + OBH PROJECT + OBH SPECIAL EVENT V/C	LOS	CHANGE V/C [(3)-(2)]	SIGNIF. IMPACT [b], [c]
1	Santa Monica Boulevard North / Beverly Drive	1.093	F	1.097	F	1.101	F	0.004	NO
2	Santa Monica Boulevard North / Wilshire Boulevard	1.143	F	0.964	E	0.964	E	0.000	NO
3	Santa Monica Boulevard South / Beverly Drive	0.917	E	0.919	E	0.918	E	-0.001	NO
4	Santa Monica Boulevard South / Wilshire Boulevard	1.006	F	1.010	F	1.011	F	0.001	NO
5	Santa Monica Boulevard North / Merv Griffin Way	0.990	E	1.031	F	1.048	F	0.017	NO
6	Beverly Drive / Wilshire Boulevard	1.028	F	1.038	F	1.041	F	0.003	NO
7	Whittier Drive - Merv Griffin Way / Wilshire Boulevard	1.334	F	1.279	F	1.284	F	0.005	NO
8	Santa Monica Boulevard / Crossover	0.858	D	0.873	D	0.884	D	0.011	NO
9	Santa Monica Boulevard / Century Park East	0.696	B	0.699	B	0.677	B	-0.022	NO
10	Whittier Drive / Sunset Boulevard	1.045	F	1.058	F	1.058	F	0.000	NO
11	Santa Monica Boulevard / Avenue of the Stars	0.659	B	0.662	B	0.668	B	0.006	NO

[a] LOS calculations for Beverly Hills signalized intersections were performed using the ICU methodology and LOS for Los Angeles signalized intersections were performed using the CMA methodology.

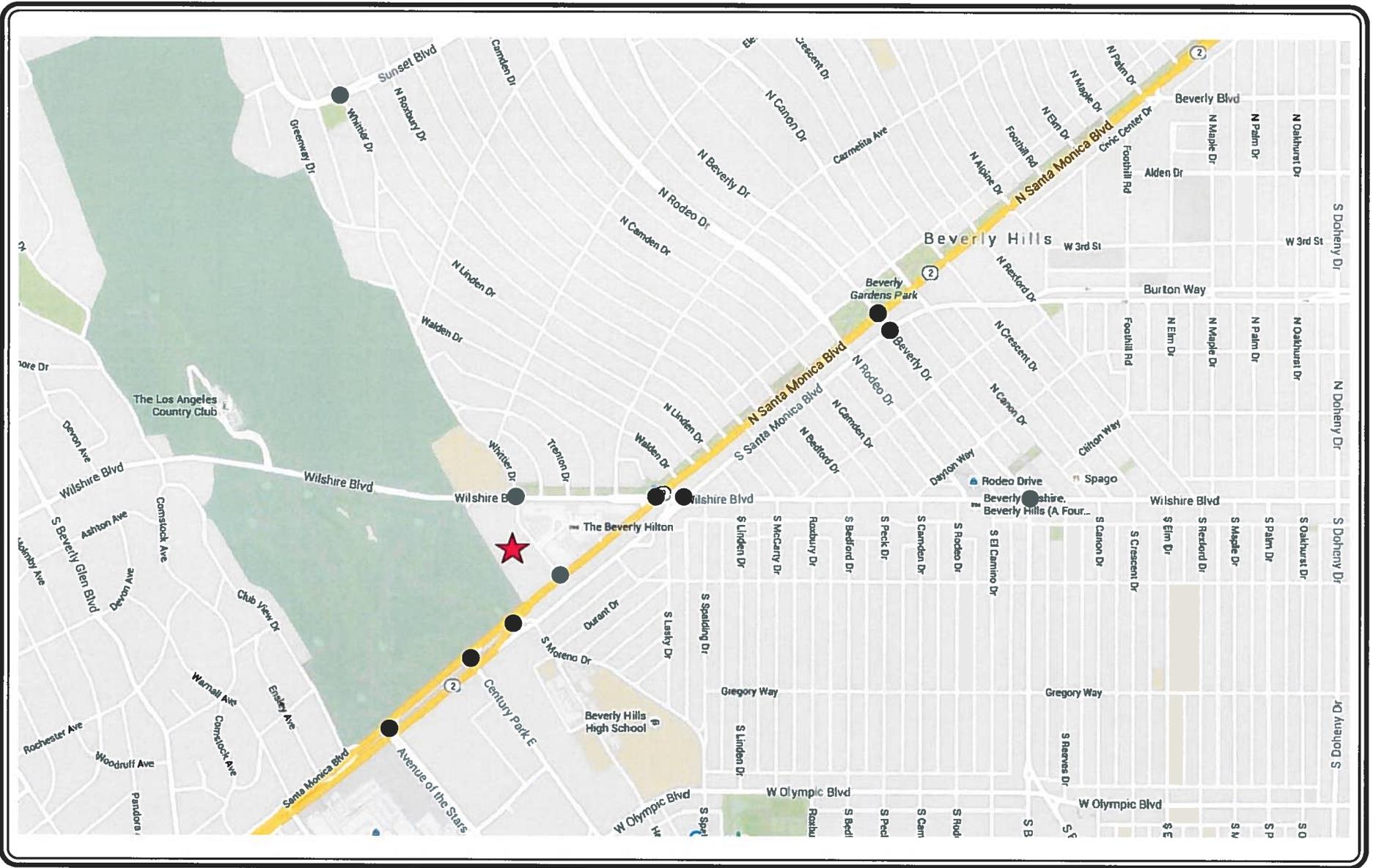
[b] According to the City of Beverly Hills, an impact is considered significant if the final volume-to-capacity ratio (v/c) equals or exceeds the thresholds shown below:

<u>Level of Service</u>	<u>Final V/C</u>	<u>Project-Related Increase in V/C</u>
D	> 0.800 - 0.900	equal to or greater than 0.030
E/F	> 0.900	equal to or greater than 0.020

[c] According to LADOT's "Traffic Study Policies and Procedures", August 2014, a transportation impact on an intersection shall be deemed significant in accordance with the following table:

<u>Final v/c</u>	<u>LOS</u>	<u>Project Related Increase in v/c</u>
0.701 - 0.800	C	equal to or greater than 0.040
0.801 - 0.900	D	equal to or greater than 0.020
> 0.901	E, F	equal to or greater than 0.010

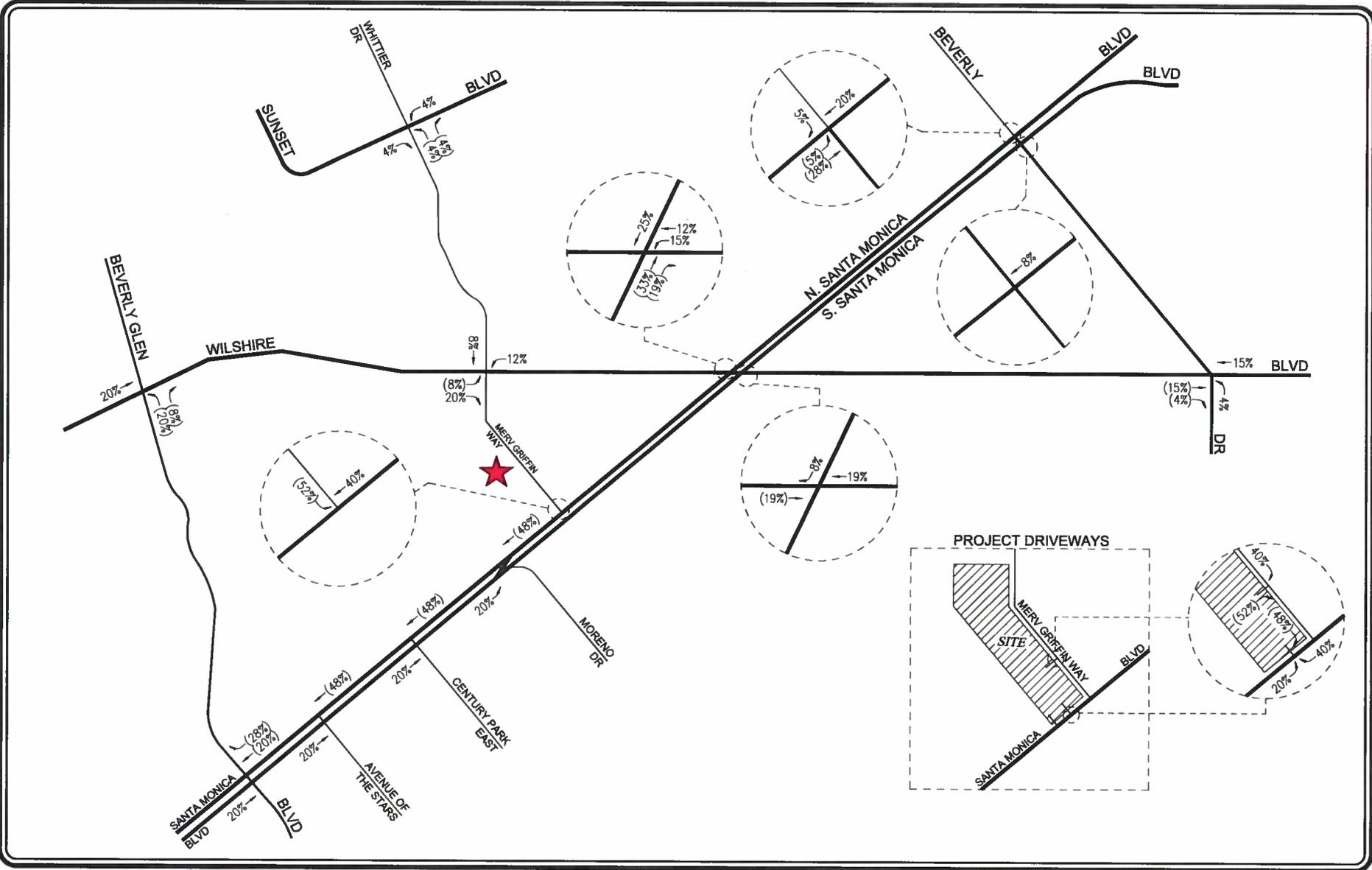
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- MAP SOURCE: GOOGLE MAPS
- ★ PROJECT SITE
- STUDY INTERSECTION

**FIGURE 1**  
**VICINITY MAP**

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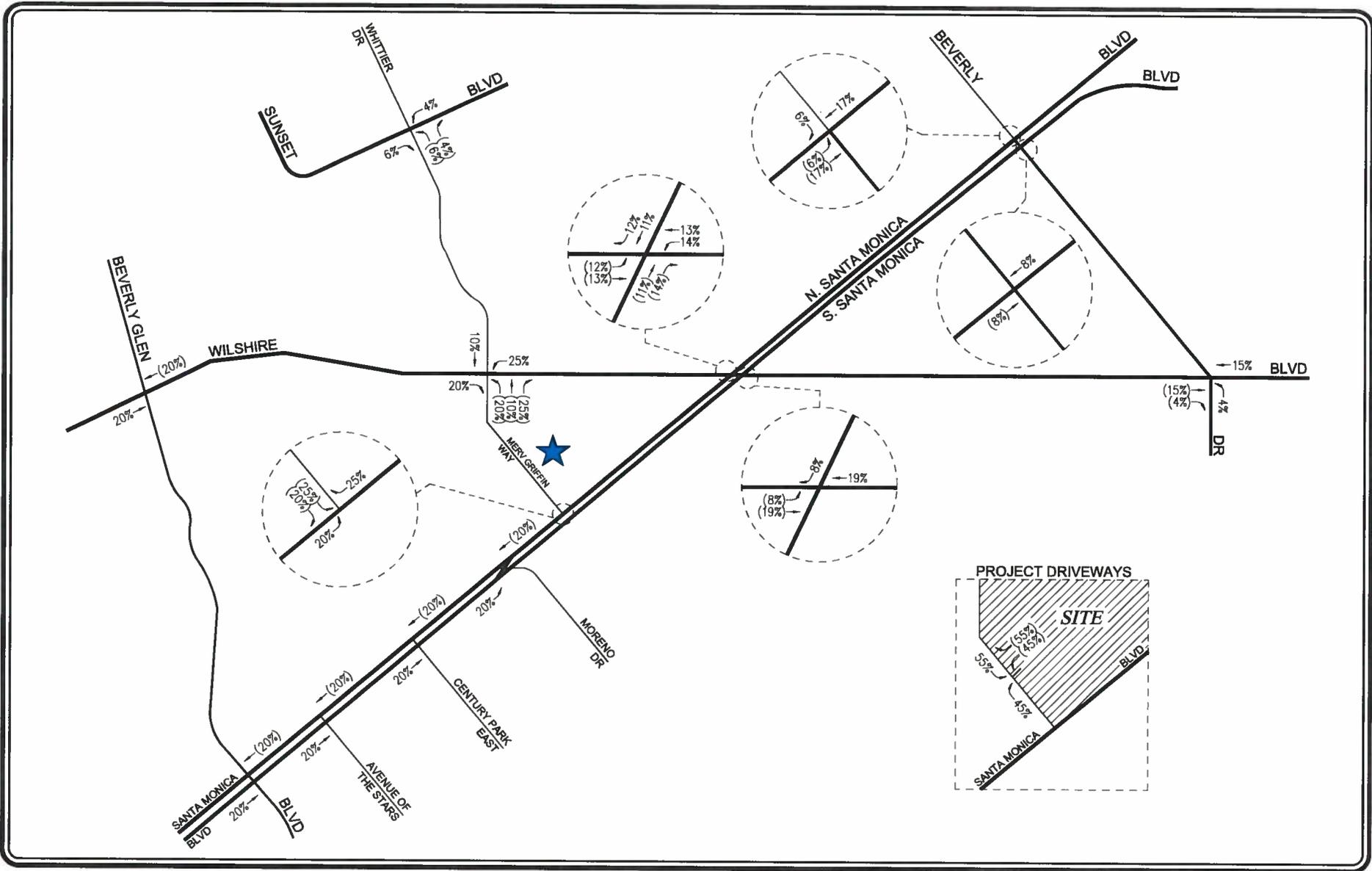
★ PROJECT SITE  
 ## = INBOUND PERCENTAGES  
 (##) = OUTBOUND PERCENTAGES

# FIGURE 2

## ONE BEVERLY HILLS PROJECT TRIP DISTRIBUTION

SPECIAL EVENT TRIPS  
 ONE BEVERLY HILLS PROJECT

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NOT TO SCALE

★ PROJECT SITE  
 ## = INBOUND PERCENTAGES  
 (##) = OUTBOUND PERCENTAGES

# FIGURE 3 BEVERLY HILTON PROJECT TRIP DISTRIBUTION

SPECIAL EVENT TRIPS  
 ONE BEVERLY HILLS PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

**LINSCOTT, LAW & GREENSPAN, ENGINEERS**  
 20931 Burbank Boulevard, Suite C, Woodland Hills, CA  
 (818) 835-8648 Fax (818) 835-8649

**INTERSECTION CAPACITY UTILIZATION**

N-S St: N Santa Monica Boulevard  
 E-W St: Beverly Drive  
 Project: One Beverly Hills Project / 5-16-0232-1  
 File: ICU1

N Santa Monica Boulevard @ Beverly Drive  
 Peak hr: PM  
 Annual Growth: 0.00%

Date: 09/09/2016  
 Date of Count: 2015  
 Projection Year: 2020

Movement	2020 CUMULATIVE			2020 CUM. + OBH PROJECT				2020 CUM. + HILTON EVENT				2020 CUM. + HILTON EVENT + OBH EVENT + OBH PROJECT				2020 W/ PROJECT MITIGATION						
	Volume	Capacity	V/C Ratio	Added Volume	Total Volume	Capacity	V/C Ratio	Added Volume	Total Volume	Capacity	V/C Ratio	Added Volume	Total Volume	Capacity	V/C Ratio	Added Volume	Total Volume	Capacity	V/C Ratio			
Nb Left	70	1600	0.044	1	71	1600	0.044	4	74	1600	0.046	2	76	1600	0.048	0	76	1600	0.048			
Nb Thru	1707	3200	0.547 *	4	1711	3200	0.548 *	12	1720	3200	0.551 *	10	1731	3200	0.554 *	0	1731	3200	0.554 *			
Nb Right	43	0	-	0	43	0	-	0	43	0	-	0	43	0	-	0	43	0	-			
Sb Left	171	1600	0.107 *	0	171	1600	0.107 *	0	171	1600	0.107 *	0	171	1600	0.107 *	0	171	1600	0.107 *			
Sb Thru	1768	3200	0.584	0	1768	3200	0.584	37	1809	3200	0.597	12	1822	3200	0.601	0	1822	3200	0.601			
Sb Right	102	0	-	0	102	0	-	0	102	0	-	0	102	0	-	0	102	0	-			
Eb Left	94	1600	0.059 *	0	94	1600	0.059 *	0	94	1600	0.059 *	0	94	1600	0.059 *	0	94	1600	0.059 *			
Eb Thru	428	3200	0.158	0	428	3200	0.158	0	428	3200	0.162	0	428	3200	0.164	0	428	3200	0.164			
Eb Right	77	0	-	2	79	0	-	13	91	0	-	5	97	0	-	0	97	0	-			
Wb Left	66	1600	0.041	-1	65	1600	0.041	0	66	1600	0.041	-1	65	1600	0.041	0	65	1600	0.041			
Wb Thru	587	3200	0.281 *	1	588	3200	0.281 *	0	587	3200	0.281 *	1	588	3200	0.281 *	0	588	3200	0.281 *			
Wb Right	311	0	-	0	311	0	-	0	311	0	-	0	311	0	-	0	311	0	-			
Yellow Allowance:			0.100 *					0.100 *					0.100 *					0.100 *				
ICU	1.093			1.095				1.097				1.101				1.101						
LOS	F			F				F				F				F						

\* Key conflicting movement as a part of ICU  
 1 Counts conducted by National Data and Surveying Services  
 2 Capacity expressed in veh/hour of green

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**INTERSECTION CAPACITY UTILIZATION**

N-S St: N Santa Monica Boulevard  
 E-W St: Wilshire Boulevard  
 Project: One Beverly Hills Project / 5-16-0232-1  
 File: ICU2

N Santa Monica Boulevard @ Wilshire Boulevard  
 Peak hr: PM  
 Annual Growth: 0.00%

Date: 09/09/2016  
 Date of Count: 2015  
 Projection Year: 2020

2020 CUMULATIVE				2020 CUM. + OBH PROJECT				2020 CUM. + HILTON EVENT				2020 CUM. + HILTON EVENT + OBH EVENT + OBH PROJECT				2020 W/ PROJECT MITIGATION						
1	2	V/C		Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C			
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio			
Nb Left	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *			
Nb Thru	785	3200	0.245	17	802	3200	0.251	8	794	3200	0.248	24	821	3200	0.257	0	821	3200	0.257			
Nb Right	83	1600	0.052	0	83	1600	0.052	10	94	1600	0.059	4	98	1600	0.061	0	98	1600	0.061			
Sb Left	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000			
Sb Thru	1145	3961	0.289 *	6	1151	3982	0.289 *	24	1172	3935	0.298 *	21	1195	3979	0.300 *	0	1195	3979	0.300 *			
Sb Right [3]	705	2439	0.000	-6	699	2418	0.076	26	734	2465	0.078	-6	727	2421	0.085	0	727	2421	0.085			
Eb Left	694	1676	0.414 *	-12	682	3200	0.213 *	8	703	3200	0.220 *	-12	690	3200	0.216 *	0	690	3200	0.216 *			
Eb Thru	1293	4724	0.280	-11	1282	4800	0.267	9	1303	4800	0.271	-11	1291	4800	0.269	0	1291	4800	0.269			
Eb Right	31	0	-	0	31	1600	0.019	0	31	1600	0.019	0	31	1600	0.019	0	31	1600	0.019			
Wb Left	244	1600	0.153	8	252	1600	0.158	30	277	1600	0.173	17	296	1600	0.185	0	296	1600	0.185			
Wb Thru	1578	4800	0.340 *	-2	1576	4800	0.340 *	28	1609	4800	0.346 *	5	1615	4800	0.348 *	0	1615	4800	0.348 *			
Wb Right	54	0	-	0	54	0	-	0	54	0	-	0	54	0	-	0	54	0	-			
Yellow Allowance:			0.100 *					0.100 *					0.100 *					0.100 *				
ICU	1.143							0.942				0.964				0.964						
LOS	F							E				E				E						

\* Key conflicting movement as a part of ICU  
 1 Counts conducted by National Data and Surveying Services  
 2 Capacity expressed in veh/hour of green  
 3 The southbound right-turn lane has an overlapping phase with eastbound left-turn phase.

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**INTERSECTION CAPACITY UTILIZATION**

N-S St: S Santa Monica Boulevard  
 E-W St: Beverly Drive  
 Project: One Beverly Hills Project / 5-16-0232-1  
 File: ICU3

S Santa Monica Boulevard @ Beverly Drive  
 Peak hr: PM  
 Annual Growth: 0.00%

Date: 09/09/2016  
 Date of Count: 2015  
 Projection Year: 2020

Movement	2020 CUMULATIVE			2020 CUM. + OBH PROJECT				2020 CUM. + HILTON EVENT				2020 CUM. + HILTON EVENT + OBH EVENT + OBH PROJECT				2020 W/ PROJECT MITIGATION			
	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
Nb Left	191	1600	0.119	2	193	1600	0.121	0	191	1600	0.119	2	193	1600	0.121	0	193	1600	0.121
Nb Thru	1478	3200	0.504 *	-3	1475	3200	0.503 *	6	1485	3200	0.506 *	-3	1482	3200	0.505 *	0	1482	3200	0.505 *
Nb Right	135	0	-	0	135	0	-	0	135	0	-	0	135	0	-	0	135	0	-
Sb Left	91	1600	0.057 *	0	91	1600	0.057 *	0	91	1600	0.057 *	0	91	1600	0.057 *	0	91	1600	0.057 *
Sb Thru	978	3200	0.327	-1	977	3200	0.326	17	997	3200	0.333	4	1001	3200	0.333	0	1001	3200	0.333
Sb Right	67	0	-	-1	66	0	-	0	67	0	-	-1	66	0	-	0	66	0	-
Eb Left	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Eb Thru	510	3200	0.215 *	0	510	3200	0.215 *	0	510	3200	0.215 *	0	510	3200	0.215 *	0	510	3200	0.215 *
Eb Right	179	0	-	0	179	0	-	0	179	0	-	0	179	0	-	0	179	0	-
Wb Left	65	1600	0.041 *	0	65	1600	0.041 *	0	65	1600	0.041 *	0	65	1600	0.041 *	0	65	1600	0.041 *
Wb Thru	700	3200	0.219	0	700	3200	0.219	0	700	3200	0.219	0	700	3200	0.219	0	700	3200	0.219
Wb Right	183	1600	0.114	0	183	1600	0.114	0	183	1600	0.114	0	183	1600	0.114	0	183	1600	0.114
Yellow Allowance:			0.100 *					0.100 *					0.100 *					0.100 *	
ICU	0.917							0.916								0.918			
LOS	E							E								E			

\* Key conflicting movement as a part of ICU  
 1 Counts conducted by National Data and Surveying Services  
 2 Capacity expressed in veh/hour of green

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**INTERSECTION CAPACITY UTILIZATION**

N-S St: Santa Monica Boulevard  
 E-W St: Wilshire Boulevard  
 Project: One Beverly Hills Project / 5-16-0232-1  
 File: ICU4

Santa Monica Boulevard @ Wilshire Boulevard  
 Peak hr: PM  
 Annual Growth: 0.00%

Date: 09/09/2016  
 Date of Count: 2015  
 Projection Year: 2020

Movement	2020 CUMULATIVE			2020 CUM. + OBH PROJECT				2020 CUM. + HILTON EVENT				2020 CUM. + HILTON EVENT + OBH EVENT + OBH PROJECT				2020 W/ PROJECT MITIGATION			
	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
Nb Left	67	1600	0.042	0	67	1600	0.042	0	67	1600	0.042	0	67	1600	0.042	0	67	1600	0.042
Nb Thru	1031	3200	0.322 *	7	1038	3200	0.324 *	0	1031	3200	0.322 *	7	1039	3200	0.325 *	0	1039	3200	0.325 *
Nb Right	332	1600	0.208	10	342	1600	0.214	0	332	1600	0.208	10	343	1600	0.214	0	343	1600	0.214
Sb Left	110	1600	0.069 *	0	110	1600	0.069 *	0	110	1600	0.069 *	0	110	1600	0.069 *	0	110	1600	0.069 *
Sb Thru	538	3200	0.263	0	538	3200	0.263	0	538	3200	0.269	0	538	3200	0.270	0	538	3200	0.270
Sb Right	304	0	-	-2	302	0	-	17	323	0	-	3	326	0	-	0	326	0	-
Eb Left	277	0	0.058	-7	270	0	0.056	6	284	0	0.059	-7	276	0	0.058	0	276	0	0.058
Eb Thru	1153	4800	0.298 *	-4	1149	4800	0.296 *	13	1167	4800	0.302 *	0	1167	4800	0.301 *	0	1167	4800	0.301 *
Eb Right	44	1600	0.000	0	44	1600	0.000	0	44	1600	0.000	0	44	1600	0.000	0	44	1600	0.000
Wb Left	347	1600	0.217 *	0	347	1600	0.217 *	0	347	1600	0.217 *	0	347	1600	0.217 *	0	347	1600	0.217 *
Wb Thru	1426	4800	0.319	7	1433	4800	0.321	41	1472	4800	0.329	18	1492	4800	0.333	0	1492	4800	0.333
Wb Right	107	0	-	0	107	0	-	0	107	0	-	0	107	0	-	0	107	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			1.006				1.006				1.010				1.011				1.011
LOS			F				F				F				F				F

\* Key conflicting movement as a part of ICU  
 1 Counts conducted by National Data and Surveying Services  
 2 Capacity expressed in veh/hour of green

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**INTERSECTION CAPACITY UTILIZATION**

N-S St: Santa Monica Boulevard  
 E-W St: Merv Griffin Way  
 Project: One Beverly Hills Project / 5-16-0232-1  
 File: ICU5

Santa Monica Boulevard @ Merv Griffin Way  
 Peak hr: PM  
 Annual Growth: 0.00%

Date: 09/09/2016  
 Date of Count: 2015  
 Projection Year: 2020

Movement	2020 CUMULATIVE			2020 CUM. + OBH PROJECT				2020 CUM. + HILTON EVENT				2020 CUM. + HILTON EVENT + OBH EVENT + OBH PROJECT				2020 W/ PROJECT MITIGATION						
	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio			
Nb Left	603	1600	0.377 *	-2	601	1600	0.376 *	43	651	1600	0.407 *	-2	649	1600	0.406 *	0	649	1600	0.406 *			
Nb Thru	901	3200	0.282	20	921	3200	0.288	0	901	3200	0.282	20	923	3200	0.288	0	923	3200	0.288			
Nb Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-			
Sb Left	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000			
Sb Thru	1377	3200	0.430 *	28	1405	3200	0.439 *	0	1377	3200	0.430 *	52	1435	3200	0.448 *	0	1435	3200	0.448 *			
Sb Right	69	1600	0.043	-15	54	1600	0.034	54	129	1600	0.081	-15	112	1600	0.070	0	112	1600	0.070			
Eb Left	15	181	0.083	-6	9	113	0.050	18	35	372	0.094	4	39	415	0.094	0	39	415	0.094			
Eb Thru	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000			
Eb Right	250	3019	0.083	-4	246	3087	0.081 *	14	266	2828	0.094	-4	262	2785	0.094 *	0	262	2785	0.094 *			
Wb Left	0	0	0.000	0	0	0	0.000 *	0	0	0	0.000	0	0	0	0.000 *	0	0	0	0.000 *			
Wb Thru	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000			
Wb Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-			
Yellow Allowance:			0.100 *					0.100 *					0.100 *					0.100 *				
ICU	0.990							0.996				1.031				1.048						
LOS	E							E				F				F						

\* Key conflicting movement as a part of ICU  
 1 Counts conducted by National Data and Surveying Services  
 2 Capacity expressed in veh/hour of green

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**INTERSECTION CAPACITY UTILIZATION**

N-S St: Beverly Drive  
 E-W St: Wilshire Boulevard  
 Project: One Beverly Hills Project / 5-16-0232-1  
 File: ICU6

Beverly Drive @ Wilshire Boulevard  
 Peak hr: PM  
 Annual Growth: 0.00%

Date: 09/09/2016  
 Date of Count: 2015  
 Projection Year: 2020

Movement	2020 CUMULATIVE			2020 CUM. + OBH PROJECT				2020 CUM. + HILTON EVENT				2020 CUM. + HILTON EVENT + OBH EVENT + OBH PROJECT				2020 W/ PROJECT MITIGATION			
	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
Nb Left	169	1600	0.106 *	-1	168	1600	0.105 *	9	179	1600	0.112 *	1	180	1600	0.113 *	0	180	1600	0.113 *
Nb Thru	518	3200	0.162	0	518	3200	0.162	0	518	3200	0.162	0	518	3200	0.162	0	518	3200	0.162
Nb Right	184	1600	0.115	0	184	1600	0.115	0	184	1600	0.115	0	184	1600	0.115	0	184	1600	0.115
Sb Left	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Sb Thru	693	3200	0.217 *	0	693	3200	0.217 *	0	693	3200	0.217 *	0	693	3200	0.217 *	0	693	3200	0.217 *
Sb Right	160	1600	0.100	0	160	1600	0.100	0	160	1600	0.100	0	160	1600	0.100	0	160	1600	0.100
Eb Left	139	1600	0.087	0	139	1600	0.087	0	139	1600	0.087	0	139	1600	0.087	0	139	1600	0.087
Eb Thru	1882	4800	0.430 *	9	1891	4800	0.431 *	11	1894	4800	0.433 *	12	1907	4800	0.436 *	0	1907	4800	0.436 *
Eb Right	181	0	-	-1	180	0	-	3	184	0	-	0	184	0	-	0	184	0	-
Wb Left	282	1600	0.176 *	0	282	1600	0.176 *	0	282	1600	0.176 *	0	282	1600	0.176 *	0	282	1600	0.176 *
Wb Thru	1542	4800	0.359	9	1551	4800	0.361	32	1578	4800	0.366	18	1598	4800	0.370	0	1598	4800	0.370
Wb Right	180	0	-	0	180	0	-	0	180	0	-	0	180	0	-	0	180	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			1.028				1.029				1.038				1.041				1.041
LOS			F				F				F				F				F

\* Key conflicting movement as a part of ICU  
 1 Counts conducted by National Data and Surveying Services  
 2 Capacity expressed in veh/hour of green

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**INTERSECTION CAPACITY UTILIZATION**

N-S St: Whittier Drive - Merv Griffin Way  
 E-W St: Wilshire Boulevard  
 Project: One Beverly Hills Project / 5-16-0232-1  
 File: ICU7

Whittier Drive - Merv Griffin Way @ Wilshire Boulevard  
 Peak hr: PM  
 Annual Growth: 0.00%

Date: 09/09/2016  
 Date of Count: 2015  
 Projection Year: 2020

Movement	2020 CUMULATIVE			2020 CUM. + OBH PROJECT				2020 CUM. + HILTON EVENT				2020 CUM. + HILTON EVENT + OBH EVENT + OBH PROJECT				2020 W/ PROJECT MITIGATION			
	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
Nb Left	39	1600	0.024	-13	26	1600	0.016	14	55	1600	0.034	-13	41	1600	0.026	0	41	1600	0.026
Nb Thru	537	1600	0.396 *	-3	534	1600	0.334 *	7	545	1600	0.341 *	-3	542	1600	0.339 *	0	542	1600	0.339 *
Nb Right	97	0	-	-21	76	1600	0.048	18	117	1600	0.073	-21	94	1600	0.059	0	94	1600	0.059
Sb Left	45	0	0.028	0	45	0	0.028	0	45	0	0.028	0	45	0	0.028	0	45	0	0.028
Sb Thru	157	1600	0.126	0	157	1600	0.126	22	181	1600	0.141	5	187	1600	0.145	0	187	1600	0.145
Sb Right	323	1600	0.202 *	1	324	1600	0.203 *	0	323	1600	0.202 *	1	324	1600	0.203 *	0	324	1600	0.203 *
Eb Left	279	1600	0.174 *	5	284	1600	0.178 *	0	279	1600	0.174 *	7	287	1600	0.179 *	0	287	1600	0.179 *
Eb Thru	2158	4800	0.463	0	2158	4800	0.461	0	2158	4800	0.473	0	2158	4800	0.474	0	2158	4800	0.474
Eb Right	66	0	-	-10	56	0	-	43	114	0	-	2	116	0	-	0	116	0	-
Wb Left	57	1600	0.036	-14	43	1600	0.027	54	117	1600	0.073	-7	109	1600	0.068	0	109	1600	0.068
Wb Thru	2187	4800	0.462 *	6	2193	4800	0.463 *	0	2187	4800	0.462 *	6	2194	4800	0.463 *	0	2194	4800	0.463 *
Wb Right	30	0	-	0	30	0	-	0	30	0	-	0	30	0	-	0	30	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			1.334				1.277				1.279				1.284				1.284
LOS			F				F				F				F				F

\* Key conflicting movement as a part of ICU  
 1 Counts conducted by National Data and Surveying Services  
 2 Capacity expressed in veh/hour of green  
 3 Northbound and southbound operate with split phasing.

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**INTERSECTION CAPACITY UTILIZATION**

N-S St: Santa Monica Boulevard  
 E-W St: Crossover  
 Project: One Beverly Hills Project / 5-16-0232-1  
 File: ICUB

Santa Monica Boulevard @ Crossover  
 Peak hr: PM  
 Annual Growth: 0.00%

Date: 09/09/2016  
 Date of Count: 2015  
 Projection Year: 2020

Movement	2020 CUMULATIVE			2020 CUM. + OBH PROJECT				2020 CUM. + HILTON EVENT				2020 CUM. + HILTON EVENT + OBH EVENT + OBH PROJECT				2020 W/ PROJECT MITIGATION			
	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
Nb Left	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Nb Thru	1480	3200	0.463 *	19	1499	3200	0.468 *	43	1528	3200	0.478 *	31	1562	3200	0.488 *	0	1562	3200	0.488 *
Nb Right [3]	0	3200	0.000	0	0	3200	0.000	0	0	3200	0.000	0	0	3200	0.000	0	0	3200	0.000
Sb Left	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *
Sb Thru	1638	4800	0.341	52	1690	4800	0.352	14	1654	4800	0.345	62	1723	4800	0.359	0	1723	4800	0.359
Sb Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Eb Left	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *
Eb Thru	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Eb Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Wb Left	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Wb Thru	947	3200	0.296 *	0	947	3200	0.296 *	0	947	3200	0.296 *	0	947	3200	0.296 *	0	947	3200	0.296 *
Wb Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.858				0.864				0.873				0.884				0.884
LOS			D				D				D				D				D

\* Key conflicting movement as a part of ICU  
 1 Counts conducted by National Data and Surveying Services  
 2 Capacity expressed in veh/hour of green  
 3 Free-flow movement

# Level of Service Worksheet (Circular 212 Method)



IS #:	North-South Street:	<b>Santa Monica Boulevard</b>	Year of Count:	<b>2015</b>	Ambient Growth: (%):	<b>0.0</b>	Conducted by:	<b>NDS</b>	Date:	<b>9/9/2016</b>									
CMA9	East-West Street:	<b>Century Park East</b>	Projection Year:	<b>2020</b>	Peak Hour:	<b>PM</b>	Reviewed by:	<b>MB</b>	Project:	<b>One Beverly Hills Project / 5-16-02</b>									
	No. of Phases	<b>4</b>		<b>4</b>		<b>4</b>		<b>4</b>		<b>4</b>									
	Opposed Ø'ing: N/S-1, EW-2 or Both-3?	<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>									
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB- <b>3</b> SB- <b>0</b> EB- <b>0</b> WB- <b>3</b>																	
	ATSAC-1 or ATSAC+ATCS-2?	<b>2</b>		<b>2</b>		<b>2</b>		<b>2</b>		<b>2</b>									
	Override Capacity	<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>									
MOVEMENT	FUTURE CUMULATIVE			FUTURE + OBH PROJECT			FUTURE + HILTON EVENT				FUT + SIMUL. EVENTS + OBH PROJ				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through		0						0				0				0		
	Through	2218	4	555	-82	2136	534	48	2266	4	567	-69	2197	4	549	0	2197	4	549
	Through-Right		0						0				0				0		
	Right	247	1	0	-17	230	0	0	247	1	0	-17	230	1	0	0	230	1	0
	Left-Through-Right		0						0				0				0		
SOUTHBOUND	Left	248	2	136	-17	231	127	0	248	2	136	-17	231	2	127	0	231	2	127
	Left-Through		0						0				0				0		
	Through	2108	3	703	-101	2007	669	16	2124	3	708	-90	2034	3	678	0	2034	3	678
	Through-Right		0						0				0				0		
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0						0				0				0		
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through		0						0				0				0		
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right		0						0				0				0		
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-Right		0						0				0				0		
WESTBOUND	Left	503	2	277	-18	485	267	0	503	2	277	-18	485	2	267	0	485	2	267
	Left-Through		0						0				0				0		
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right		0						0				0				0		
	Right	959	2	391	-18	941	391	0	959	2	391	-18	941	2	391	0	941	2	391
	Left-Through-Right		0						0				0				0		
CRITICAL VOLUMES		North-South: 703 East-West: 391 SUM: 1094	North-South: 669 East-West: 391 SUM: 1060	North-South: 708 East-West: 391 SUM: 1099	North-South: 678 East-West: 391 SUM: 1069	North-South: 678 East-West: 391 SUM: 1069	North-South: 678 East-West: 391 SUM: 1069												
VOLUME/CAPACITY (V/C) RATIO:		0.796	0.771	0.799	0.777	0.777	0.777												
V/C LESS ATSAC/ATCS ADJUSTMENT:		<b>0.696</b>	<b>0.671</b>	<b>0.699</b>	<b>0.677</b>	<b>0.677</b>	<b>0.677</b>												
LEVEL OF SERVICE (LOS):		<b>B</b>	<b>B</b>	<b>B</b>	<b>B</b>	<b>B</b>	<b>B</b>												

REMARKS:

Version: 11 Beta; 8/4/2011

**PROJECT IMPACT**

Change in v/c due to project: **-0.022**      Δv/c after mitigation: **-0.022**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

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**INTERSECTION CAPACITY UTILIZATION**

N-S St: Whittier Drive  
 E-W St: Sunset Boulevard  
 Project: One Beverly Hills Project / 5-16-0232-1  
 File: ICU10

Whittier Drive @ Sunset Boulevard  
 Peak hr: PM  
 Annual Growth: 0.00%

Date: 09/09/2016  
 Date of Count: 2015  
 Projection Year: 2020

Movement	2020 CUMULATIVE			2020 CUM. + OBH PROJECT				2020 CUM. + HILTON EVENT				2020 CUM. + HILTON EVENT + OBH EVENT + OBH PROJECT				2020 W/ PROJECT MITIGATION			
	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
Nb Left	191	1600	0.119	2	193	1600	0.121	4	195	1600	0.122	3	198	1600	0.124	0	198	1600	0.124
Nb Thru	285	1600	0.309 *	0	285	1600	0.307 *	0	285	1600	0.311 *	0	285	1600	0.309 *	0	285	1600	0.309 *
Nb Right	209	0	-	-3	206	0	-	3	212	0	-	-2	210	0	-	0	210	0	-
Sb Left	12	1600	0.008 *	0	12	1600	0.008 *	0	12	1600	0.008 *	0	12	1600	0.008 *	0	12	1600	0.008 *
Sb Thru	117	1600	0.089	0	117	1600	0.089	0	117	1600	0.089	0	117	1600	0.089	0	117	1600	0.089
Sb Right	25	0	-	0	25	0	-	0	25	0	-	0	25	0	-	0	25	0	-
Eb Left	50	1600	0.031	0	50	1600	0.031	0	50	1600	0.031	0	50	1600	0.031	0	50	1600	0.031
Eb Thru	1555	3200	0.497 *	0	1555	3200	0.497 *	0	1555	3200	0.501 *	0	1555	3200	0.502 *	0	1555	3200	0.502 *
Eb Right	34	0	-	2	36	0	-	13	48	0	-	4	52	0	-	0	52	0	-
Wb Left	212	1600	0.133 *	-1	211	1600	0.132 *	9	222	1600	0.139 *	1	223	1600	0.139 *	0	223	1600	0.139 *
Wb Thru	1294	3200	0.413	0	1294	3200	0.413	0	1294	3200	0.413	0	1294	3200	0.413	0	1294	3200	0.413
Wb Right	28	0	-	0	28	0	-	0	28	0	-	0	28	0	-	0	28	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			1.045				1.043				1.058				1.058				1.058
LOS			F				F				F				F				F

\* Key conflicting movement as a part of ICU  
 1 Counts conducted by National Data and Surveying Services  
 2 Capacity expressed in veh/hour of green

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Santa Monica Boulevard	Year of Count:	2015	Ambient Growth: (%):	0.0	Conducted by:	NDS	Date:	9/9/2016									
CMA11	East-West Street:	Avenue of the Stars	Projection Year:	2020	Peak Hour:	PM	Reviewed by:	MB	Project:	One Beverly Hills Project / 5-16-02									
No. of Phases		4	4		4		4		4										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0	0		0		0		0										
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB- 3 SB- 0 EB- 0 WB- 0	NB- 3 SB- 0 EB- 0 WB- 0		NB- 3 SB- 0 EB- 0 WB- 0		NB- 3 SB- 0 EB- 0 WB- 0		NB- 3 SB- 0 EB- 0 WB- 0										
ATSAC-1 or ATSAC+ATCS-2?		2	2		2		2		2										
Override Capacity		0	0		0		0		0										
MOVEMENT	FUTURE CUMULATIVE			FUTURE + OBH PROJECT			FUTURE + HILTON EVENT				FUT + SIMUL. EVENTS + OBH PROJ				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	46	1	46	0	46	46	0	46	1	46	0	46	1	46	0	46	1	46
	Left-Through		0							0				0				0	
	Through	1995	4	499	-2	1993	498	48	2043	4	511	11	2054	4	514	0	2054	4	514
	Through-Right		0							0				0				0	
	Right	331	1	86	0	331	86	0	331	1	86	0	331	1	86	0	331	1	86
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
SOUTHBOUND	Left	375	2	206	35	410	226	0	375	2	206	35	410	2	226	0	410	2	226
	Left-Through		0							0				0				0	
	Through	2255	3	752	12	2267	756	16	2271	3	757	23	2294	3	765	0	2294	3	765
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
WESTBOUND	Left	699	3	245	0	699	245	0	699	3	245	0	699	3	245	0	699	3	245
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	433	2	135	0	433	125	0	433	2	135	0	433	2	125	0	433	2	125
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
CRITICAL VOLUMES		North-South: 798 East-West: 245 SUM: 1043	North-South: 802 East-West: 245 SUM: 1047		North-South: 803 East-West: 245 SUM: 1048				North-South: 811 East-West: 245 SUM: 1056				North-South: 811 East-West: 245 SUM: 1056						
VOLUME/CAPACITY (V/C) RATIO:		0.759		0.761		0.762		0.768		0.768		0.768							
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.659		0.661		0.662		0.668		0.668		0.668							
LEVEL OF SERVICE (LOS):		B		B		B		B		B		B							

REMARKS:

Version: 1i Beta; 8/4/2011

**PROJECT IMPACT**

Change in v/c due to project: **0.006**      Δv/c after mitigation: **0.006**  
 Significant Impacted? **NO**      Fully mitigated? **N/A**