STAFF REPORT

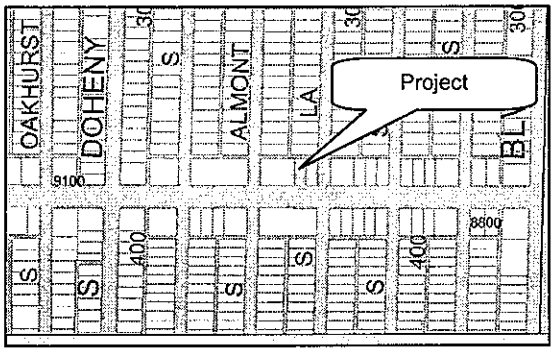
CITY OF BEVERLY HILLS

For the Planning Commission
Meeting of September 11, 2008

TO: Planning Commission

FROM: Ryan Gohlich,
Assistant Planner

THROUGH: Jonathan Lait, AICP,
City Planner



SUBJECT: A request for a Development Plan Review Permit and Conditional Use Permit to allow the construction of a new 2-story, 3-level parking structure in conjunction with an existing commercial building located at **8955 Olympic Boulevard**.

RECOMMENDATION

It is recommended that the Planning Commission deny the requested Development Plan Review and Conditional Use Permits and direct staff to prepare a resolution memorializing this action.

EXECUTIVE SUMMARY

A Development Plan Review (DPR) and Conditional Use Permit (CUP) application has been submitted for the construction of an approximately 19,000 square foot, 2-story, 3-level parking structure in conjunction with the re-use of an existing commercial building located at 8955 Olympic Boulevard. The existing commercial building was previously used as an automotive sales and service center, and the parking structure has been proposed in order to provide sufficient parking for re-use of the existing commercial building as a retail store.

Staff recommends that the Planning Commission deny the project because, as proposed, the applicant does not intend to provide enough code compliant parking spaces to adequately serve project demand, nor does the project provide any on-site loading spaces, and impacts created by the anticipated parking demand and lack of loading spaces could negatively impact the adjacent residential neighborhood.

GENERAL INFORMATION	
Applicant	Doug Beiswenger
Project Owner	Allied Retail Partners, LLC
Zoning District	Commercial-Transition (C-3T-2)
Permit Streamlining Act Deadline	September 23, 2008 without extension

PROJECT DESCRIPTION AND AREA CHARACTERISTICS

Site Background. The subject site consists of a surface-level parking lot, which was previously used in conjunction with an automotive sales and service center. Currently, the existing parking lot is being used for the storage of new vehicles or vehicles requiring service in conjunction with an off-site automobile sales facility.

Project Description. The applicant proposes to construct a new 2-story, 3-level parking structure in place of the existing surface-level parking lot. The parking structure has been proposed in conjunction with the remodel and re-use of the adjacent commercial building located at 8955 Olympic Boulevard. Staples retail chain store is the intended occupant. The proposed parking structure would have a maximum height of 35 feet, and would be approximately 19,000 square feet in floor area. As proposed, the parking structure would be capable of accommodating 48 vehicles (3 spaces would be reserved for disabled access). Of the 48 proposed spaces, 17 meet City specifications (9'x19'), while the remaining 31 spaces are smaller than required; 14 spaces measure 8'x19' and 17 spaces measure 7.5'x19'.

The parking structure would be served by two, two-way driveways located along the alley. One driveway would provide access to the first level (at grade) of parking, and the other driveway would provide ramp access to the second and third levels of the parking structure. Additionally, a one-way entrance is proposed on La Peer Drive, which would only provide access to the first level of parking. Finally, a right-turn-only exit onto Olympic Boulevard has been proposed to allow egress from the parking structure. No loading zone is proposed as part of the parking structure.

Building materials for the proposed parking structure consist of brick and concrete, which are intended to match the finish of the adjacent commercial building.

The project requires a Conditional Use Permit to allow more floor area than otherwise allowed in the C-3T2 zoning district. The maximum allowable Floor Area Ratio (FAR) for projects located in the C-3T2 transitional zone is 1.33:1, which can be increased to 2:1 with the approval of a CUP. The project seeks to establish an FAR of 1.55:1.

Area Characteristics. The subject property site is located in a C-3T-2 zone. Along Olympic Boulevard to the west, east and south are similar one and two story commercial structures, primarily developed during the same mid-century period as the subject site. To the north, the subject property shares an alley with single family residential properties.

PUBLIC NOTICE AND COMMENTS

Notice of the proposed project and public hearing was mailed on August 28, 2008 to all property owners and residential tenants within a 300-foot radius of the property, and all single-family zoned properties within a 500-foot radius of the exterior boundaries of the subject property. The hearing notice was also published in the *Beverly Hills Courier* on August 29, 2008 and in the *Beverly Hills Weekly* on September 4, 2008. Staff received numerous questions and comments of concern regarding the proposed project.

ENVIRONMENTAL DETERMINATION

Pursuant to the California Environmental Quality Act (Public Resources Code Sections 21000, et seq.("CEQA") Guidelines (California Code of Regulations, Title 14, Sections 15000, et seq.) Section 15061(b)(4), a project that is denied or rejected by the City is exempt from the requirements of CEQA.

ANALYSIS

Development Plan Review Permit

Pursuant to Section 10-3-3104 "Standard of Review of Development Plan Review Applications", the Planning Commission shall approve a development plan review application only if it makes all of the following findings:

1) ***The proposed plan is consistent with the general plan and any specific plans adopted for the area.***

2) ***The proposed plan will not adversely affect existing and anticipated development in the vicinity and will promote harmonious development of the area.***

3) ***The nature, configuration, location, density, height and manner of operation of any commercial development proposed by the plan will not significantly and adversely interfere with the use and enjoyment of residential properties in the vicinity of the subject property.***

4) ***The proposed plan will not create any significantly adverse traffic impacts, traffic safety hazards, pedestrian-vehicle conflicts, or pedestrian safety hazards.***

5) The proposed plan will not be detrimental to the public health, safety or general welfare.

As detailed below, staff cannot support Finding Nos. 3 and 4.

The project site is transitionally-zoned for commercial development, and is located immediately adjacent to a residential neighborhood. Transitional zones create unique planning challenges to ensure the viability of commercially zoned parcels while at the same time ensuring that the peace and enjoyment of residential neighborhoods are maintained. The Beverly Hills Municipal Code establishes specific development criteria to help ensure such impact does not occur such as operational hours, height restrictions, density limitations, additional setbacks, and landscaping regulations that may not otherwise be applied to a project located in a standard commercial zone. However, in this case, the configuration, location and manner of operation of the proposed project may significantly and adversely interfere with the use and enjoyment of the adjacent residential properties.

The intended uses of the parking structure is anticipated to generate a parking demand of 36 spaces. While the applicant proposes a total of 48 parking spaces only 17 area code-compliant (9'x19') spaces. The remaining 31 parking spaces do not meet the City's minimum dimensions for a code-complying parking space and would likely not be accessible to mid-size and larger vehicles. Because sufficient parking to meet the anticipated demand is not provided, patrons of the adjacent retail building will be forced to park on-street. Parking along Olympic Boulevard in the vicinity of the property is minimal, and members of the public as well as the Parking and Traffic Commission have noted that available parking in this area of the City is not sufficient to accommodate existing businesses. Therefore, vehicles that are not able to park in the structure or along Olympic Boulevard may spillover into the adjacent residential neighborhood, which could adversely interfere with the use and enjoyment of residential properties in the vicinity of the subject property.

In addition, loading is not provided on-site. Parking and loading are restricted adjacent to the site along Almont Drive and La Peer Drive. Therefore, loading would occur in the substandard alley which is only 15 feet in depth, effectively cutting off the use of the alley during loading/unloading periods. Alternatively loading would occur on Olympic Boulevard, adjacent to the site. Since Olympic Boulevard is a major thoroughfare and parking her is limited and metered, loading/unloading would negatively impact the existing traffic and parking patterns in the area and the City's Transportation Division would not support such a proposal. Therefore, should the Commission approve this project, aside from on-site loading, the alley appears to be the only viable option and a 2.5 foot dedication along the alley would be required along with operational conditions limiting the time such loading could occur.

Conditional Use Permit

Pursuant to BHMC Section 10-3-3800, the Planning Commission may authorize conditional uses if it makes the following finding:

The proposed location of any such use will not be detrimental to adjacent property or to the public welfare.

In addition to the required finding for approval of the CUP as discussed above, the BHMC requires that the following development standards be complied with when a CUP is requested to allow additional FAR in commercial transition zones:

1) ***An additional setback shall be required from the rear property line; provided, further, such additional setback shall not exceed thirty three percent (33%) of the lot depth for any portion of the structure below two (2) stories and shall not exceed fifty percent (50%) of the lot depth for the third story.***

2) ***The design of the facade and the structure facing residential uses shall be harmonious with the adjacent residential character in architectural style, color, and material.***

3) ***Landscaping or other park like amenities shall be required within the rear setback in conjunction with the design for loading, parking, trash removal, and access to and from the site.***

4) ***Appropriate restrictions shall be imposed upon the use of the structure, including the hours of operation, additional parking, and parking restrictions in order to assure adequate on-site parking and to limit the types of uses creating problems of noise, odor, or glare.***

5) ***The intensity of use shall not exceed either sixteen (16) vehicle trips per hour, or two hundred (200) vehicle trips per day for each one thousand (1,000) gross square feet of floor area for uses as specified in the most recent edition of the Institute of Traffic Engineers' publication entitled "Trip Generation", and if the use is not specified in such publication, the vehicle traffic generation for the proposed use shall be designated by the director of transportation.***

The proposed project requires a Conditional Use Permit due to increased limitations placed on transitionally-zoned properties by the BHMC. The Floor Area Ratio (FAR) for projects located in the C-3T2 transitional zone is limited to 1.33:1, which can be increased to 2:1 with the approval of a CUP. The CUP also allows for additional height; however, the project before the Commission requires a CUP for an increased FAR of 1.55:1, and does not require a CUP for any additional height. As discussed above, the proposed project does not provide enough code-required parking spaces to meet the anticipated demand and, as a result may impact the adjacent residential neighborhood.

With respect to the additional requirements to approve a greater FAR, the project does not meet the requirements of nos. 1-3, as detailed below:

The applicant has **not** provided an additional setback beyond the standard 6-foot setback required. Therefore, as proposed, a CUP cannot be approved.

The applicant has not included a sufficient landscape plan to ensure that landscaping or other park like amenities have been provided. In addition, no loading or trash removal locations are provided on the plan.

The BHMC sets restrictions on operating hours, noise, and trash storage. However, at this time staff is not recommending approval of this project. Should the Commission choose to approve the project further modifications to the project would be needed in order to ensure that appropriate restrictions are .

Ryan Gohlich
Assistant Planner

Attachments:
1. Traffic and Parking Study

ATTACHMENT 1

TRAFFIC AND PARKING STUDY

LINSCOTT LAW & GREENSPAN engineers

TRAFFIC IMPACT ANALYSIS

STAPLES PROJECT

Beverly Hills, California
July 21, 2008

Prepared for:

ALLIED RETAIL PARTNERS, LLC
500 Newport Center Drive, Suite 800
Newport Beach, CA 92660

LLG Ref. 2-08-2976-1

Prepared by:

Daniel A. Kloos, P.E.
Senior Transportation Engineer

Linscott, Law & Greenspan, Engineers
1580 Corporate Drive
Suite 122
Costa Mesa, CA 92626
714.641.1587 T
714.641.0139 F
www.llgengineers.com

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TRAFFIC IMPACT ANALYSIS

STAPLES PROJECT

Beverly Hills, California
July 21, 2008

1.0 INTRODUCTION

This traffic impact analysis addresses the potential traffic impacts and circulation needs associated with the proposed Staples Project (hereinafter referred to as Project) to be located at 8955 West Olympic Boulevard in the City of Beverly Hills, California. The project site is a rectangular ±0.70 acre parcel of land located north of Olympic Boulevard between Almont Drive and La Peer Drive.

This traffic report documents the findings and recommendations of a traffic impact analysis conducted by Linscott, Law & Greenspan, Engineers (LLG) to determine the potential impacts associated with the proposed Project. This traffic report satisfies the traffic impact requirements of the City of Beverly Hills. The scope of work and methodologies for this traffic study was developed in consultation with the City of Beverly Hills staff. The traffic analysis evaluates the existing operating conditions at three key study intersections and at two key roadway segments within the project vicinity, estimates the trip generation potential of the proposed Project, and forecasts future operating conditions without and with the proposed Project. Where necessary, intersection and/or roadway segment improvements/mitigation measures are identified.

The project site has been visited and an inventory of adjacent area roadways and intersections was performed. Existing daily and peak hour traffic count information has been collected at three key study intersections and at two key roadway segments on a "typical" weekday for use in the preparation of intersection and roadway level of service calculations. Information concerning cumulative projects (planned and/or approved) in the vicinity of the proposed Project has been obtained from the City of Beverly Hills. The City provided the trip assignment and traffic volumes of the area related projects from their in-house, city-wide TRAFFIX model.

This traffic report analyzes existing and future weekday daily, AM peak hour and PM peak hour traffic conditions for a near-term (Year 2010) traffic setting upon completion of the proposed Project. Daily and peak hour traffic forecasts for the Year 2010 horizon year have been projected by increasing existing traffic volumes by an annual growth rate of one percent (1.0%) per year and adding traffic volumes generated by area related projects.

1.1 Study Area

The three key study intersections and two key roadway segments selected for evaluation were defined in consultation with City of Beverly Hills staff. The key study intersections and key roadway segments listed below provide local access to the study area and define the extent of the boundaries for this traffic impact investigation.

Key Study Intersections:

1. La Peer Drive at Gregory Way
2. Almont Drive at Olympic Boulevard
3. La Peer Drive at Olympic Boulevard

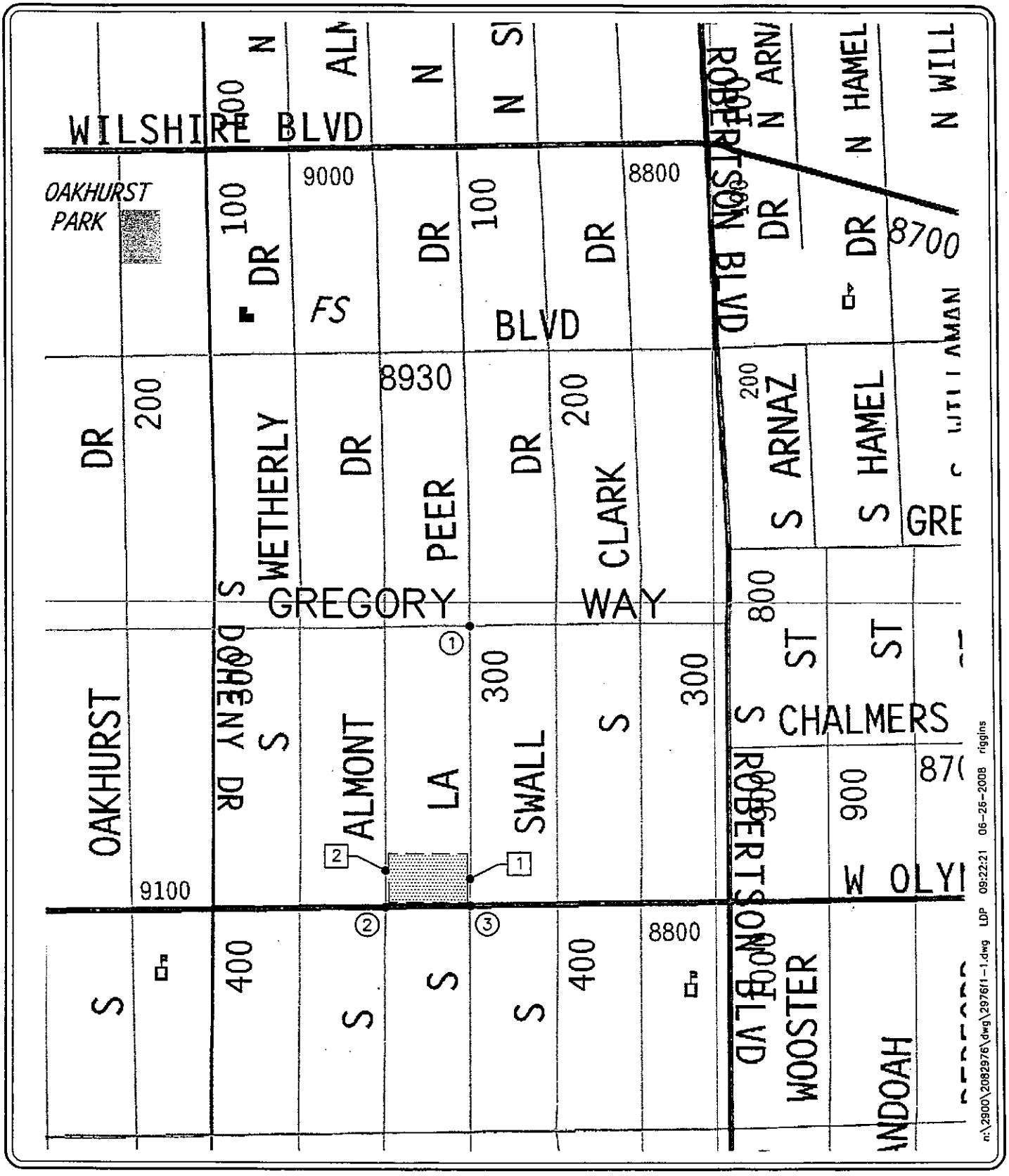
Key Roadway Segments:

1. La Peer Drive, north of Olympic Boulevard
2. Almont Drive, north of Olympic Boulevard

Figure 1-1 presents a Vicinity Map, which illustrates the general location of the project and depicts the study locations and surrounding street system. The Volume-Capacity (V/C) and Level of Service (LOS) investigations at the aforementioned intersections and roadway segments were used to evaluate the potential traffic-related impacts associated with area growth, related projects and the proposed Project. When necessary, this report recommends additional intersection and/or roadway improvements that may be required to accommodate future traffic volumes and restore/maintain an acceptable Level of Service, and/or mitigates the impact of the project.

Included in this Traffic Impact Analysis are:

- Existing traffic counts,
- Estimated project traffic generation/distribution/assignment,
- Daily, AM and PM peak hour capacity analyses for existing conditions,
- Daily, AM and PM peak hour capacity analyses for future (Year 2010) conditions without and with project traffic,
- Traffic Assessment Using Staples Operational Characteristics
- Site Access and Internal Circulation Evaluation,
- Project-Specific Improvements,
- Congestion Management Program (CMP) Analysis, and
- Construction Traffic Assessment.



LINSCOTT LAW & GREENSPAN engineers

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SOURCE: THOMAS BROS.

KEY

= PROJECT SITE

(#) = STUDY INTERSECTION

[#] = ROADWAY SEGMENT

FIGURE 1–1

VICINITY MAP

STAPLES PROJECT, BEVERLY HILLS

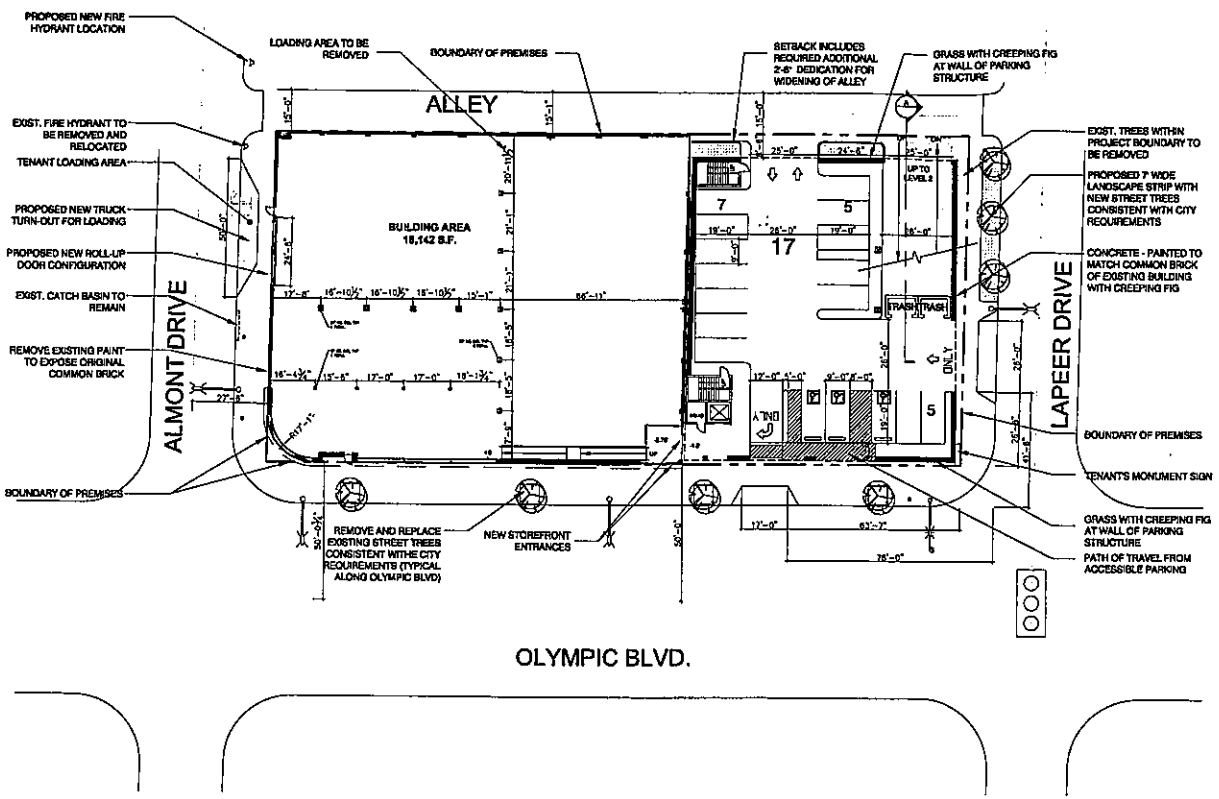
2.0 PROJECT DESCRIPTION

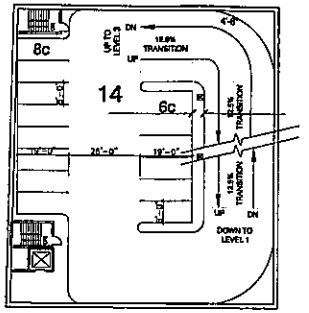
The project site is a ±0.70 acre rectangular-shaped parcel of land located north of Olympic Boulevard and south of an existing alley, between Almont Drive and La Peer Drive in the City of Beverly Hills, California. The project site is currently developed with an 18,000 square-foot (SF) building that was previously occupied by an auto dealership.

Figure 2-1 presents the project site plan for the proposed Project, prepared by the KTGY Group, Inc. A review of the project site plan indicates that the proposed Project consists of an 18,142 SF office supply store to be occupied by Staples and a three-level parking structure with 48 spaces. The project is expected to be completed in late Year 2009 and fully operational by the Year 2010.

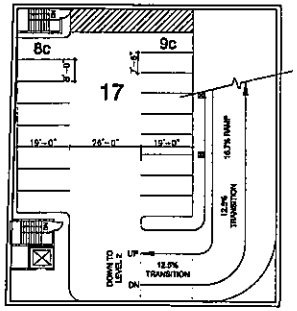
2.1 Site Access

As proposed, access to the Project site will be provided via an "entry only" driveway on La Peer Drive and two driveways along the existing alley located behind the proposed building between Almont Drive and La Peer Drive. A right-turn "egress only" driveway is also proposed along Olympic Boulevard.





PARKING STRUCTURE
LEVEL 2



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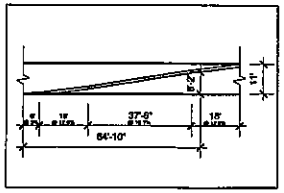

RAMP SECTION - A
(GRADE TO LEVEL 2)

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NO SCALE

FIGURE 2-1

PROPOSED SITE PLAN
STAPLES PROJECT, BEVERLY HILLS

3.0 EXISTING CONDITIONS

3.1 Existing Street System

The principal local network of streets serving the proposed Project includes Olympic Boulevard, Gregory Way, Almont Drive and La Peer Drive. The following discussion provides a brief synopsis of these key area streets. The descriptions are based on an inventory of existing roadway conditions.

Olympic Boulevard is a six-lane, divided roadway, oriented in the east-west direction. Olympic Boulevard borders the project site to the south and will provide egress only from the site via a right-turn "egress only" driveway. On-street parking is not permitted along this roadway in the vicinity of the project. The posted speed limit on Olympic Boulevard is 35 miles per hour (mph). A traffic signal controls the study intersection of Olympic Boulevard and La Peer Drive. A two-way stop controls the study intersection of Olympic Boulevard and Almont Drive.

Gregory Way is a two-lane, undivided roadway oriented in the east-west direction. On-street parking is permitted along this roadway in the vicinity of the project. The posted speed limit on Gregory Way is 25 mph. An all-way stop controls the study intersection of Gregory Way and La Peer Drive.

Almont Drive is a two-lane, undivided roadway oriented in the north-south direction. Almont Drive borders the project site to the west and will provide a loading/unloading area for the proposed Project via a proposed truck turnout. On-street parking is permitted along this roadway in the vicinity of the project. The posted speed limit on Almont Drive is 25 mph. A two-way stop controls the study intersection of Almont Drive and Olympic Boulevard.

La Peer Drive is a two-lane, undivided roadway oriented in the north-south direction. La Peer Drive borders the project site to the east and will provide access to the site via an "entry only" driveway. On-street parking is permitted along this roadway in the vicinity of the project. The posted speed limit on La Peer Drive is 25 mph. A traffic signal controls the study intersection of La Peer Drive and Olympic Boulevard. An all-way stop controls the study intersection of La Peer Drive and Gregory Way.

Figure 3-1 presents an inventory of the existing roadway conditions for the arterials and intersections evaluated in this report. This figure identifies the number of travel lanes for key arterials, as well as intersection configurations and controls for the key area study intersections.

3.2 Existing Traffic Volumes

Three key study intersections and two key roadway segments have been identified as the locations at which to evaluate existing and future traffic operating conditions. Some portion of potential project-related traffic will pass through each of these intersections/roadway segments, and their analysis will reveal the expected relative impacts of the project. These key intersections and roadway segments were selected for evaluation based on discussions with the City of Beverly Hills.

Existing daily, AM peak hour and PM peak hour traffic volumes for the three key study intersections and two key roadway segments were obtained from traffic counts conducted by Transportation

Studies Inc. in March 2008. ***Figures 3-2*** and ***3-3*** illustrate the existing AM and PM peak hour traffic volumes at the 3 key study intersections evaluated in this report, respectively. *Figure 3-3* also presents the existing average daily traffic (ADT) volumes at the two key roadway segments. ***Appendix A*** contains copies of the peak period count sheets and the 24-hour machine count sheets for the 3 key study intersections and the 2 key roadway segments evaluated in this report.

3.3 Existing Intersection Conditions

In conformance with City of Beverly Hills requirements, AM and PM peak hour operating conditions for the key study intersections were evaluated using the *Intersection Capacity Utilization* (ICU) methodology for signalized intersections and the methodology outlined in Chapter 17 of the *Highway Capacity Manual 2000* (HCM2000) for unsignalized intersections.

3.3.1 *Intersection Capacity Utilization (ICU) Method of Analysis*

The *Intersection Capacity Utilization* (ICU) technique estimates the volume to capacity (V/C) relationship for an intersection based on the individual V/C ratios for key conflicting traffic movements. The ICU numerical value represents the percent signal (green) time, and thus capacity, required by existing and/or future traffic. It should be noted that the ICU methodology assumes uniform traffic distribution per intersection approach lane and optimal signal timing.

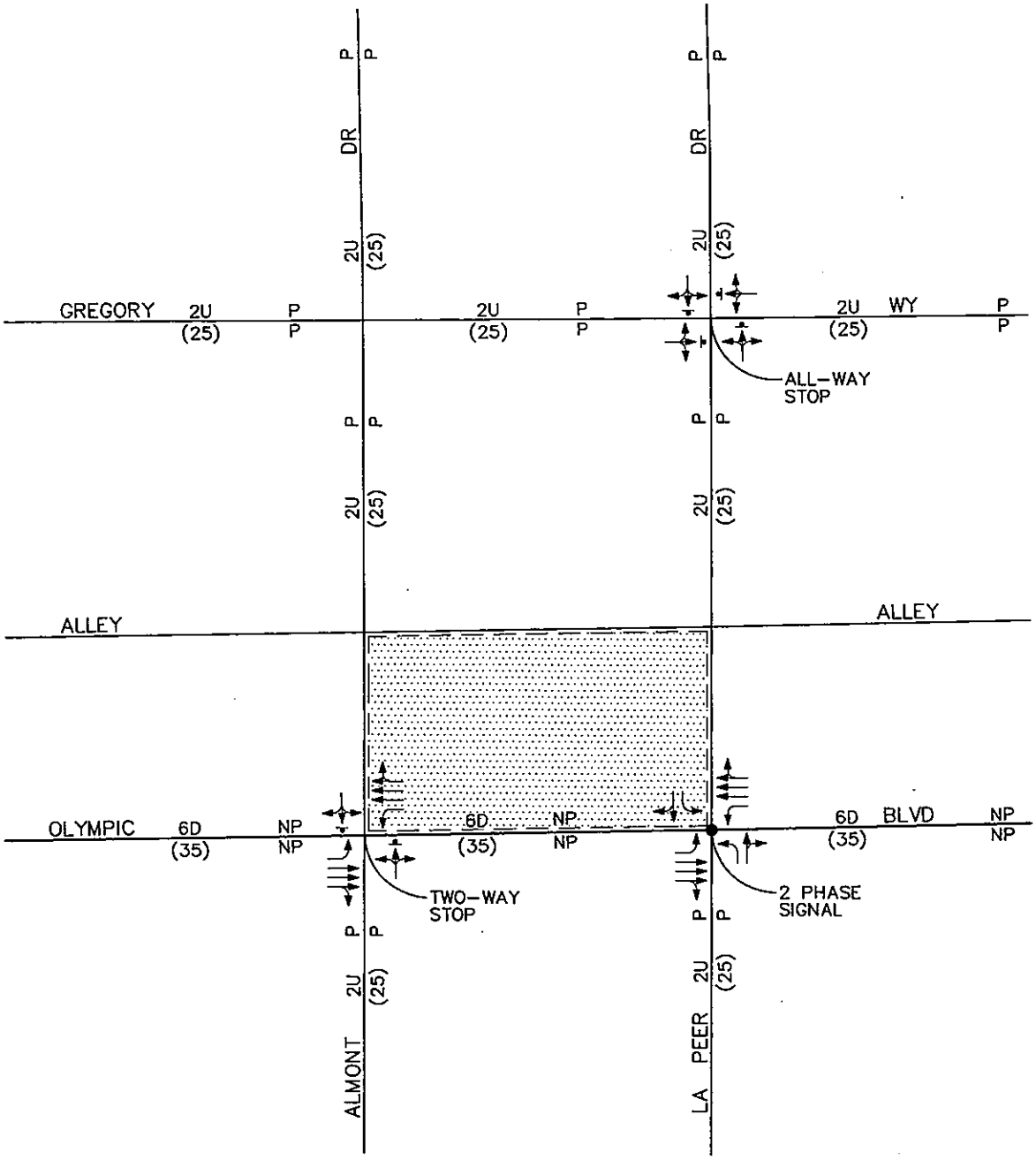
Per City requirements, the ICU calculations use a lane capacity of 1,600 vehicles per hour (vph) for left-turn, through, and right-turn lanes, and dual left turn capacity of 2,880 vph. A clearance adjustment factor of 0.10 was added to each Level of Service calculation.

The ICU value translates to a Level of Service (LOS) estimate, which is a relative measure of the intersection performance. The six qualitative categories of Level of Service have been defined along with the corresponding ICU value range and are shown in ***Table 3-1.***

The ICU value is the sum of the critical volume to capacity ratios at an intersection; it is not intended to be indicative of the LOS of each of the individual turning movements. Level of service ranges from LOS A to overloaded conditions at LOS F. LOS D is typically recognized as the minimum satisfactory intersection service level in urban areas.

3.3.2 *Highway Capacity Manual (HCM) Method of Analysis*

The 2000 HCM unsignalized methodology for stop-controlled intersections was utilized for the analysis of the unsignalized intersections. This methodology estimates the average control delay for each of the subject movements and determines the level of service for each movement. For all-way stop controlled intersections, the overall average control delay measured in seconds per vehicle, and level of service is then calculated for the entire intersection. For one-way and two-way stop-controlled (minor street stop-controlled) intersections, this methodology estimates the worst side street delay, measured in seconds per vehicle and determines the level of service for that approach. The HCM control delay value translates to a Level of Service (LOS) estimate, which is a relative measure of the intersection performance. The six qualitative categories of Level of Service have been defined along with the corresponding HCM control delay value range, as shown in ***Table 3-2.***



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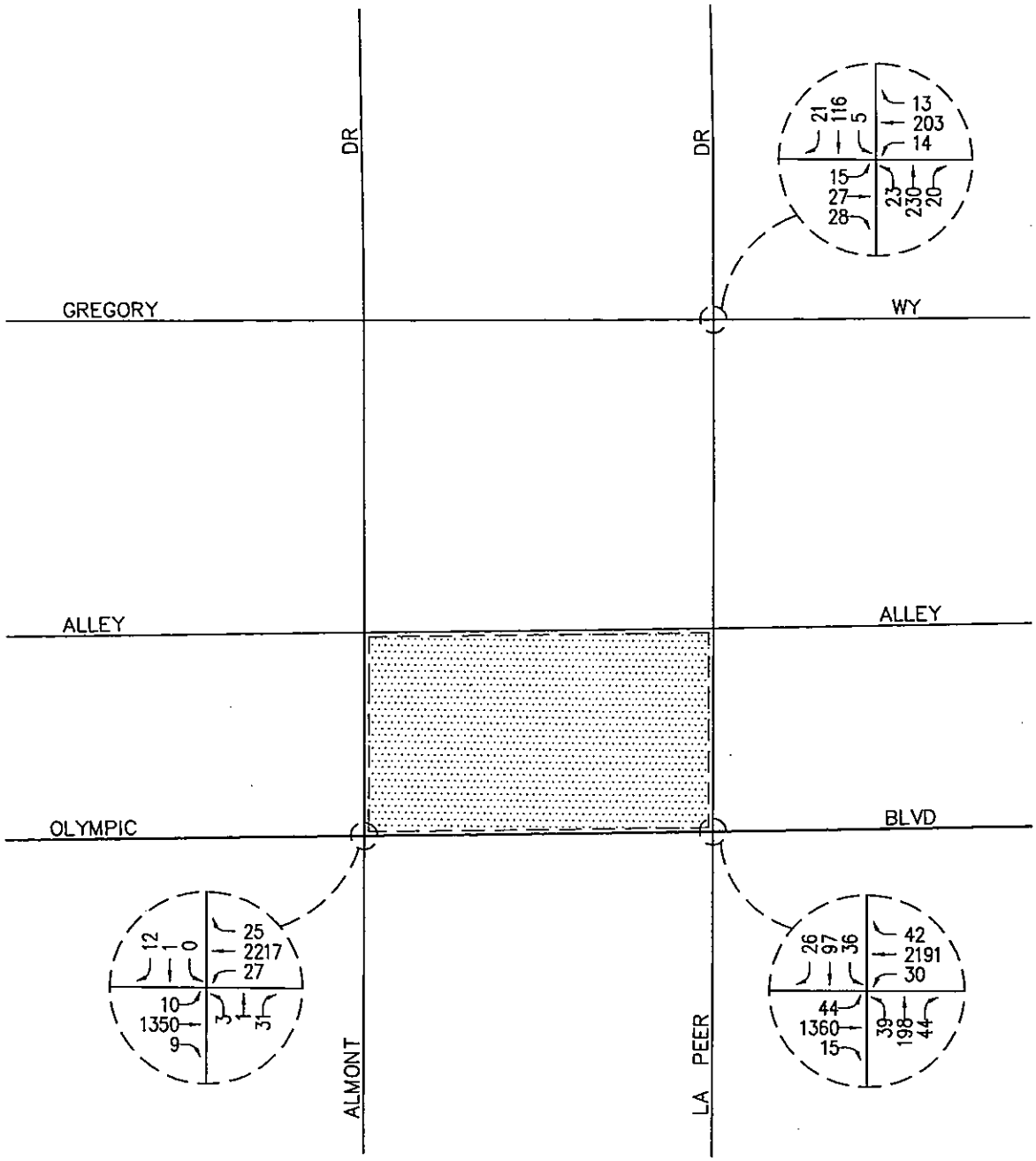
KEY

← = APPROACH LANE ASSIGNMENT
● = TRAFFIC SIGNAL, ▾ STOP SIGN
P = PARKING, NP = NO PARKING
U = UNDIVIDED, D = DIVIDED
2 = NUMBER OF TRAVEL LANES
(XX) = POSTED SPEED LIMIT (MPH)
▒ = PROJECT SITE

FIGURE 3-1

EXISTING ROADWAY CONDITIONS AND INTERSECTION CONTROLS

STAPLES PROJECT, BEVERLY HILLS



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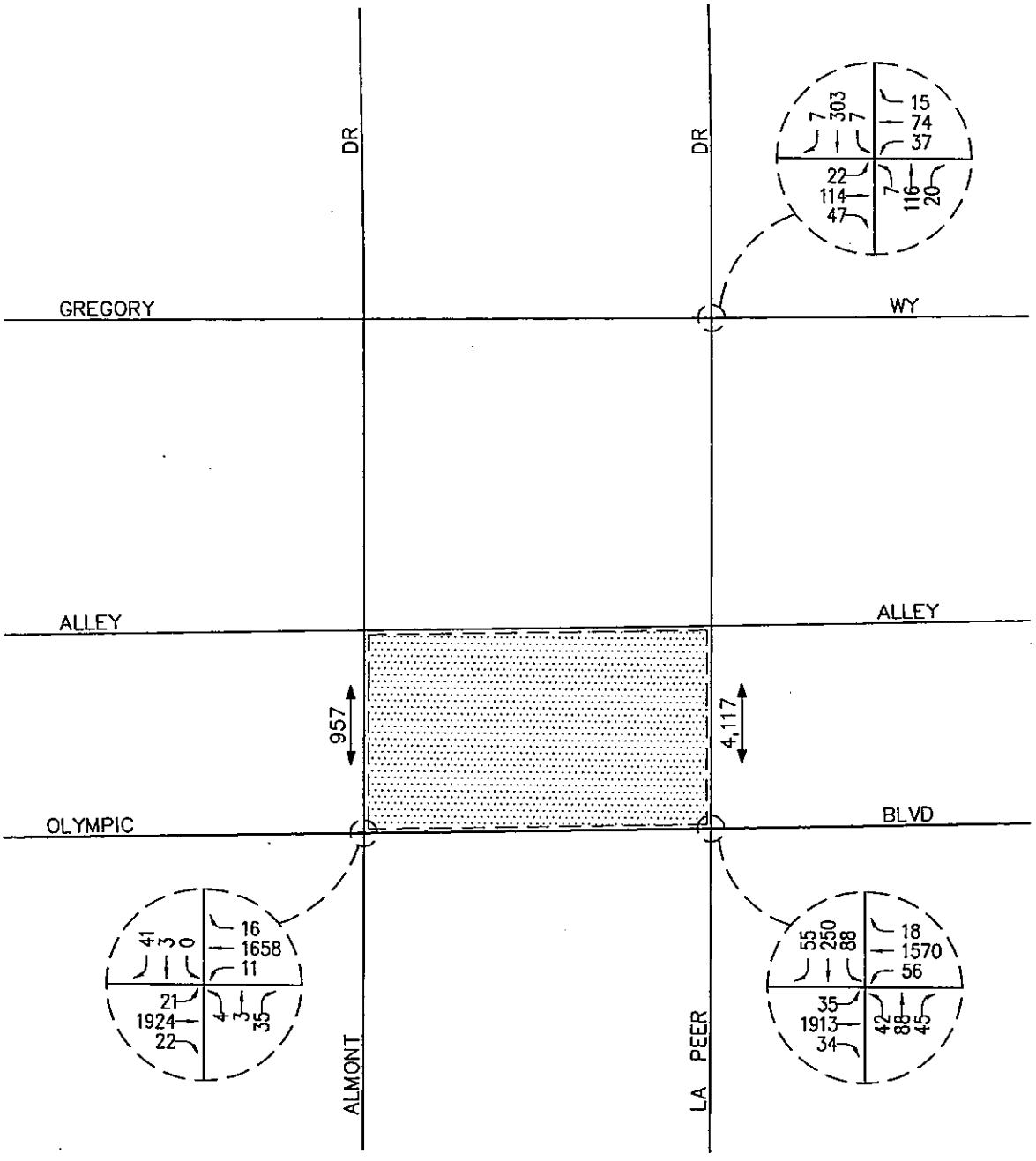
KEY
= PROJECT SITE

FIGURE 3-2

EXISTING AM PEAK HOUR TRAFFIC VOLUMES
STAPLES PROJECT, BEVERLY HILLS



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KEY

X,XXX = AVERAGE DAILY TRAFFIC

= PROJECT SITE

FIGURE 3-3

EXISTING PM PEAK HOUR AND DAILY TRAFFIC VOLUMES

STAPLES PROJECT, BEVERLY HILLS

TABLE 3-1

LEVEL OF SERVICE CRITERIA FOR SIGNALIZED INTERSECTIONS[1]

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

[1] Source: *Transportation Research Board Circular 212 - Interim Materials on Highway Capacity.*

TABLE 3-2

LEVEL OF SERVICE CRITERIA FOR UNSIGNALIZED INTERSECTIONS[2]

Level of Service (LOS)	Highway Capacity Manual Delay Value (sec/veh)	Level of Service Description
A	≤ 10.0	Little or no delay
B	> 10.0 and ≤ 15.0	Short traffic delays
C	> 15.0 and ≤ 25.0	Average traffic delays
D	> 25.0 and ≤ 35.0	Long traffic delays
E	> 35.0 and ≤ 50.0	Very long traffic delays
F	> 50.0	Severe congestion

[2] Source: *Highway Capacity Manual 2000*, Chapter 17 (Unsignalized Intersections).

3.4 Existing Level of Service Results

Table 3-3 summarizes the existing peak hour service level calculations for the three key study intersections based on existing traffic volumes and current street geometry. Review of *Table 3-3* indicates that two of the three key study intersections currently operate at acceptable LOS C or better during the AM and PM peak hours. One intersection, Almont Drive at Olympic Boulevard, currently operates at LOS F during the AM and PM peak hours.

Please note that the delay reported for the two-way unsignalized study intersection represents the "worse side" minor street approach LOS, not the overall intersection LOS. Further yet, it is not uncommon that unsignalized public street intersections and/or driveways that have direct access to regional arterials, such as Olympic Boulevard, operate at an unacceptable LOS due to the limited gaps in traffic and the high volume of traffic that utilizes these streets as commuter routes.

Appendix B presents the ICU/LOS and/or HCM/LOS calculations for the three key study intersections for the AM peak hour and PM peak hour.

3.5 Existing Roadway Segment Analysis

Table 3-4 summarizes the 24-hour (daily) machine traffic counts at the two study roadway segments, as well as the peak hour link volumes during a typical weekday. These roadways were chosen in consultation with City staff. Review of this table indicates that daily volumes on La Peer Drive, north of Olympic Boulevard total 4,117 vehicles per day (vpd), while daily volumes on Almont Drive, north of Olympic Boulevard total 957 vpd.

TABLE 3-3
EXISTING PEAK HOUR LEVELS OF SERVICE

Key Intersections	Time Period	Control Type	ICU/HCM	LOS
1. La Peer Drive at Gregory Way	AM	All – Way	9.9 s/v	A
	PM	Stop	10.3 s/v	B
2. Almont Drive at Olympic Boulevard	AM	Two – Way	**97.8 s/v**	**F**
	PM	Stop	**558.3 s/v**	**F**
3. La Peer Drive at Olympic Boulevard	AM	2∅ Traffic	0.767	C
	PM	Signal	0.758	C

Notes:
s/v = seconds per vehicle

TABLE 3-4
EXISTING VOLUMES ON STUDY ROADWAY SEGMENTS

Roadway Segment	No. of Existing Lanes	Weekday Traffic Conditions		
		Daily Volume	AM Peak Hour Volume	PM Peak Hour Volume
1. La Peer Drive north of Olympic Boulevard	2U	4,117	384	456
2. Almont Drive north of Olympic Boulevard	2U	957	55	132

Notes:
2U = 2-lane undivided arterial

4.0 TRAFFIC FORECASTING METHODOLOGY

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

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

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

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

5.0 PROJECT TRAFFIC CHARACTERISTICS

5.1 Project Traffic Generation

Traffic generation is expressed in vehicle trip ends, defined as one-way vehicular movements, either entering or exiting the generating land use. Generation equations and/or rates used in the traffic forecasting procedure are found in the Seventh Edition of *Trip Generation*, published by the Institute of Transportation Engineers (ITE) [Washington D.C., 2003].

Table 5-1 summarizes the trip generation rates used in forecasting the vehicular trips generated by the existing (vacant) land use and the proposed Project and their respective trip generation forecasts. As shown in the upper portion of *Table 5-1*, the trip generation potential of the existing land use was estimated using ITE Land Use 841: New Car Sales trip rates. The trip generation potential of the proposed Project was estimated using ITE Land Use 820: Shopping Center trips rates to provide a conservative forecast. The traffic generated by the existing land use represents a "trip budget" for the project site, against which the impact of the proposed Project might be compared.

Please note that the trip rates utilized in the traffic generation forecast reflect the peak hour of the generator, as the peak traffic demand for ITE Land Use 820: Shopping Center coincides with the peak hour of adjacent street traffic on a typical weekday between 4:00 PM and 6:00 PM.

Review of the middle portion of *Table 5-1* shows that the project site has a "trip budget" of 600 daily trips, with 37 trips (27 inbound, 10 outbound) produced in the AM peak hour and 48 trips (19 inbound, 29 outbound) produced in the PM peak hour.

As shown in the lower portion of *Table 5-1,* the proposed Project is forecast to generate 701 daily trips, with 18 trips (11 inbound, 7 outbound) produced in the AM peak hour and 61 trips (30 inbound, 31 outbound) produced in the PM peak hour. Please note that the aforementioned project trip generation includes adjustments for pass-by for trips that come directly from the everyday traffic stream on the adjoining streets (i.e. Olympic Boulevard). For the proposed Project, a pass-by reduction factor of 10% for the PM peak hour and for daily traffic was assumed.

Comparison of the "trip budget" for the Project site as established by the existing auto dealership to the trips generated by the proposed Project, shows that implementation of the proposed Project will result in 101 more daily trips, 19 fewer AM peak hour trips and 13 more PM peak hour trips (see the last row of *Table 5-1*).

However, as a conservative measure, the existing "trip budget" was not applied in our analysis. As such, it should be noted that the forecast project trips (i.e., 701 daily trips, 18 AM trips and 61 PM trips) were used to evaluate the Project's potential traffic impacts to provide a "worse-case" analysis.

TABLE 5-1

PROJECT TRAFFIC GENERATION FORECAST – ITE METHODOLOGY[3]

ITE Land Use Code / Project Description	Daily 2-Way	AM Peak Hour			PM Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total
Generation Factors:							
▪ 820: Shopping Center (TE/1,000 SF)	42.94	0.63	0.40	1.03	1.80	1.95	3.75
▪ 841: New Car Sales (TE/1,000SF)	33.34	1.52	0.53	2.05	1.03	1.61	2.64
Generation Forecast:							
Existing Land Use							
▪ Car Dealership W/Service Center (18,000 SF)	600	27	10	37	19	29	48
Proposed Project							
▪ Staples Office Supply Store (18,142 SF)	779	11	7	18	33	35	68
Pass-By Reduction[4]	-78	--	--	--	-3	-4	-7
Total	701	11	7	18	30	31	61
Net Project Traffic Generation Forecast (B) – (A)	**101**	**-16**	**-3**	**-19**	**11**	**2**	**13**

Notes:
TE/1,000 SF = Trip ends per 1,000 SF of development

- Please note that as a conservative measure, the existing "trip budget" was not applied in our analysis. As such, the forecast project trips (i.e., 701 daily trips, 18 AM trips and 61 PM trips) were used to evaluate the Project's potential traffic impacts to provide a "worse-case" analysis.

3 Source: *Trip Generation*, 7th Edition, Institute of Transportation Engineers (ITE), Washington, D.C. (2003).

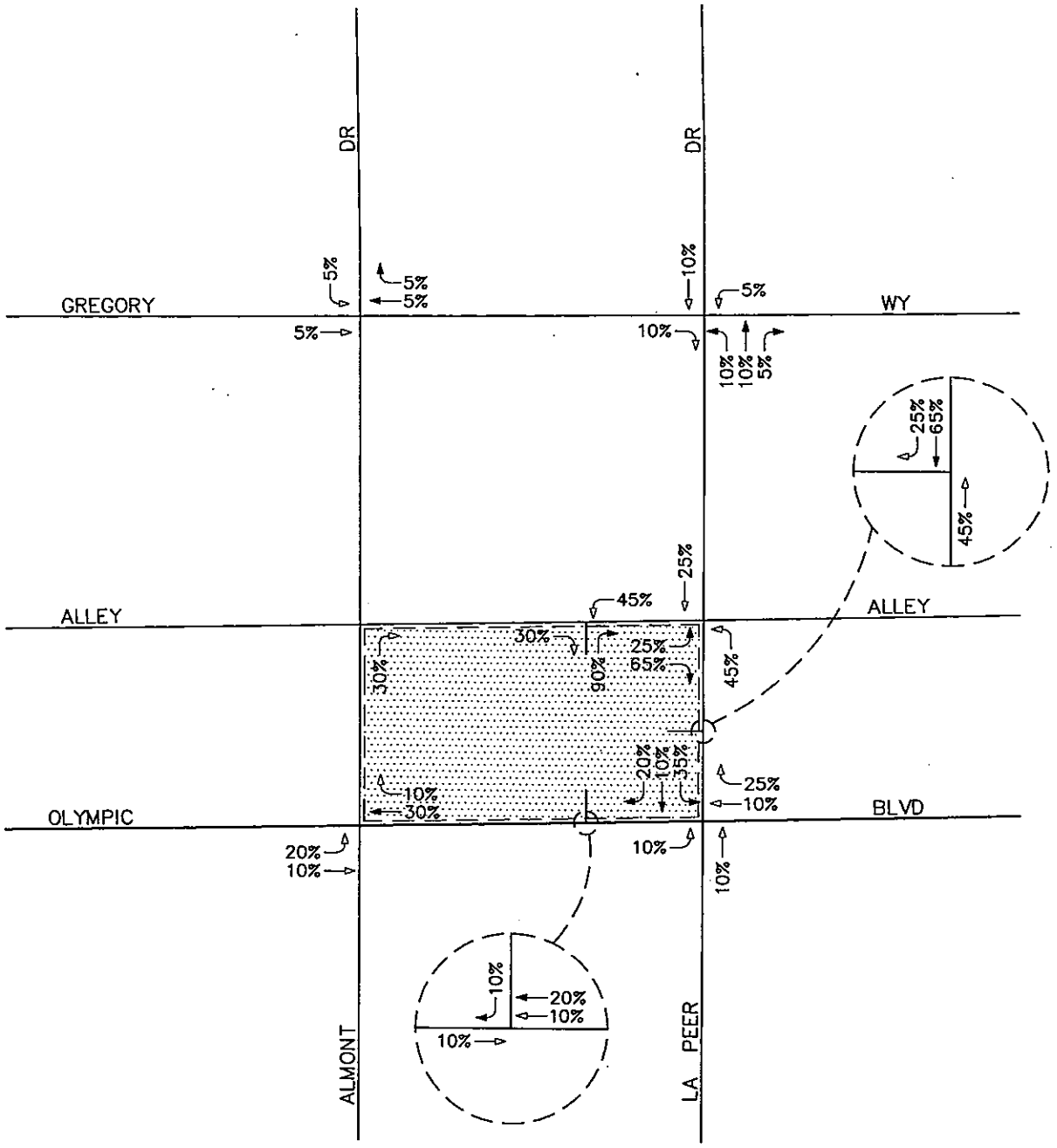
4 Pass-by trips are trips made as intermediate stops on the way from an origin to a primary trip destination. Pass-by trips are attracted from traffic passing the site on adjacent streets (i.e. Olympic Boulevard), which contain direct access to the generator. The Daily and PM peak hour pass-by percentages were estimated to be 10%.

5.2 Project Traffic Distribution and Assignment

The general, directional traffic distribution pattern for the proposed Project is presented in ***Figure 5-1.*** Project traffic volumes both entering and exiting the site have been distributed and assigned to the adjacent street system based on the following considerations:

- the site's proximity to major traffic carriers (i.e. Olympic Boulevard, etc.),
- expected localized traffic flow patterns based on adjacent street channelization and presence of traffic signals,
- input from City of Beverly Hills staff,
- existing intersection traffic volumes, and
- ingress/egress availability at the project site.

The anticipated AM and PM peak hour project volumes associated with the proposed Project are presented in ***Figures 5-2*** and ***5-3***, respectively. *Figure 5-3* also presents the project average daily traffic volumes for the 2 key roadway segments in the vicinity of the proposed project. The traffic volume assignments presented in *Figures 5-2* and *5-3* reflect the traffic distribution characteristics shown in *Figure 5-1* and the traffic generation forecast presented in *Table 5-1*.



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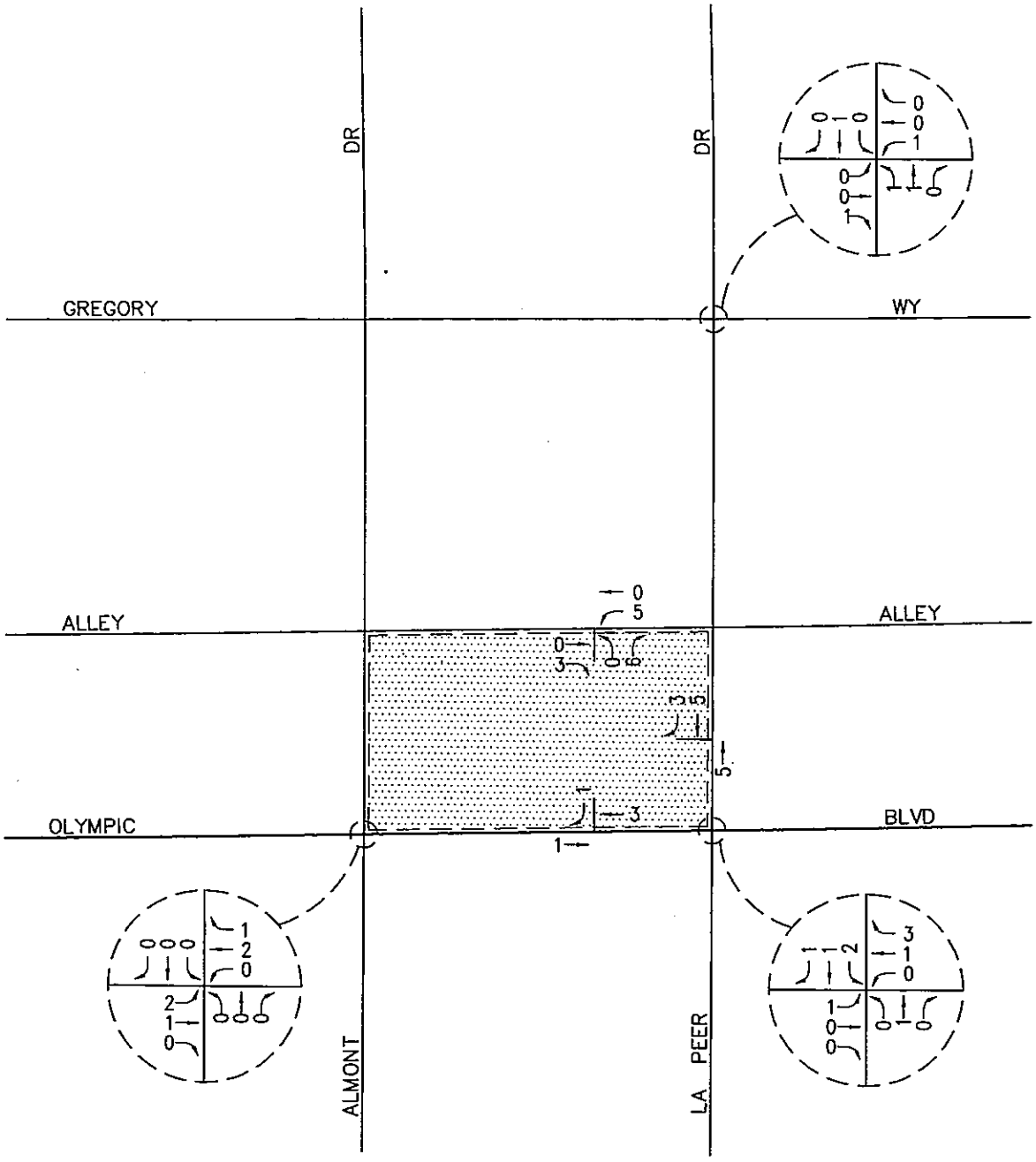
LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

KEY
= INBOUND PERCENTAGE
= OUTBOUND PERCENTAGE
= PROJECT SITE

FIGURE 5-1

PROJECT TRAFFIC DISTRIBUTION PATTERN
STAPLES PROJECT, BEVERLY HILLS



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= PROJECT SITE

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NO SCALE

FIGURE 5–2

AM PEAK HOUR PROJECT TRAFFIC VOLUMES

STAPLES PROJECT, BEVERLY HILLS

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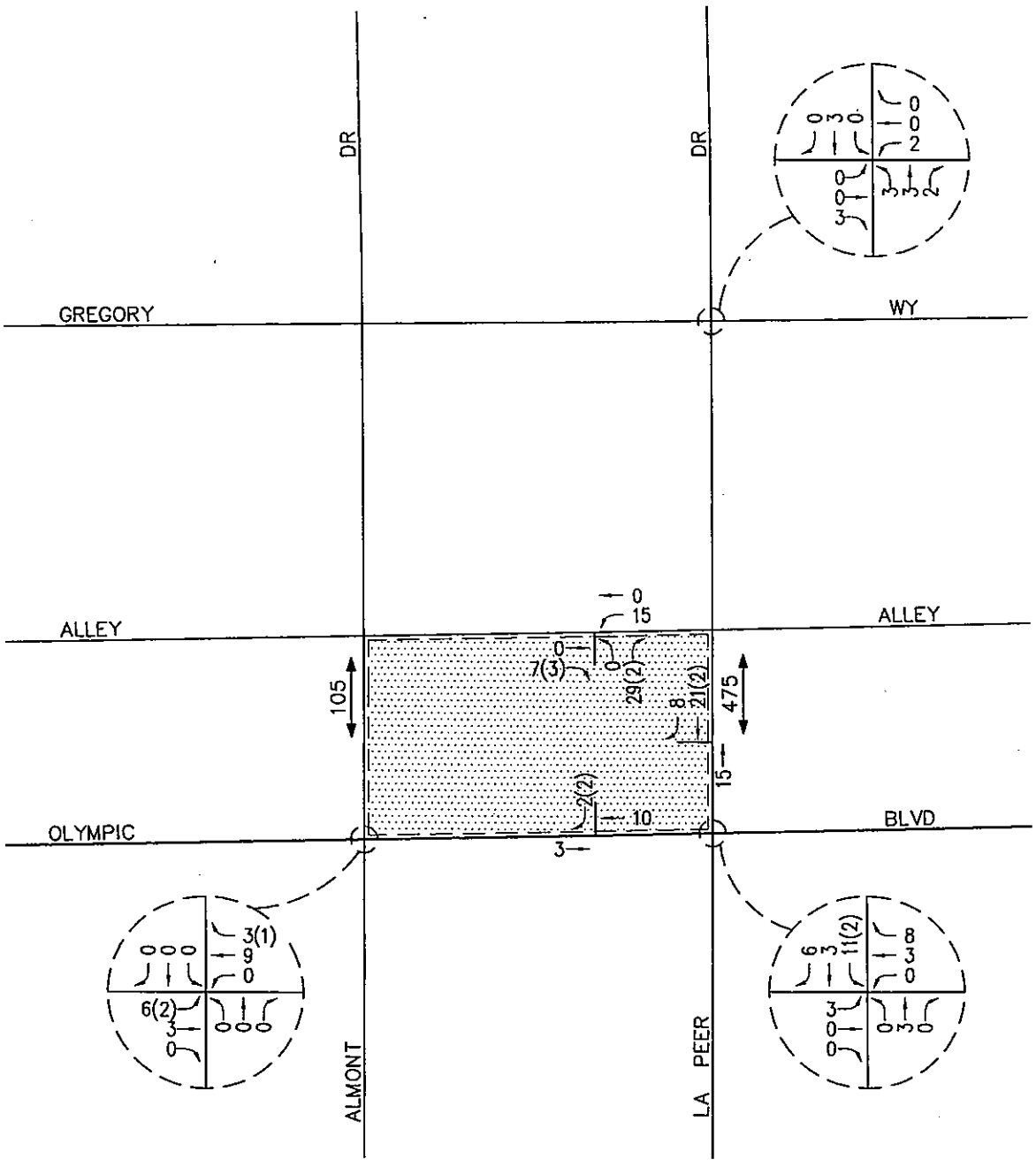

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N NO SCALE

KEY

X,XXX = AVERAGE DAILY TRAFFIC

XX(XX) = PROJECT TRIPS (PASS-BY TRIPS)

= PROJECT SITE

FIGURE 5-3

PM PEAK HOUR AND DAILY TRAFFIC VOLUMES

STAPLES PROJECT, BEVERLY HILLS

6.0 FUTURE TRAFFIC CONDITIONS

The cumulative or "background" traffic projections account for existing traffic volumes, and include two growth elements over existing traffic volumes: (1) increase in the existing traffic volumes due to overall regional growth; and, (2) traffic generated by specific developments in the vicinity of the project study area. The following sections describe these two growth elements in existing traffic volumes.

6.1 Ambient Traffic Growth

Background traffic in the study area has been estimated to increase at a historical rate of approximately 1.0% per year. Future increases in background traffic due to regional development are expected to continue at the same rate. For the Year 2010, the existing (2008) traffic volumes were increased by 2.0% to reflect area-wide regional growth in traffic. The 1.0% annual growth rate was determined based on discussions with City staff.

6.2 Related Projects

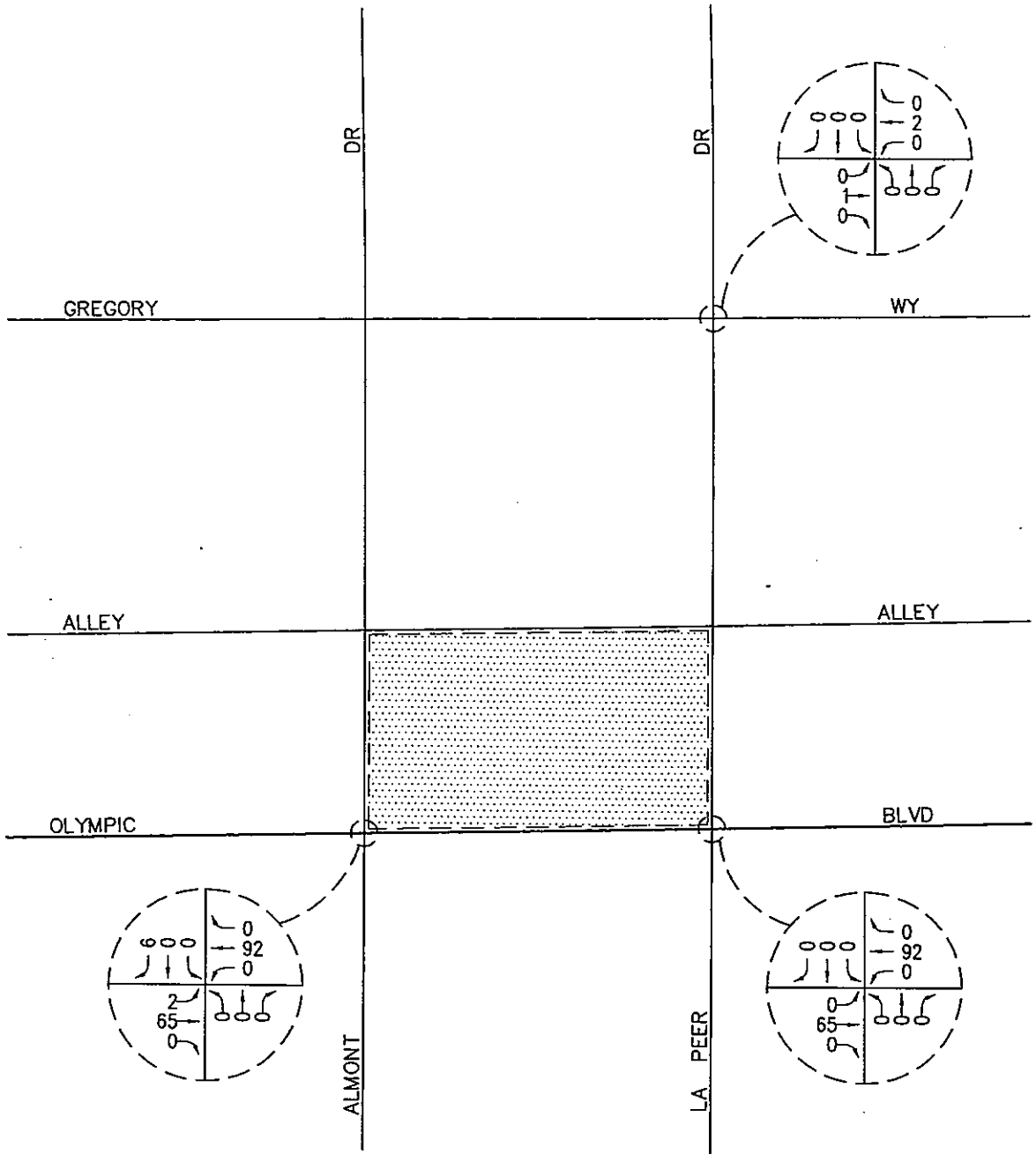
The traffic expected to be generated by future projects that are either under construction or proposed within the study area accounts for the second traffic growth element of Year 2010 Background Traffic Conditions. The City of Beverly Hills provided the daily and peak hour traffic volume forecasts for each of the three key intersections and two roadway segments that are expected to be generated by related projects in the City of Beverly Hills, City of Los Angeles, and City of West Hollywood (i.e., the "Tri-Cities"). The City provided the trip assignment and traffic volumes of the area related projects from their in-house, city-wide TRAFFIX model.

6.3 Year 2010 Traffic Volumes

The AM and PM peak hour traffic volumes associated with the related projects in the Year 2010 are presented in ***Figures 6-1*** and ***6-2***, respectively. *Figure 6-2* also presents the Year 2010 related project daily traffic volumes for the two key roadway segments in the vicinity of the proposed project.

Figures 6-3 and ***6-4*** present future AM and PM peak hour background traffic volumes at the three key study intersections for the future horizon year (Year 2010). *Figure 6-4* also presents the Year 2010 background average daily traffic volumes for the two key roadway segments in the vicinity of the proposed project. Please note that the background traffic volumes represent the accumulation of existing traffic, ambient growth traffic and related projects traffic.

Figures 6-5 and ***6-6*** illustrate Year 2010 forecast AM and PM peak hour traffic volumes with the inclusion of the trips generated by the proposed Project. *Figure 6-6* also presents the Year 2010 background plus Project average daily traffic volumes for the two key roadway segments in the vicinity of the proposed project.



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N NO SCALE

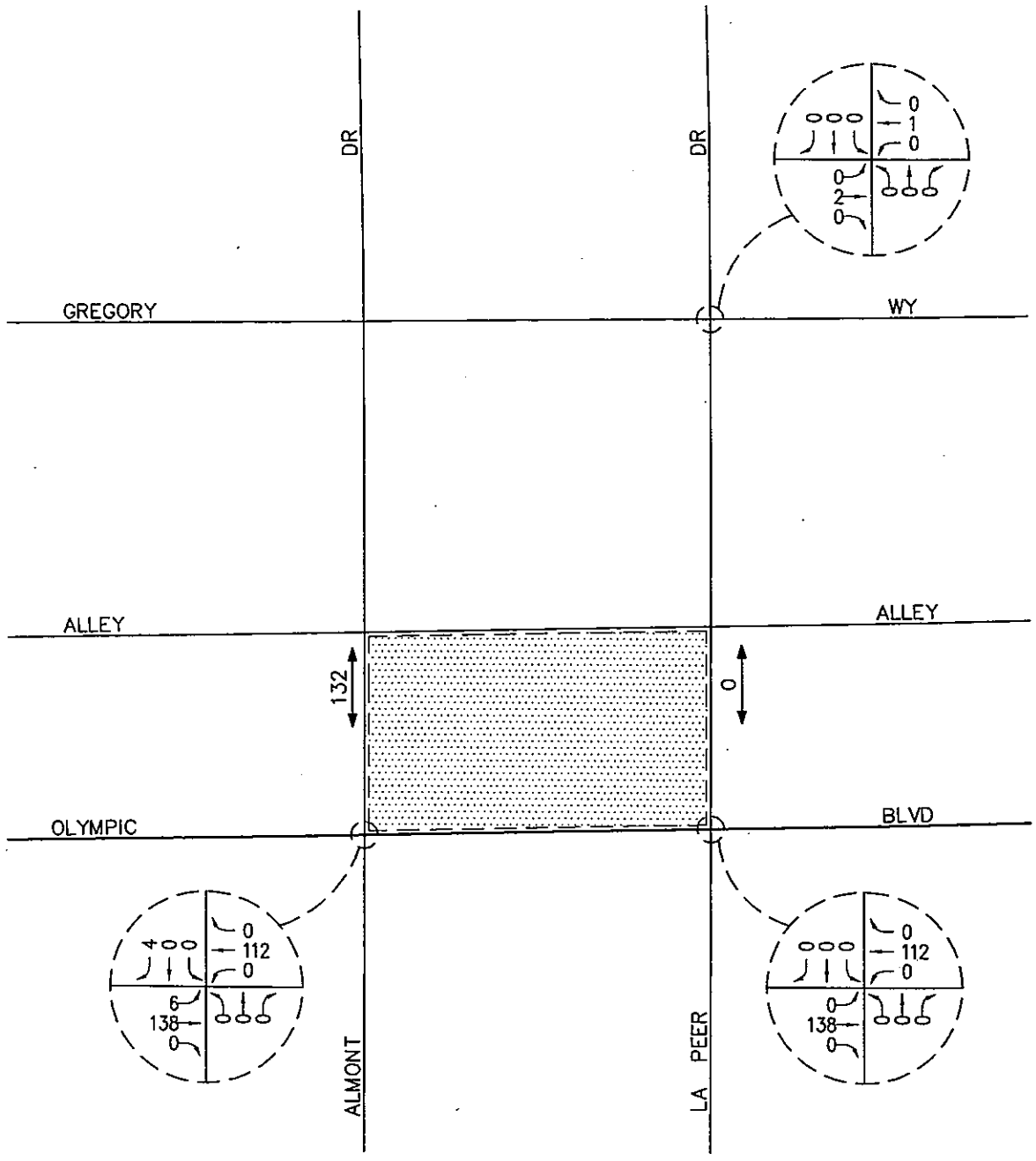
SOURCE: CITY OF BEVERLY HILLS

KEY

= PROJECT SITE

FIGURE 6-1

AM PEAK HOUR
RELATED PROJECT TRAFFIC VOLUMES
STAPLES PROJECT, BEVERLY HILLS



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N NO SCALE

SOURCE: CITY OF BEVERLY HILLS

KEY

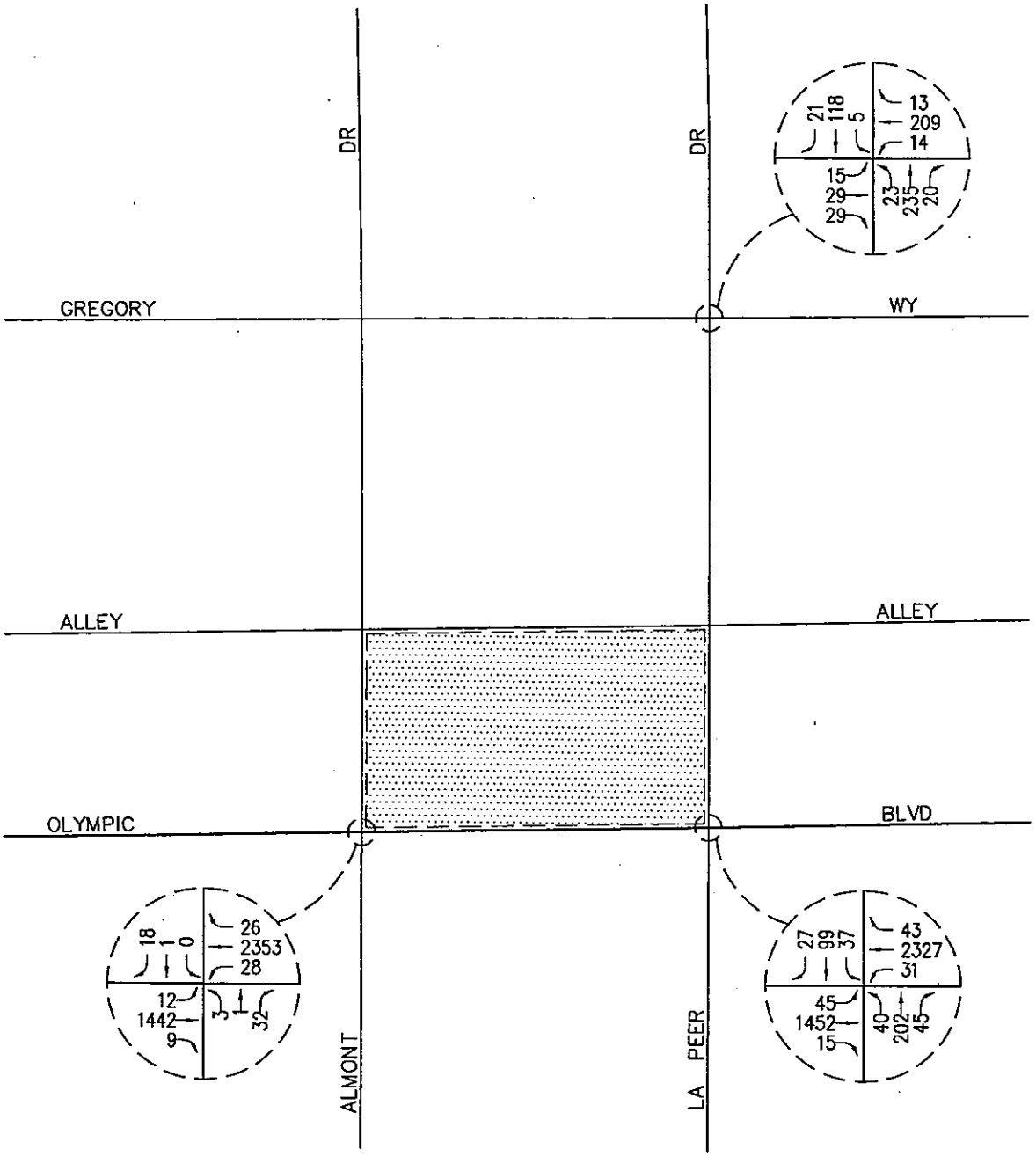
X,XXX = AVERAGE DAILY TRAFFIC

= PROJECT SITE

FIGURE 6-2

PM PEAK HOUR AND DAILY RELATED PROJECT TRAFFIC VOLUMES

STAPLES PROJECT, BEVERLY HILLS



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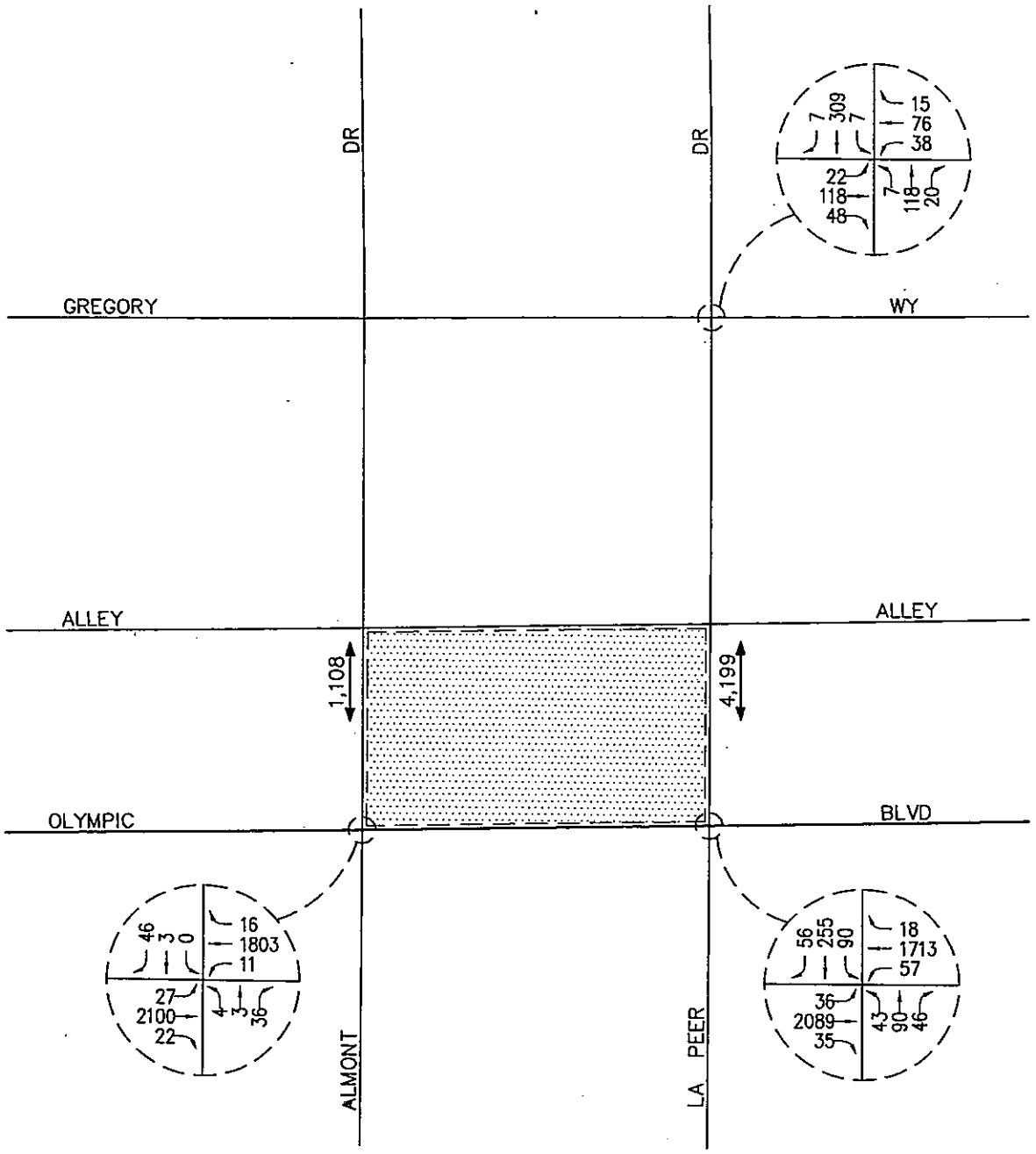
KEY
= PROJECT SITE

FIGURE 6-3

YEAR 2010 AM PEAK HOUR
BACKGROUND TRAFFIC VOLUMES
STAPLES PROJECT, BEVERLY HILLS



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N NO SCALE

KEY

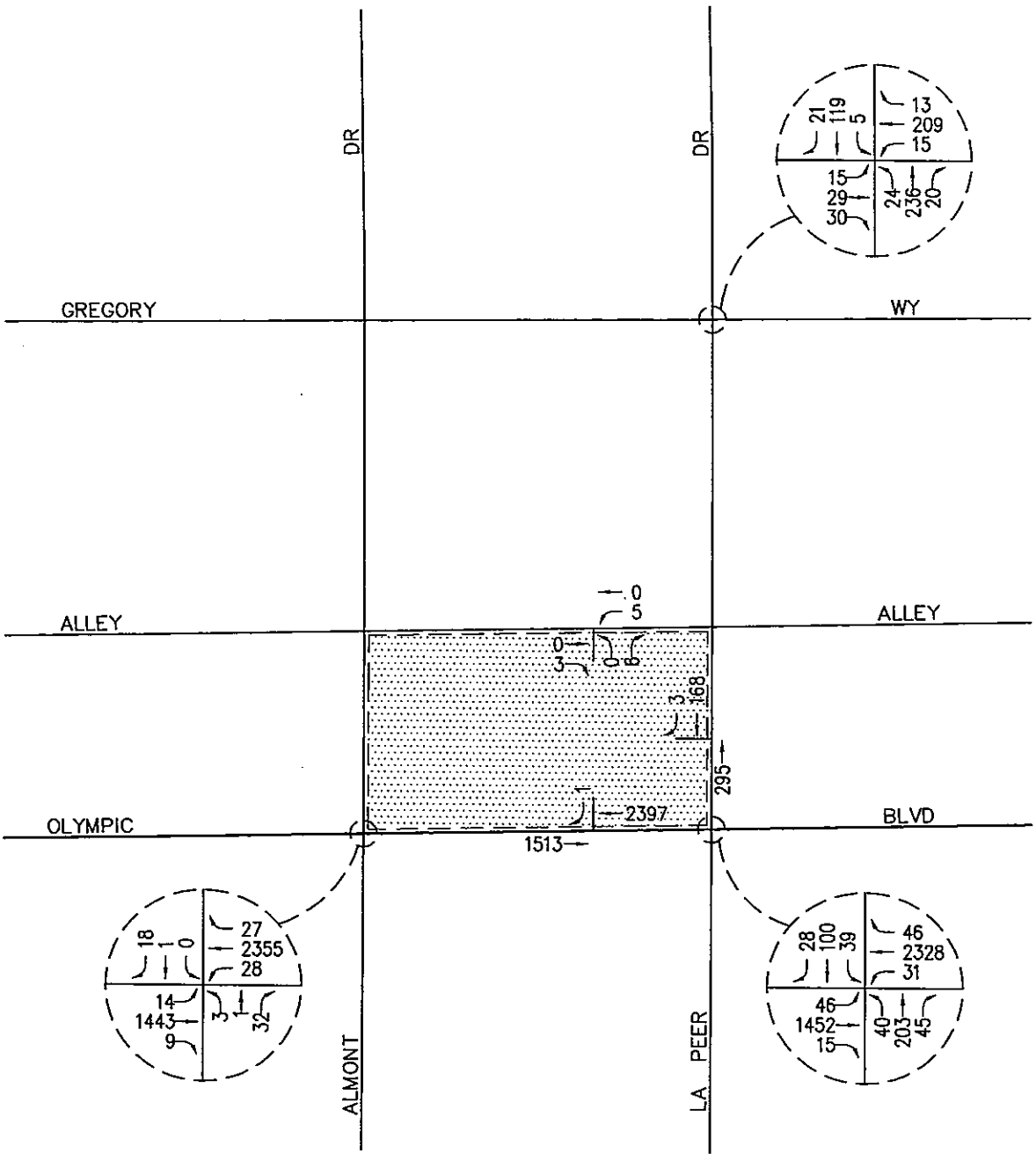
X,XXX = AVERAGE DAILY TRAFFIC

= PROJECT SITE

FIGURE 6-4

YEAR 2010 PM PEAK HOUR AND DAILY BACKGROUND TRAFFIC VOLUMES

STAPLES PROJECT, BEVERLY HILLS



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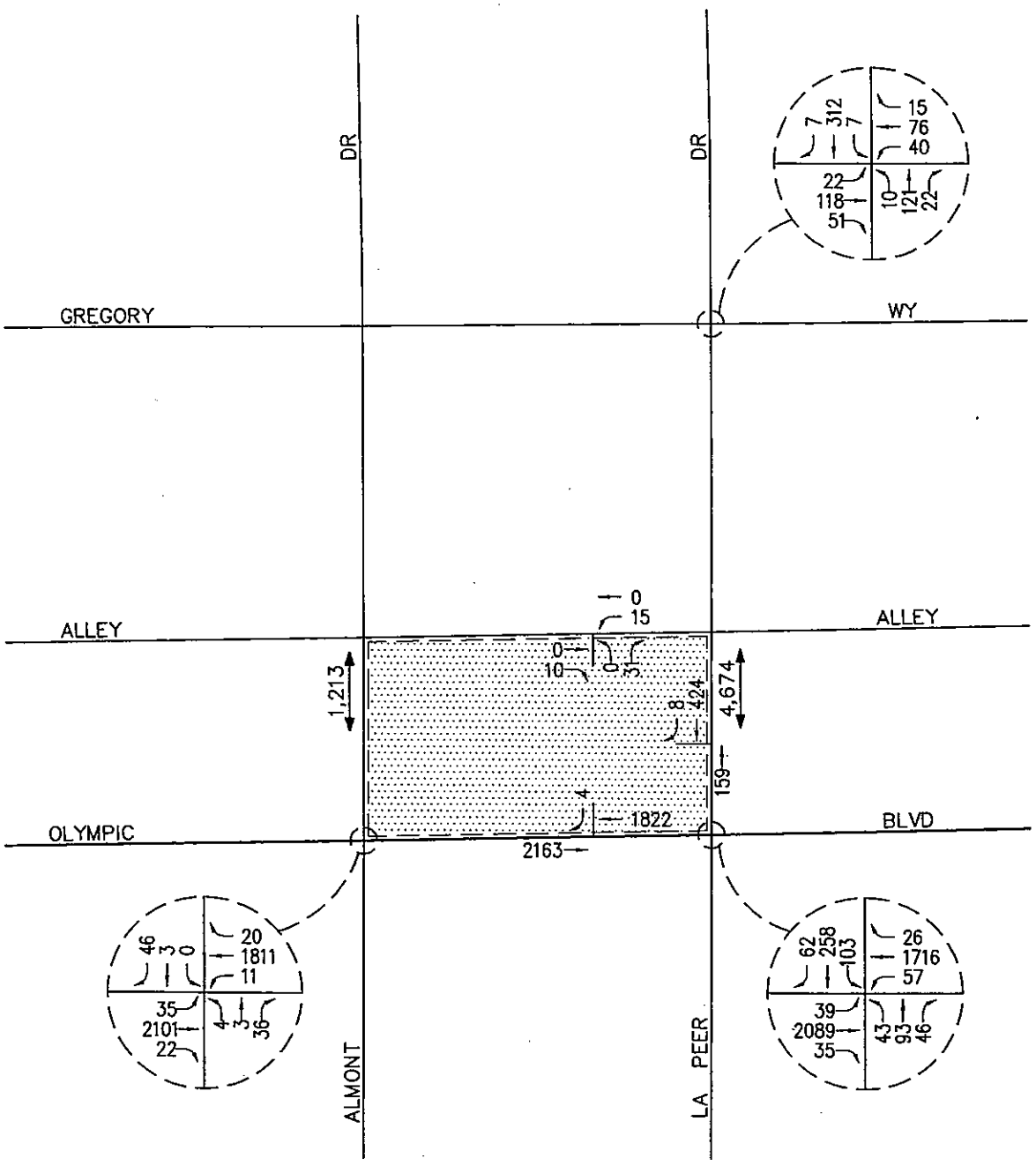
KEY

= PROJECT SITE

FIGURE 6-5

YEAR 2010 AM PEAK HOUR TRAFFIC VOLUMES WITH PROJECT TRAFFIC

STAPLES PROJECT, BEVERLY HILLS



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LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

KEY

X,XXX = AVERAGE DAILY TRAFFIC

= PROJECT SITE

FIGURE 6-6

YEAR 2010 PM PEAK HOUR AND DAILY TRAFFIC VOLUMES WITH PROJECT TRAFFIC

STAPLES PROJECT, BEVERLY HILLS

7.0 TRAFFIC IMPACT ANALYSIS METHODOLOGY

The relative impact of the added project traffic volumes generated by the proposed Project during the AM and PM peak hours was evaluated based on analysis of future operating conditions at three key study intersections and two key roadway segments, without, then with, the proposed Project. The previously discussed capacity analysis procedures were utilized to investigate the future volume-to-capacity relationships and service level characteristics. The significance of the potential impacts of the project at each key intersection and/or roadway segment was then evaluated using the City's LOS standards and significant transportation impact criteria.

7.1 Significant Traffic Impact Criteria for Study Intersections

In order to provide a quantitative basis for determining the significant traffic impact at a specific location, it was necessary to establish the criteria to be used in the analysis of intersections for this study. Based upon the City of Beverly Hills' traffic study guidelines, a project is considered to have a significant impact at an intersection if the following criteria are met:

- The project-related increase in the ICU value (i.e., V/C ratio) at a signalized intersection is equal to, or exceeds 0.020 AND traffic conditions under the Future Plus Project scenario are projected to operate at LOS E or F; or a change in ICU of 0.040 or more which causes an intersection to degrade to LOS D.
- For an all-way stop controlled intersection, a project impact is considered significant if the change in average delay is 3 seconds or more at an intersection forecast to operate at LOS E or F with the Project, or a change in average total delay of 4 seconds or more which causes an intersection to degrade to LOS D.
- For two-way stop-controlled intersections, a significant project impact would occur if the intersection service level would degrade to LOS E or F with the addition of project traffic.

7.2 Significant Traffic Impact Criteria for Residential Street Segments

For the two residential street segments evaluated in this report, the following impact criteria of the City of Beverly Hills was utilized to assess the proposed Project's potential impact:

- ADT less than 3,750 and the Project will increase the ADT by 25% and/or increases the peak hour traffic by 25%.
- ADT is 3,750 or greater but less than 6,750 and the Project will increase the ADT by 12.5% and/or increases the peak hour traffic by 12.5%.
- ADT is 6,750 or greater and the Project will increase the ADT by 6.25% and/or increase the peak hour traffic by 6.25%.

7.3 Traffic Impact Analysis Scenarios

The following scenarios are those for which LOS calculations have been performed:

1. Existing Traffic Conditions;
2. Year 2010 Future Traffic Conditions (existing plus ambient growth to Year 2010 at 1.0% per year plus related project traffic);
3. Year 2010 Future Traffic Conditions plus the proposed Project; and
4. Scenario (3) with Mitigation, if necessary.

8.0 YEAR 2010 PLUS PROJECT ANALYSIS

8.1 Peak Hour Intersection Capacity Analysis

Table 8-1 summarizes the peak hour Level of Service results at the three key study intersections for the 2010 horizon year. The first column (1) of ICU/LOS and HCM/LOS values in *Table 8-1* presents a summary of existing AM and PM peak hour traffic conditions (which were also presented in *Table 3-3*). The second column (2) lists projected background traffic conditions based on existing intersection geometry, but without any traffic generated from the proposed project. The third column (3) presents forecast Year 2010 near-term traffic conditions with the addition of Project traffic. The fourth column (4) shows the increase in ICU value and/or HCM value due to the added peak hour project trips and indicates whether the traffic associated with the project will have a significant impact based on the City of Beverly Hills LOS standards and the significant impact criteria defined in this report.

8.1.1 *Year 2010 Background Traffic Conditions*

An analysis of future (Year 2010) background traffic conditions indicates that the addition of ambient traffic growth and related projects will not adversely impact any of the key study intersections. Two intersections, La Peer Drive at Gregory Way and La Peer Drive at Olympic Boulevard, are forecast to operate at LOS B and LOS C, respectively, during the AM and PM peak hours with the addition of ambient traffic growth and related projects traffic, while Almont Drive at Olympic Boulevard is forecast to continue to operate at LOS F.

8.1.2 *Year 2010 With Project Traffic Conditions*

Review of Columns 3 and 4 of *Table 8-1* shows that traffic associated with the proposed Project ***will not*** have a significant impact at any of the three key study intersections, when compared to the City of Beverly Hills LOS standards and significant traffic impact criteria. The project's ICU increment or delay increment (seconds per vehicle) at intersections forecast to operate at LOS D, E or F during the AM peak hour or PM peak hour are less than the maximum allowable thresholds.

TABLE 8-1

YEAR 2010 PEAK HOUR INTERSECTION CAPACITY ANALYSIS

Key Intersections	Time Period	(1) Existing Traffic Conditions		(2) Year 2010 Background Traffic Conditions		(3) Year 2010 Plus Project Traffic Conditions		(4) Project Significant Impact	
		ICU/HCM	LOS	ICU/HCM	LOS	ICU/HCM	LOS	ICU/HCM Increase	Yes/No
1. La Peer Drive at Gregory Way	AM	9.9 s/v	A	10.1 s/v	B	10.1 s/v	B	0.0 s/v	No
	PM	10.3 s/v	B	10.5 s/v	B	10.6 s/v	B	0.1 s/v	No
2. Almont Drive at Olympic Boulevard	AM	**97.8 s/v**	**F**	**134.5 s/v**	**F**	**139.6 s/v**	**F**	5.1 s/v	No
	PM	**558.3 s/v**	**F**	**OVRFL**	**F**	**OVRFL**	**F**	--	No
3. La Peer Drive at Olympic Boulevard	AM	0.767	C	0.799	C	0.803	D	0.004	No
	PM	0.758	C	0.800	C	0.806	D	0.006	No

Notes:

s/v = seconds per vehicle

OVRFL = Exceeds analysis model capabilities, delay in excess of 9999.9 sec/veh

8.2 Roadway Segment Capacity Analysis

Table 8-2 summarizes the daily, AM peak hour and PM peak hour roadway segment analysis results at the two (2) key roadway segments for Year 2010 traffic conditions. Review of Column 5 of *Table 8-2* shows that traffic associated with the proposed Project ***will not*** have a significant impact at any of the two (2) key roadway segments based on the significant traffic impact criteria defined in this report. The projects daily, AM peak hour and PM peak hour percent increases are all less than the allowable thresholds for the respective roadway segment (i.e. less than 12.5% for La Peer Drive and less than 25% for Almont Drive).

TABLE 8-2

YEAR 2010 ROADWAY LINK ANALYSIS SUMMARY

Roadway Segment	(1) Volume Condition	(2) Existing Traffic Conditions	(3) Year 2010 Background Traffic Conditions	(4) Year 2010 Plus Project Traffic Conditions	(5) Project Significant Impact		
					Project Percent Increase	Impact Criteria	Impact Yes/No
1. La Peer Drive north of Olympic Boulevard	Daily	4,117	4,199	4,674	11.3%	12.5%	No
	AM Peak	384	392	404	3.1%	12.5%	No
	PM Peak	456	465	506	8.8%	12.5%	No
2. Almont Drive north of Olympic Boulevard	Daily	957	1,108	1,213	9.5%	25%	No
	AM Peak	55	64	67	4.7%	25%	No
	PM Peak	132	145	154	6.2%	25%	No

9.0 TRAFFIC ASSESSMENT USING STAPLES OPERATIONAL CHARACTERISTICS

In response to City staff concerns regarding the "real" traffic impacts associated with the proposed Project, a traffic assessment using the operational characteristics to estimate the trip generation of a Staples store was prepared. Under this assessment, the trip generation for the proposed Project was prepared using customer and employee information and hours of operation information supplied by Staples.

Table 9-1 presents the trip generation forecast for the proposed Project based on Staples customer/employee information and hours of operation. Review of *Table 9-1* shows that the proposed Project is forecast to generate 667 daily trips, with 23 trips (16 inbound, 7 outbound) produced in the AM peak hour and 45 trips (21 inbound, 24 outbound) produced in the PM peak hour. Please note that the aforementioned project trip generation includes adjustments for pass-by for trips that come directly from the everyday traffic stream on the adjoining streets (i.e. Olympic Boulevard). For the proposed Project, a pass-by reduction factor of 10% for the PM peak hour and for daily traffic was assumed. The information provided by Staples and the assumptions utilized in the aforementioned trip generation forecast are summarized in the footnotes of *Table 9-1*.

9.1 Trip Generation Comparison

Table 9-2 provides a trip generation comparison for the proposed Project, based on ITE trip rates and the operational characteristics specific to Staples. As shown in *Table 9-2*, the proposed Project is forecast to generate 34 fewer daily trips, 5 more AM peak hour trips and 16 fewer PM peak hour trips when the project's trip generation potential is forecast based on the operational characteristic of a Staples store. Given these results, it can be concluded that the traffic impacts associated with the proposed Project using Staples operational information would be similar or less than those identified previously for the proposed Project using ITE trip rates (see Section 8.0). Nonetheless, level of service calculations have been conducted at the three key study intersections and two key roadway segments using Staples trips for informational purposes.

9.2 Year 2010 Plus Project Analysis – Staples Operational Characteristics

Figures 9-1 and ***9-2*** illustrate Year 2010 forecast AM and PM peak hour traffic volumes with the inclusion of the trips generated by the proposed Project using Staples operational information. *Figure 9-2* also presents the average daily traffic volumes for the two key roadway segments in the vicinity of the proposed project. The daily and peak hour traffic volumes shown in *Figures 9-1* and *9-2* are the basis for the intersection and roadway link level of service analysis provided below.

TABLE 9-1

PROJECT TRAFFIC GENERATION FORECAST – STAPLES OPERATIONAL CHARACTERISTICS

Project Description	Daily 2-Way	AM Peak Hour			PM Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total
Generation Forecast:							
Proposed Project							
▪ Staples Office Supply Store (18,142 SF)[5]							
Customers[6]	670	7	7	14	17	17	34
Pass-By Reduction[7]	-67	--	--	--	-2	-2	-4
Subtotal	603	7	7	14	15	15	30
Employees[8]	60	9	0	9	6	9	15
Trucks (P.C.E.'s)[9]	4	0	0	0	0	0	0
Total Staples Trip Generation	*667*	*16*	*7*	*23*	*21*	*24*	*45*
Trip Generation Potential	**667**	**16**	**7**	**23**	**21**	**24**	**45**

Notes:
TE/1,000 SF = Trip ends per 1,000 SF of development

5 Source: Trip generation based on customer and employee data provided by Staples.

6 Based on data provided by Staples, a total of 335 customers can be expected per day with 5 to 10 customers between 7:00 – 9:00 AM and 15 to 25 customers between 4:00 – 6:00 PM. For trip generation purposes, it was assumed that each customer would have an inbound trip and an outbound trip resulting in 670 daily trips, 20 AM peak period trips and 50 PM peak period trips. For the 7:00 – 9:00 AM and 4:00 – 6:00 PM peak periods, it was assumed that two thirds of the total customers would occur during the peak hours resulting in 14 total AM peak hour trips and 34 total PM peak hour trips.

7 Pass-by trips are trips made as intermediate stops on the way from an origin to a primary trip destination. Pass-by trips are attracted from traffic passing the site on adjacent streets (i.e. Olympic Boulevard), which contain direct access to the generator. The Daily and PM peak hour pass-by percentages were estimated to be 10%.

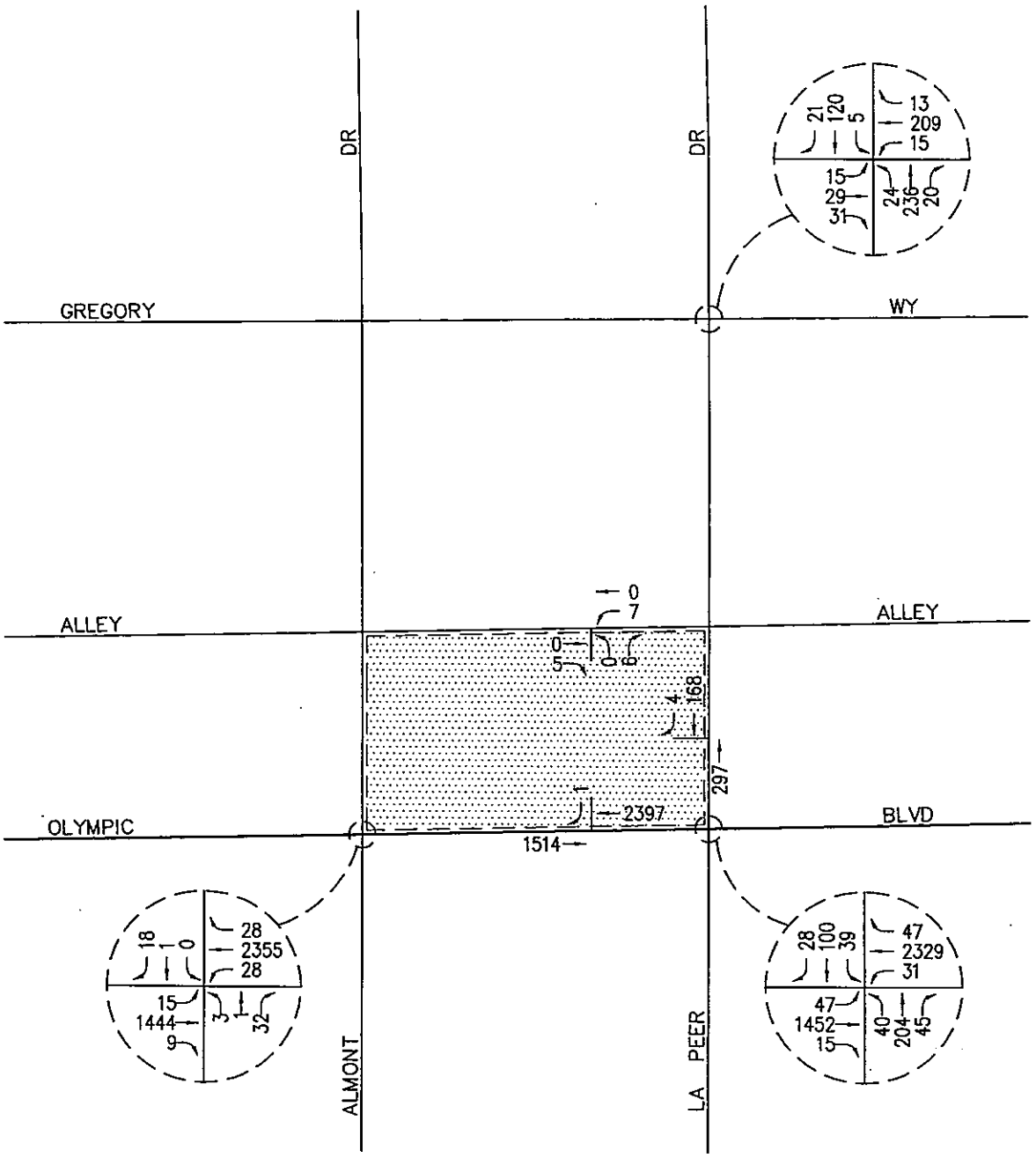
8 Based on data provided by Staples, a total of 15 employees can be expected per day with 9 employees between 7:00 AM – 4:00 PM and 6 employees between 4:00 PM – 9:00 PM. For trip generation purposes, it was assumed that each employee would have four daily trips each, resulting in 60 total daily trips. During the peak hours, it was assumed that all 9 morning employees would have an inbound trip during the AM peak hour and an outbound trip during the PM peak hour. The 6 afternoon employees would have an inbound trip only during the PM peak hour.

9 Based on data provided by Staples, a total of 3 truck deliveries can be expected every week or one every other day. For trip generation purposes, it was assumed that the each truck delivery would have an inbound trip and an outbound trip that would occur outside of the peak hours resulting in two daily trips. This daily truck trip value was converted to a passenger car equivalent (P.C.E.) using a P.C.E. factor of 2.0.

TABLE 9-2

TRIP GENERATION COMPARISON – STAPLES VERSUS ITE

Project Description	Daily 2-Way	AM Peak Hour			PM Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total
▪ Proposed Project Using Staples Information	667	16	7	23	21	24	45
▪ Proposed Project Using ITE Trip Rates	701	11	7	18	30	31	61
Net Difference In Trips (Staples Versus ITE)	-34	+5	0	+5	-9	-7	-16



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NO SCALE

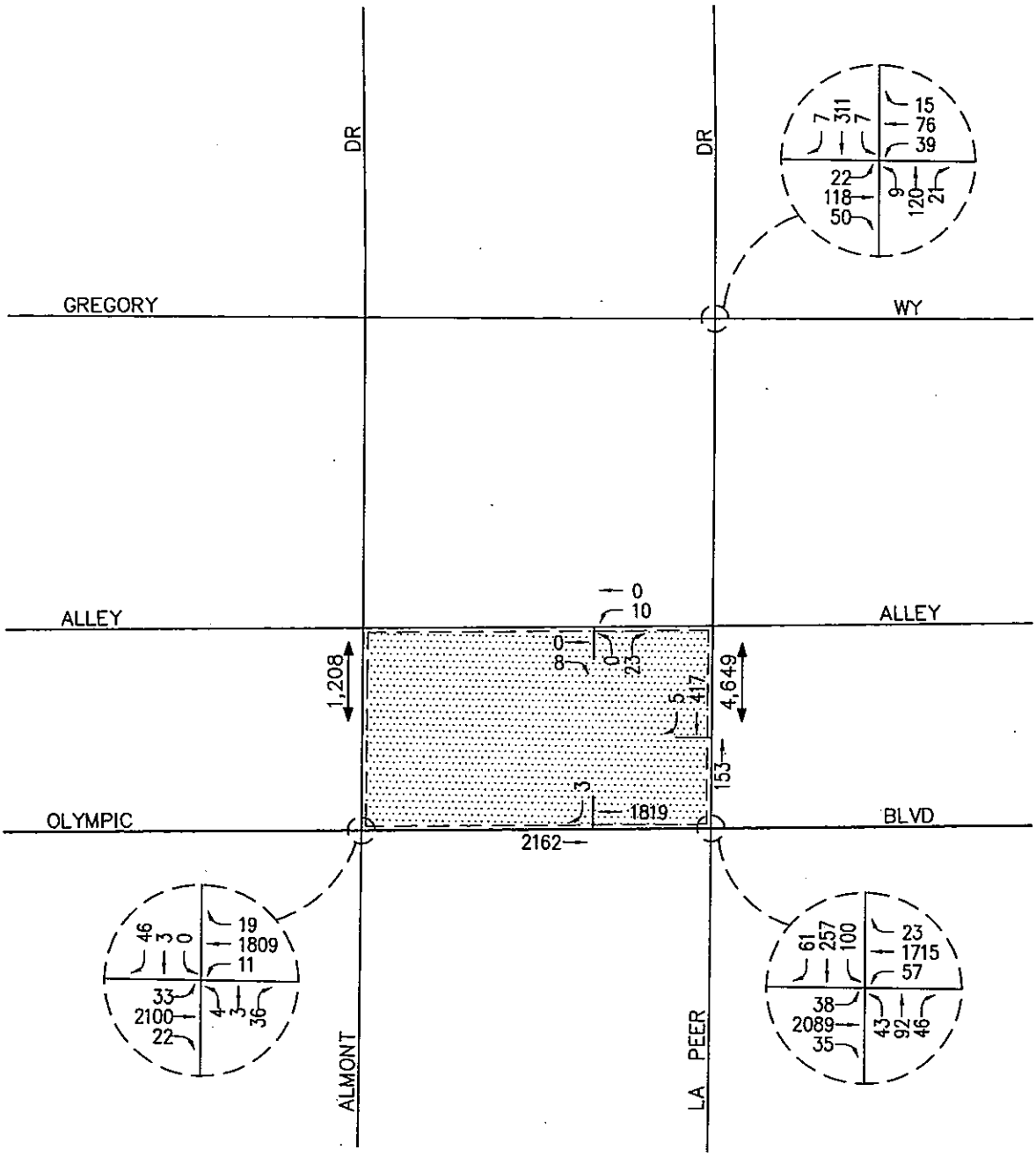
KEY

= PROJECT SITE

FIGURE 9-1

YEAR 2010 AM PEAK HOUR TRAFFIC VOLUMES WITH PROJECT TRAFFIC (STAPLES OPERATIONAL CHARACTERISTICS)

STAPLES PROJECT, BEVERLY HILLS



n:\2900\2082976\dwg\2976f9-2.dwg LDP 10:42:59 07-16-2008 aguilar

LINSCOTT LAW & GREENSPAN engineers

KEY

X,XXX = AVERAGE DAILY TRAFFIC

= PROJECT SITE

N NO SCALE

FIGURE 9–2

YEAR 2010 PM PEAK HOUR AND DAILY TRAFFIC VOLUMES WITH PROJECT TRAFFIC (STAPLES OPERATIONAL CHARACTERISTICS)

STAPLES PROJECT, BEVERLY HILLS

9.2.1 *Peak Hour Intersection Capacity Analysis*

Table 9-3 summarizes the peak hour Level of Service results at the three key study intersections for the 2010 horizon year using Staples operational information. The structure of this table is similar to *Table 8-1*.

Review of Columns 3 and 4 of *Table 9-3* shows that traffic associated with the proposed Project using Staples operational information ***will not*** have a significant impact at any of the three key study intersections, when compared to the City of Beverly Hills LOS standards and significant traffic impact criteria. The project's ICU increment or delay increment (seconds per vehicle) at intersections forecast to operate at LOS D, E or F during the AM peak hour or PM peak hour are less than the maximum allowable thresholds.

Appendix C presents the ICU/LOS and/or HCM/LOS calculations for the three key study intersections for the AM peak hour and PM peak hour using Staples operational information.

9.2.2 *Roadway Segment Capacity Analysis*

Table 9-4 summarizes the daily, AM peak hour and PM peak hour roadway segment analysis results at the two (2) key roadway segments for Year 2010 traffic conditions using Staples operational information. Review of Column 5 of *Table 9-4* shows that traffic associated with the proposed Project using Staples operational information ***will not*** have a significant impact at any of the two (2) key roadway segments based on the significant traffic impact criteria defined in this report. The projects daily, AM peak hour and PM peak hour percent increases are all less than the allowable thresholds for the respective roadway segment (i.e. less than 12.5% for La Peer Drive and less than 25% for Almont Drive).

TABLE 9-3

YEAR 2010 PEAK HOUR INTERSECTION CAPACITY ANALYSIS – STAPLES OPERATIONAL CHARACTERISTICS

Key Intersections	Time Period	(1) Existing Traffic Conditions		(2) Year 2010 Background Traffic Conditions		(3) Year 2010 Plus Project Traffic Conditions		(4) Project Significant Impact	
		ICU/HCM	LOS	ICU/HCM	LOS	ICU/HCM	LOS	ICU/HCM Increase	Yes/No
1. La Peer Drive at Gregory Way	AM	9.9 s/v	A	10.1 s/v	B	10.1 s/v	B	0.0 s/v	No
	PM	10.3 s/v	B	10.5 s/v	B	10.5 s/v	B	0.0 s/v	No
2. Almont Drive at Olympic Boulevard	AM	**97.8 s/v**	**F**	**134.5 s/v**	**F**	**142.2 s/v**	**F**	7.7 s/v	No
	PM	**558.3 s/v**	**F**	**OVRFL**	**F**	**OVRFL**	**F**	--	No
3. La Peer Drive at Olympic Boulevard	AM	0.767	C	0.799	C	0.804	D	0.005	No
	PM	0.758	C	0.800	C	0.805	D	0.005	No

Notes:

s/v = seconds per vehicle

OVRFL = Exceeds analysis model capabilities, delay in excess of 9999.9 sec/veh

TABLE 9-4

YEAR 2010 ROADWAY LINK ANALYSIS SUMMARY – STAPLES OPERATIONAL CHARACTERISTICS

Roadway Segment	(1) Volume Condition	(2) Existing Traffic Conditions	(3) Year 2010 Background Traffic Conditions	(4) Year 2010 Plus Project Traffic Conditions	(5) Project Significant Impact		
					Project Percent Increase	Impact Criteria	Impact Yes/No
1. La Peer Drive north of Olympic Boulevard	Daily	4,117	4,199	4,649	10.7%	12.5%	No
	AM Peak	384	392	408	4.1%	12.5%	No
	PM Peak	456	465	495	6.5%	12.5%	No
2. Almont Drive north of Olympic Boulevard	Daily	957	1,108	1,208	9.0%	25%	No
	AM Peak	55	64	69	7.8%	25%	No
	PM Peak	132	145	151	4.1%	25%	No

10.0 SITE ACCESS AND INTERNAL CIRCULATION EVALUATION

10.1 Site Access Evaluation

As mentioned previously, access to the Project site will be provided via an "entry only" driveway on La Peer Drive and two driveways along the existing alley located behind the proposed building between Almont Drive and La Peer Drive. A right-turn "egress only" driveway is also proposed along Olympic Boulevard.

Table 10-1 summarizes the intersection operations at the right-turn "egress only" driveway along Olympic Boulevard for near-term (Year 2010) traffic conditions at completion and full occupancy of the proposed project. The operations analysis for this project driveway is based on the *Highway Capacity Manual 2000* (HCM 2000) methodology. Level of service calculations were not prepared for the two driveways located off of the existing alley because these locations experience relatively low AM peak hour and PM peak hour volumes. Level of service calculations were also not prepared for the project driveway off of La Peer Drive because this driveway is an "entry only" driveway.

Review of *Table 10-1*, shows that the right-turn "egress only" driveway along Olympic Boulevard is forecast to operate at LOS C during the AM peak hour and LOS B during the PM peak hour for near-term (Year 2010) traffic conditions. As such, project access will be adequate. Motorists entering and exiting the project site will be able to do so comfortably, safely, and without undue congestion.

Appendix D presents the Year 2010 level of service calculation worksheets for the right-turn "egress only" driveway along Olympic Boulevard.

10.2 Internal Circulation Evaluation

The on-site circulation layout of the proposed Project as illustrated in *Figure 2-1* on an overall basis is adequate. Curb return radii have been confirmed and are adequate for small service/delivery (Fedex, UPS) trucks and trash trucks. Vehicle turning templates (ASSHTO SU-30) have been used to ensure that passenger cars, small trucks and trash trucks can properly access and circulate through the site to service the trash enclosures located on the ground floor of the parking structure. In addition, an evaluation of the proposed loading/unloading area, which will require construction of a truck turnout on Almont Drive, is adequate.

Prior to finalization of the site plan, it is recommended that a detailed trash truck access and circulation evaluation be prepared during the refinement of the project site plan.

TABLE 10-1

PEAK HOUR LEVELS OF SERVICE SUMMARY AT THE PROJECT DRIVEWAYS

Project Driveway	Time Period	Year 2010	
		Delay (sec/veh)	LOS
▪ Project Driveway at Olympic Boulevard	AM	15.9 s/v	C
	PM	13.2 s/v	B

11.0 PARKING REQUIREMENTS

To determine the parking requirements for the proposed Project, information was obtained from Staples regarding the number of customers and employees on-site during peak business hours. Based on customer and employee information provided by Staples, it is anticipated that approximately 15 to 25 customers and 6 employees can be expected during the stores busiest hours (i.e. 4:00 PM to 6:00 PM). Assuming one car per customer and one car per employee, results in a maximum of 31 occupied parking spaces (25 spaces for customers plus 6 spaces for employees). To account for daily customer fluctuations, a fifteen percent (15%) factor of safety was applied to the total resulting in a total requirement of 36 spaces. With a planned parking supply of 48 spaces within the proposed three-level parking structure, a theoretical parking surplus of 12 spaces is anticipated and the proposed Project will have adequate parking.

12.0 PROJECT-SPECIFIC IMPROVEMENTS

The results of the intersection capacity analyses and roadway segment capacity analyses summarized in *Tables 8-1/8-2* and *Tables 9-3/9-4* indicates that the proposed Project is not expected to have a significant impact at any of the three key study intersections or two key roadway segments. As there are no significant impacts, no traffic mitigation measures are required or recommended for the study intersections or roadway segments.

12.1 Site Access Improvements

The following improvements are recommended to ensure adequate access and egress to the project site is provided:

- Install a "STOP" sign and stop bar at the project driveway along Olympic Boulevard and at the project driveways along the existing alley.

13.0 CONGESTION MANAGEMENT PROGRAM (CMP) ANALYSIS

The Congestion Management Program (CMP) was created statewide as a result of Proposition 111 and has been implemented locally by the Los Angeles County Metropolitan Transportation Authority (LACMTA). The CMP for Los Angeles County requires that the traffic impact of individual development projects of potential regional significance be analyzed. A specific system of arterial roadways plus all freeways comprise the CMP system.

13.1 Traffic Impact Review

As required by the *2004 Congestion Management Program for Los Angeles County*, a review has been made of designated monitoring locations on the CMP highway system for potential impact analysis. Per CMP TIA criteria, the geographic area examined in the TIA must include the following, at a minimum:

- All CMP arterial monitoring intersections, including freeway on and off-ramp intersections, where the project will add 50 or more trips during either the AM or PM weekday peak hours.

- Mainline freeway-monitoring stations where the project will add 150 or more trips, in either direction, during the AM or PM weekday peak hours.

13.1.1 *Intersections*

The following CMP intersection monitoring locations in the vicinity of the proposed Project have been identified:

CMP Station	Location
5	Wilshire Boulevard at Santa Monica Boulevard
6	Wilshire Boulevard at La Cienaga Boulevard

As stated earlier, the CMP guidelines require that arterial monitoring intersection locations must be examined if the proposed Project will add 50 or more trips during either the AM or PM weekday peak hours (of adjacent street traffic) at CMP monitoring intersections. Based on the proposed Project's trip generation potential, trip distribution and trip assignment, the proposed Project will not add 50 or more trips at the identified CMP intersections during either the weekday AM peak hour or PM peak hour. Therefore a CMP intersection traffic impact analysis is not required.

13.1.2 *Freeways*

There are no CMP freeway monitoring locations in the vicinity of the proposed Project. Therefore, a CMP freeway traffic impact analysis is not required.

14.0 CONSTRUCTION TRAFFIC IMPACT ASSESSMENT

This section of the report qualitatively evaluates the potential traffic impacts associated with construction activities at the project site. The construction activities may include but are not limited to demolition, site grading, building construction and parking structure construction, etc. With the aforementioned construction activities, there is the potential for short-term adverse traffic and parking impacts in the project vicinity during construction of the project. Construction related trips associated with trucks and employees traveling to and from the site in the morning and afternoon may result in some minor traffic delays; however, potential traffic interference caused by construction vehicles would create a temporary/short-term impact to vehicles using Olympic Boulevard in the morning and afternoon hours and the number of construction workers will vary depending on the specific construction activities over time. Traffic impacts to the adjacent roadway network will be minimal and **not** long-term. Therefore, aside from the nuisance traffic that will occur as a result of construction-related traffic (e.g., construction materials, construction workers, etc.), no significant impacts resulting from construction traffic are anticipated.

Nevertheless, to reduce the impact of construction-related traffic, the implementation of a construction management plan is recommended to minimize traffic impacts upon the local circulation system.

14.1 Construction Management Plan Criteria

To ensure impacts to the surrounding street system are kept a minimum, it is recommended that the Construction Management Plan for the proposed Project be developed in coordination with the City of Beverly Hills and at a minimum, address the following:

- Traffic control for any street closure, detour, or other disruption to traffic circulation.
- Identify the routes that construction vehicles will utilize for the delivery of construction materials (i.e. lumber, tiles, piping, windows, etc.), to access the site, traffic controls and detours, and proposed construction phasing plan for the project.
- Specify the hours during which transport activities can occur and methods to mitigate construction-related impacts to adjacent streets.
- Require the Applicant to keep all haul routes clean and free of debris including but not limited to gravel and dirt as a result of its operations. The Applicant shall clean adjacent streets, as directed by the City Engineer (or representative of the City Engineer), of any material which may have been spilled, tracked, or blown onto adjacent streets or areas.
- Use of local streets shall be prohibited.
- Haul trucks entering or exiting public streets shall at all times yield to public traffic.
- If hauling operations cause any damage to existing pavement, street, curb, and/or gutter along the haul route, the applicant will be fully responsible for repairs. The repairs shall be completed to the satisfaction of the City Engineer.
- All constructed-related parking and staging of vehicles will be kept out of the adjacent public roadways and will occur on-site.
- This Plan shall meet standards established in the current *California Manual on Uniform Traffic Control Device (MUTCD)* as well as City of Beverly Hills requirements.

15.0 SUMMARY OF FINDINGS AND CONCLUSIONS

- ***Project Description*** – The project site is a ±0.70 acre rectangular-shaped parcel of land located north of Olympic Boulevard and south of an existing alley, between Almont Drive and La Peer Drive in the City of Beverly Hills, California. The project site is currently developed with an 18,000 square-foot (SF) building that was previously occupied by an auto dealership. The proposed Project consists of an 18,142 SF office supply store to be occupied by Staples and a three-level parking structure with 48 spaces. The project is expected to be completed in late Year 2009 and fully operational by the Year 2010.

  Access to the Project site will be provided via an "entry only" driveway on La Peer Drive and two driveways along the existing alley located behind the proposed building between Almont Drive and La Peer Drive. A right-turn "egress only" driveway is also proposed along Olympic Boulevard.

- ***Study Scope*** – The following three (3) key study intersections and two (2) key roadway segments were selected for detailed peak hour level of service analyses under Existing Traffic Conditions, Year 2010 Background Traffic Conditions and Year 2010 Future Background plus Project Traffic Conditions:

  Key Study Intersections:

  1. La Peer Drive at Gregory Way
  2. Almont Drive at Olympic Boulevard
  3. La Peer Drive at Olympic Boulevard

  Key Roadway Segments:

  1. La Peer Drive, north of Olympic Boulevard
  2. Almont Drive, north of Olympic Boulevard

  The analysis is focused on assessing potential traffic impacts during the morning and evening commute peak hours (between 7:00-9:00 AM, and 4:00-6:00 PM) on a typical weekday.

- ***Existing Traffic Conditions*** – Two of the three key study intersections currently operate at acceptable LOS C or better during the AM and PM peak hours. One intersection, Almont Drive at Olympic Boulevard, currently operates at LOS F during the AM and PM peak hours. Please note that the delay reported for the two-way unsignalized study intersection represents the "worse side" minor street approach LOS, not the overall intersection LOS. Further yet, it is not uncommon that unsignalized public street intersections and/or driveways that have direct access to regional arterials, such as Olympic Boulevard, operate at an unacceptable LOS due to the limited gaps in traffic and the high volume of traffic that utilizes these streets as commuter routes. Daily volumes on La Peer Drive, north of Olympic Boulevard total 4,117 vpd, while daily volumes on Almont Drive, north of Olympic Boulevard total 957 vpd.

- ***Project Trip Generation*** – The proposed Project is forecast to generate 701 daily trips, with 18 trips (11 inbound, 7 outbound) produced in the AM peak hour and 61 trips (30 inbound, 31 outbound) produced in the PM peak hour.

- ***Year 2010 Future Background Traffic Conditions*** – An analysis of future (Year 2010) background traffic conditions indicates that the addition of ambient traffic growth and related projects will not adversely impact any of the key study intersections. Two intersections, La Peer Drive at Gregory Way and La Peer Drive at Olympic Boulevard, are forecast to operate at LOS B and LOS C, respectively, during the AM and PM peak hours with the addition of ambient traffic growth and related projects traffic, while Almont Drive at Olympic Boulevard is forecast to continue to operate at LOS F.

- ***Year 2010 with Project Traffic*** – The results of the traffic analysis indicate that the proposed Project will not have a significant impact at any of the three key study intersections, when compared to the City of Beverly Hills LOS standards and significant traffic impact criteria. The project's ICU increment or delay increment (seconds per vehicle) at intersections forecast to operate at LOS D, E or F during the AM peak hour or PM peak hour are less than the maximum allowable thresholds.

  The proposed Project will not have a significant impact at any of the two key roadway segments based on the significant traffic impact criteria defined in this report. The projects daily, AM peak hour and PM peak hour percent increases are all less than the allowable thresholds for the respective roadway segment (i.e. less than 12.5% for La Peer Drive and less than 25% for Almont Drive).

- ***Traffic Assessment Using Staples Operational Characteristics*** – The proposed Project based on Staples customer/employee information and hours of operation is forecast to generate 667 daily trips, with 23 trips (16 inbound, 7 outbound) produced in the AM peak hour and 45 trips (21 inbound, 24 outbound) produced in the PM peak hour. The proposed Project is forecast to generate 34 fewer daily trips, 5 more AM peak hour trips and 16 fewer PM peak hour trips when the project's trip generation potential is forecast based on the operational characteristic of a Staples store.

  The results of the traffic analysis using Staples operational information indicate that the proposed Project will not have a significant impact at any of the three key study intersections, when compared to the City of Beverly Hills LOS standards and significant traffic impact criteria. The project's ICU increment or delay increment (seconds per vehicle) at intersections forecast to operate at LOS D, E or F during the AM peak hour or PM peak hour are less than the maximum allowable thresholds.

  The proposed Project will not have a significant impact at any of the two key roadway segments using Staples operational information based on the significant traffic impact criteria defined in this report. The projects daily, AM peak hour and PM peak hour percent increases are all less than the allowable thresholds for the respective roadway segment (i.e. less than 12.5% for La Peer Drive and less than 25% for Almont Drive).

- ***Site Access and Internal Circulation Evaluation*** – Site access and internal circulation for the proposed Project site plan is adequate. Curb return radii have been confirmed and are adequate for small service/delivery (Fedex, UPS) trucks and trash trucks. In addition, an evaluation of the proposed loading/unloading area, which will require construction of a truck turnout on Almont Drive, is adequate. Prior to finalization of the site plan, it is recommended that a detailed trash truck access and circulation evaluation be prepared during the refinement of the project site plan.

- ***Parking Requirements*** – Based on customer and employee information provided by Staples, the proposed Project requires a total of 36 parking spaces (includes 15% factor of safety). With a planned parking supply of 48 spaces within the proposed three-level parking structure, a theoretical parking surplus of 12 spaces is anticipated and the proposed Project will have adequate parking.

- ***Project-Specific Improvements*** – The proposed Project will not generate enough vehicular traffic to significantly impact any of the three key study intersections or the two key roadway segments. Therefore, no project-specific mitigation measures are required of the project at any of the three key study intersections or two key roadway segments. However, to ensure adequate access and egress to the Project site is provided, the following improvements are recommended:

  - Install a "STOP" sign and stop bar at the project driveway along Olympic Boulevard and at the project driveways along the existing alley.

- ***CMP Compliance Assessment*** – No significant transportation impacts are expected to occur on the Los Angele County Congestion Management Program roadway network due to the development and full occupancy of the proposed Project.

- ***Construction Traffic Impact Assessment:*** Construction related trips associated with trucks and employees traveling to and from the site in the morning and afternoon during construction activities related to the site (i.e. demolition, site grading, building construction and parking structure construction, etc.) may result in some minor traffic delays; however, potential traffic interference caused by construction vehicles would create a temporary/short-term impact to vehicles using Olympic Boulevard in the morning and afternoon hours. Traffic impacts to the adjacent roadway network will be minimal and **not** long-term. Therefore, aside from the nuisance traffic that will occur as a result of construction-related traffic (e.g., construction materials, construction workers, etc.), no significant impacts resulting from construction traffic are anticipated.

- ***Construction Traffic Impact Mitigation:*** To reduce the impact of construction-related traffic, the implementation of a construction management plan is recommended to minimize traffic impacts upon the local circulation system in the area. The Construction Management Plan for the proposed Project should be developed in coordination with the City of Beverly Hills and meet the standards of the City and those established in the current *California Manual on Uniform Traffic Control Device (MUTCD)* and at a minimum, address the following:

- Traffic control for any street closure, detour, or other disruption to traffic circulation.
- Identify the routes that construction vehicles will utilize for the delivery of construction materials (i.e. lumber, tiles, piping, windows, etc.), to access the site, traffic controls and detours, and proposed construction phasing plan for the project.
- Specify the hours during which transport activities can occur and methods to mitigate construction-related impacts to adjacent streets.
- Require the Applicant to keep all haul routes clean and free of debris including but not limited to gravel and dirt as a result of its operations. The Applicant shall clean adjacent streets, as directed by the City Engineer (or representative of the City Engineer), of any material which may have been spilled, tracked, or blown onto adjacent streets or areas.
- Use of local streets shall be prohibited.
- Haul trucks entering or exiting public streets shall at all times yield to public traffic.
- If hauling operations cause any damage to existing pavement, street, curb, and/or gutter along the haul route, the applicant will be fully responsible for repairs. The repairs shall be completed to the satisfaction of the City Engineer.
- All constructed-related parking and staging of vehicles will be kept out of the adjacent public roadways and will occur on-site.

APPENDIX A

EXISTING TRAFFIC COUNT DATA

Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

City: BEVERLY HILLS
N-S Direction: LA PEER DRIVE
E-W Direction: GREGORY WAY

File Name : H0803048
Site Code : 00000000
Start Date : 3/12/2008
Page No : 1

Groups Printed- VEHICLES

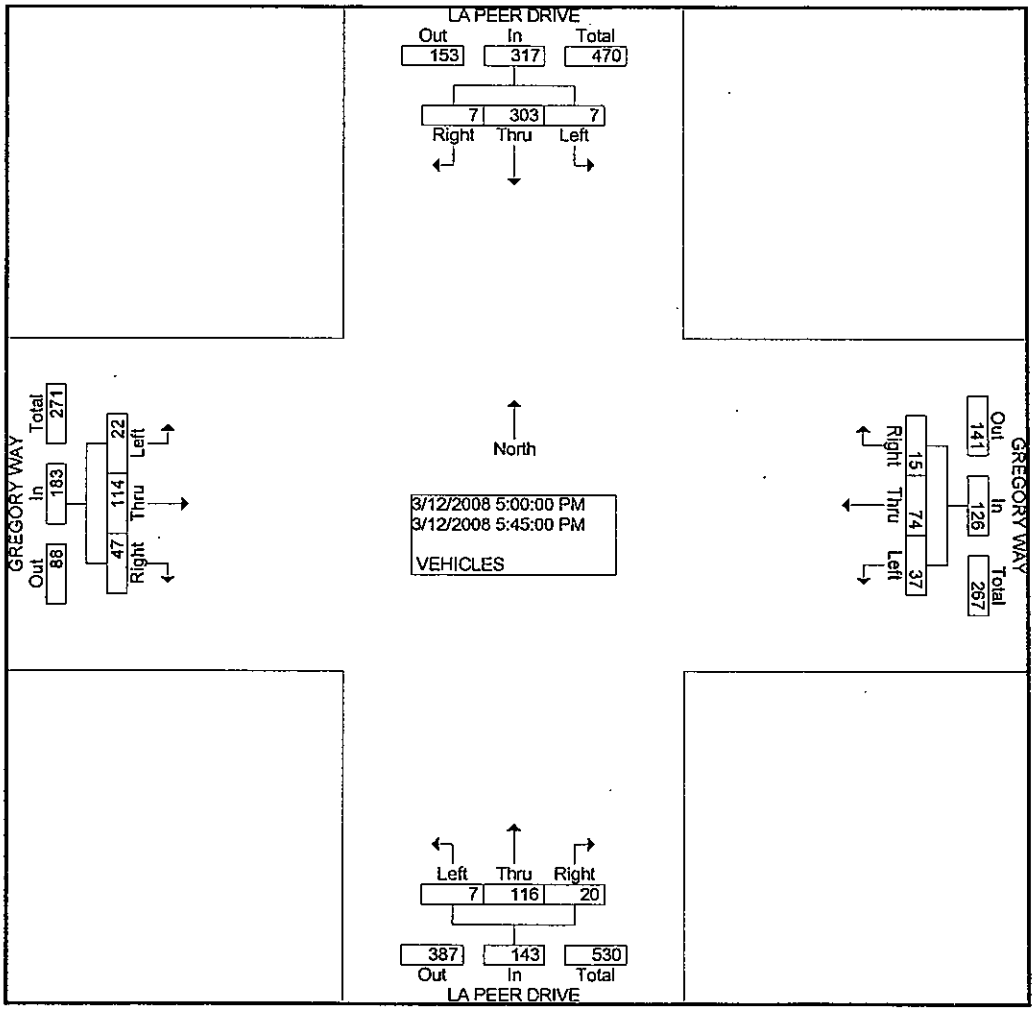
	LA PEER DRIVE Southbound			GREGORY WAY Westbound			LA PEER DRIVE Northbound			GREGORY WAY Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	0	4	1	0	1	2	0	4	0	1	3	2	18
07:15 AM	0	7	0	0	5	1	0	14	2	3	5	1	38
07:30 AM	1	16	0	2	7	2	1	31	2	4	8	2	76
07:45 AM	1	14	0	0	18	3	1	39	4	4	10	1	95
Total	2	41	1	2	31	8	2	88	8	12	26	6	227
08:00 AM	2	26	1	2	20	4	3	56	2	6	3	3	128
08:15 AM	8	24	0	4	46	3	3	55	6	9	9	5	172
08:30 AM	8	31	0	2	52	2	6	50	8	6	8	3	176
08:45 AM	3	35	4	5	85	5	8	69	7	7	7	4	239
Total	21	116	5	13	203	14	20	230	23	28	27	15	715
*** BREAK ***													
04:00 PM	2	60	0	3	28	8	1	28	5	3	21	6	165
04:15 PM	2	62	0	4	18	6	5	25	3	6	26	6	163
04:30 PM	0	59	1	2	17	11	3	31	5	14	29	9	181
04:45 PM	3	62	1	1	21	11	4	34	1	10	17	7	172
Total	7	243	2	10	84	36	13	118	14	33	93	28	681
05:00 PM	4	77	0	3	14	10	1	28	0	10	34	5	186
05:15 PM	1	78	2	0	20	9	9	23	3	9	28	4	186
05:30 PM	2	85	3	9	23	8	3	41	1	15	25	4	219
05:45 PM	0	63	2	3	17	10	7	24	3	13	27	9	178
Total	7	303	7	15	74	37	20	116	7	47	114	22	769
Grand Total	37	703	15	40	392	95	55	552	52	120	260	71	2392
Apprch %	4.9	93.1	2.0	7.6	74.4	18.0	8.3	83.8	7.9	26.6	57.6	15.7	
Total %	1.5	29.4	0.6	1.7	16.4	4.0	2.3	23.1	2.2	5.0	10.9	3.0	

Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

(1)

File Name : H0803048
Site Code : 00000000
Start Date : 3/12/2008
Page No : 3

	LA PEER DRIVE Southbound				GREGORY WAY Westbound				LA PEER DRIVE Northbound				GREGORY WAY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection 05:00 PM																	
Volume	7	303	7	317	15	74	37	126	20	116	7	143	47	114	22	183	769
Percent	2.2	95.6	2.2		11.9	58.7	29.4		14.0	81.1	4.9		25.7	62.3	12.0		
05:30 Volume	2	85	3	90	9	23	8	40	3	41	1	45	15	25	4	44	219
Peak Factor																	0.878
High Int. 05:30 PM					05:30 PM				05:30 PM				05:00 PM				
Volume	2	85	3	90	9	23	8	40	3	41	1	45	10	34	5	49	
Peak Factor				0.881				0.788				0.794				0.934	



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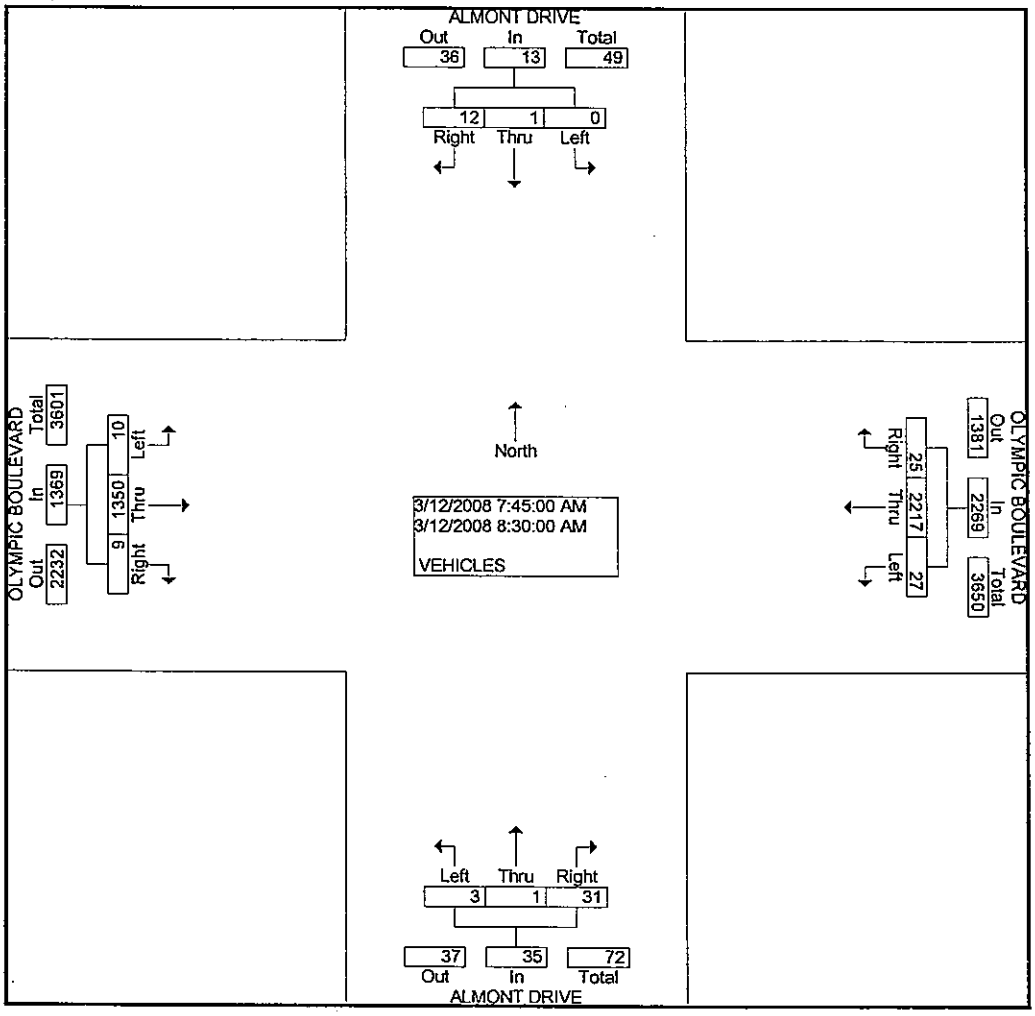
Irvine, CA. 92614

File Name : H0803047
Site Code : 00000000
Start Date : 3/12/2008
Page No : 2

	ALMONT DRIVE Southbound				OLYMPIC BOULEVARD Westbound				ALMONT DRIVE Northbound				OLYMPIC BOULEVARD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	07:45 AM																
Volume	12	1	0	13	25	2217	27	2269	31	1	3	35	9	1350	10	1369	3686
Percent	92.3	7.7	0.0		1.1	97.7	1.2		88.6	2.9	8.6		0.7	98.6	0.7		
08:00 Volume	5	1	0	6	7	553	13	573	4	0	2	6	2	344	3	349	934
Peak Factor																	0.987
High Int.	08:00 AM				08:15 AM				07:45 AM				08:00 AM				
Volume	5	1	0	6	5	566	4	575	11	0	0	11	2	344	3	349	
Peak Factor				0.542				0.987				0.795				0.981	



Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

City: BEVERLY HILLS
N-S Direction: LA PEER DRIVE
E-W Direction: OLYMPIC BOULEVARD

File Name : H0803046
Site Code : 00000000
Start Date : 3/12/2008
Page No : 1

Groups Printed- VEHICLES

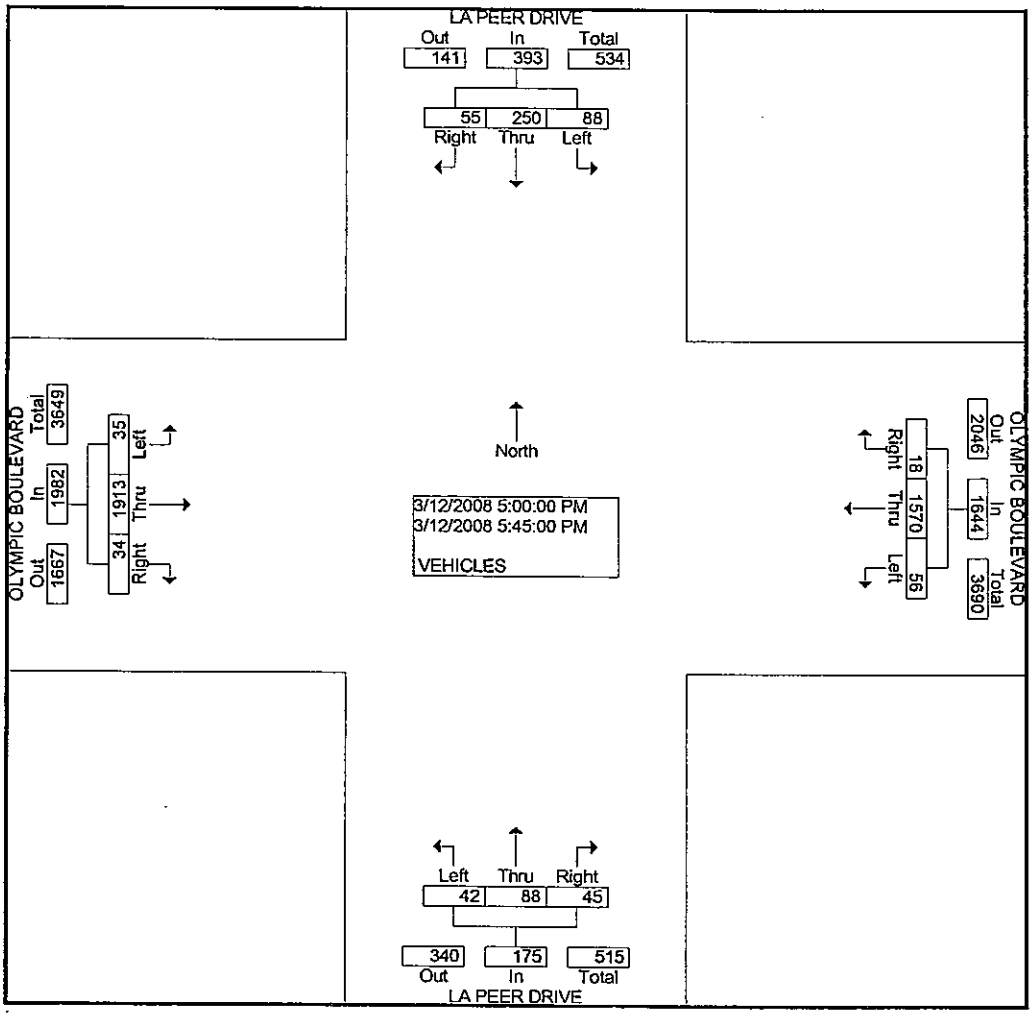
	LA PEER DRIVE Southbound			OLYMPIC BOULEVARD Westbound			LA PEER DRIVE Northbound			OLYMPIC BOULEVARD Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	4	2	2	0	384	1	4	5	3	1	135	0	541
07:15 AM	5	2	8	0	479	2	4	8	3	1	172	3	687
07:30 AM	7	5	9	6	556	2	0	24	2	3	236	4	854
07:45 AM	8	12	8	4	527	6	11	41	8	3	313	10	951
Total	24	21	27	10	1946	11	19	78	16	8	856	17	3033
08:00 AM	9	17	10	8	560	10	13	42	14	3	329	13	1028
08:15 AM	5	20	14	11	557	6	16	44	12	2	333	12	1032
08:30 AM	5	29	5	10	548	6	8	52	8	2	351	7	1031
08:45 AM	7	31	7	13	526	8	7	60	5	8	347	12	1031
Total	26	97	36	42	2191	30	44	198	39	15	1360	44	4122
*** BREAK ***													
04:00 PM	15	38	10	6	349	10	8	26	5	10	496	8	981
04:15 PM	17	42	23	3	348	16	14	22	12	13	548	5	1063
04:30 PM	17	46	22	4	327	12	15	20	16	10	491	14	994
04:45 PM	21	42	16	4	383	20	13	32	18	8	484	6	1047
Total	70	168	71	17	1407	58	50	100	51	41	2019	33	4085
05:00 PM	13	56	19	3	359	18	13	19	13	1	498	11	1023
05:15 PM	16	59	23	4	416	15	10	22	8	10	472	9	1064
05:30 PM	13	69	26	6	381	13	13	23	6	12	452	8	1022
05:45 PM	13	66	20	5	414	10	9	24	15	11	491	7	1085
Total	55	250	88	18	1570	56	45	88	42	34	1913	35	4194
Grand Total	175	536	222	87	7114	155	158	464	148	98	6148	129	15434
Apprch %	18.8	57.4	23.8	1.2	96.7	2.1	20.5	60.3	19.2	1.5	96.4	2.0	
Total %	1.1	3.5	1.4	0.6	46.1	1.0	1.0	3.0	1.0	0.6	39.8	0.8	

Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

(3)

File Name : H0803046
Site Code : 00000000
Start Date : 3/12/2008
Page No : 3

	LA PEER DRIVE Southbound				OLYMPIC BOULEVARD Westbound				LA PEER DRIVE Northbound				OLYMPIC BOULEVARD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	05:00 PM																
Volume	55	250	88	393	18	1570	56	1644	45	88	42	175	34	1913	35	1982	4194
Percent	14.0	63.6	22.4		1.1	95.5	3.4		25.7	50.3	24.0		1.7	96.5	1.8		
05:45 Volume	13	66	20	99	5	414	10	429	9	24	15	48	11	491	7	509	1085
Peak Factor																	0.966
High Int.	05:30 PM				05:15 PM				05:45 PM				05:00 PM				
Volume	13	69	26	108	4	416	15	435	9	24	15	48	1	498	11	510	
Peak Factor				0.910				0.945				0.911				0.972	



Transportation Studies, Inc.

1350 Reynolds Avenue, Ste 115
Irvine, CA. 92614

ocation : ALMONT DRIVE
egment : N/O OLYMPIC BLVD
lient : LL&G

Site: BEVERLY HILL
Date: 03/12/08

iterval	SB				NB				Combined				Day:	Wednesday
egin	AM		PM		AM		PM		AM		PM			
12:00	1	4	10	27	0	5	4	25	1	9	14	52		
12:15	3		6		2		3		5		9			
12:30	0		6		1		8		1		14			
12:45	0		5		2		10		2		15			
01:00	2	3	4	28	0	0	5	27	2	3	9	55		
01:15	1		7		0		6		1		13			
01:30	0		10		0		10		0		20			
01:45	0		7		0		6		0		13			
02:00	0	3	3	40	2	3	8	26	2	6	11	66		
02:15	2		12		0		8		2		20			
02:30	0		14		0		5		0		19			
02:45	1		11		1		5		2		16			
03:00	0	1	18	40	0	0	5	21	0	1	23	61		
03:15	0		8		0		4		0		12			
03:30	1		6		0		7		1		13			
03:45	0		8		0		5		0		13			
04:00	0	3	10	67	0	1	10	41	0	4	20	108		
04:15	2		12		1		10		3		22			
04:30	1		18		0		11		1		29			
04:45	0		27		0		10		0		37			
05:00	2	4	19	85	1	3	12	37	3	7	31	122		
05:15	0		22		2		11		2		33			
05:30	0		24		0		7		0		31			
05:45	2		20		0		7		2		27			
06:00	1	8	18	67	0	8	0	5	1	16	18	72		
06:15	2		18		2		1		4		19			
06:30	3		20		2		2		5		22			
06:45	2		11		4		2		6		13			
07:00	6	16	8	20	2	15	8	21	8	31	16	41		
07:15	3		3		5		4		8		7			
07:30	5		3		3		7		8		10			
07:45	2		6		5		2		7		8			
08:00	6	19	5	17	13	36	1	15	19	55	6	32		
08:15	1		3		7		5		8		8			
08:30	5		4		8		4		13		8			
08:45	7		5		8		5		15		10			
09:00	10	39	6	17	10	32	4	9	20	71	10	26		
09:15	10		2		9		2		19		4			
09:30	12		4		6		1		18		5			
09:45	7		5		7		2		14		7			
10:00	5	25	4	9	9	23	4	10	14	48	8	19		
10:15	4		2		2		3		6		5			
10:30	8		0		6		2		14		2			
10:45	8		3		6		1		14		4			
11:00	8	26	2	4	4	20	0	2	12	46	2	6		
11:15	7		0		6		1		13		1			
11:30	8		0		7		0		15		0			
11:45	3		2		3		1		6		3			
otals	151		421		146		239		297		660			
plit%	50.8		63.8		49.2		36.2							
Day Totals		572				385				957				
Day Splits		59.8				40.2								
eak Hour	08:45		04:45		08:00		04:30		08:45		04:45			
olume	39		92		36		44		72		132			
actor	0.81		0.85		0.69		0.92		0.90		0.89			

A-11

Data File : D0803129

APPENDIX B

INTERSECTION LEVEL OF SERVICE CALCULATION WORKSHEETS

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #1 La Peer Dr at Gregory Wy [Existing]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.380
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	9.9
Optimal Cycle:	0	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	23	230	20	5	116	21	15	27	28	14	203	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	230	20	5	116	21	15	27	28	14	203	13
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	230	20	5	116	21	15	27	28	14	203	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	230	20	5	116	21	15	27	28	14	203	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	230	20	5	116	21	15	27	28	14	203	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	23	230	20	5	116	21	15	27	28	14	203	13
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.08	0.85	0.07	0.03	0.82	0.15	0.21	0.39	0.40	0.06	0.88	0.06
Final Sat.:	61	605	53	24	563	102	141	253	262	42	605	39
Capacity Analysis Module:												
Vol/Sat:	0.38	0.38	0.38	0.21	0.21	0.21	0.11	0.11	0.11	0.34	0.34	0.34
Crit Moves:			****		****			****		****		
Delay/Veh:	10.5	10.5	10.5	9.1	9.1	9.1	8.5	8.5	8.5	10.2	10.2	10.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.5	10.5	10.5	9.1	9.1	9.1	8.5	8.5	8.5	10.2	10.2	10.2
LOS by Move:	B	B	B	A	A	A	A	A	A	B	B	B
ApproachDel:		10.5			9.1			8.5			10.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.5			9.1			8.5			10.2	
LOS by Appr:		B			A			A			B	
AllWayAvgQ:	0.5	0.5	0.5	0.2	0.2	0.2	0.1	0.1	0.1	0.4	0.4	0.4

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #1 La Peer Dr at Gregory Wy [With Project]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.394
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	10.1
Optimal Cycle:	0	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	24	236	20	5	119	21	15	29	30	15	209	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	236	20	5	119	21	15	29	30	15	209	13
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	236	20	5	119	21	15	29	30	15	209	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	24	236	20	5	119	21	15	29	30	15	209	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	236	20	5	119	21	15	29	30	15	209	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	236	20	5	119	21	15	29	30	15	209	13
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.09	0.84	0.07	0.03	0.83	0.14	0.20	0.39	0.41	0.06	0.89	0.05
Final Sat.:	61	600	51	23	559	99	131	254	263	43	600	37
Capacity Analysis Module:												
Vol/Sat:	0.39	0.39	0.39	0.21	0.21	0.21	0.11	0.11	0.11	0.35	0.35	0.35
Crit Moves:		****		****				****			****	
Delay/Veh:	10.7	10.7	10.7	9.2	9.2	9.2	8.6	8.6	8.6	10.4	10.4	10.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.7	10.7	10.7	9.2	9.2	9.2	8.6	8.6	8.6	10.4	10.4	10.4
LOS by Move:	B	B	B	A	A	A	A	A	A	B	B	B
ApproachDel:		10.7			9.2			8.6			10.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.7			9.2			8.6			10.4	
LOS by Appr:		B			A			A			B	
AllWayAvgQ:	0.6	0.6	0.6	0.2	0.2	0.2	0.1	0.1	0.1	0.5	0.5	0.5

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #1 La Peer Dr at Gregory Wy [Background]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.457
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	10.5
Optimal Cycle:	0	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	7	118	20	7	309	7	22	118	48	38	76	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	118	20	7	309	7	22	118	48	38	76	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	118	20	7	309	7	22	118	48	38	76	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	118	20	7	309	7	22	118	48	38	76	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	118	20	7	309	7	22	118	48	38	76	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	118	20	7	309	7	22	118	48	38	76	15
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.05	0.81	0.14	0.02	0.96	0.02	0.12	0.63	0.25	0.29	0.59	0.12
Final Sat.:	32	540	92	15	676	15	77	412	168	184	368	73
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.22	0.46	0.46	0.46	0.29	0.29	0.29	0.21	0.21	0.21
Crit Moves:			****		****			****			****	
Delay/Veh:	9.3	9.3	9.3	11.7	11.7	11.7	9.9	9.9	9.9	9.5	9.5	9.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.3	9.3	9.3	11.7	11.7	11.7	9.9	9.9	9.9	9.5	9.5	9.5
LOS by Move:	A	A	A	B	B	B	A	A	A	A	A	A
ApproachDel:		9.3			11.7			9.9			9.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.3			11.7			9.9			9.5	
LOS by Appr:		A			B			A			A	
AllWayAvgQ:	0.2	0.2	0.2	0.7	0.7	0.7	0.3	0.3	0.3	0.2	0.2	0.2

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #2 Almont Dr at Olympic Blvd [Existing]

Average Delay (sec/veh): 1.2 Worst Case Level Of Service: F[97.8]

Approach:	North Bound			South Bound			East Bound						West Bound					
Movement:	L	- T	- R	L	- T	- R	L	- T	- R				L	- T	- R			
Control:	Stop Sign			Stop Sign			Uncontrolled						Uncontrolled					
Rights:	Include			Include			Include						Include					
Lanes:	0	0	1! 0	0	0	0	0	0	1	0	1	0	2	1	0	1	0	2	1	0
Volume Module:																				
Base Vol:	3	1	31	0	1	12	10	1350		9	27	2217			25					
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00			1.00					
Initial Bse:	3	1	31	0	1	12	10	1350		9	27	2217			25					
Added Vol:	0	0	0	0	0	0	0	0		0	0	0			0					
PasserByVol:	0	0	0	0	0	0	0	0		0	0	0			0					
Initial Fut:	3	1	31	0	1	12	10	1350		9	27	2217			25					
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00			1.00					
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00			1.00					
PHF Volume:	3	1	31	0	1	12	10	1350		9	27	2217			25					
Reduct Vol:	0	0	0	0	0	0	0	0		0	0	0			0					
FinalVolume:	3	1	31	0	1	12	10	1350		9	27	2217			25					
Critical Gap Module:																				
Critical Gp:	7.5	6.5	6.9	xxxxx	6.5	6.9	4.1	xxxx	xxxxx		4.1	xxxx	xxxxx							
FollowUpTim:	3.5	4.0	3.3	xxxxx	4.0	3.3	2.2	xxxx	xxxxx		2.2	xxxx	xxxxx							
Capacity Module:																				
Cnflict Vol:	2168	3671	455	xxxx	3663	752	2242	xxxx	xxxxx		1359	xxxx	xxxxx							
Potent Cap.:	27	5	558	xxxx	5	357	234	xxxx	xxxxx		512	xxxx	xxxxx							
Move Cap.:	20	4	558	xxxx	5	357	234	xxxx	xxxxx		512	xxxx	xxxxx							
Volume/Cap:	0.15	0.22	0.06	xxxx	0.22	0.03	0.04	xxxx	xxxx		0.05	xxxx	xxxx							
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx		0.2	xxxx	xxxxx							
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	21.1	xxxx	xxxxx		12.4	xxxx	xxxxx							
LOS by Move:	*	*	*	*	*	*	C	*	*		B	*	*							
Movement:	LT	- LTR	- RT	LT	- LTR	- RT	LT	- LTR	- RT		LT	- LTR	- RT							
Shared Cap.:	xxxx	82	xxxxx	xxxx	xxxx	51	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx							
SharedQueue:	xxxxx	1.7	xxxxx	xxxxx	xxxx	0.9	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx							
Shrd ConDel:	xxxxx	78.4	xxxxx	xxxxx	xxxx	97.8	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx							
Shared LOS:	*	F	*	*	*	F	*	*	*		*	*	*							
ApproachDel:	78.4			97.8			xxxxxx				xxxxxx									
ApproachLOS:	F			F			*				*									

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #2 Almont Dr at Olympic Blvd [With Project]

Average Delay (sec/veh): 2.0 Worst Case Level Of Service: F[139.6]

Approach:	North Bound			South Bound			East Bound						West Bound					
Movement:	L	- T	- R	L	- T	- R	L	- T	- R				L	- T	- R			
Control:	Stop Sign			Stop Sign			Uncontrolled						Uncontrolled					
Rights:	Include			Include			Include						Include					
Lanes:	0	0	1! 0	0	0	0	0	0	1	0	1	0	2	1	0	1	0	2	1	0
Volume Module:																				
Base Vol:	3	1	32	0	1	18	14	1443		9	28	2355			27					
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00			1.00					
Initial Bse:	3	1	32	0	1	18	14	1443		9	28	2355			27					
Added Vol:	0	0	0	0	0	0	0	0		0	0	0			0					
PasserByVol:	0	0	0	0	0	0	0	0		0	0	0			0					
Initial Fut:	3	1	32	0	1	18	14	1443		9	28	2355			27					
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00			1.00					
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00			1.00					
PHF Volume:	3	1	32	0	1	18	14	1443		9	28	2355			27					
Reduct Vol:	0	0	0	0	0	0	0	0		0	0	0			0					
FinalVolume:	3	1	32	0	1	18	14	1443		9	28	2355			27					
Critical Gap Module:																				
Critical Gp:	7.5	6.5	6.9	xxxxx	6.5	6.9	4.1	xxxx	xxxxx		4.1	xxxx	xxxxx							
FollowUpTim:	3.5	4.0	3.3	xxxxx	4.0	3.3	2.2	xxxx	xxxxx		2.2	xxxx	xxxxx							
Capacity Module:																				
Cnflict Vol:	2317	3914	486	xxxx	3905	799	2382	xxxx	xxxxx		1452	xxxx	xxxxx							
Potent Cap.:	21	3	533	xxxx	3	333	206	xxxx	xxxxx		472	xxxx	xxxxx							
Move Cap.:	13	3	533	xxxx	3	333	206	xxxx	xxxxx		472	xxxx	xxxxx							
Volume/Cap:	0.23	0.34	0.06	xxxx	0.33	0.05	0.07	xxxx	xxxx		0.06	xxxx	xxxx							
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx		0.2	xxxx	xxxxx							
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	23.7	xxxx	xxxxx		13.1	xxxx	xxxxx							
LOS by Move:	*	*	*	*	*	*	C	*	*		B	*	*							
Movement:	LT	- LTR	- RT	LT	- LTR	- RT	LT	- LTR	- RT		LT	- LTR	- RT							
Shared Cap.:	xxxx	58	xxxxx	xxxx	xxxx	49	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx							
SharedQueue:	xxxxx	2.6	xxxxx	xxxxx	xxxx	1.4	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx							
Shrd ConDel:	xxxxx	140	xxxxx	xxxxx	xxxx	118.4	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx							
Shared LOS:	*	F	*	*	*	F	*	*	*		*	*	*							
ApproachDel:	139.6			118.4			xxxxxx				xxxxxx									
ApproachLOS:	F			F			*				*									

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #2 Almont Dr at Olympic Blvd [Background]

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Approach:	North Bound			South Bound			East Bound						West Bound					
Movement:	L	-	T - R	L	-	T - R	L	-	T - R				L	-	T - R			
Control:	Stop Sign			Stop Sign			Uncontrolled						Uncontrolled					
Rights:	Include			Include			Include						Include					
Lanes:	0	0	1! 0 0	0	0	0 1 0	1	0	2 1 0				1	0	2 1 0			
Volume Module:																		
Base Vol:	4	3	36	0	3	46	27	2100	22				11	1803	16			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00			
Initial Bse:	4	3	36	0	3	46	27	2100	22				11	1803	16			
Added Vol:	0	0	0	0	0	0	0	0	0				0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0				0	0	0			
Initial Fut:	4	3	36	0	3	46	27	2100	22				11	1803	16			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00			
PHF Volume:	4	3	36	0	3	46	27	2100	22				11	1803	16			
Reduct Vol:	0	0	0	0	0	0	0	0	0				0	0	0			
FinalVolume:	4	3	36	0	3	46	27	2100	22				11	1803	16			
Critical Gap Module:																		
Critical Gp:	7.5	6.5	6.9	xxxxx	6.5	6.9	4.1	xxxx	xxxxx				4.1	xxxx	xxxxx			
FollowUpTim:	3.5	4.0	3.3	xxxxx	4.0	3.3	2.2	xxxx	xxxxx				2.2	xxxx	xxxxx			
Capacity Module:																		
Cnflict Vol:	2790	4006	711	xxxx	4009	609	1819	xxxx	xxxxx				2122	xxxx	xxxxx			
Potent Cap.:	9	3	380	xxxx	3	443	342	xxxx	xxxxx				261	xxxx	xxxxx			
Move Cap.:	0	3	380	xxxx	3	443	342	xxxx	xxxxx				261	xxxx	xxxxx			
Volume/Cap:	xxxx	1.16	0.09	xxxx	1.17	0.10	0.08	xxxx	xxxx				0.04	xxxx	xxxx			
Level Of Service Module:																		
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx				0.1	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	16.4	xxxx	xxxxx				19.4	xxxx	xxxxx			
LOS by Move:	*	*	*	*	*	*	C	*	*				C	*	*			
Movement:	LT	-	LTR - RT	LT	-	LTR - RT	LT	-	LTR - RT				LT	-	LTR - RT			
Shared Cap.:	xxxx		0 xxxxx	xxxx	xxxx	39	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	5.0	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	398.4	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*	*	*	F	*	*	*				*	*	*			
ApproachDel:	xxxxxx			398.4			xxxxxx						xxxxxx					
ApproachLOS:	F			F			*						*					

Note: Queue reported is the number of cars per lane.

LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

Intersection: 3.
N-S St: La Peer Drive
E-W St: Olympic Boulevard
Project: Staples Office Supply Store
File: 2072976
Control Type: 2Ø Traffic Signal Split: No

La Peer Drive at Olympic Boulevard
Peak Hour: AM
Annual Growth: 1.00%

Date: 07/14/08
Date of Count: 2008
Projection Year: 2010

	2008 EXISTING TRAFFIC				2010 WITH AMBIENT GROWTH					2010 WITH CUMULATIVE PROJECTS					2010 WITH PROJECT TRAFFIC					2010 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	39	1	1600	0.024	1	40	1	1600	0.025	0	40	1	1600	0.025	0	40	1	1600	0.025	0	40	1	1600	0.025
Nb Thru	198	1	1600	0.151 *	4	202	1	1600	0.154 *	0	202	1	1600	0.154 *	1	203	1	1600	0.155 *	0	203	1	1600	0.155 *
Nb Right	44	0	0	-	1	45	0	0	-	0	45	0	0	-	0	45	0	0	-	0	45	0	0	-
Sb Left	36	1	1600	0.023 *	1	37	1	1600	0.023 *	0	37	1	1600	0.023 *	2	39	1	1600	0.024 *	0	39	1	1600	0.024 *
Sb Thru	97	1	1600	0.077	2	99	1	1600	0.079	0	99	1	1600	0.079	1	100	1	1600	0.080	0	100	1	1600	0.080
Sb Right	26	0	0	-	1	27	0	0	-	0	27	0	0	-	1	28	0	0	-	0	28	0	0	-
Eb Left	44	1	1600	0.028 *	1	45	1	1600	0.028 *	0	45	1	1600	0.028 *	1	46	1	1600	0.029 *	0	46	1	1600	0.029 *
Eb Thru	1360	3	4800	0.286	27	1387	3	4800	0.292	65	1452	3	4800	0.306	0	1452	3	4800	0.306	0	1452	3	4800	0.306
Eb Right	15	0	0	-	0	15	0	0	-	0	15	0	0	-	0	15	0	0	-	0	15	0	0	-
Wb Left	30	1	1600	0.019	1	31	1	1600	0.019	0	31	1	1600	0.019	0	31	1	1600	0.019	0	31	1	1600	0.019
Wb Thru	2191	3	4800	0.465 *	44	2235	3	4800	0.475 *	92	2327	3	4800	0.494 *	1	2328	3	4800	0.495 *	0	2328	3	4800	0.495 *
Wb Right	42	0	0	-	1	43	0	0	-	0	43	0	0	-	3	46	0	0	-	0	46	0	0	-
Yellow Allowance:				0.100					0.100					0.100					0.100					0.100
ICU				0.767					0.780					0.799					0.803					0.803
LOS				C					C					C					D					D

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Transportation Study Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.004
Significant Impact: No

Area Traffic Mitigation:

Total Vol.	*4122*				*84*	*4206*				*157*	*4363*				*10*	*4373*				*0*	*4373*			

APPENDIX C

INTERSECTION LEVEL OF SERVICE CALCULATION WORKSHEETS USING STAPLES OPERATIONAL INFORMATION

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #1 La Peer Dr at Gregory Wy [With Project (Staples Trip Rates)]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.394
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	10.1
Optimal Cycle:	0	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	24	236	20	5	120	21	15	29	31	15	209	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	236	20	5	120	21	15	29	31	15	209	13
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	236	20	5	120	21	15	29	31	15	209	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	24	236	20	5	120	21	15	29	31	15	209	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	236	20	5	120	21	15	29	31	15	209	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	236	20	5	120	21	15	29	31	15	209	13
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.09	0.84	0.07	0.03	0.83	0.14	0.20	0.39	0.41	0.06	0.89	0.05
Final Sat.:	61	599	51	23	560	98	130	251	268	43	599	37
Capacity Analysis Module:												
Vol/Sat:	0.39	0.39	0.39	0.21	0.21	0.21	0.12	0.12	0.12	0.35	0.35	0.35
Crit Moves:		****			****				****		****	
Delay/Veh:	10.7	10.7	10.7	9.2	9.2	9.2	8.6	8.6	8.6	10.4	10.4	10.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.7	10.7	10.7	9.2	9.2	9.2	8.6	8.6	8.6	10.4	10.4	10.4
LOS by Move:	B	B	B	A	A	A	A	A	A	B	B	B
ApproachDel:		10.7			9.2			8.6			10.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.7			9.2			8.6			10.4	
LOS by Appr:		B			A			A			B	
AllWayAvgQ:	0.6	0.6	0.6	0.2	0.2	0.2	0.1	0.1	0.1	0.5	0.5	0.5

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #2 Almont Dr at Olympic Blvd [With Project (Staples Trip Rates)]

Average Delay (sec/veh): 2.1 Worst Case Level Of Service: F[142.2]

Approach:	North Bound			South Bound			East Bound						West Bound					
Movement:	L	- T	- R	L	- T	- R	L	- T	- R				L	- T	- R			
Control:	Stop Sign			Stop Sign			Uncontrolled						Uncontrolled					
Rights:	Include			Include			Include						Include					
Lanes:	0	0 1!	0	0	0 0	0 1	0	1	0	2	1	0	1	0	2	1	0	
Volume Module:																		
Base Vol:	3	1	32	0	1	18	15	1444	9				28	2355	28			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00			
Initial Bse:	3	1	32	0	1	18	15	1444	9				28	2355	28			
Added Vol:	0	0	0	0	0	0	0	0	0				0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0				0	0	0			
Initial Fut:	3	1	32	0	1	18	15	1444	9				28	2355	28			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00			
PHF Volume:	3	1	32	0	1	18	15	1444	9				28	2355	28			
Reduct Vol:	0	0	0	0	0	0	0	0	0				0	0	0			
FinalVolume:	3	1	32	0	1	18	15	1444	9				28	2355	28			
Critical Gap Module:																		
Critical Gp:	7.5	6.5	6.9	xxxxx	6.5	6.9	4.1	xxxx	xxxxx				4.1	xxxx	xxxxx			
FollowUpTim:	3.5	4.0	3.3	xxxxx	4.0	3.3	2.2	xxxx	xxxxx				2.2	xxxx	xxxxx			
Capacity Module:																		
Cnflict Vol:	2320	3918	486	xxxx	3908	799	2383	xxxx	xxxxx				1453	xxxx	xxxxx			
Potent Cap.:	21	3	533	xxxx	3	333	206	xxxx	xxxxx				472	xxxx	xxxxx			
Move Cap.:	13	3	533	xxxx	3	333	206	xxxx	xxxxx				472	xxxx	xxxxx			
Volume/Cap:	0.23	0.34	0.06	xxxx	0.34	0.05	0.07	xxxx	xxxx				0.06	xxxx	xxxx			
Level Of Service Module:																		
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx				0.2	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	23.9	xxxx	xxxxx				13.1	xxxx	xxxxx			
LOS by Move:	*	*	*	*	*	*	C	*	*				B	*	*			
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT				LT -	LTR -	RT			
Shared Cap.:	xxxx	57	xxxxx	xxxx	xxxx	49	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	2.6	xxxxx	xxxxx	xxxx	1.4	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	142	xxxxx	xxxxx	xxxx	120.0	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shared LOS:	*	F	*	*	*	F	*	*	*				*	*	*			
ApproachDel:		142.2			120.0			xxxxxx						xxxxxx				
ApproachLOS:		F			F			*						*				

Note: Queue reported is the number of cars per lane.

LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

Intersection: 3.
N-S St: La Peer Drive
E-W St: Olympic Boulevard
Project: Staples Office Supply Store
File: 2072976 Staples Trips
Control Type: 2Ø Traffic Signal Split: No

La Peer Drive at Olympic Boulevard
Peak Hour: AM
Annual Growth: 1.00%

Date: 07/16/08
Date of Count: 2008
Projection Year: 2010

Movement	2008 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio	2010 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2010 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2010 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2010 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	39	1	1600	0.024	1	40	1	1600	0.025	0	40	1	1600	0.025	0	40	1	1600	0.025	0	40	1	1600	0.025
Nb Thru	198	1	1600	0.151 *	4	202	1	1600	0.154 *	0	202	1	1600	0.154 *	2	204	1	1600	0.156 *	0	204	1	1600	0.156 *
Nb Right	44	0	0	-	1	45	0	0	-	0	45	0	0	-	0	45	0	0	-	0	45	0	0	-
Sb Left	36	1	1600	0.023 *	1	37	1	1600	0.023 *	0	37	1	1600	0.023 *	2	39	1	1600	0.024 *	0	39	1	1600	0.024 *
Sb Thru	97	1	1600	0.077	2	99	1	1600	0.079	0	99	1	1600	0.079	1	100	1	1600	0.080	0	100	1	1600	0.080
Sb Right	26	0	0	-	1	27	0	0	-	0	27	0	0	-	1	28	0	0	-	0	28	0	0	-
Eb Left	44	1	1600	0.028 *	1	45	1	1600	0.028 *	0	45	1	1600	0.028 *	2	47	1	1600	0.029 *	0	47	1	1600	0.029 *
Eb Thru	1360	3	4800	0.286	27	1387	3	4800	0.292	65	1452	3	4800	0.306	0	1452	3	4800	0.306	0	1452	3	4800	0.306
Eb Right	15	0	0	-	0	15	0	0	-	0	15	0	0	-	0	15	0	0	-	0	15	0	0	-
Wb Left	30	1	1600	0.019	1	31	1	1600	0.019	0	31	1	1600	0.019	0	31	1	1600	0.019	0	31	1	1600	0.019
Wb Thru	2191	3	4800	0.465 *	44	2235	3	4800	0.475 *	92	2327	3	4800	0.494 *	2	2329	3	4800	0.495 *	0	2329	3	4800	0.495 *
Wb Right	42	0	0	-	1	43	0	0	-	0	43	0	0	-	4	47	0	0	-	0	47	0	0	-
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
ICU				0.767					0.780					0.799					0.804					0.804
LOS				C					C					C					D					D

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Transportation Study Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.005
Significant Impact: No

Area Traffic Mitigation:

Total Vol.	*4122*				*84*	*4206*				*157*	*4363*				*14*	*4377*				*0*	*4377*			

C-5

APPENDIX D

PROJECT DRIVEWAY LEVEL OF SERVICE CALCULATION WORKSHEETS

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #4 S. Dwy at Olympic Blvd [With Project]

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: C[15.9]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0	0	0 0 0	0	1	0 0 3	0	0	0 0 3	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	1	0	1513	0	0	2397	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	1	0	1513	0	0	2397	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	1	0	1513	0	0	2397	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	1	0	1513	0	0	2397	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	1	0	1513	0	0	2397	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	799	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	333	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	333	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	15.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	C	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			15.9			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		

Note: Queue reported is the number of cars per lane.