

## 4.11 TRANSPORTATION, TRAFFIC, PARKING, AND CIRCULATION

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### 4.11.1 INTRODUCTION

*This section presents an overview of the existing traffic, parking and circulation system in the City of Beverly Hills. The section also discusses the potential impacts on traffic, parking, and circulation as a result of the implementation of the proposed Beverly Hilton Revitalization Plan (proposed project or project). Where impacts are identified, mitigation measures are recommended to reduce such impacts to less than significant levels or to the maximum extent possible.*

*Potential impacts of the Beverly Hilton Revitalization Plan on traffic were originally evaluated in Section 4.11, Transportation, Traffic and Parking, of the Draft EIR, as discussed in Section 1.0, Introduction and Purpose, of this recirculated Draft EIR. Traffic counts used to evaluate project-related traffic impacts were conducted in December 2006 and January and February 2007. At several intersections, the counts collected for the Beverly Hilton Revitalization Plan differ from, and are lower than, those collected in June 2006 for the 231-265 North Beverly Drive Project EIR (William Morris). This revised section evaluates potential traffic impacts of the Beverly Hilton Revitalization Plan using the traffic counts as collected by Fehr and Peers in December 2006 and January and February 2007, and, for certain study intersections, higher traffic volumes collected in June 2006 for the 231-265 North Beverly Drive Project EIR, in order to evaluate the most conservative scenario.*

*The section summarizes the findings of ~~the~~ a revised traffic impact study prepared for the Beverly Hilton Revitalization Plan ~~proposed project~~ by Fehr and Peers Transportation Consultants, dated August-October 2007. A complete copy of the revised traffic ~~report~~ impact study is included in Appendix 4.11 of this recirculated Draft EIR.*

### 4.11.2 METHODOLOGY

The assessment of existing conditions relevant to this analysis includes a description of the highway, street system, transit facilities, bicycle/pedestrian network, and historical collision data in the project area. Additionally, existing operating conditions of affected intersections and residential street segments are also included in this analysis. Base (2006-2007), future without project (2012), and future with project (2012) traffic conditions at the following 10 intersections were evaluated during the weekday AM, midday, and PM peak hours, as well as during the Saturday midday peak hour:

1. N. Santa Monica Boulevard and Beverly Drive;
2. N. Santa Monica Boulevard and Wilshire Boulevard;

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3. S. Santa Monica Boulevard and Beverly Drive;
4. S. Santa Monica Boulevard and Wilshire Boulevard;
5. N. Santa Monica Boulevard and Merv Griffin Way;
6. Wilshire Boulevard and Beverly Drive;
7. Wilshire Boulevard and Whittier Drive and Merv Griffin Way;
8. N. Santa Monica Boulevard and South Crossover (City of Los Angeles);
9. Santa Monica Boulevard and Century Park East (City of Los Angeles); and
10. Sunset Boulevard and Whittier Drive.

In addition to these 10 study intersections, the following two residential street segments in the vicinity of the project site were also analyzed:

11. Whittier Drive north of Wilshire Boulevard; and
12. Elevado Avenue east of Whittier Drive.

These intersections and roadway segments are expected to be impacted the most by project traffic based on the proposed project's location and access relative to the surrounding street system. The traffic study area is bound by Sunset Boulevard to the north, S. Santa Monica Boulevard and Wilshire Boulevard to the south, Beverly Drive to the east, and Century Park to the south and Whittier Drive to the west.

Additionally, the traffic analysis conducted daily traffic counts on two roadway segments: Whittier Drive north of Wilshire Boulevard and Elevado Avenue east of Whittier Drive. The location of each intersection and roadway segment in relation to the proposed project is indicated in **Figure 4.11-1, Study Intersections and Residential Street Segments**. Whittier Drive is located directly north of the project site and would be used by project traffic. Elevado Avenue was evaluated as well because it is one of the residential streets that could be used by project traffic.

Intersection traffic analysis was performed through the use of the Intersection Capacity Utilization (ICU) technique, a recognized and accepted analysis methodology within the traffic engineering profession. The Congestion Management Plan (CMP) uses this methodology to monitor operations of intersections under its jurisdiction. For consistency purposes, this methodology was used to evaluate the CMP intersection. Additionally, this methodology was employed for the other signalized intersections within the study area. The traffic count volumes described earlier were used to report existing traffic flow

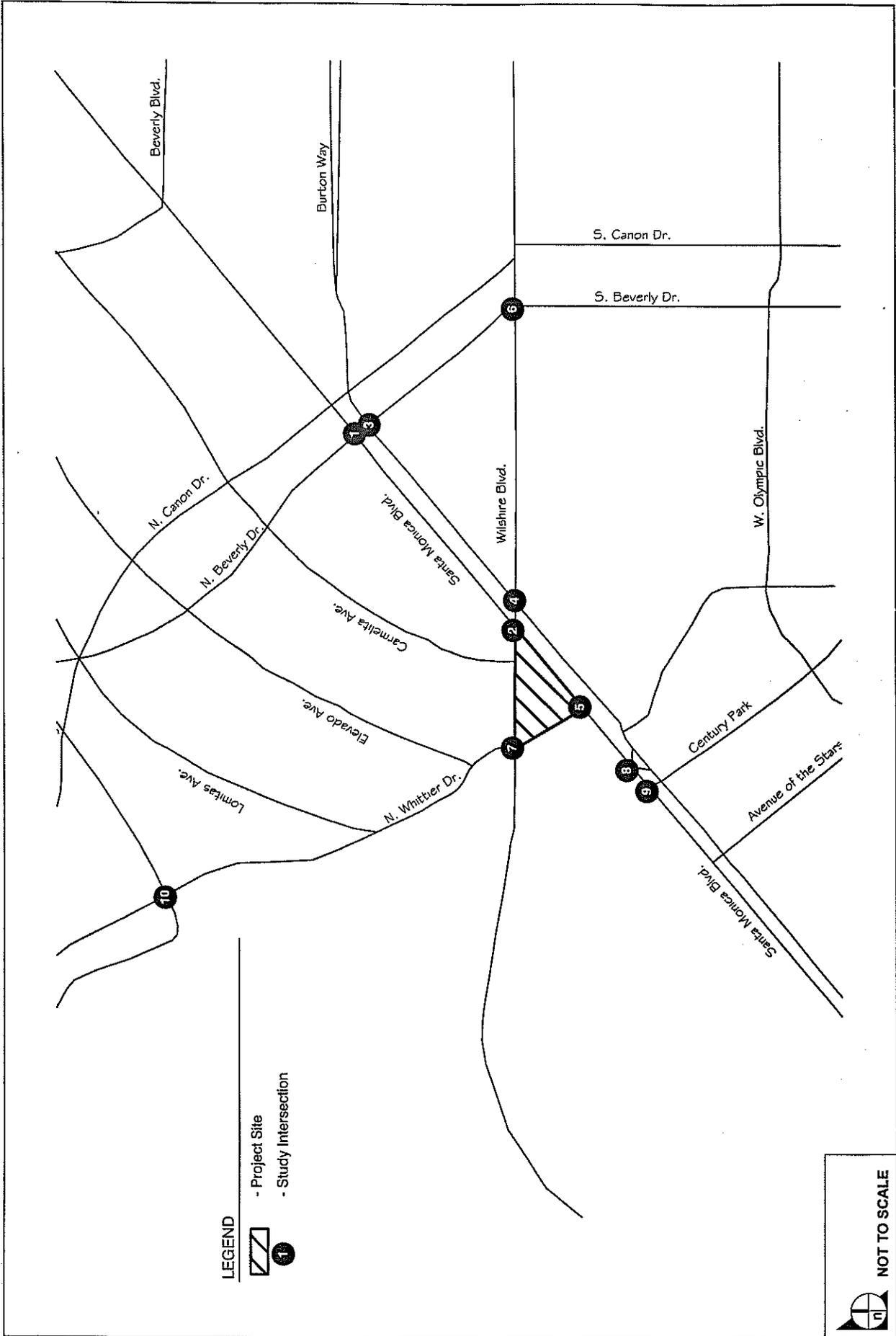


FIGURE 4.11-1

Study Intersections and Residential Street Segments

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conditions in the study area. Other data pertaining to intersection geometrics, on-street parking restrictions, and traffic signal operations, were obtained through field surveys of the study intersections.

Intersection volume-to-capacity ratios (V/C) were calculated to develop ICU values used for the analysis and evaluation of traffic conditions at the study intersections. A V/C ratio compares the critical traffic volumes to the capacity serving those volumes at a particular location. "Capacity" represents the maximum volume of vehicles in the critical lanes that have a reasonable expectation of passing through an intersection in one hour under prevailing roadway and traffic conditions.

In the discussion of ICU values for signalized intersections, guidelines have been developed for assessing the operational quality of an intersection in terms of the Level of Service (LOS), which describes different traffic flow characteristics. LOS grades A through C are indicative of good to reasonably good traffic flow.

A LOS D grade typically is the level for which a metropolitan area street system is designed. LOS E represents volumes of severe congestion with some longstanding queues on critical approaches and fairly unstable flow. LOS F occurs when a facility is overloaded and is characterized by stop-and-go traffic with stoppages of long duration. Levels E and F typically are considered unsatisfactory. The Level of Service corresponding to a range of ICU values is shown in Table 4.11-1, below.

Table 4.11-1  
Level of Service (LOS) Definitions for Signalized Intersections

LOS	Description	Range of ICU Values
A	Operations with very low delay occurring with favorable progression and/or short cycle length.	≤ 0.600
B	Operations with low delay occurring with good progression and/or short cycle lengths.	0.601-0.700
C	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	0.701-0.800
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.	0.801-0.900
E	Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay.	0.901-1.000
F	Operation with delays unacceptable to most drivers occurring due to over saturation, poor progression, or very long cycle lengths.	> 1.000

Source: Fehr and Peers

The following study intersections are signalized and their operation is described using the criteria outlined above in Table 4.11-1:

- N. Santa Monica Boulevard and Beverly Drive;
- N. Santa Monica Boulevard and Wilshire Boulevard;
- S. Santa Monica Boulevard and Beverly Drive;
- S. Santa Monica Boulevard and Wilshire Boulevard;
- Wilshire Boulevard and Beverly Drive;
- Wilshire Boulevard and Whittier Drive and Merv Griffin Way;
- N. Santa Monica Boulevard and South Crossover;
- Santa Monica Boulevard and Century Park East; and
- Sunset Boulevard and Whittier Drive.

The LOS at the existing unsignalized stop-controlled intersections was analyzed using the Highway Capacity Software (HCS-2000), a computer program based on the 2000 update of the Highway Capacity Manual (HCM) published by the Transportation Research Board. The LOS criteria are based on average vehicular delay in seconds per stop-controlled vehicle at an intersection. Delay is defined as the elapsed time from when a vehicle stops at the end of a queue until the vehicle departs from the stop line. Please note that the 2000 *Highway Capacity Manual* also provides a methodology that can be used to evaluate signalized intersection. However, the traffic analysis employs the ICU methodology instead of the HCM methodology for signalized intersections to maintain consistency with the CMP and previous studies in the City of Beverly Hills. Table 4.11-2, *Level of Service (LOS) Definitions for Stop-Controlled Delay*, displays the LOS criteria relating to stop-sign-controlled intersections. The study intersection at N. Santa Monica Boulevard and Merv Griffin Way side street is sign controlled, and its operation will be described using the criteria contained in Table 4.11-2.

**Table 4.11-2  
Level of Service (LOS) Definitions for Stop-Controlled Delay**

Level of Service	Average Delay (Seconds)
A	≤10.0
B	>10.1 to 15.0
C	>15.0 to 25.0
D	>25.0 to 35.0
E	>35.0 to 50.0
F	> 50

Source: Fehr and Peers

By applying the analysis procedures described above to the study intersection, the ICU values, delay values, and the corresponding LOS for base (2006–2007) traffic conditions were calculated.

### 4.11.3 EXISTING CONDITIONS

#### Streets and Highways

##### *Santa Monica Boulevard*

Santa Monica Boulevard is a major east-west roadway in the City of Los Angeles and the City of Beverly Hills. Within the study area, this roadway generally travels in a southwest to northeast direction. To the west, Santa Monica Boulevard continues outside of the study area past Interstate 405 (I-405) and extends into the City of Santa Monica, where it terminates. To the east, Santa Monica Boulevard continues into the City of West Hollywood and eventually terminates east of US-101. The roadway is designated as a Principal Arterial in the City of Beverly Hills, with three to four travel lanes in each direction.

##### *Santa Monica Boulevard South*

Santa Monica Boulevard South or “Little Santa Monica Boulevard” parallels Santa Monica Boulevard through the City of Beverly Hills. The roadway begins east of Moreno Drive and becomes Burton Way at Rexford Drive. The roadway has two travel lanes in each direction. This roadway is classified as both a Minor Arterial and Principal Arterial within the study area.

##### *Wilshire Boulevard*

Wilshire Boulevard is a major east-west roadway, which extends through the study area. Wilshire Boulevard extends from Santa Monica to downtown Los Angeles. The roadway connects to I-405 west of the project site. In the study area, the roadway has three travel lanes in each direction and is classified as a Principal Arterial.

##### *Sunset Boulevard*

Sunset Boulevard is another major east-west roadway and extends from Pacific Coast Highway to the west past US-101 to the east and into downtown Los Angeles. Within the study area, Sunset Boulevard has two travel lanes in each direction and is classified as a Principal Arterial within the City of Beverly Hills.

##### *Burton Way*

Burton Way is an east-west roadway that extends from the terminus of South Santa Monica Boulevard to the east through the City of Beverly Hills. East of the project site, the roadway terminates at San Vicente

Boulevard. The road currently operates as a one-way pair with a large landscaped median. Burton Way has two lanes in each direction and is classified as a Principal Arterial in the City of Beverly Hills.

### *Whittier Drive*

Whittier Drive is a north-south roadway that extends north from Wilshire Boulevard into a residential area. Whittier Drive is a two-lane roadway with parking on both sides and is classified as a local street. The roadway extends from Wilshire Boulevard past Sunset Boulevard to the north.

### *Beverly Drive*

Another north-south roadway in the study area is Beverly Drive, which extends from Harlow Avenue in Los Angeles in the south past Sunset Boulevard in the north. The roadway has four travel lanes in each direction with on-street parking. Beverly Drive is classified as a Minor Arterial south of Santa Monica Boulevard and a local street north of that roadway.

### *Merv Griffin Way*

Merv Griffin Way is a private street that connects Santa Monica Boulevard and Wilshire Boulevard. It is a four-lane undivided street.

## **Public Transportation**

Antelope Valley Transit Agency (AVTA) and the Metropolitan Transportation Authority (MTA) are two separate transit agencies that operate bus service within the study area. Primary focus points of the MTA system include the Los Angeles International Airport, Westwood, UCLA, and Downtown Los Angeles. Current regional transit information available through the MTA indicates that two bus routes have stops within fairly reasonable walking distance (approximately 0.5 mile) of the project site. The bus stop nearest the project site is on Wilshire Boulevard and Santa Monica Boulevard.

- AV Line 786 – Line 786 provides service between the intersection of Fairfax Avenue and Santa Monica Boulevard and the Lancaster Transfer Center. Along Wilshire Boulevard, the 786 travels from the intersection of Santa Monica Boulevard and Wilshire Boulevard to the intersection of Fairfax Avenue and Wilshire Boulevard. The line has stops proximate to the study area at Wilshire Boulevard and Rodeo Drive and Wilshire Boulevard and Robertson Boulevard. The 786 operates only during peak commuter hours on weekdays.
- MTA Line 20 – Line 20 provides service between downtown Los Angeles and the City of Santa Monica with service along Wilshire Boulevard. It travels along Wilshire Boulevard connecting the communities of Beverly Hills, Los Angeles, Hancock Park, Park La Brea, Santa Monica, UCLA, West Los Angeles, and Westwood. Line 20 is a local service bus and has frequent bus stops along Wilshire Boulevard. Most stops are approximately one to two blocks apart. Service is provided every five to

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12 minutes during peak hours on weekdays and bus headways (intervals) are approximately 10 minutes on Saturdays and Sundays.

- MTA Line 21 – Line 21 provides service between Downtown Los Angeles and the UCLA campus with service along Wilshire Boulevard. It travels along Wilshire Boulevard connecting the communities of Beverly Hills, Los Angeles, Hancock Park, Park La Brea, UCLA, West Los Angeles, and Westwood. Line 21 is a local service bus and has frequent bus stops along Wilshire Boulevard. Most stops are approximately one to two blocks from one another. Service is provided every 10 to 20 minutes during peak hours on weekdays and headways are approximately 30 minutes on Saturdays. Line 21 does not operate on Sundays.
- MTA Line 16/316 – Line 16 and 316 operate along Santa Monica Boulevard and Burton Way within the City of Beverly Hills and provide transit service between the Century City area of Los Angeles and downtown Los Angeles. Line 316 is a limited version of Line 16, and therefore only stops at selected bus stops. Both lines run standard Monday through Friday schedules with different schedules on Saturdays, Sundays, and holidays. During peak hours, the line operates at headways of 3–5 minutes.
- MTA Line 714 – Line 714 is part of MTA’s Bus Rapid network and operates along Santa Monica Boulevard (North) and Beverly Boulevard, stopping at limited locations within the City of Beverly Hills. The line provides transit service between Beverly Hills and downtown Los Angeles and uses the transit priority system integrated into the traffic signals along Santa Monica Boulevard. The line current runs on 15-minute headways during the peak hours.
- MTA Line 720 – Line 720 provides an express service between East Los Angeles and the City of Santa Monica with principal service along Wilshire Boulevard as part of Metro’s Rapid Bus network. The line travels along Wilshire Boulevard connecting the communities of Beverly Hills, Boyle Heights, Brentwood, Commerce, downtown Los Angeles, East Los Angeles, Hancock Park, Koreatown, Park La Brea, Santa Monica, and Westwood. Line 720 is an express service bus route with two stops located close to the project site at Wilshire Boulevard and Beverly Drive and Wilshire Boulevard and Robertson Boulevard. Buses operate along Wilshire Boulevard every two to 10 minutes during peak hours on weekdays. On weekends, headways are every four to 10 minutes.

#### **Bicycle/Pedestrian Network**

A majority of the roadways within the study area have sidewalks and crosswalks. There are sidewalks along the roadways that border the site including Santa Monica Boulevard, Wilshire Boulevard, and Merv Griffin Way.

Whittier north of the project site also has sidewalks. There are also cross walks and pedestrian “walk/don’t walk” indicators at most of the signalized intersections. A portion of Wilshire Boulevard north of the site lacks sidewalks. Study intersections with cross walks on at least one approach include:

- N. Santa Monica Boulevard and Beverly Drive;
- N. Santa Monica Boulevard and Wilshire Boulevard;

- S. Santa Monica Boulevard and Beverly Drive;
- S. Santa Monica Boulevard and Wilshire Boulevard;
- N. Santa Monica Boulevard and Merv Griffin Way;
- Wilshire Boulevard and Beverly Drive;
- Santa Monica Boulevard and Century Park East; and
- Sunset Boulevard and Whittier Drive.

There are no designated bicycle facilities within the study area; while bicycle activity in the area is low, it is present.

### Existing Traffic Volumes

Fehr and Peers collected manual peak hour intersection counts in December 2006 and January 2007, avoiding major holidays and school breaks.<sup>1</sup> Intersection counts were taken at all study intersections during the following times:

- Weekday morning peak hour (7:00 AM to 9:00 AM);
- Weekday mid-day peak hour (11:00 AM to 2:00 PM);
- Weekday evening peak hour (4:00 PM to 6:00 PM); and
- Saturday mid-day peak hour (11:00 AM to 2:00 PM).

Existing peak-hour traffic volumes at the 10 study intersections are illustrated in Figures 4.11-2 and 4.11-3. The following should be noted regarding the existing traffic counts as reported on Figures 4.11-2 and 4.11-3:

- Traffic counts taken before the closing of the Robinsons-May store located adjacent to the project site to the west have been included to reflect the true existing conditions on that site. These counts are documented in Appendix A of the traffic study. Traffic from these counts was distributed throughout the roadway network and added to the existing counts to reflect the conditions that

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<sup>1</sup> The traffic counts used in this analysis were obtained in December 2006 and January/February 2007. At several intersections, the most recent traffic counts differ from, and are lower than, those taken for the City's recently completed William Morris project EIR. The William Morris project is one of the other projects currently under environmental review by the City. This variance is to be expected since traffic counts can vary on a daily basis for a variety of reasons. Nevertheless, in order to provide readers of this EIR with an additional and more conservative analysis, a supplement to this EIR will be circulated that will add the traffic projected to be generated by this project to the existing volumes at certain intersections as measured by the traffic counts taken for the William Morris EIR. This additional analysis will be performed for those intersections where the existing volumes measured for the William Morris EIR are higher than the volumes measured for this EIR. Thus, for each intersection, the highest measured volumes of existing traffic will be used.

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existed from approximately 1952 to the time of issuance of the Notice of Preparation for the 9900 Wilshire project. This results in a very conservative estimate of the traffic that would be generated by the existing building, since, if it were not artificially being kept vacant by the landowner in anticipation of the City considering that project, reoccupying the existing building would require no further discretionary approvals and would likely result in far greater traffic impacts.

- Traffic counts collected by Fehr and Peers were taken in December 2006 and January and February 2007, which is after recent construction activities on Santa Monica Boulevard were functionally complete, except for some landscaping and other minor improvements. At several intersections, the traffic counts conducted for the Beverly Hilton Revitalization Plan differ from, and are lower than, those taken for the 231-265 North Beverly Drive Project EIR (William Morris). The 231-265 North Beverly Drive Project is one of several projects currently undergoing environmental review by the City. This variance is to be expected as traffic counts can vary on a daily basis for a variety of reasons. Nevertheless, in order to evaluate the most conservative scenario in this recirculated (partial) Draft EIR, traffic projected to be generated by the Beverly Hilton Revitalization Plan has been added to the existing traffic volumes at certain intersections as defined in the 231-265 North Beverly Drive Project EIR. This additional analysis has been performed for those intersections where the existing volumes measured for the 231-265 North Beverly Drive Project EIR in June 2006 are higher than the volumes measured by Fehr and Peers in December 2006 and January and February 2007. Thus, for each intersection, the highest measured volumes of existing traffic have been used. However, this additional analysis also altered the turning movements (i.e. left turns and right turns) at intersections such that certain roadway segments experience lower average daily trip volumes, even though overall traffic volume increased at the intersection. Traffic counts were taken after recent construction activities on Santa Monica Boulevard were functionally complete, except for landscaping and other minor improvements.

In addition to the intersection counts, daily traffic volume (ADT) counts were conducted on Whittier Drive and Elevado Avenue between January 17 and January 30, 2007. Traffic counts were taken over a 14-day period using automatic tube counters. The approximate ADT volumes along these roadway segments are shown in Table 4.11-3, below.

Table 4.11-3  
Daily Traffic Volumes on Residential Streets  
Base (2007) Traffic Conditions

Residential Street Segment	Minimum Daily Trips	Maximum Daily Trips	Average Daily Trips
Whittier Dr. north of Wilshire Blvd.	5,800	13,000	10,500
Elevado Avenue west of Whittier Dr.	1,400	5,000	3,500

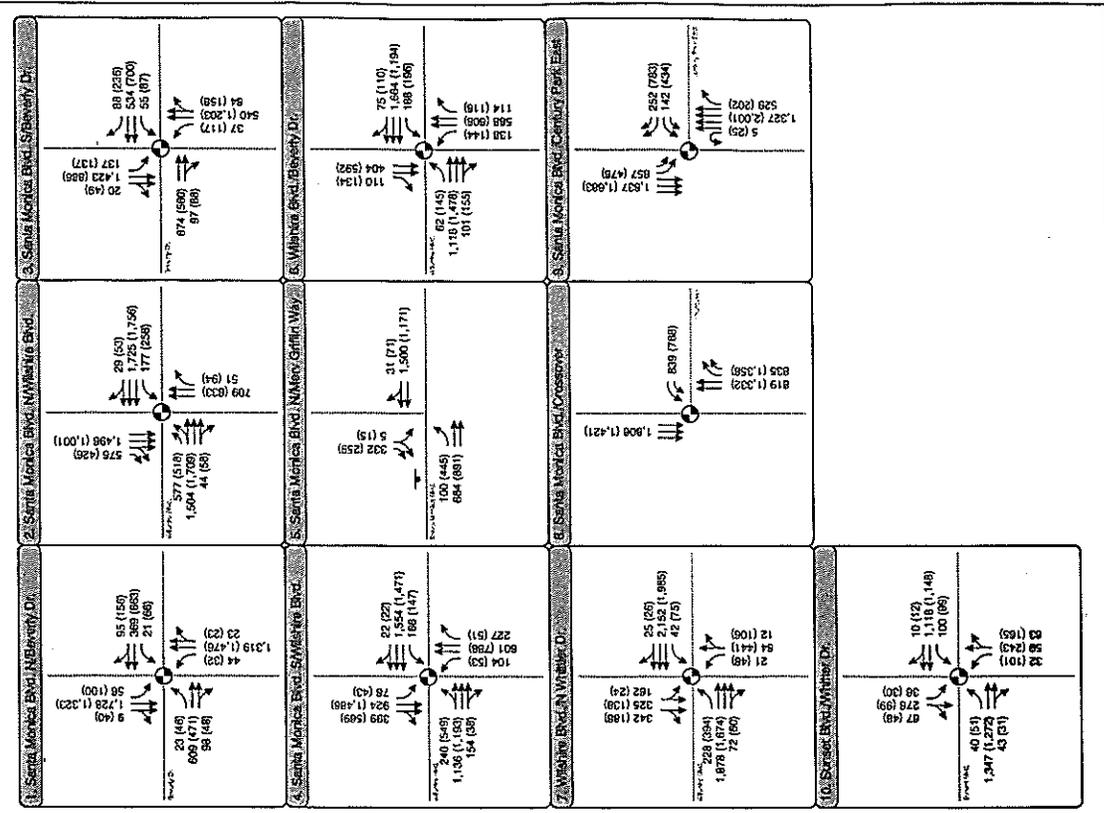
Source: Fehr and Peers

## Existing Level of Service

As indicated in Table 4.11-4, Level of Service (LOS) Existing (2006–2007) Traffic Conditions, some of the study intersections in the project vicinity currently experience relatively good levels of service (LOS A to C). The two-way stop-sign-controlled intersection of N. Santa Monica Boulevard and Merv Griffin Way is currently operating at LOS D or lower during all peak hours analyzed. The intersection of N. Santa Monica Boulevard and Wilshire Boulevard is currently operating at LOS ~~E-F~~ or lower during all of the peak-hours analyzed. The intersection of S. Santa Monica Boulevard and Wilshire Boulevard is currently operating at LOS ~~D-E~~ during the AM Midday and PM peak hours and at LOS ~~C-D~~ during the ~~midday and Saturday~~ midday peak hours. The poor LOS conditions at the intersections of Wilshire Boulevard and North and South Santa Monica Boulevards are primarily due to the large volume of commuter traffic. Wilshire Boulevard is heavily used for east/west travel due to its continuity between Downtown Los Angeles and the City of Santa Monica. Santa Monica Boulevard also provides a continuous route between the west and east sides of metropolitan Los Angeles.

## Historical Traffic Collision Data

Table 4.11-5, City of Beverly Hills Historical Traffic Collision Summary (2004–2006), details the historical collision data during the years 2004 through 2006 for vehicles, bicycles, and pedestrians at the study area intersections according to the City of Beverly Hills. The table provides the total number of collisions, those involving pedestrians, bicyclists, and fatalities. The accident rate for each intersection is calculated based on the intersection ADT, as estimated from the most recent peak hour volumes.



1. Santa Monica Blvd. N. Beverly Dr.	2. Santa Monica Blvd. N. Wilshire Blvd.	3. Santa Monica Blvd. Beverly Dr.
<p>1,319 (1,323) 96 (100) 9 (48) 1,727 (1,323) 56 (100) 21 (66)</p> <p>33 (48) 689 (471) 88 (48)</p> <p>44 (32) 33 (23) 55 (156) 389 (168)</p> <p>27 (117) 540 (1,203) 94 (139) 53 (87) 89 (258) 54 (700)</p>	<p>2,40 (545) 1,136 (1,193) 154 (38)</p> <p>104 (53) 801 (788) 227 (51)</p> <p>22 (27) 1,554 (1,473) 168 (147)</p> <p>31 (71) 1,500 (1,171)</p> <p>332 (259) 3 (5)</p> <p>100 (445) 684 (88)</p> <p>79 (63) 51 (34) 177 (258) 29 (50) 1,496 (428) 1,496 (1,001)</p>	<p>114 (18) 566 (906) 138 (144)</p> <p>62 (145) 101 (121) 1,116 (1,478)</p> <p>72 (110) 1,684 (1,194) 188 (186)</p> <p>110 (134) 404 (592)</p> <p>1,837 (1,683) 837 (478)</p> <p>5 (25) 1,287 (2,03) 528 (202)</p>
4. Santa Monica Blvd. Wilshire Blvd.	5. Wilshire Blvd. Beverly Dr.	6. Wilshire Blvd. Century Park East
<p>240 (545) 1,136 (1,193) 154 (38)</p> <p>104 (53) 801 (788) 227 (51)</p> <p>22 (27) 1,554 (1,473) 168 (147)</p> <p>31 (71) 1,500 (1,171)</p> <p>332 (259) 3 (5)</p> <p>100 (445) 684 (88)</p> <p>228 (384) 1,876 (1,666) 72 (66)</p> <p>25 (25) 212 (1,986) 42 (7.5)</p> <p>12 (108) 84 (41) 21 (48)</p> <p>10 (12) 116 (1,148) 100 (66)</p>	<p>240 (545) 1,136 (1,193) 154 (38)</p> <p>104 (53) 801 (788) 227 (51)</p> <p>22 (27) 1,554 (1,473) 168 (147)</p> <p>31 (71) 1,500 (1,171)</p> <p>332 (259) 3 (5)</p> <p>100 (445) 684 (88)</p> <p>819 (1,328) 1,908 (1,421)</p> <p>839 (788)</p> <p>819 (1,328) 1,908 (1,421)</p>	<p>114 (18) 566 (906) 138 (144)</p> <p>62 (145) 101 (121) 1,116 (1,478)</p> <p>72 (110) 1,684 (1,194) 188 (186)</p> <p>110 (134) 404 (592)</p> <p>1,837 (1,683) 837 (478)</p> <p>5 (25) 1,287 (2,03) 528 (202)</p>
7. Wilshire Blvd. N. Wilshire Dr.	8. Santa Monica Blvd. Crossover	9. Santa Monica Blvd. Century Park East
<p>240 (545) 1,136 (1,193) 154 (38)</p> <p>104 (53) 801 (788) 227 (51)</p> <p>22 (27) 1,554 (1,473) 168 (147)</p> <p>31 (71) 1,500 (1,171)</p> <p>332 (259) 3 (5)</p> <p>100 (445) 684 (88)</p> <p>228 (384) 1,876 (1,666) 72 (66)</p> <p>25 (25) 212 (1,986) 42 (7.5)</p> <p>12 (108) 84 (41) 21 (48)</p> <p>10 (12) 116 (1,148) 100 (66)</p>	<p>240 (545) 1,136 (1,193) 154 (38)</p> <p>104 (53) 801 (788) 227 (51)</p> <p>22 (27) 1,554 (1,473) 168 (147)</p> <p>31 (71) 1,500 (1,171)</p> <p>332 (259) 3 (5)</p> <p>100 (445) 684 (88)</p> <p>819 (1,328) 1,908 (1,421)</p> <p>839 (788)</p> <p>819 (1,328) 1,908 (1,421)</p>	<p>114 (18) 566 (906) 138 (144)</p> <p>62 (145) 101 (121) 1,116 (1,478)</p> <p>72 (110) 1,684 (1,194) 188 (186)</p> <p>110 (134) 404 (592)</p> <p>1,837 (1,683) 837 (478)</p> <p>5 (25) 1,287 (2,03) 528 (202)</p>
10. Sunset Blvd. Wilshire Dr.		
<p>40 (51) 1,347 (1,272) 43 (31)</p> <p>40 (51) 1,347 (1,272) 43 (31)</p> <p>40 (51) 1,347 (1,272) 43 (31)</p> <p>40 (51) 1,347 (1,272) 43 (31)</p>		

FIGURE 4.11-2

Existing Weekday Peak Hour Traffic Volumes

SOURCE: F&W & Partners - April 2007; Impact Sciences, Inc. - September 2007

NOT TO SCALE

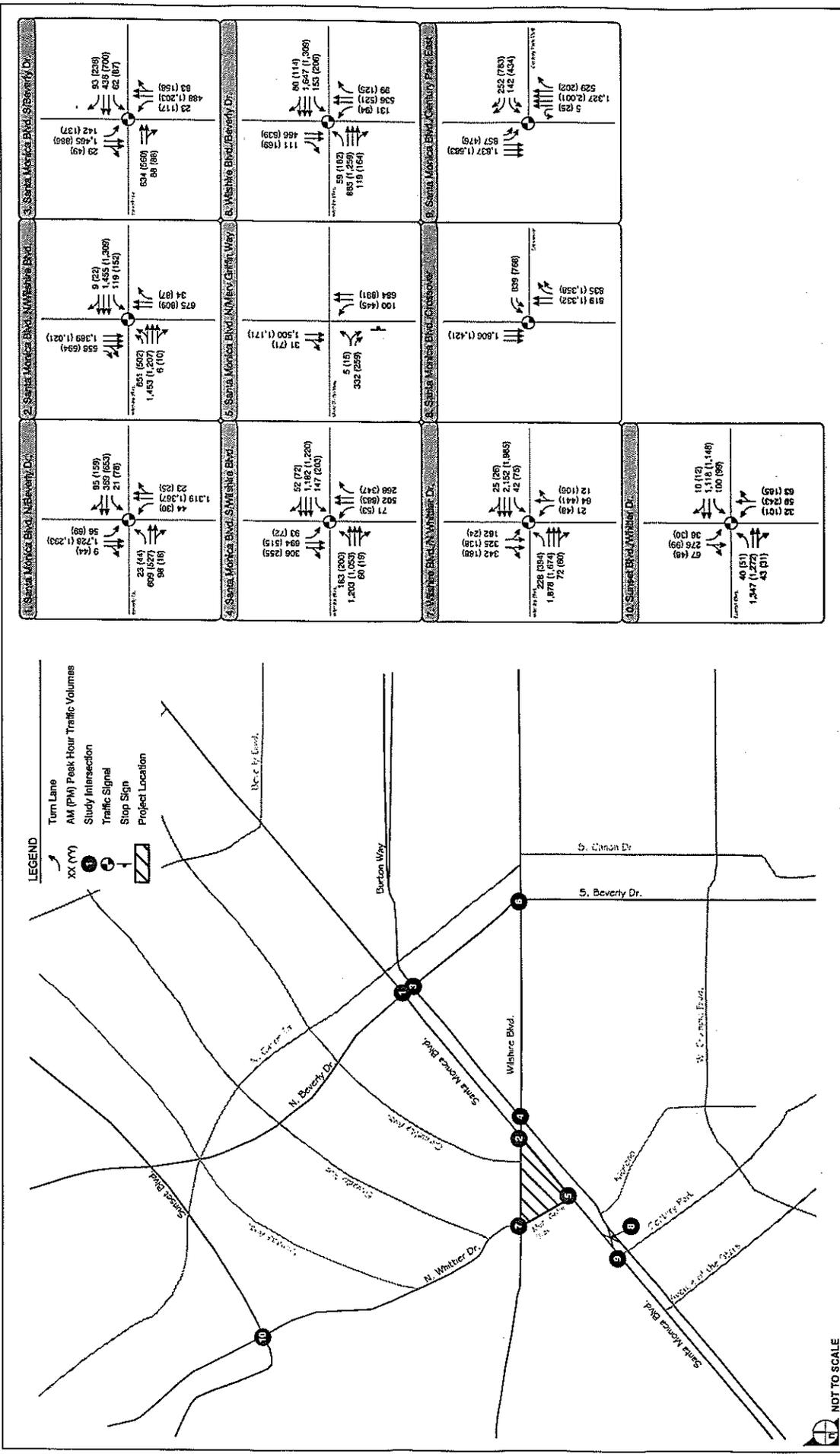


FIGURE 4-11-2

Existing Weekday Peak Hour Traffic Volumes

NOT TO SCALE

SOURCE: FAN & PETERS - April 2007; Impact Sciences, Inc. - May 2007

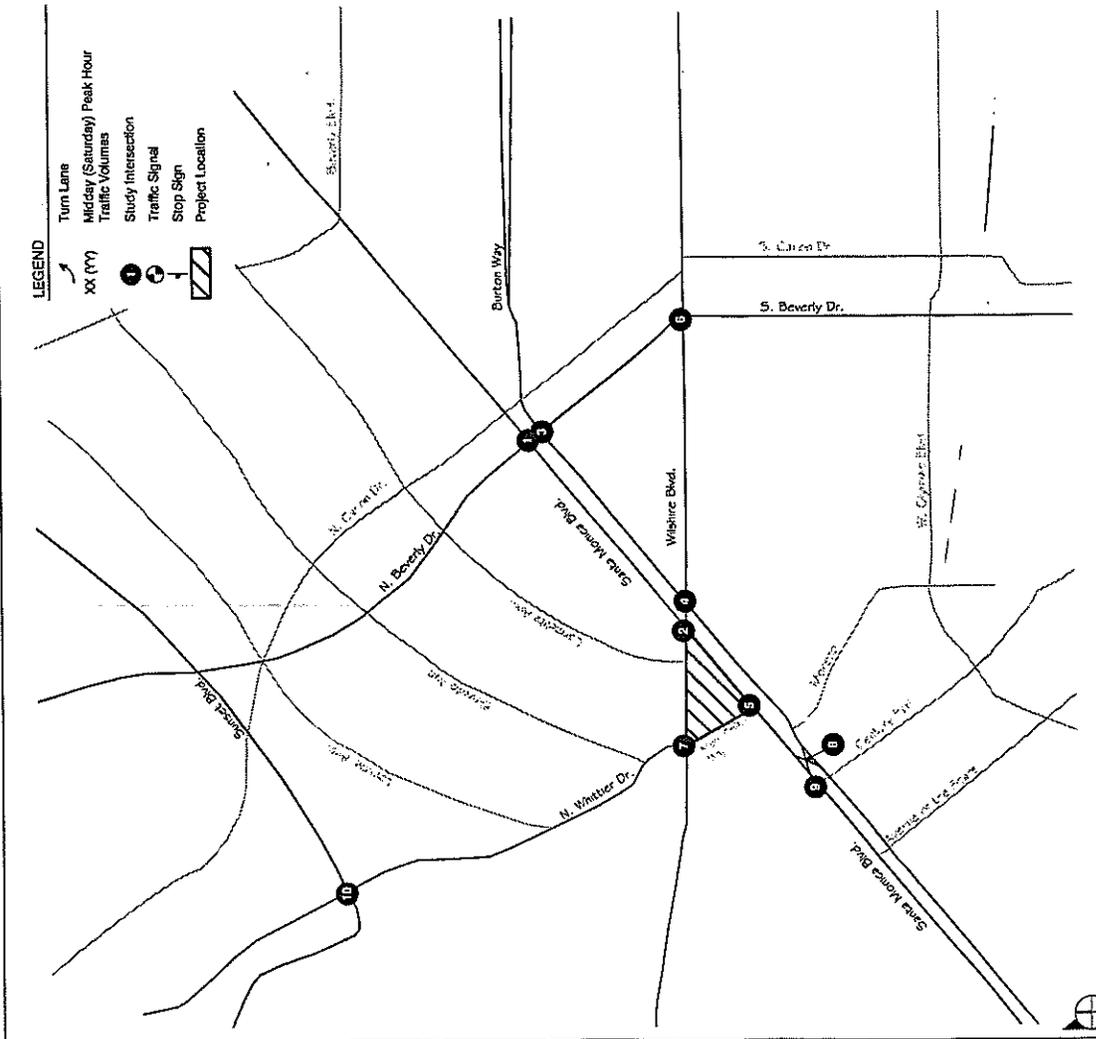
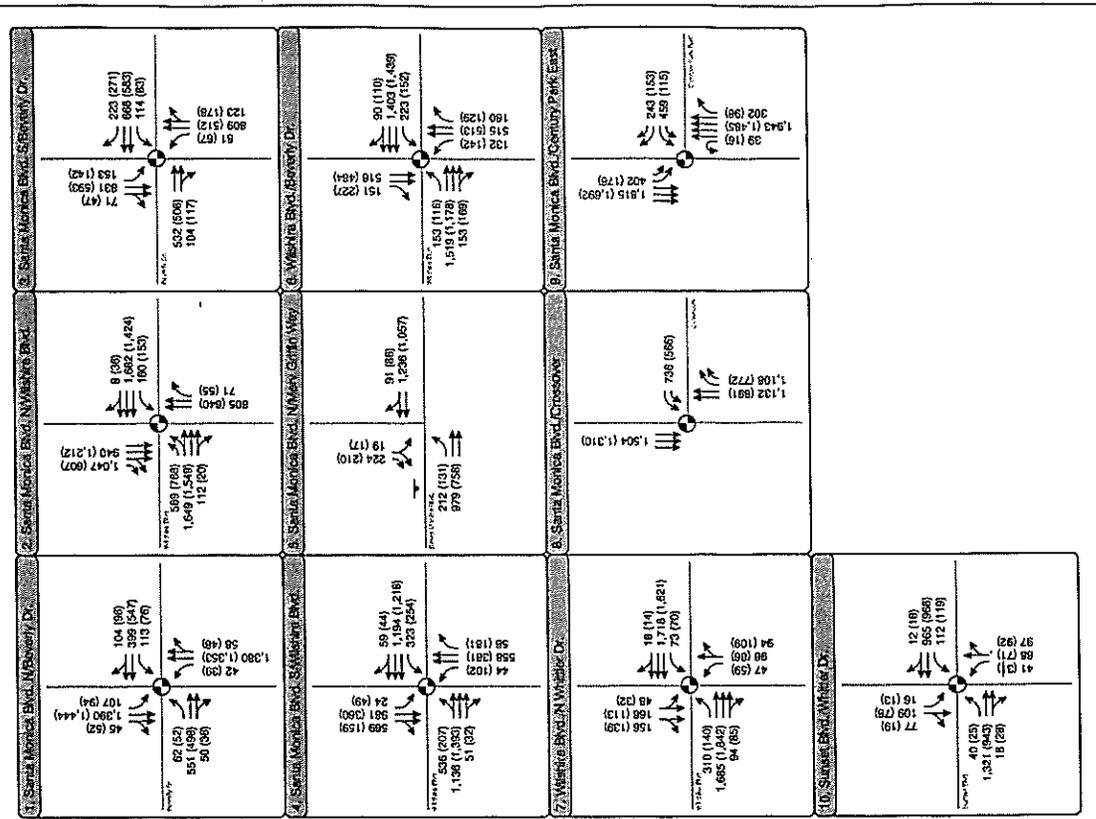


FIGURE 4.11-3

Existing Weekday Midday and Saturday Peak Hour Traffic Volumes

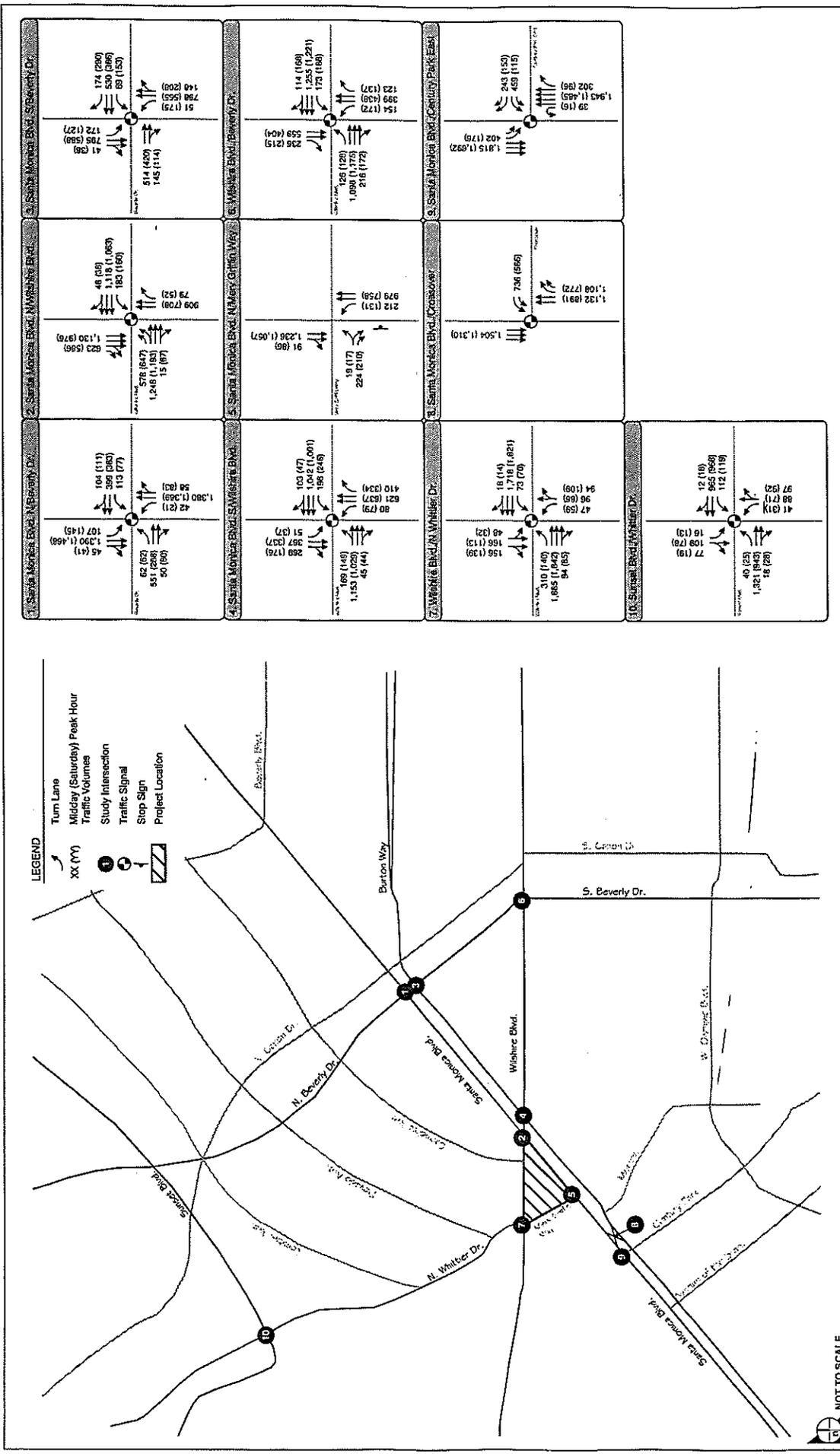


FIGURE 4-11-3 Existing Midday and Saturday Peak Hour Traffic Volumes

NOT TO SCALE  
SOURCE: FHV & PAVS / April 2007, Impact Solutions, Inc. - May 2007

Table 4.11-4  
Level of Service (LOS) Existing (2006-2007) Traffic Conditions<sup>1</sup>

Intersection	AM Peak Hour		Midday Peak Hour		PM Peak Hour		Saturday Midday Peak Hour	
	ICU/Delay <sup>2</sup>	LOS	ICU/Delay <sup>2</sup>	LOS	ICU/Delay <sup>2</sup>	LOS	ICU/Delay <sup>2</sup>	LOS
N. Santa Monica Boulevard and Beverly Drive	0.904	E	0.875	D	0.859916 <sup>3</sup>	EB	0.831 <sup>1</sup>	D
N. Santa Monica Boulevard and Wilshire Boulevard	1.428150 <sup>3</sup>	F	0.988111 <sup>4</sup>	EB	0.959107 <sup>3</sup>	EB	0.9541168 <sup>3</sup>	EB
S. Santa Monica Boulevard and Beverly Drive	0.8426 <sup>4</sup>	D	0.7572 <sup>3</sup>	C	0.868	D	0.683652 <sup>3</sup>	B
S. Santa Monica Boulevard and Wilshire Boulevard	0.8501057 <sup>2</sup>	EB	0.7971208 <sup>3</sup>	EC	0.8131430 <sup>3</sup>	EB	0.7400825 <sup>3</sup>	DC
N. Santa Monica Boulevard and Merv Griffin Way <sup>2</sup>	36.3	E	>50	F	>50	F	28.4	D
Wilshire Boulevard and Beverly Drive	0.724714 <sup>3</sup>	C	0.753831 <sup>3</sup>	DC	0.784838 <sup>3</sup>	DC	0.7352 <sup>1</sup>	C
Wilshire Boulevard and Merv Griffin Way	1.003	F	0.890	D	1.225	F	0.756	C
N. Santa Monica Boulevard and South Crossover	0.638	B	0.584	A	0.656	B	0.455	A
Santa Monica Boulevard and Century Park East	0.698	B	0.673	B	0.697	B	0.498	A
Sunset Boulevard and Whittier Drive	0.831	D	0.730	C	0.843	D	0.588	A

Source: Fehr and Peers

<sup>1</sup> Includes traffic from Robinson's May store operations prior to closure.

<sup>2</sup> V/C ratio for signalized intersections based on application of ICU Methodology. LOS for side-street stop controlled intersections based on 2000 Highway Capacity Manual methodology.

<sup>3</sup> Higher counts taken for the 231-265 North Beverly Drive Project EIR were used for intersection peak hour traffic volumes. However, the additional analysis in the revised traffic study altered the turning movements (i.e. left turns and right turns) at intersections such that certain roadway segments experience lower average daily trip volumes than previously counted, even though overall traffic volume increased at the intersection.

Table 4.11-5  
City of Beverly Hills Historical Traffic Collision Summary (2004–2006)

Intersection	Pedestrian Involved	Bicycle Involved	Fatalities	Total Traffic Collisions	Average Accident Rate <sup>1</sup>	Statewide Accident Rate <sup>2</sup>
N. Santa Monica Boulevard and Beverly Drive	0	0	0	15	0.32	0.43
N. Santa Monica Boulevard and Wilshire Boulevard	3	1	1	51	0.82	0.43
S. Santa Monica Boulevard and Beverly Drive	1	0	0	27	0.59	0.43
S. Santa Monica Boulevard and Wilshire Boulevard	6	0	0	23	0.44	0.43
N. Santa Monica Boulevard and Merv Griffin Way <sup>2</sup>	0	0	0	2	0.07	0.14
Wilshire Boulevard and Beverly Drive	2	0	0	22	0.42	0.43
Wilshire Boulevard and Merv Griffin Way	2	0	1	37	0.63	0.43
Sunset Boulevard and Whittier Drive	0	0	0	32	0.86	0.43

Source: Fehr and Peers, City of Beverly Hills, 2007.

<sup>1</sup> Average accident rate calculated as number of accidents \*1 million divided by ADT times 365 days\*3 years. This calculation provides accidents per million vehicles for 3 years. The calculation of this rate is consistent with Statewide Accident Rates.

<sup>2</sup> Statewide average for comparable facilities provided by Caltrans.

As is shown in Table 4.11-5, five intersections experienced an average accident rate exceeding the statewide average. These intersections are:

- N. Santa Monica Boulevard and Wilshire Boulevard;
- S. Santa Monica Boulevard and Beverly Drive;
- S. Santa Monica Boulevard and Wilshire Boulevard;
- Wilshire Boulevard and Merv Griffin Way; and
- Sunset Boulevard and Whittier Drive.

#### 4.11.4 REGULATORY SETTING

##### City of Beverly Hills General Plan

There are a number of goals and policies set forth by the City of Beverly Hills in the General Plan Circulation Element. A description of applicable goals and policies is provided in Section 4.5, Land Use and Planning.

##### Congestion Management Plan

The state legislature, following the passage of Proposition 111 in 1990, enacted the Congestion Management Plan (CMP). The purpose of the CMP is to address the impact of local growth on the regional transportation system. The Los Angeles County MTA, the local CMP agency, has designated a highway network that includes all state highways and principal arterials within the County, along with traffic monitoring locations. Local jurisdictions are required to monitor the Level of Service standards at the designated locations within this network. If LOS standards deteriorate, then local jurisdictions must prepare a deficiency plan to be in conformance with the Countywide plan.

New projects within the City of Beverly Hills must comply with the CMP for Los Angeles County. Appendix D of the CMP includes Transportation Impact Assessment (TIA) guidelines. The TIA guidelines require analysis at monitored street intersections and segments, including freeway on- or off-ramp intersections where a project is expected to add 50 or more peak-hour vehicle trips and mainline freeway or ramp monitoring locations where a project is expected to add 150 or more peak-hour trips. If a project does not add, but merely shifts, trips at a given monitoring location, the CMP analysis is not required. An evaluation of transit impacts is required by the CMP for all projects for which an EIR will otherwise be prepared.

#### 4.11.5 SIGNIFICANCE CRITERIA

The following thresholds for determining the significance of impacts related to transportation, traffic, parking, circulation, alternative transportation, and pedestrian system conditions, which were agreed on by the City, were developed based on the review of traffic study guidelines in other jurisdictions and on the nature of the traffic study for the project.

An impact is considered significant for intersections within the City of Beverly Hills, if the proposed project would:

- TRAF-1 Cause an increase in V/C ratio of equal to or greater than 0.040 at a signalized intersection operating at LOS D during a peak hour for with project traffic condition; or

#### 4.11 Transportation, Traffic, Parking, and Circulation

- TRAF-2 Cause an increase in V/C ratio of equal to or greater than 0.020 at a signalized intersection operating at LOS E or F during a peak hour with project traffic condition.

An impact is considered significant for residential streets within the City of Beverly Hills, if the proposed project would:

- TRAF-7 Cause an increase in daily traffic volume by 25 percent or more on a residential street with a daily traffic volume of less than 3,750; or
- TRAF-8 Cause an increase in daily traffic volume by 12.5 percent or more on a residential street with a daily traffic volume of between 3,750 and 6,750; or
- TRAF-9 Cause an increase in daily traffic volume by 6.25 percent or more on a residential street with a daily traffic volume of more than 6,750.

An impact is considered significant at any Congestion Management Plan intersection, if the proposed project would:

- TRAF-10 Cause the V/C ratio to increase by 2 percent or more, causing the v/c ratio to increase beyond 1.00 (LOS F).

An impact is considered significant on roadway facilities, if construction of the proposed project would:

- TRAF-11 Create a temporary but prolonged impact during construction due to lane closures, need for temporary signals, a reduction in emergency vehicles access, traffic hazards to bikes/pedestrians, damage to roadbed, truck traffic on roadways not designated as truck routes and other similar impediments to circulation.

An impact is considered significant for alternative forms of transportation, if the proposed project would:

- TRAF-12 Conflict with adopted policies, plans, or programs supporting alternative transportation.

An impact is considered significant for pedestrian facilities, if the proposed project would:

- TRAF-13 Disrupt existing pedestrian facilities. This can include adding new vehicular, pedestrian or bicycle traffic to an area experiencing pedestrian safety concerns such as an adjacent crosswalk or school, particularly if the added traffic reduces the number of pedestrian acceptable gaps at un-signalized crossings or cause queues to spillback through pedestrian crossings; or
- TRAF-14 Interfere with planned pedestrian facilities. In existing and/or planned urbanized areas, main streets or pedestrian districts, this can include impacts to the quality of the walking environment; or
- TRAF-15 Conflict with or create inconsistencies with adopted pedestrian system plans, guidelines, policies or standards.

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An impact is considered significant for project site access and on-site circulation, if the proposed project would:

- TRAF-16 Design on-site circulation or access areas that fail to meet City standard design guidelines; or
- TRAF-17 Fail to provide adequate accessibility for service and delivery trucks on site, including access to truck loading areas.

An impact is considered significant for project parking, if the proposed project would:

- TRAF-18 Design parking areas that fail to meet City standard design guidelines; or
- TRAF-19 Fail to provide a sufficient quantity of on-site parking for vehicles; or
- TRAF-20 Increase off-site parking demand above that which is provided in the immediate project area.

An impact is considered significant for risk of off-site intersection collision, if the proposed project would:

- TRAF-21 Change off-site intersection location, geometrics, or traffic control devices, resulting in obstructed sight distance, over-reduced narrow lane width, removal of exclusive left-turn or right-turn lanes, unsafe timing and phasing designs, or other safety deficiencies; or
- TRAF-22 Increase conflicting traffic at intersections where the accident rate exceeds the statewide average; or
- TRAF-23 Increase the number of pedestrians or bicyclists crossing at intersections where pedestrian/bicyclist-related traffic collisions already exist.

The following significance thresholds were found not to be applicable to the proposed project and are discussed in Section 5.0, Effects Found Not to be Significant.

An impact is considered significant for all four-way stop-controlled intersections, if the proposed project would:

- TRAF-3 Cause a four-way stop-controlled intersection operating at LOS A, B or C to operate at LOS D and increases the average delay by five seconds or more (issue is addressed within Section 5.0, Effects Found Not to be Significant); or
- TRAF-4 Cause a four-way stop-controlled intersection operating at LOS D to operate at LOS D and increases the average delay by four seconds or more (issue is addressed within Section 5.0, Effects Found Not to be Significant); or
- TRAF-5 Cause a four-way stop-controlled intersection operating at LOS E or F to operate at LOS F and increases the average delay by three seconds or more (issue is addressed within Section 5.0, Effects Found Not to be Significant).

An impact is considered significant at all two-way stop-controlled intersections, if the proposed project would:

- TRAF-6 Change the LOS from LOS D or better to LOS E or F (issue is addressed within Section 5.0, Effects Found Not to be Significant).

#### 4.11.6 ENVIRONMENTAL IMPACT ANALYSIS

##### Project Traffic

The following information describes the vehicular trip generating characteristics and the planned roadway improvements of the proposed project. It also presents the methodology used to estimate the trip generation, distribution, and assignment of project trips. Project parking, vehicular access, and internal circulation are also described.

##### *Planned Circulation Improvements*

Eight access points to the project site would be provided, as shown in Figure 4.11-4. Three driveways would be located on Merv Griffin Way, four driveways would be located on Santa Monica Boulevard, and one driveway would be located on Wilshire Boulevard. The operation and purpose of each driveway is as follows:

- The main project driveway will be located along Merv Griffin Way. This driveway would serve as the primary hotel entrance and primary access to the underground parking structure. This driveway would operate as full access with all movements permitted.
- The Residence A and B condominium buildings would each have full-access driveways along Merv Griffin Way. These driveways would be located to the north and south of the main driveway. The driveways would provide dedicated access to curbside drop-off and pick-up locations as well as underground parking for these buildings.
- The Residence B building in the southwest corner of the site would have a driveway on Santa Monica Boulevard. This driveway would provide access to a loading and delivery area and to the building's underground parking.
- Two service driveways on Santa Monica Boulevard would provide delivery vehicle access to the service area on the southern side of The Beverly Hilton Hotel. These service driveways would not be used by hotel guests or condominium residents.
- The Waldorf Astoria Hotel would be accessed by a driveway on Santa Monica Boulevard. This driveway would operate as right-in/right-out with permitted left-turns in from Santa Monica Boulevard.
- A driveway on Wilshire Boulevard would provide access to The Waldorf Astoria Hotel. This driveway would operate as right-in/right-out only.

#### 4.11 Transportation, Traffic, Parking, and Circulation

Concurrent with the redevelopment of the site, the project applicant has proposed to make several improvements along portions of Merv Griffin Way, Wilshire Boulevard, and Santa Monica Boulevard along the project frontage. These improvements are discussed in further detail below and are shown on Figure 4.11-5.

##### **Merv Griffin Way**

The project applicant has proposed to contribute a “fair share” of the cost towards several improvements along Merv Griffin Way. These improvements include:

- Provide northbound left-turn, through, and right-turn lanes at the intersection of Wilshire Boulevard and Merv Griffin Way;
- Signalize the intersection of Santa Monica Boulevard and Merv Griffin Way;
- Realign Merv Griffin Way to line up with Whittier Drive north of Wilshire Boulevard.

##### **Wilshire Boulevard**

The project applicant will be solely responsible for the widening of Wilshire Boulevard along the project site frontage. This widening serves multiple purposes including:

- Facilitating the reconstruction of the eastbound portion of Wilshire Boulevard to provide two left-turn lanes, three through lanes, and a right-turn-only lane; and
- Allowing the curb radius to be modified for eastbound right-turn vehicles, which should allow vehicles to more easily make this turn.
- Allowing an extended drop-off area for emergency responders.

##### **Santa Monica Boulevard**

The project applicant will be solely responsible for the widening of Santa Monica Boulevard along the project site frontage. Proposed improvements include:

- Modifying the curb to facilitate an additional travel lane;
- A landscaped median along portions of Santa Monica Boulevard; and
- An on-site staging area for large events will be maintained. This area adjacent to the curb is occasionally used by service vehicles parking at events like the Golden Globes.

### ***Project Trip Generation***

In developing project trip generation (i.e., an estimate of the number of trips to be generated by the project, taking into account each proposed land use), a variety of trip generation data sources were considered, including locally collected data and national data sources, such as Institute of Transportation Engineers (ITE) *Trip Generation*, 7<sup>th</sup> Edition. The proposed land uses and other land uses have been surveyed and documented in studies conducted under the auspices of the ITE. This information is available in the manual *Trip Generation*, 7<sup>th</sup> Edition, 2003, published by ITE. The trip generation rates in the ITE manual are nationally recognized, and are used for most traffic impact studies conducted in the City of Beverly Hills and the surrounding region.

#### **Condominium Land Use**

For the condominium land uses, empirical data gathered from other nearby condominium projects rather than national trip generation data were used for the following reasons:

- The project proposes “luxury” condominiums, which are likely to have different trip patterns than most other condominiums. For example, luxury condominiums are more likely to be used as second homes than other condominiums.
- There are numerous condominiums along Wilshire Boulevard and Santa Monica Boulevard that provide comparable examples.

For the condominium land use, trip generation counts were taken at the following sites:

- La Tour, 13080 Wilshire Boulevard, 73 units;
- The Wilshire Condominiums, 10580 Wilshire Boulevard, 97 units;
- The Blair House, 10490 Wilshire Boulevard, 128 units;
- The Wilshire Regent, 10501 Wilshire Boulevard, 208 units;
- The Remington, 10727 Wilshire Boulevard, 93 units; and
- 2160/2172 Century Park East, 496 units.

Traffic counts were taken for the AM, midday, PM, and Saturday peak hours during the same hours traffic counts were taken for the study area intersections. Condominium traffic counts are provided in the traffic study, which is contained in **Appendix 4.11**.

The daily condominium rate was estimated using ITE data for High-Rise Condominiums (ITE Code 232). It was determined that the AM and PM peak hour trip rates were 17 percent of the daily rate for condominium land uses. The AM and PM peak hour rates from the empirical data were added together and then the 17 percent peak to daily ratio was applied to yield an estimated daily trip rate.





### Hotel Land Use

Data from the existing Beverly Hilton was used to project trip generation for the proposed new Beverly Hilton Hotel and The Waldorf Astoria Hotel guestrooms. Counts were collected in February 2007 on a Thursday, Friday, and Saturday. On Thursday and Friday, hotel occupancy was over 90 percent. On Saturday, the hotel occupancy was 70 percent. The traffic engineer conducted counts at all hotel driveways including parking lot entrances and exits and all service driveways.

From the counts conducted at the existing hotel, it was determined that the per-room trip generation rate ranged from 0.57 trips in the PM peak hour to 0.26 trips on Saturday. Data on Thursday and Friday were averaged to yield the weekday rates. The room rate calculation did not include any data from the driveway at the former Trader Vic's since the restaurant closed in late April. This driveway is also occasionally used by employees and visitors to the non-hotel offices. Many of these offices are currently closed and are inactive at this time. Based on a survey of the site, few hotel guests use the driveway at the former Trader Vic's restaurant.

The daily trip rate was based on the ratio between the PM peak hour trip rate and daily trip rate for the Land Use Code 310 (Hotel) in the ITE's *Trip Generation* (7<sup>th</sup> Edition). Counts were taken for the AM, midday, PM, and Saturday peak hours during the same times as the intersection counts were taken. Copies of the hotel counts are provided in the traffic study, which is contained in **Appendix 4.11**.

### Retail and Restaurant Land Uses

For the restaurant land use, counts were conducted at several comparable restaurants in the City of Beverly Hills: Spagos, Mastro's, and Lawry's. These area-specific counts were determined to be appropriate since the proposed restaurant is likely to be a destination restaurant and attract patrons from outside the hotel as well as hotel guests.

The estimated trip rate for the restaurant was based on three existing restaurants in the City of Beverly Hills: Mastro's, Lawry's, and Spagos.

The data from each of these facilities was averaged to yield a composite rate for the AM, midday, PM, and Saturday peak hours. Copies of these counts are also provided in the traffic study, which is contained in **Appendix 4.11**.

The project trip generation rates are provided in **Table 4.11-6, Project Trip Generation Rates**. These rates were used to determine the number of expected weekday daily, AM, midday, and PM peak-hour trips, as well as the Saturday daily and peak-hour trips to be generated by the proposed project.

**Table 4.11-6  
Project Trip Generation Rates**

Land Use	Trip Rates				
	Daily <sup>1</sup>	AM	Midday	PM	Saturday
Condominiums <sup>1</sup>	3.55	0.28	0.33	0.33	0.29
Hotel <sup>2</sup>	7.89	0.41	0.49	0.57	0.26
Restaurant <sup>3</sup>	48.72	0.33	5.69	4.18	3.44

Source: Trip Generation (7<sup>th</sup> Edition), (Institute of Transportation Engineers).

<sup>1</sup> Condominium trip rates based on counts taken at six condominium projects in the surrounding area.

<sup>2</sup> Hotel trip generation based on counts taken at the existing Beverly Hilton Hotel. A per-room rate (not including Trader Vic's) was calculated from these counts. Counts were summarized from all existing hotel driveways including deliveries, taxis, and other vehicles. Counts were taken on a Thursday (87 percent Occupancy), Friday (96 percent occupancy), and Saturday (67 percent) occupancy. Since Trader Vic's is a separate use, it was not included in the per room rate.

<sup>3</sup> For restaurant use, rate information was based on counts taken at three existing restaurants in Beverly Hills including Mastro's, Spagos, and Laury's.

<sup>4</sup> Daily trips estimated as follows:

-- Condominium rate based on ratio of AM and PM rate to daily for ITE Code 232 (High Rise Condominiums). This ratio was estimated to be 17 percent. This ratio was then applied to the actual AM and PM rates.

-- Hotel rate based on ratio between PM and daily rate for Hotels (ITE Code 310). This code was applied to PM rate.

-- Restaurant rate based on ratio between daily rate and PM rate for High Turnover sit-down restaurants (Code 932). Ratio was applied to empirical counts.

-- Credit for existing hotel based on same ratio identified for hotel uses and applied to existing number of rooms

Table 4.11-7, Project Trip Generation, shows the estimated daily and peak-hour project trip generations for weekdays and Saturday. As shown therein, development of the proposed project is expected to generate a net increase of approximately 649 weekday daily trips, including net increases of 16 trips during the AM peak hour, 84 trips during the midday peak hour, and 57 trips during the PM peak hour. On Saturday, the project is expected to generate a net increase of approximately 65 trips during the midday peak hour. It should be noted that the project trip generation totals incorporate credit given for existing uses on site to be demolished as part of the project, which is partially responsible for the reduction in trips expected to be generated in the future. Trip reductions are discussed below.

#### Project Trip Generation Reductions

Fehr and Peers also considered whether any trip generation reductions would be applicable towards the proposed project. Potential trip reductions include:

- Credit for existing uses on the site; and
- Internalized trips.

Each of these potential reductions is discussed in detail below.

Table 4.11-7  
Project Trip Generation

Land Use	Daily <sup>2</sup>	Weekday												Saturday		
		AM			Midday			PM			Midday			Saturday		
		In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
Condominiums (120 Units) <sup>1</sup>	Rate Trips	3.55 426	0.09 11	0.28 33	0.17 20	0.17 20	0.33 40	0.18 22	0.15 18	0.33 40	0.11 13	0.19 23	0.29 35			
Hotel Rooms (522 Rooms) <sup>2</sup>	Rate Trips	7.89 4,116	0.25 128	0.41 214	0.23 122	0.25 132	0.49 254	0.26 137	0.31 161	0.57 297	0.14 72	0.13 66	0.26 138			
Restaurant (12,270 square feet) <sup>3</sup>	Rate Trips	48.72 594	0.16 2	0.33 4	1.72 21	3.97 48	5.69 69	3.31 40	0.87 11	4.18 51	2.91 35	0.53 6	3.44 42			
Sub-Total Proposed Development		5,136	141	251	163	201	364	199	189	388	120	95	215			
Credit for Existing Hotel Operations <sup>4</sup>																
Total Net New Trips			1	16	29	55	84	45	12	57	42	23	65			

1 Condominium trip rates based on counts taken at six condominium projects in the surrounding area. Counts taken at following facilities:

- La Tour (13080 Wilshire Boulevard)-73 units
- The Wilshire Condominiums (10580 Wilshire Boulevard)-97 units
- The Blair House (10490 Wilshire Boulevard) - 128 units
- The Wilshire Regent (10501 Wilshire Boulevard) - 208 units
- The Remington (10727 Wilshire Boulevard) - 93 units
- 2160/2172 Century Park East-496 units

2 Hotel trip generation based on counts taken at the existing Beverly Hilton Hotel. A per-room rate (minus Trader Vic's) was calculated from these counts. Counts were summarized at all driveways including deliveries taxis and other vehicles. Counts were taken on a Thursday (87 percent occupancy), Friday (96 percent occupancy) and a Saturday (67 percent occupancy). Since Trader Vic's is a separate use it was not included in the per room rate.

3 Based on counts taken from three existing restaurants including Mastro's, Spago, and Laury's.

4 Summary of all driveway counts taken at existing Beverly Hilton Hotel including Trader Vic's.

5 Daily trips estimated as follows:

- Condominium rate based on ratio of AM and PM rate to daily for ITE Code 232 (High Rise Condominiums). This ratio was estimated to be 17 percent. This ratio was then applied to the actual AM and PM rates.
- Hotel rate based on ratio between PM and daily rate for Hotels (ITE Code 310). This code was applied to PM rate.
- Restaurant rate based on ratio between PM and daily rate for High Turnover sit down restaurant (ITE Code 932). Ratio was applied to empirical counts.
- Credit for existing hotel based on same ratio identified for hotel uses and applied to existing number of hotel rooms.

### *Existing Uses On Site*

Providing credit for an existing use on site is a common practice in the traffic engineering field and is often applied in traffic studies. The traffic engineer and the City and determined that it would be appropriate to credit the site for the existing traffic associated with The Beverly Hilton Hotel as the Hotel is currently in operation.

The historical traffic counts are documented in Appendix A of the traffic study, which is contained in Appendix 4.11 of this EIR.

### *Internalized Trips*

Another common trip generation reduction is internalized trips, or those trips that are confined to a project site. For example, there may be instances where hotel guests might use the on-site restaurants, which could also be patronized by the condominium residents. However, it would be difficult to quantify this internalization and therefore, no reduction was applied, to ensure that the analysis presents a conservative project impact scenario.

### *Trip Distribution*

During preparation of the traffic study, a variety of sources related to the project trip distribution were consulted, including materials provided by the project applicant's traffic study, regional trip distribution information contained in the Congestion Management Plan, the location of complementary land uses, likely major regional destinations, and other sources. The project's trip distribution reflects the following assumptions:

- The project is composed of a mix of uses (hotel, condominiums, and restaurant) and it is anticipated that residents would travel to and from a wide variety of locations for various purposes. Potential trip purposes could include work, shopping, and recreation. It is not anticipated that all of the trips would be distributed to only major commute destinations;
- A majority of the trips traveling to and from the site would be associated with major regional destinations. To the west, drivers can access I-405, which provides connectivity to destinations throughout Western Los Angeles County. To the east, drivers could travel into Beverly Hills or downtown Los Angeles. Therefore, a majority of the traffic was distributed to the west and east;
- Some vehicles are anticipated to travel south, although not as many as would travel to the east and west. Many of the vehicles traveling to the south, away from the site, are anticipated to first travel to the west to access I-405 instead of traveling directly to the south along roadways like Beverly Drive. Some of the vehicles traveling to the south could be headed for various destinations in the City of Beverly Hills or beyond; and

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- Some trips would also travel to the north. A similar number of trips to the south were assigned to the north.
- Some trips would be distributed to the lower volume streets rather than along the major commute routes. This more dispersed assignment is reflective of the trips travel to and from the restaurant and the likely hotel employee and visitor travel routes.

Once the major origins and destinations for the project trips and the percentages of trips that would travel to each were determined, likely travel routes were reviewed. To determine how many trips should be assigned to each route, travel time runs were conducted along selected routes and compared relative to traffic volumes. The outputs from the travel time runs are provided in Appendix D of the traffic study, included as Appendix 4.11 to this EIR. Conclusions related to the assignment are as follows:

- West of the project site, Santa Monica Boulevard and Wilshire Boulevard have equivalent travel times, indicating that both roadways have similar congestion levels. Therefore, it was concluded that neither route is particularly advantageous over the other and assumed that both routes would be used equally since both routes provide an equally direct route to the project site;
- For people traveling to the northeast, it was determined that using Sunset Boulevard as an alternate route to Santa Monica Boulevard would not decrease travel time. Since Santa Monica Boulevard is a more direct route, more trips were assigned to Santa Monica Boulevard. This roadway also has a higher volume than Sunset Boulevard, which also supports the contention that more trips should be assigned to Santa Monica Boulevard.
- For people traveling to the north along Beverly Drive, Beverly Drive and Santa Monica Boulevard provided a decrease in travel time compared to Whittier Drive and Sunset Boulevard to reach the same destination. Therefore, a majority of the project trips traveling to the north were assigned along Beverly Drive.
- Travel times along three routes to the east/southeast were analyzed. These routes included Burton Way, Wilshire Boulevard, and Olympic Boulevard. It was concluded that the travel times along these routes were comparable, so trips along all three routes were assigned. A majority of the trips were assigned to Wilshire Boulevard since that roadway carries higher volumes.

Project trips were assigned based on the trip distribution detailed in Figure 4.11-6. Applying the aforementioned conclusions to the project's trip generations, the project's traffic volumes at the study intersections were determined for the weekday AM and PM peak hours, as shown in Figure 4.11-7. The project's traffic volumes for the weekday midday and Saturday peak hours are depicted in Figure 4.11-8.

#### *Hotel Special Events*

Special events held at the existing Beverly Hilton Hotel and their effects on the surrounding transportation system were included in the traffic study. The Beverly Hilton Hotel currently hosts a number of events on a yearly basis, which range in size from small 5- to 10-person breakfast meetings to

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very large events like the Golden Globes. Given that some existing Beverly Hilton facilities, including ballrooms and meeting rooms, would remain in operation as part of the proposed project, it is assumed similar events would continue to take place following project buildout.

Information was collected on the following:

- Types of special events held at the hotel;
- Distribution of these events throughout the day and year;
- Attendance at these events; and
- Effects of these events on the transportation system.

Like many hotels, The Beverly Hilton holds special events. These events can include:

- Breakfast meetings
- Training sessions
- Conferences
- Professional society meetings
- Awards dinners
- Wedding receptions

To facilitate discussion of these special events, the types of events can be grouped into several broad categories based on their attendance and frequency including:

- **Small-scale:** These events are held at the hotel on a daily basis and may be attended by 200 people or less. These events are held throughout the day.
- **Large-scale:** These events are larger and held infrequently at the hotel (2–3 times per week). These events are typically dinner events and take place in the evening from 4:00 PM to 7:00 PM or later.
- **Once-a-year:** These events are held once a year. Only a small number of these events fall into this category, including the Golden Globes.

#### Special Event Distribution

According to information provided by the applicant, the hotel hosted 770 events in 2006, for an average of two events per day. Table 4.11-8, *The Hilton Hotel Special Events*, describes the distribution of special events throughout the day for each month.

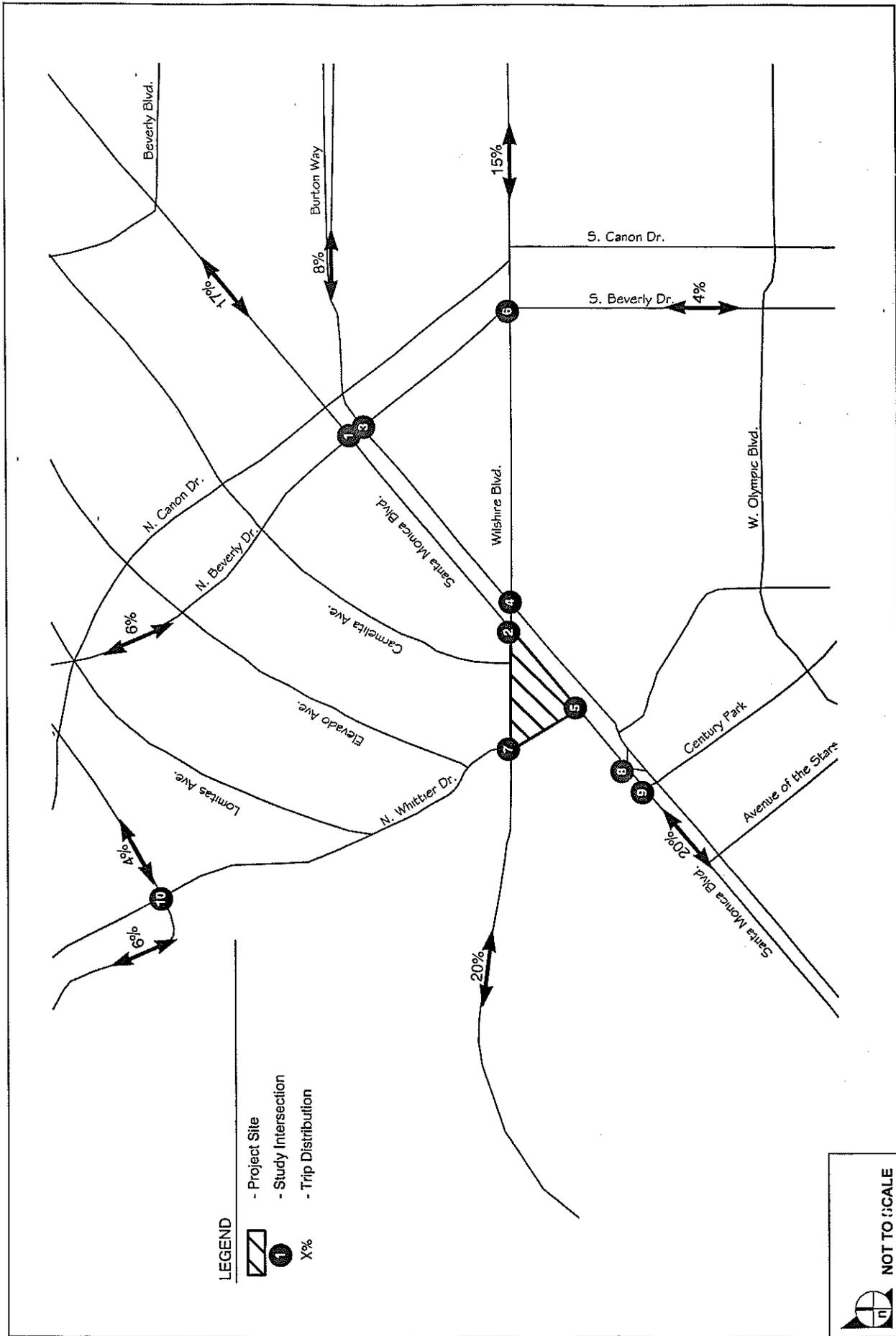
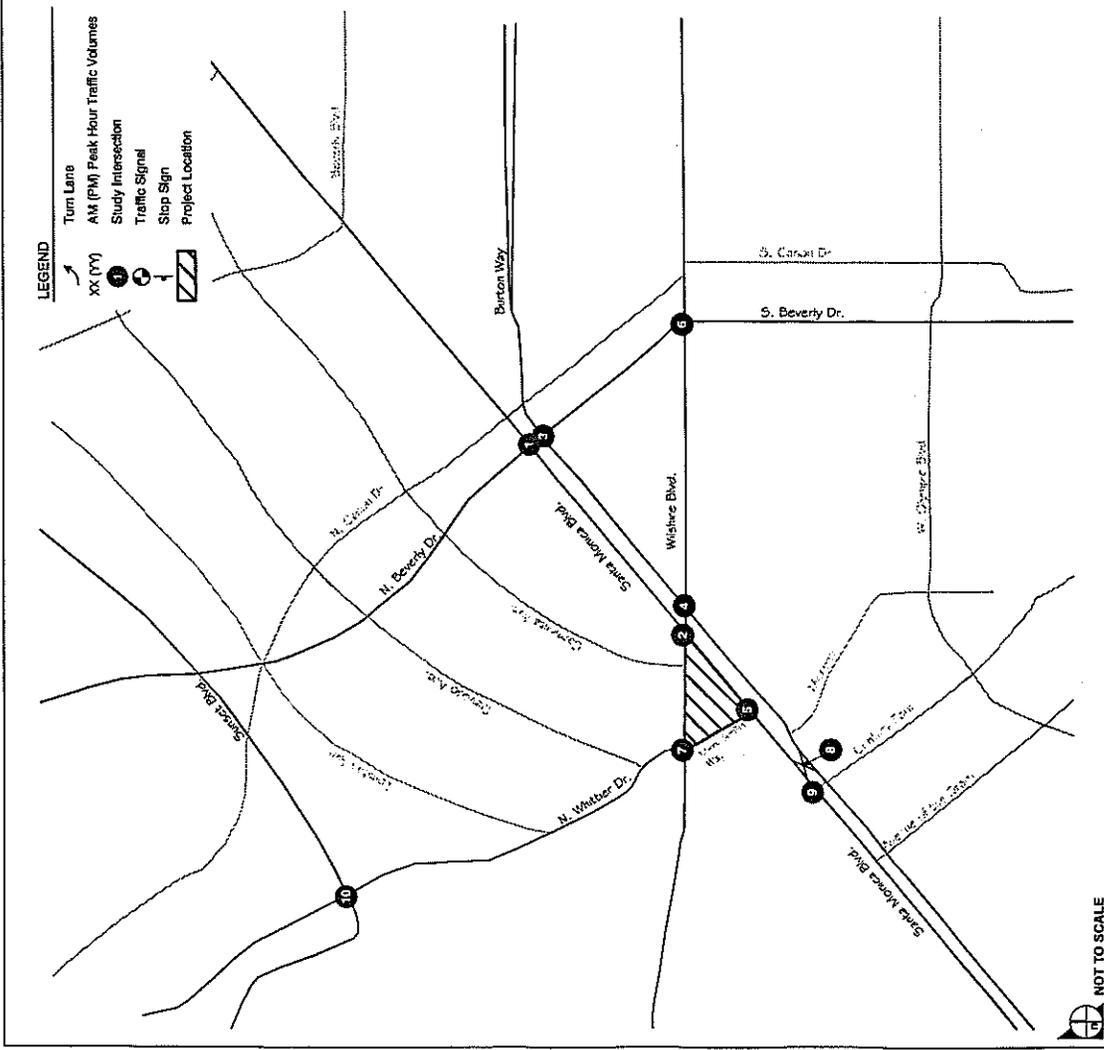
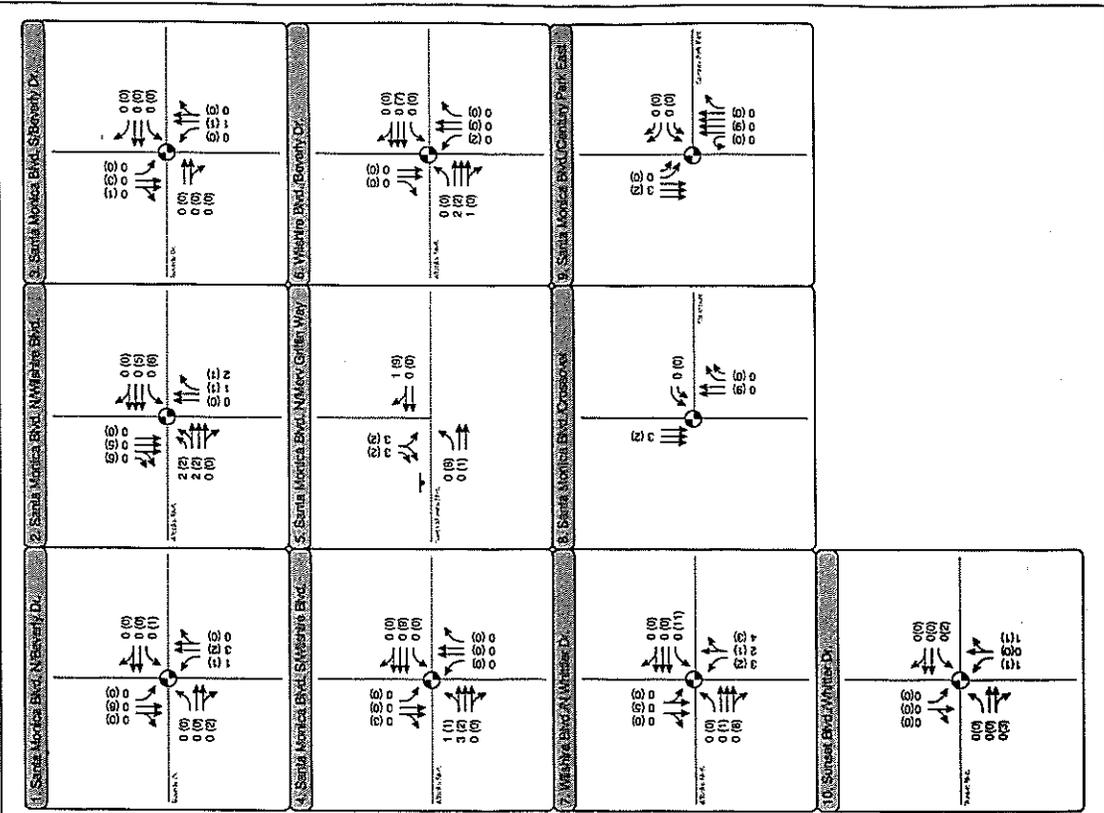


FIGURE 4.11-6

Project Trip Distribution



**LEGEND**

- Turn Lane
- AM (PM) Peak Hour Traffic Volumes
- Study Intersection
- Traffic Signal
- Stop Sign
- Project Location

NOT TO SCALE

SOURCE: Fair & Peters - September 2007

FIGURE 4.11-7

Project Traffic Volumes - Weekday AM and PM Peak Hours







**Table 4.11-8  
The Hilton Hotel Special Events**

Month	Breakfast (7:00 AM to 9:00 AM)	Lunch (11:00 AM to 1:00 PM)	Dinner (4:00 PM to 7:00 PM)	Reception (4:00 PM to 7:00 PM)	Meeting (7:00 AM to 9:00 AM)	Monthly Percent of Total
January	11	7	12	20	26	10%
February	2	7	13	21	15	8%
March	12	10	20	15	27	11%
April	4	8	11	9	14	6%
May	7	7	21	16	19	9%
June	8	8	16	20	19	9%
July	4	2	4	2	11	3%
August	14	6	12	8	7	6%
September	9	5	15	3	9	5%
October	14	13	22	22	20	12%
November	8	8	25	15	13	9%
December	11	16	26	25	16	12%
<b>Total</b>	<b>104</b>	<b>97</b>	<b>197</b>	<b>176</b>	<b>196</b>	<b>--</b>
<b>Event Percent of Total</b>	<b>14%</b>	<b>13%</b>	<b>26%</b>	<b>23%</b>	<b>25%</b>	<b>100%</b>

Source: The Beverly Hilton Hotel, 2007.

The meeting categories were provided by the applicant and represent the range of activities held at the hotel. Many of the events are smaller gatherings of 10 to 20 people. These small events can include the breakfast or lunch meetings. The largest events held at the hotel are the dinners, which range in size from 100 to over 1,000 people. Table 4.11-9, Dinner Event Attendance, presents the distribution of dinner event attendance, which includes some of the largest events held at the hotel. Only six events were held in 2006 with an attendance over 1,000 people.

**Table 4.11-9  
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%

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Month	<99 People	100-499 People	500-999 People	>1000 People	Monthly Percent of Total
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.

**Effects on Transportation System**

Each of the hotel events causes different effects on the adjacent transportation system, depending on the size of the event.

*Small-Scale Events*

The trip generation for the hotel is based on traffic counts collected at the existing Beverly Hilton Hotel. It was verified that there were several events being held on the days the counts were collected including:

- A 17-person meeting from 8:30 AM to 5:00 PM;
- A 50-person meeting in one of the ballrooms; and
- An 80-person dinner event.

Since the traffic counts taken at the hotel already include traffic generated by some of the special events typically held at the hotel, it can be concluded that the existing counts and forecasts already include some allowance for special events held at the hotel. A majority of the special events found at the hotel would fall into this category. Other events, such as the Golden Globes, occur once annually and do not represent typical events or affect traffic on a regular basis.

*Large-Scale Events*

As noted previously, many of the large-scale events are dinners with attendance ranging from 500 to 1,000 persons. The traffic consultant conducted traffic counts on the same night, March 23, 2007, a large dinner with 700 attendees was held. These counts were compared to the previous counts taken at the hotel. This comparison indicated that there was an increase of 100 to 200 cars at the hotel driveways when the counts were taken.

#### *4.11 Transportation, Traffic, Parking, and Circulation*

The project applicant for the 9900 Wilshire project also collected parking data in January 2007 on two nights when several large meetings were held. Their traffic engineer collected parking occupancy data on several of the adjacent residential streets on January 9, 2007 and January 10, 2007 when two large events were held. The first event was hosted by the Los Angeles Sports Council and the second event was hosted by the Los Angeles Chamber of Commerce with 600 and 1200 attendees, respectively. The events represent some of the larger events that are held at The Beverly Hilton, but not the largest. The parking analysis conducted by the project applicant for the 9900 Wilshire project determined that there was no evidence of parking spill over from the special events.

##### *Golden Globes*

The Golden Globes is the largest event hosted at The Beverly Hilton Hotel and is attended by thousands of people. Besides attendees of the event itself, thousands of others are drawn to the hotel for the after-event parties or to sightsee. The event was last held on January 2007.

The traffic consultant attended the event to observe conditions before, during, and after the event. The main results of the observation include:

- There is a significant police presence on site. At the 2007 event, the Beverly Hills Police Department, the Santa Monica Police Department, the Federal Bureau of Investigation (FBI), and the French Police were present at the ceremony.
- There are several major traffic restrictions around the site. These restrictions include a closure of Santa Monica Boulevard, closure of Merv Griffin Way, closure of portions of Whittier Boulevard, and a right-lane restriction along Wilshire Boulevard at Merv Griffin Way.
- Significant levels of congestion exist along Wilshire and Santa Monica Boulevards adjacent to the site. This congestion worsens after the event, as there are persons leaving the site and coming to the site for the various after-event parties.
- There is anecdotal evidence that congestion at this year's event was some of the worst in recent years. A major factor contributing to this congestion was the closure of Merv Griffin Way because an after-event party was held at the Robinson's-May site located directly adjacent to the project site to the west. Limousine loading was done on Merv Griffin Way during past Golden Globes. With the closure of Merv Griffin Way at the 2007 Golden Globes, the loading activities were moved to Whittier Drive.
- A number of limousines were observed parking along Whittier Drive while waiting to pick up various persons. It appeared that these vehicles were parking in on-street spaces.

##### *Road Closures and Special Traffic Control*

While researching the effects of special events at the Beverly Hilton Hotel on the adjacent roadway, the traffic consultant also consulted with the Beverly Hills Police Department to determine if the Hotel's special events had required any road closures or special traffic control. The police department indicated

that no road closures were required for events, nor were officers needed for traffic control, except during the Golden Globes.

#### *Existing Effects on Transportation System*

As discussed above, a majority of the events at The Beverly Hilton Hotel have only a limited effect on the adjacent roadway network and traffic levels. Even with the larger events, there was no evidence of parking spillover into adjacent residential areas. In addition, road closures are not generally required for most events. Under the future with project traffic condition, the events would have a less than significant traffic, transportation and parking impact on the 9900 Wilshire project residents.

However, the Golden Globes, which occur only once a year, would have a temporary, noticeable effect on the future residents of the 9900 Wilshire project. These effects could include:

- Road Closures – During the 2007 Golden Globes, Merv Griffin Way and portions of Santa Monica and Wilshire Boulevards were closed. It is likely that these closures would continue in the future. In discussions with the Beverly Hills Police Department, they indicated that future closures could be more expansive than the list of closed roadways today because of the need for increased security at an event of this magnitude.
- Driveway Closures – With the road closures above, several of the 9900 Wilshire project's proposed driveways could be closed or have limited access during the event. Most likely, the 9900 Wilshire driveway on Merv Griffin Way would be closed. The other 9900 Wilshire driveways on Wilshire Boulevard and Santa Monica Boulevard and likely to remain open, but access could be limited.
- Congestion – The Golden Globes results in noticeable levels of congestion roadways adjacent to the Beverly Hilton Hotel. It is likely that visitors and residents traveling to the 9900 Wilshire project would experience high levels of delay while the event is occurring.

#### **Future Traffic Conditions**

A variety of sources were consulted in order to analyze future traffic conditions. These sources include:

- Existing traffic counts as collected by Fehr and Peers in December 2006 and January 2007, and for certain study intersections, higher traffic volumes collected in June 2006 for the 231-265 North Beverly Drive Project EIR;
- Traffic generated from operations of the Robinsons-May store, prior to closure;
- Traffic from approved and pending projects in the City of Los Angeles and City of Beverly Hills, as provided by the City of Beverly Hills traffic forecasting tool (Trafix Model);
- Traffic from proposed redevelopment of the 9900 Wilshire Boulevard; and

#### 4.11 Transportation, Traffic, Parking, and Circulation

- Ambient growth in existing traffic volumes to reflect growth in through traffic and traffic from other developments not included in the City of Beverly Hills Traffic Model. A growth rate of 1 percent per year was applied to reflect this ambient growth.

The future traffic analysis evaluates the year 2012, which is the year both the proposed project and the 9900 Wilshire project would be buildout. The future without project traffic condition evaluates the year 2012, which includes existing traffic volumes, historical traffic counts from the Robinsons-May store, approved and pending projects in the City of Beverly Hills, City of West Hollywood, and the City of Los Angeles, and traffic from the proposed redevelopment of the 9900 Wilshire site. This scenario is anticipated to reflect year 2012 conditions, which represents buildout of the proposed project. A list of these related projects is found in Section 4.0, Environmental Impact Analysis.

The future with project traffic condition includes all of the traffic volume sources in the future year 2012 without project traffic condition in addition to traffic generated from the proposed project. The project trips for this analysis represent the "Net New" trips whereby the traffic from the existing Beverly Hilton Hotel is subtracted from the future trips generated by the project.

In addition, the future with project traffic condition assumes that the following roadway improvements would be constructed by year 2012:

- The intersection of Wilshire Boulevard and Merv Griffin Way would be reconstructed to provide a northbound left-turn, through, and right-turn lane;
- The intersection of Santa Monica Boulevard and Merv Griffin Way would be signalized;
- The Wilshire Boulevard eastbound approach of the Santa Monica Boulevard and Wilshire Boulevard intersection would be reconstructed to provide two left-turn lanes, three through lanes, and a right-turn-only lane; and
- A third lane on Santa Monica Boulevard would be added along the frontage of both the 9900 Wilshire project and the proposed project.

These improvements would be constructed either by the proposed project, the 9900 Wilshire project, or jointly between the two projects. It is assumed that these improvements would only occur in the future (2012) with project traffic condition. For the intersection of Santa Monica Boulevard and Merv Griffin Way, the traffic study and this analysis have assumed that this intersection would be signalized under the future (2012) without project traffic conditions as well to allow a comparison of the intersection performance under the City's significance criteria for signalized intersections.

Future (2012) traffic conditions were modeled based on the land use designation and trip generation rate of each identified related project. The turning movement volumes for the related projects derived from the model were then combined with the growth-factored existing volumes to estimate the Future (2012) "Without Project" peak-hour traffic volumes, shown in Figures 4.11-9, Future Without Project Traffic

Volumes – Weekday AM and PM Peak Hours, and 4.11-10, Future Without Project Traffic Volumes – Weekday Midday and Saturday Peak Hours. These are the “benchmark” values used in determining project traffic impacts at the study intersections.

## Impact Analysis

### *Operational Impacts*

The analysis of future traffic conditions at the study intersections was performed using the analytical procedures described above. It is assumed that the aforementioned improvements would only occur in the future (2012) with project traffic condition, except for the improvement to the intersection of Santa Monica Boulevard and Merv Griffin Way, which were assumed to occur in the future (2012) without project traffic condition to allow a comparison of the intersection performance under the City’s significance criteria for signalized intersections. Traffic volumes for the analysis were developed as follows:

- As described earlier, Future (2012) “Without Project” traffic volumes were determined by combining area ambient traffic growth factor and the traffic generated by the 79 identified related projects with the base (2006–2007) traffic volumes at the 10 study intersections, as illustrated in Figures 4.11-9 and 4.11-10.
- The net traffic volumes generated by the proposed project, as determined earlier, were then added to these volumes to develop the Future (2012) “With Project” condition (to determine traffic impacts directly attributable to the proposed development). These traffic volumes are shown in Figures 4.11-11 and 4.11-12.

The results of the future year (2012) intersection analysis are summarized in Table 4.11-10, **Level of Service (LOS) Summary – Future (2012) Without and With Project Traffic Conditions.**

*TRAF-1 An impact is considered significant for intersections within the City of Beverly Hills, if the proposed project would cause an increase in V/C ratio of equal to or greater than 0.040 at a signalized intersection operating at LOS D during a peak hour for with project traffic condition; or*

*TRAF-2 An impact is considered significant for intersections within the City of Beverly Hills, if the proposed project would cause an increase in V/C ratio of equal to or greater than 0.020 at a signalized intersection operating at LOS E or F during a peak hour with project traffic condition.*

As indicated in Table 4.11-10, the V/C ratio for several of the intersections is incrementally worse as a result of the proposed project during the AM peak hour, but there is no change in LOS. As indicated above, the maximum increase in V/C ratio is 0.0054, which occurs at the intersection of ~~NS~~ Santa Monica Boulevard and ~~Beverly Drive~~ Wilshire Boulevard during the midday peak hour. Therefore, impacts associated with project traffic would be less than significant for all signalized study intersections.

Table 4.11-10  
Level of Service (LOS) Summary –  
Future (2012) Without and With Project Traffic Conditions

Intersection	Peak Hour	Without Project		With Project		Impact <sup>2</sup>	Significant Impact?
		ICU/Delay <sup>1</sup>	LOS	ICU/Delay <sup>1</sup>	LOS		
N. Santa Monica Boulevard and Beverly Drive	AM	1.088	F	1.089	F	+0.001	NO
	Midday	1.042	F	1.046	F	+0.004	NO
	PM	<u>1.153212</u>	F	<u>1.153212</u>	F	0.000	NO
	Saturday	1.0489	F	<u>1.04950</u>	F	+0.001	NO
N. Santa Monica Boulevard and Wilshire Boulevard	AM	<u>1.467490</u>	F	<u>1.200248</u>	F	<u>-0.267242</u>	NO
	Midday	<u>1.189321</u>	F	<u>0.9731100</u>	F	<u>-0.216221</u>	NO
	PM	<u>1.212355</u>	F	<u>1.012134</u>	F	<u>-0.200221</u>	NO
S. Santa Monica Boulevard and Beverly Drive	Saturday	<u>1.247452</u>	F	<u>1.002167</u>	F	<u>-0.245285</u>	NO
	AM	1.0485	F	<u>1.045048</u>	F	0.000	NO
	Midday	<u>0.848854</u>	D	<u>0.850855</u>	D	+0.0012	NO
S. Santa Monica Boulevard and Wilshire Boulevard	PM	0.991	E	0.991	E	0.000	NO
	Saturday	<u>0.795761</u>	C	<u>0.795762</u>	C	<u>+0.0010</u>	NO
	AM	<u>1.426586</u>	F	<u>1.427587</u>	F	+0.001	NO
	Midday	<u>0.9751396</u>	<del>FE</del>	<u>0.9781401</u>	<del>FE</del>	+0.0053	NO
N. Santa Monica Boulevard and Merv Griffin Way <sup>2</sup>	PM	<u>1.029620</u>	F	<u>1.0301623</u>	F	+0.0031	NO
	Saturday	<u>0.9561064</u>	<del>FE</del>	<u>0.9581066</u>	<del>FE</del>	+0.002	NO
	AM	1.054	F	1.008	F	-0.046	NO
	Midday	0.919	E	0.888	D	-0.031	NO
Wilshire Boulevard and Beverly Drive	PM	1.121	F	1.077	F	-0.044	NO
	Saturday	0.774	C	0.748	C	-0.026	NO
	AM	<u>0.918906</u>	E	<u>0.918906</u>	E	0.000	NO
	Midday	<u>0.870253</u>	<del>ED</del>	<u>0.873256</u>	<del>ED</del>	+0.003	NO
Wilshire Boulevard and Merv Griffin Way	PM	<u>0.916974</u>	E	<u>0.918276</u>	E	+0.002	NO
	Saturday	<u>0.886901</u>	<del>ED</del>	<u>0.888903</u>	<del>ED</del>	+0.002	NO
	AM	1.205	F	1.186	F	-0.019	NO
	Midday	0.983	E	0.948	E	-0.035	NO
N. Santa Monica Boulevard and South Crossover	PM	1.368	F	1.316	F	-0.052	NO
	Saturday	0.879	D	0.853	D	-0.026	NO
	AM	1.020	F	1.021	F	+0.001	NO
	Midday	0.733	C	0.735	C	+0.002	NO
Santa Monica Boulevard and Century Park East	PM	0.843	D	0.846	D	+0.003	NO
	Saturday	0.558	A	0.561	A	+0.003	NO
	AM	0.818	D	0.819	D	+0.001	NO
	Midday	0.762	C	0.763	C	+0.001	NO
Sunset Boulevard and Whittier Drive	PM	0.810	D	0.811	D	+0.001	NO
	Saturday	0.573	A	0.574	A	+0.001	NO
	AM	0.892	D	0.892	D	0.000	NO
	Midday	0.776	C	0.779	C	+0.003	NO
Sunset Boulevard and Whittier Drive	PM	<u>0.9221</u>	E	0.925	E	+0.0034	NO
	Saturday	0.646	B	0.648	B	+0.002	NO

Source: Fehr and Peers, 2007

<sup>1</sup> VIC ratio for signalized intersections based on application of ICU Methodology. LOS for side-street stop control based on 2000 Highway Capacity Manual methodology.

<sup>2</sup> VIC ratio changes in bold denote an increase in traffic volumes. Italicized changes reflect reduction in VIC ratio and delay because of implementation of proposed improvements and reduction in trips associated with the site.

### **Residential Roadway Impacts**

The traffic study and this analysis have evaluated the impact of the project upon two residential streets. The purpose of this analysis is to determine the project's potential traffic impact on residential streets. The two residential streets that evaluated are Whittier Drive and Elevado Drive.

- TRAF-7 *An impact is considered significant on residential roadway segments, if the proposed project would cause an increase in daily traffic volume by 25 percent or more on a residential street with a daily traffic volume of less than 3,750; or*
- TRAF-8 *An impact is considered significant on residential roadway segments, if the proposed project would cause an increase in daily traffic volume by 12.5 percent or more on a residential street with a daily traffic volume of between 3,750 and 6,750; or*
- TRAF-9 *An impact is considered significant on residential roadway segments, if the proposed project would cause an increase in daily traffic volume by 6.25 percent or more on a residential street with a daily traffic volume of more than 6,750.*

The traffic study evaluated the impact of the project upon two residential streets. The two residential streets which were evaluated were Whittier Drive and Elevado Drive. As noted in Table 4.11-7, the project would result in a net increase of 649 daily trips, 16 AM peak hour trips, 84 midday trips, 57 PM peak hour trips, and 65 Saturday trips. Based on the trip distribution, it was determined that no more than 10 percent of all project trips would use Whittier Drive. Based on project trip distribution, it is anticipated that the project would only increase traffic volumes by 1 percent or less to Whittier Drive and Elevado Avenue daily and during all peak hours, as shown in Table 4.11-11, **Future (2012) Without and With Project – Residential Roadway Segment Traffic Conditions**. Therefore, project impacts to residential street segments would be less than significant.

**Figure 4.11-9 Future Without Project Traffic Volumes – Weekday AM and PM Peak Hours**

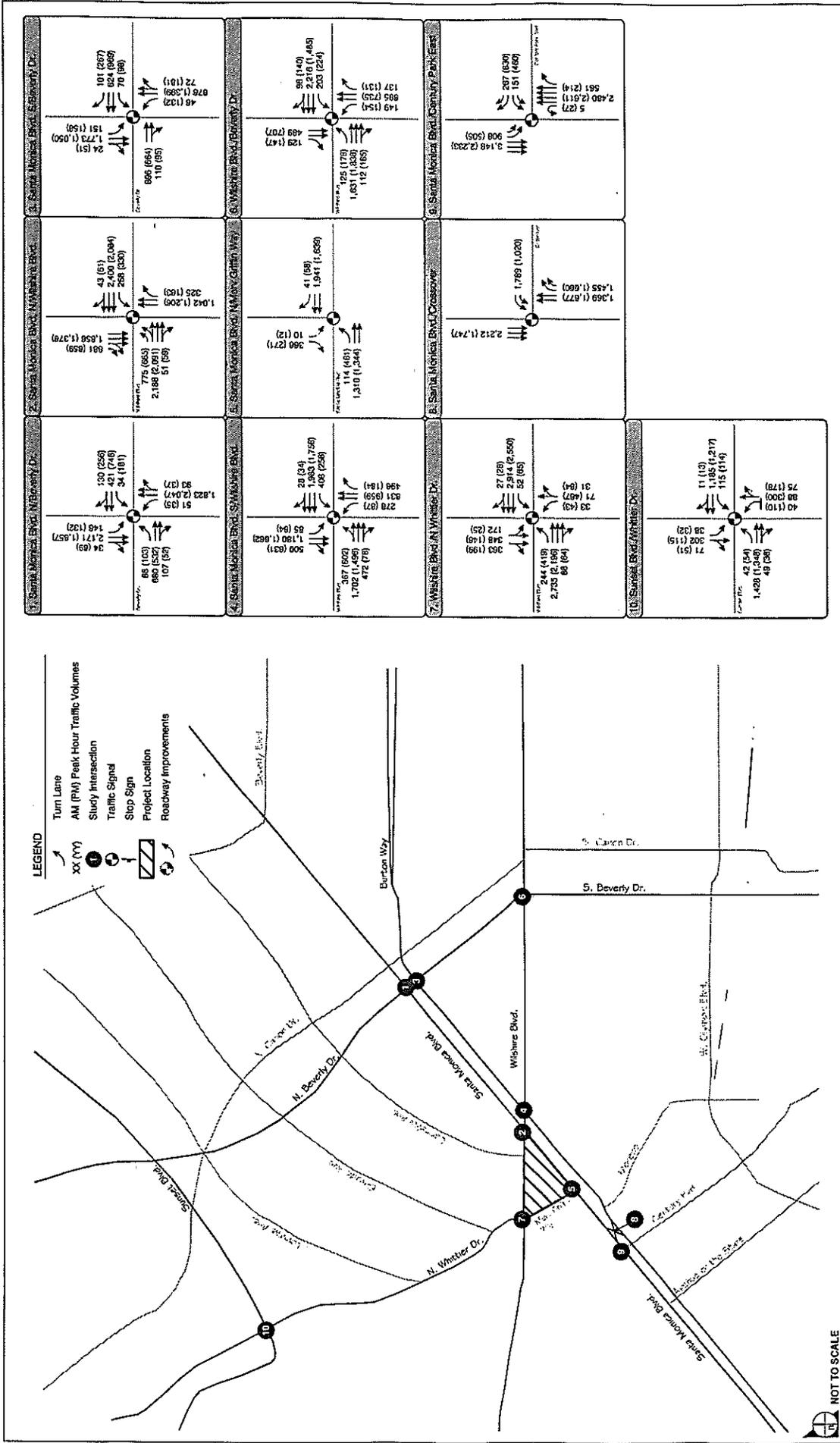
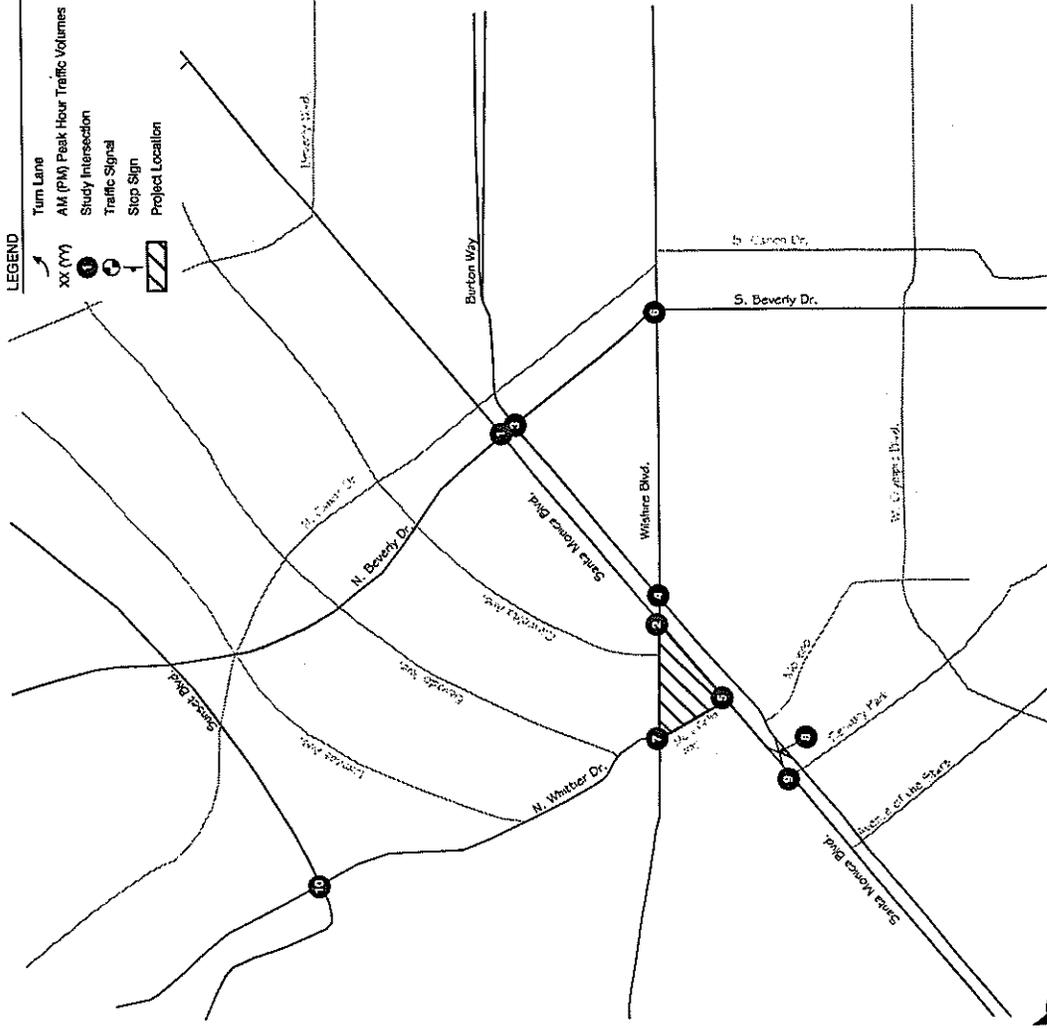
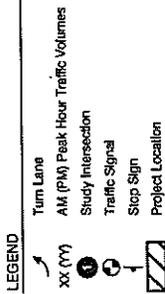


FIGURE 4.11-9

Future Without Project Traffic Volumes - Weekday AM and PM Peak Hours



1. Santa Monica Blvd / Wilshire Dr.	2. Santa Monica Blvd / Wilshire Blvd	3. Santa Monica Blvd / Beverly Dr.
<p>130 (880) 421 (237) 34 (185)</p> <p>51 (33) 83 (49) 1,823 (1,823)</p> <p>146 (99) 171 (1,825)</p> <p>55 (101) 100 (20) 107 (20)</p>	<p>22 (28) 241 (1,610) 200 (217)</p> <p>1,006 (1,180) 307 (1,59)</p> <p>1,721 (1,397) 755 (942)</p> <p>853 (648) 0 (111) 2,134 (1,558)</p>	<p>103 (144) 2,186 (1,607) 166 (234)</p> <p>121 (139) 640 (643) 142 (101)</p> <p>122 (277) 131 (174) 1,383 (1,696)</p> <p>130 (194) 555 (758)</p>
4. Santa Monica Blvd / Wilshire Dr.	5. Santa Monica Blvd / Wilshire Blvd	6. Wilshire Blvd / Beverly Dr.
<p>27 (28) 231 (2,556) 348 (48)</p> <p>23 (43) 71 (47) 31 (84)</p> <p>172 (29) 383 (199)</p> <p>108 (88) 151 (151) 2,752 (2,524)</p>	<p>60 (87) 1,588 (1,458) 363 (217)</p> <p>243 (87) 728 (1,000) 539 (49)</p> <p>40 (17) 1,773 (1,348) 373 (58)</p> <p>109 (94) 410 (238) 132 (63)</p>	<p>121 (139) 640 (643) 142 (101)</p> <p>122 (277) 131 (174) 1,383 (1,696)</p> <p>130 (194) 555 (758)</p>
7. Wilshire Blvd / Wilshire Dr.	8. Santa Monica Blvd / Crossover	9. Santa Monica Blvd / Wilshire Blvd
<p>27 (28) 231 (2,556) 348 (48)</p> <p>23 (43) 71 (47) 31 (84)</p> <p>172 (29) 383 (199)</p> <p>108 (88) 151 (151) 2,752 (2,524)</p>	<p>1,788 (1,020)</p> <p>1,369 (1,677) 1,453 (1,680)</p> <p>2,212 (1,747)</p>	<p>1,006 (1,180) 307 (1,59)</p> <p>1,721 (1,397) 755 (942)</p> <p>853 (648) 0 (111) 2,134 (1,558)</p>
10. Sunset Blvd / Wilshire Dr.		
<p>75 (173) 303 (303) 11 (61)</p> <p>115 (114) 1,186 (1,271) 11 (61)</p> <p>38 (38) 302 (119) 71 (53)</p> <p>88 (88) 146 (146) 1,408 (1,348)</p>		

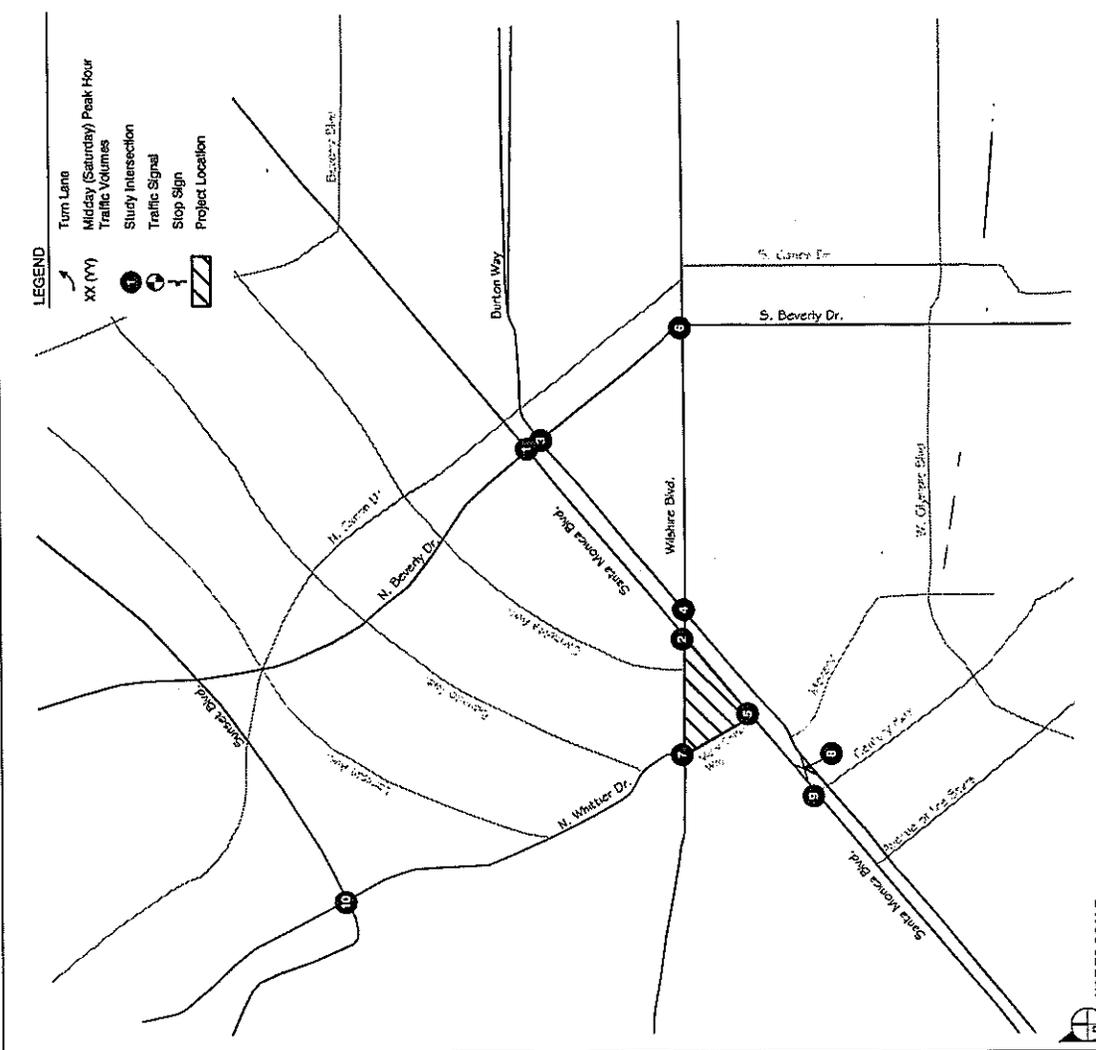
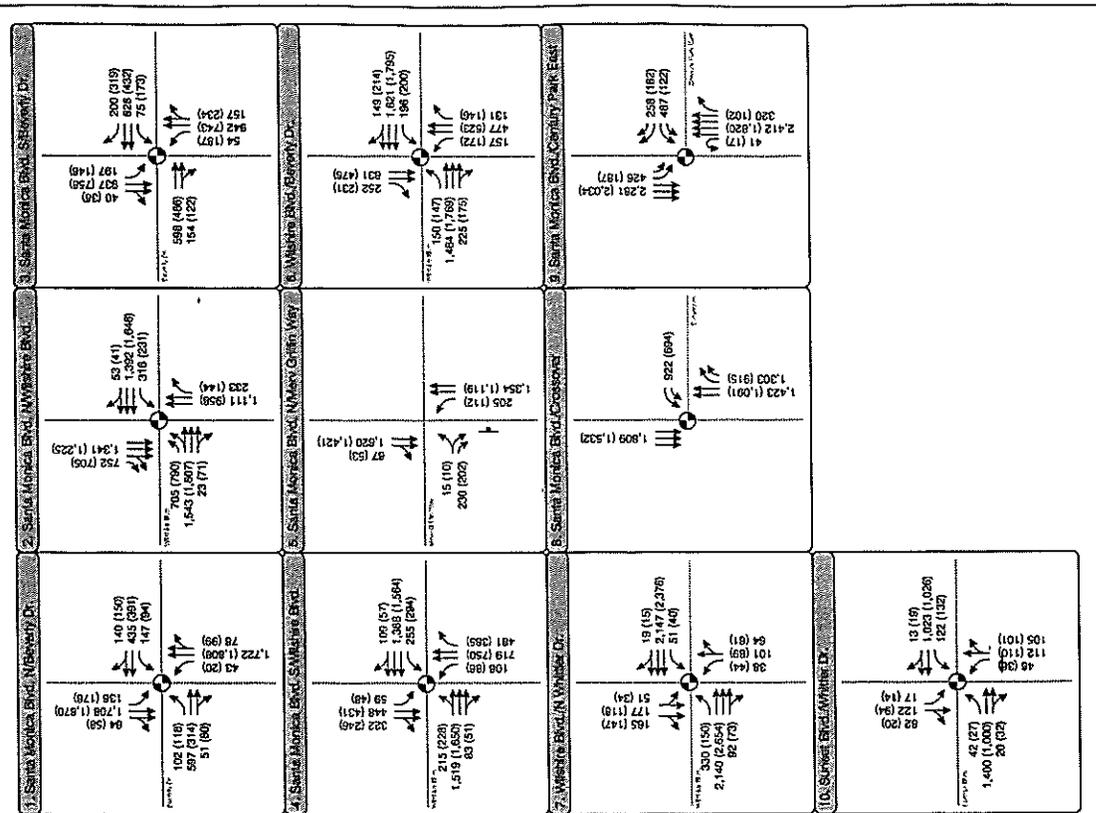
FIGURE 4-11-9

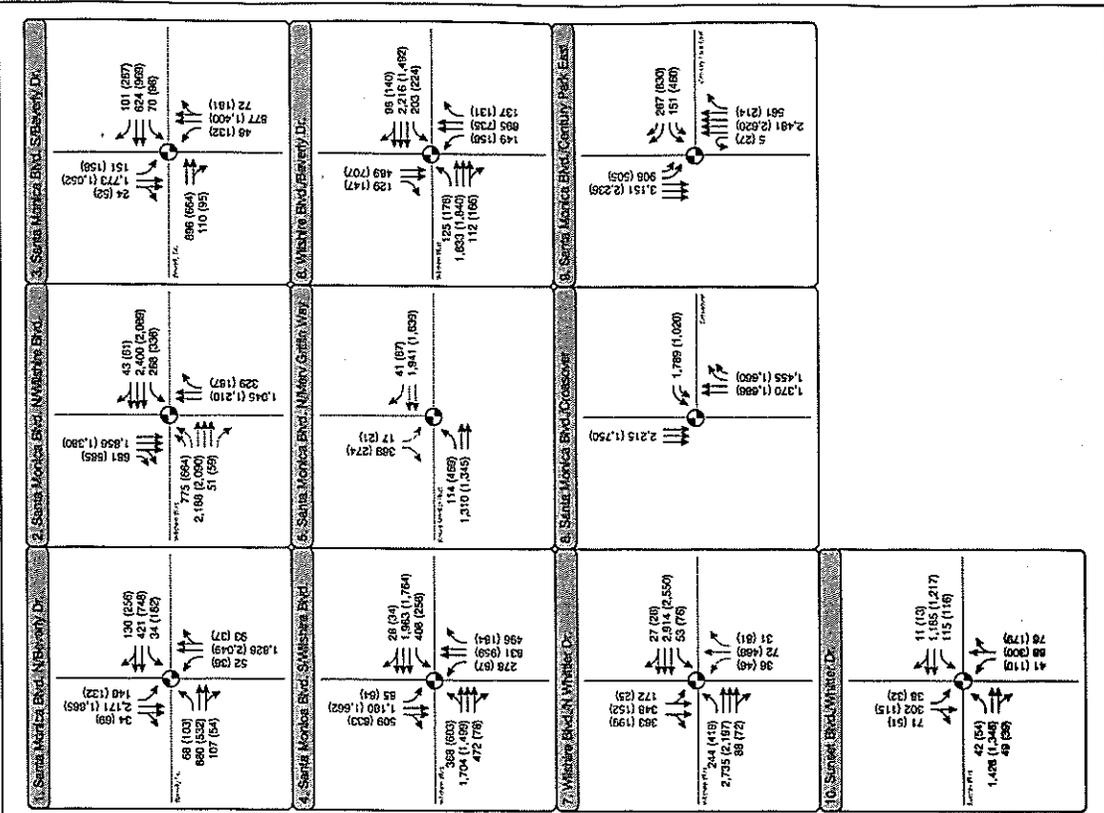
Future Without Project Traffic Volumes - Weekday AM and PM Peak Hours

NOT TO SCALE

SOURCE: Park & Perry - April 2007, Impact Solutions, Inc. - May 2007

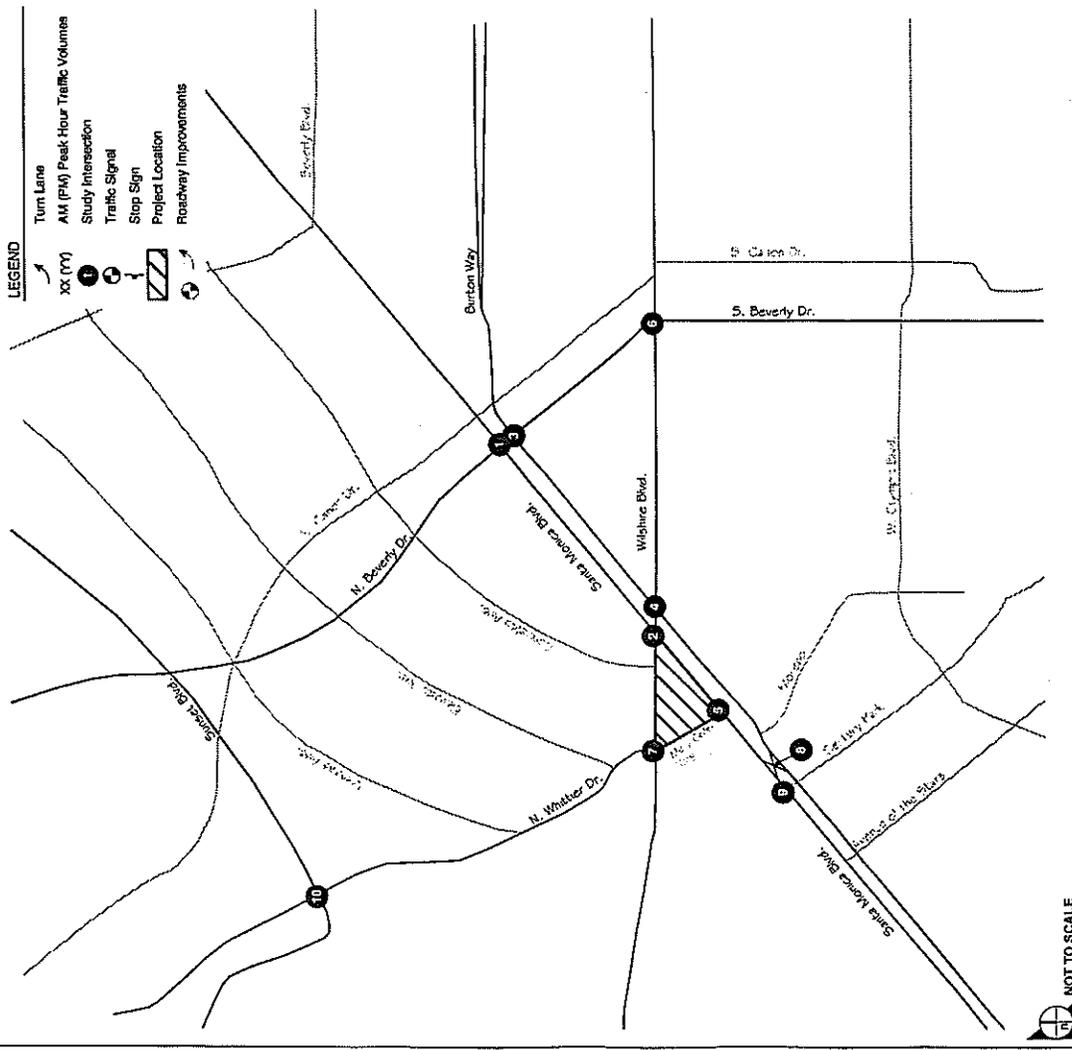






**LEGEND**

- Turn Lane
- AM (PM) Peak Hour Traffic Volumes
- Study Intersection
- Traffic Signal
- Stop Sign
- Project Location
- Rightway Improvements



NOT TO SCALE  
SOURCE: F&W & Partners - September 2007

FIGURE 4.11-11

Future With Project Traffic Volumes - Weekday AM and PM Peak Hours

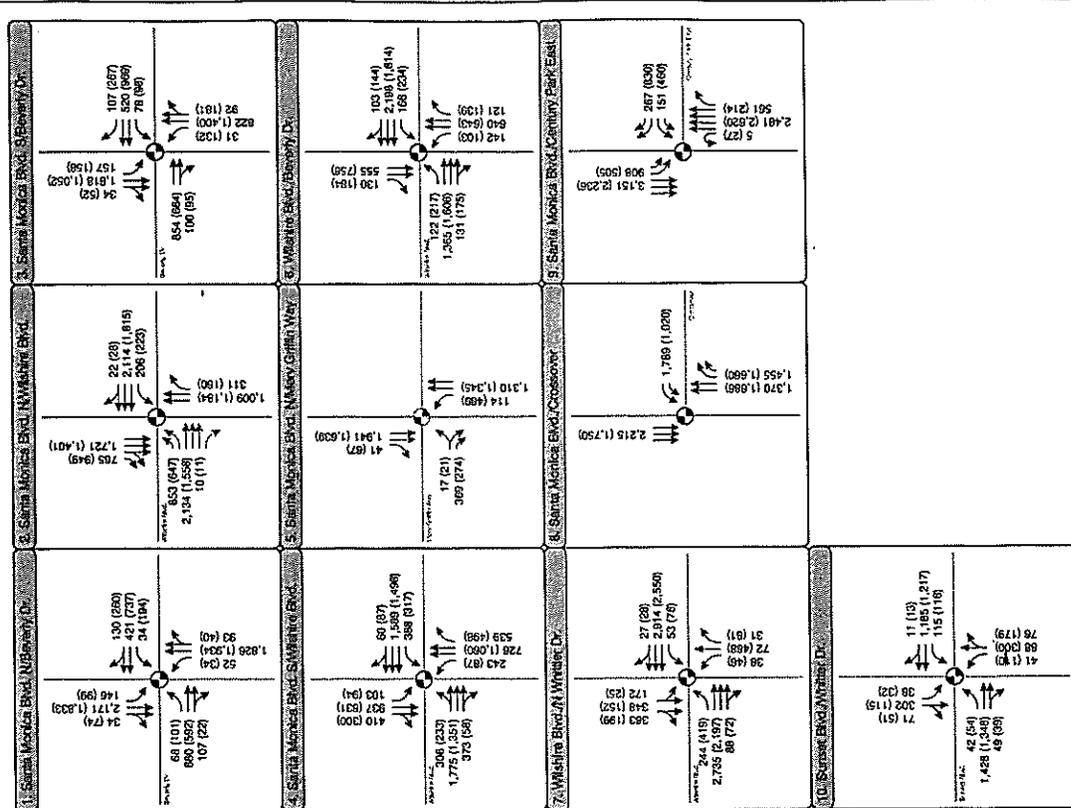
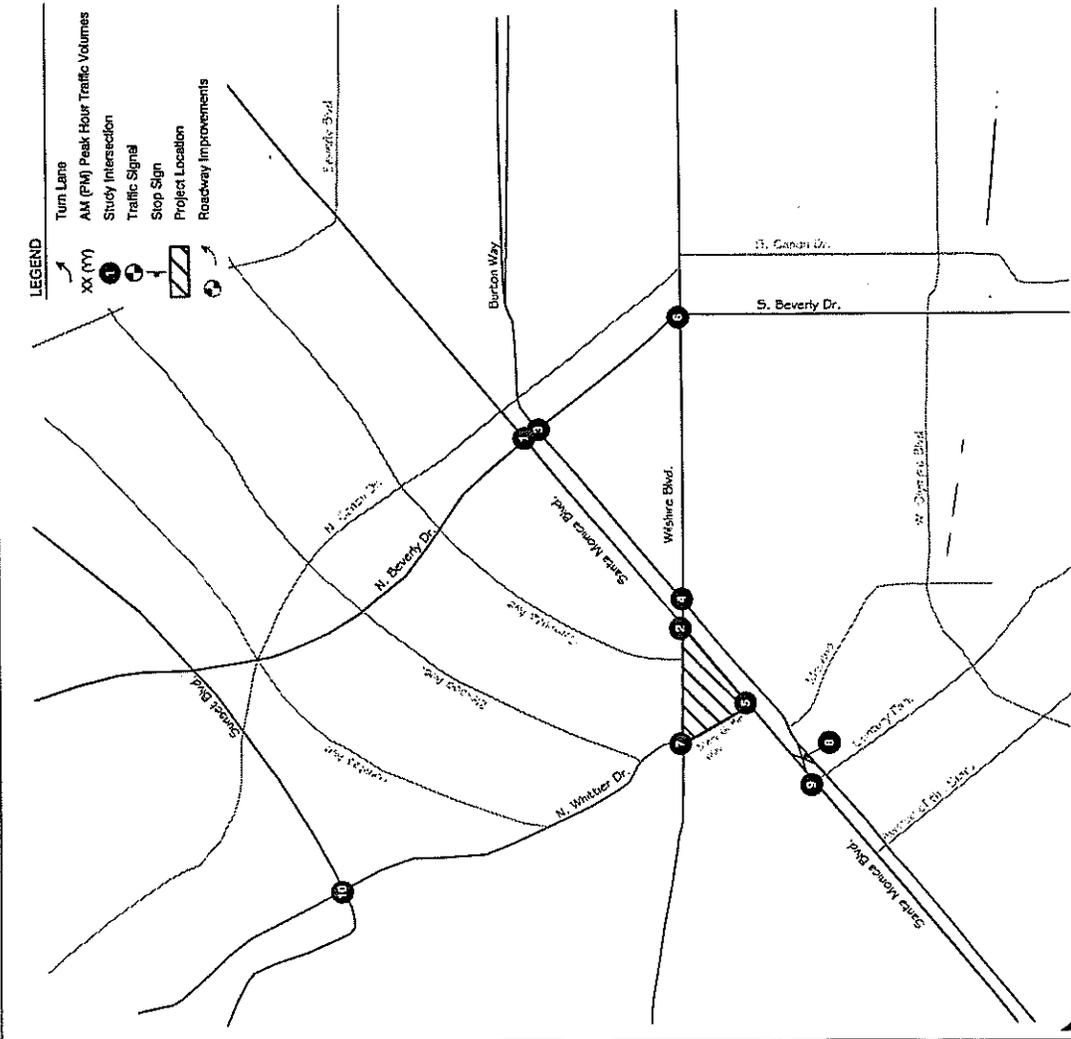


FIGURE 4-11-11

Future With Project Traffic Volumes - Weekday AM and PM Peak Hours

NOT TO SCALE

SOURCE: F&P & PARTS - April 2007; Invertek Solutions, Inc. - May 2007

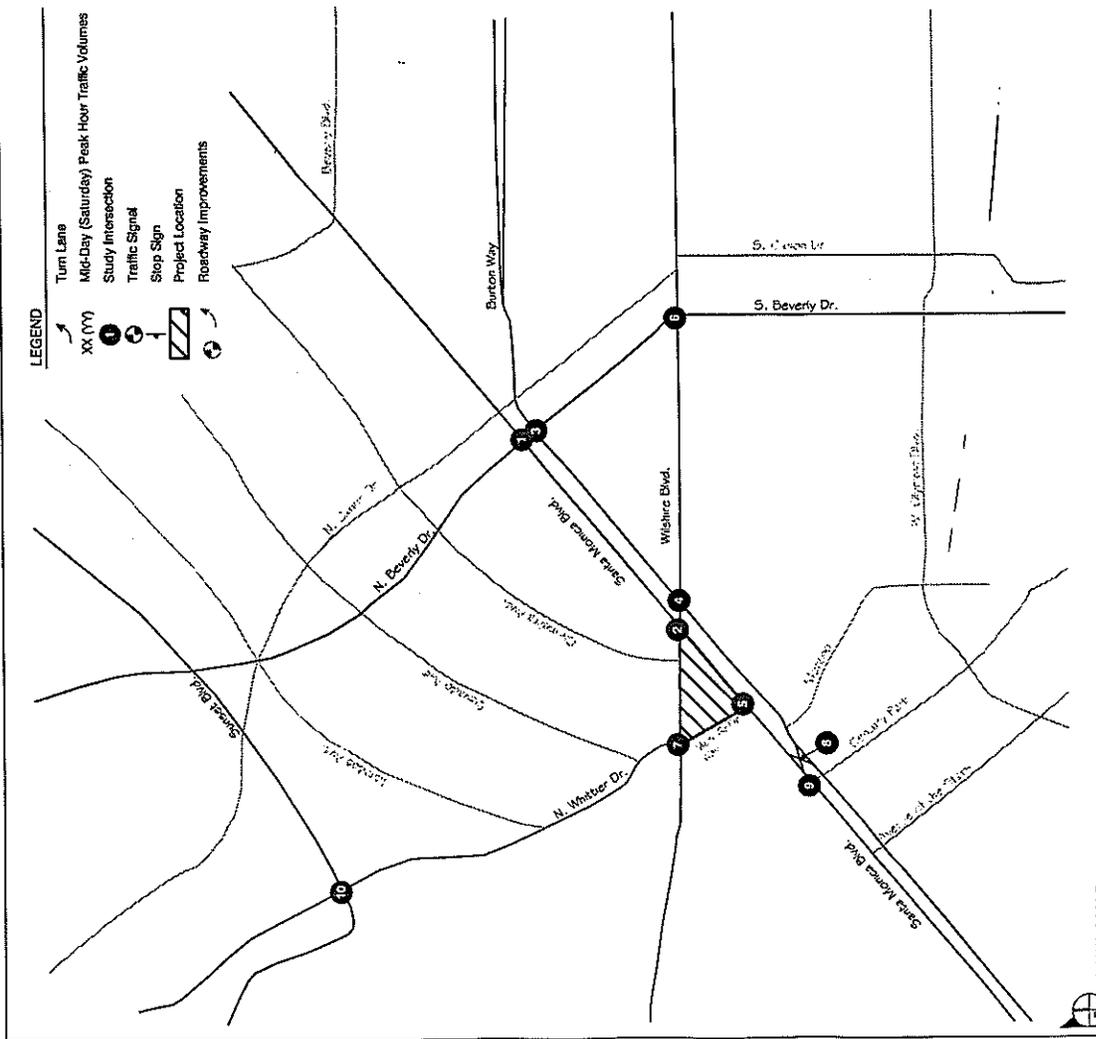
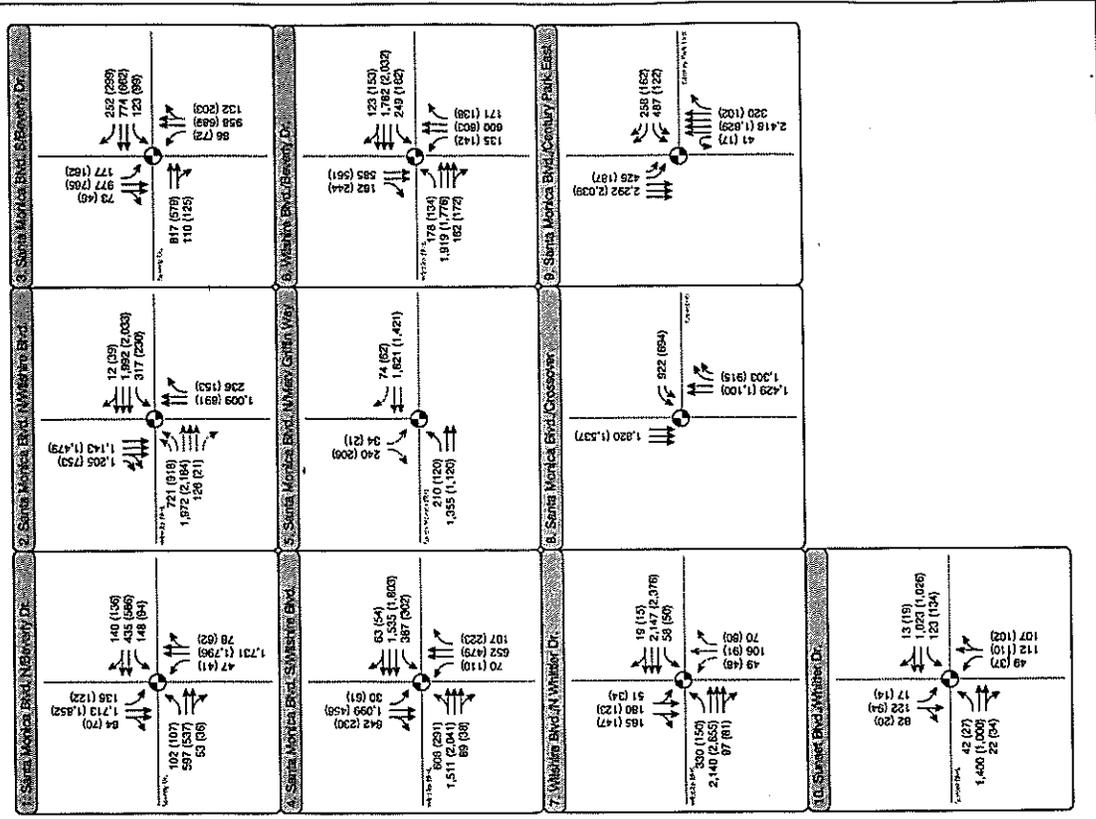


FIGURE 4.11-12

Future With Project Traffic Volumes - Weekday Midday and Saturday Peak Hours

NOT TO SCALE

SOURCE: F&W & P&W - September 2007



**Table 4.11-11  
Future (2012) Without and With Project  
Residential Roadway Segment Traffic Conditions**

Roadway Segment	Time of Day	Future Without Project Traffic Volumes	Future With Project Traffic Volumes	Percentage Change	Significance
Whittier Drive North of Wilshire Boulevard	ADT	10,500	10,565	1%	No
	AM Peak	1,169	1,171	< 1%	No
	Midday	600	608	1%	No
	PM Peak	1,134	1,142	1%	No
	Saturday	623	630	1%	No
Elevado Avenue East of Whittier Drive	ADT	3,500	3,500	0%	No
	AM Peak	724	724	0%	No
	Midday	187	187	0%	No
	PM Peak	599	599	0%	No
	Saturday	175	175	0%	No

Source: Fehr and Peers

Notes: ADT=Average Daily Trips.

### **Congestion Management Plan Intersection Impacts**

**TRAF-10** An impact is considered significant on a Congestion Management Plan intersection, if the proposed project would cause the V/C ratio to increase by 2 percent or more, causing the v/c ratio to increase beyond 1.00 (LOS F).

There is one CMP intersection located within the project study area, Wilshire Boulevard and Santa Monica Boulevard North intersection. As shown in Table 4.11-10, the V/C ratio at this intersection would decrease as a result of implementation of the proposed project and associated roadway improvements. Therefore, no impact would occur at the CMP analysis location.

### **Construction Impacts**

**TRAF-11** An impact is considered significant on roadway facilities, if the proposed project would create a temporary but prolonged impact during construction due to lane closures, need for temporary signals, a reduction in emergency vehicles access, traffic hazards to bikes/pedestrians, damage to roadbed, truck traffic on roadways not designated as truck routes and other similar impediments to circulation.

Construction of the proposed project would involve several construction phases including site preparation (mobilization) and demolition of existing buildings, hardscape, and landscaping; excavation and grading for subterranean parking and building footings; and construction of new buildings, hardscape, and landscaping. Construction is anticipated to occur over an approximately two to four-year

#### 4.11 Transportation, Traffic, Parking, and Circulation

(24 to 48-month) period, with project buildout expected by year 2012. The maximum duration for each stage is provided below. The Beverly Hilton would remain operational during the phased construction.

- Mobilization and Demolition of existing buildings (10 months);
- Excavation and Grading (18 months);
- Construction (20 months);

A total of approximately 204,349 square feet of buildings would be demolished under the proposed project, including above- and below-grade parking structure levels. The total excavation volume for the proposed project is approximately 375,000 cubic yards of export, with a maximum daily surface area disturbance of 4.8 acres expected. The duration of this phase would be approximately 18 months and would require approximately 100 truck trips per day. In this phase, the applicant would construct the buildings on site. The construction phase is expected to take approximately 20 months with construction staging expected to be contained on site. All haul routes to and from the site (for transport of construction materials and debris and earthwork) would run from Santa Monica Boulevard west to the San Diego (I-405) Freeway, and are not normally expected to utilize any other City streets. In addition, construction workers would be accommodated on site.

Other items regarding construction include:

- The Hilton Hotel is expected to remain in operation through the duration of construction activities;
- Haul trucks are assumed by the applicant to travel along Santa Monica Boulevard;
- All construction material storage is expected to occur on site; and
- Construction workers would be accommodated on site.

According to the preliminary Construction Management Plan prepared by the project applicant, the developer shall appoint a Community Liaison Officer (CLO) to respond to inquiries or concerns of surrounding residents and businesses, as well as the general public. The CLO will be located on the site during construction hours, with the name of the CLO and phone number conspicuously posted at the construction site. The applicant shall provide the Beverly Hills Unified School District (BHUSD) and a designated contact person at El Rodeo Elementary School with a construction schedule and shall notify BHUSD and El Rodeo Elementary School of the start date of project construction. BHUSD and El Rodeo School shall also be notified of any planned lane closures in the vicinity of the project during construction.

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Haul routes for construction vehicles and haul trucks traveling to and from the site would be the 405 Freeway and Santa Monica Boulevard, which is a City designated truck route. Where necessary, flagmen with communication devices shall be used to coordinate hauling activities, in particular, ingress and egress on public streets.

##### Truck Traffic

As stated above, haul trucks would travel along Santa Monica Boulevard and are not expected to use City Streets. Although Santa Monica Boulevard is a major roadway used by trucks and other heavy vehicles on a consistent basis, it is anticipated that the haul truck traffic associated with construction of the proposed project could impact the adjacent roadway network in the following manner:

- Santa Monica Boulevard is one of the most congested roadways in the City of Beverly Hills and the City of Los Angeles;
- There is no guarantee that truck traffic will not deviate from the designated routes and use other roadways when traveling to and from the site; and
- The number of trucks required to access the site during the excavation phase could be as many as 100 trucks per day.

Based on the above, the truck traffic from construction of the proposed project could lead to temporary but significant construction-related traffic impacts. With implementation of MM-TRAF-1 through MM-TRAF 6, impacts on roadway facilities would be reduced to less than significant levels.

##### Delivery and Staging of Material and Equipment

An additional source of construction traffic would occur from the transportation of materials and equipment to and from the site. One example would be concrete, of which substantial quantities would be required for the proposed parking garage and the buildings on site. Other materials could include plumbing supplies, electrical fixtures, wood and steel framing, and even items used in furnishing the new hotel rooms, restaurant, and condominiums. These materials would have to be delivered to and stored on the site. It is anticipated that these deliveries would occur through variously sized vehicles including small delivery trucks to cement mixer trucks, and possibly 18-wheel trucks.

Additionally, construction equipment would have to be delivered to the site. This equipment could include cranes, bulldozers, excavators, and other large items of machinery. It is anticipated that most of the heavy equipment would be transported to the site on large trucks such as 18-wheelers or other similar sized vehicles and would remain on site until the piece of equipment is no longer needed.

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The influx of this material and equipment could create impacts on the adjacent roadway network based on the following considerations:

- There may be intermittent periods when large numbers of material deliveries are required such as when concrete trucks will be need for the parking garage and the buildings;
- Some of the materials and equipment could require the use of large trucks (18-wheelers) which can create additional congestion on the adjacent roadways; and
- Delivery vehicles may need to queue temporarily on adjacent roadways such as Wilshire Boulevard, Santa Monica Boulevard, and Merv Griffin Way as they enter onto and deliver their items to the project site.

Once equipment and materials are delivered, they will be stored on site. Given the construction plan for the site, it is anticipated that the site will be able to accommodate staging and storage areas for the construction materials and equipment and impacts associated with staging and storage would be less than significant. As stated above, delivery of material and equipment could create impacts on the adjacent roadway network. Therefore, impacts associated with the delivery of material and equipment would be significant.

##### **Construction Worker Traffic**

Construction workers would be driving to and from the site on a daily basis. While the precise number of workers is unknown at this time, the number is expected to vary from 50 to 200 per day during project development. The number of vehicles associated with these workers could be estimated by applying the following process:

- It is assumed that each worker would drive to and from the site daily at least once; therefore, there would be two daily trips per worker.
- A small percentage of the workers may carpool or travel together. This proportion can be established based on regional auto occupancy factors (1.25 persons per vehicle).
- Workers would travel to and from the site in the morning (7:00 AM to 9:00 AM) and afternoon peak hours (4:00 PM to 6:00 PM). Construction workers are not all likely to arrive at the construction site within the same hour nor would they leave the site at the same time. It was assumed that no more than half of the drivers would arrive during a single peak hour in either the morning or afternoon. Typically, many construction workers arrive at the site outside of the peak hours with many arriving at the site prior to 7:00 AM and leaving the site before 4:00 PM. Therefore, the estimates of peak hour traffic are likely to be conservative.

Using the maximum number of construction workers, 200, it was anticipated that the number of construction worker trips would be as follows:

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- 160 daily trips; and
- 80 peak-hour trips, one hour in the morning and afternoon peak periods.

With the assumptions above, the number of worker trips is expected to be less than the total peak hour trip generation associated with operations at the site, following buildout of the project. As with operation of the proposed project, the total number of construction worker trips is not anticipated to significantly impact any of the study intersections. Therefore, construction worker trips would result in a less than significant impact on roadway facilities.

##### **Construction Worker Parking**

The project applicant will provide construction worker parking on the project site during all phases of construction, except during construction of the underground parking garages. During the project demolition and excavation phases, construction workers will park on those areas of the site that are not actively undergoing demolition or excavation. During the final construction phases, after the parking garage is completed, there will be sufficient parking for construction workers on site. Additionally, construction traffic would be controlled in accordance with City standards contained in the Beverly Hills Municipal Code.

It is possible that some of the construction worker parking could spill over into adjacent areas, such as residential areas along Whittier Boulevard. Workers may park in these areas because they find the off-site parking arrangement cumbersome and want to park at a location closer to the site. Therefore, this impact is considered potentially significant. With implementation of MM-TRAF-1 through MM-TRAF 6, impacts on roadway facilities would be reduced to less than significant levels.

##### ***Alternative Transportation***

The following significance criterion was applied to determine whether the project would disrupt existing transit services or facilities:

*TRAF-12 An impact is considered significant for alternative forms of transportation, if the proposed project would conflict with adopted policies, plans, or programs supporting alternative transportation.*

##### **Existing Transit Service**

Presently transit service is available along the existing project frontage on both Wilshire Boulevard and Santa Monica Boulevard. The potential disruptions to existing transit service would occur with the addition of any driveways and traffic control devices. The project would add one driveway along Wilshire Boulevard and two driveways along Santa Monica Boulevard. Two of these driveways would

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operate as right-in/right-out and would provide little disruption to the existing transit vehicles. Additionally, the project trips would be distributed between these driveways, which provide only secondary access to the site. Therefore, the proposed driveways along Wilshire Boulevard and Santa Monica Boulevard would not disrupt transit services or facilities.

Another potential disruption would be the new traffic signal at Santa Monica Boulevard and Merv Griffin Way. Currently, this intersection operates under side-street stop sign control; consequently the transit vehicles on Santa Monica Boulevard are not required to stop with the current traffic control system. The Beverly Hilton Revitalization Plan project, in conjunction with the 9900 Wilshire project, will be installing a traffic signal at this intersection. It is anticipated that there would be some delay at this intersection for transit vehicles, but this delay would be minimal as a majority of the signal cycle would be allocated to Santa Monica Boulevard to facilitate movement of traffic on the major street. It was estimated that no more than 20 percent of the total signal green time would be allocated to Merv Griffin Way with the remaining signal green time would use allocated to Santa Monica Boulevard. Additionally, installation of the new traffic signal would increase the safety at the intersection for vehicles turning left or right from Merv Griffin Way on to Santa Monica Boulevard and for vehicles traveling on Santa Monica Boulevard. Therefore, the proposed traffic signal at the Santa Monica Boulevard and Merv Griffin Way intersection would not significantly disrupt transit operations. Based on the considerations above, the proposed project roadway improvements would have a less than significant impact on transit operations and no mitigation would be required.

#### Future Transit Service

Based on available information, there are few planned transit improvements within the study area except for some general proposals related to heavy rail projects. According to a document for the City of Beverly Hills General Plan Update, *Circulation Element White Paper #1*:

*With the except of the current and proposed Metro Rapid buses on Wilshire, Santa Monica, and Beverly Boulevards, no major regional public transit service expansion is likely to be implemented in the near future for Beverly Hills. The proposed Exposition Light Rail Transit (LRT) line from downtown Los Angeles to Culver City (and ultimately Santa Monica) will have little direct effect on the Beverly Hills area. Recent pronouncements by Los Angeles Mayor Antonio Villaraigosa and Los Angeles County Supervisor Zev Yaralovsky regarding extending the Metro Red Line subway to Wilshire Boulevard at Western Avenue to the coast in Santa Monica are positive but that is likely more than a decade away at the earliest. Notwithstanding this relatively long time frame for implementing light and heavy rail transit, it is in the City's best interest to continue to support implementation of a viable, integrated regional public transit system building up the support expressed through adoption of the Westside Mobility Study. Now is the time for the City to formulate policy and strategies geared towards immediate and long-range support for the timing and alignment of heavy rail projects that best serve the City's interest.*

Since this White Paper was completed, the MTA initiated Metro Rapid Service on Wilshire Boulevard. Therefore, there are no other forthcoming major transit improvements in the study area and the proposed project would have a less than significant impact on future transit service in the project area.

#### **Adopted Transit System Plans, Guidelines, Policies or Standards**

Since the City of Beverly Hills does not provide its own transit service, policy documents prepared by other transit planning agencies in the study area were utilized in this analysis, including MTA. The 2003 *Los Angeles County Short-Range Transportation Plan* published by MTA provides for one goal, which is furthered by development of the project site. This goal states:

*Implement Mechanisms to Link Growth with Transportation. The Mobility 21 Coalition for Los Angeles County will work to form public/private partnerships that can implement programs that provide meaningful incentives to better link land use and transportation planning.*

By providing high-density housing with supporting land uses in an urban area with nearby transit service, including several bus lines (both regular service and Metro Rapid), this project can be viewed as furthering this MTA goal. Transit agencies are traditionally supportive of higher density housing, particularly when it is located proximate to existing transit service, as is this site. Therefore, the project's impact under adopted transit system plans, guidelines, policies, or standards is less than significant and no mitigation is required.

#### **Capacity of Transit Facilities**

Two factors were considered in determining the adequacy of public transit capacity:

- What is the likely transit demand created by the site?
- What is the residual capacity of services that would likely be used by persons traveling to/from the site?

If the likely transit demand exceeds capacity, then a significant impact would occur. The demand for transit service can be estimated using a variety of methods, including:

- City of Beverly Hills percentage of persons taking transit (based on Census Journey to Work data) – 3 percent
- City of Los Angeles percentage of persons taking transit (based on Census Journey to Work data) – 10 percent
- MTA Congestion Management Plan guidelines – 3.5 percent

Using these factors to establish a range, it was concluded that the number of project-related transit trips would be approximately 10 to 20 persons during a 1-hour period. While line specific capacities are not available, it can be estimated that the number of buses passing by the project site are between 50 and 60 buses during peak hours. Since the project would generate less than one transit trip for every three buses, it is anticipated that the project's impact on transit capacity would be less than significant and no mitigation would be required.

### Existing Bicycle Facilities

The Open Space Element of the City of Beverly Hills General Plan, which was adopted February 1, 1977, included a Bikeway Sub-Element. The Sub-Element proposed a 22-mile bikeway system designed to connect school, parks, and other public or semi-public facilities with residential neighborhoods. The Sub-Element stated that the bikeway system would have to be developed within the constraints of a fully developed City which was planned for pedestrian and automotive travel and made no provision for a third form of transportation whose requirements are different than the other two. The Bikeway Sub-Element determined that in order to implement the bikeway program certain compromises and tradeoffs would be required, and even with that in place would still be a difficult program to implement.<sup>2</sup> As indicated on Map 3 of the Bikeway Sub-Element, no bike paths or routes are proposed along the project frontages.

There are currently no established bicycle paths in the City of Beverly Hills based on concerns for safety on the City's congested roadways. The City of West Hollywood has a bicycle path along Santa Monica Boulevard to the southeast of the Beverly Hills City limits, as will the Santa Monica Boulevard Transit Parkway in Los Angeles west of the City limits when it is completed.<sup>3</sup>

Given that there are no existing bicycle facilities adjacent to the project site, the proposed project would not disrupt existing bicycle facilities. Therefore, the proposed project would have a less than significant impact on existing bicycle facilities and no mitigation measures are required.

### Adopted Bicycle System Plans, Guidelines, Policies or Standards

Currently, there are no planned bicycle facilities along the project frontages. As a result, the proposed project would not interfere with planned bicycle facilities and impacts are less than significant.

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<sup>2</sup> City of Beverly Hills, Department of City Planning, City of Beverly Hills General Plan, Open Space Element, adopted February 1, 1977, pg. 34 through 37.

<sup>3</sup> EIP Associates, *City of Beverly Hills General Plan Update Technical Background Report*, October 2005, p.3-38.

### Adopted Bicycle System Plans, Guidelines, Policies or Standards

Given that there are no existing or planned bicycle facilities along the project frontage, the proposed project would not conflict with adopted bicycle systems, plans, guidelines, policies, or other standards. As a result, the proposed project would have no impact on adopted bicycle systems, plans, guidelines, policies, or other standards.

### *Pedestrian Facilities*

The traffic study analyzed project-related impacts on the pedestrian network in the study area, which included disruptions on existing facilities, interference with planned facilities, and conflicts with adopted plans, guidelines, policies, or standards relating to pedestrians.

*TRAF-13 An impact is considered significant for pedestrian facilities, if the proposed project would disrupt existing pedestrian facilities. This can include adding new vehicular, pedestrian or bicycle traffic to an area experiencing pedestrian safety concerns such as an adjacent crosswalk or school, particularly if the added traffic reduces the number of pedestrian acceptable gaps at un-signalized crossings or cause queues to spillback through pedestrian crossings.*

The project site plan proposes to maintain the existing sidewalks along the project frontage on Santa Monica Boulevard and Wilshire Boulevard. The project would add additional driveways along both project frontages; however, it was determined that the project trips would be distributed between these driveways with less than one vehicle per driveway per minute. Given that the number of vehicles utilizing the project driveways would be minimal, it is not anticipated that the vehicles would disrupt pedestrian facilities. As a result, impacts on pedestrian facilities would be less than significant and no mitigation is required.

*TRAF-14 An impact is considered significant for pedestrian facilities, if the proposed project would interfere with planned pedestrian facilities. In existing and/or planned urbanized areas, main streets, or pedestrian districts, this can include impacts to the quality of the walking environment.*

The Circulation Element of the City's General Plan proposed a pedestrian system and pedestrian amenity concept plan for the Business Triangle in order to develop a more pleasant, safer environment for pedestrians and to lessen walking distances between parking facilities and destination.<sup>4</sup> The proposed project is not located in the Business Triangle and as proposed, the project would not interfere with planned pedestrian facilities. Currently, there are no adopted plans to add pedestrian facilities along the project frontage. However, the proposed project includes features that would improve the quality of the walking environment. The proposed project would develop a series of gardens throughout the project

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<sup>4</sup> City of Beverly Hills, Department of City Planning, City of Beverly Hills General Plan, Circulation Element, adopted September 6, 1977, pg. 26.

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site. New sculpture gardens are proposed adjacent to all new buildings and subtropical gardens are proposed between the Wilshire Tower and Residence A. Amenities to be included in the gardens include paved walkways, seating areas, a variety of plant materials, water features (i.e., fountains and ponds), and lighting. The eastern tip of the project site, at the intersection of Wilshire and Santa Monica Boulevards, is proposed as the site of an art terrace and public sculpture. All landscaped areas at the ground level will be available to hotel guests, visitors, residents, and the public, subject to reasonable security measures. The proposed gardens and art terrace would improve the quality of the walking environment. Therefore, the project would not interfere with existing or planned pedestrian facilities and impacts are less than significant.

*TRAF-15 An impact is considered significant for pedestrian facilities, if the proposed project would conflict with or create inconsistencies with adopted pedestrian system plans, guidelines, policies, or standards.*

Currently, there are no adopted plans to add pedestrian facilities along the project frontage. To determine policies and guidelines regarding pedestrian travel, the *City of Beverly Hills General Plan Update Technical Background Report* was consulted, which states:

*The City of Beverly Hills actively promotes walking as a viable means of transportation...The City's pedestrian facilities include sidewalks, stairs, pedestrian promenades, and paths in the City's parks. These facilities are a critical component of the overall circulation system, as nearly every trip begins or ends on foot, regardless of any other travel modes that may be used. While not all trips utilize public pedestrian facilities, they are essential in allowing safe and orderly movement of pedestrians through the City's public spaces.*

Based on the statements above, it can be concluded that the City of Beverly Hills has a desire to maintain pedestrian facilities and encourage walking as a travel model. The project would maintain the existing pedestrian facilities on Santa Monica Boulevard and Wilshire Boulevard and would also provide public access into the gardens and art terrace on site. As a result, the project would not conflict with or create inconsistencies with adopted pedestrian system plans, guidelines, policies, or standards and impacts would be less than significant.

#### **Off-Site Hazard**

*TRAF-16 An impact is considered significant for project site access and on-site circulation, if the proposed project would design on-site circulation or access areas that fail to meet City standard design guidelines.*

The following items were considered when evaluating on-site circulation and access:

- Are all areas of the site accessible from each other?
- Do the designs of the roadway features meet or exceed accepted standards?

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- Does the project provide sufficient on-site traffic control devices?
- Does the project provide adequate access for emergency vehicles?
- Does the project provide sufficient pedestrian on-site connectivity?
- Is the driveway spacing appropriate?
- Is the traffic signal spacing adequate?
- Is there adequate sight distance at the project driveway?

##### Intra-Site Accessibility

The project proposes buildings constructed above two multi-story subterranean parking structures. The project has a high level of internal accessibility to both pedestrians and vehicles. Persons accessing the site in vehicles will be able to park in the parking garage underneath the structures and then walk to their final destination. While there will be multiple entrances to the parking garage, all areas of the garage are proposed to connect. In addition to accessibility through the underground parking structure, pedestrians can circulate around the buildings at ground level through a variety of pedestrian pathways, roadways, and sidewalks. Therefore, the intra-site accessibility is adequate and impacts would be less than significant.

##### Roadway Feature Design

As mentioned above, the project does not propose the construction of any new public roadways; however, as part of the proposed project a portion of Santa Monica Boulevard would be reconstructed. The proposed reconstruction would comply with all applicable roadway design standards related to lane widths and sidewalk widths. For purposes of site access review, the following elements of project design were evaluated:

- Project driveway width; and
- Curb radii.

The project driveways will have a width of 20 feet, which meets City Standards. The following driveway specifications are provided in the *City of Beverly Hills Municipal Code*, Section 8-4-4:

*Width: The maximum width of any residential driveway approach shall not exceed twenty feet (20'), and the maximum width of two (2) adjacent residential driveway approaches which are combined shall not exceed twenty-six feet (26'). The maximum width of any commercial driveway approach shall not exceed forty feet (40'). The minimum width of any driveway approach shall not be less than sixteen feet (16'). The transportation/engineering official may approve driveway approaches which vary from the widths designated herein to accommodate existing topography, or*

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*non-removable objects, such as buildings, walls, trees, or natural rock outcroppings. Driveway approach widths shall be the transition distance, measured along the curb, from the full height curb on one side to on the opposite side.*

The proposed driveway widths are as follows:

- The Waldorf Astoria Hotel entry and exit driveway along the south side of Wilshire Boulevard would have a width of approximately 26 feet;
- The main project driveway, located on Merv Griffin Way, would provide main entrance to the hotel and provide main access to the underground garage. This driveway, approximately 22 feet wide for ingress and 22 feet wide for egress, would operate as full access with all movements permitted;
- Each new luxury condominium building would have a full access driveway on Merv Griffin Way. Each driveway would be approximately 22 feet wide, providing residential ingress and egress along Merv Griffin Way;
- The luxury condominiums on the southwest corner of the site would have a second driveway on Santa Monica Boulevard, approximately 32 feet in width;
- The remaining driveway on Santa Monica Boulevard would provide access to The Waldorf Astoria Hotel. This driveway, approximately 28 feet in width, would operate as right-in/right-out with left turns;
- There are also two service driveways on Santa Monica Boulevard, which would be used by delivery vehicles traveling to the service area located along the southern side of The Beverly Hilton. These driveways would be 31 feet and 40 feet in width.

Based on the project site plan the driveways located along Santa Monica Boulevard, Wilshire Boulevard, and Merv Griffin Way were classified as commercial driveways instead of residential because they would be utilized by residents of the condominiums, hotel guests, and delivery vehicles. These driveways would range in width from 22 feet to 40 feet, which are in compliance with City design standards. The traffic study's review of driveway widths did not consider the main driveway along Merv Griffin Way, which has two 22-foot approaches for two lanes of traffic in each direction as this roadway functions more as an intersection than a driveway. Therefore, all project driveways are in accordance with industry and City standards.

Curb radii at each of the project driveways was also evaluated. Based on the latest site plan, all of the project driveways have adequate curb radii. Therefore, this impact is less than significant.

#### Internal Traffic Control Devices

The site plans of the parking garage indicate that there will be some internal traffic control devices at the exits to the parking garage. In particular, there are several locations where stop lines are noted.

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However, there are no notations on the current site plan related to any internal traffic control devices within the project site, either at the project entrances or exits. Because of the absence of internal traffic control devices, impacts on on-site circulation would be significant. With implementation of MM-TRAF-7, this impact would be reduced to a less than significant level.

##### Emergency Vehicle Access

The project has a high level of accessibility for emergency vehicles, both from a regional and a site perspective. Both Wilshire Boulevard and Santa Monica Boulevard provide direct routes to the project site for emergency vehicles. Once emergency vehicles have reached the site, they can access the on-site structures through Merv Griffin Way, Wilshire Boulevard, or Santa Monica Boulevard. Smaller emergency vehicles, such as police cars and ambulances, would be able to access the subterranean parking structure as necessary.

##### On-Site and Off-Site Pedestrian Connections

The project would provide pedestrian connections both within the development and to external locations. The project would maintain sidewalks on the two public streets that border the project, Wilshire Boulevard and Santa Monica Boulevard. A sidewalk is also provided on Merv Griffin Way. Within the development, the components of the project are connected through pedestrian walkways. For example, a person living in the condominium component would be able to walk to the hotel and restaurant uses on site via a sidewalk. Therefore, the project would provide accessible and safe pedestrian connections between buildings and to adjacent streets and transit facilities, and impacts would be less than significant.

##### Driveway Spacing

Section 8-4-4 of the City of Beverly Hills *Municipal Code* sets minimum driveway spacing at 28 feet. The two closest driveways, which are located along Santa Monica Boulevard, are approximately 40 feet apart. The project site plan indicates that all of the driveways will meet this minimum requirement. Therefore, impacts are less than significant with respect to driveway spacing.

##### Traffic Signal Spacing

A general rule for signals is that they should be spaced approximately 800 to 1000 feet from each other under optimum conditions. The only traffic signal proposed by the project would be located at the intersection of Santa Monica Boulevard and Merv Griffin Way. This signal is located at least 800 feet from the adjacent signals on Santa Monica Boulevard. Additionally, the signal is more than 800 feet from the adjacent signal at Merv Griffin Way and Wilshire Boulevard. Therefore, the proposed traffic signal is

adequately spaced in relation to adjacent signals. Therefore, impacts associated with traffic signal spacing would be less than significant and no mitigation is required.

#### Sight Distance

Project site access and circulation were reviewed together with sight distance at the driveways. Appropriate driveway sight distance ensures that vehicles exiting the project site have an unobstructed view of oncoming traffic. The corner sight distance standard was applied to determine whether there would be sufficient sight distance at the project driveways. This standard is provided by Table 405.1A in the California Department of Transportation *Highway Design Manual*. According to this table, a sight distance of 500 feet should be provided at all project driveways. It was determined that adequate sight distance would be provided at all project driveways. Based on the considerations above, the proposed project would result in a significant impact on on-site circulation and access due to the lack of on-site traffic controls indicated on the site plan. All other project site access and on-site circulation impacts would be less than significant.

*TRAF-17 An impact is considered significant if the proposed project would fail to provide adequate accessibility for service and delivery trucks on site, including access to truck loading areas.*

Four separate loading and delivery activities would be associated with the project operations. These activities would include: (1) moving trucks and other large delivery trucks delivering items to the condominiums; (2) delivery trucks of various sizes providing items to the hotel and restaurant uses; (3) trash pick-ups; and (4) delivery trucks such as Fed Ex, UPS, etc., making deliveries to the residences.

Review of the project site plan led to the determination that the project provides adequate delivery areas for all four of these potential types of delivery vehicles. Each specific loading area is described in further detail below.

Each condominium would have its own access for delivery trucks. For the Residence B building, delivery vehicles would park in staging area provided adjacent to Santa Monica Boulevard. It is expected that these vehicles would offload their materials here and deliver the items into the building. These larger delivery vehicles would not be able to take direct access to this condominium building.

Larger delivery vehicles would have to access Residence A building from a designated loading zone along Merv Griffin Way. This loading zone would extend 100 feet north of the driveway for this building. The provided loading zone is approximately 10 feet wide, which would be able to accommodate larger delivery vehicles.

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Each condominium building would also have a circular driveway. These driveways are too small to be used by these larger trucks and it is not anticipated that larger delivery vehicles would attempt to access these locations. It is likely that there will be intermittent deliveries to the residences. These deliveries would include FedEx trucks, UPS trucks, mail trucks, and other similar vehicles. It is anticipated that these vehicles would park in the circular driveways adjacent to the residences. The driveways have sufficient space to accommodate one or more of these delivery vehicles at a time.

Hotels of all types require daily deliveries of various items including foods, beverages, linens, paper products, flowers, and other items needed to support operations. It is anticipated that these deliveries would arrive in panel trucks and other similarly-sized vehicles. The project site plan designates a service area off Santa Monica Boulevard that would receive these deliveries. From this service area, vehicles would travel down to the first level of the parking garage and utilize a loading dock in this level. This loading dock is able to handle up to two large trucks simultaneously. If more than two vehicles arrive simultaneously, there is sufficient space within the service area to accommodate several additional trucks. This loading and service areas would serve both The Beverly Hilton and The Waldorf Astoria Hotel since it is likely that most delivery items would be shared by the hotels. Deliveries to the restaurant would also occur at this location.

There are two designated loading and delivery driveways adjacent to this service area. It is anticipated that vehicles would enter by these driveways and then exit at the same locations. Vehicles can also exit at the westernmost driveway along Santa Monica Boulevard.

Trash pick-ups for all uses would occur in the service area located off of Santa Monica Boulevard. Vehicles would enter via the service driveway, pick up trash, and then exit. Trash vehicles would not need to enter the parking garages as there are no designated trash pick-up areas within the parking areas.

Given the project design associated with delivery and service access strategy, the project site plan provides adequate accessibility and facilities for service and delivery vehicles. Therefore, the project impact is less than significant and no mitigation is required.

#### *Project Parking*

- TRAF-18 *An impact is considered significant for project parking, if the proposed project would design parking areas that fail to meet City standard design guidelines; or*
- TRAF-19 *An impact is considered significant for project parking, if the proposed project would fail to provide a sufficient quantity of on-site parking for vehicles; or*
- TRAF-20 *An impact is considered significant for project parking, if the proposed project would increase off-site parking above that which is provided in the immediate project area.*

### Parking Area Design

The Section 10-3-2730.2 of the *Beverly Hills Municipal Code* has established a variety of design guidelines related to parking facilities. These guidelines include regulations for the following items:

- Parking area setback
- Protective devices
- Surfacing
- Lighting

The City also maintains separate requirements relating to the design of parking spaces separately from the Municipal Code.

A review of the Municipal Code guidelines and other City requirements has indicated the following:

- The City requires a minimum setback of at least 5 feet from all streets except Wilshire Boulevard, where a 10-foot setback is required. This minimum setback would be met.
- The City requires an opaque wall or hedge around parking facilities as a protective or screening device. In this instance, the project parking facilities are located underground and this requirement is met.
- The City requires that parking areas be constructed of either asphalt or concrete. The parking facilities for the project would be provided in two underground parking garage constructed using concrete. Therefore, this requirement would be met.
- The City requires that lighting for parking facilities be arranged to direct the lighting into the parking area. As the parking facilities would be located underground, all parking garage lighting would be directed into the parking areas as required by the City's *Municipal Code*.
- The design of the parking spaces themselves is consistent with City requirements.

Based on the information above, the design of the parking facilities is in compliance with City standardized design guidelines and impacts would be less than significant.

### On-Site Parking

The proposed parking supply was compared to standardized parking demand requirements and the *City of Beverly Hills Municipal Code* based on the incremental development associated with the site. The code specifies the following parking ratios for residential developments:

- Two and one-half parking spaces for units with two bedrooms;

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- Three parking spaces for units with three or four bedrooms;
- Four parking spaces for units with five or more bedrooms; and
- One permanent guest parking space for every four dwelling units.

It was assumed that the parking demand for the hotel component of the project would stay the same as the Beverly Hilton Hotel, even though the number of hotel guestrooms is being reduced by 47 rooms compared to existing conditions. The parking demand is determined for the restaurant and residential component only. The parking supply represents the additional spaces added to the site, above the 818 spaces currently provided. These estimates are conservative based on the following items:

- The Hotel currently provides parking at 1.4 spaces per room, which exceeds the City's requirement of 1 space per room; and
- The number of Hotel rooms would decrease by 47 rooms compared to existing conditions.

The City Code requires that the project provide 522 spaces for the restaurant and residential land uses, as shown in Table 4.11-12, below.

**Table 4.11-12  
Municipal Code Parking Requirements**

Land Use	Size	Code Requirement	Required Spaces
<b>Residential</b>			
Two Bedroom	21 units	2.5 spaces/unit	53 spaces
Three Bedroom	93 units	3 spaces/unit	279 spaces
Four Bedroom	6 units	3 spaces/unit	18 spaces
Visitors	--	0.25 spaces/unit	30 spaces
Residential Sub-Total	252 units		380 spaces
<b>Restaurant</b>			
Dining Area	8.0 KSF	1 space/45 square feet	178 spaces
Back-of-house	4.0 KSF	1 space/350 square feet	11 spaces
Restaurant sub-Total	12.0 KSF		189 spaces
<b>Total Incremental Parking Requirement</b>			<b>569 spaces</b>
<b>Credit for existing parking at Trader Vic's</b>			<b>- 55 spaces</b>
<b>Total Incremental Parking Provided</b>			<b>604 spaces</b>
<b>Surplus Parking</b>			<b>+ 90 spaces</b>

Source: Fehr & Peers, 2007; City of Beverly Hills Municipal Code Section 10-3-2730.  
Notes: KSF = thousand square feet.

The likely parking demand for the residential and restaurant land uses was estimated based on empirical data collected at several projects within the study area, as shown in Table 4.11-13, Parking Demand Estimates. From these parking counts, the following was determined:

- The average parking demand for a residential condominium project is approximately two spaces per unit, based on counts taken at several of the residential projects where trip generation counts were also collected.
- Parking demand for the restaurant was estimated based on data collected at several similar restaurants where trip generation counts were taken. This data was obtained by contacting each restaurant and asking how many cars were parked in the valet lot on the most recent Friday and Saturday nights, since only valet parking is allowed. From these restaurants, it was determined that the demand for valet parking is approximately 18 spaces/1,000 square feet.

**Table 4.11-13  
Parking Demand Estimates**

Land Use	Size	Demand	Spaces Required
Residential	120 units	2 spaces/unit	240 spaces
Restaurant	12.0 KSF	18 spaces/1,000 square feet	216 spaces
<b>Total Incremental Demand</b>			<b>456 spaces</b>
<b>Credit for existing parking at Trader Vic's</b>			<b>-55 spaces</b>
<b>Total Incremental Parking Supply</b>			<b>604 spaces</b>
<b>Surplus Parking</b>			<b>+203 spaces</b>

Source: Fehr & Peers, 2007.

Notes: KSF = thousand square feet.

Parking for the proposed project would be provided within two subterranean parking garages on site. A four-level subterranean parking structure and a three-level subterranean parking structure are proposed and would provide a total of 1,422 parking spaces. In total, 818 of these spaces are existing spaces and would be replaced as part of the project for use by The Beverly Hilton Hotel and Waldorf Astoria Hotel. An additional 604 spaces would be constructed and provided for the residential and restaurant land uses. As shown in the table above, the project's residential and restaurant parking requirement is estimated to be 569 spaces and the demand is estimated to be 456 spaces, not taking into account credit for the existing parking at Trader Vic's. As indicated above, the project's parking requirement and demand are less than the 604 additional spaces provided by the project. Given that the project's parking supply exceeds both the municipal code requirements and the demand estimates, project's parking supply is sufficient and would not increase off-site parking demand above that which is provided in the immediate project area. Therefore, parking impacts associated with the proposed project are less than significant.

### Secondary Parking Impacts

The traffic study also considered whether development of the project site could impact parking operations on adjacent streets or adjacent properties. Based on field visits to the site, which occurred throughout 2006, few, if any, vehicles were observed parking on the adjacent property or on the streets traveling to the hotel. The only time a notable number of vehicles were observed parking off site was during the Golden Globes. The traffic study concluded that parking for the hotel adequately meets demand; therefore the proposed redevelopment of the site would not create demand for off-site parking facilities. No mitigation is required.

*TRAF-21 An impact is considered significant for risk of off-site intersection collisions, if the proposed project would change off-site intersection location, geometrics, or traffic control devices, resulting in obstructed sight distance, over-reduced lane width, removal of exclusive left-turn or right-turn lanes, unsafe timing and phasing designs, or other safety deficiencies.*

The project would either be constructing or contributing its "fair share" to several improvements at various locations within the study area including:

- Reconstruction of the intersection at Wilshire Boulevard and Merv Griffin Way to provide a northbound left-turn, through, and right-turn lane;
- Signalization of the intersection at Santa Monica Boulevard and Merv Griffin Way;
- Sole responsibility for reconstructing of the Wilshire Boulevard eastbound approach of the Santa Monica Boulevard/Wilshire Boulevard intersection to provide two left-turn lanes, three through lanes, and a right-turn only lane; and
- Addition of a third lane along Santa Monica Boulevard along the frontage of both the 9900 Wilshire and Beverly Hilton properties.

Each of these improvements is consistent with general engineering design principles. At the Wilshire Boulevard and Merv Griffin Way intersection, the additional lane would be accommodated by widening the roadway and adequate lane widths would be provided. The new traffic signal at Santa Monica Boulevard and Merv Griffin Way would improve intersection operations and would provide a higher level of safety for vehicles turning into and out of Merv Griffin Way. The capacity improvements along Wilshire Boulevard and Santa Monica Boulevard comply with standard roadway design criteria. Therefore, off-site roadway improvements associated with the proposed project would not result in obstructed sight distance, overly narrow lane width, the removal of exclusive left-turn or right-turn lanes, unsafe timing and phasing designs, or other safety deficiencies. As a result, project impacts would be less than significant.

- TRAF-22 *An impact is considered significant for risk of off-site intersection collision, if the proposed project increases conflicting traffic at intersections where the accident rate exceeds the statewide average; or*
- TRAF-23 *An impact is considered significant for risk of off-site intersection collision, if the proposed project increases the number of pedestrians or bicyclists crossing at intersections where pedestrian/bicyclist-related traffic collisions already exist.*

### *Intersections Where Accident Rate Exceeds Statewide Average*

As stated above, the following five intersections have a reported accident rate exceeding the statewide average:

- N. Santa Monica Boulevard /Wilshire Boulevard;
- S. Santa Monica Boulevard /Beverly Drive;
- S. Santa Monica Boulevard /Wilshire Boulevard;
- Wilshire Boulevard/Merv Griffin Way; and
- Sunset Boulevard/Whittier Drive.

Based on the analysis of the cumulative conditions, it was concluded that the project's increase in vehicular traffic would be less than 1 percent of the total volume at all of these intersections. Given that the project's trip increase is less than 1 percent of the total volume at the intersections, impacts at intersections where the accident rate exceeds the statewide average would be less than significant.

### *Intersections with Previous Pedestrian/Bicycle Accidents*

The intersection of S. Santa Monica Boulevard and Wilshire Boulevard is the only study intersection that experienced more than five pedestrian/bicycle accidents in the past 3 years. The project's increase in vehicular traffic is less than 1 percent at this location; therefore, the impact associated with pedestrian and/or bicycle accidents with vehicles would be less than significant.

#### **4.11.7 PROJECT MITIGATION MEASURES**

The following mitigation measures were identified to reduce traffic impacts associated with the construction of the proposed project, to the maximum extent feasible:

- MM-TRAF-1 An Environmental Monitor shall be retained that will be responsible for monitoring compliance with the mitigation measures in the adopted Mitigation Monitoring Program. The developer shall deposit funds sufficient to pay for the Environmental Monitor who will be hired by and work for the City.

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- MM-TRAF-2 The Environmental Monitor shall proactively inform the public of the ongoing project progress and exceptions to the expected plans. The Environmental Monitor shall also respond to requests for information and assistance when impacts raise special concerns by members of the public.
- MM-TRAF-3 A contact person shall be assigned and a hotline number shall be published on construction signage placed along the boundary of the project site to address day-to-day issues.
- MM-TRAF-4 The Developer and Environmental Monitor shall each provide monthly project updates to the City.
- MM-TRAF-5 The Developer shall revise and finalize the Draft Construction Traffic Management plan to minimize traffic flow interference from construction activities. The Final Construction Traffic Management Plan shall be submitted to the City and shall include plans to accomplish the following:
- Maintain existing access for land uses in proximity of the project site during project construction;
  - Schedule deliveries and pick-ups of construction materials to non-peak travel periods, to the maximum extent feasible;
  - Coordinate haul trucks, deliveries and pick-ups to reduce the potential of trucks waiting to load or unload for protracted periods of time;
  - Minimize obstruction of through-traffic lanes on Wilshire Boulevard and Santa Monica Boulevard;
  - Construction equipment traffic from the contractors shall be controlled by flagmen;
  - Identify designated transport routes for heavy trucks and haul trucks which shall be used over the duration of the proposed project;
  - Schedule vehicle movements to ensure that there are no vehicles waiting off site and impeding public traffic flow on the surrounding streets;
  - Establish requirements for loading/unloading and storage of materials on the project site, where parking spaces would be encumbered, length of time traffic travel lanes can be encumbered, sidewalk closings or pedestrian diversions to ensure the safety of the pedestrian and access to local businesses;
  - Coordinate with adjacent businesses and emergency service providers to ensure adequate access exists to the project site and neighboring businesses; and

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- Prohibit parking for construction workers except on the project site and any designated off-site parking locations. These off-site locations will require the approval of the City of Beverly Hills. These off-site parking locations can not include any parking garage in the City of Beverly Hills or any residential streets including Whittier Drive and those streets which connect to Whittier Drive.

The Final Construction Traffic Management Plan shall be submitted and approved by the City no later 30 days prior to commencement of construction.

MM-TRAF-6 The Developer shall submit a Construction Workers' Parking Plan identifying parking locations for construction workers. To the maximum extent feasible, all worker parking shall be accommodated on the project site. During demolition and construction activities when construction worker parking cannot be accommodated on the project site, the Plan shall identify alternate parking locations for construction workers and specify the method of transportation to and from the project site for approval by the City 30 days prior to commencement of construction. The Construction Workers Parking Plan must include appropriate measures to ensure that the parking location requirements for construction workers will be strictly enforced. These include but are not limited to the following measures:

- All construction contractors shall be provided with written information on where their workers and their subcontractors are permitted to park and provide clear consequences to violators for failure to follow these regulations. This information will clearly state that no parking is permitted on residential streets north of Wilshire or in public parking structures;
- No parking for construction workers shall be permitted within 500 feet of the nearest point of the project site except within designated areas. The contractor shall be responsible for informing subcontractors and construction workers of this requirement, and if necessary, for hiring a security guard to enforce these parking provisions. The contractor shall be responsible for all costs associated with enforcement of this mitigation measure; and
- In lieu of the above, the project applicant/construction contractor has the option of phasing demolition and construction activities such that all construction worker parking can be accommodated on the project site throughout the entire duration of demolition, excavation, and construction activities.

The following mitigation measures were identified to reduce traffic impacts associated with the operation of the proposed project, to the maximum extent feasible:

MM-TRAF-7 The project applicant shall revise the project site plan to indicate on-site traffic control planned for the project. At a minimum, all traffic control devices should be placed at all project exits onto Wilshire Boulevard, Santa Monica Boulevard, and Merv Griffin Way.

#### 4.11.8 CUMULATIVE IMPACTS

##### Construction Impacts

The following cumulative analysis evaluates the impact of construction of the project and related projects in the cities of Beverly Hills, Los Angeles, and West Hollywood on traffic and circulation. These related projects are identified in Section 4.0, Environmental Impact Analysis. The closest related project to the proposed project would be the 9900 Wilshire project, which is located directly adjacent to the project site to the west. Most of the remaining related projects are a sufficient distance to reduce the potential for construction-related traffic at any one location from having an effect elsewhere. Construction phases of the 9900 Wilshire project are anticipated to overlap with construction phases of The Beverly Hilton Revitalization Plan project.

##### *Truck Traffic*

Due to the proximity of the two projects, this construction overlap would result in an increase in truck traffic on surrounding roadways, which could potentially cause traffic disruptions. Although haul trucks would travel to the site along a City designated truck route, Santa Monica Boulevard, truck traffic from both projects could still have a potentially significant impact on the adjacent roadway network. In addition, trucks entering and exiting the two sites could result in traffic disruptions on roadways adjacent to the sites. Based on the above and the proximity of the two projects, construction-related traffic impacts would be cumulatively significant.

##### *Delivery and Staging of Material and Equipment*

An additional source of project construction traffic would occur from the transportation of materials and equipment to and from the site. These materials and equipment would have to be delivered to and stored on the site. It is anticipated that the deliveries would occur through variously sized vehicles including small delivery trucks to cement mixer trucks, and possibly 18-wheel trucks and the delivery of construction equipment would be through 18-wheel trucks. As discussed above, the transportation of materials and equipment during project construction could impact adjacent roadways because there may be intermittent periods when large numbers of material deliveries are required such as when concrete trucks will be needed for the parking garage and the buildings. Additionally, some of the materials and

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equipment could require the use of large trucks (18-wheelers) which can create additional congestion on the adjacent roadways. Also, delivery vehicles may need to queue temporarily on adjacent roadways such as Wilshire Boulevard, Santa Monica Boulevard, and Merv Griffin Way as they enter onto and deliver their items to the project site.

Since the construction phases of the 9900 Wilshire project are anticipated to overlap with construction phases of The Beverly Hilton Revitalization Plan project, the influx of this material and equipment for construction of both projects could create impacts on the adjacent roadway network due to result in traffic disruptions on roadways adjacent to the sites. Based on the above and the proximity of the two projects, construction-related traffic impacts would be cumulatively significant.

#### *Construction Worker Traffic*

Using the maximum number of construction workers, 200 during development of the project, it was anticipated that the number of construction worker trips for the proposed project would be 160 daily trips and 80 peak-hour trips, one hour in the morning and afternoon peak periods.

As discussed above, the number of worker trips is expected to be less than the total peak hour trip generation associated with operations at the site, following buildout of the project. As with operation of the proposed project, the total number of construction worker trips is not anticipated to significantly impact any of the study intersections. Although construction workers may be traveling to the project site and the 9900 Wilshire project site simultaneously, the construction worker trips associated with the project would be only 3.6 percent of trips generated by existing on-site land uses. Therefore, project-related impacts associated with construction worker trips would not be cumulatively considerable and would be less than significant.

#### *Construction Worker Parking*

As discussed above, the project applicant will provide construction worker parking on the project site during all phases of construction, except during construction of the underground parking garages. Since construction phases of the proposed project and the 9900 Wilshire project may overlap, construction workers from both projects could potentially park in areas adjacent to the site, the combination of which could result in a cumulatively significant impact.

#### **Operation Impacts**

The following cumulative analysis evaluates the impact of development of the project and related projects in the cities of Beverly Hills, Los Angeles, and West Hollywood on traffic and circulation. These

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related projects are identified in Section 4.0, Environmental Impact Analysis. Associated impacts were incorporated into the impact analysis from the outset and have, therefore, been addressed in the analysis above. As shown in Table 4.11-14, Level of Service (LOS) Summary – Existing, Future (2012) Without and With Project Traffic Conditions, the impact of development of proposed project and related projects would result in a substantial increase in traffic in relation to the existing traffic load and capacity of the street system at the following intersections:

- N. Santa Monica Boulevard and Beverly Drive (AM, Midday, PM and Saturday peak hours);
- N. Santa Monica Boulevard and Wilshire Boulevard (AM and, PM and Saturday peak hours);
- S. Santa Monica Boulevard and Beverly Drive (AM, Midday and PM peak hours);
- S. Santa Monica Boulevard and Wilshire Boulevard (AM, Midday, PM and Saturday peak hours);
- Wilshire Boulevard and Beverly Drive (AM, Midday and PM, and Saturday peak hours);
- Wilshire Boulevard and Merv Griffin Way (AM, Midday, PM and Saturday peak hours);
- N. Santa Monica Boulevard and South Crossover (AM and PM peak hour); ~~and~~
- Santa Monica Boulevard and Century Park East (AM and PM peak hours); and
- Sunset Boulevard and Whittier Drive (AM and PM peak hours).

However, Table 4.11-14 indicates that the project related increase would not exceed City of Beverly Hills or City of Los Angeles thresholds for any of the study intersections. Therefore, the proposed project's contribution to the significant, cumulative traffic impact is not considerable.

Development of the proposed project and related projects would be required to adhere to standard engineering practices and requirements, and would be subject to planning and design review by the cities of Beverly Hills, Los Angeles, and West Hollywood to avoid traffic hazards created by design features and land use incompatibilities, or inadequate emergency access. For this reason, and because such impacts (if and when they occur) are relatively site specific, cumulative impacts associated with such hazards are less than significant.

Table 4.11-14  
Level of Service (LOS) Summary –  
Existing, Future (2012) Without and With Project Traffic Conditions

Intersection	Peak Hour	Existing		Without Project		With Project		Cumulative		Project Impact
		ICU/Delay	LOS	ICU/Delay	LOS	ICU/Delay	LOS	Impact	Impact	
N. Santa Monica Boulevard and Beverly Drive	AM	0.904	E	1.088	F	1.089	F	+0.185	+0.001	
	Midday	0.875	D	1.042	F	1.046	F	+0.171	+0.004	
	PM	0.859	ED	1.453	F	1.453	F	+0.296	0.000	
	Saturday	0.831	D	1.049	F	1.049	F	+0.219	+0.001	
N. Santa Monica Boulevard and Wilshire Boulevard	AM	1.281	F	1.467	F	1.299	F	+0.098	-0.267	
	Midday	0.988	FE	1.189	F	0.973	F	-0.014	-0.246	
	PM	0.959	FE	1.242	F	1.042	F	+0.061	-0.200	
	Saturday	0.954	FE	1.247	F	1.002	F	+0.048	-0.245	
S. Santa Monica Boulevard and Beverly Drive	AM	0.849	D	1.048	F	1.045	F	+0.199	0.000	
	Midday	0.752	C	0.848	D	0.850	D	+0.098	+0.001	
	PM	0.868	D	0.991	E	0.991	E	+0.123	0.000	
	Saturday	0.683	B	0.795	C	0.795	C	+0.110	+0.001	
S. Santa Monica Boulevard and Wilshire Boulevard	AM	0.850	ED	1.426	F	1.427	F	+0.577	+0.001	
	Midday	0.797	EC	0.975	FE	0.978	FE	+0.181	+0.005	
	PM	0.813	ED	1.029	F	1.030	F	+0.217	+0.003	
	Saturday	0.740	DC	0.956	FE	0.964	FE	+0.224	+0.002	
N. Santa Monica Boulevard and Merv Griffin Way <sup>2</sup>	AM	36.3	E	1.054	F	1.008	F	N/A <sup>3</sup>	-0.046	
	Midday	>50	F	0.919	E	0.888	D	N/A <sup>3</sup>	-0.031	
	PM	>50	F	1.121	F	1.077	F	N/A <sup>3</sup>	-0.044	
	Saturday	28.4	D	0.774	C	0.748	C	N/A <sup>3</sup>	-0.026	
Wilshire Boulevard and Beverly Drive	AM	0.724	C	0.919	E	0.919	E	+0.192	0.000	
	Midday	0.759	DC	0.879	ED	0.879	ED	+0.125	+0.003	
	PM	0.794	DC	0.916	E	0.919	E	+0.138	+0.002	
	Saturday	0.735	C	0.886	ED	0.889	ED	+0.156	+0.002	
Wilshire Boulevard and Merv Griffin Way	AM	1.003	F	1.205	F	1.186	F	+0.183	-0.019	
	Midday	0.890	D	0.983	E	0.948	E	+0.058	-0.035	
	PM	1.225	F	1.368	F	1.316	F	+0.091	-0.052	
	Saturday	0.756	C	0.879	D	0.853	D	+0.097	-0.026	

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Intersection	Peak Hour	Existing		Without Project		With Project		Cumulative		Project Impact <sup>2</sup>
		ICU/Delay <sup>1</sup>	LOS	ICU/Delay <sup>1</sup>	LOS	ICU/Delay <sup>1</sup>	LOS	Impact	Impact	
N. Santa Monica Boulevard and South Crossover	AM	0.638	B	1.020	F	1.021	F	+0.383	+0.001	
	Midday	0.584	A	0.733	C	0.735	C	+0.151	+0.002	
	PM	0.656	B	0.843	D	0.846	D	+0.190	+0.003	
Santa Monica Boulevard and Century Park East	Saturday	0.455	A	0.558	A	0.561	A	+0.106	+0.003	
	AM	0.698	B	0.818	D	0.819	D	+0.121	+0.001	
	Midday	0.673	B	0.762	C	0.763	C	+0.090	+0.001	
Sunset Boulevard and Whittier Drive	PM	0.697	B	0.810	D	0.811	D	+0.114	+0.001	
	Saturday	0.498	A	0.573	A	0.574	A	+0.076	+0.001	
	AM	0.831	D	0.892	D	0.892	D	+0.061	0.000	
	Midday	0.730	C	0.776	C	0.779	C	+0.049	+0.003	
	PM	0.843	D	0.922 <sup>3</sup>	E	0.925	E	+0.082	+0.003	
	Saturday	0.588	A	0.646	B	0.648	B	+0.060	+0.002	

Source: Fehr and Peers, 2007

- 1 V/C ratio for signalized intersections based on application of ICU Methodology. LOS for side-street stop control based on 2000 Highway Capacity Manual methodology.
- 2 V/C ratio changes in bold denote an increase in traffic volumes. Italicized changes reflect reduction in V/C ratio and delay because of implementation of proposed improvements.
- 3 No change in V/C ratio or delay can be computed because intersection is converted from unsignalized to signalized operations.

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All design development associated with the proposed project would include the use of standard engineering practices to avoid design elements that would increase roadway hazards or inadequate emergency access. The significant impacts associated with internal traffic control devices, potential construction and construction worker parking impacts would be reduced to less than significant with incorporation of mitigation; these impacts would not contribute to cumulatively significant impacts. Moreover, the proposed project would not result in land use incompatibilities that would lead to the creation of traffic hazards, or emergency access. Consequently, project-related impacts would not be cumulatively considerable and would be less than significant.

Under each City's respective Municipal Code, the proposed project and related projects would be required to provide adequate on-site parking as conditions of development approval, and, thus, it is unlikely that related projects would have a significant cumulative effect on parking demand in the area. In addition, most of the related projects are a sufficient distance from one another to reduce the potential for parking shortages at any one location from having an effect elsewhere. For these reasons, cumulatively significant impacts are not anticipated. As previously stated under project impacts, the project is anticipated to provide parking in excess of the estimated parking demand generated by the proposed land uses and in excess of code required parking. Consequently, project-related impacts would not be cumulatively considerable and would be less than significant.

As stated above, the following five intersections have a reported accident rate exceeding the statewide average:

- N. Santa Monica Boulevard /Wilshire Boulevard;
- S. Santa Monica Boulevard /Beverly Drive;
- S. Santa Monica Boulevard /Wilshire Boulevard;
- Wilshire Boulevard/Merv Griffin Way; and
- Sunset Boulevard/Whittier Drive.

The intersection of S. Santa Monica Boulevard and Wilshire Boulevard is the only study intersection that experienced more than five pedestrian/bicycle accidents in the past three years.

Traffic generated by the proposed project and related projects would result in an increase in traffic volume at the intersections identified above. Based on the analysis of the cumulative conditions, it was concluded that the project's increase in vehicular traffic would be less than 1 percent of the total volume at all of these intersections. Given that the project's trip increase is less than the 5 percent threshold

established above, project-related impacts would not be cumulatively considerable and would be less than significant.

#### 4.11.9 CUMULATIVE MITIGATION MEASURES

Implementation of mitigation measure MM-TRAF-8, identified below, would reduce potentially significant impacts during construction of the proposed project in combination with the 9900 Wilshire project to less than significant.

MM-TRAF-8 The applicant for The Beverly Hilton Revitalization Plan shall coordinate with the applicant for the 9900 Wilshire project during all phases of construction regarding the following:

- All temporary roadway closures shall be coordinated to limit overlap of roadway closures;
- All major deliveries for both projects shall be coordinated to limit the occurrence of simultaneous deliveries. The applicants shall ensure that deliveries of items such as concrete and other high-volume items shall not be done simultaneously;
- The applicants shall coordinate regarding the loading and unloading of delivery vehicles. Any off-site staging areas for delivery vehicles shall be consolidated and shared; and
- Applicants or their representatives shall meet on a regular basis during construction to address any outstanding issues related to construction traffic, deliveries, and worker parking.

No other cumulatively significant impacts would result from implementation of the proposed project in combination with the identified related projects; as such, no cumulative mitigation measures are required.

#### 4.11.10 LEVEL OF SIGNIFICANCE AFTER MITIGATION

With implementation of mitigation, project-related impacts associated with truck traffic, delivery of construction material and equipment, and construction workers parking would be reduced to less than significant. With implementation of cumulative Mitigation Measure MM-TRAF-8, cumulative impacts associated with truck traffic, delivery of construction material and equipment, and construction workers parking would be reduced to less than significant.

With implementation of mitigation, no other unavoidable significant impacts to transportation, circulation, or parking would occur as a result of project occupancy.



3. S. Santa Monica Boulevard and Beverly Drive;
4. S. Santa Monica Boulevard and Wilshire Boulevard;
5. N. Santa Monica Boulevard and Merv Griffin Way;
6. Wilshire Boulevard and Beverly Drive;
7. Wilshire Boulevard and Whittier Drive and Merv Griffin Way;
8. N. Santa Monica Boulevard and South Crossover (City of Los Angeles);
9. Santa Monica Boulevard and Century Park East (City of Los Angeles); and
10. Sunset Boulevard and Whittier Drive.

In addition to these 10 study intersections, the following two residential street segments in the vicinity of the project site were also analyzed:

11. Whittier Drive north of Wilshire Boulevard; and
12. Elevado Avenue east of Whittier Drive.

These intersections and roadway segments are expected to be impacted the most by project traffic based on the proposed project's location and access relative to the surrounding street system. The traffic study area is bound by Sunset Boulevard to the north, S. Santa Monica Boulevard and Wilshire Boulevard to the south, Beverly Drive to the east, and Century Park ~~to the south~~ and Whittier Drive to the west.

Additionally, the traffic analysis conducted daily traffic counts on two roadway segments: Whittier Drive north of Wilshire Boulevard and Elevado Avenue east of Whittier Drive. The location of each intersection and roadway segment in relation to the proposed project is indicated in **Figure 4.11-1, Study Intersections and Residential Street Segments**. Whittier Drive is located directly north of the project site and would be used by project traffic. Elevado Avenue was evaluated as well because it is one of the residential streets that could be used by project traffic.

Intersection traffic analysis was performed through the use of the Intersection Capacity Utilization (ICU) technique, a recognized and accepted analysis methodology within the traffic engineering profession. The Congestion Management Plan (CMP) uses this methodology to monitor operations of intersections under its jurisdiction. For consistency purposes, this methodology was used to evaluate the CMP intersection. Additionally, this methodology was employed for the other signalized intersections within the study area. The traffic count volumes described earlier were used to report existing traffic flow

12 minutes during peak hours on weekdays and bus headways (intervals) are approximately 10 minutes on Saturdays and Sundays.

- MTA Line 21 – Line 21 provides service between Downtown Los Angeles and the UCLA campus with service along Wilshire Boulevard. It travels along Wilshire Boulevard connecting the communities of Beverly Hills, Los Angeles, Hancock Park, Park La Brea, UCLA, West Los Angeles, and Westwood. Line 21 is a local service bus and has frequent bus stops along Wilshire Boulevard. Most stops are approximately one to two blocks from one another. Service is provided every 10 to 20 minutes during peak hours on weekdays and headways are approximately 30 minutes on Saturdays. Line 21 does not operate on Sundays.
- MTA Line 16/316 – Line 16 and 316 operate along Santa Monica Boulevard and Burton Way within the City of Beverly Hills and provide transit service between the Century City area of Los Angeles and downtown Los Angeles. Line 316 is a limited version of Line 16, and therefore only stops at selected bus stops. Both lines run standard Monday through Friday schedules with different schedules on Saturdays, Sundays, and holidays. During peak hours, the line operates at headways of 3–5 minutes.
- MTA Line 714 – Line 714 is part of MTA’s Bus Rapid network and operates along Santa Monica Boulevard (North) and Beverly Boulevard, stopping at limited locations within the City of Beverly Hills. The line provides transit service between Beverly Hills and downtown Los Angeles and uses the transit priority system integrated into the traffic signals along Santa Monica Boulevard. The line current runs on 15-minute headways during the peak hours.
- MTA Line 720 – Line 720 provides an express service between East Los Angeles and the City of Santa Monica with principal service along Wilshire Boulevard as part of Metro’s Rapid Bus network. The line travels along Wilshire Boulevard connecting the communities of Beverly Hills, Boyle Heights, Brentwood, Commerce, downtown Los Angeles, East Los Angeles, Hancock Park, Koreatown, Park La Brea, Santa Monica, and Westwood. Line 720 is an express service bus route with two stops located close to the project site at Wilshire Boulevard and Beverly Drive and Wilshire Boulevard and Robertson Boulevard. Buses operate along Wilshire Boulevard every two to 10 minutes during peak hours on weekdays. On weekends, headways are every four to 10 minutes.

The Los Angeles County Metropolitan Transportation Authority (MTA) has several planned or proposed transit improvements within the study area including:

- The MTA Board has adopted a Long Range Transportation Plan which contains a future Wilshire Bus Rapid Transit Project from Western Avenue in the City of Los Angeles to the City of Santa Monica. This project will improve the existing Metro Rapid Bus service on Wilshire Boulevard (Line #720 and #920) by providing enhanced stations and segments of dedicated bus lanes.
- The MTA began operation of Line 704 in June 2007 to provide service between Santa Monica and downtown Los Angeles. This line operates as part of MTA’s Bus Rapid network and has several stops in the City of Beverly Hills. This line operates on peak hour headways ranging from 5 to 15 minutes.

- The MTA is commencing an Alternatives Analysis for the Westside Extension Transit Corridor which will evaluate a possible extension of the MTA Red/Purple Line Subway and other transit options. The study area for this Alternatives Analysis includes the Beverly Hilton Revitalization Plan project site and a future station is being considered that would serve the project area.

## Bicycle/Pedestrian Network

A majority of the roadways within the study area have sidewalks and crosswalks. There are sidewalks along the roadways that border the site including Santa Monica Boulevard, Wilshire Boulevard, and Merv Griffin Way.

Whittier north of the project site also has sidewalks. There are also cross walks and pedestrian “walk/don’t walk” indicators at most of the signalized intersections. A portion of Wilshire Boulevard north of the site lacks sidewalks. Study intersections with cross walks on at least one approach include:

- N. Santa Monica Boulevard and Beverly Drive;
- N. Santa Monica Boulevard and Wilshire Boulevard;

Concurrent with the redevelopment of the site, the project applicant has proposed to make several improvements along portions of Merv Griffin Way, Wilshire Boulevard, and Santa Monica Boulevard along the project frontage. These improvements are discussed in further detail below and are shown on Figure 4.11-5.

#### Merv Griffin Way

The project applicant has proposed to contribute a "fair share" of the cost towards several improvements along Merv Griffin Way. These improvements include:

- Provide northbound left-turn, through, and right-turn lanes at the intersection of Wilshire Boulevard and Merv Griffin Way;
- Signalize the intersection of Santa Monica Boulevard and Merv Griffin Way;
- Realign Merv Griffin Way to line up with Whittier Drive north of Wilshire Boulevard.

#### Wilshire Boulevard

The project applicant will be solely responsible for the widening of Wilshire Boulevard along the project site frontage. This widening serves multiple purposes including:

- Facilitating the reconstruction of the eastbound portion of Wilshire Boulevard at its intersection with Santa Monica Boulevard to provide two left-turn lanes, and three through lanes, ~~and a right-turn-only lane~~; and
- Allowing the curb radius to be modified for eastbound right-turn vehicles, which should allow vehicles to more easily ~~make this~~ turn onto Santa Monica Boulevard.
- Allowing an extended drop-off area for emergency responders.

#### Santa Monica Boulevard

The project applicant will be solely responsible for the widening of Santa Monica Boulevard along the project site frontage. Proposed improvements include:

- Modifying the curb to facilitate an additional ~~travel southbound~~ lane;
- A landscaped median along portions of Santa Monica Boulevard; and
- An on-site staging area for large events will be maintained. This area adjacent to the curb is occasionally used by service vehicles parking at events like the Golden Globes.

Volumes – Weekday AM and PM Peak Hours, and 4.11-10, Future Without Project Traffic Volumes – Weekday Midday and Saturday Peak Hours. These are the “benchmark” values used in determining project traffic impacts at the study intersections.

## Impact Analysis

### Operational Impacts

The analysis of future traffic conditions at the study intersections was performed using the analytical procedures described above. It is assumed that the aforementioned improvements would only occur in the future (2012) with project traffic condition, except for the improvement to the intersection of Santa Monica Boulevard and Merv Griffin Way, which were assumed to occur in the future (2012) without project traffic condition to allow a comparison of the intersection performance under the City’s significance criteria for signalized intersections. Traffic volumes for the analysis were developed as follows:

- As described earlier, Future (2012) “Without Project” traffic volumes were determined by combining area ambient traffic growth factor and the traffic generated by the ~~79-88~~ identified related projects with the base (2006–2007) traffic volumes at the 10 study intersections, as illustrated in Figures 4.11-9 and 4.11-10.
- The net traffic volumes generated by the proposed project, as determined earlier, were then added to these volumes to develop the Future (2012) “With Project” condition (to determine traffic impacts directly attributable to the proposed development). These traffic volumes are shown in Figures 4.11-11 and 4.11-12.

The results of the future year (2012) intersection analysis are summarized in Table 4.11-10, Level of Service (LOS) Summary – Future (2012) Without and With Project Traffic Conditions.

TRAF-1 *An impact is considered significant for intersections within the City of Beverly Hills, if the proposed project would cause an increase in V/C ratio of equal to or greater than 0.040 at a signalized intersection operating at LOS D during a peak hour for with project traffic condition; or*

TRAF-2 *An impact is considered significant for intersections within the City of Beverly Hills, if the proposed project would cause an increase in V/C ratio of equal to or greater than 0.020 at a signalized intersection operating at LOS E or F during a peak hour with project traffic condition.*

As indicated in Table 4.11-10, the V/C ratio for several of the intersections is incrementally worse as a result of the proposed project during the AM peak hour, but there is no change in LOS. As indicated above, the maximum increase in V/C ratio is ~~0.00540.008~~, which occurs at the intersection of ~~NS-N~~ Santa Monica Boulevard and ~~Beverly Drive~~ Wilshire Boulevard ~~Beverly Drive~~ during the ~~midday~~ AM peak hour. Therefore, impacts associated with project traffic would be less than significant for all signalized study intersections.

Table 4.11-10  
Level of Service (LOS) Summary –  
Future (2012) Without and With Project Traffic Conditions

Intersection	Peak Hour	Without Project		With Project		Impact <sup>2</sup>	Significant Impact?
		ICU/Delay <sup>1</sup>	LOS	ICU/Delay <sup>1</sup>	LOS		
N. Santa Monica Boulevard and Beverly Drive	AM	1.105088	F	1.113089	F	+0.0081	NO
	Midday	1.050042	F	1.047046	F	-0.003+0.004	NO
	PM	1.305212153	F	1.305212153	F	0.000	NO
	Saturday	1.1210489	F	1.11804950	F	-0.003+0.001	NO
N. Santa Monica Boulevard and Wilshire Boulevard	AM	1.598490467	F	1.340248200	F	-0.258242267	NO
	Midday	1.322321189	F	1.300820973	F	-0.240221216	NO
	PM	1.548355212	F	1.293134012	F	-0.255221200	NO
	Saturday	1.625452247	F	1.289167002	F	-0.336285245	NO
S. Santa Monica Boulevard and Beverly Drive	AM	1.073405	F	1.07548045	F	+0.0020000	NO
	Midday	0.860854848	D	0.860855850	D	0.000+0.0012	NO
	PM	0.038991	EE	1.0380991	EE	0.000	NO
	Saturday	0.799761795	C	0.797767952	C	-0.002+0.0010	NO
S. Santa Monica Boulevard and Wilshire Boulevard	AM	1.682586426	CF	1.688587427	F	+0.006001	NO
	Midday	1.4233960975	EE	1.417010978	EE	-0.006+0.0053	NO
	PM	1.029620739	F	1.7366231030	F	-0.003+0.0031	NO
	Saturday	1.1910640956	EE	1.1830660958	EE	-0.008+0.002	NO
N. Santa Monica Boulevard and Merv Griffin Way <sup>2</sup>	AM	1.063054	F	1.031008	F	-0.032046	NO
	Midday	0.941919	E	0.890888	D	-0.051031	NO
	PM	1.156121	F	1.103077	F	-0.053044	NO
	Saturday	0.828774	DC	0.769748	C	-0.059026	NO
Wilshire Boulevard and Beverly Drive	AM	0.948906918	E	0.951906918	E	+0.0030000	NO
	Midday	0.973953870	ED	0.966956873	ED	-0.007+0.003	NO
	PM	1.0440916974	FE	1.0400976918	FE	-0.004+0.002	NO
	Saturday	0.959901886	ED	0.948903888	ED	+0.002-0.011	NO
Wilshire Boulevard and Merv Griffin Way	AM	1.229205	F	1.222186	F	-0.007019	NO
	Midday	1.0340983	EE	0.964948	E	-0.070035	NO
	PM	1.473368	F	1.403316	F	-0.070052	NO
	Saturday	1.0270879	ED	0.931853	ED	-0.096026	NO
N. Santa Monica Boulevard and South Crossover	AM	0.9931020	EF	0.9881021	EF	+0.005001	NO
	Midday	0.733	C	0.729735	C	-0.004+0.002	NO
	PM	0.850843	D	0.850846	D	0.000+0.003	NO
	Saturday	0.573558	A	0.567561	A	-0.006+0.003	NO
Santa Monica Boulevard and Century Park East	AM	0.806818	D	0.808819	D	+0.002001	NO
	Midday	0.760762	C	0.759763	C	-0.001+0.001	NO
	PM	0.814810	D	0.813811	D	-0.001+0.001	NO
	Saturday	0.584573	A	0.582574	A	-0.002+0.001	NO
Sunset Boulevard and Whittier Drive	AM	0.889892	D	0.892	D	+0.0030000	NO
	Midday	0.779776	C	0.779	C	0.000+0.003	NO
	PM	0.92321	E	0.924925	E	+0.00134	NO
	Saturday	0.648646	B	0.647648	B	-0.001+0.002	NO

Source: Fehr and Peers, 2007

<sup>1</sup> V/C ratio for signalized intersections based on application of ICU Methodology. LOS for side-street stop control based on 2000 Highway Capacity Manual methodology.

<sup>2</sup> V/C ratio changes in bold denote an increase in traffic volumes. Italicized changes reflect reduction in V/C ratio and delay because of implementation of proposed improvements and reduction in trips associated with the site.

- Does the project provide sufficient on-site traffic control devices?
- Does the project provide adequate access for emergency vehicles?
- Does the project provide sufficient pedestrian on-site connectivity?
- Is the driveway spacing appropriate?
- Is the traffic signal spacing adequate?
- Is there adequate sight distance at the project driveway?

### Intra-Site Accessibility

The project proposes buildings constructed above two multi-story subterranean parking structures. The project has a high level of internal accessibility to both pedestrians and vehicles. Persons accessing the site in vehicles will be able to park in the parking garage underneath the structures and then walk to their final destination. While there will be multiple entrances to the parking garage, all areas of the garage are proposed to connect. In addition to accessibility through the underground parking structure, pedestrians can circulate around the buildings at ground level through a variety of pedestrian pathways, roadways, and sidewalks. Therefore, the intra-site accessibility is adequate and impacts would be less than significant.

### Roadway Feature Design

As mentioned above, the project does not propose the construction of any new public roadways; however, as part of the proposed project a portions of Santa Monica Boulevard and Wilshire Boulevard would be reconstructed. The proposed reconstruction would comply with all applicable roadway design standards related to lane widths and sidewalk widths. For purposes of site access review, the following elements of project design were evaluated:

- Project driveway width; and
- Curb radii.

The project driveways will have a width of 20 feet, which meets City Standards. The following driveway specifications are provided in the *City of Beverly Hills Municipal Code*, Section 8-4-4:

*Width: The maximum width of any residential driveway approach shall not exceed twenty feet (20'), and the maximum width of two (2) adjacent residential driveway approaches which are combined shall not exceed twenty-six feet (26'). The maximum width of any commercial driveway approach shall not exceed forty feet (40'). The minimum width of any driveway approach shall not be less than sixteen feet (16'). The transportation/engineering official may approve driveway approaches which vary from the widths designated herein to accommodate existing topography, or*

adequately spaced in relation to adjacent signals. Therefore, impacts associated with traffic signal spacing would be less than significant and no mitigation is required.

### Sight Distance

Project site access and circulation were reviewed together with sight distance at the driveways. Appropriate driveway sight distance ensures that vehicles exiting the project site have an unobstructed view of oncoming traffic. The corner sight distance standard was applied to determine whether there would be sufficient sight distance at the project driveways. This standard is provided by Table 405.1A in the California Department of Transportation *Highway Design Manual*. According to this table, a sight distance of 500 feet should be provided at all project driveways. It was determined that adequate sight distance would be provided at all project driveways. Based on the considerations above, the proposed project would result in a significant impact on on-site circulation and access due to the lack of on-site traffic controls indicated on the site plan. All other project site access and on-site circulation impacts would be less than significant.

*TRAF-17 An impact is considered significant if the proposed project would fail to provide adequate accessibility for service and delivery trucks on site, including access to truck loading areas.*

Four separate loading and delivery activities would be associated with the project operations. These activities would include: (1) moving trucks and other large delivery trucks delivering items to the condominiums; (2) delivery trucks of various sizes providing items to the hotel and restaurant uses; (3) trash pick-ups; and (4) delivery trucks such as Fed Ex, UPS, etc., making deliveries to the residences.

Review of the project site plan led to the determination that the project provides adequate delivery areas for all four of these potential types of delivery vehicles. Each specific loading area is described in further detail below.

Each condominium building would have its own access for delivery trucks. For the Residence B building, delivery vehicles would park in a staging area provided adjacent to Santa Monica Boulevard. It is expected that these vehicles would offload their materials here and deliver the items into the building. These larger delivery vehicles would not be able to take direct access to this condominium building.

Larger delivery vehicles would have to access Residence A building from a designated loading zone along Merv Griffin Way. This loading zone would extend 100 feet north of the driveway for this building. The provided loading zone is approximately 10 feet wide, which would be able to accommodate larger delivery vehicles.

4.11 Transportation, Traffic, Parking, and Circulation

- Three parking spaces for units with three or four bedrooms;
- Four parking spaces for units with five or more bedrooms; and
- One permanent guest parking space for every four dwelling units.

It was assumed that the parking demand for the hotel component of the project would stay the same as the Beverly Hilton Hotel, even though the number of hotel guestrooms is being reduced by 47 rooms compared to existing conditions. The parking demand is determined for the restaurant and residential component only. The parking supply represents the additional spaces added to the site, above the 818 spaces currently provided. These estimates are conservative based on the following items:

- The Hotel currently provides parking at 1.4 spaces per room, which exceeds the City's requirement of 1 space per room; and
- The number of Hotel rooms would decrease by 47 rooms compared to existing conditions.

The City Code requires that the project provide 514522 spaces for the restaurant and residential land uses, as shown in Table 4.11-12, below.

**Table 4.11-12  
Municipal Code Parking Requirements**

Land Use	Size	Code Requirement	Required Spaces
<b>Residential</b>			
Two Bedroom	21 units	2.5 spaces/unit	53 spaces
Three Bedroom	93 units	3 spaces/unit	279 spaces
Four Bedroom	6 units	3 spaces/unit	18 spaces
Visitors	--	0.25 spaces/unit	30 spaces
Residential Sub-Total	<u>120252</u> units		380 spaces
<b>Restaurant</b>			
Dining Area	8.0 KSF	1 space/45 square feet	178 spaces
Back-of-house	4.0 KSF	1 space/350 square feet	11 spaces
Restaurant sub-Total	12.0 KSF		189 spaces
<b>Total Incremental Parking Requirement</b>			<b>569 spaces</b>
<b>Credit for existing parking at Trader Vic's</b>			<b>- 55 spaces</b>
<b>Total Incremental Parking Provided</b>			<b>604 spaces</b>
<b>Surplus Parking</b>			<b>+ 90 spaces</b>

Source: Fehr & Peers, 2007; City of Beverly Hills Municipal Code Section 10-3-2730.  
Notes: KSF = thousand square feet.

TRAF-22 An impact is considered significant for risk of off-site intersection collision, if the proposed project increases conflicting traffic at intersections where the accident rate exceeds the statewide average; or

TRAF-23 An impact is considered significant for risk of off-site intersection collision, if the proposed project increases the number of pedestrians or bicyclists crossing at intersections where pedestrian/bicyclist-related traffic collisions already exist.

### *Intersections Where Accident Rate Exceeds Statewide Average*

As stated above, the following five intersections have a reported accident rate exceeding the statewide average:

- N. Santa Monica Boulevard /Wilshire Boulevard;
- S. Santa Monica Boulevard /Beverly Drive;
- S. Santa Monica Boulevard /Wilshire Boulevard;
- Wilshire Boulevard/Merv Griffin Way; and
- Sunset Boulevard/Whittier Drive.

Based on the analysis of the cumulative conditions, it was concluded that the project's increase in vehicular traffic would be less than 1 percent of the total volume at all of these intersections. Given that the project's trip increase is less than 1 percent of the total volume at the intersections, impacts at intersections where the accident rate exceeds the statewide average would be less than significant.

### *Intersections with Previous Pedestrian/Bicycle Accidents*

The intersection of S. Santa Monica Boulevard and Wilshire Boulevard is the only study intersection that experienced more than five pedestrian/bicycle accidents in the past 3 years. The project's increase in vehicular traffic is less than 1 percent at this location; therefore, the impact associated with pedestrian and/or bicycle accidents with vehicles would be less than significant.

#### **4.11.7 PROJECT MITIGATION MEASURES**

The following mitigation measures were identified to reduce traffic impacts associated with the construction of the proposed project, to the maximum extent feasible:

MM-TRAF-1 An Environmental Monitor shall be retained that will be responsible for monitoring compliance with the mitigation measures in the adopted Mitigation Monitoring Program. The name, phone number, and other contact information for the Environmental Monitor shall be posted on the construction trailer or other location visible to public view as determined by the Community Development Director. The developer shall deposit funds sufficient to pay for the Environmental Monitor who will be hired by and work for the City.

MM-TRAF-2 The Environmental Monitor shall proactively inform the public of the ongoing project progress and exceptions to the expected plans. This shall include sending a quarterly mailer to all property owners within 1,000 feet of the exterior boundaries of the property. The developer shall be responsible for the full cost of the mailer including postage. The Environmental Monitor shall also respond to requests for information and assistance when impacts raise special concerns by members of the public.

MM-TRAF-3 A contact person shall be assigned and a hotline number shall be published on construction signage placed along the boundary of the project site to address day-to-day issues.

MM-TRAF-4 The Developer and Environmental Monitor shall each provide monthly project updates to the City.

MM-TRAF-5 The Developer shall revise and finalize the Draft Construction Traffic Management plan to minimize traffic flow interference from construction activities. The Final Construction Traffic Management Plan shall be submitted to the City and shall include plans to accomplish the following:

- Maintain existing access for land uses in proximity of the project site during project construction;
- Schedule deliveries and pick-ups of construction materials to non-peak travel periods, to the maximum extent feasible;
- Coordinate haul trucks, deliveries and pick-ups to reduce the potential of trucks waiting to load or unload for protracted periods of time;
- Minimize obstruction of through-traffic lanes on Wilshire Boulevard and Santa Monica Boulevard;
- Construction equipment traffic from the contractors shall be controlled by flagmen;
- Identify designated transport routes for heavy trucks and haul trucks which shall be used over the duration of the proposed project;
- Schedule vehicle movements to ensure that there are no vehicles waiting off site and impeding public traffic flow on the surrounding streets;
- Establish requirements for loading/unloading and storage of materials on the project site, where parking spaces would be encumbered, length of time traffic travel lanes can be encumbered, sidewalk closings or pedestrian diversions to ensure the safety of the pedestrian and access to local businesses;
- Prior to submittal to the City of Beverly Hills, the Developer shall provide their Construction Traffic Management Plan to the Beverly Hills Unified School District and the Los Angeles County Metropolitan Transportation Authority for their review and comment. The Developer shall notify the City of Beverly Hills

of all comments received from these agencies related to the Construction Traffic Management Plan;

- Coordinate with adjacent businesses and emergency service providers to ensure adequate access exists to the project site and neighboring businesses; and
- Prohibit parking for construction workers except on the project site and any designated off-site parking locations. These off-site locations will require the approval of the City of Beverly Hills. These off-site parking locations can not include any parking garage in the City of Beverly Hills or any residential streets including Whittier Drive and those streets which connect to Whittier Drive.

The Final Construction Traffic Management Plan shall be submitted and approved by the City no later 30 days prior to commencement of construction.

MM-TRAF-6 The Developer shall submit a Construction Workers' Parking Plan identifying parking locations for construction workers. To the maximum extent feasible, all worker parking shall be accommodated on the project site. During demolition and construction activities when construction worker parking cannot be accommodated on the project site, the Plan shall identify alternate parking locations for construction workers and specify the method of transportation to and from the project site for approval by the City 30 days prior to commencement of construction. The Construction Workers Parking Plan must include appropriate measures to ensure that the parking location requirements for construction workers will be strictly enforced. These include but are not limited to the following measures:

- All construction contractors shall be provided with written information on where their workers and their subcontractors are permitted to park and provide clear consequences to violators for failure to follow these regulations. This information will clearly state that no parking is permitted on residential streets ~~north of Wilshire~~ or in public parking structures;
- ~~No p~~ Parking for construction workers shall be permitted only within 500 feet of the nearest point of the project site except within designated areas. The contractor shall be responsible for informing subcontractors and construction workers of this requirement, and if necessary as determined by the Community Development Director for hiring a security guard to enforce these parking provisions. The contractor shall be responsible for all costs associated with parking and the enforcement of this mitigation measure; and
- In lieu of the above, the project applicant/construction contractor has the option of phasing demolition and construction activities such that all construction worker parking can be accommodated on the project site throughout the entire duration of demolition, excavation, and construction activities.

The following mitigation measures were identified to reduce traffic impacts associated with the operation of the proposed project, to the maximum extent feasible:

- MM-TRAF-7      The project applicant shall revise the project site plan to indicate on-site traffic control planned for the project. At a minimum, all traffic control devices should be placed at all project exits onto Wilshire Boulevard, Santa Monica Boulevard, and Merv Griffin Way.

#### 4.11.8 CUMULATIVE IMPACTS

##### Construction Impacts

The following cumulative analysis evaluates the impact of construction of the project and related projects in the cities of Beverly Hills, Los Angeles, and West Hollywood on traffic and circulation. These related projects are identified in **Section 4.0, Environmental Impact Analysis**. The closest related project to the proposed project would be the 9900 Wilshire project, which is located directly adjacent to the project site to the west. Most of the remaining related projects are a sufficient distance to reduce the potential for construction-related traffic at any one location from having an effect elsewhere. Construction phases of the 9900 Wilshire project are anticipated to overlap with construction phases of The Beverly Hilton Revitalization Plan project.

##### *Truck Traffic*

Due to the proximity of the two projects, this construction overlap would result in an increase in truck traffic on surrounding roadways, which could potentially cause traffic disruptions. Although haul trucks would travel to the site along a City designated truck route, Santa Monica Boulevard, truck traffic from both projects could still have a potentially significant impact on the adjacent roadway network. In addition, trucks entering and exiting the two sites could result in traffic disruptions on roadways adjacent to the sites. Based on the above and the proximity of the two projects, construction-related traffic impacts would be cumulatively significant.

##### *Delivery and Staging of Material and Equipment*

An additional source of project construction traffic would occur from the transportation of materials and equipment to and from the site. These materials and equipment would have to be delivered to and stored on the site. It is anticipated that the deliveries would occur through variously sized vehicles including small delivery trucks to cement mixer trucks, and possibly 18-wheel trucks and the delivery of construction equipment would be through 18-wheel trucks. As discussed above, the transportation of materials and equipment during project construction could impact adjacent roadways because there may be intermittent periods when large numbers of material deliveries are required such as when concrete trucks will be needed for the parking garage and the buildings. Additionally, some of the materials and

related projects are identified in Section 4.0, Environmental Impact Analysis. Associated impacts were incorporated into the impact analysis from the outset and have, therefore, been addressed in the analysis above. As shown in Table 4.11-14, Level of Service (LOS) Summary – Existing, Future (2012) Without and With Project Traffic Conditions, the impact of development of proposed project and related projects would result in a substantial increase in traffic in relation to the existing traffic load and capacity of the street system at the following intersections:

- N. Santa Monica Boulevard and Beverly Drive (~~AM~~, Midday, PM and Saturday peak hours);
- N. Santa Monica Boulevard and Wilshire Boulevard (~~AM and~~, PM and ~~Saturday~~, and Saturday peak hours);
- S. Santa Monica Boulevard and Beverly Drive (~~AM~~, Midday and PM peak hours);
- S. Santa Monica Boulevard and Wilshire Boulevard (AM, Midday, PM and Saturday peak hours);
- Wilshire Boulevard and Beverly Drive (~~AM~~, Midday and PM, and Saturday peak hours);
- Wilshire Boulevard and Merv Griffin Way (AM, Midday, PM and Saturday peak hours);
- N. Santa Monica Boulevard and South Crossover (~~AM and PM~~ peak hour); ~~and~~
- Santa Monica Boulevard and Century Park East (AM and PM peak hours); and
- Sunset Boulevard and Whittier Drive (AM and PM peak hours).

However, Table 4.11-14 indicates that the project related increase would not exceed City of Beverly Hills or City of Los Angeles thresholds for any of the study intersections. Therefore, the proposed project's contribution to the significant, cumulative traffic impact is not considerable.

Development of the proposed project and related projects would be required to adhere to standard engineering practices and requirements, and would be subject to planning and design review by the cities of Beverly Hills, Los Angeles, and West Hollywood to avoid traffic hazards created by design features and land use incompatibilities, or inadequate emergency access. For this reason, and because such impacts (if and when they occur) are relatively site specific, cumulative impacts associated with such hazards are less than significant.

Table 4.11-14  
Level of Service (LOS) Summary -  
Existing, Future (2012) Without and With Project Traffic Conditions

Intersection	Peak Hour	Existing		Without Project		With Project		Cumulative		Project Impact <sup>2</sup>
		ICU/Delay <sup>1</sup>	LOS	ICU/Delay <sup>1</sup>	LOS	ICU/Delay <sup>1</sup>	LOS	Impact	Impact	
N. Santa Monica Boulevard and Beverly Drive	AM	0.904	E	1.088-105	F	1.089-113	F	+0.185-209	+0.0048	
	Midday	0.875	D	1.042-050	F	1.046-047	F	+0.171-172	+0.004 -0.003	
	PM	0.859-16	ED	1.153-12-305	F	1.153-12-305	F	+0.296-4389	0.000	
	Saturday	0.831	D	1.048-121	F	1.049-118	F	+0.218-9287	+0.001 -0.003	
N. Santa Monica Boulevard and Wilshire Boulevard	AM	1.128-150	F	1.467-498-598	F	1.208-48-340	F	+0.098-72-190	-0.267-242-258	
	Midday	0.988-1-114	EE	1.189-21-322	F	0.973-1-180-82	F	-0.014-50-032	-0.216-221-240	
	PM	0.959-1-073	EE	1.212-255-548	F	1.012-134-293	F	+0.061-52-220	-0.209-221-255	
	Saturday	0.954-1-168	EE	1.247-452-625	F	1.002-167-289	F	+0.048+0.001-121	-0.245-285-336	
S. Santa Monica Boulevard and Beverly Drive	AM	0.842-6	D	1.048-573	F	1.045-048-75	F	+0.199-226	0.000+0.002	
	Midday	0.752-7	C	0.848-854-860	D	0.850-855-860	D	+0.098-103	+0.001-30.000	
	PM	0.868	D	0.991-038	E-E	0.991-1.038	E-E	+0.123-017	0.000	
	Saturday	0.685-652	B	0.797-61-799	C	0.797-62-797	C	+0.110-2-145	+0.001-9-0.002	
S. Santa Monica Boulevard and Wilshire Boulevard	AM	0.850-1-052	ED	1.426-886-682	F-C	1.427-887-688	F	+0.577-521-631	+0.001-006	
	Midday	0.797-1-208	EG	0.975-1-396-423	EE	0.978-1-401-17	EE	+0.181-192-209	+0.005-0.006	
	PM	0.813-1-430	ED	1.029-620-739	F	1.030-623-736	F	+0.217-192-306	+0.002-0.003	
	Saturday	0.740-0-852	DG	0.956-1-064-191	EE	0.964-1-066-183	EE	+0.224-21-433-1	+0.002-0.008	
N. Santa Monica Boulevard and Merv Griffin Way <sup>2</sup>	AM	36.3	E	1.054-063	F	1.008-031	F	N/A <sup>3</sup>	-0.046-032	
	Midday	>50	F	0.919-941	E	0.888-890	D	N/A <sup>3</sup>	-0.031-051	
	PM	>50	F	1.121-156	F	1.077-103	F	N/A <sup>3</sup>	-0.044-053	
	Saturday	28.4	D	0.774-828	E-D	0.748-769	C	N/A <sup>3</sup>	-0.026-059	
Wilshire Boulevard and Beverly Drive	AM	0.724-714	C	0.918-906-948	E	0.918-906-951	E	+0.192-4237	0.000-0.003	
	Midday	0.753-831	DG	0.879-952-973	ED	0.879-956-966	ED	+0.125-0135	+0.002-0.007	
	PM	0.784-838	DG	0.916-974-1.044	E-E	0.918-976-1.040	E-E	+0.138-4202	+0.002-0.004	
	Saturday	0.735-2	C	0.886-901-959	ED	0.888-902-948	ED	+0.156-1682-13	+0.002-0.011	
Wilshire Boulevard and Merv Griffin Way	AM	1.003	F	1.205-229	F	1.186-222	F	+0.183-219	-0.019-007	
	Midday	0.890	D	0.983-1.034	E-E	0.948-964	E	+0.056-074	-0.035-070	
	PM	1.225	F	1.368-473	F	1.316-403	F	+0.091-178	-0.052-070	
	Saturday	0.756	C	0.879-1.027	D-E	0.853-931	D-E	+0.097-175	-0.026-096	

4.11 Transportation, Traffic, Parking, and Circulation

Intersection	Peak Hour	Existing		Without Project		With Project		Cumulative		Project Impact?	
		ICU/Delay	LOS	ICU/Delay <sup>1</sup>	LOS	ICU/Delay <sup>1</sup>	LOS	Impact	Impact		
N. Santa Monica Boulevard and South Crossover	AM	0.638	B	<u>1.020</u>	<u>0.993</u>	<u>1.021</u>	<u>0.988</u>	<u>FE</u>	<u>+0.383</u>	<u>-0.001</u>	<u>0.005</u>
	Midday	0.584	A	0.733	C	<u>0.735</u>	<u>0.729</u>	C	<u>+0.151</u>	<u>-0.004</u>	<u>+0.002</u>
	PM	0.656	B	<u>0.843</u>	<u>0.850</u>	<u>0.846</u>	<u>0.850</u>	D	<u>+0.190</u>	<u>-0.000</u>	<u>+0.003</u>
Santa Monica Boulevard and Century Park East	Saturday AM	0.455	A	<u>0.558</u>	<u>0.573</u>	<u>0.561</u>	<u>0.567</u>	A	<u>+0.106</u>	<u>-0.006</u>	<u>+0.003</u>
	Midday	0.698	B	<u>0.818</u>	<u>0.806</u>	<u>0.819</u>	<u>0.808</u>	D	<u>+0.121</u>	<u>-0.002</u>	<u>+0.001</u>
	PM	0.673	B	<u>0.762</u>	<u>0.760</u>	<u>0.763</u>	<u>0.759</u>	C	<u>+0.099</u>	<u>-0.001</u>	<u>+0.001</u>
Sunset Boulevard and Whittier Drive	Saturday AM	0.697	B	<u>0.810</u>	<u>0.814</u>	<u>0.811</u>	<u>0.813</u>	D	<u>+0.114</u>	<u>-0.001</u>	<u>+0.001</u>
	Midday	0.498	A	<u>0.573</u>	<u>0.584</u>	<u>0.574</u>	<u>0.582</u>	A	<u>+0.076</u>	<u>-0.002</u>	<u>+0.001</u>
	PM	0.831	D	<u>0.892</u>	<u>0.889</u>	<u>0.892</u>	<u>0.892</u>	D	<u>+0.061</u>	<u>-0.000</u>	<u>+0.003</u>
Sunset Boulevard and Whittier Drive	Midday	0.730	C	<u>0.776</u>	<u>0.779</u>	<u>0.779</u>	<u>0.779</u>	C	<u>+0.049</u>	<u>-0.000</u>	<u>+0.003</u>
	PM	0.843	D	<u>0.922</u>	<u>0.924</u>	<u>0.925</u>	<u>0.924</u>	E	<u>+0.082</u>	<u>-0.001</u>	<u>+0.003</u>
	Saturday	0.588	A	<u>0.646</u>	<u>0.648</u>	<u>0.648</u>	<u>0.647</u>	B	<u>+0.060</u>	<u>-0.001</u>	<u>+0.002</u>

Source: Fehr and Peers, 2007

- <sup>1</sup> V/C ratio for signalized intersections based on application of ICU Methodology. LOS for side-street stop control based on 2000 Highway Capacity Manual methodology.
- <sup>2</sup> V/C ratio changes in bold denote an increase in traffic volumes. Italicized changes reflect reduction in V/C ratio and delay because of implementation of proposed improvements.
- <sup>3</sup> No change in V/C ratio or delay can be computed because intersection is converted from unsignalized to signalized operations.