STAFF REPORT

CITY OF BEVERLY HILLS

For the Planning Commission
Meeting of March 24, 2009

TO: Planning Commission

FROM: Georgana Millican, Associate Planner

THROUGH: Jonathan Lait, AICP, City Planner

SUBJECT: A request for a Development Plan Review Permit to allow the construction of a new 3-story commercial building, and a request to allow participation in the City's In-Lieu Parking District for 37 parking spaces for the property located at **320 North Rodeo Drive**.

RECOMMENDATION

It is recommended that the Planning Commission adopt the attached resolution, conditionally approving a Development Plan Review Permit and in-lieu parking request for 37 parking spaces to allow the construction of a new, 3-story commercial building.

EXECUTIVE SUMMARY

At its meeting of February 12, 2009, the Planning Commission held a public hearing regarding the request for a Development Plan Review Permit (DPR) application and request to participate in the City's in-lieu parking district for the construction of an approximate 15,188 square foot, 3-story commercial building. A majority of Planning Commissioners requested that the applicant revise the project to include a level of subterranean parking and, at the applicant's request, the project was continued to allow preparation of a revised design

Subsequently, the applicant has prepared plans which include a subterranean level, but has advised staff that inclusion of this level eliminates ground floor retail area, is cost prohibitive and ultimately results in a design that detracts from project objectives and won't be pursued. In addition to analyzing the project with a subterranean level,

the applicant has submitted an alternate 2-story concept that includes three on grade parking spaces (no subterranean level).

DISCUSSION

Based on the Commission's interest to maximize the amount of on-site parking, the applicant's concern with including a subterranean garage level and a newly proposed, two-story design, there are three projects for discussion: 1) the proposed project, which is three-stories in height and contains two on-site parking spaces and requires 37 in-lieu parking spaces; 2) a three-story project with one subterranean parking level that as designed has seven on-site parking spaces and requires 31 in-lieu spaces (however, at least one parking space would need to be designated as a "staging space" for circulation resulting in six on-site spaces and the need for 32 in-lieu spaces); and 3) a 2-story building with three on-site parking spaces.

Proposed Project

The proposed project remains unchanged from that reviewed by the Commission on February 12, 2009. The establishment of the proposed project would replace an existing one-story building without any on-site parking or loading space with a new 15,188 square foot, three-story commercial building with two on-site parking spaces (one is designated as handicapped as required) and one truck loading space on-site. As proposed, the building would have two levels of retail space and a restaurant on the third level which is stepped back from the two lower levels. The first level would contain 4,907 square feet, the second level 4,312 square feet and the third level restaurant space 3,193 square feet (dining and bar area would be less than a 1,000 square feet). In addition, the building has a 2,776 square foot basement which consists of storage area for the building tenants.

The total square footage of the proposed building requires 39 parking spaces; however, the applicant proposes two parking spaces, plus one truck loading space on-site and has requested that the additional 37 spaces be provided through the City's in-lieu parking program. The on-site parking and loading space would be located in the rear of the building with all access provided off of the alley.

Three-Story with Subterranean Parking Level

As submitted for the Commission's review, the three-story with subterranean parking design has a total of six spaces in the underground parking plan with one additional parking space at grade and a loading space. In reviewing the subterranean parking plan, the City's traffic engineer determined that one of the parking spaces would have to be removed in order to have a "staging area" for parking circulation. With a circulation staging area in the garage, the total subterranean parking spaces are five plus the one space at grade for a total of six parking spaces on-site. This revised design resulted in an approximately 1000 square foot reduction in the square footage

of the ground floor and would require 30 in-lieu parking spaces compared to the 37 in-lieu spaces required for the proposed project.

Although revised plans have been prepared that include a subterranean parking level, the Applicant has submitted a letter (attached) citing reasons that the three-story plus subterranean parking design is not desirable and would not be constructed.

Two-Story with At-Grade Parking Option

The Applicant has also submitted a two-story building design that includes three at grade parking spaces plus a loading space for the Commission's consideration. This design eliminates the third story restaurant space and requires 31 total parking spaces, of which 28 would need to be provided via the in-lieu parking program. This design has been presented as a feasible development option by the Applicant should the Commission not be able to make the findings for the proposed project (three-story, no subterranean parking).

ANALYSIS

At the meeting of February 12, 2009 where the project was initially reviewed, the Commission expressed a desire to maximize the amount of parking that could be accommodated by the project on-site. As proposed, the proposed project would provide two on-site parking spaces compared to a possible six parking spaces with a subterranean garage. Should the Commission find that the additional four parking spaces provided on-site are required in order to make the necessary findings in support of the project; the Applicant has requested that the Commission either deny the proposed project or approve the two-story with at grade parking option.

The two-story design provides three on-site parking spaces compared with the two spaces provided with the proposed project and would reduce the number of required in-lieu parking spaces from 37 to 28. As indicated in the staff report for the Planning Commission meeting of February 12, 2009, (attached), and subject to the conditions identified below, staff supports the proposed project because the project meets all zoning requirements, including use, configuration, location, density, and height. Additionally, the project is not expected to generate any significantly adverse traffic impacts or traffic safety hazards and access to the project's on-site parking and loading space will be provided via the rear alley, thereby limiting the possibility of any pedestrian-vehicle conflicts or pedestrian safety hazards. Finally, the project's anticipated parking demand can be accommodated within existing off-street parking locations in the vicinity of the project site, such that participation in the in-lieu parking district will not generate an adverse impact on existing parking facilities. Therefore, it is anticipated that participation in the in-lieu parking district would not adversely affect

existing and anticipated development in the vicinity of the project site, and will promote harmonious development of the area.

PUBLIC NOTICE AND COMMENTS

Notice of the proposed project and public hearing was mailed on January 30, 2009 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. Notice of the continued public hearing meeting date of March 24, 2009 was mailed to the original mailing radius on March 19, 2009. As of the date of preparation of this staff report, no letters or phone calls have been received in regard to the proposed project.

RECOMMENDATION

Based on the foregoing analysis and pending the information and conclusions that may result from testimony received at the public hearing and Planning Commission deliberations, staff recommends that the Planning Commission request a resolution approving the original three-story with parking at grade design, subject to the following conditions:

1. A total of 37 in-lieu parking spaces shall be approved for use in the development of the project.

2. Prior to the issuance of a Certificate of Occupancy, the applicant shall provide proof of free off-site employee parking, to the satisfaction of the Director of Community Development.

3. The City shall retain on-going jurisdiction to review the lease arrangements for off-site employee parking to ensure that such parking continues to satisfy employee parking demand.

4. Maximum dining and bar area on the site shall not, at any time, exceed 1,000 square feet. Should additional dining and bar space be proposed, additional parking spaces would be required.

5. Basement floor level shall be limited to storage for the retail and restaurant uses, mechanical room, elevator and stairs. No area in the basement shall be used for any retail, commercial, office or restaurant use other than storage.

6. All uses in the building shall comply with §10-3-3303 (Eligible Uses) of the BHMC, as the in-lieu parking is only available to uses specified in the BHMC.

7. A construction management plan shall be submitted to and approved by the Director of Community Development prior to the issuance of any building permits.

Georgana Millican
Associate Planner

Attachments:
1. Letter from the Applicant
2. Draft Resolution
3. Memo from Chad Lynn
4. Staff Report dated February 12, 2009
5. Categorical Exemption Supporting Documentation
6. Traffic Study
7. Parking Study
8. Noise, Air Quality and Water Quality

Attachment 1

Letter from the Applicant

Helms Hall of Fame
8758 Venice Boulevard
Los Angeles, CA 90034
Telephone: 310.204.1865
Facsimile: 310.836.2208
wally@wnmrealty.com

WALTER N. MARKS INCORPORATED
REALTORS

Walter N. Marks
Founder
Walter N. Marks, Jr.
Walter N. Marks, III

Memorandum

To: City of Beverly Hills
PLANNING COMMISSION

From: Wally Marks

CC: Georgana Millican

Date: Monday, March 09, 2009

Re: **322 North Rodeo Drive**

Abstract: The purpose of this memo is to describe my perspective on the revised drawings for our new project located at 322 North Rodeo Drive.

Our team has been able to achieve the objective brought forth at the Planning Commission hearing on this project back on February 12, 2009. Again, the objective was to create an underground level of parking to provide for the maximum number of car spaces while including some tenant storage.

On February 23, 2009, we met at City Hall with a Building and Safety official to review key aspects with respect to parking, exiting and safety. This new underground parking plan provides for 6 cars, of which one is designated for handicap in the underground area.

With the objective met, I have reservations with respect to constructing a building in this manner. Here are my issues:

1. The first floor leaseable space for our tenant will be reduced by over 1,000sf from the originally submitted.
2. The first floor leaseable space is rather convoluted and is less than ideal for an efficient and flexible layout. The most valuable space for my tenant is reduced drastically.
3. The linear frontage for our tenant is reduced to approximately 38 feet. This number is a key component for luxury retailers.
4. The usable basement space for both the retailer and the restaurateur is reduced by 58% or 1,167sf and 74% or 641sf respectively.
5. The actually layout of the underground car spaces is oddly shaped and truly not practical for at least two of the vehicles.

Confidential

6. The net gain in parking spaces comparing the original submitted plan and this revised plan is 5 car spaces. I have yet to receive an estimate from our general contractor for the additional cost of the revised scheme. However, I would not be surprised if the quote is over 7 figures.
7. The underground parking area will be a secured area due to the nature of my tenant's business. This means that the security gate at the entry point to the underground parking will be closed and only available to the Tenant's employees.
8. The overall building design is much less efficient. This in turn means my tenant does not achieve the building that suits his needs for productivity and profitability. I fear of losing this tenant due to the changes proposed.

Confidential

Attachment 2

Draft Resolution

RESOLUTION NO.

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF BEVERLY HILLS CONDITIONALLY APPROVING A DEVELOPMENT PLAN REVIEW PERMIT AND PARTICIPATION IN THE CITY'S IN-LIEU PARKING DISTRICT FOR THE PROPERTY LOCATED AT 320 NORTH RODEO DRIVE.

The Planning Commission of the City of Beverly Hills hereby finds, resolves and determines as follows:

Section 1. Walter Marks, Applicant, on behalf of Walter N. Marks, Inc., (collectively the "Applicant") has submitted an application for a Development Plan Review Permit and a request to participate in the City's in-lieu parking district to allow the construction of a new three-story commercial building with partial basement level on the property located at 320 North Rodeo Drive (the "Project").

The Project site is located on the east side of 300 block of North Rodeo Drive between Dayton Way to the south and Brighton Way to the north. The project site is surrounded by commercial buildings that vary between one and three stories. The surrounding commercial development predominately consists of retail and restaurant space. The property immediately north of the subject site is developed with a three-story commercial building, while the property immediately south of the subject site is a two-story commercial building. Delivery access to the subject site is provided via a rear alley.

The applicant proposes to replace an existing one-story building without any on-site parking or loading space with a new 15,188 square foot, 3-story commercial building with two parking spaces and one loading space on-site. As proposed the building would have two

levels of retail space and a restaurant on the third level which is stepped back from the lower two levels. The first level would consist of 4,907 square feet, the second level 4,312 square feet and the third level restaurant space 3,193 square feet (dining and bar area would be less than a 1,000 square feet). In addition, the building has a 2,776 square foot basement which consists of storage rooms for the retail and restaurant tenants.

Section 2. The Planning Commission conducted a duly noticed public hearing on February 12, 2009 and March 24, 2009, at which time oral and documentary evidence was received concerning the application.

Section 3. The Project has been environmentally reviewed pursuant to the California Environmental Quality Act (Public Resources Code Sections 21000, et seq. ("CEQA"), the State CEQA Guidelines (California Code of Regulations, Title 14, Sections 15000 *et seq.*), and the City's environmental guidelines. A Class 32 Categorical Exemption has been issued pursuant to CEQA Guidelines Section 15332 (infill development) because the Project meets the following environmental criteria:

(a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations;

(b) The proposed development occurs within city limits on a project site of no more than 5 acres substantially surrounded by urban uses;

(c) The project site has no value as habitat for endangered , rare or threatened species;

(d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality; and

(e) The site can be adequately served by all required utilities and public services.

The Project complies with the above-referenced conditions, based on the following information:

(a) The Project has been found to be consistent with the applicable general plan land use designation and all applicable general plan policies. Additionally, the Project has been reviewed for conformance with the applicable zoning designation and all zoning regulations and development standards.

(b) The Project is located at 320 North Rodeo Drive, which is located within the City of Beverly Hills city limits. Additionally, the Project site is substantially surrounded by urban uses on all sides, and the project site is approximately 0.175 acres in size, which is well within the required 5-acre limit.

(c) The Project site was previously developed with a one-story commercial building, and has remained as such until present day. Because the Project site is already developed with a commercial building, the site does not hold any value as habitat for endangered, rare, or threatened species.

(d) A traffic study was prepared in conjunction with the Project, which found that based on the anticipated trip generation of the retail and office uses, the Project will not generate any significant impacts related to traffic. Additionally, a study was prepared to analyze potential impacts related to noise, air quality, and water quality at a project similar in size, scale and location to the current project. That study found that minor, short-term impacts may be generated during construction of the Project, but that once complete, the Project would not generate any significant impacts related to noise, air quality, or water quality.

(e) Because the Project site has been previously developed, and is consistent with the requirements of the general plan, it can be adequately served by all required utilities and public services.

Section 4. Notice of the Project and public hearing was mailed on January 30, 2009 and March 12, 2009 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 Project site. On February 12, 2009 and March 24, 2009, the Planning Commission considered the application at a duly noticed public meeting. Evidence, both written and oral, was presented at said meetings.

Section 5. In considering the application for Development Plan Review Permit, the Planning Commission considered the following criteria:

1. Whether the Project is consistent with the general plan and any specific plans adopted for the area;

2. Whether the Project will adversely affect existing and anticipated development in the vicinity and will promote harmonious development of the area;

3. Whether the nature, configuration, location, density, height and manner of operation of any commercial development proposed by the Project will significantly and adversely interfere with the use and enjoyment of residential properties in the vicinity of the subject property;

4. Whether the Project will create any significantly adverse traffic impacts, traffic safety hazards, pedestrian-vehicle conflicts, or pedestrian safety hazards; and

5. Whether the Project will be detrimental to the public health, safety or general welfare.

Section 6. Based on the foregoing, the Planning Commission hereby finds and determines as follows:

1. The Project meets all zoning requirements and is consistent with the requirements and guidance of the General Plan for commercial uses located within the Business Triangle. The Project site is surrounded by commercial development, and the Project would therefore be a harmonious addition to the area. Additionally, the Project is consistent with any specific plans adopted for the area.

2. As discussed in Finding 1 above, the Project is consistent with the development standards established in the City's Municipal Code and General Plan. Existing uses along North Rodeo Drive consist of commercial buildings between one and three stories in height, which contain uses such as retail, restaurant, and office space. Construction of the Project will not adversely affect existing and anticipated development on the adjacent, commercially-zoned properties, as the Project is consistent with the existing commercial uses.

3. The Project meets all zoning requirements, including use, configuration, location, density, and height. Additionally, the Project site is located more than 500 feet from the nearest properties zoned for residential uses. Based on the Project's location and adherence to the BHMC, the Project will not significantly and adversely interfere with the use and enjoyment of residential properties in the vicinity of the subject property.

4. As part of the application for Development Plan Review, a traffic study was prepared to analyze any potential impacts that might be generated by vehicles associated with the Project. The traffic study identified the number of hourly and daily vehicle trips expected to be generated by the Project, and concluded that, based on existing traffic volumes

and infrastructure capacities; the Project would not generate any significant impacts related to traffic. The information contained in the traffic analysis was reviewed and confirmed by the City's traffic engineers, and the Project is therefore not expected to generate any significantly adverse traffic impacts or traffic safety hazards. Additionally, access to the Project's on-site parking and loading spaces is provided via the rear alley, thereby limiting the possibility of any pedestrian-vehicle conflicts or pedestrian safety hazards.

5. The Project is designed to be consistent with surrounding development, and compatible with the existing retail and restaurant uses along North Rodeo Drive. Because the Project has been designed in conformance with the BHMC, and based on the discussions and analysis in Findings 1-4 above, the Project will not be detrimental to the public health, safety, or general welfare.

Section 7. In considering the application for In-Lieu Parking, the Planning Commission considered the following criteria:

1. Whether participation in the in-lieu parking district, as approved, will adversely affect existing and anticipated development in the vicinity and will promote harmonious development of the area;

2. Whether participation in the in-lieu parking district, as approved, will create any significantly adverse traffic safety impacts, pedestrian-vehicle conflicts, or parking impacts; and

3. Whether participation in the in-lieu parking district will be detrimental to the public health, safety and welfare.

Section 8. Based on the foregoing, the Planning Commission hereby finds and determines as follows:

1. The Project is consistent with the General Plan and Municipal Code. Although the in-lieu parking request will generate additional demand on the existing parking facilities, the parking study prepared in conjunction with the project suggests that a sufficient number of parking spaces are available in existing public parking structures to accommodate the 37 in-lieu parking spaces. Although the number of available parking spaces discussed in the parking study was not independently verified by staff, the City's Parking Operations Division reviewed the study and verified that sufficient space is available within the public parking structures to accommodate a minimum of 37 additional vehicles throughout the day.

The parking study prepared by the applicant reviewed three public parking structures located at 9510 Brighton Way, 345 North Beverly Drive, and 421 North Beverly Drive, all of which are located within 500 feet of the project site. In addition, private off-street parking and on-street parking was also surveyed. The peak parking demand occurs between the hours of 12:00 p.m. and 3:00 p.m. with the peak hour being 1 p.m. A minimum of 86 parking spaces remain available in the public and private lots at all times, an amount sufficient to accommodate the proposed project. It should be noted that the parking demand study was completed prior to the opening of the parking structure at the Beverly Hills Garden and Montage Hotel site. The Public Gardens parking garage has a total of 419 City-controlled parking spaces that are available for public use, in addition to the 753 code-required parking spaces that are provided for use by the hotel, condominiums, and public gardens.

The Project is in compliance with the General Plan and Municipal Code, and has been found to not generate an adverse impact on existing parking facilities, participation in the in-lieu parking district will not adversely affect existing and anticipated development in the vicinity of the Project, and will promote harmonious development of the area.

2. Per City review and as discussed in the parking and traffic study prepared for the project, and in Finding 1 above, sufficient information is available to demonstrate that participation in the in-lieu parking district will not generate significantly adverse impacts related to traffic safety, pedestrian-vehicle conflicts, or parking.

The Project will not impact traffic safety due to the fact that sufficient parking is available to accommodate the requested in-lieu parking spaces. Additionally, existing signage and roadways are in place to direct traffic and accommodate customers, while limiting the possibility of traffic safety impacts. It is expected that customers of the proposed retail and restaurant uses would be frequenting other buildings within the Business Triangle, in addition to the project site, and that the amount of parking demand generated specifically by the proposed project would be minimal, and therefore would not generate any significantly adverse parking impacts.

3. As discussed in Findings 1 and 2 above, participation in the in-lieu parking district will not create any significant adverse traffic safety impacts, pedestrian-vehicle conflicts, or parking impacts. Additionally, participation in the in-lieu parking district will not adversely impact existing or future development, and therefore will not be detrimental to the public health, safety and welfare.

Section 9. Based on the foregoing, the Planning Commission hereby approves the Development Plan Review Permit and request to participate in the City's in-lieu parking district, subject to the following conditions:

1. A total of 37 in-lieu parking spaces shall be approved for use in the development of the project.

2. Prior to the issuance of a Certificate of Occupancy, the applicant shall provide proof of free off-site employee parking, to the satisfaction of the Director of Community Development.

3. The City shall retain on-going jurisdiction to review the lease arrangements for off-site employee parking to ensure that such parking continues to satisfy employee parking demand.

4. Maximum dining and bar area on the site shall not, at any time, exceed 1,000 square feet. Should additional dining and bar space be proposed, additional parking spaces would be required.

5. Basement floor level shall be limited to storage for the retail and restaurant uses, mechanical room, elevator and stairs. No area in the basement shall be used for any retail, commercial, office or restaurant use other than storage.

6. All uses in the building shall comply with §10-3-3303 (Eligible Uses) of the BHMC, as the in-lieu parking is only available to uses specified in the BHMC.

7. A construction management plan shall be submitted to and approved by the Director of Community Development prior to the issuance of any building permits.

8. The City expressly reserves jurisdiction relative to traffic and parking issues. In the event the Director determines that operation of the use at this site is having unanticipated traffic and parking impacts, the Director shall require the Applicant to pay for a parking demand analysis. After reviewing the parking demand analysis, if, in the opinion of the Director, the parking and traffic issues merit review by the Planning Commission, the Director shall schedule a hearing in front of the Planning Commission in accordance with the provisions of Article 19.5 of Chapter 3 or Title 10 of the Beverly Hills Municipal Code. The Planning Commission shall

conduct a noticed public hearing regarding the parking and traffic issues and may impose additional conditions as necessary to mitigate any unanticipated traffic and parking impacts caused by the proposed Project, and the Applicant shall forthwith comply with any additional conditions at its sole expense.

9. The Project shall substantially comply with the plans submitted to and reviewed by the Planning Commission at its meeting of February 12, 2009.

10. These conditions shall run with the land and shall remain in full force for the duration of the life of the Project.

11. This resolution approving the Development Plan Review Permit and In-Lieu Parking Request shall not become effective until the owner of the Project site records a covenant, satisfactory in form and content to the City Attorney, accepting the conditions of approval set forth in this resolution. The covenant shall include a copy of this resolution as an exhibit. The Applicant shall deliver the executed covenant to the Department of Planning & Community Development **within 60 days** of the Planning Commission decision. At the time that the Applicant delivers the covenant to the City, the Applicant shall also provide the City with all fees necessary to record the document with the County Recorder. If the Applicant fails to deliver the executed covenant within the required 60 days, this resolution approving the Project **shall be null and void and of no further effect**. Notwithstanding the foregoing, the Director of Community Development may, upon a request by the Applicant, grant a waiver from the 60 day time limit if, at the time of the request, the Director determines that there have been no substantial changes to any federal, state or local law that would affect the Project.

Section 10. The Secretary of the Planning Commission shall certify to the passage, approval, and adoption of this resolution, and shall cause this resolution and his/her Certification to be entered in the Book of Resolutions of the Planning Commission of the City.

Adopted:

_____
Nanette H. Cole
Chair of the Planning Commission of the
City of Beverly Hills, California

Attest:

_____
Secretary

Approved as to form:

_____
David M. Snow
Assistant City Attorney

Approved as to content:

_____
Jonathan Lait, AICP
City Planner

Attachment 3

Memo from Chad Lynn

CITY OF BEVERLY HILLS

DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT

JANUARY 26, 2009

TO: Honorable Planning Commissioners

FROM: Chad Lynn, Director of Parking Operations

SUBJECT: **320 North Rodeo Drive - In-Lieu Parking**

Dear Commissioners,

The Parking Operations Division has reviewed the parking study prepared for the project located at 320 North Rodeo Drive and is responding to the specific request of 37 in-lieu parking spaces.

The days of the week and date (Thursday, August 7th and Saturday, August 9th) of the study are consistent with the peak weekday and weekend days of operations observed in City parking facilities.

While the study shows available parking capacity located within three City parking structures located at 9510 Brighton Way, 345 North Beverly Drive, and 421 North Beverly Drive, staff does not recommend adding demand to parking facilities already showing occupancy over 90%, such as 9510 Dayton Way and 345 North Beverly Drive. A parking study for the project located at 332 North Rodeo Drive identified an additional parking facility over the three facilities identified for the parking study completed for the 320 North Rodeo Drive project. The additional parking facility is 440 North Camden Drive that was shown to have a minimum of 150 parking spaces available at all times, including the peak demand times. In addition, the City controls approximately 419 parking spaces within the Montage Public Gardens Parking Facility, which are made available for public use.

Based on the total number of parking locations in the acceptable radius and including the twenty spaces that were recently approved for the 332 North Rodeo project which has the same parking structures identified, staff believes that the demand can be met by the available capacity provided.

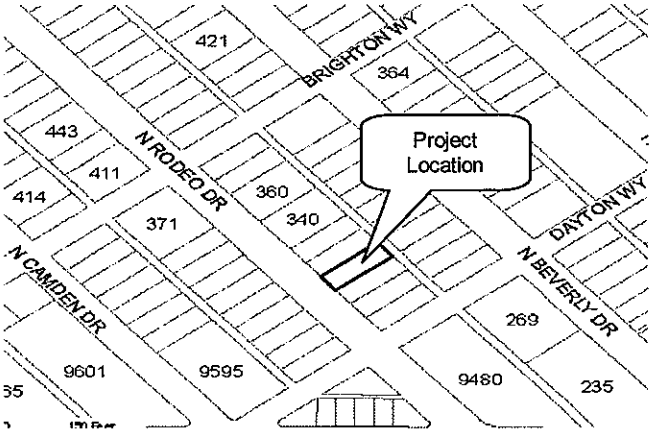
Attachment 4

Staff Report dated February 12, 2009

STAFF REPORT

CITY OF BEVERLY HILLS

For the Planning Commission
Meeting of February 12, 2009



TO: Planning Commission

FROM: Georgana Millican, Associate Planner

THROUGH: Jonathan Lait, AICP, City Planner

SUBJECT: A request for a Development Plan Review Permit to allow the construction of a new 3-story commercial building, and a request to allow participation in the City's In-Lieu Parking District with the purchase of 37 parking spaces for the property located at **320 North Rodeo Drive**.

RECOMMENDATION

It is recommended that the Planning Commission adopt the attached resolution approving the proposed project and its associated Development Plan Review Permit and in-lieu parking request.

EXECUTIVE SUMMARY

A Development Plan Review (DPR) application and request to participate in the City's in-lieu parking district has been submitted for the construction of an approximately 15,188 square foot, 3-story commercial building on the property located at 320 North Rodeo Drive. The first two levels of the proposed building would contain retail uses, while the third floor would be used for restaurant space.

GENERAL INFORMATION	
Applicant	Walter Marks
Project Owner	Walter N. Marks, Inc.

Zoning District	Commercial (C-3)

PROJECT DESCRIPTION AND AREA CHARACTERISTICS

Site Background. The subject site is located on the east side of the 300 block of North Rodeo Drive between Dayton Way to the south and Brighton Way to the north. The project site is surrounded by commercial buildings that vary between one and three stories. The surrounding commercial development predominately consists of retail and restaurant space. The property immediately north of the subject site is developed with a three-story commercial building, while the property immediately south of the subject site is a two-story commercial building. Delivery access to the subject site is provided via a rear alley.

Project Description. The applicant proposes to replace an existing one-story building without any on-site parking or loading space with a new 15,188 square foot, 3-story commercial building with two parking spaces and one van loading space on-site. As proposed the building would have two levels of retail space and a restaurant on the third level which is stepped back from the lower two levels. The first level would consist of 4,907 square feet, the second level 4,312 square feet and the third level restaurant space 3,193 square feet (dining and bar area would be less than a 1,000 square feet). In addition, the building has a 2,776 square foot basement which consists of storage rooms for the retail and restaurant tenants.

The total square footage of the proposed building requires 39 parking spaces; however, the applicant proposes two full-size (9'x19') parking spaces, plus one van loading space on-site and has requested that the additional 37 spaces be provided through the City's in-lieu parking program. The on-site parking and loading space would be located in the rear of the building with all access provided off of the alley.

Project Conformance Table

CATEGORY	EXISTING	PROPOSED	REQUIRED/ALLOWED
Lot Area	7,640 sq.ft.	No Change	No Change
Total Site Floor Area	7,300 sq.ft	15,188 sq.ft.	15,280 sq.ft. allowed
Floor Area Ratio (FAR)	0.96	1.98	2.0
Height/Stories	One-Story/24 feet	Three Stories/45 feet	Three Stories/45 feet
Parking Spaces	No on-site parking or loading	Two parking spaces/One Van Loading Space * 37 parking spaces proposed under the In-Lieu Parking Program	39 parking spaces/1 van loading space

PUBLIC NOTICE AND COMMENTS

Notice of the proposed project and public hearing was mailed on January 30, 2009 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. As of the date of preparation of this staff report, no letters or phone calls have been received in regard to the proposed project.

ENVIRONMENTAL DETERMINATION

This proposed project has been assessed in accordance with the authority and criteria contained in the California Environmental Quality Act (CEQA), the State CEQA Guidelines, and the environmental regulations of the City, and has been found to be exempt pursuant to Section 15332 of the CEQA Guidelines. Please see Attachment 2 for additional information regarding the Categorical Exemption.

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.***

The proposed project meets all zoning requirements and has been determined to be consistent with the requirements and guidance of the General Plan for commercial uses located within the Business Triangle. The subject site is surrounded by commercial development, and the proposed project would therefore be a harmonious addition to the area. Additionally, the proposed project is consistent with 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.***

As discussed in Finding 1 above, the proposed project is consistent with the development standards established in the City's Municipal Code and General Plan.

Existing uses along North Rodeo Drive consist of commercial buildings between one and three stories in height, which contain uses such as retail, restaurant, and some office space. Construction of the proposed project is not anticipated to adversely affect existing and anticipated development on the adjacent, commercially-zoned properties, as the project would be consistent with the existing commercial uses.

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.

As proposed, the project meets all zoning requirements, including use, configuration, location, density, and height. Additionally, the subject site is not located near any properties zoned for residential uses. Based on the proposed project's location and adherence to the BHMC, the project is not expected to 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.

As part of the application for Development Plan Review a traffic study was prepared to analyze any potential impacts that might be generated by vehicles associated with the proposed project. The traffic study identified the number of hourly and daily vehicle trips expected to be generated by the project, and concluded that based on existing traffic volumes and infrastructure capacities, the project would not generate any significant impacts related to traffic. The information contained in the traffic analysis was reviewed and confirmed by the City's traffic engineers, and the project is therefore not expected to generate any significantly adverse traffic impacts or traffic safety hazards. Additionally, access to the project's on-site parking and loading space will be provided via the rear alley, thereby limiting the possibility of any pedestrian-vehicle conflicts or pedestrian safety hazards.

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

The project has been designed to be consistent with surrounding development, and compatible with the existing commercial retail uses along North Rodeo Drive. Because the project has been designed in conformance with the BHMC, and based on the discussions and analysis in Findings 1-4 above, the proposed project is not anticipated to be detrimental to the public health, safety, or general welfare.

In-Lieu Parking

Pursuant to Section 10-3-3308 "Standard of Review", the Planning Commission shall approve an application for participation in the in-lieu parking district only if the Commission makes the following findings:

A) Participation in the in-lieu parking district, as approved, will not adversely affect existing and anticipated development in the vicinity and will promote harmonious development of the area.

The proposed project is consistent with the General Plan and Municipal Code. Although approval of the in-lieu parking request would generate additional demand on the existing parking facilities within the vicinity of the project, the parking study prepared in conjunction with the project (see Attachment 3) found that sufficient parking spaces appear to be available both on-street and in existing public parking structures to accommodate the requested 37 in-lieu parking spaces. The City's Parking Operations Division has reviewed the study and verified that sufficient space is available within the public parking structures to accommodate a minimum of 37 additional vehicles throughout the day.

The parking study prepared by the applicant reviewed three public parking structures located at 9510 Dayton Way, 345 North Beverly Drive, and 421 North Beverly Drive, all of which are located within 500 feet of the project site. In addition, private off-street parking and on-street parking was also surveyed. The peak parking demand occurs between the hours of 12:00 p.m. and 3:00 p.m. with the peak hour being 1 p.m. A minimum of 86 parking spaces remain available in the public and private lots at all times, an amount sufficient to accommodate the proposed project. It should be noted that the parking demand study was completed prior to the opening of the parking structure at the Beverly Hills Garden and Montage Hotel site. The Public Gardens parking garage has a total of 419 City-controlled parking spaces that are available for public use, in addition to the 753 code-required parking spaces that are provided for use by the hotel, condominiums, and public gardens.

Because the project is in compliance with the General Plan and Municipal Code, and has been found to not generate an adverse impact on existing parking facilities, it is anticipated that participation in the in-lieu parking district would not adversely affect existing and anticipated development in the vicinity of the project site, and will promote harmonious development of the area.

B) Participation in the in-lieu parking district, as approved, will not create any significantly adverse traffic safety impacts, pedestrian-vehicle conflicts, or parking impacts.

As discussed in Finding A above, participation in the in-lieu parking district would not generate significantly adverse impacts related to traffic safety, pedestrian-vehicle conflicts, or parking.

The project is not expected to impact traffic safety due to the fact that sufficient parking is available to accommodate the proposed project. Additionally, existing signage and roadways are in place to direct traffic and accommodate customers, while limiting the possibility of traffic safety impacts.

It is expected that customers of the proposed retail and restaurant uses would be frequenting other buildings within the Business Triangle, in addition to the project site, and that the amount of parking demand generated specifically by the proposed project would be minimal, and therefore would not generate any significantly adverse parking impacts.

C) Participation in the in-lieu parking district will not be detrimental to the public health, safety and welfare.

As discussed in Findings A and B above, participation in the in-lieu parking district is not expected to create any significant adverse traffic safety impacts, pedestrian-vehicle conflicts, or parking impacts. Additionally, participation in the in-lieu parking district is not anticipated to adversely impact existing or future development, and therefore would not be detrimental to the public health, safety and welfare.

RECOMMENDATION

Based on the foregoing analysis and pending the information and conclusions that may result from testimony received at the public hearing and Planning Commission deliberations, staff recommends that the Planning Commission approve the project, subject to the following conditions:

1. A total of 37 in-lieu parking spaces shall be approved for use in the development of the project.
2. Maximum dining and bar area on the site shall not, at any time, exceed 1,000 square feet. Should additional dining and bar space be proposed, additional parking spaces would be required.
3. Basement floor level shall be limited to storage for the retail and restaurant uses, mechanical room, elevator and stairs. No area in the basement shall be used for any retail, commercial, office or restaurant use other than storage.

4. All uses in the building shall comply with §10-3-3303 (Eligible Uses) of the BHMC, as the in-lieu parking is only available to uses specified in the BHMC.
5. A construction management plan shall be submitted to and approved by the Department of Community Development prior to the issuance of any building permits.

Georgana Millican
Associate Planner

Attachments:
1. Draft Planning Commission Resolution
2. Categorical Exemption Supporting Documentation
3. Traffic Study
4. Parking Study
5. Noise, Air Quality and Water Quality

Attachment 5

Categorical Exemption Supporting Documentation

CITY OF BEVERLY HILLS

DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT

MEETING DATE
FEBRUARY 12, 2009

TO: Honorable Planning Commissioners

FROM: Georgana Millican, Associate Planner

SUBJECT: **320 North Rodeo Drive - Categorical Exemption.**

In reference to the proposed three-story commercial building located at 320 North Rodeo Drive, a Categorical Exemption has been issued, exempting the proposed project from further environmental review. The proposed project was found to be exempt under Section 15332 (Class 32) of the CEQA guidelines. A Class 32 Categorical Exemption may be issued when a project is characterized as in-fill development and meets all of the following conditions:

1. **The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations;**

    - The proposed project has been found to be consistent with the applicable general plan land use designation and all applicable general plan policies. Additionally, the project has been reviewed for conformance with the applicable zoning designation and all zoning regulations and development standards.

2. **The proposed development occurs within city limits on a project site of no more than 5 acres substantially surrounded by urban uses;**

    - The proposed project is located at 320 North Rodeo Drive, which is located within the City of Beverly Hills city limits. Additionally, the project site is substantially surrounded by urban uses on all sides, and the project site is approximately 0.175 acres in size, which is well within the required 5-acre limit.

3. **The project site has no value as habitat for endangered , rare or threatened species;**

    - The project site was previously developed with a one-story commercial building, and has remained as such until present day. Because the project site is already developed with a commercial building, the site does not hold any value as habitat for endangered, rare, or threatened species.

4. **Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality; and**

    - A traffic study (Attachment 3) was prepared in conjunction with the proposed project, which found that based on the anticipated trip generation of the retail and office uses, the project will not generate any significant impacts related to traffic. Additionally, a study was prepared to analyze potential impacts related to noise, air quality, and water quality (Attachment 4) for a project similar in size to the current project. The study found that minor, short-term impacts may be generated during construction of the project, but that once complete, the project would not generate any significant impacts related to noise, air quality, or water quality. Based on the results of that study and the comparative size of the projects, it can be concluded that the findings would be the same. Both reports are attached for the Commission's reference.

5. **The site can be adequately served by all required utilities and public services.**

    - Because the project site has been previously developed, and is consistent with the requirements of the general plan, it can be adequately served by all required utilities and public services.

Georgana Millican, Associate Planner

Attachment 6

Traffic Study

Traffic Impact Analysis for the 320 North Rodeo Drive Project Beverly Hills, CA

February 2, 2009

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1. Introduction

This report documents the traffic study prepared for a proposed commercial development in the City of Beverly Hills. As proposed, the 320-324 North Rodeo Drive Project would consist of 3,000 square feet of quality restaurant and 12,627 square feet of specialty retail. The proposed Project would be located along the east side of Rodeo Drive between Brighton Way and Dayton Way. KOA Corporation was retained to study the potential traffic impacts of the proposed project.

The following sections examine the potential impacts of the project on traffic operations at select study area intersections during the weekday midday and afternoon peak hour and Saturday midday time periods. The scope and methodologies used for this traffic study were developed in consultation with the City of Beverly Hills staff. The project study area, as defined through consultation with City staff, encompasses four roadway intersections. Key tasks undertaken for this traffic analysis include: 1) definition of study approach, 2) determination of existing traffic conditions, 3) trip generation forecasts of the planned project land use, 4) assignment of Project-generated trips to the study area roadway system and, 5) evaluation of the impact of project traffic at the study intersections.

A. Project Location

The proposed project site would be located at 320-324 North Rodeo Drive the City of Beverly Hills. Figure 1 illustrates the study area and the site location in relation to surrounding street system.

B. Project Description

As proposed, the project consists of constructing a 3,000 square feet of quality restaurant and 12,627 square feet of specialty retail. Project would provide only three on-site parking spaces. Visitors to the site would use the public parking spaces along Beverly Drive, Brighton Way, Dayton Way and along the alley between Rodeo Drive and Beverly Drive. The proposed Project is anticipated to be in operation by 2012.

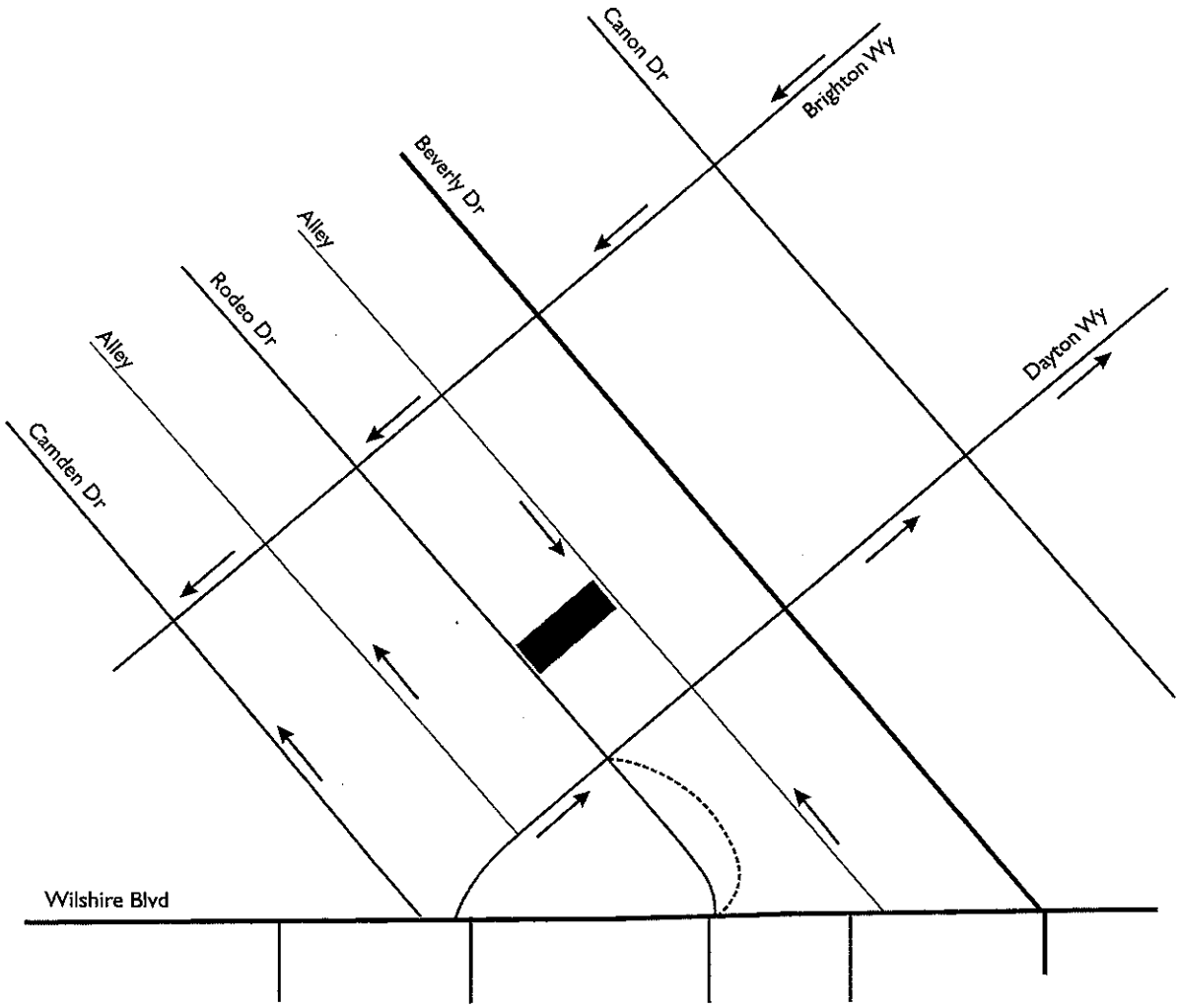
Figure 2 shows the Project site plan.

C. Project Study Area

In consultation with the City staff, four locations were defined as study intersections for this traffic analysis. The following list shows the study intersections:

1. Rodeo Drive and Brighton Way
2. Beverly Dive and Brighton Way
3. Rodeo Drive and Dayton Way
4. Beverly Drive and Dayton Way

The locations of the study intersections are illustrated in Figure 3.



LEGEND

Project Site

N

Not to Scale

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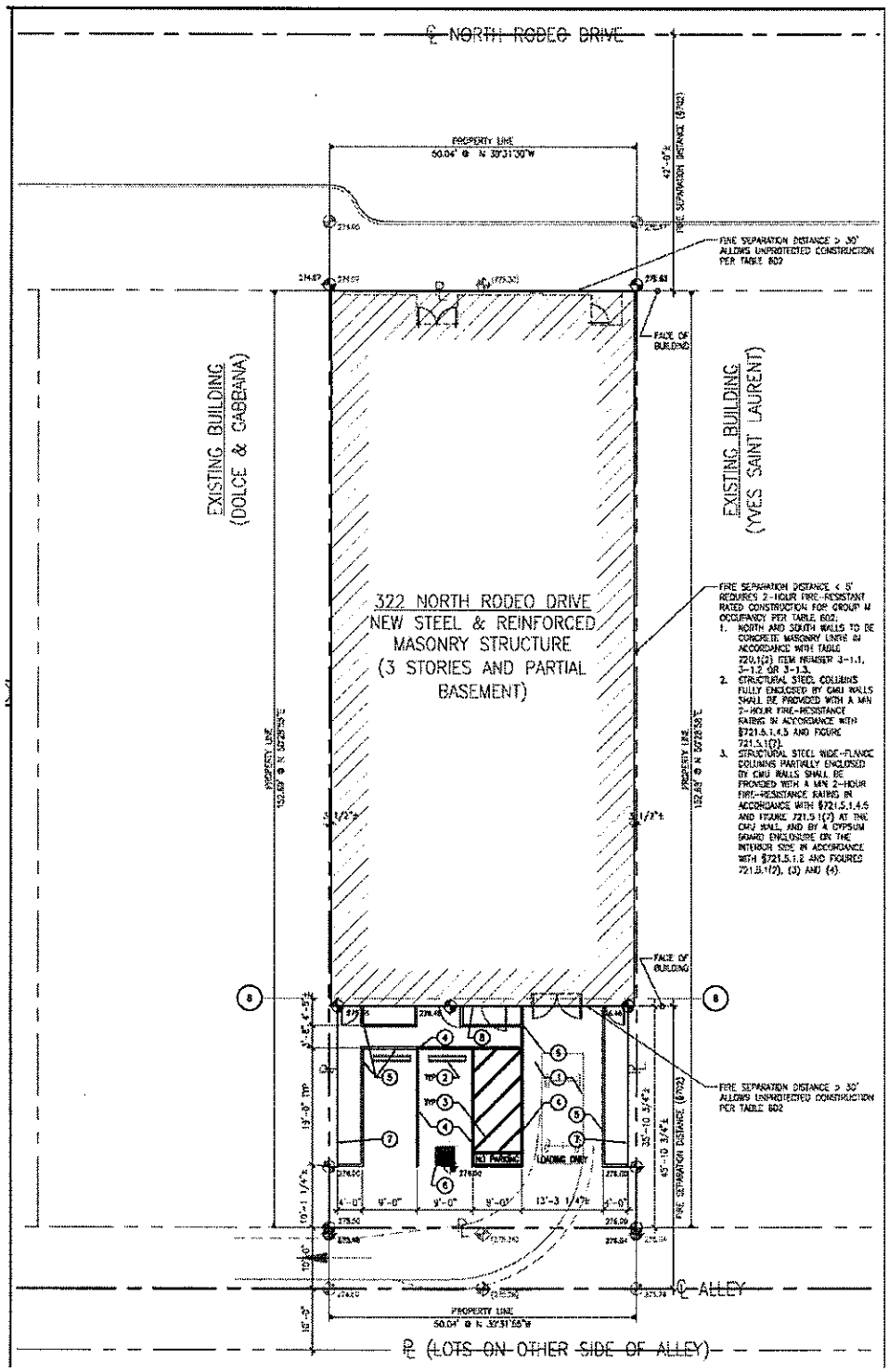
320 North Rodeo Drive Project - Traffic Impact Study

Figure 1

Project Site Location



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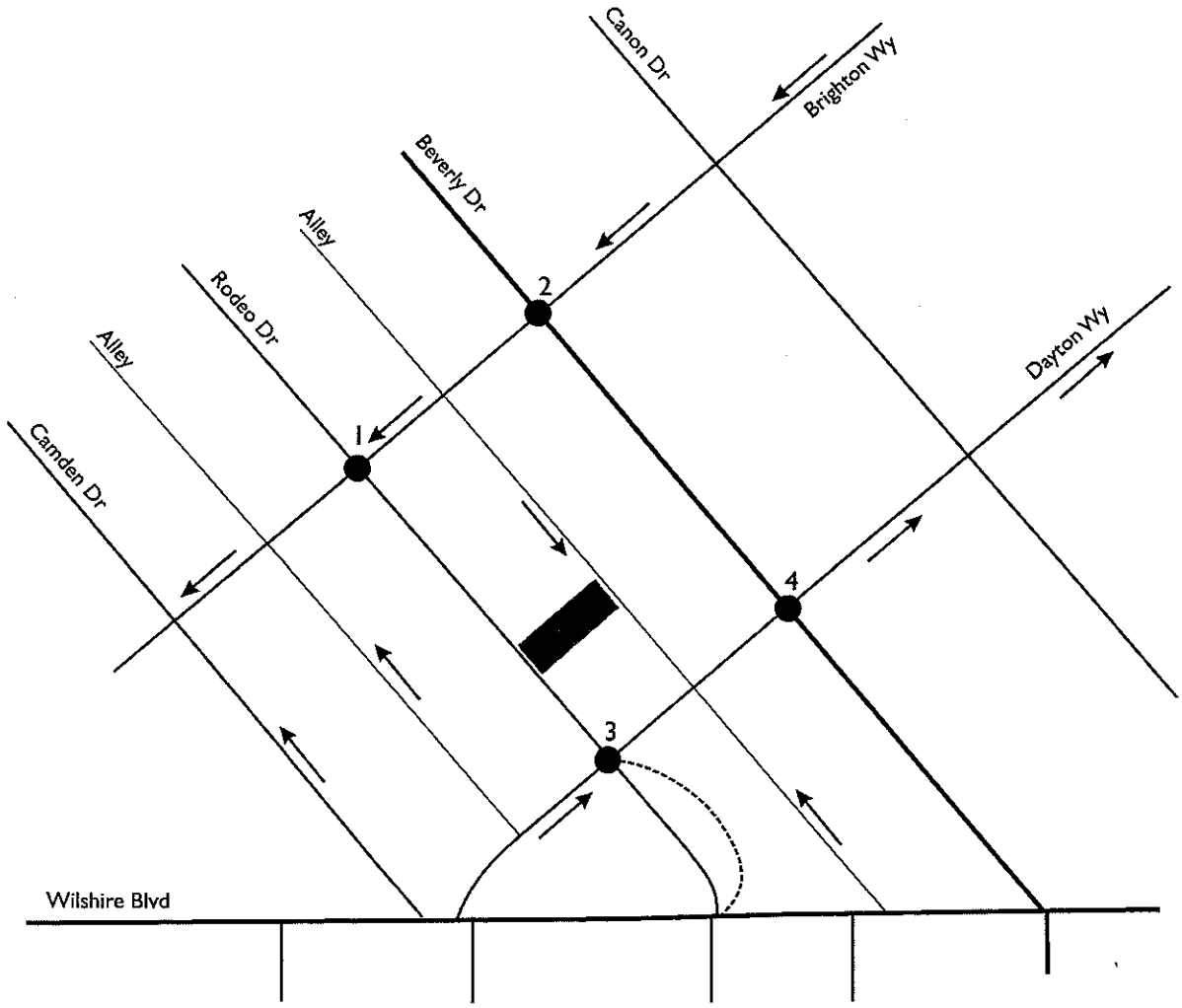
320 North Rodeo Drive Project - Traffic Impact Study

Figure 2

Project Site Plan



LEGEND

Project Site

Study Intersection

N

Not to Scale

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320 North Rodeo Drive Project - Traffic Impact Study

Figure 3

Study Intersections

D. Analysis Methodology

The project site is located within the City of Beverly Hills, an incorporated City within the County of Los Angeles. The City of Beverly Hills is the responsible agency for review and approval of the proposed Project. KOA discussed this project with the City at the start of this study to achieve consensus on assumptions and the overall study methodology. The City also provided the future base volumes (without the Project) from their in-house, city-wide TRAFFIX model. The City's model includes data on cumulative development projects within the City and surrounding area.

The following text describes the methodology for this report as proposed at the start of this study.

Study Scenarios

Weekday midday and afternoon peak hour and Saturday midday traffic operations were evaluated at the study intersections for each of the following traffic scenarios:

- Existing (Year 2008) Conditions
- Future (Year 2012) with Ambient Growth and Related Projects
- Future (Year 2012) with Ambient Growth and Related Projects and the Proposed Project

The TRAFFIX software was used to perform the level of service analysis of the street network. For analysis of Level of Service (LOS) at intersections, the City of Beverly Hills has designated the Intersection Capacity Utilization (ICU) methodology as the desired analytical tool for determining intersection operations and identifying significant impacts.

Existing Period Conditions

In order to define existing traffic conditions at the study intersections, peak hour turning movement counts were collected at the study intersections on a weekday during the hours of 12:00 PM to 4:00 PM and 4:00 PM to 6:00 PM and Saturday midday between 11:00 AM and 3:00 PM. The weekday midday and afternoon peak periods and Saturday midday peak period traffic counts are provided in Appendix B.

Fieldwork within the Project study area was undertaken to identify the lane characteristics of major roadways, to identify traffic control and approach lane configuration at each study intersection, and to identify the locations of on-street parking and transit stops. KOA compiled manual intersection turn movement counts that were conducted at the study intersections. The weekday counts were collected on November 19, 2008 (Wednesday) and the Saturday counts were collected on December 13, 2008.

The existing level of service at each of the study intersections is discussed in Section 2 of this report.

Future Period Conditions

In order to define regional traffic growth that could affect operations at the study intersections during the Project year (2012), an ambient/background traffic growth rate was defined. The chosen annual growth rate of 1% was utilized to increase existing (year 2008) traffic volumes to establish a future (year 2012) base traffic volumes.

Future Area Development Projects

In addition to future ambient growth, traffic from area related projects (approved and pending) was considered before examining traffic impacts from the proposed Project. KOA obtained from City staff information regarding approved projects and projects pending approval in the study area. The City provided the trip assignment and traffic volumes of the area related projects from their in-house, city-wide TRAFFIX model. The City's model includes data on cumulative development projects within the City and surrounding area.

The level of service for future conditions at the study intersections with traffic from related projects is discussed in Section 3 of this report.

Project Trip Generation and Distribution

Forecast Project trip generation was derived from the Institute of Transportation Engineers *Trip Generation, 7th Edition*. In order to calculate trip generation totals, trip rates per 1,000 square feet of commercial area established within *ITE's Trip Generation* were applied.

The methodology utilized for Project trip distribution calculations is discussed in Section 4 of this report.

Level of Service Analysis and Impacts

KOA quantitatively assessed weekday midday and afternoon peak hours and Saturday midday peak hour traffic impacts at the four study intersections. As established by the City of Beverly Hills, significant impacts of a proposed project at study intersections are determined based on several thresholds of significance depending on the level of service of the study location after the addition of project traffic. KOA analyzed the potential traffic impacts of the proposed project at all study intersections.

The level of service for future conditions with related project traffic and Project traffic at the study intersections is discussed in Section 5 of this report.

Level of Service Methodology

For analysis of Level of Service (LOS) at signalized intersections, City of Beverly Hills has designated the Intersection Capacity Utilization (ICU) methodology as the desired tool. The ICU method is a procedure that incorporates the effects of geometry and traffic signal operation and develops a v/c ratio for each separate movement, identifies those that are critical, and then adds them. The analytical base for this method is the understanding that each signalized intersection has a combination of conflicting movements which must be accommodated. The output from this method is a volume/capacity (v/c) ratio and a level of service for the intersection as a whole.

Level of service (LOS) values range from LOS A to LOS F. LOS A indicates excellent operating conditions with little delay to motorists, whereas LOS F represents congested conditions with excessive vehicle delay. LOS E is typically defined as the operating "capacity" of a roadway. Appendix A of this report provides information regarding traffic analysis methodology and LOS definitions for signalized roadway intersections.

2. Existing Conditions (Year 2008)

This section documents the existing conditions in the study area. The discussion presented here is limited to specific roadways in the project's vicinity. Figure 4 depicts the lane configurations and traffic control at the study intersections.

A. Existing Roadway System

Fieldwork within the Project study area was undertaken to identify the lane characteristics of major roadways, to identify traffic control and approach lane configuration at each study intersection, and to identify the locations of on-street parking and transit stops. Significant roadways within the study area are described below.

Rodeo Drive is a four-lane roadway oriented in the north-south direction with a raised median. The roadway within the study area serves primarily commercial uses. On-street parking is limited along Rodeo Drive within the study area.

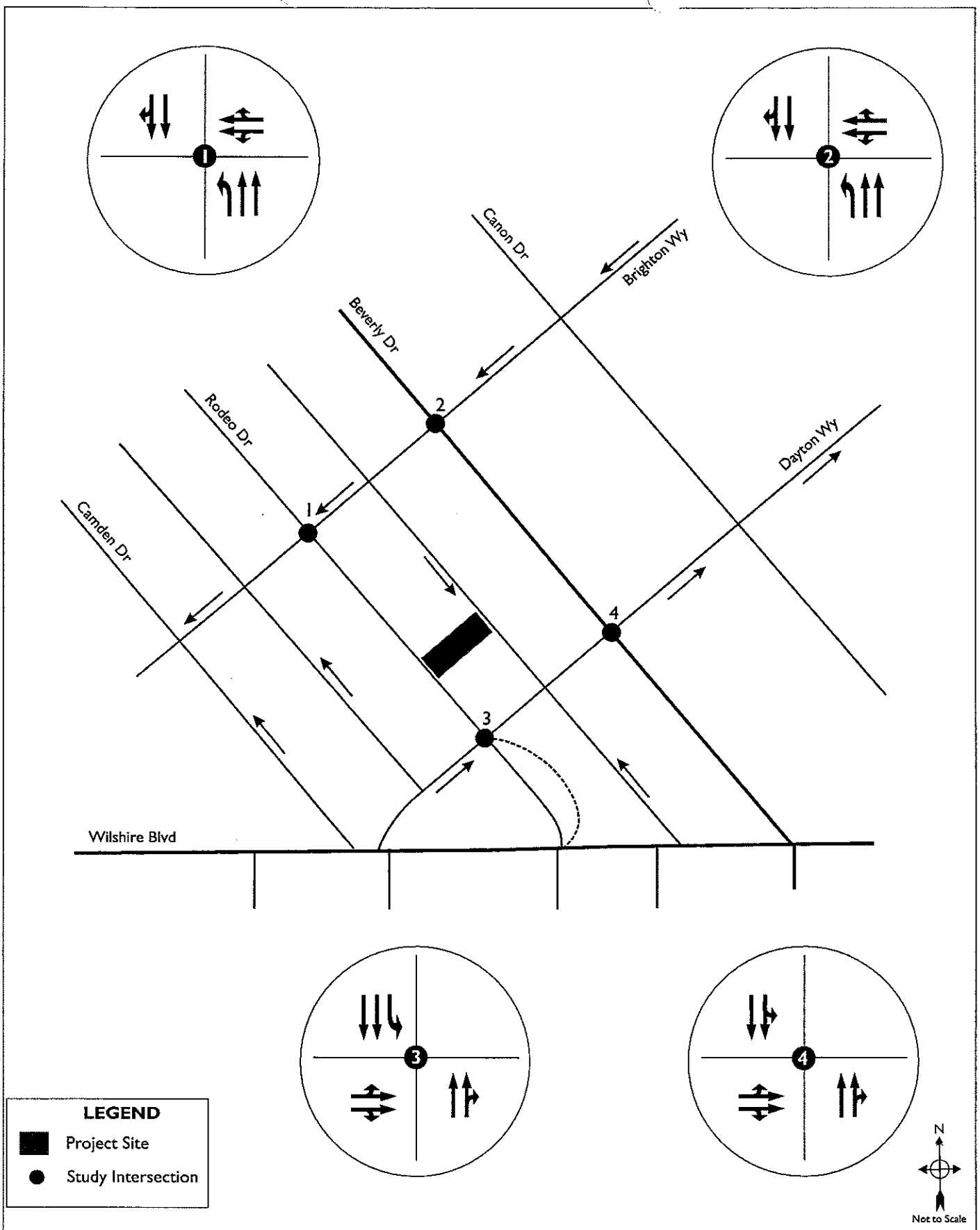
Beverly Drive is a four-lane roadway oriented in the north-south direction. The roadway within the study area serves primarily commercial uses. On-street parking is permitted along Beverly Drive within the study area.

Brighton Way is a two-lane one-way roadway in the westbound direction between Crescent Drive and Wilshire Boulevard. On-street parking is permitted along Brighton Way within the study area.

Dayton Way is a two-lane one-way roadway in the eastbound direction between Wilshire Boulevard and Crescent Drive. On-street parking is permitted along Dayton Way within the study area.

Wilshire Boulevard is a major east-west arterial that provides six travel lanes during morning and afternoon peak periods. Metered parking is provided along the curb lanes during off-peak periods which reduces the number of travel lanes to four during the weekday and Saturday off-peak period.

Camden Drive is a three-lane one-way roadway in the northbound direction between Wilshire Boulevard and South Santa Monica Boulevard. On-street parking is permitted along Camden Drive within the study area.



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320 North Rodeo Drive Project - Traffic Impact Study

Figure 4

Intersection Geometry

B. Existing Transit Service

The Project study area is served by bus transit lines operated by the Los Angeles County Metropolitan Transportation Authority (Metro) and one bus route by the Antelope Valley Transit Authority (AVTA). Figure 5 illustrates the routes of the following transit services that serve the Project study area.

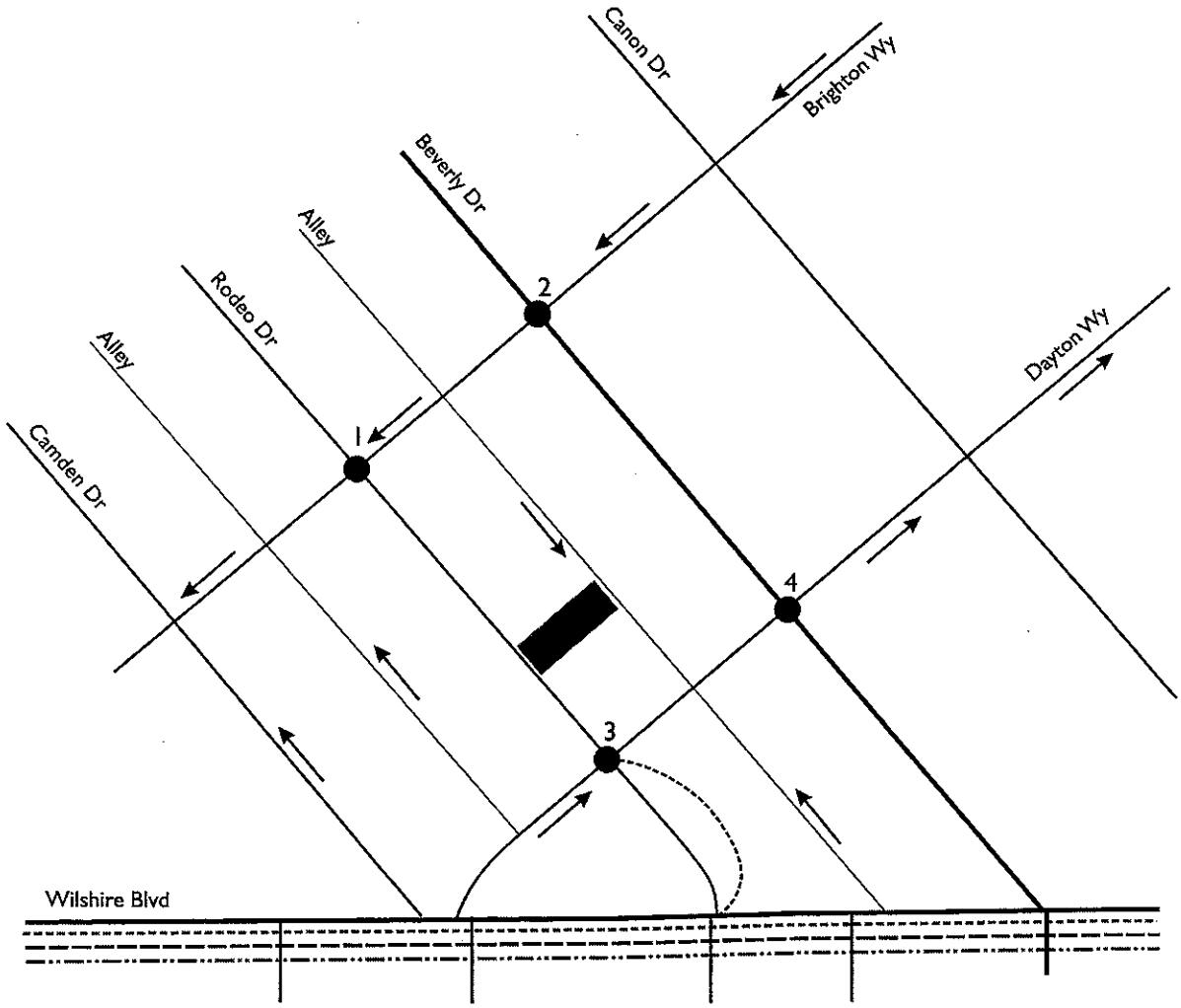
Metro Bus Lines

Metro Line 20 operates as a local east-west bus route that serves Wilshire Boulevard between downtown Los Angeles and the City of Santa Monica. The service on Wilshire Boulevard operates at an approximate frequency of approximately 10 minutes in the weekday peak periods and approximately 20 minutes on weekend.

Metro Line 720 (Rapid Bus) operates as a limited stop east-west bus route that serves Wilshire Boulevard between downtown Los Angeles and the City of Santa Monica. The service on Wilshire Boulevard operates at an approximate frequency of approximately 10 minutes in the weekday peak periods.

Antelope Valley Transit Authority Bus Lines

AVTA Line 786 is an express line that serves Wilshire Boulevard within the study area. The line provides service from Lancaster to the West LA Transit Center. The line runs Monday through Friday at a peak frequency of 30 minutes. This line does not operate on weekends and holidays.



LEGEND

- Project Site
- Study Intersection
- Metro 20/720
- Metro 920
- Antelope Valley Transit Authority 786

N

Not to Scale

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320 North Rodeo Drive Project - Traffic Impact Study

Figure 5

Area Transit Lines

C. Existing Intersection Levels of Service

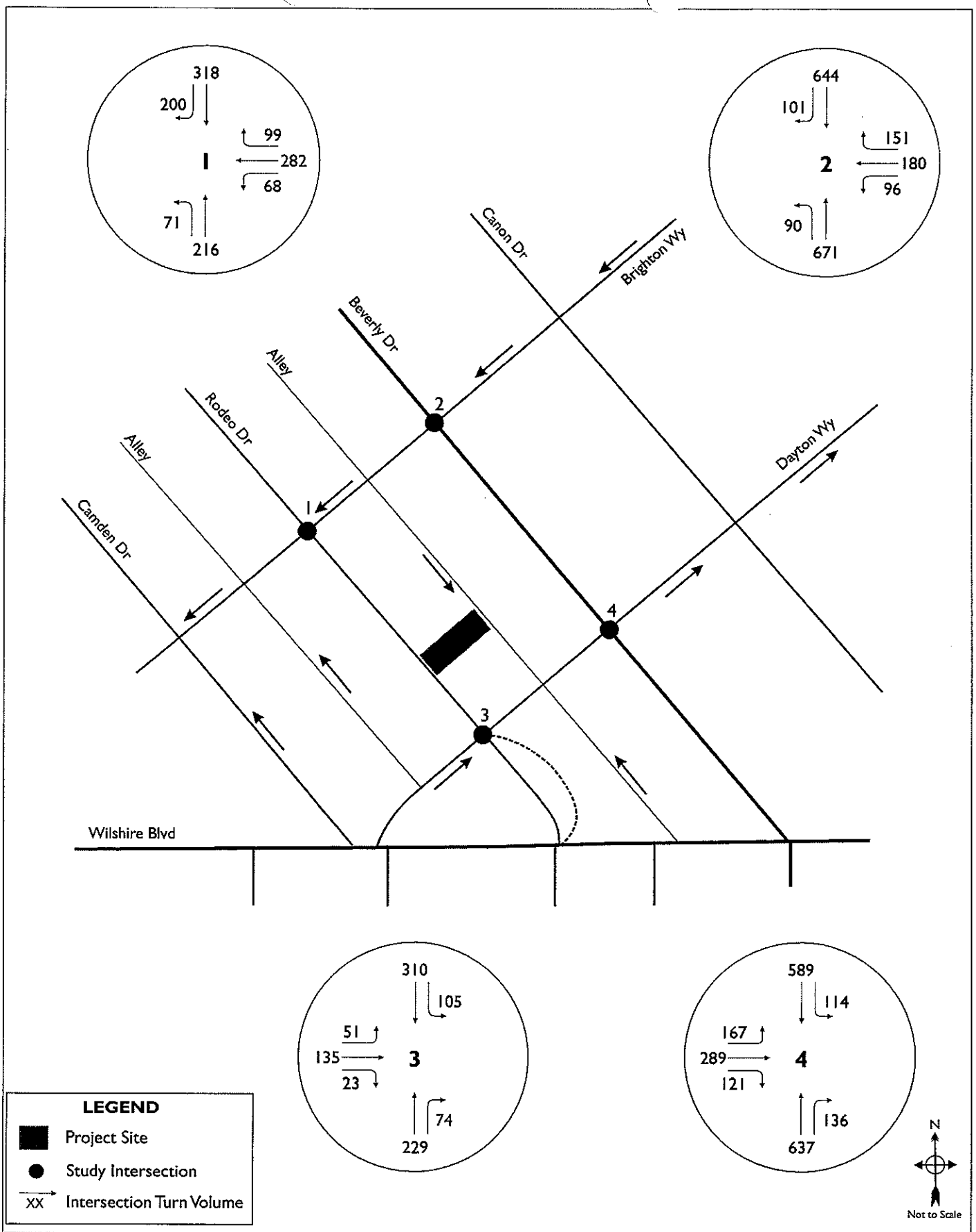
From the traffic counts at the study area intersections, a volume-to-capacity ratio and corresponding level of service (LOS) was determined for all of the study area intersections under weekday midday and afternoon peak hours and Saturday midday. Table 1 provides the volume/capacity ratios and LOS values for each study intersection, for existing (2008) conditions.

Table 1 – Summary of Intersection Performance
Existing (2008) Conditions

		Weekday				Saturday	
		Midday Peak Hour		Afternoon Peak Hour		Midday Peak Hour	
	Intersection	V/C	LOS	V/C	LOS	V/C	LOS
1.	Rodeo Drive & Brighton Way	0.815	D	0.750	C	0.844	D
2.	Beverly Drive & Brighton Way	0.569	A	0.506	A	0.548	A
3.	Rodeo Drive & Dayton Way	0.721	C	0.748	C	0.785	C
4.	Beverly Drive & Dayton Way	0.648	B	0.647	B	0.620	B

Table 1 indicates that all the four study intersections are operating at an acceptable level of service (LOS D or better) under existing (2008) conditions.

The traffic analysis worksheets for existing conditions are provided in Appendix C of this report. The existing (year 2008) weekday midday and afternoon peak hours and Saturday midday peak hour turn movement volumes at the study intersections are provided in Figures 6, 7 and 8, respectively.



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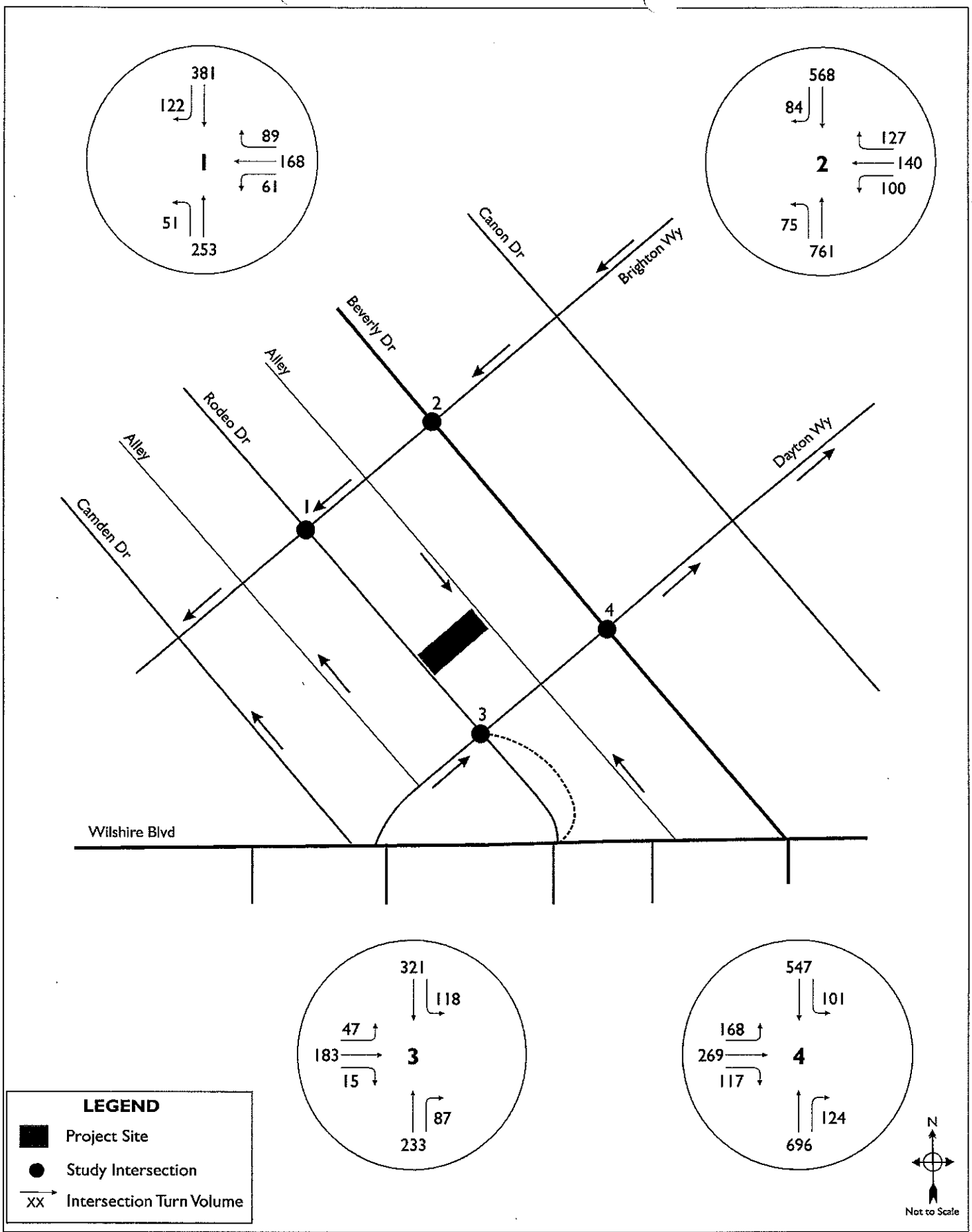
320 North Rodeo Drive Project - Traffic Impact Study

Figure 6

Existing (2008) Weekday Midday Peak Hour Turn Volumes



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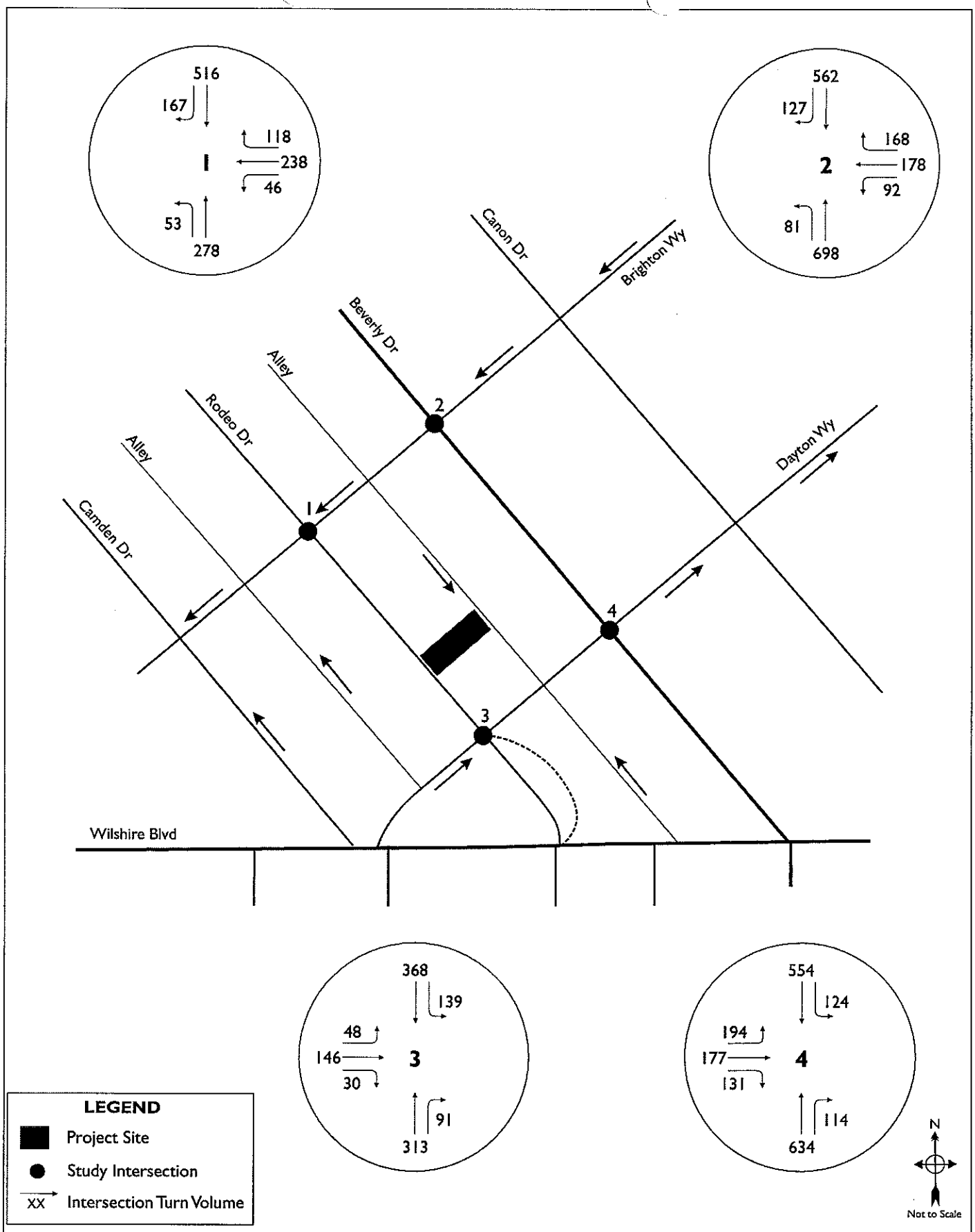
320 North Rodeo Drive Project - Traffic Impact Study

Figure 7

Existing (2008) Weekday Afternoon Peak Hour Turn Volumes



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320 North Rodeo Drive Project - Traffic Impact Study

Figure 8

Existing (2008) Saturday Midday Peak Hour Turn Volumes

3. Future (2012) with Ambient Growth and Related Projects Conditions

This section provides an analysis of future traffic conditions in the study area with ambient growth and related area projects added but without the proposed commercial development at 320-324 North Rodeo Drive. The year 2012 was selected for analysis based on the anticipated completion date of the Project.

A. Ambient Growth

For the analysis of background traffic during the Project year, an annual traffic growth rate factor of 1% was utilized to provide for increases in traffic from the existing traffic counts. This annual rate was discussed and verified with City staff.

To apply this ambient growth rate to existing (year 2008) volumes, a factor of 1.04 was utilized. This factor simulates a 1% annual increase over the two-year period between existing conditions and future (year 2012) conditions.

B. Related Projects

The related projects included in this study for future analysis, and the trip generation of each, are included in Appendix D. Related projects which were provided by City of Beverly Hills were included within this traffic analysis. The related project only traffic volumes were provided by the City of Beverly Hills and are derived from their citywide TRAFFIX model.

C. Peak Hour Intersection Level of Service

To analyze future conditions with related projects, intersection turn volumes with ambient growth and the related projects traffic assignment provided by the City of Beverly Hills were input into the TRAFFIX analysis program for level of service analysis.

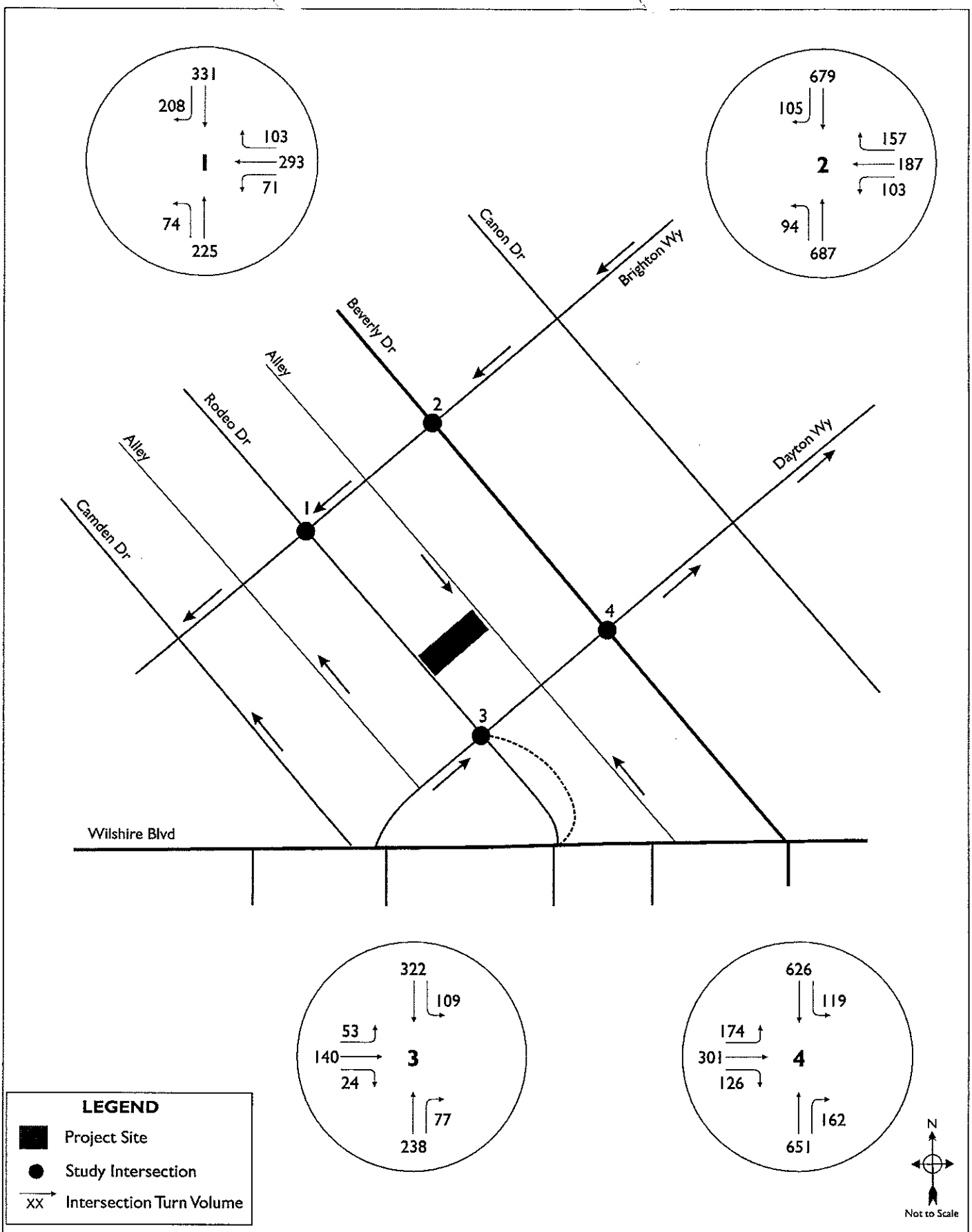
Table 2 summarizes the LOS of the study area intersections under this scenario.

Table 2 – Intersection Performance - Ambient Growth and Related Projects Conditions (Year 2012)

		Weekday				Saturday	
		Midday Peak Hour		Afternoon Peak Hour		Midday Peak Hour	
	Intersection	V/C	LOS	V/C	LOS	V/C	LOS
1.	Rodeo Drive & Brighton Way	0.830	D	0.763	C	0.860	D
2.	Beverly Drive & Brighton Way	0.592	A	0.531	A	0.572	A
3.	Rodeo Drive & Dayton Way	0.731	C	0.759	C	0.797	C
4.	Beverly Drive & Dayton Way	0.673	B	0.683	B	0.648	B

Under future with ambient growth and related project conditions, all the four study intersections are projected to operate at acceptable levels of service (LOS D or better).

Figures 9, 10 and 11 illustrate the future weekday midday and afternoon peak hours and Saturday midday peak hour turning movement volumes at the study intersections, respectively. The traffic analysis worksheets for this scenario are provided in Appendix E of this report.



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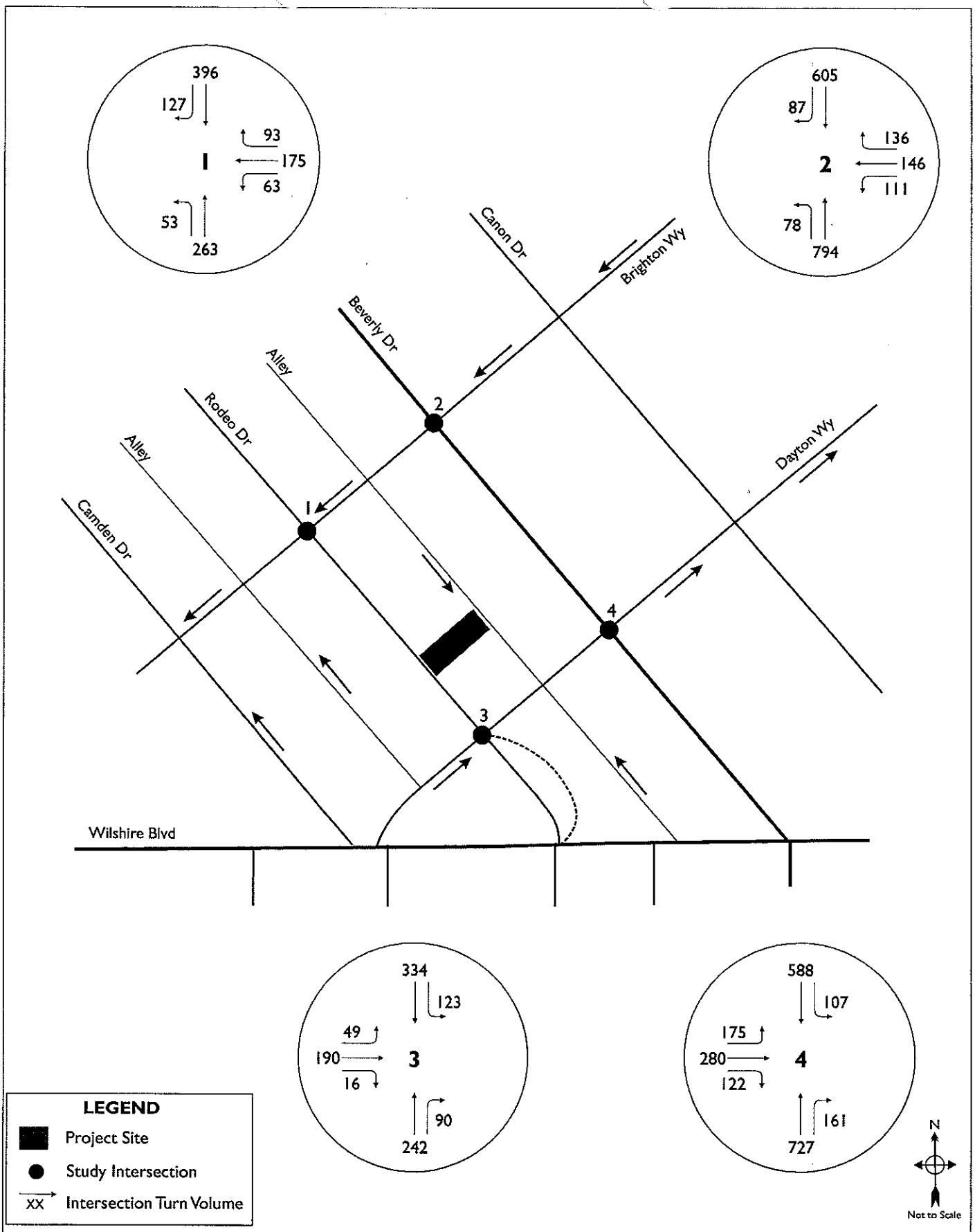
320 North Rodeo Drive Project - Traffic Impact Study

Figure 9

Future (2012) Growth and Related Projects-Weekday Midday Peak Hour Turn Volumes



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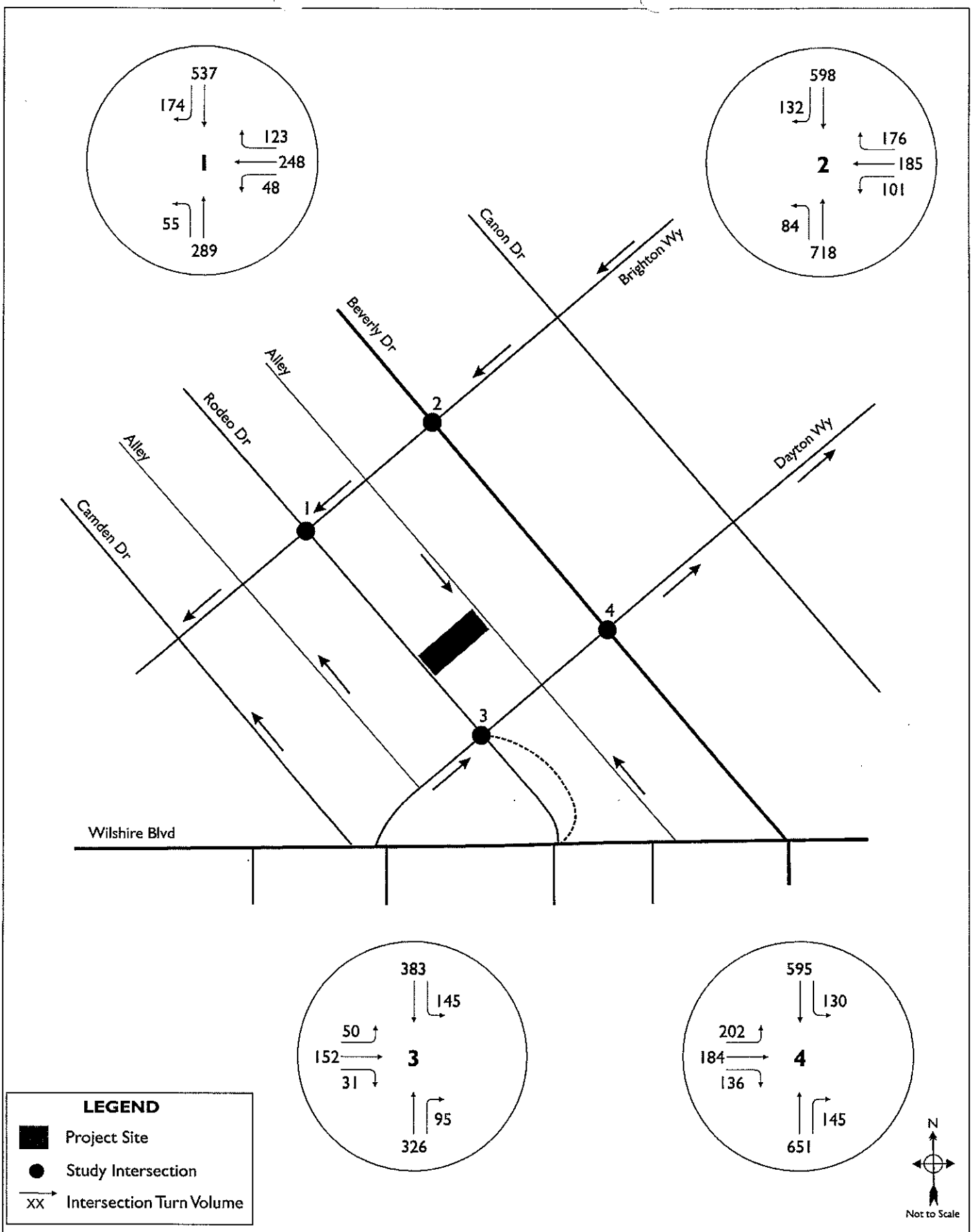
320 North Rodeo Drive Project - Traffic Impact Study

Figure 10

Future (2012) Growth and Related Projects-Weekday Afternoon Peak Hour Turn Volumes



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320 North Rodeo Drive Project - Traffic Impact Study

Figure 11

Future (2012) Growth and Related Projects-Saturday Midday Peak Hour Turn Volumes

4. Project Traffic

This section defines the traffic that would be generated by the proposed Project in a three-step process including trip generation, trip distribution, and trip assignment.

A. Project Trip Generation

As indicated in Section 1, the proposed project includes a 3,000 square feet of quality restaurant and 12,627 square feet of specialty retail.

Table 3 summarizes the project trip generation rates that were utilized, and the trip generation calculated from these rates. Trip generation for the proposed project land use was calculated by utilizing rates published in ITE's *Trip Generation, 7th Edition.* Based on the rates found in *Trip Generation,* the proposed project would generate approximately 830 and 781 daily trips for a typical weekday and Saturday, respectively. The project is estimated to generate 103, 56, and 95 trips during weekday midday and afternoon peak hours, and Saturday peak hour, respectively.

Table 3 – Project Trip Generation Estimates

Land Use	Intensity	Units	Weekday Daily Total	Weekday Midday Peak Hour			Weekday Afternoon Peak Hour			Saturday Daily Total	Saturday Midday Peak Hour		
				Total	In	Out	Total	In	Out		Total	In	Out
Trip Generation Rates													
Quality Restaurant (ITE 931) [a]	-	s.f.	89.95	5.57	82%	18%	7.49	67%	33%	94.36	10.82	59%	41%
Specialty Retail (ITE 814) [a] [b]	-	s.f.	44.32	6.84	48%	52%	2.71	44%	56%	49.97	4.97	52%	48%
Trip Generation Estimates													
Quality Restaurant (ITE 931)	3,000	s.f.	270	17	14	3	22	15	7	150	32	19	13
Specialty Retail (ITE 814)	12,627	s.f.	560	86	41	45	34	15	19	631	63	33	30
Total			**830**	**103**	**55**	**48**	**56**	**30**	**26**	**781**	**95**	**52**	**43**

[a] Weekday midday peak hour rates are based on ITE's AM Peak Hour of Generator rates.
[b] Saturday daily and midday peak hour rates are based on ITE'S Shopping Center Saturday rates.

B. Project Trip Distribution

Trip distribution is the process of assigning the directions to and from a project site. Trip distribution is dependent upon the land use characteristics of the project and the general locations of land uses to which project trips would originate or terminate. Project trip distribution was based on the geographic distribution of population from which the patrons and employees of the proposed development as well as knowledge of development trends in the area, local and sub-regional traffic routes, and regional traffic flows.

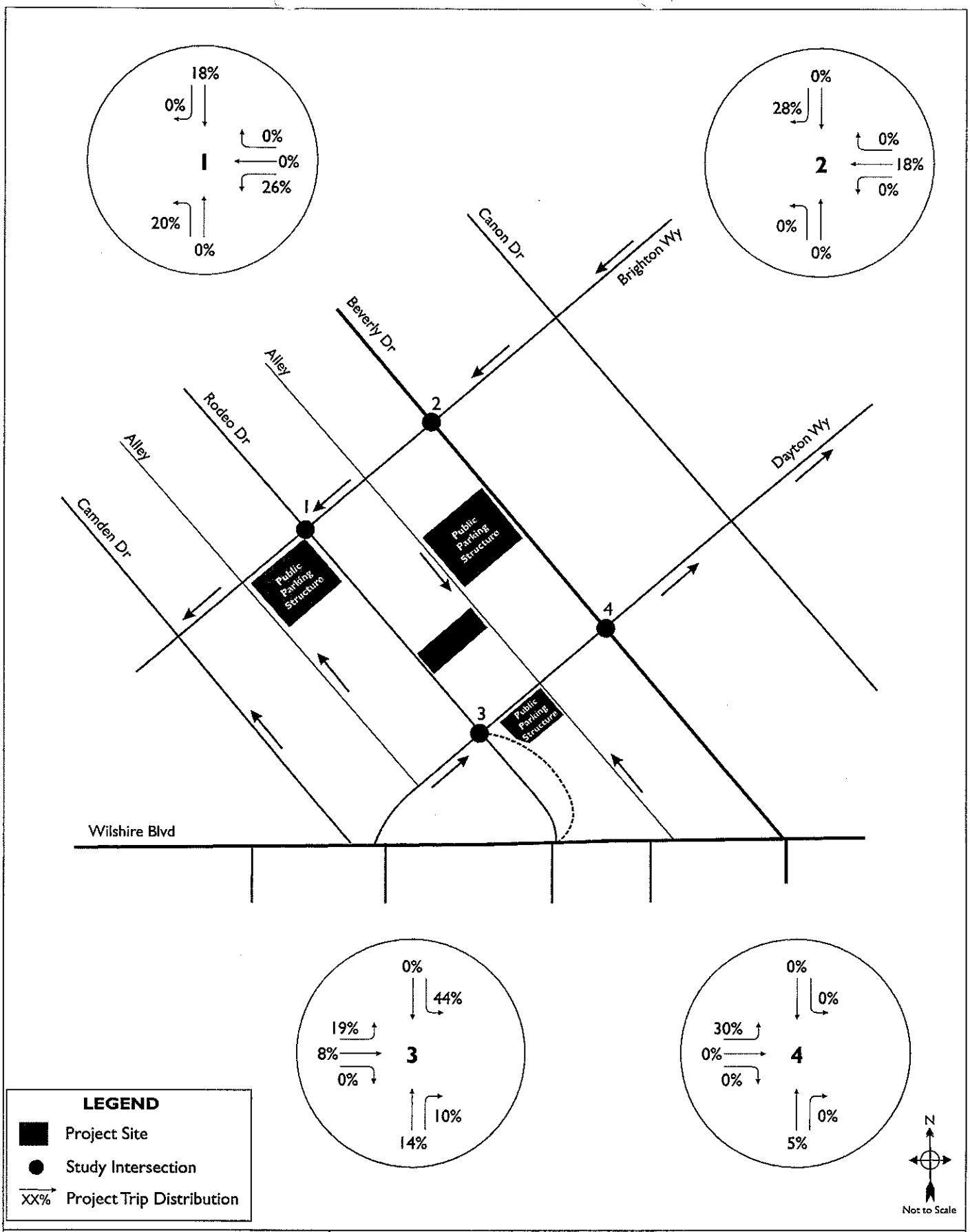
Figures 12 and 13 illustrate the intersection inbound and outbound trip distribution percentages at the study intersections, respectively, that were utilized to assign Project traffic volumes. It should be noted that the developer is currently requesting the City to allow the project to include any public parking area within walking distance as part of the parking supply due to parking shortage on-site and project is to be located within the designated in-lieu parking district. Therefore, several parking areas surrounding the site were assumed to be the locations where project trips would originate and terminate.

C. Project Trip Assignment

The final product of the trip assignment process is a full accounting of project trips, by direction and turning movement at the study intersections. The project trips were assigned based on distribution inputs to the TRAFFIX program.

The Project traffic is also assigned to the nearby public parking structures located along Brighton Way, Beverly Drive and Dayton Way.

Figures 14, 15 and 16 illustrate the project trip assignment for the Weekday midday and afternoon peak hours, and Saturday midday peak hour, respectively.



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320 North Rodeo Drive Project - Traffic Impact Study

Figure 12

Project Trip Distribution-Inbound

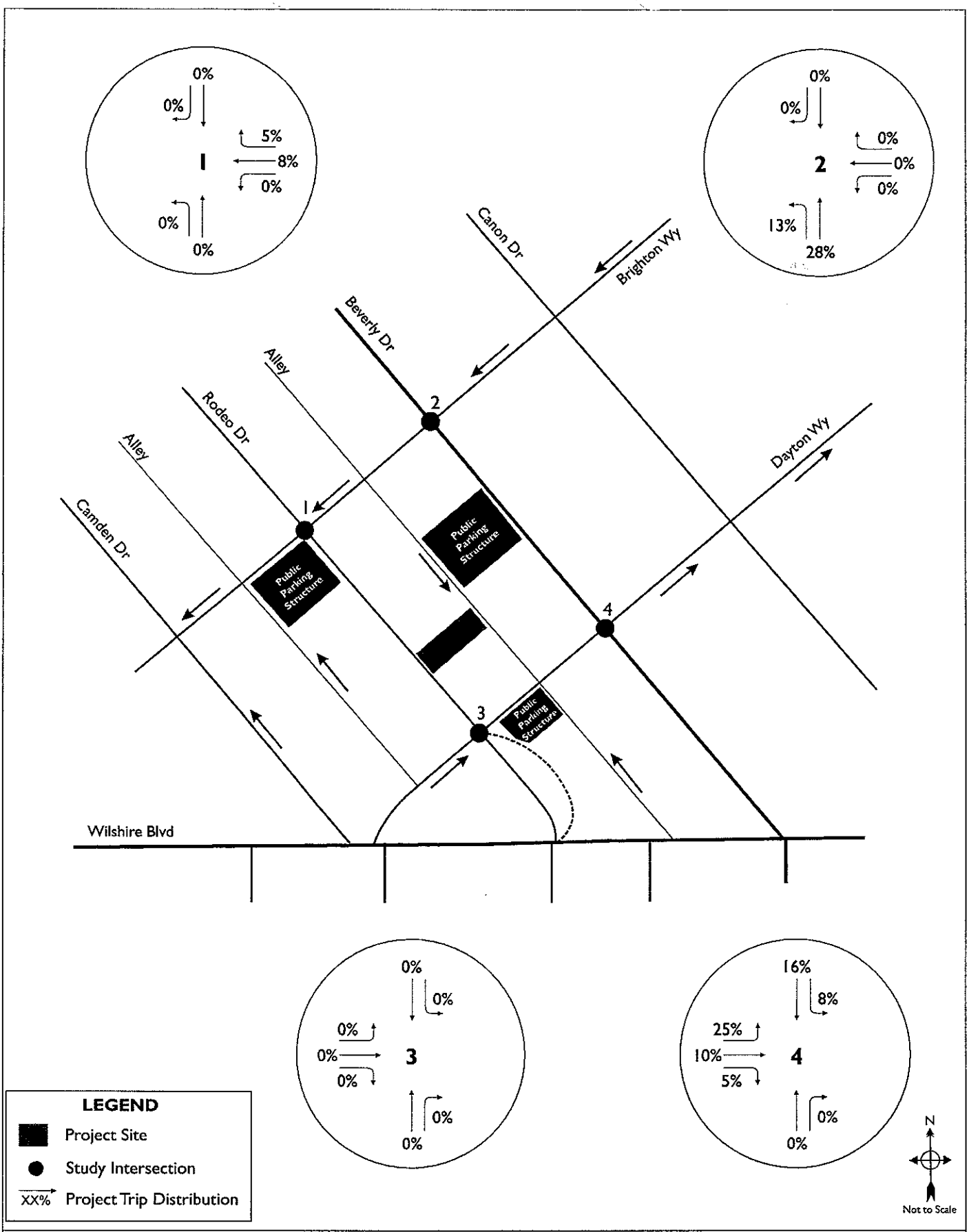

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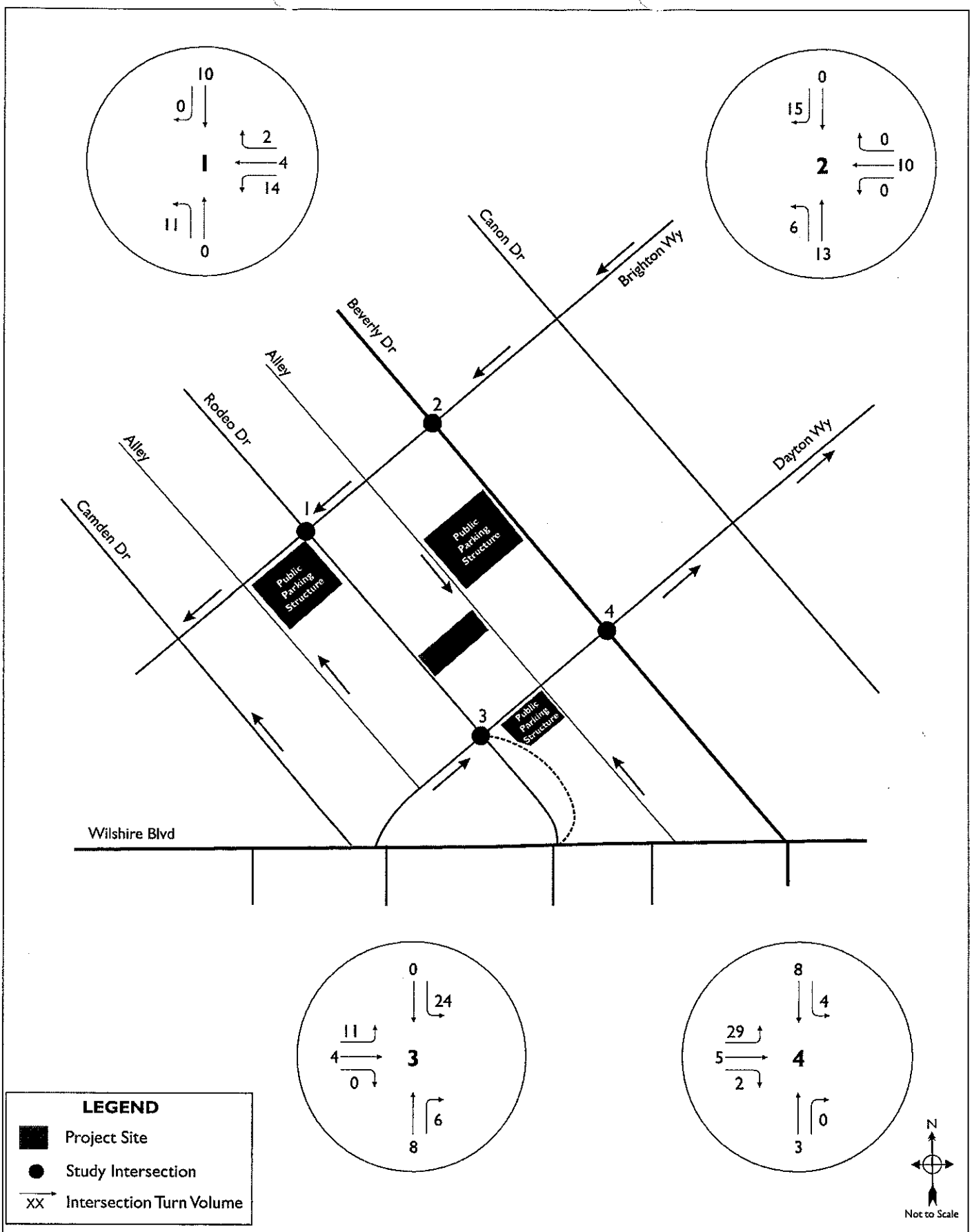
Figure 13

Project Trip Distribution-Outbound



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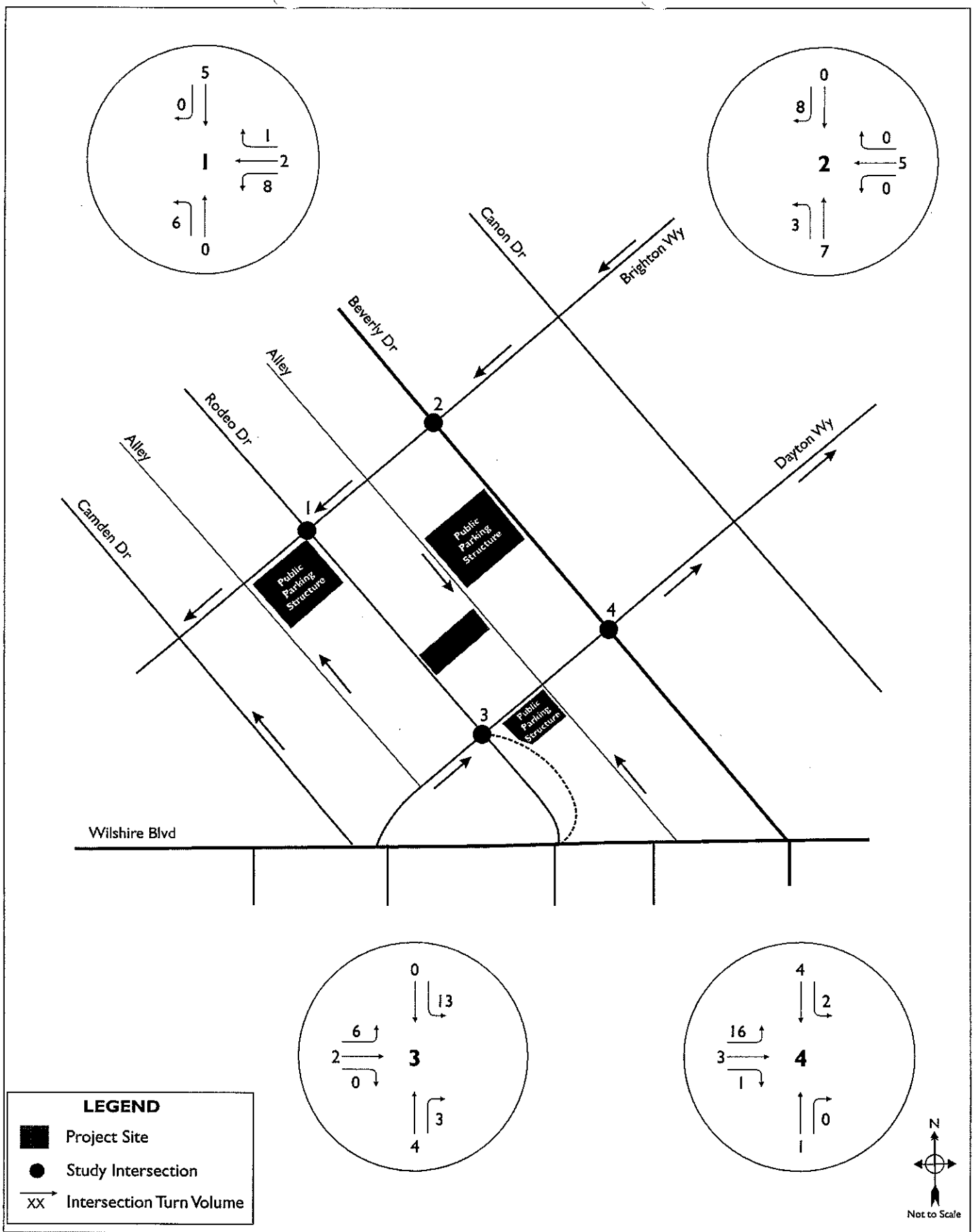
320 North Rodeo Drive Project - Traffic Impact Study

Figure 14

Weekday Midday Peak Trip Assignment-Project Traffic



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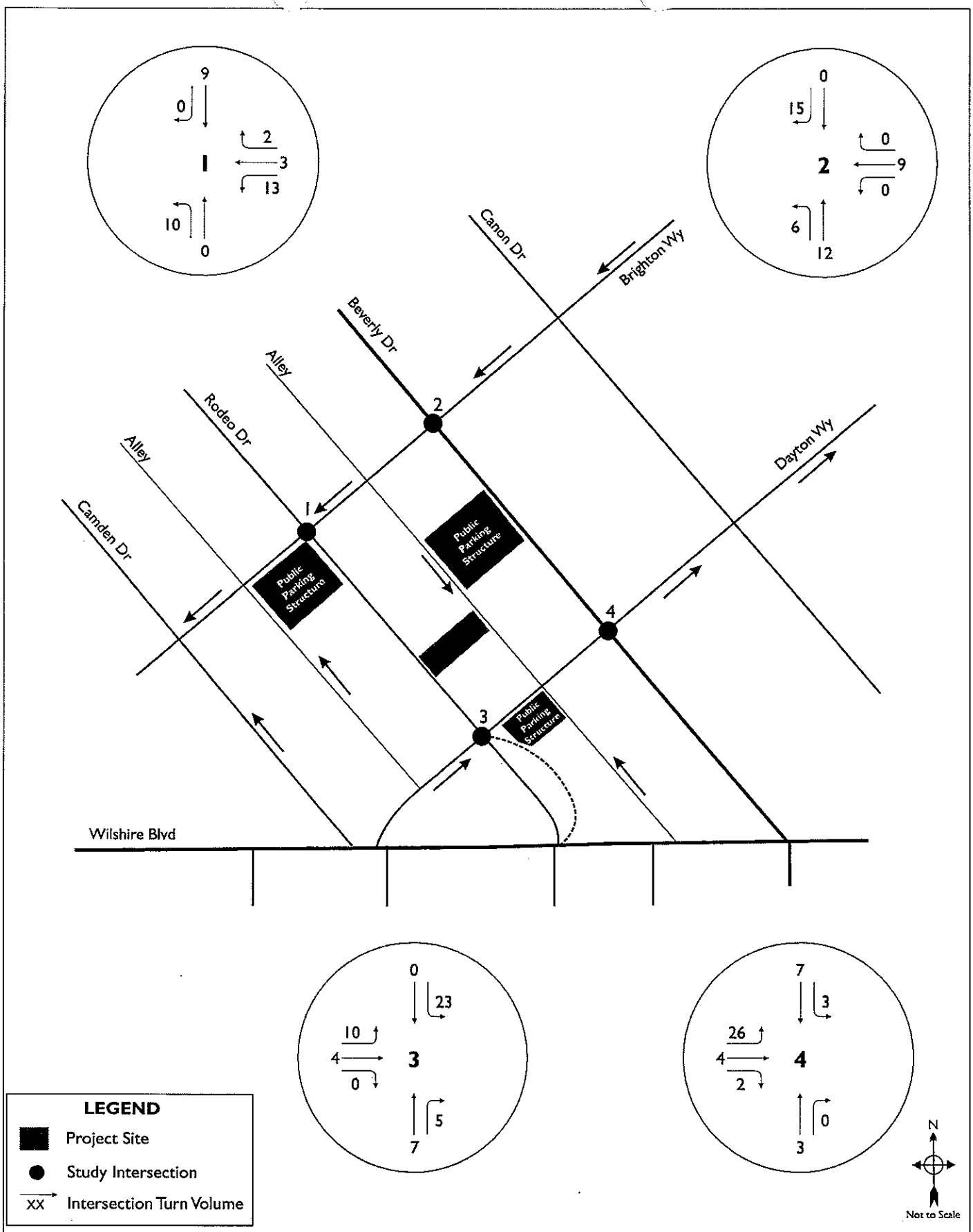
320 North Rodeo Drive Project - Traffic Impact Study

Figure 15

Weekday Afternoon Peak Trip Assignment-Project Traffic



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320 North Rodeo Drive Project - Traffic Impact Study

Figure 16

Saturday Midday Peak Trip Assignment-Project Traffic

5. Future (2012) with Ambient Growth and Related Projects and Project Conditions

This section documents future traffic conditions at the study intersections with the addition of Project-generated traffic. Traffic volumes for these conditions were derived by adding Project trips to the future volumes (with ambient growth and related projects volumes).

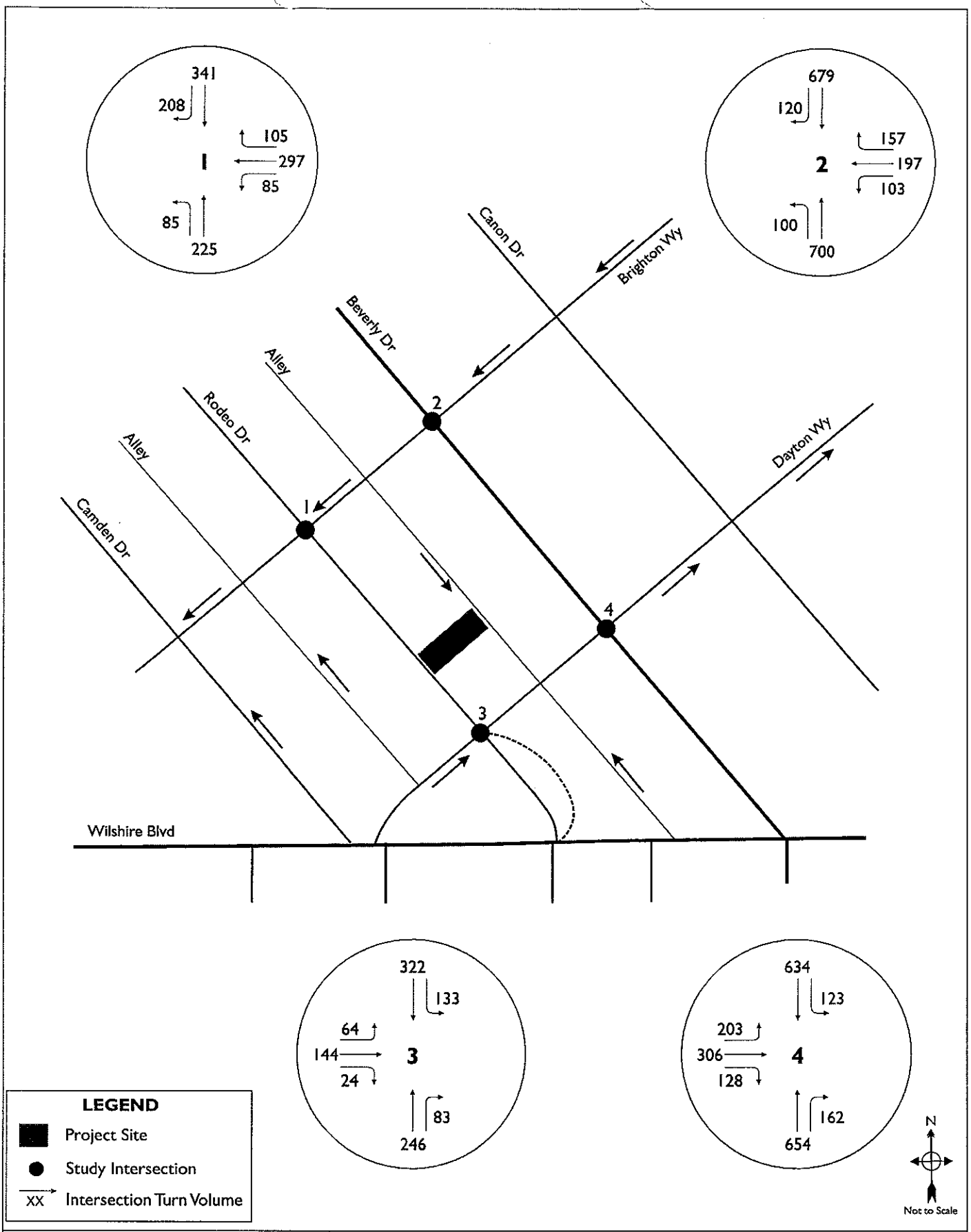
A. Peak Hour Intersection Level of Service

Table 4 summarizes the resulting LOS values at the study intersections. Under future conditions with the addition of the project, all four study intersections are projected to operate at acceptable levels of service (LOS D or better) under all the study periods.

Table 4 – Intersection Performance - Ambient Growth and Related Projects and Project Conditions (Year 2012)

		Weekday				Saturday	
		Midday Peak Hour		Afternoon Peak Hour		Midday Peak Hour	
	Intersection	V/C	LOS	V/C	LOS	V/C	LOS
1.	Rodeo Drive & Brighton Way	0.849	D	0.773	C	0.876	D
2.	Beverly Drive & Brighton Way	0.605	B	0.537	A	0.585	A
3.	Rodeo Drive & Dayton Way	0.757	C	0.773	C	0.822	D
4.	Beverly Drive & Dayton Way	0.690	B	0.691	B	0.662	B

Figures 17, 18 and 19 illustrate the weekday midday and afternoon peak hours, and Saturday midday peak hour turn movement volumes at the study intersections under future with project conditions. The traffic analysis worksheets for this scenario are included in Appendix F of this report.



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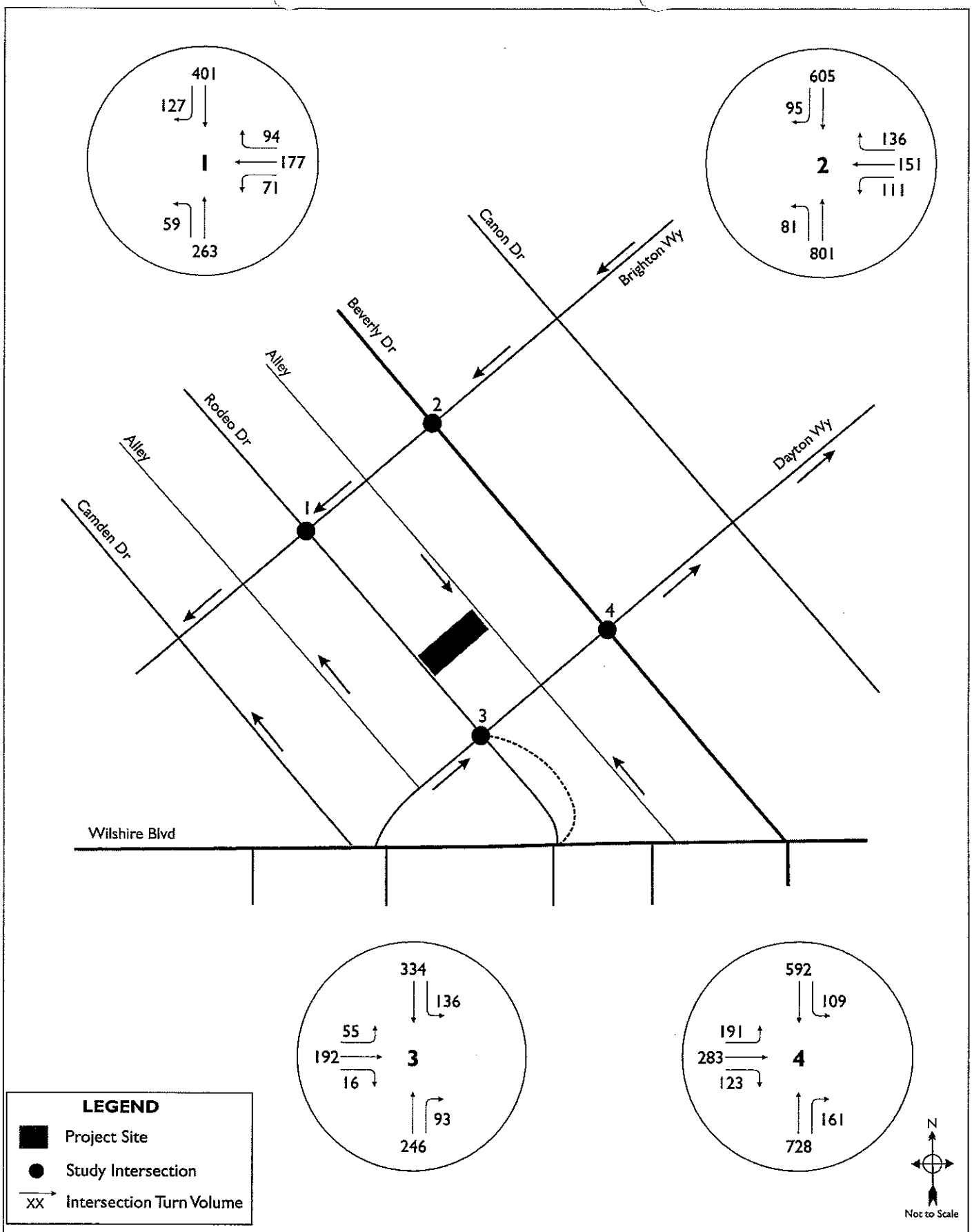
320 North Rodeo Drive Project - Traffic Impact Study

Figure 17

Future (2012) Ambient+Related Project+Project-Weekday Midday Peak Hour Turn Volumes



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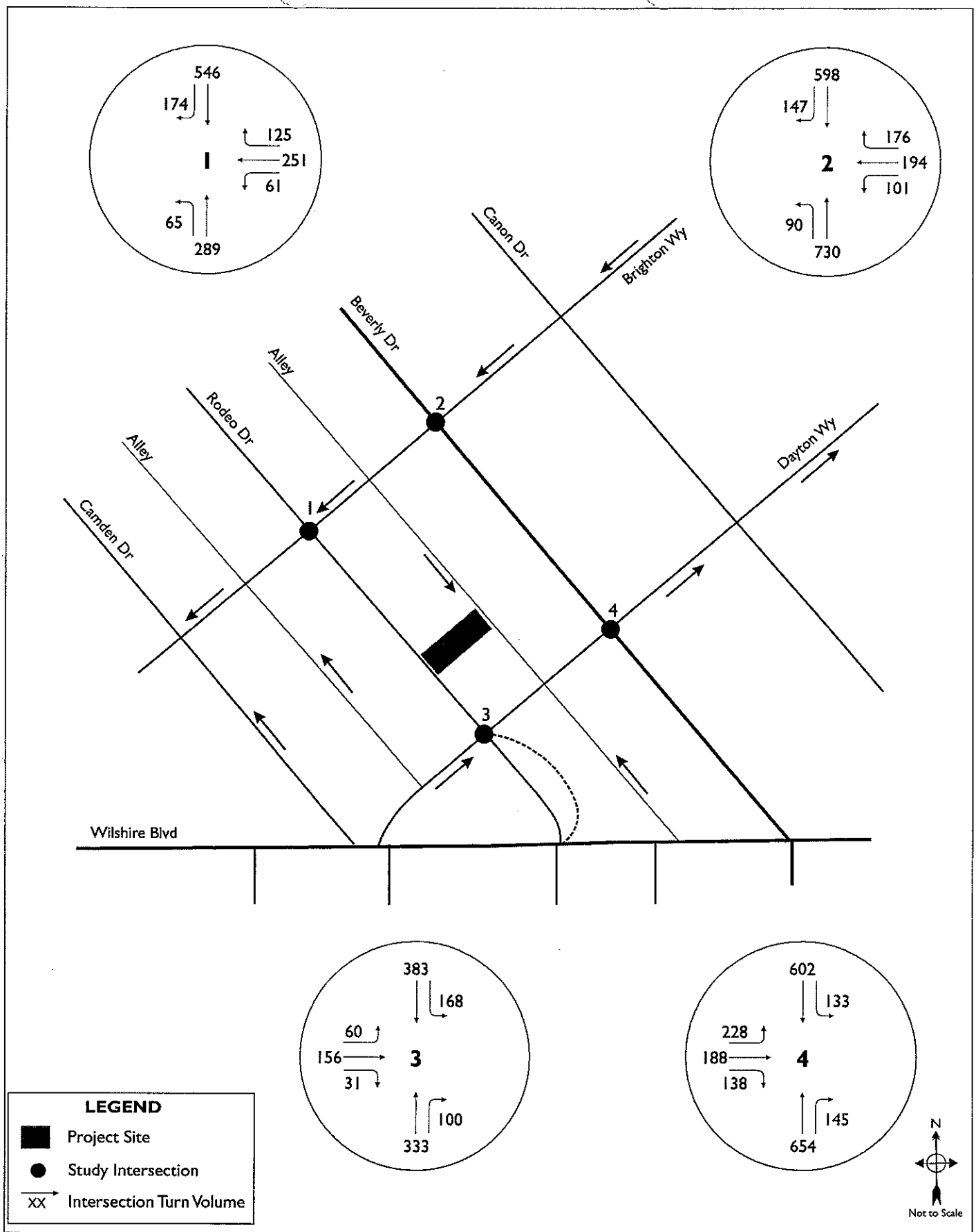
320 North Rodeo Drive Project - Traffic Impact Study — Figure 18

Future (2012) Ambient+Related Project+Project-Weekday Afternoon Peak Hour Turn Volumes



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320 North Rodeo Drive Project - Traffic Impact Study

Figure 19

Future (2012) Ambient+Related Project+Project-Saturday Midday Peak Hour Turn Volumes

6. Project Traffic Impacts

A. Determination of Traffic Impacts on Intersections

Traffic impacts are identified if the proposed development will result in a significant change in traffic conditions at a study intersection. A significant impact is typically identified if project-related traffic will cause service levels to deteriorate beyond a threshold limit specified by the overseeing agency. Impacts can also be significant if an intersection is already operating below the poorest acceptable level of service and project traffic will cause a further decline below the defined acceptable threshold.

Significant Impact Criteria for Signalized Intersection

The City of Beverly Hills significant impact criteria for signalized intersections is a change in the volume to capacity (V/C) ratio of 0.020 or more at intersections that will be operating at LOS 'E' or 'F' with the project, or a change in V/C ratio of 0.040 or more which causes an intersection to degrade to LOS D.

Project Traffic Impacts

Tables 8, 9, and 10 provide a comparison of weekday midday and afternoon peak hours and Saturday midday peak hour study scenarios, respectively, within the existing and future study scenarios. Traffic impacts created by the project are calculated by comparing future ambient growth with related projects conditions to future ambient growth with related projects *and* Project conditions. The overall traffic impacts created by the proposed Project, and determination of significant impacts, are provided in the right two columns of the table.

As indicated in Tables 5, 6, and 7, the project will not create a significant impact at any of the intersections evaluated in this study effort.

Table 5 – Determination of Project Impacts - Weekday Midday Peak Hour

	Intersection	Existing Conditions (Year 2008)		Future Growth + Related Projects (Year 2012)		Future Growth + Related Projects + Project (Year 2012)		Diff.	Signif?
		V/C	LOS	V/C	LOS	V/C	LOS		
1.	Rodeo Drive & Brighton Way	0.815	D	0.830	D	0.849	D	0.019	No
2.	Beverly Drive & Brighton Way	0.569	A	0.592	A	0.605	B	0.013	No
3.	Rodeo Drive & Dayton Way	0.721	C	0.731	C	0.757	C	0.026	No
4.	Beverly Drive & Dayton Way	0.648	B	0.673	B	0.690	B	0.017	No

Table 6 – Determination of Project Impacts - Weekday Afternoon Peak Hour

Intersection	Existing Conditions (Year 2008)		Future Growth + Related Projects (Year 2012)		Future Growth + Related Projects + Project (Year 2012)		Diff.	Signif?
	V/C	LOS	V/C	LOS	V/C	LOS		
1. Rodeo Drive & Brighton Way	0.750	C	0.763	C	0.773	C	0.010	No
2. Beverly Drive & Brighton Way	0.506	A	0.531	A	0.537	A	0.006	No
3. Rodeo Drive & Dayton Way	0.748	C	0.759	C	0.773	C	0.014	No
4. Beverly Drive & Dayton Way	0.647	B	0.683	B	0.691	B	0.008	No

Table 7 – Determination of Project Impacts - Saturday Midday Peak Hour

Intersection	Existing Conditions (Year 2008)		Future Growth + Related Projects (Year 2012)		Future Growth + Related Projects + Project (Year 2012)		Diff.	Signif?
	V/C	LOS	V/C	LOS	V/C	LOS		
1. Rodeo Drive & Brighton Way	0.844	D	0.860	D	0.876	D	0.016	No
2. Beverly Drive & Brighton Way	0.548	A	0.572	A	0.585	A	0.013	No
3. Rodeo Drive & Dayton Way	0.785	C	0.797	C	0.822	D	0.025	No
4. Beverly Drive & Dayton Way	0.620	B	0.648	B	0.662	B	0.014	No

B. Conclusions

Based on the significant impact criteria established by City of Beverly Hills, the project would not significantly impact any of the study intersections analyzed. As such, no mitigation measures are required.

7. Congestion Management Plan Conformance

This section demonstrates the ways in which this traffic study was prepared to be in conformance with the procedures mandated by the County of Los Angeles Congestion Management Program.

The Congestion Management Program (CMP) was created statewide because 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 potentially regional significance be analyzed. A specific system of arterial roadways plus all freeways comprises the CMP system. Per CMP Transportation Impact Analysis (TIA) Guidelines, a traffic impact analysis is conducted where:

- At CMP arterial monitoring intersections, including freeway on-ramps or off-ramps, where the proposed project will add 50 or more vehicle trips during either AM or PM weekday peak hours.

- At CMP mainline freeway-monitoring locations, where the project will add 150 or more trips, in either direction, during the either the AM or PM weekday peak hours.

The nearest CMP arterial monitoring intersections to the project site is the intersection of Wilshire Boulevard and Santa Monica Boulevard. Based on the incremental project trip generation estimates and trip assignments presented in Section 5, the proposed project is not expected to add 50 or more new trips per hour to this location. Therefore, no further analysis of this CMP monitoring intersection is required.

8. Construction Impacts

It is likely that there will be short-term adverse traffic and parking impacts in the area during construction of the proposed project. It is City policy and procedure that developers submit a formal construction staging and traffic plan to the City for review and approval prior to the issuance of any construction permits. The applicant will be required to submit a plan, which includes information on staging and local haul routes, number of truck trips such as material evacuation, steel delivery, concrete pour and other deliveries, street/lane closures (if any), pedestrian circulation and traffic control, duration of construction activity and hours of operation.

The following provisions should be considered in the applicant's construction-transportation, circulation and parking plan:

- Construction Transportation/Circulation and Parking Measures
- Pedestrian Safety Measures
- Haul Truck Routes, Queue Areas and Deliveries

9. Summary and Project Recommendations

The following are the conclusions made from the analysis within this report.

- During the existing (2008) conditions scenario, all four study intersections are operating at acceptable Levels of Service (LOS), LOS D or better, during the weekday midday and Afternoon peak hours and Saturday midday peak hour.

- During the future period, with traffic from related projects and without development of the Project, all four study intersections are projected to operate at acceptable Levels of Service (LOS), LOS D or better.

- The proposed project includes 3,000 square feet of quality restaurant and 12,627 square feet of specialty retail.

- The proposed commercial development to be constructed at 320-324 North Rodeo Drive is projected to generate 830 and 781 daily trips for a typical weekday and Saturday, respectively. The project is estimated to generate 103, 56, and 95 trips during weekday midday and afternoon peak hours, and Saturday peak hour.

- During the future period, with Project traffic included, all four study intersections are projected to operate at acceptable Levels of Service (LOS), LOS D or better.

- The proposed Project would not create significant traffic impacts at any of the study intersections based on the criteria established by the City of Beverly Hills.

APPENDIX A
Analysis Methodologies

ICU METHODOLOGY FOR SIGNALIZED INTERSECTIONS

The City of Beverly Hills specifies that the Intersection Capacity Utilization (ICU) method may be used to analyze traffic operating conditions at study intersections. The methodology calculates the volume/capacity ratio based on a default capacity [C] per lane, usually 1,600 vehicles per hour (vph) per lane. It should be noted that some California jurisdictions assign different capacity values, based on locally prevailing traffic operating conditions. The intersection V/C or critical movement total can be calculated by the summation of the critical flow ratios (volume/capacity per lane) during a given signal phase when concurrent signal phasing is provided or by summing the critical (V/C's) opposing flow ratios which includes the highest combination of opposing movements, for example, the opposing left turn V/C plus the opposing through movement V/C. The formula for calculating an intersection ICU is as follows:

ICU=V/C+LOSS/CYCLE

Where:

V/C = sum of critical movement volume/capacity ratios (critical east-west and critical north-south volume/capacity ratios)

CYCLE = cycle length in seconds (Typically 100 seconds)

LOSS = total intersection loss time in seconds (Typically 10 seconds, however, the intersections along Rodeo Drive have an exclusive pedestrian phase which stop all approaches of the intersection to allow pedestrians to cross whichever direction they desire. Therefore, additional loss time was added based on the percentage of the cycle length when pedestrian phase is activated.)

A capacity value of 1,600 vehicles per hour per lane was used with a loss time factor of 0.10. The V/C for the intersection corresponds to a LOS value, which describes the intersection operations. The Levels of Service vary from A through F, with A representing the best possible conditions, free flow, and F representing forced flow or failing/jammed conditions. Generally, LOS D or better is considered acceptable in urban areas.

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DEFINITIONS OF LEVEL OF SERVICE FOR SIGNALIZED INTERSECTIONS

LEVEL OF SERVICE DEFINITIONS FOR SIGNALIZED INTERSECTIONS

Level of Service	Volume/Capacity Ratio	Definition
A	0.000 - 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 – 1.00	POOR. Represents the most vehicles that intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	Greater than 1.000	FAILURE. Backups from nearby intersections or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.

APPENDIX B
Traffic Count Data

transurv

JOB NUMBER TS-2008-003A

N/S STREET Rodeo Drive

E/W STREET Brighton Way

CITY/COUNTY Beverly Hills

DATE November 19, 2008

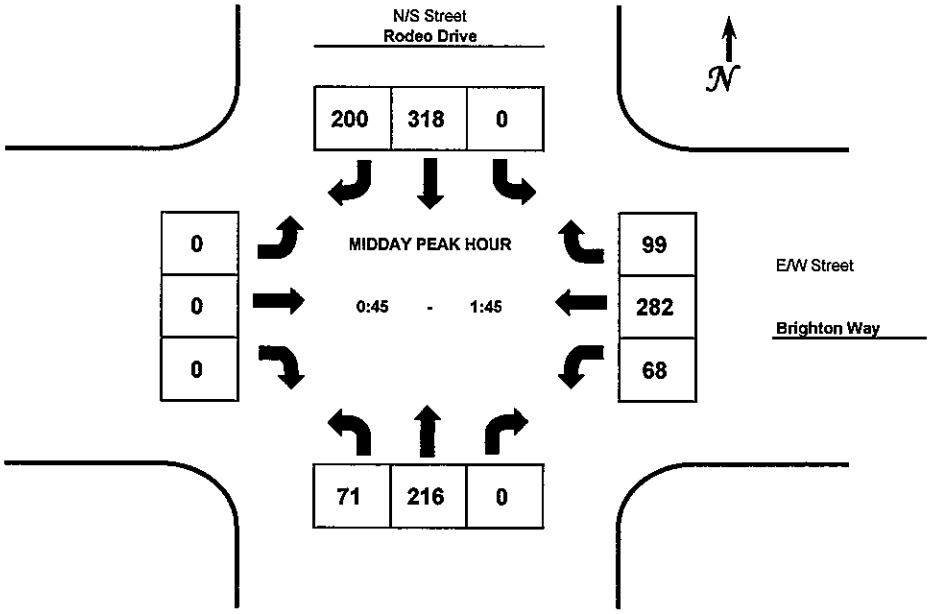
DAY Wednesday

TIME PERIOD 12:00 4:00 PM

TIME OF DAY	SOUTHBOUND			WESTBOUND			NORTHBOUND			EASTBOUND			TOTAL
	Right	Through	Left	Right	Through	Left	Right	Through	Left	Right	Through	Left	
12:00 - 12:15	36	94	0	9	71	7	0	57	16	0	0	0	**290**
12:15 - 12:30	45	86	0	9	58	8	0	62	15	0	0	0	**283**
12:30 - 12:45	42	85	0	16	70	9	0	56	17	0	0	0	**295**
12:45 - 1:00	44	85	0	22	82	16	0	53	16	0	0	0	**318**
1:00 - 1:15	50	77	0	22	67	11	0	51	13	0	0	0	**291**
1:15 - 1:30	48	80	0	24	68	18	0	55	19	0	0	0	**312**
1:30 - 1:45	58	76	0	31	65	23	0	57	23	0	0	0	**333**
1:45 - 2:00	39	60	0	26	66	20	0	52	16	0	0	0	**279**
2:00 - 2:15	38	79	0	19	76	16	0	55	11	0	0	0	**294**
2:15 - 2:30	32	88	0	27	77	14	0	49	14	0	0	0	**301**
2:30 - 2:45	37	103	0	17	65	18	0	58	11	0	0	0	**309**
2:45 - 3:00	46	90	0	32	58	15	0	52	18	0	0	0	**311**
3:00 - 3:15	33	86	0	25	72	21	0	56	18	0	0	0	**311**
3:15 - 3:30	40	64	0	14	62	11	0	73	13	0	0	0	**277**
3:30 - 3:45	39	87	0	8	52	9	0	62	10	0	0	0	**267**
3:45 - 4:00	41	78	0	25	56	16	0	60	12	0	0	0	**288**

PEAK HOUR VOLUMES

Peak Hour	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	TOTAL
0:45 - 1:45	***200***	***318***	***0***	***99***	***282***	***68***	***0***	***216***	***71***	***0***	***0***	***0***	***1,254***



transurv

JOB NUMBER TS-2008-003B

N/S STREET Beverly Drive

E/W STREET Brighton Way

CITY/COUNTY Beverly Hills

DATE November 19, 2008

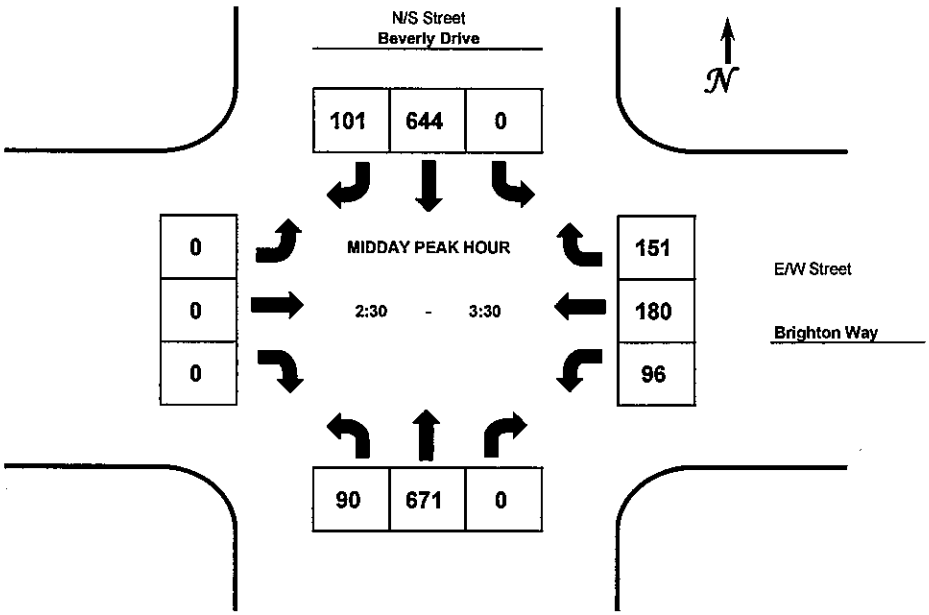
DAY Wednesday

TIME PERIOD 12:00 4:00 PM

TIME OF DAY	SOUTHBOUND			WESTBOUND			NORTHBOUND			EASTBOUND			TOTAL
	Right	Through	Left	Right	Through	Left	Right	Through	Left	Right	Through	Left	
12:00 - 12:15	26	71	0	28	49	19	0	148	25	0	0	0	**366**
12:15 - 12:30	31	163	0	36	37	27	0	148	23	0	0	0	**465**
12:30 - 12:45	21	150	0	36	39	14	0	156	19	0	0	0	**435**
12:45 - 1:00	36	138	0	60	52	16	0	139	34	0	0	0	**475**
1:00 - 1:15	37	156	0	52	44	19	0	157	27	0	0	0	**492**
1:15 - 1:30	36	134	0	32	42	24	0	146	26	0	0	0	**440**
1:30 - 1:45	25	161	0	27	43	13	0	160	19	0	0	0	**448**
1:45 - 2:00	26	130	0	26	41	16	0	173	29	0	0	0	**441**
2:00 - 2:15	28	161	0	35	49	19	0	157	23	0	0	0	**472**
2:15 - 2:30	27	158	0	29	43	18	0	163	27	0	0	0	**465**
2:30 - 2:45	25	163	0	33	48	20	0	155	28	0	0	0	**472**
2:45 - 3:00	24	166	0	38	50	21	0	164	25	0	0	0	**488**
3:00 - 3:15	27	152	0	41	42	24	0	174	21	0	0	0	**481**
3:15 - 3:30	25	163	0	39	40	31	0	178	16	0	0	0	**492**
3:30 - 3:45	24	167	0	29	34	24	0	172	16	0	0	0	**466**
3:45 - 4:00	27	151	0	36	31	17	0	149	15	0	0	0	**426**

PEAK HOUR VOLUMES

Peak Hour	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	TOTAL
2:30 - 3:30	***101***	***644***	***0***	***151***	***180***	***96***	***0***	***671***	***90***	***0***	***0***	***0***	***1,933***



transurv

JOB NUMBER TS-2008-003C

N/S STREET Rodeo Drive

E/W STREET Dayton Way

CITY/COUNTY Beverly Hills

DATE November 19, 2008

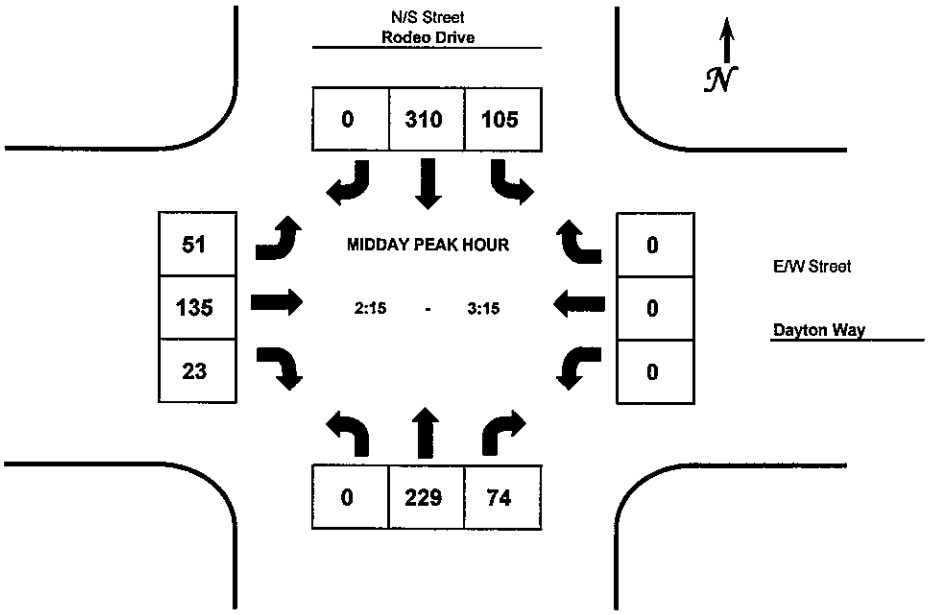
DAY Wednesday

TIME PERIOD 12:00 4:00 PM

TIME OF DAY	SOUTHBOUND			WESTBOUND			NORTHBOUND			EASTBOUND			TOTAL
	Right	Through	Left	Right	Through	Left	Right	Through	Left	Right	Through	Left	
12:00 - 12:15	0	76	20	0	0	0	18	48	0	4	36	8	**210**
12:15 - 12:30	0	70	25	0	0	0	27	63	0	7	39	14	**245**
12:30 - 12:45	0	65	19	0	0	0	20	53	0	7	34	19	**217**
12:45 - 1:00	0	67	31	0	0	0	17	57	0	6	34	13	**225**
1:00 - 1:15	0	62	30	0	0	0	16	47	0	7	47	7	**216**
1:15 - 1:30	0	76	24	0	0	0	14	45	0	5	40	3	**207**
1:30 - 1:45	0	62	22	0	0	0	22	64	0	14	45	17	**246**
1:45 - 2:00	0	59	18	0	0	0	24	44	0	5	29	1	**180**
2:00 - 2:15	0	77	20	0	0	0	20	53	0	4	35	10	**219**
2:15 - 2:30	0	87	21	0	0	0	13	55	0	8	40	12	**236**
2:30 - 2:45	0	80	26	0	0	0	15	55	0	8	26	9	**219**
2:45 - 3:00	0	75	30	0	0	0	24	54	0	4	25	16	**228**
3:00 - 3:15	0	68	28	0	0	0	22	65	0	3	44	14	**244**
3:15 - 3:30	0	63	21	0	0	0	23	57	0	4	43	15	**226**
3:30 - 3:45	0	64	17	0	0	0	26	53	0	0	40	16	**216**
3:45 - 4:00	0	71	19	0	0	0	18	56	0	5	49	11	**229**

PEAK HOUR VOLUMES

Peak Hour	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	TOTAL
2:15 - 3:15	***0***	***310***	***105***	***0***	***0***	***0***	***74***	***229***	***0***	***23***	***135***	***51***	***927***



transurv

JOB NUMBER TS-2008-003D

N/S STREET Beverly Drive

E/W STREET Dayton Way

CITY/COUNTY Beverly Hills

DATE November 19, 2008

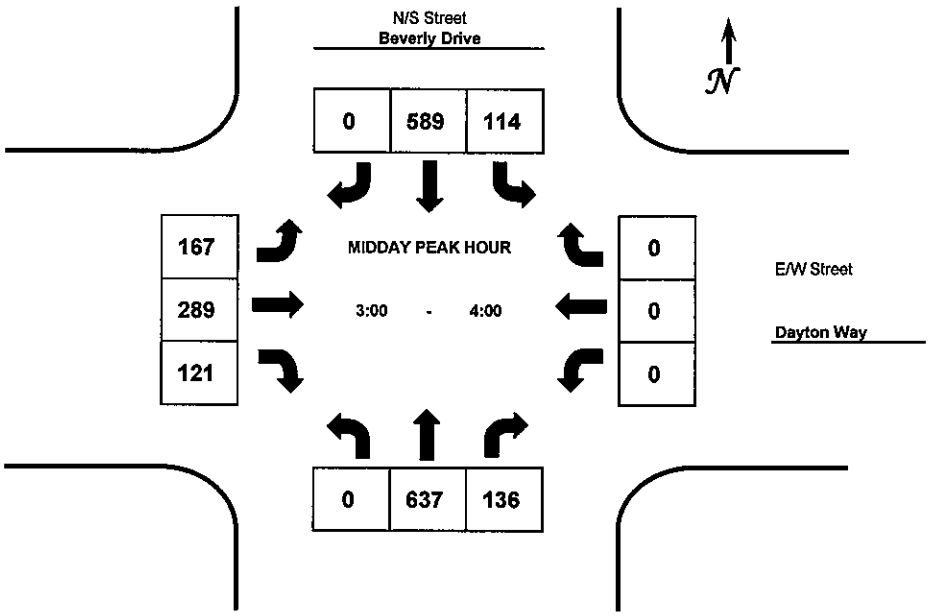
DAY Wednesday

TIME PERIOD 12:00 4:00 PM

TIME OF DAY	SOUTHBOUND			WESTBOUND			NORTHBOUND			EASTBOUND			TOTAL
	Right	Through	Left	Right	Through	Left	Right	Through	Left	Right	Through	Left	
12:00 - 12:15	0	133	26	0	0	0	25	168	0	21	35	29	**437**
12:15 - 12:30	0	143	29	0	0	0	29	134	0	26	50	40	**451**
12:30 - 12:45	0	118	23	0	0	0	44	159	0	18	44	37	**443**
12:45 - 1:00	0	113	27	0	0	0	41	145	0	20	51	37	**434**
1:00 - 1:15	0	129	29	0	0	0	34	140	0	32	70	39	**473**
1:15 - 1:30	0	117	26	0	0	0	39	136	0	23	61	46	**448**
1:30 - 1:45	0	106	25	0	0	0	35	142	0	35	83	44	**470**
1:45 - 2:00	0	111	24	0	0	0	37	140	0	36	75	44	**467**
2:00 - 2:15	0	115	26	0	0	0	36	139	0	37	49	42	**444**
2:15 - 2:30	0	140	32	0	0	0	38	162	0	31	67	48	**518**
2:30 - 2:45	0	117	17	0	0	0	44	178	0	37	53	45	**491**
2:45 - 3:00	0	150	26	0	0	0	45	158	0	43	61	38	**521**
3:00 - 3:15	0	130	28	0	0	0	32	144	0	43	68	47	**492**
3:15 - 3:30	0	155	25	0	0	0	39	160	0	22	61	38	**500**
3:30 - 3:45	0	151	33	0	0	0	30	168	0	29	82	42	**535**
3:45 - 4:00	0	153	28	0	0	0	35	165	0	27	78	40	**526**

PEAK HOUR VOLUMES

Peak Hour	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	TOTAL
3:00 - 4:00	***0***	***589***	***114***	***0***	***0***	***0***	***136***	***637***	***0***	***121***	***289***	***167***	***2,053***



transurv

JOB NUMBER TS-2008-003A

N/S STREET Rodeo Drive

E/W STREET Brighton Way

CITY/COUNTY Beverly Hills

DATE November 19, 2008

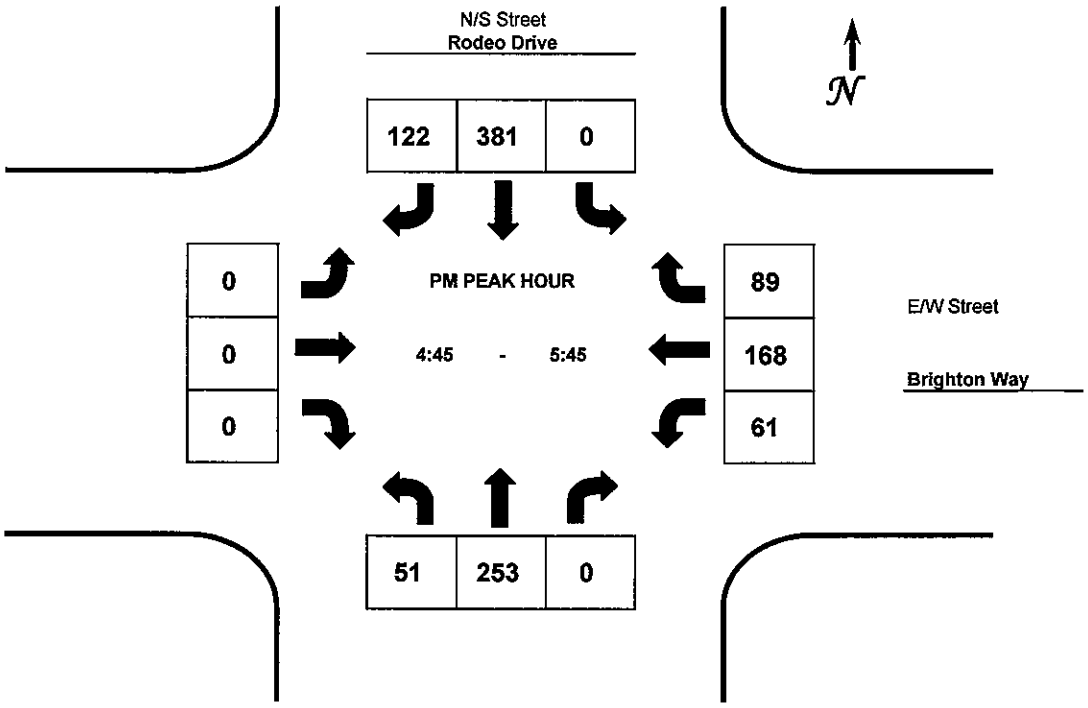
DAY Wednesday

TIME PERIOD 4:00 6:00 PM

TIME OF DAY	SOUTHBOUND			WESTBOUND			NORTHBOUND			EASTBOUND			TOTAL
	Right	Through	Left	Right	Through	Left	Right	Through	Left	Right	Through	Left	
4:00 - 4:15	32	83	0	25	44	10	0	62	9	0	0	0	**265**
4:15 - 4:30	43	83	0	22	53	8	0	64	11	0	0	0	**284**
4:30 - 4:45	29	83	0	8	57	20	0	64	8	0	0	0	**269**
4:45 - 5:00	33	97	0	10	46	14	0	70	18	0	0	0	**288**
5:00 - 5:15	32	87	0	22	37	17	0	66	12	0	0	0	**273**
5:15 - 5:30	25	86	0	19	47	15	0	58	12	0	0	0	**262**
5:30 - 5:45	32	111	0	38	38	15	0	59	9	0	0	0	**302**
5:45 - 6:00	31	91	0	34	32	13	0	56	8	0	0	0	**265**

PEAK HOUR VOLUMES

Peak Hour	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	TOTAL
4:45 - 5:45	***122***	***381***	***0***	***89***	***168***	***61***	***0***	***253***	***51***	***0***	***0***	***0***	***1,125***



transurv

JOB NUMBER TS-2008-003B

N/S STREET Beverly Drive

E/W STREET Brighton Way

CITY/COUNTY Beverly Hills

DATE November 19, 2008

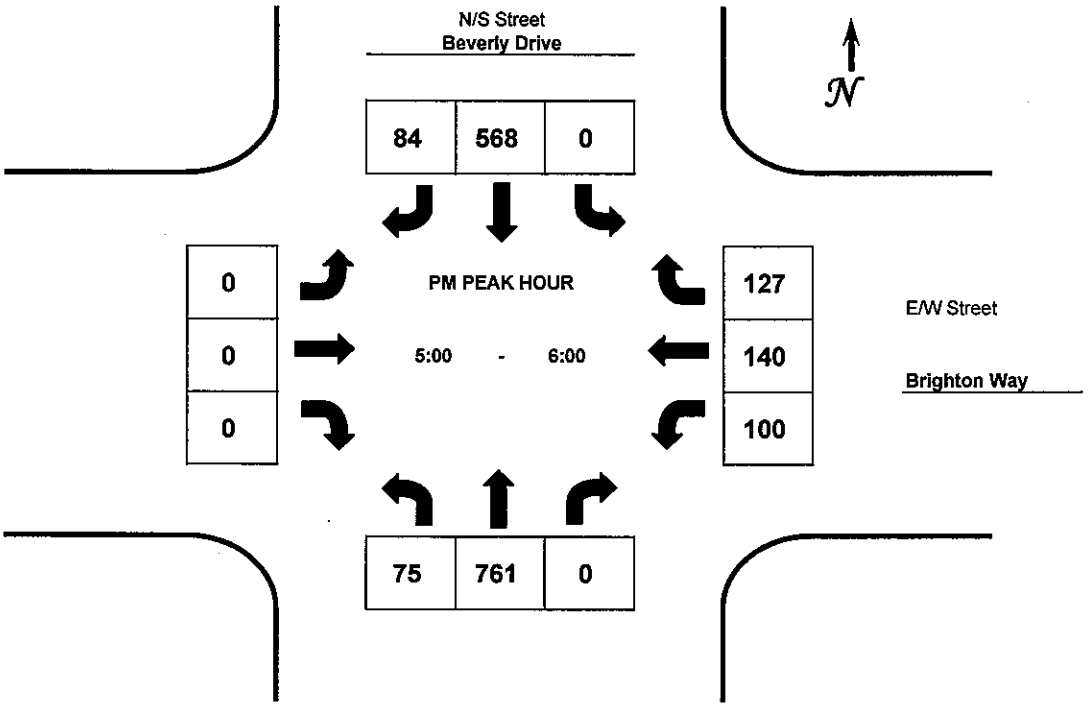
DAY Wednesday

TIME PERIOD 4:00 6:00 PM

TIME OF DAY	SOUTHBOUND			WESTBOUND			NORTHBOUND			EASTBOUND			TOTAL
	Right	Through	Left	Right	Through	Left	Right	Through	Left	Right	Through	Left	
4:00 - 4:15	15	178	0	38	41	21	0	175	16	0	0	0	**484**
4:15 - 4:30	16	152	0	33	34	18	0	168	19	0	0	0	**440**
4:30 - 4:45	22	151	0	24	36	30	0	173	20	0	0	0	**456**
4:45 - 5:00	15	149	0	37	34	13	0	173	22	0	0	0	**443**
5:00 - 5:15	24	143	0	30	32	27	0	198	19	0	0	0	**473**
5:15 - 5:30	17	146	0	31	36	17	0	186	26	0	0	0	**459**
5:30 - 5:45	22	132	0	39	37	32	0	179	14	0	0	0	**455**
5:45 - 6:00	21	147	0	27	35	24	0	198	16	0	0	0	**468**

PEAK HOUR VOLUMES

Peak Hour	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	TOTAL
5:00 - 6:00	***84***	***568***	***0***	***127***	***140***	***100***	***0***	***761***	***75***	***0***	***0***	***0***	***1,855***



transurv

JOB NUMBER TS-2008-003C

N/S STREET Rodeo Drive

E/W STREET Dayton Way

CITY/COUNTY Beverly Hills

DATE November 19, 2008

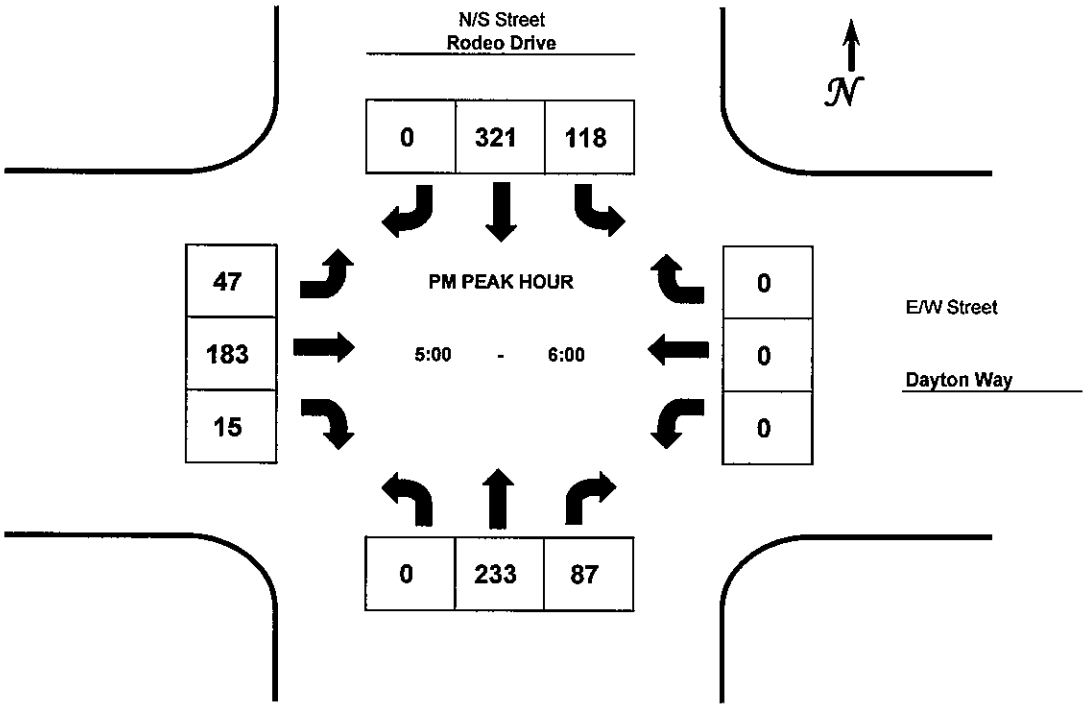
DAY Wednesday

TIME PERIOD 4:00 6:00 PM

TIME OF DAY	SOUTHBOUND			WESTBOUND			NORTHBOUND			EASTBOUND			TOTAL
	Right	Through	Left	Right	Through	Left	Right	Through	Left	Right	Through	Left	
4:00 - 4:15	0	70	17	0	0	0	18	52	0	5	39	22	**223**
4:15 - 4:30	0	81	15	0	0	0	11	46	0	1	44	17	**215**
4:30 - 4:45	0	64	24	0	0	0	26	63	0	0	48	13	**238**
4:45 - 5:00	0	78	21	0	0	0	23	64	0	3	42	15	**246**
5:00 - 5:15	0	76	22	0	0	0	18	63	0	3	48	14	**244**
5:15 - 5:30	0	67	30	0	0	0	18	57	0	1	43	6	**222**
5:30 - 5:45	0	93	34	0	0	0	27	55	0	6	45	13	**273**
5:45 - 6:00	0	85	32	0	0	0	24	58	0	5	47	14	**265**

PEAK HOUR VOLUMES

Peak Hour	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	TOTAL
5:00 - 6:00	***0***	***321***	***118***	***0***	***0***	***0***	***87***	***233***	***0***	***15***	***183***	***47***	***1,004***



transurv

JOB NUMBER TS-2008-003D

N/S STREET Beverly Drive

E/W STREET Dayton Way

CITY/COUNTY Beverly Hills

DATE November 19, 2008

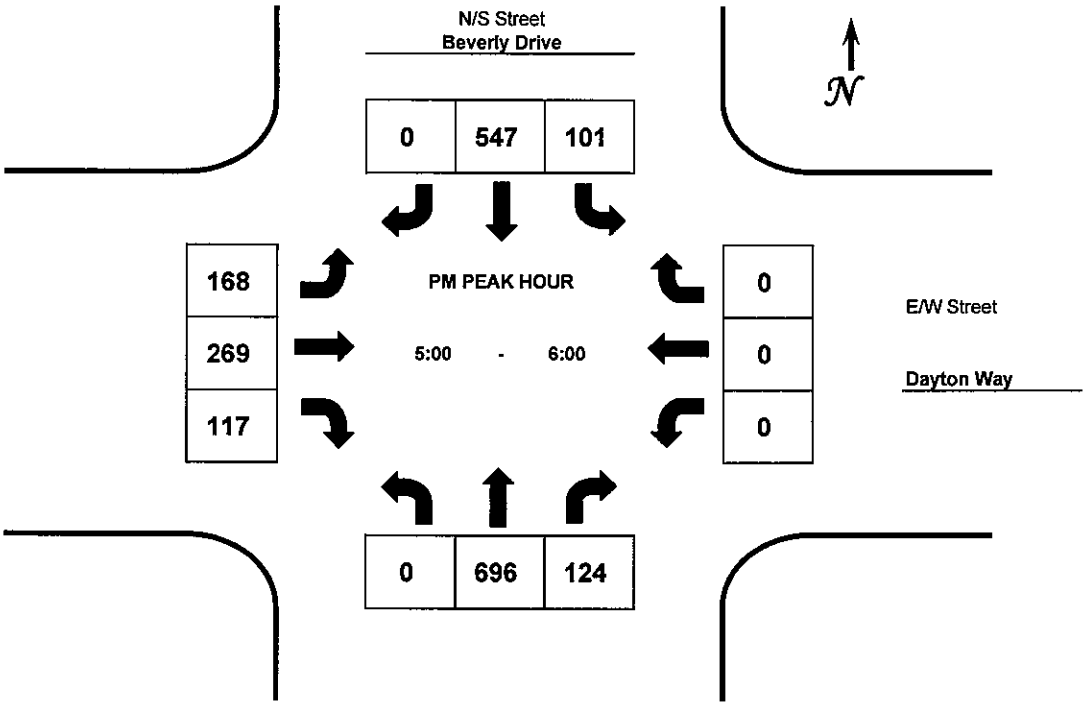
DAY Wednesday

TIME PERIOD 4:00 6:00 PM

TIME OF DAY	SOUTHBOUND			WESTBOUND			NORTHBOUND			EASTBOUND			TOTAL
	Right	Through	Left	Right	Through	Left	Right	Through	Left	Right	Through	Left	
4:00 - 4:15	0	153	27	0	0	0	39	156	0	27	65	29	**496**
4:15 - 4:30	0	161	27	0	0	0	36	165	0	32	75	41	**537**
4:30 - 4:45	0	161	17	0	0	0	30	154	0	19	75	37	**493**
4:45 - 5:00	0	140	19	0	0	0	39	157	0	28	51	45	**479**
5:00 - 5:15	0	151	24	0	0	0	32	163	0	25	54	42	**491**
5:15 - 5:30	0	142	20	0	0	0	28	186	0	31	66	52	**525**
5:30 - 5:45	0	126	24	0	0	0	34	172	0	27	82	34	**499**
5:45 - 6:00	0	128	33	0	0	0	30	175	0	34	67	40	**507**

PEAK HOUR VOLUMES

Peak Hour	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	TOTAL
5:00 - 6:00	***0***	***547***	***101***	***0***	***0***	***0***	***124***	***696***	***0***	***117***	***269***	***168***	***2,022***



transurv

JOB NUMBER TS-2008-003A

N/S STREET Rodeo Drive

E/W STREET Brighton Way

CITY/COUNTY Beverly Hills

DATE December 13, 2008

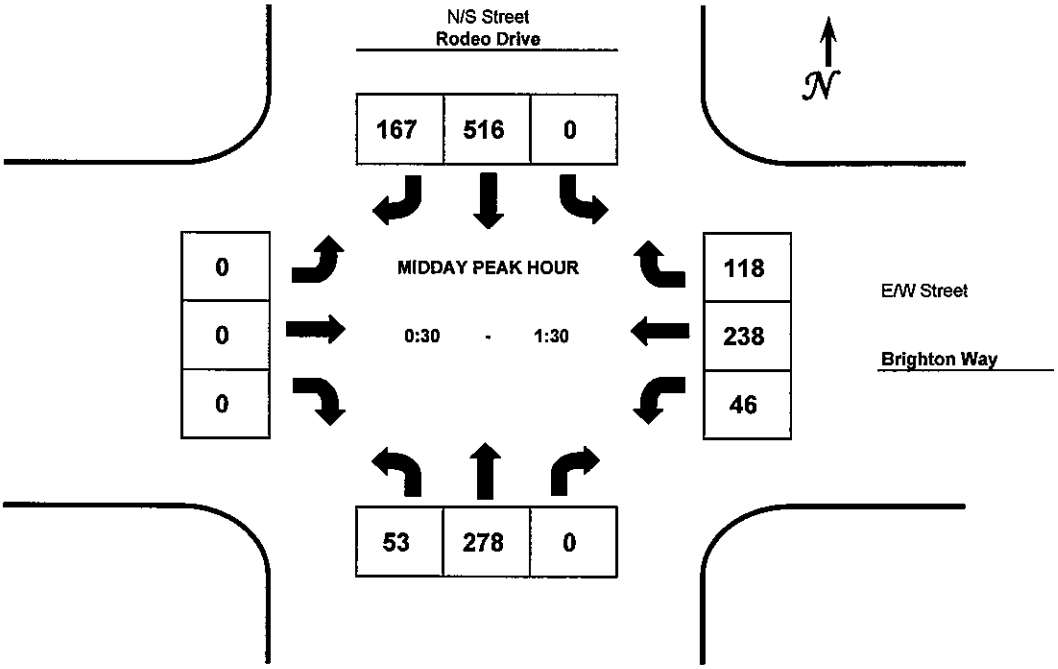
DAY Saturday

TIME PERIOD 12:00 3:00 PM

TIME OF DAY	SOUTHBOUND			WESTBOUND			NORTHBOUND			EASTBOUND			TOTAL
	Right	Through	Left	Right	Through	Left	Right	Through	Left	Right	Through	Left	
12:00 - 12:15	22	118	0	25	54	12	0	71	9	0	0	0	**311**
12:15 - 12:30	28	124	0	27	61	17	0	70	11	0	0	0	**338**
12:30 - 12:45	46	131	0	21	62	14	0	66	8	0	0	0	**348**
12:45 - 1:00	42	127	0	29	59	11	0	68	10	0	0	0	**346**
1:00 - 1:15	38	120	0	31	68	11	0	75	14	0	0	0	**357**
1:15 - 1:30	41	138	0	37	49	10	0	69	21	0	0	0	**365**
1:30 - 1:45	30	106	0	28	52	17	0	67	14	0	0	0	**314**
1:45 - 2:00	16	112	0	40	60	18	0	62	15	0	0	0	**323**
2:00 - 2:15	33	121	0	27	58	11	0	72	12	0	0	0	**334**
2:15 - 2:30	29	132	0	33	51	15	0	69	7	0	0	0	**336**
2:30 - 2:45	37	108	0	30	62	14	0	70	11	0	0	0	**332**
2:45 - 3:00	30	117	0	24	48	16	0	68	10	0	0	0	**313**

PEAK HOUR VOLUMES

Peak Hour	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	TOTAL
0:30 - 1:30	***167***	***516***	***0***	***118***	***238***	***46***	***0***	***278***	***53***	***0***	***0***	***0***	***1,416***



transurv

JOB NUMBER TS-2008-003B

N/S STREET Beverly Drive

E/W STREET Brighton Way

CITY/COUNTY Beverly Hills

DATE December 13, 2008

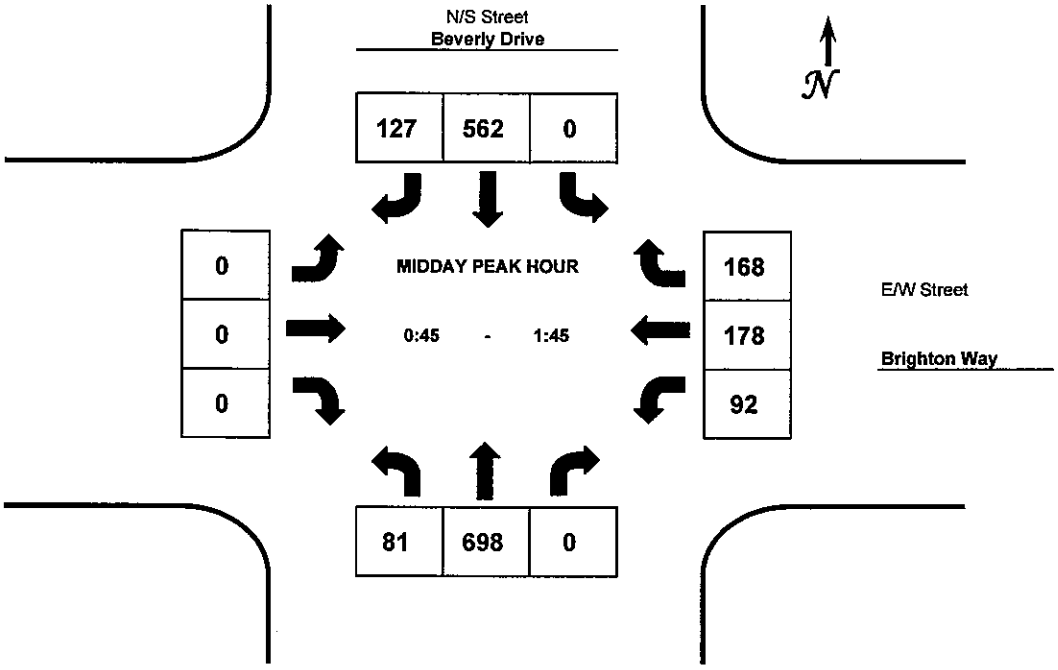
DAY Saturday

TIME PERIOD 12:00 3:00 PM

TIME OF DAY	SOUTHBOUND			WESTBOUND			NORTHBOUND			EASTBOUND			TOTAL
	Right	Through	Left	Right	Through	Left	Right	Through	Left	Right	Through	Left	
12:00 - 12:15	31	117	0	21	34	20	0	167	11	0	0	0	**401**
12:15 - 12:30	22	124	0	32	48	26	0	179	19	0	0	0	**450**
12:30 - 12:45	35	126	0	39	43	24	0	187	16	0	0	0	**470**
12:45 - 1:00	29	143	0	43	42	21	0	172	22	0	0	0	**472**
1:00 - 1:15	34	138	0	38	51	19	0	175	14	0	0	0	**469**
1:15 - 1:30	36	149	0	40	47	25	0	168	25	0	0	0	**490**
1:30 - 1:45	28	132	0	47	38	27	0	183	20	0	0	0	**475**
1:45 - 2:00	23	137	0	39	45	22	0	166	27	0	0	0	**459**
2:00 - 2:15	19	133	0	42	39	23	0	149	20	0	0	0	**425**
2:15 - 2:30	33	148	0	30	47	24	0	183	28	0	0	0	**493**
2:30 - 2:45	25	124	0	35	36	21	0	178	26	0	0	0	**445**
2:45 - 3:00	28	139	0	31	44	22	0	192	18	0	0	0	**474**

PEAK HOUR VOLUMES

Peak Hour	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	TOTAL
0:45 - 1:45	***127***	***562***	***0***	***168***	***178***	***92***	***0***	***698***	***81***	***0***	***0***	***0***	***1,906***



transurv

JOB NUMBER TS-2008-003C

N/S STREET Rodeo Drive

E/W STREET Dayton Way

CITY/COUNTY Beverly Hills

DATE December 13, 2008

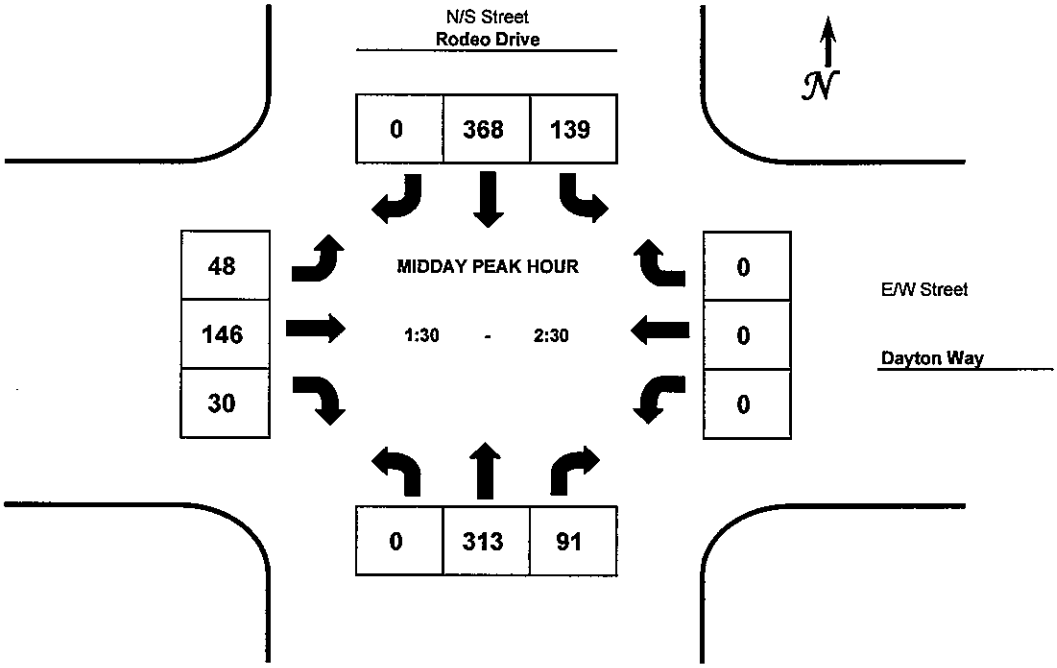
DAY Saturday

TIME PERIOD 12:00 3:00 PM

TIME OF DAY	SOUTHBOUND			WESTBOUND			NORTHBOUND			EASTBOUND			TOTAL
	Right	Through	Left	Right	Through	Left	Right	Through	Left	Right	Through	Left	
12:00 - 12:15	0	85	36	0	0	0	14	65	0	5	33	14	**252**
12:15 - 12:30	0	91	33	0	0	0	19	70	0	4	42	12	**271**
12:30 - 12:45	0	81	31	0	0	0	21	59	0	5	38	15	**250**
12:45 - 1:00	0	80	37	0	0	0	24	73	0	6	41	19	**280**
1:00 - 1:15	0	82	27	0	0	0	12	69	0	8	45	13	**256**
1:15 - 1:30	0	86	29	0	0	0	23	57	0	3	33	23	**254**
1:30 - 1:45	0	98	34	0	0	0	20	77	0	10	29	14	**282**
1:45 - 2:00	0	90	34	0	0	0	20	83	0	7	35	11	**280**
2:00 - 2:15	0	88	35	0	0	0	25	81	0	8	39	13	**289**
2:15 - 2:30	0	92	36	0	0	0	26	72	0	5	43	10	**284**
2:30 - 2:45	0	89	29	0	0	0	19	76	0	7	37	14	**271**
2:45 - 3:00	0	83	35	0	0	0	23	68	0	7	38	12	**266**

PEAK HOUR VOLUMES

Peak Hour	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	TOTAL
1:30 - 2:30	***0***	***368***	***139***	***0***	***0***	***0***	***91***	***313***	***0***	***30***	***146***	***48***	***1,135***



transurv

JOB NUMBER TS-2008-003D

N/S STREET Beverly Drive

E/W STREET Dayton Way

CITY/COUNTY Beverly Hills

DATE December 13, 2008

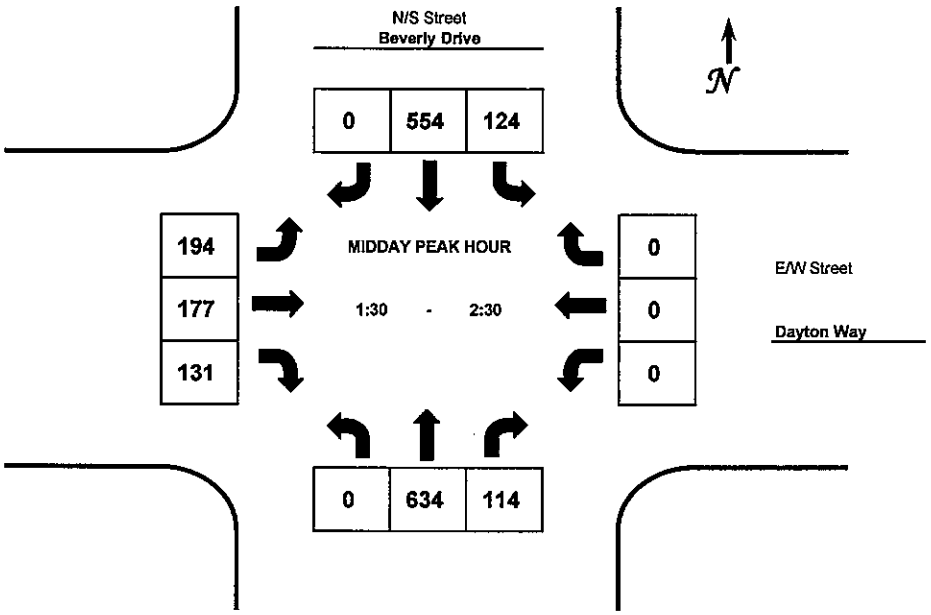
DAY Saturday

TIME PERIOD 12:00 3:00 PM

TIME OF DAY	SOUTHBOUND			WESTBOUND			NORTHBOUND			EASTBOUND			TOTAL
	Right	Through	Left	Right	Through	Left	Right	Through	Left	Right	Through	Left	
11:00 - 11:15	0			0	0	0			0				**0**
11:15 - 11:30	0			0	0	0			0				**0**
11:30 - 11:45	0			0	0	0			0				**0**
11:45 - 12:00	0			0	0	0			0				**0**
12:00 - 12:15	0	104	27	0	0	0	23	139	0	20	38	35	**386**
12:15 - 12:30	0	113	31	0	0	0	20	155	0	26	40	32	**417**
12:30 - 12:45	0	139	25	0	0	0	29	160	0	22	42	37	**454**
12:45 - 1:00	0	128	23	0	0	0	21	181	0	31	59	47	**490**
1:00 - 1:15	0	134	28	0	0	0	25	174	0	38	52	40	**491**
1:15 - 1:30	0	143	22	0	0	0	34	162	0	35	39	43	**478**
1:30 - 1:45	0	129	32	0	0	0	28	158	0	29	44	46	**466**
1:45 - 2:00	0	140	34	0	0	0	26	155	0	33	46	48	**482**
2:00 - 2:15	0	138	30	0	0	0	20	136	0	38	38	55	**455**
2:15 - 2:30	0	147	28	0	0	0	40	185	0	31	49	45	**525**
2:30 - 2:45	0	101	26	0	0	0	32	170	0	37	51	36	**453**
2:45 - 3:00	0	118	27	0	0	0	26	178	0	32	53	52	**486**

PEAK HOUR VOLUMES

Peak Hour	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	TOTAL
1:30 - 2:30	***0***	***554***	***124***	***0***	***0***	***0***	***114***	***634***	***0***	***131***	***177***	***194***	***1,928***



APPENDIX C
Intersection Level of Service Worksheets
Existing (2008) Conditions

320 North Rodeo Drive Project - Traffic Impact Study
Existing 2008 Conditions
Weekday Midday Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #1 Rodeo Drive & Brighton Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.815
Loss Time (sec):	43 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	108	Level Of Service:	D

Street Name:	Rodeo Drive						Brighton Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	0 0	0	0 1	0 1	0
Volume Module:												
Base Vol:	71	216	0	0	318	200	0	0	0	68	282	99
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:	71	216	0	0	318	200	0	0	0	68	282	99
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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	79	240	0	0	353	222	0	0	0	76	313	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	240	0	0	353	222	0	0	0	76	313	110
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:	79	240	0	0	353	222	0	0	0	76	313	110
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	1.00	2.00	0.00	0.00	1.23	0.77	0.00	0.00	0.00	0.30	1.26	0.44
Final Sat.:	1600	3200	0	0	1964	1236	0	0	0	485	2010	706
Capacity Analysis Module:												
Vol/Sat:	0.05	0.08	0.00	0.00	0.18	0.18	0.00	0.00	0.00	0.16	0.16	0.16
Crit Moves:	****				****					****		

320 North Rodeo Drive Project - Traffic Impact Study
Existing 2008 Conditions
Weekday Midday Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #2 Beverly Drive & Brighton Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.569
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Street Name:	Beverly Drive						Brighton Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	0 0	0	0 1	0 1	0
Volume Module:												
Base Vol:	90	671	0	0	644	101	0	0	0	96	180	151
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:	90	671	0	0	644	101	0	0	0	96	180	151
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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	100	746	0	0	716	112	0	0	0	107	200	168
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	746	0	0	716	112	0	0	0	107	200	168
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:	100	746	0	0	716	112	0	0	0	107	200	168
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	1.00	2.00	0.00	0.00	1.73	0.27	0.00	0.00	0.00	0.45	0.84	0.71
Final Sat.:	1600	3200	0	0	2766	434	0	0	0	719	1349	1132
Capacity Analysis Module:												
Vol/Sat:	0.06	0.23	0.00	0.00	0.26	0.26	0.00	0.00	0.00	0.15	0.15	0.15
Crit Moves:	****				****					****		

320 North Rodeo Drive Project - Traffic Impact Study
Existing 2008 Conditions
Weekday Midday Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #3 Rodeo Drive & Dayton Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.721
Loss Time (sec):	47 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	96	Level Of Service:	C

Street Name:	Rodeo Drive						Dayton Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1 1	0	1 0	2 0	0	0 1	0 1	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	229	74	105	310	0	51	135	23	0	0	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	229	74	105	310	0	51	135	23	0	0	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	254	82	117	344	0	57	150	26	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	254	82	117	344	0	57	150	26	0	0	0
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:	0	254	82	117	344	0	57	150	26	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.00	1.51	0.49	1.00	2.00	0.00	0.49	1.29	0.22	0.00	0.00	0.00
Final Sat.:	0	2418	782	1600	3200	0	781	2067	352	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.11	0.07	0.11	0.00	0.07	0.07	0.07	0.00	0.00	0.00
Crit Moves:		****		****			****					

320 North Rodeo Drive Project - Traffic Impact Study
Existing 2008 Conditions
Weekday Midday Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #4 Beverly Drive & Dayton Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.648
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	B

Street Name:	Beverly Drive						Dayton Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 1 1 0			0 1 1 0 0			0 1 0 1 0			0 0 0 0 0		
Volume Module:												
Base Vol:	0	637	136	114	589	0	167	289	121	0	0	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	637	136	114	589	0	167	289	121	0	0	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	708	151	127	654	0	186	321	134	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	708	151	127	654	0	186	321	134	0	0	0
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:	0	708	151	127	654	0	186	321	134	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.00	1.65	0.35	0.32	1.68	0.00	0.58	1.00	0.42	0.00	0.00	0.00
Final Sat.:	0	2637	563	519	2681	0	926	1603	671	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.27	0.08	0.24	0.00	0.20	0.20	0.20	0.00	0.00	0.00
Crit Moves:		****		****					****			

320 North Rodeo Drive Project - Traffic Impact Study
Existing 2008 Conditions
Weekday PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #1 Rodeo Drive & Brighton Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.750
Loss Time (sec):	43 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	97	Level Of Service:	C

Street Name:	Rodeo Drive						Brighton Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	0 0	0	0 1	0 1	0
Volume Module:												
Base Vol:	51	253	0	0	381	122	0	0	0	61	168	89
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:	51	253	0	0	381	122	0	0	0	61	168	89
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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	57	281	0	0	423	136	0	0	0	68	187	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	281	0	0	423	136	0	0	0	68	187	99
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:	57	281	0	0	423	136	0	0	0	68	187	99
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	1.00	2.00	0.00	0.00	1.51	0.49	0.00	0.00	0.00	0.38	1.06	0.56
Final Sat.:	1600	3200	0	0	2424	776	0	0	0	614	1691	896
Capacity Analysis Module:												
Vol/Sat:	0.04	0.09	0.00	0.00	0.17	0.17	0.00	0.00	0.00	0.11	0.11	0.11
Crit Moves:	****				****						****	

320 North Rodeo Drive Project - Traffic Impact Study
Existing 2008 Conditions
Weekday PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #2 Beverly Drive & Brighton Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.506
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Street Name:	Beverly Drive						Brighton Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	0 0	0	0 1	0 1	0
Volume Module:												
Base Vol:	75	761	0	0	568	84	0	0	0	100	140	127
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:	75	761	0	0	568	84	0	0	0	100	140	127
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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	83	846	0	0	631	93	0	0	0	111	156	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	846	0	0	631	93	0	0	0	111	156	141
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:	83	846	0	0	631	93	0	0	0	111	156	141
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	1.00	2.00	0.00	0.00	1.74	0.26	0.00	0.00	0.00	0.54	0.77	0.69
Final Sat.:	1600	3200	0	0	2788	412	0	0	0	872	1221	1107
Capacity Analysis Module:												
Vol/Sat:	0.05	0.26	0.00	0.00	0.23	0.23	0.00	0.00	0.00	0.13	0.13	0.13
Crit Moves:	****				****							****

320 North Rodeo Drive Project - Traffic Impact Study
Existing 2008 Conditions
Weekday PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #3 Rodeo Drive & Dayton Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.748
Loss Time (sec):	47 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	99	Level Of Service:	C

Street Name:	Rodeo Drive						Dayton Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1 1	0	1 0	2 0	0	0 1	0 1	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	233	87	118	321	0	47	183	15	0	0	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	233	87	118	321	0	47	183	15	0	0	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	259	97	131	357	0	52	203	17	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	259	97	131	357	0	52	203	17	0	0	0
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:	0	259	97	131	357	0	52	203	17	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.00	1.46	0.54	1.00	2.00	0.00	0.38	1.50	0.12	0.00	0.00	0.00
Final Sat.:	0	2330	870	1600	3200	0	614	2390	196	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.11	0.08	0.11	0.00	0.09	0.09	0.09	0.00	0.00	0.00
Crit Moves:		****		****				****				

320 North Rodeo Drive Project - Traffic Impact Study
Existing 2008 Conditions
Weekday PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #4 Beverly Drive & Dayton Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.647
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	B

Street Name:	Beverly Drive						Dayton Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1 1	0	0 1	1 0	0	0 1	0 1	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	696	124	101	547	0	168	269	117	0	0	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	696	124	101	547	0	168	269	117	0	0	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	773	138	112	608	0	187	299	130	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	773	138	112	608	0	187	299	130	0	0	0
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:	0	773	138	112	608	0	187	299	130	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.00	1.70	0.30	0.31	1.69	0.00	0.61	0.97	0.42	0.00	0.00	0.00
Final Sat.:	0	2716	484	499	2701	0	970	1554	676	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.28	0.07	0.22	0.00	0.19	0.19	0.19	0.00	0.00	0.00
Crit Moves:		****		****			****					

320 North Rodeo Drive Project - Traffic Impact Study
Existing 2008 Conditions
Saturday Midday Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #1 Rodeo Drive & Brighton Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.844
Loss Time (sec):	43 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	113	Level Of Service:	D

Street Name:	Rodeo Drive						Brighton Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	0 0	0	0 1	0 1	0
Volume Module:												
Base Vol:	53	278	0	0	516	167	0	0	0	46	238	118
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:	53	278	0	0	516	167	0	0	0	46	238	118
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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	59	309	0	0	573	186	0	0	0	51	264	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	309	0	0	573	186	0	0	0	51	264	131
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:	59	309	0	0	573	186	0	0	0	51	264	131
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	1.00	2.00	0.00	0.00	1.51	0.49	0.00	0.00	0.00	0.23	1.18	0.59
Final Sat.:	1600	3200	0	0	2418	782	0	0	0	366	1895	939
Capacity Analysis Module:												
Vol/Sat:	0.04	0.10	0.00	0.00	0.24	0.24	0.00	0.00	0.00	0.14	0.14	0.14
Crit Moves:	****				****					****		

320 North Rodeo Drive Project - Traffic Impact Study
Existing 2008 Conditions
Saturday Midday Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #2 Beverly Drive & Brighton Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.548
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Street Name:	Beverly Drive						Brighton Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	0 0	0	0 1	0 1	0
Volume Module:												
Base Vol:	81	698	0	0	562	127	0	0	0	92	178	168
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:	81	698	0	0	562	127	0	0	0	92	178	168
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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	90	776	0	0	624	141	0	0	0	102	198	187
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	776	0	0	624	141	0	0	0	102	198	187
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:	90	776	0	0	624	141	0	0	0	102	198	187
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	1.00	2.00	0.00	0.00	1.63	0.37	0.00	0.00	0.00	0.42	0.81	0.77
Final Sat.:	1600	3200	0	0	2610	590	0	0	0	672	1300	1227
Capacity Analysis Module:												
Vol/Sat:	0.06	0.24	0.00	0.00	0.24	0.24	0.00	0.00	0.00	0.15	0.15	0.15
Crit Moves:	****				****							****

320 North Rodeo Drive Project - Traffic Impact Study
Existing 2008 Conditions
Saturday Midday Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #3 Rodeo Drive & Dayton Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.785
Loss Time (sec):	47 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	105	Level Of Service:	C

Street Name:	Rodeo Drive						Dayton Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1 1	0	1 0	2 0	0	0 1	0 1	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	313	91	139	368	0	48	146	30	0	0	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	313	91	139	368	0	48	146	30	0	0	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	348	101	154	409	0	53	162	33	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	348	101	154	409	0	53	162	33	0	0	0
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:	0	348	101	154	409	0	53	162	33	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.00	1.55	0.45	1.00	2.00	0.00	0.43	1.30	0.27	0.00	0.00	0.00
Final Sat.:	0	2479	721	1600	3200	0	686	2086	429	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.14	0.10	0.13	0.00	0.08	0.08	0.08	0.00	0.00	0.00
Crit Moves:		****		****					****			

320 North Rodeo Drive Project - Traffic Impact Study
Existing 2008 Conditions
Saturday Midday Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #4 Beverly Drive & Dayton Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.620
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	B

Street Name:	Beverly Drive						Dayton Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1 1	0	0 1	1 0	0	0 1	0 1	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	634	114	124	554	0	194	177	131	0	0	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	634	114	124	554	0	194	177	131	0	0	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	704	127	138	616	0	216	197	146	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	704	127	138	616	0	216	197	146	0	0	0
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:	0	704	127	138	616	0	216	197	146	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.00	1.70	0.30	0.37	1.63	0.00	0.77	0.71	0.52	0.00	0.00	0.00
Final Sat.:	0	2712	488	585	2615	0	1237	1128	835	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.26	0.09	0.24	0.00	0.17	0.17	0.17	0.00	0.00	0.00
Crit Moves:		****		****			****					

APPENDIX D
Intersection Level of Service Worksheets
Future (2012) Ambient Growth and Related Projects Conditions

320 North Rodeo Drive Project - Traffic Impact Study
Future 2012 No Project Conditions
Weekday Midday Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Rodeo Drive & Brighton Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.830
Loss Time (sec):	43 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	110	Level Of Service:	D

Street Name:	Rodeo Drive						Brighton Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	0 0	0	0 1	0 1	0
Volume Module:												
Base Vol:	71	216	0	0	318	200	0	0	0	68	282	99
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	74	225	0	0	331	208	0	0	0	71	293	103
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	74	225	0	0	331	208	0	0	0	71	293	103
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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	82	250	0	0	367	231	0	0	0	79	326	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	250	0	0	367	231	0	0	0	79	326	114
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:	82	250	0	0	367	231	0	0	0	79	326	114
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	1.00	2.00	0.00	0.00	1.23	0.77	0.00	0.00	0.00	0.30	1.26	0.44
Final Sat.:	1600	3200	0	0	1964	1236	0	0	0	485	2010	706
Capacity Analysis Module:												
Vol/Sat:	0.05	0.08	0.00	0.00	0.19	0.19	0.00	0.00	0.00	0.16	0.16	0.16
Crit Moves:	****				****						****	

320 North Rodeo Drive Project - Traffic Impact Study
Future 2012 No Project Conditions
Weekday Midday Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Beverly Drive & Brighton Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.592
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	A

Street Name:	Beverly Drive						Brighton Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	0 0	0	0 1	0 1	0
Volume Module:												
Base Vol:	90	671	0	0	644	101	0	0	0	96	180	151
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	94	698	0	0	670	105	0	0	0	100	187	157
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project:	0	-11	0	0	9	0	0	0	0	3	0	0
Initial Fut:	94	687	0	0	679	105	0	0	0	103	187	157
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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	104	763	0	0	754	117	0	0	0	114	208	174
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	763	0	0	754	117	0	0	0	114	208	174
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:	104	763	0	0	754	117	0	0	0	114	208	174
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	1.00	2.00	0.00	0.00	1.73	0.27	0.00	0.00	0.00	0.46	0.84	0.70
Final Sat.:	1600	3200	0	0	2771	429	0	0	0	736	1340	1124
Capacity Analysis Module:												
Vol/Sat:	0.07	0.24	0.00	0.00	0.27	0.27	0.00	0.00	0.00	0.16	0.16	0.16
Crit Moves:	****				****					****		

320 North Rodeo Drive Project - Traffic Impact Study
Future 2012 No Project Conditions
Weekday Midday Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Rodeo Drive & Dayton Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.731
Loss Time (sec):	47 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	97	Level Of Service:	C

Street Name:	Rodeo Drive						Dayton Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 1	1 0		1 0	2 0	0	0 1	0 1	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	229	74	105	310	0	51	135	23	0	0	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	238	77	109	322	0	53	140	24	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	238	77	109	322	0	53	140	24	0	0	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	265	86	121	358	0	59	156	27	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	265	86	121	358	0	59	156	27	0	0	0
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:	0	265	86	121	358	0	59	156	27	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.00	1.51	0.49	1.00	2.00	0.00	0.49	1.29	0.22	0.00	0.00	0.00
Final Sat.:	0	2418	782	1600	3200	0	781	2067	352	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.11	0.08	0.11	0.00	0.08	0.08	0.08	0.00	0.00	0.00
Crit Moves:		****		****			****					

320 North Rodeo Drive Project - Traffic Impact Study
Future 2012 No Project Conditions
Weekday Midday Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

****

Intersection #4 Beverly Drive & Dayton Way

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.673
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	Level Of Service:	B

****

Street Name:	Beverly Drive						Dayton Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1 1	0	0 1	1 0	0	0 1	0 1	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	637	136	114	589	0	167	289	121	0	0	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	662	141	119	613	0	174	301	126	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project:	0	-11	21	0	13	0	0	0	0	0	0	0
Initial Fut:	0	651	162	119	626	0	174	301	126	0	0	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	724	180	132	695	0	193	334	140	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	724	180	132	695	0	193	334	140	0	0	0
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:	0	724	180	132	695	0	193	334	140	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.00	1.60	0.40	0.32	1.68	0.00	0.58	1.00	0.42	0.00	0.00	0.00
Final Sat.:	0	2561	639	510	2690	0	926	1603	671	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.28	0.08	0.26	0.00	0.21	0.21	0.21	0.00	0.00	0.00
Crit Moves:		****		****				****				

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320 North Rodeo Drive Project - Traffic Impact Study
Future 2012 No Project Conditions
Weekday PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Rodeo Drive & Brighton Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.763
Loss Time (sec):	43 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	99	Level Of Service:	C

Street Name:	Rodeo Drive						Brighton Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	0 0	0	0 1	0 1	0
Volume Module:												
Base Vol:	51	253	0	0	381	122	0	0	0	61	168	89
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	53	263	0	0	396	127	0	0	0	63	175	93
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	53	263	0	0	396	127	0	0	0	63	175	93
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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	59	292	0	0	440	141	0	0	0	70	194	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	292	0	0	440	141	0	0	0	70	194	103
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:	59	292	0	0	440	141	0	0	0	70	194	103
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	1.00	2.00	0.00	0.00	1.51	0.49	0.00	0.00	0.00	0.38	1.06	0.56
Final Sat.:	1600	3200	0	0	2424	776	0	0	0	614	1691	896
Capacity Analysis Module:												
Vol/Sat:	0.04	0.09	0.00	0.00	0.18	0.18	0.00	0.00	0.00	0.11	0.11	0.11
Crit Moves:	****				****							****

320 North Rodeo Drive Project - Traffic Impact Study
Future 2012 No Project Conditions
Weekday PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Beverly Drive & Brighton Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.531
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	A

Street Name:	Beverly Drive						Brighton Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	0 0	0	0 1	0 1	0
Volume Module:												
Base Vol:	75	761	0	0	568	84	0	0	0	100	140	127
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	78	791	0	0	591	87	0	0	0	104	146	132
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project:	0	3	0	0	14	0	0	0	0	7	0	4
Initial Fut:	78	794	0	0	605	87	0	0	0	111	146	136
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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	87	883	0	0	672	97	0	0	0	123	162	151
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	883	0	0	672	97	0	0	0	123	162	151
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:	87	883	0	0	672	97	0	0	0	123	162	151
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	1.00	2.00	0.00	0.00	1.75	0.25	0.00	0.00	0.00	0.57	0.74	0.69
Final Sat.:	1600	3200	0	0	2796	404	0	0	0	905	1187	1109
Capacity Analysis Module:												
Vol/Sat:	0.05	0.28	0.00	0.00	0.24	0.24	0.00	0.00	0.00	0.14	0.14	0.14
Crit Moves:	****				****					****		

320 North Rodeo Drive Project - Traffic Impact Study
Future 2012 No Project Conditions
Weekday PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Rodeo Drive & Dayton Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.759
Loss Time (sec):	47 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	101	Level Of Service:	C

Street Name:	Rodeo Drive						Dayton Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1 1	0	1 0	2 0	0	0 1	0 1	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	233	87	118	321	0	47	183	15	0	0	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	242	90	123	334	0	49	190	16	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	242	90	123	334	0	49	190	16	0	0	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	269	101	136	371	0	54	211	17	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	269	101	136	371	0	54	211	17	0	0	0
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:	0	269	101	136	371	0	54	211	17	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.00	1.46	0.54	1.00	2.00	0.00	0.38	1.50	0.12	0.00	0.00	0.00
Final Sat.:	0	2330	870	1600	3200	0	614	2390	196	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.12	0.09	0.12	0.00	0.09	0.09	0.09	0.00	0.00	0.00
Crit Moves:		****		****					****			

320 North Rodeo Drive Project - Traffic Impact Study
Future 2012 No Project Conditions
Weekday PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Beverly Drive & Dayton Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.683
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	B

Street Name:	Beverly Drive						Dayton Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1 1	0	0 1	1 0	0	0 1	0 1	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	696	124	101	547	0	168	269	117	0	0	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	724	129	105	569	0	175	280	122	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project:	0	3	32	2	19	0	0	0	0	0	0	0
Initial Fut:	0	727	161	107	588	0	175	280	122	0	0	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	808	179	119	653	0	194	311	135	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	808	179	119	653	0	194	311	135	0	0	0
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:	0	808	179	119	653	0	194	311	135	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.00	1.64	0.36	0.31	1.69	0.00	0.61	0.97	0.42	0.00	0.00	0.00
Final Sat.:	0	2620	580	493	2707	0	970	1554	676	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.31	0.07	0.24	0.00	0.20	0.20	0.20	0.00	0.00	0.00
Crit Moves:		****		****					****			

320 North Rodeo Drive Project - Traffic Impact Study
Future 2012 No Project Conditions
Saturday Midday Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Rodeo Drive & Brighton Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.860
Loss Time (sec):	43 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	116	Level Of Service:	D

Street Name:	Rodeo Drive						Brighton Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	0 0	0	0 1	0 1	0
Volume Module:												
Base Vol:	53	278	0	0	516	167	0	0	0	46	238	118
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	55	289	0	0	537	174	0	0	0	48	248	123
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	55	289	0	0	537	174	0	0	0	48	248	123
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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	61	321	0	0	596	193	0	0	0	53	275	136
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	321	0	0	596	193	0	0	0	53	275	136
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:	61	321	0	0	596	193	0	0	0	53	275	136
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	1.00	2.00	0.00	0.00	1.51	0.49	0.00	0.00	0.00	0.23	1.18	0.59
Final Sat.:	1600	3200	0	0	2418	782	0	0	0	366	1895	939
Capacity Analysis Module:												
Vol/Sat:	0.04	0.10	0.00	0.00	0.25	0.25	0.00	0.00	0.00	0.15	0.15	0.15
Crit Moves:	****				****						****	

320 North Rodeo Drive Project - Traffic Impact Study
Future 2012 No Project Conditions
Saturday Midday Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Beverly Drive & Brighton Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.572
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Street Name:	Beverly Drive						Brighton Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	0 0	0	0 1	0 1	0
Volume Module:												
Base Vol:	81	698	0	0	562	127	0	0	0	92	178	168
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	84	726	0	0	584	132	0	0	0	96	185	175
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project:	0	-8	0	0	14	0	0	0	0	5	0	1
Initial Fut:	84	718	0	0	598	132	0	0	0	101	185	176
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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	94	798	0	0	665	147	0	0	0	112	206	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	798	0	0	665	147	0	0	0	112	206	195
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:	94	798	0	0	665	147	0	0	0	112	206	195
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	1.00	2.00	0.00	0.00	1.64	0.36	0.00	0.00	0.00	0.44	0.80	0.76
Final Sat.:	1600	3200	0	0	2621	579	0	0	0	698	1284	1218
Capacity Analysis Module:												
Vol/Sat:	0.06	0.25	0.00	0.00	0.25	0.25	0.00	0.00	0.00	0.16	0.16	0.16
Crit Moves:	****				****					****		

320 North Rodeo Drive Project - Traffic Impact Study
Future 2012 No Project Conditions
Saturday Midday Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Rodeo Drive & Dayton Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.797
Loss Time (sec):	47 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	107	Level Of Service:	C

Street Name:	Rodeo Drive						Dayton Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1 1	0	1 0	2 0	0	0 1	0 1	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	313	91	139	368	0	48	146	30	0	0	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	326	95	145	383	0	50	152	31	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	326	95	145	383	0	50	152	31	0	0	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	362	105	161	425	0	55	169	35	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	362	105	161	425	0	55	169	35	0	0	0
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:	0	362	105	161	425	0	55	169	35	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.00	1.55	0.45	1.00	2.00	0.00	0.43	1.30	0.27	0.00	0.00	0.00
Final Sat.:	0	2479	721	1600	3200	0	686	2086	429	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.15	0.10	0.13	0.00	0.08	0.08	0.08	0.00	0.00	0.00
Crit Moves:		****		****			****					

320 North Rodeo Drive Project - Traffic Impact Study
Future 2012 No Project Conditions
Saturday Midday Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Beverly Drive & Dayton Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.648
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	B

Street Name:	Beverly Drive						Dayton Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 1	1 0		0 1	1 0	0	0 1	0 1	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	634	114	124	554	0	194	177	131	0	0	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	659	119	129	576	0	202	184	136	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project:	0	-8	26	1	19	0	0	0	0	0	0	0
Initial Fut:	0	651	145	130	595	0	202	184	136	0	0	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	724	161	144	661	0	224	205	151	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	724	161	144	661	0	224	205	151	0	0	0
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:	0	724	161	144	661	0	224	205	151	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.00	1.64	0.36	0.36	1.64	0.00	0.77	0.71	0.52	0.00	0.00	0.00
Final Sat.:	0	2619	581	574	2626	0	1237	1128	835	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.28	0.09	0.25	0.00	0.18	0.18	0.18	0.00	0.00	0.00
Crit Moves:		****		****					****			

APPENDIX E
Intersection Level of Service Worksheets
Future (2012) Ambient Growth and Related Projects and Project Conditions

320 North Rodeo Drive Project - Traffic Impact Study
Future 2012 With Project Conditions
Weekday Midday Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Rodeo Drive & Brighton Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.849
Loss Time (sec):	43 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	114	Level Of Service:	D

Street Name:	Rodeo Drive						Brighton Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	0 0	0	0 1	0 1	0
Volume Module:												
Base Vol:	71	216	0	0	318	200	0	0	0	68	282	99
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	74	225	0	0	331	208	0	0	0	71	293	103
Added Vol:	11	0	0	0	10	0	0	0	0	14	4	2
Cum Project:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	85	225	0	0	341	208	0	0	0	85	297	105
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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	94	250	0	0	379	231	0	0	0	94	330	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	250	0	0	379	231	0	0	0	94	330	117
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:	94	250	0	0	379	231	0	0	0	94	330	117
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	1.00	2.00	0.00	0.00	1.24	0.76	0.00	0.00	0.00	0.35	1.22	0.43
Final Sat.:	1600	3200	0	0	1987	1213	0	0	0	557	1954	690
Capacity Analysis Module:												
Vol/Sat:	0.06	0.08	0.00	0.00	0.19	0.19	0.00	0.00	0.00	0.17	0.17	0.17
Crit Moves:	****				****							****

320 North Rodeo Drive Project - Traffic Impact Study
Future 2012 With Project Conditions
Weekday Midday Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Beverly Drive & Brighton Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.605
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	B

Street Name:	Beverly Drive						Brighton Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	0 0	0	0 1	0 1	0
Volume Module:												
Base Vol:	90	671	0	0	644	101	0	0	0	96	180	151
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	94	698	0	0	670	105	0	0	0	100	187	157
Added Vol:	6	13	0	0	0	15	0	0	0	0	10	0
Cum Project:	0	-11	0	0	9	0	0	0	0	3	0	0
Initial Fut:	100	700	0	0	679	120	0	0	0	103	197	157
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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	111	778	0	0	754	133	0	0	0	114	219	174
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	778	0	0	754	133	0	0	0	114	219	174
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:	111	778	0	0	754	133	0	0	0	114	219	174
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	1.00	2.00	0.00	0.00	1.70	0.30	0.00	0.00	0.00	0.45	0.86	0.69
Final Sat.:	1600	3200	0	0	2719	481	0	0	0	720	1381	1099
Capacity Analysis Module:												
Vol/Sat:	0.07	0.24	0.00	0.00	0.28	0.28	0.00	0.00	0.00	0.16	0.16	0.16
Crit Moves:	****				****					****		

320 North Rodeo Drive Project - Traffic Impact Study
Future 2012 With Project Conditions
Weekday Midday Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Rodeo Drive & Dayton Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.757
Loss Time (sec):	47 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	101	Level Of Service:	C

Street Name:	Rodeo Drive						Dayton Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1 1	0	1 0	2 0	0	0 1	0 1	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	229	74	105	310	0	51	135	23	0	0	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	238	77	109	322	0	53	140	24	0	0	0
Added Vol:	0	8	6	24	0	0	11	4	0	0	0	0
Cum Project:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	246	83	133	322	0	64	144	24	0	0	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	274	92	148	358	0	71	160	27	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	274	92	148	358	0	71	160	27	0	0	0
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:	0	274	92	148	358	0	71	160	27	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.00	1.50	0.50	1.00	2.00	0.00	0.55	1.24	0.21	0.00	0.00	0.00
Final Sat.:	0	2393	807	1600	3200	0	882	1989	329	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.11	0.09	0.11	0.00	0.08	0.08	0.08	0.00	0.00	0.00
Crit Moves:		****		****			****					

320 North Rodeo Drive Project - Traffic Impact Study
Future 2012 With Project Conditions
Weekday Midday Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Beverly Drive & Dayton Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.690
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	B

Street Name:	Beverly Drive						Dayton Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1 1	0	0 1	1 0	0	0 1	0 1	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	637	136	114	589	0	167	289	121	0	0	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	662	141	119	613	0	174	301	126	0	0	0
Added Vol:	0	3	0	4	8	0	29	5	2	0	0	0
Cum Project:	0	-11	21	0	13	0	0	0	0	0	0	0
Initial Fut:	0	654	162	123	634	0	203	306	128	0	0	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	727	180	136	704	0	225	340	142	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	727	180	136	704	0	225	340	142	0	0	0
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:	0	727	180	136	704	0	225	340	142	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.00	1.60	0.40	0.32	1.68	0.00	0.64	0.96	0.40	0.00	0.00	0.00
Final Sat.:	0	2564	636	519	2681	0	1020	1537	643	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.28	0.09	0.26	0.00	0.22	0.22	0.22	0.00	0.00	0.00
Crit Moves:		****		****					****			

320 North Rodeo Drive Project - Traffic Impact Study
Future 2012 With Project Conditions
Weekday PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Rodeo Drive & Brighton Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.773
Loss Time (sec):	43 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	101	Level Of Service:	C

Street Name:	Rodeo Drive						Brighton Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	0 0	0	0 1	0 1	0
Volume Module:												
Base Vol:	51	253	0	0	381	122	0	0	0	61	168	89
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	53	263	0	0	396	127	0	0	0	63	175	93
Added Vol:	6	0	0	0	5	0	0	0	0	8	2	1
Cum Project:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	59	263	0	0	401	127	0	0	0	71	177	94
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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	66	292	0	0	446	141	0	0	0	79	196	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	292	0	0	446	141	0	0	0	79	196	104
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:	66	292	0	0	446	141	0	0	0	79	196	104
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	1.00	2.00	0.00	0.00	1.52	0.48	0.00	0.00	0.00	0.42	1.03	0.55
Final Sat.:	1600	3200	0	0	2431	769	0	0	0	669	1655	876
Capacity Analysis Module:												
Vol/Sat:	0.04	0.09	0.00	0.00	0.18	0.18	0.00	0.00	0.00	0.12	0.12	0.12
Crit Moves:	****				****							****

320 North Rodeo Drive Project - Traffic Impact Study
Future 2012 With Project Conditions
Weekday PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Beverly Drive & Brighton Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.537
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Street Name:	Beverly Drive						Brighton Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	0 0	0	0 1	0 1	0
Volume Module:												
Base Vol:	75	761	0	0	568	84	0	0	0	100	140	127
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	78	791	0	0	591	87	0	0	0	104	146	132
Added Vol:	3	7	0	0	0	8	0	0	0	0	5	0
Cum Project:	0	3	0	0	14	0	0	0	0	7	0	4
Initial Fut:	81	801	0	0	605	95	0	0	0	111	151	136
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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	90	890	0	0	672	106	0	0	0	123	167	151
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	890	0	0	672	106	0	0	0	123	167	151
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:	90	890	0	0	672	106	0	0	0	123	167	151
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	1.00	2.00	0.00	0.00	1.73	0.27	0.00	0.00	0.00	0.56	0.76	0.68
Final Sat.:	1600	3200	0	0	2764	436	0	0	0	893	1212	1095
Capacity Analysis Module:												
Vol/Sat:	0.06	0.28	0.00	0.00	0.24	0.24	0.00	0.00	0.00	0.14	0.14	0.14
Crit Moves:	****				****							****

320 North Rodeo Drive Project - Traffic Impact Study
Future 2012 With Project Conditions
Weekday PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Rodeo Drive & Dayton Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.773
Loss Time (sec):	47 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	103	Level Of Service:	C

Street Name:	Rodeo Drive						Dayton Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1 1	0	1 0	2 0	0	0 1	0 1	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	233	87	118	321	0	47	183	15	0	0	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	242	90	123	334	0	49	190	16	0	0	0
Added Vol:	0	4	3	13	0	0	6	2	0	0	0	0
Cum Project:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	246	93	136	334	0	55	192	16	0	0	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	274	104	151	371	0	61	214	17	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	274	104	151	371	0	61	214	17	0	0	0
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:	0	274	104	151	371	0	61	214	17	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.00	1.45	0.55	1.00	2.00	0.00	0.42	1.46	0.12	0.00	0.00	0.00
Final Sat.:	0	2320	880	1600	3200	0	668	2342	190	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.12	0.09	0.12	0.00	0.09	0.09	0.09	0.00	0.00	0.00
Crit Moves:		****		****					****			

320 North Rodeo Drive Project - Traffic Impact Study
Future 2012 With Project Conditions
Weekday PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Beverly Drive & Dayton Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.691
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	B

Street Name:	Beverly Drive						Dayton Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1 1	0	0 1	1 0	0	0 1	0 1	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	696	124	101	547	0	168	269	117	0	0	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	724	129	105	569	0	175	280	122	0	0	0
Added Vol:	0	1	0	2	4	0	16	3	1	0	0	0
Cum Project:	0	3	32	2	19	0	0	0	0	0	0	0
Initial Fut:	0	728	161	109	592	0	191	283	123	0	0	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	809	179	121	658	0	212	314	136	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	809	179	121	658	0	212	314	136	0	0	0
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:	0	809	179	121	658	0	212	314	136	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.00	1.64	0.36	0.31	1.69	0.00	0.64	0.95	0.41	0.00	0.00	0.00
Final Sat.:	0	2620	580	498	2702	0	1024	1518	659	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.31	0.08	0.24	0.00	0.21	0.21	0.21	0.00	0.00	0.00
Crit Moves:		****		****				****				

320 North Rodeo Drive Project - Traffic Impact Study
Future 2012 With Project Conditions
Saturday Midday Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Rodeo Drive & Brighton Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.876
Loss Time (sec):	43 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	120	Level Of Service:	D

Street Name:	Rodeo Drive						Brighton Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	0 0	0	0 1	0 1	0
Volume Module:												
Base Vol:	53	278	0	0	516	167	0	0	0	46	238	118
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	55	289	0	0	537	174	0	0	0	48	248	123
Added Vol:	10	0	0	0	9	0	0	0	0	13	3	2
Cum Project:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	289	0	0	546	174	0	0	0	61	251	125
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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	72	321	0	0	606	193	0	0	0	68	278	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	321	0	0	606	193	0	0	0	68	278	139
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:	72	321	0	0	606	193	0	0	0	68	278	139
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	1.00	2.00	0.00	0.00	1.52	0.48	0.00	0.00	0.00	0.28	1.15	0.57
Final Sat.:	1600	3200	0	0	2427	773	0	0	0	446	1838	915
Capacity Analysis Module:												
Vol/Sat:	0.05	0.10	0.00	0.00	0.25	0.25	0.00	0.00	0.00	0.15	0.15	0.15
Crit Moves:	****				****						****	

320 North Rodeo Drive Project - Traffic Impact Study
Future 2012 With Project Conditions
Saturday Midday Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Beverly Drive & Brighton Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.585
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	A

Street Name:	Beverly Drive						Brighton Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	0 0	0	0 1	0 1	0
Volume Module:												
Base Vol:	81	698	0	0	562	127	0	0	0	92	178	168
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	84	726	0	0	584	132	0	0	0	96	185	175
Added Vol:	6	12	0	0	0	15	0	0	0	0	9	0
Cum Project:	0	-8	0	0	14	0	0	0	0	5	0	1
Initial Fut:	90	730	0	0	598	147	0	0	0	101	194	176
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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	100	811	0	0	665	163	0	0	0	112	216	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	811	0	0	665	163	0	0	0	112	216	195
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:	100	811	0	0	665	163	0	0	0	112	216	195
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	1.00	2.00	0.00	0.00	1.61	0.39	0.00	0.00	0.00	0.43	0.82	0.75
Final Sat.:	1600	3200	0	0	2569	631	0	0	0	685	1320	1195
Capacity Analysis Module:												
Vol/Sat:	0.06	0.25	0.00	0.00	0.26	0.26	0.00	0.00	0.00	0.16	0.16	0.16
Crit Moves:	****				****							****

320 North Rodeo Drive Project - Traffic Impact Study
Future 2012 With Project Conditions
Saturday Midday Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Rodeo Drive & Dayton Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.822
Loss Time (sec):	47 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	111	Level Of Service:	D

Street Name:	Rodeo Drive						Dayton Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1 1	0	1 0	2 0	0	0 1	0 1	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	313	91	139	368	0	48	146	30	0	0	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	326	95	145	383	0	50	152	31	0	0	0
Added Vol:	0	7	5	23	0	0	10	4	0	0	0	0
Cum Project:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	333	100	168	383	0	60	156	31	0	0	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	369	111	186	425	0	67	173	35	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	369	111	186	425	0	67	173	35	0	0	0
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:	0	369	111	186	425	0	67	173	35	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.00	1.54	0.46	1.00	2.00	0.00	0.49	1.26	0.25	0.00	0.00	0.00
Final Sat.:	0	2462	738	1600	3200	0	776	2019	404	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.15	0.12	0.13	0.00	0.09	0.09	0.09	0.00	0.00	0.00
Crit Moves:		****		****			****					

320 North Rodeo Drive Project - Traffic Impact Study
Future 2012 With Project Conditions
Saturday Midday Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Beverly Drive & Dayton Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.662
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	B

Street Name:	Beverly Drive						Dayton Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1 1	0	0 1	1 0	0	0 1	0 1	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	634	114	124	554	0	194	177	131	0	0	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	659	119	129	576	0	202	184	136	0	0	0
Added Vol:	0	3	0	3	7	0	26	4	2	0	0	0
Cum Project:	0	-8	26	1	19	0	0	0	0	0	0	0
Initial Fut:	0	654	145	133	602	0	228	188	138	0	0	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	727	161	148	669	0	253	209	154	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	727	161	148	669	0	253	209	154	0	0	0
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:	0	727	161	148	669	0	253	209	154	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.00	1.64	0.36	0.36	1.64	0.00	0.82	0.68	0.50	0.00	0.00	0.00
Final Sat.:	0	2621	579	579	2621	0	1315	1086	798	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.28	0.09	0.26	0.00	0.19	0.19	0.19	0.00	0.00	0.00
Crit Moves:		****		****			****					

Attachment 7

Parking Study

KOA CORPORATION
PLANNING & ENGINEERING

Memorandum

To: Mr. Wally Marks III
WALTER N. MARKS, INC.
Helms Hall of Fame
8758 Venice Boulevard, Suite 100
Los Angeles, CA 90034

From: Jasper Domingo, P.E.

Date: August 18, 2008

Re: 320-324 North Rodeo Drive Retail Project – Parking Analysis

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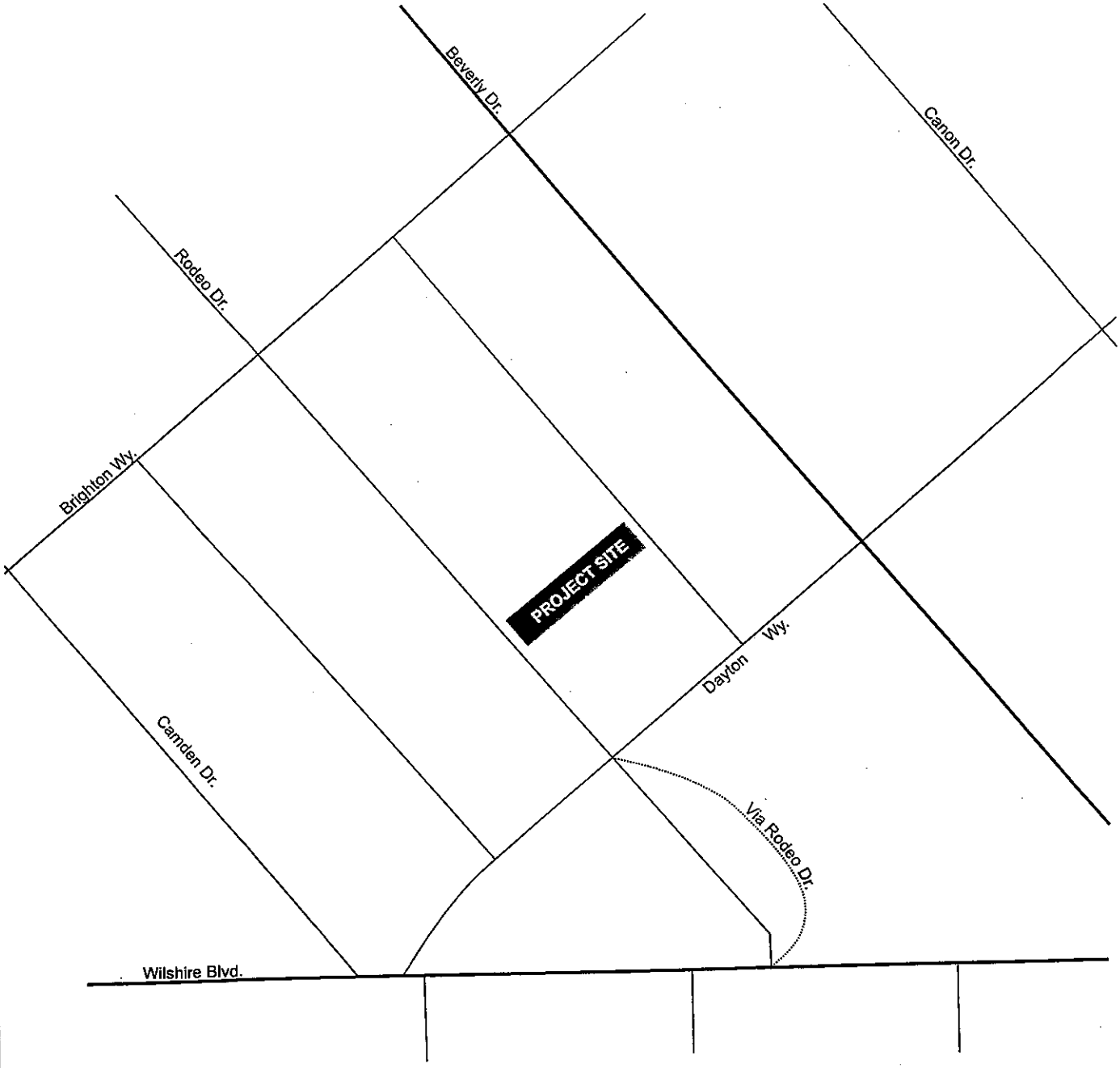
INTRODUCTION

KOA Corporation prepared the following memorandum to estimate the parking availability surrounding the proposed construction of a retail building to be located at 320-324 North Rodeo Drive in the City of Beverly Hills. The parking analysis presented in this memorandum documents the current parking demand and availability within 500-foot radius of the proposed site. Based on the proposed 15,627 square feet of retail and restaurant, the project would be required to provide 40 parking spaces according to the City of Beverly Hills Municipal Code (parking code). However, the proposed project is to be located within an in-lieu parking district that has been established by the City which would allow any new development to depend on surrounding public parking areas within acceptable walking distance. Figure 1 shows the project location. Figure 2 shows the existing parking locations.

PROJECT SITE

A proposed two-story retail establishment is to be located along Rodeo Drive north of Wilshire Boulevard in the City of Beverly Hills. The proposed site would construct a total of 15,627 square feet of commercial uses, which includes 10,103 square feet of retail uses, 3,000 square feet of restaurant use, and 2,524 square feet of basement for storage. On-site parking will be provided with a total of three parking spaces of which two would be standard parking spaces and one space would be designated as handicapped parking space that is van accessible. Since the total parking supply requirements could not be provided on-site, the project is proposing to utilize the public parking spaces available surrounding the site. Based on the discussion with City staff, the project site location is within an in-lieu parking district established by the City. Any public parking within 500-foot radius from the project site can be considered as part of the parking supply that can support the proposed project. As shown in Figure 2, several parking areas including surface lots and structures are provided along Camden Drive, Rodeo Drive, Beverly Drive, Brighton Way, and Dayton Way. A total of 830 off-street parking spaces are provided within the 500-foot radius limit. On-street parking spaces are estimated at 124 spaces. Figure 3 shows the parking capacity of each parking area surveyed.



LEGEND

Project Location

N

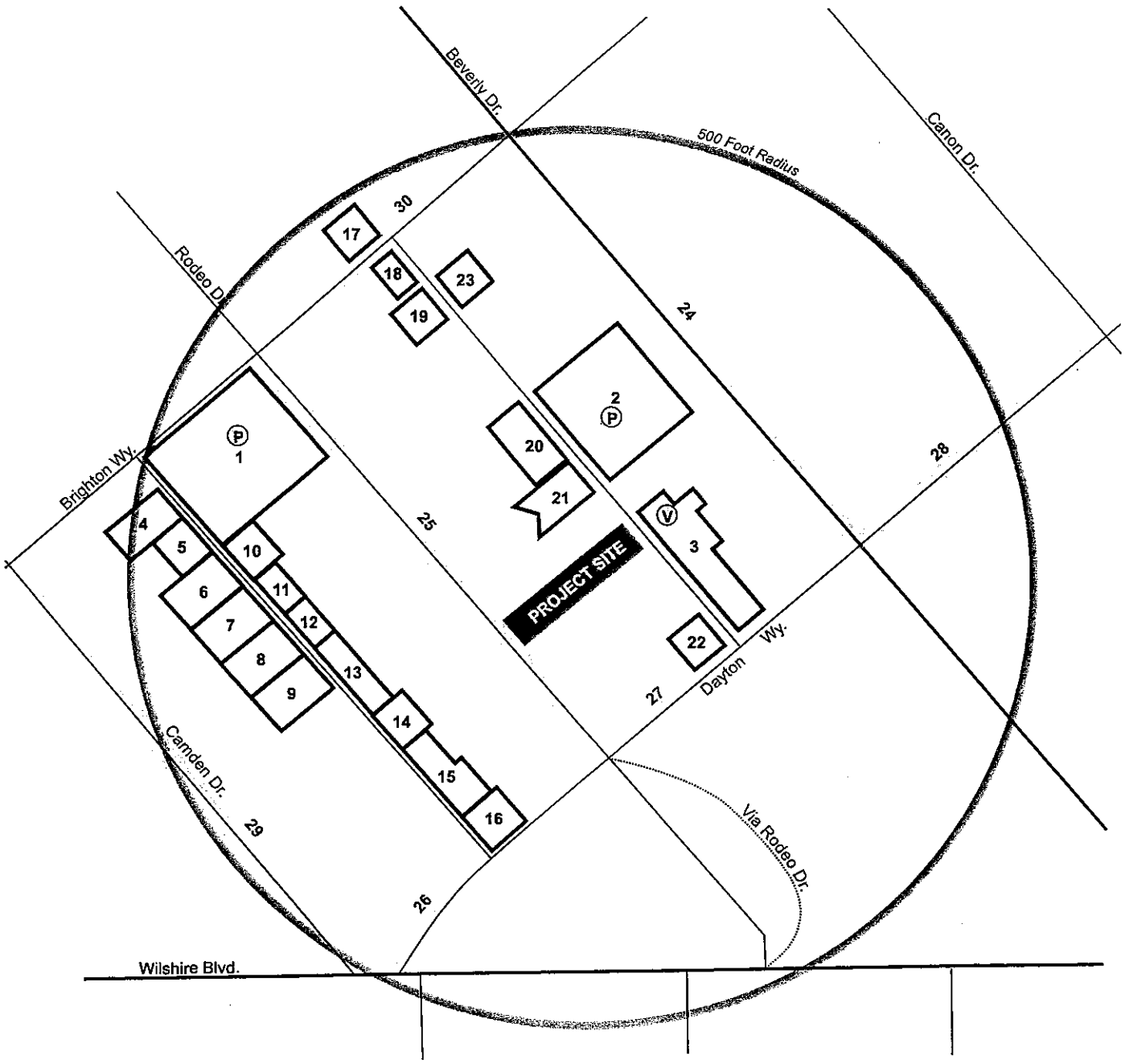
No Scale

KOA CORPORATION
PLANNING & ENGINEERING

320 North Rodeo Drive - Parking Analysis

Figure 1

Project Location



LEGEND

- Project Location
- X Parking Lot and Reference Number
- (P) Parking Structure
- (V) Valet Parking
- Off-Street Parking
- On-Street Parking

N

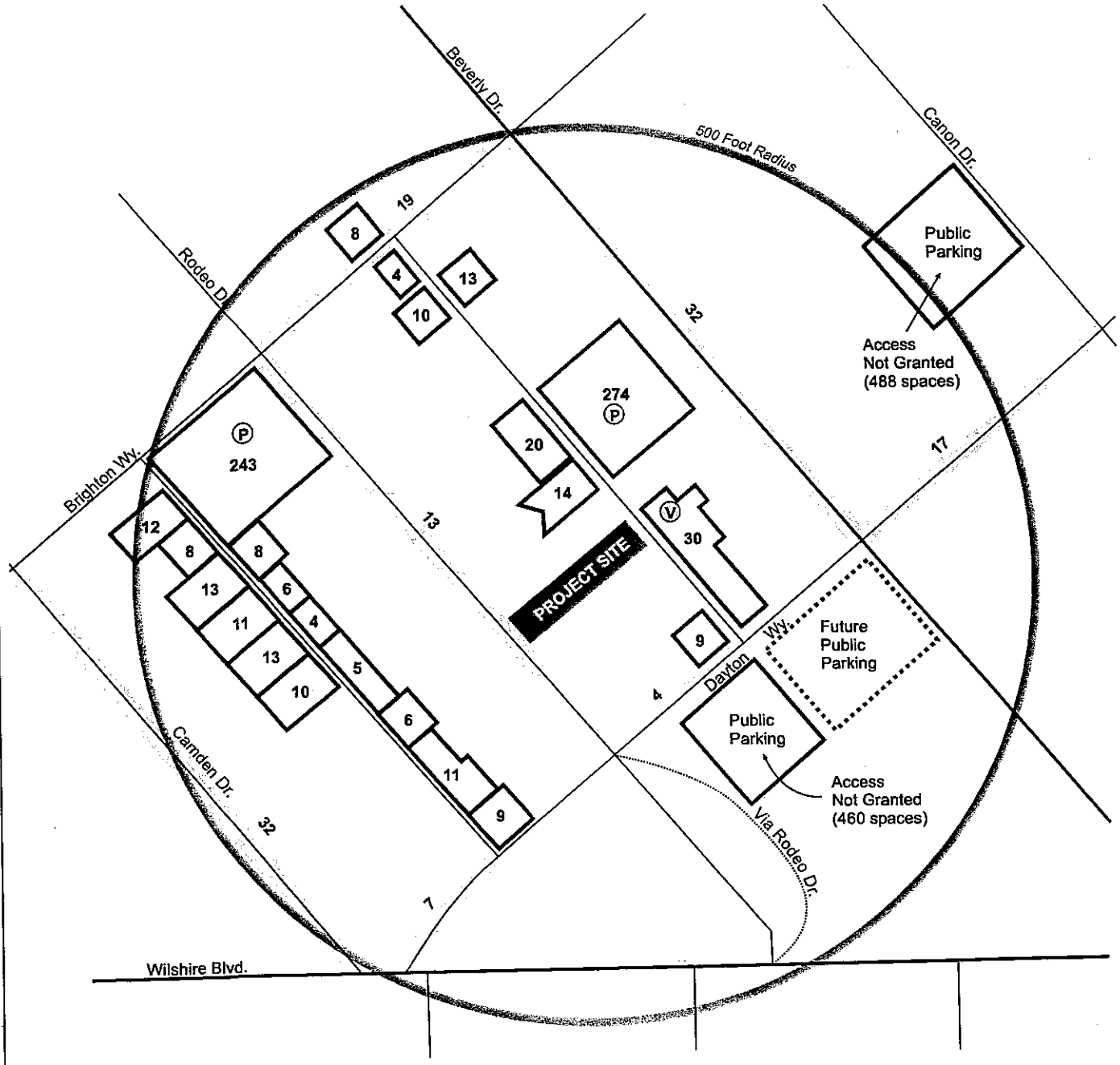
No Scale

KOA CORPORATION
PLANNING & ENGINEERING

320 North Rodeo Drive - Parking Analysis

Figure 2

Existing Parking Locations



LEGEND

- Project Location
- x Parking Supply
- (P) Parking Structure
- (V) Valet Parking
- Off-Street Parking
- On-Street Parking

N

No Scale

KOA CORPORATION
PLANNING & ENGINEERING

320 North Rodeo Drive - Parking Analysis

Figure 3

Parking Capacity Identified by Parking Area

STUDY APPROACH

The parking study breadth, scope and assumptions were determined in consultation with City of Beverly Hills planning staff. The following are the City of Beverly Hills Municipal Code parking requirements for retail, restaurant, and warehouse uses:

- Retail uses – one space per 350 square feet of floor
- Restaurant uses – one space per 350 square feet of floor area
- Warehouse uses – one space per 1,500 square feet of floor area (basement storage)

Utilizing the parking requirement per City Code, 10,103 square feet of retail space would require 29 parking spaces, 3,000 square feet of restaurant uses was would require nine parking spaces, and 2,534 square feet of basement storage would require two parking spaces. As shown in the parking code analysis summarized in Attachment A which was presented to the City planning staff, a total of 40 spaces would be required based on the proposed uses on-site. Three parking spaces, however, would be provided on-site as part of the proposed new building. Thus, a total of 37 spaces would be required off-site through in-lieu parking program.

Due to the shortage of parking area to be provided on-site, City staff would allow the proposed project to rely on surrounding public parking available based on Section 10-3-3301 of the City Code. The location of the proposed project is within the in-lieu parking district as described below:

> *A. This article establishes an in-lieu parking district for any commercially zoned property located in the area bounded by the centerlines of the following streets: Wilshire Boulevard, Santa Monica Boulevard North Roadway, and Crescent Drive.*
>
> *B. Those properties which are zoned for commercial use and which comply with all the requirements of this article may participate in the in-lieu parking district and be permitted to satisfy all or a part of the requirements for parking spaces by the payment to the city of an in-lieu fee. (Ord. 76-O-1608, eff. 6-17-1976; amd. Ord. 94-O-2206, eff. 8-5-1994.)*

A parking survey within the 500-foot radius was conducted to determine the potential number of parking spaces available in the study area. On a typical weekday and Saturday, hourly parking utilization was observed. Parking demand patterns were quantified based on the data collected throughout the weekday (August 7, 2008) and Saturday (August 9, 2008) surveyed between the hours of 10:00 AM and 7:00 PM. To facilitate data collection, the parking areas serving the site were divided into 30 parking areas of which three are identified as public parking areas and twenty are private lots.

It should be noted that within the 500-foot radius study area defined, attendants from two public parking garages prohibited parking survey to be conducted. The following public parking structures were excluded to the parking survey as a result:

- southeast corner of Rodeo Drive / Dayton Way

- northwest corner of Canon Drive / Dayton Way (Village on Canon)

Although the permission was not granted to conduct the parking survey, the parking attendant of the parking structure located at the southeast corner of Rodeo Drive and Dayton Way provided parking data in terms of parking supply and estimated parking demand. Approximately 460 parking spaces are provided which includes both self-park and valet parking spaces. The attendant informed KOA that the parking structure is typically 80% to 85% occupied. Therefore, it can be estimated that about 70 parking spaces could be available for public use.

The Village on Canon parking structure provided 488 spaces, including monthly parking and visitor parking. Based on the information provided by the parking attendant, approximately 100 to 150 visitor spaces were occupied per day. However, the parking attendant was unable to provide an estimate of parking structure occupancy per day use due to the monthly parking varies from time to time.

PARKING ANALYSIS

The following summarizes the actual parking demand of the defined study area based on the parking survey conducted on a typical weekday and Saturday. Table 1 summarizes each parking area and its parking supply surveyed in this analysis.

Table 1 – Summary of Public Parking Areas

	Location	Type of Use	Supply
Off-Street Parking - Public Parking			
1	9510 Brighton Way	Public Parking Structure	243
2	345 Beverly Drive	Public Parking Structure	274
3	421 Beverly Drive	Valet Parking	30
SUBTOTAL			**547**
Off-Street Parking - Private Parking			
4	362 Camden Drive	Restuarant - Valet	12
5	360 CamdenDrive	Christie's	8
6	350 Camden Dirve	E. Braun & Co.	13
7	344 Camden Drive	Mr. Chow	11
8	304 Camden Drive	Artistry	13
9	336 Camden Drive	Theodore	10
10	355 Rodeo Drive	Fendi	8
11	343 Rodeo Drive	Prada	6
12	333 Rodeo Drive	Tod's	4
13	327/329 Rodeo Drive	Coach / Omega	5
14	323 Rodeo Drive	Max Mara	6
15	315 Rodeo Drive	Dior	11
16	301 Rodeo Drive	Ermenegilda Zegna	9
17	400 Rodeo Drive	Chanel	8
18	370 Rodoe Drive	Cartier	4
19	306-362 Rodeo Drive	Ilori / Roberto Cavalli	10
20	340 Rodeo Drive	Bernini	20
21	322 Rodeo Drive	Battalia	14
22	300 Rodeo Drive	Office	9
23	371 Beverly Drive	Optometrix	13
SUBTOTAL			**194**
On-Street Parking			
24	Beverly Drive - Dayton Way to Brighton Way		32
25	Rodeo Drive - Dayton Way to Brighton Way		13
26	Dayton Way - West of Rodeo Drive		7
27	Dayton Way - Rodeo Drive to Beverly Drive		4
28	DaytonWay - East of Beverly Drive		17
29	Camden Drive - Dayton Way to Brighton Way		32
30	Brighton Way - Rodeo Drive to Beverly Drive		19
SUBTOTAL			**124**
TOTAL			**865**

Based on the survey, it was estimated that a total of up to 865 parking spaces are available within the study area of which 540 spaces are available for public use, 194 spaces are located within private lots and 124 spaces are on-street along seven roadways.

The results of the parking occupancy surveys are summarized in Tables 2 and 3.

Table 2 – Summary of Weekday Hourly Parking Utilization

	Location	Type of Use	Supply	10:00 AM		11:00 AM		12 Noon		1:00 PM		2:00 PM		3:00 PM		4:00 PM		5:00 PM		6:00 PM		7:00 PM	
Off-Street - Public Parking																							
1	9510 Brighton Way	Public Parking Structure	243	96	40%	154	63%	196	81%	228	94%	195	80%	199	82%	171	70%	153	63%	83	34%	44	18%
2	345 Beverly Drive	Public Parking Structure	274	104	38%	116	42%	178	65%	261	95%	228	83%	174	64%	149	54%	130	47%	118	43%	106	39%
3	421 Beverly Drive	Valet Parking	30	30	100%	30	100%	30	100%	30	100%	30	100%	30	100%	30	100%	30	100%	22	73%	12	40%
	SUBTOTAL		**547**	**230**	**42%**	**300**	**55%**	**404**	**74%**	**519**	**95%**	**453**	**83%**	**403**	**74%**	**350**	**64%**	**313**	**57%**	**223**	**41%**	**162**	**30%**
Off-Street - Private Parking																							
4	362 Camden Drive	Restaurant - Valet	12	6	50%	5	42%	12	100%	12	100%	11	92%	12	100%	7	58%	10	83%	11	92%	5	42%
5	360 CamdenDrive	Christie's	8	3	38%	4	50%	4	50%	3	38%	4	50%	4	50%	4	50%	2	25%	0	0%	1	13%
6	350 Camden Dirve	E. Braun & Co.	13	7	54%	7	54%	7	54%	7	54%	7	54%	7	54%	7	54%	8	62%	12	92%	11	85%
7	344 Camden Drive	Mr. Chow	11	11	100%	11	100%	11	100%	11	100%	11	100%	11	100%	11	100%	11	100%	11	100%	11	100%
8	304 Camden Drive	Artistry	13	6	46%	6	46%	7	54%	7	54%	8	62%	8	62%	8	62%	8	62%	7	54%	7	54%
9	336 Camden Drive	Theodore	10	7	70%	7	70%	7	70%	7	70%	8	80%	8	80%	9	90%	9	90%	5	50%	9	90%
10	355 Rodeo Drive	Fendi	8	7	88%	7	88%	6	75%	5	63%	6	75%	5	63%	6	75%	5	63%	6	75%	5	63%
11	343 Rodeo Drive	Prada	6	5	83%	5	83%	5	83%	5	83%	6	100%	5	83%	6	100%	5	83%	5	83%	0	0%
12	333 Rodeo Drive	Tod's	4	3	75%	3	75%	2	50%	2	50%	2	50%	2	50%	2	50%	3	75%	1	25%	2	50%
13	327/329 Rodeo Drive	Coach / Omega	5	5	100%	4	80%	4	80%	5	100%	5	100%	5	100%	4	80%	4	80%	0	0%	3	60%
14	323 Rodeo Drive	Max Mara	6	4	67%	4	67%	5	83%	3	50%	5	83%	4	67%	4	67%	3	50%	4	67%	4	67%
15	315 Rodeo Drive	Dior	11	5	45%	5	45%	5	45%	6	55%	5	45%	5	45%	4	36%	4	36%	3	27%	3	27%
16	301 Rodeo Drive	Ermenegilda Zegna	9	2	22%	5	56%	5	56%	5	56%	3	33%	3	33%	2	22%	2	22%	5	56%	1	11%
17	400 Rodeo Drive	Chanel	8	6	75%	7	88%	7	88%	8	100%	8	100%	6	75%	3	38%	3	38%	3	38%	1	13%
18	370 Rodeo Drive	Cartier	4	3	75%	3	75%	4	100%	4	100%	4	100%	4	100%	4	100%	4	100%	3	75%	0	0%
19	306-362 Rodeo Drive	Ilori / Roberto Cavalli	10	7	70%	9	90%	7	70%	10	100%	10	100%	10	100%	10	100%	10	100%	4	40%	7	70%
20	340 Rodeo Drive	Bernini	20	15	75%	16	80%	16	80%	16	80%	16	80%	17	85%	18	90%	18	90%	13	65%	11	55%
21	322 Rodeo Drive	Battalia	14	5	36%	7	50%	7	50%	8	57%	7	50%	10	71%	10	71%	8	57%	4	29%	0	0%
22	300 Rodeo Drive	Office	9	6	67%	6	67%	6	67%	6	67%	8	89%	7	78%	7	78%	6	67%	4	44%	4	44%
23	371 Beverly Drive	Optometrix	13	9	69%	10	77%	13	100%	13	100%	13	100%	9	69%	11	85%	12	92%	10	77%	8	62%
	SUBTOTAL		**194**	**122**	**63%**	**131**	**68%**	**140**	**72%**	**143**	**74%**	**147**	**76%**	**142**	**73%**	**137**	**71%**	**135**	**70%**	**111**	**57%**	**93**	**48%**
On-Street Parking																							
24	Beverly Drive - Dayton Way to Brighton Way		32	31	97%	32	100%	32	100%	32	100%	30	94%	27	84%	32	100%	32	100%	32	100%	32	100%
25	Rodeo Drive - Dayton Way to Brighton Way		13	13	100%	11	85%	12	92%	13	100%	12	92%	13	100%	13	100%	13	100%	10	77%	7	54%
26	Dayton Way - West of Rodeo Drive		7	7	100%	7	100%	7	100%	7	100%	6	86%	7	100%	7	100%	6	86%	7	100%	4	57%
27	Dayton Way - Rodeo Drive to Beverly Drive		4	4	100%	3	75%	4	100%	4	100%	3	75%	4	100%	4	100%	4	100%	4	100%	4	100%
28	DaytonWay - East of Beverly Drive		17	14	82%	14	82%	14	82%	15	88%	15	88%	15	88%	15	88%	16	94%	14	82%	15	88%
29	Camden Drive - Dayton Way to Brighton Way		32	32	100%	31	97%	32	100%	29	91%	28	88%	28	88%	29	91%	23	72%	22	69%	22	69%
30	Camden Drive - Dayton Way to Brighton Way		19	19	100%	17	89%	16	84%	17	89%	16	84%	17	89%	17	89%	17	89%	19	100%	19	100%
	SUBTOTAL		**124**	**120**	**97%**	**115**	**93%**	**117**	**94%**	**117**	**94%**	**110**	**89%**	**111**	**90%**	**117**	**94%**	**111**	**90%**	**108**	**87%**	**103**	**83%**
TOTAL			**865**	**472**	**55%**	**546**	**63%**	**661**	**76%**	**779**	**90%**	**710**	**82%**	**656**	**76%**	**604**	**70%**	**559**	**65%**	**442**	**51%**	**358**	**41%**

Table 3 – Summary of Weekend Hourly Parking Utilization

	Location	Type of Use	Supply	10:00 AM		11:00 AM		12 Noon		1:00 PM		2:00 PM		3:00 PM		4:00 PM		5:00 PM		6:00 PM		7:00 PM	
Off-Street - Public Parking																							
1	9510 Brighton Way	Public Parking Structure	243	83	34%	139	57%	175	72%	192	79%	217	89%	223	92%	210	86%	173	71%	134	55%	186	77%
2	345 Beverly Drive	Public Parking Structure	274	125	46%	138	50%	205	75%	225	82%	241	88%	220	80%	192	70%	201	73%	195	71%	75	27%
3	421 Beverly Drive	Valet Parking	30	24	80%	23	77%	26	87%	30	100%	30	100%	30	100%	30	100%	30	100%	24	80%	13	43%
	SUBTOTAL		**547**	**232**	**42%**	**300**	**55%**	**406**	**74%**	**447**	**82%**	**488**	**89%**	**473**	**86%**	**432**	**79%**	**404**	**74%**	**353**	**65%**	**274**	**50%**
Off-Street - Private Parking																							
4	362 Camden Drive	Restaurant - Valet	12	4	33%	4	33%	5	42%	5	42%	6	50%	5	42%	5	42%	5	42%	6	50%	6	50%
5	360 CamdenDrive	Christie's	8	1	13%	2	25%	0	0%	0	0%	0	0%	1	13%	1	13%	1	13%	1	13%	1	13%
6	350 Camden Dirve	E. Braun & Co.	13	2	15%	3	23%	3	23%	4	31%	4	31%	7	54%	8	62%	9	69%	9	69%	8	62%
7	344 Camden Drive	Mr. Chow	11	1	9%	1	9%	1	9%	1	9%	2	18%	8	73%	11	100%	11	100%	11	100%	11	100%
8	304 Camden Drive	Artistry	13	4	31%	7	54%	5	38%	4	31%	5	38%	5	38%	6	46%	5	38%	4	31%	2	15%
9	336 Camden Drive	Theodore	10	6	60%	6	60%	5	50%	5	50%	5	50%	4	40%	6	60%	5	50%	5	50%	9	90%
10	355 Rodeo Drive	Fendi	8	6	75%	6	75%	5	63%	6	75%	5	63%	6	75%	6	75%	7	88%	6	75%	5	63%
11	343 Rodeo Drive	Prada	6	6	100%	6	100%	5	83%	5	83%	5	83%	4	67%	4	67%	3	50%	3	50%	1	17%
12	333 Rodeo Drive	Tod's	4	3	75%	3	75%	2	50%	3	75%	3	75%	3	75%	3	75%	3	75%	3	75%	1	25%
13	327/329 Rodeo Drive	Coach / Omega	5	3	60%	3	60%	4	80%	3	60%	2	40%	3	60%	3	60%	3	60%	3	60%	2	40%
14	323 Rodeo Drive	Max Mara	6	3	50%	2	33%	2	33%	2	33%	2	33%	2	33%	2	33%	2	33%	2	33%	4	67%
15	315 Rodeo Drive	Dior	11	3	27%	5	45%	5	45%	5	45%	7	64%	6	55%	8	73%	10	91%	10	91%	8	73%
16	301 Rodeo Drive	Ermenegilda Zegna	9	1	11%	2	22%	3	33%	3	33%	3	33%	4	44%	6	67%	6	67%	2	22%	2	22%
17	400 Rodeo Drive	Chanel	8	2	25%	2	25%	2	25%	3	38%	2	25%	2	25%	0	0%	1	13%	3	38%	1	13%
18	370 Rodeo Drive	Cartier	4	2	50%	2	50%	2	50%	2	50%	2	50%	2	50%	2	50%	2	50%	2	50%	0	0%
19	306-362 Rodeo Drive	Ilori / Roberto Cavalli	10	9	90%	9	90%	10	100%	10	100%	10	100%	9	90%	10	100%	8	80%	6	60%	3	30%
20	340 Rodeo Drive	Bernini	20	18	90%	18	90%	20	100%	20	100%	20	100%	20	100%	20	100%	20	100%	16	80%	19	95%
21	322 Rodeo Drive	Battalia	14	6	43%	6	43%	5	36%	7	50%	8	57%	11	79%	9	64%	8	57%	6	43%	0	0%
22	300 Rodeo Drive	Office	9	2	22%	4	44%	6	67%	6	67%	6	67%	5	56%	5	56%	0	0%	0	0%	4	44%
23	371 Beverly Drive	Optometrix	13	10	77%	12	92%	13	100%	11	85%	13	100%	12	92%	13	100%	12	92%	12	92%	4	31%
	SUBTOTAL		**194**	**92**	**47%**	**103**	**53%**	**103**	**53%**	**105**	**54%**	**110**	**57%**	**119**	**61%**	**128**	**66%**	**121**	**62%**	**110**	**57%**	**91**	**47%**
On-Street Parking																							
24	Beverly Drive - Dayton Way to Brighton Way		32	32	100%	31	97%	32	100%	31	97%	32	100%	29	91%	31	97%	32	100%	29	91%	31	97%
25	Rodeo Drive - Dayton Way to Brighton Way		13	13	100%	11	85%	13	100%	11	85%	13	100%	12	92%	13	100%	13	100%	12	92%	10	77%
26	Dayton Way - West of Rodeo Drive		7	7	100%	7	100%	7	100%	7	100%	7	100%	7	100%	7	100%	7	100%	6	86%	6	86%
27	Dayton Way - Rodeo Drive to Beverly Drive		4	4	100%	4	100%	4	100%	4	100%	4	100%	3	75%	4	100%	4	100%	4	100%	4	100%
28	DaytonWay - East of Beverly Drive		17	13	76%	17	100%	17	100%	17	100%	17	100%	16	94%	17	100%	17	100%	17	100%	17	100%
29	Camden Drive - Dayton Way to Brighton Way		32	32	100%	32	100%	32	100%	29	91%	32	100%	29	91%	31	97%	29	91%	31	97%	30	94%
30	Camden Drive - Dayton Way to Brighton Way		19	19	100%	19	100%	19	100%	19	100%	19	100%	18	95%	19	100%	19	100%	18	95%	19	100%
	SUBTOTAL		**124**	**120**	**97%**	**121**	**98%**	**124**	**100%**	**118**	**95%**	**124**	**100%**	**114**	**92%**	**122**	**98%**	**121**	**98%**	**117**	**94%**	**117**	**94%**
TOTAL			**865**	**444**	**51%**	**524**	**61%**	**633**	**73%**	**670**	**77%**	**722**	**83%**	**706**	**82%**	**682**	**79%**	**646**	**75%**	**580**	**67%**	**482**	**56%**

Table 2 shows that the weekday peak parking demand of the study area is 779 parking spaces (90% occupied) during 1:00 PM hour. During the weekend, a peak parking demand of 772 parking spaces (83% occupied) was observed during the 2:00 PM hour. Figures 4 and 5 illustrate the hourly parking utilization of the study area during a typical weekday and Saturday, respectively. As shown, the critical parking demand occurs during early to mid-afternoon time period.

PARKING REQUIREMENTS VERSUS PARKING AVAILABILITY

Tables 5 and 6 summarize the parking surveys that were conducted on a weekday and on a Saturday. The Tables show the parking supply along with the hourly peak parking availability (vacant parking spaces).

Figure 4
City of Beverly Hills - Hourly Parking Utilization
Weekday Off-Street and On-Street

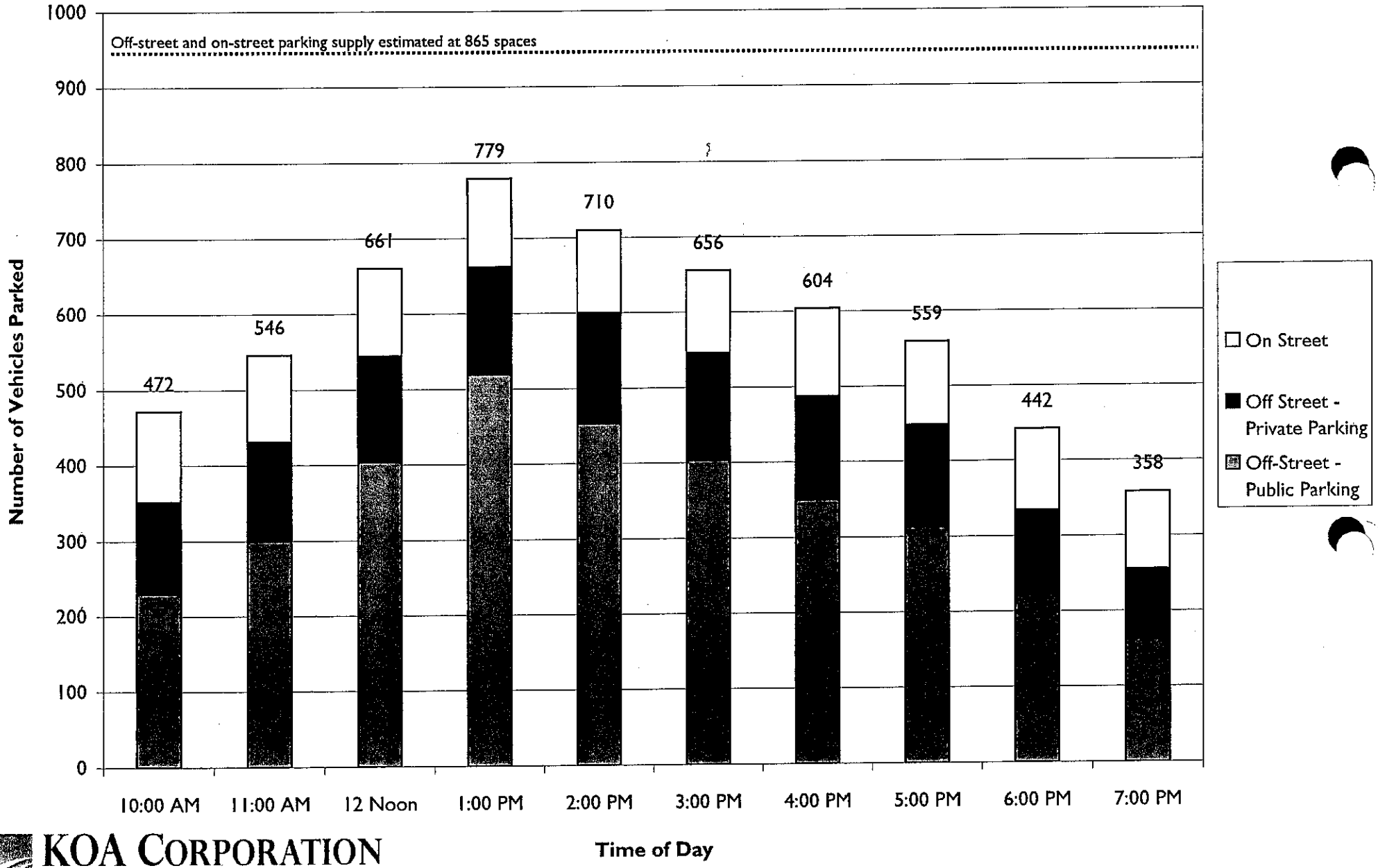


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Figure 5
City of Beverly Hills - Hourly Parking Utilization
Weekend Off-Street and On-Street

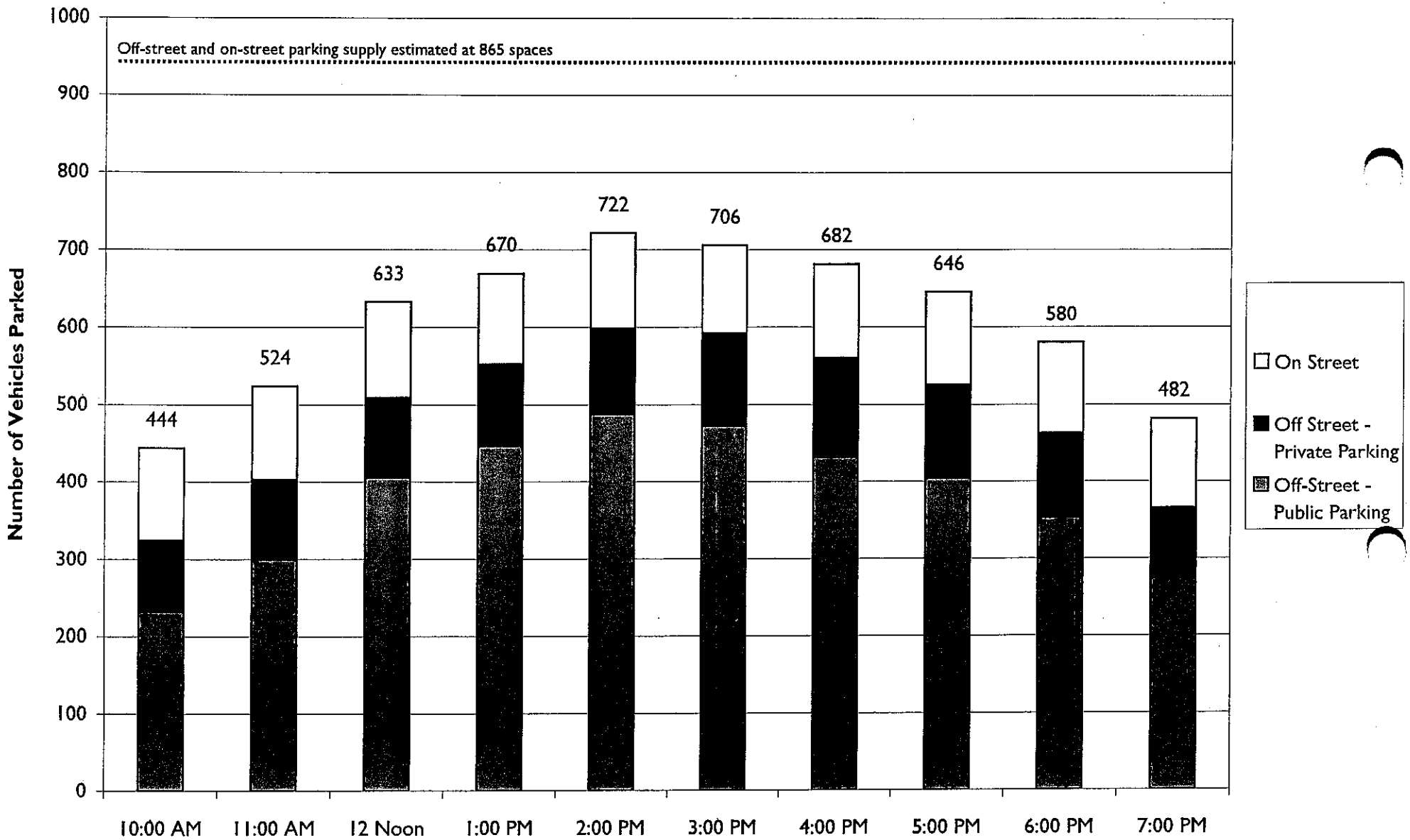

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Table 5 – Hourly Parking Spaces Availability (Weekday)

	Location	Type of Use	Supply	10:00 AM	11:00 AM	12 Noon	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM
Off-Street - Public Parking													
1	9510 Brighton Way	Public Parking Structure	243	147	89	47	15	48	44	72	90	160	199
2	345 Beverly Drive	Public Parking Structure	274	170	158	96	13	46	100	125	144	156	168
3	421 Beverly Drive	Valet Parking	30	0	0	0	0	0	0	0	0	8	18
	SUBTOTAL		**547**	**317**	**247**	**143**	**28**	**94**	**144**	**197**	**234**	**324**	**385**
Off-Street - Private Parking													
4	362 Camden Drive	Restaurant - Valet	12	6	7	0	0	1	0	5	2	1	7
5	360 CamdenDrive	Christie's	8	5	4	4	5	4	4	4	6	8	7
6	350 Camden Dirve	E. Braun & Co.	13	6	6	6	6	6	6	6	5	1	2
7	344 Camden Drive	Mr. Chow	11	0	0	0	0	0	0	0	0	0	0
8	304 Camden Drive	Artistry	13	7	7	6	6	5	5	5	5	6	6
9	336 Camden Drive	Theodore	10	3	3	3	3	2	2	1	1	5	1
10	355 Rodeo Drive	Fendi	8	1	1	2	3	2	3	2	3	2	3
11	343 Rodeo Drive	Prada	6	1	1	1	1	0	1	0	1	1	6
12	333 Rodeo Drive	Tod's	4	1	1	2	2	2	2	2	1	3	2
13	327/329 Rodeo Drive	Coach / Omega	5	0	1	1	0	0	0	1	1	5	2
14	323 Rodeo Drive	Max Mara	6	2	2	1	3	1	2	2	3	2	2
15	315 Rodeo Drive	Dior	11	6	6	6	5	6	6	7	7	8	8
16	301 Rodeo Drive	Ermenegilda Zegna	9	7	4	4	4	6	6	7	7	4	8
17	400 Rodeo Drive	Chanel	8	2	1	1	0	0	2	5	5	5	7
18	370 Rodeo Drive	Cartier	4	1	1	0	0	0	0	0	0	1	4
19	306-362 Rodeo Drive	Ilori / Roberto Cavalli	10	3	1	3	0	0	0	0	0	6	3
20	340 Rodeo Drive	Bernini	20	5	4	4	4	4	3	2	2	7	9
21	322 Rodeo Drive	Battalia	14	9	7	7	6	7	4	4	6	10	14
22	300 Rodeo Drive	Office	9	3	3	3	3	1	2	2	3	5	5
23	371 Beverly Drive	Optometrix	13	4	3	0	0	0	4	2	1	3	5
	SUBTOTAL		**194**	**72**	**63**	**54**	**51**	**47**	**52**	**57**	**59**	**83**	**101**
On-Street Parking													
24	Beverly Drive - Dayton Way to Brighton Way		32	1	0	0	0	2	5	0	0	0	0
25	Rodeo Drive - Dayton Way to Brighton Way		13	0	2	1	0	1	0	0	0	3	6
26	Dayton Way - West of Rodeo Drive		7	0	0	0	0	1	0	0	1	0	3
27	Dayton Way - Rodeo Drive to Beverly Drive		4	0	1	0	0	1	0	0	0	0	0
28	DaytonWay - East of Beverly Drive		17	3	3	3	2	2	2	2	1	3	2
29	Camden Drive - Dayton Way to Brighton Way		32	0	1	0	3	4	4	3	9	10	10
30	Brighton Way - Rodeo Drive to Beverly Drive		19	0	2	3	2	3	2	2	2	0	0
	SUBTOTAL		**124**	**4**	**9**	**7**	**7**	**14**	**13**	**7**	**13**	**16**	**21**
TOTAL			**865**	**393**	**319**	**204**	**86**	**155**	**209**	**261**	**306**	**423**	**507**

Table 6 – Hourly Parking Spaces Availability (Weekend)

	Location	Type of Use	Supply	10:00 AM	11:00 AM	12 Noon	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM
Off-Street - Public Parking													
1	9510 Brighton Way	Public Parking Structure	243	160	104	68	51	26	20	33	70	109	57
2	345 Beverly Drive	Public Parking Structure	274	149	136	69	49	33	54	82	73	79	199
3	421 Beverly Drive	Valet Parking	30	6	7	4	0	0	0	0	0	6	17
SUBTOTAL			**547**	**315**	**247**	**141**	**100**	**59**	**74**	**115**	**143**	**194**	**273**
Off-Street - Private Parking													
4	362 Camden Drive	Restuarant - Valet	12	8	8	7	7	6	7	7	7	6	6
5	360 CamdenDrive	Christle's	8	7	6	8	8	8	7	7	7	7	7
6	350 Camden Dirve	E. Braun & Co.	13	11	10	10	9	9	6	5	4	4	5
7	344 Camden Drive	Mr. Chow	11	10	10	10	10	9	3	0	0	0	0
8	304 Camden Drive	Artistry	13	9	6	8	9	8	8	7	8	9	11
9	336 Camden Drive	Theodore	10	4	4	5	5	5	6	4	5	5	1
10	355 Rodeo Drive	Fendi	8	2	2	3	2	3	2	2	1	2	3
11	343 Rodeo Drive	Prada	6	0	0	1	1	1	2	2	3	3	5
12	333 Rodeo Drive	Tod's	4	1	1	2	1	1	1	1	1	1	3
13	327/329 Rodeo Drive	Coach / Omega	5	2	2	1	2	3	2	2	2	2	3
14	323 Rodeo Drive	Max Mara	6	3	4	4	4	4	4	4	4	4	2
15	315 Rodeo Drive	Dior	11	8	6	6	6	4	5	3	1	1	3
16	301 Rodeo Drive	Ermenegilda Zegna	9	8	7	6	6	6	5	3	3	7	7
17	400 Rodeo Drive	Chanel	8	6	6	6	5	6	6	8	7	5	7
18	370 Rodeo Drive	Cartier	4	2	2	2	2	2	2	2	2	2	4
19	306-362 Rodeo Drive	Ilori / Roberto Cavalli	10	1	1	0	0	0	1	0	2	4	7
20	340 Rodeo Drive	Bernini	20	2	2	0	0	0	0	0	0	4	1
21	322 Rodeo Drive	Battalia	14	8	8	9	7	6	3	5	6	8	14
22	300 Rodeo Drive	Office	9	7	5	3	3	3	4	4	9	9	5
23	371 Beverly Drive	Optometrix	13	3	1	0	2	0	1	0	1	1	9
SUBTOTAL			**194**	**102**	**91**	**91**	**89**	**84**	**75**	**66**	**73**	**84**	**103**
On-Street Parking													
24	Beverly Drive - Dayton Way to Brighton Way		32	0	1	0	1	0	3	1	0	3	1
25	Rodeo Drive - Dayton Way to Brighton Way		13	0	2	0	2	0	1	0	0	1	3
26	Dayton Way - West of Rodeo Drive		7	0	0	0	0	0	0	0	0	1	1
27	Dayton Way - Rodeo Drive to Beverly Drive		4	0	0	0	0	0	1	0	0	0	0
28	DaytonWay - East of Beverly Drive		17	4	0	0	0	0	1	0	0	0	0
29	Camden Drive - Dayton Way to Brighton Way		32	0	0	0	3	0	3	1	3	1	2
30	Brighton Way - Rodeo Drive to Beverly Drive		19	0	0	0	0	0	1	0	0	1	0
SUBTOTAL			**124**	**4**	**3**	**0**	**6**	**0**	**10**	**2**	**3**	**7**	**7**
TOTAL			**865**	**421**	**341**	**232**	**195**	**143**	**159**	**183**	**219**	**285**	**383**

Based on the results of the survey, the peak demand occurs on a weekday at 1PM with 86 vacant spaces in the project proximity (500-foot radius of the project site) were observed. During all other time periods, the number of parking spaces was greater.

POTENTIAL ADDITIONAL PARKING DUE TO PROPOSED DEVELOPMENTS

A major development located at the southwest corner of Beverly Boulevard and Dayton Way, the Beverly Hills Gardens & Montage Hotel Project, could potentially provide additional parking availability to the proposed retail project.

The hotel project would consist of hotel and condominiums with a major parking structure. The City's Parking Authority will develop public parking within a portion of the off-street parking area. The structure will be operated by a single parking company, and the hotel and condominium uses will have valet operations. The City's project page on its web site describes the project as providing a total of 1,172 off-street parking spaces, with 753 of the spaces required by City Code for hotel and residential uses. The City will have control over 221 of the 419 additional spaces provided as public parking spaces.

The public parking portion of the Montage parking supply could be used for additional public parking demand for the proposed retail project, if determined to be necessary. Parking demand could be accommodated within the analyzed parking areas.

CONCLUSION

Based on the parking analysis performed, the proposed 15,627 square-foot retail project is required to provide a total of 40 parking spaces per City of Beverly Hills parking code. The proposed project would only provide three parking spaces on-site, however the proposed site is located within the designated in-lieu parking district in which any public parking availability within accepted walking distance can satisfy the parking requirements of 37 parking spaces. Based on the parking survey conducted, the parking availability within the 500-foot radius from the site is adequate throughout the day during both typical weekday and weekend. The parking spaces available consistently exceed the parking requirements of 37 parking spaces. Although the peak parking demand briefly reached 90% capacity during the weekday, a minimum of 86 vacant spaces were observed. This is greater than the City Code requirement that 37 spaces be available to supply the proposed project.

In addition to the minimum 86 available parking spaces quantified during the parking survey, two parking structures were excluded as potential parking supply due to restricted access. The parking attendants of respective parking structures estimated 85% occupancy, which can be estimated at 140 parking spaces availability to the proposed project. Furthermore, additional 200 parking spaces can be made available to the public in the future due to the proposed development at the southwest corner of Beverly Boulevard and Dayton Way. Approximately 450 parking spaces can be made available to the proposed project that would require only 37 parking spaces to meet City Code requirements.

Therefore, it has been determined that project's parking requirements can be supported by the available parking supply in the surrounding public parking areas.

ATTACHMENT A
320-324 North Rodeo Drive, Beverly Hills

AREA SUMMARY[1]				
	OCCUPANCY[2]	LEASABLE[3]	FLOOR AREA[4]	BUILDING AREA[5]
Tenant 'A' Totals:		**9,702 NSF**	**10,399 SF (BHFA)**	**10,667 GSF (CBC)**
1st Floor:	GROUP M	3,684 NSF	3,904 SF (BHFA)	4,038 GSF (CBC)
2nd Floor:	GROUP M	4,798 NSF	5,137 SF (BHFA)	5,289 GSF (CBC)
Basement:	GROUP S-1	1,220 NSF	1,358 SF (BHFA)	1,340 GSF (CBC)
Tenant 'B' Totals:		**1,853 NSF**	**2,065 SF (BHFA)**	**2,073 GSF (CBC)**
1st Floor:	GROUP M	976 NSF	1,062 SF (BHFA)	1,047 GSF (CBC)
2nd Floor:	N/A	0 NSF	0 SF (BHFA)	0 GSF (CBC)
Basement:	GROUP S-1	877 NSF	1,003 SF (BHFA)	1,026 GSF (CBC)
Common Areas:		**670 NSF**	**163 SF (BHFA)**	**1,182 GSF (CBC)**
1st Floor:	GROUP M	271 NSF	0 SF (BHFA)	383 GSF (CBC)
2nd Floor:	GROUP M	0 NSF	0 SF (BHFA)	190 GSF (CBC)
Basement:	GROUP S-1	399 NSF	163 SF (BHFA)	609 GSF (CBC)
Building Totals:		**12,225 NSF**	**12,627 SF (BHFA)**	**13,922 GSF (CBC)**

REVISIONS

- ADDING THIRD FLOOR RESTAUANT USE.
- TOTAL BUILDING SF – 15,280 SF (BHFA)
- USES ON FIRST, SECOND AND BASEMENT LEVELS TO REMAIN AS DEPICTED IN THIS MEMO.
- SOME REDUCTION IN SQUARE FOOTAGE ON SECOND LEVEL TO ACCOMMODATE FOR RESTAURANT SQUARE FOOTAGE TO MEET MAXIMUM ALLOWABLE SQUARE FOOTAGE USING FAR OF 2.0, BY CODE.
- RESTAURANT SQUARE FOOTAGE TO BE NO LARGER THAN 3,000SF WITH ONLY 1,000SF OF DINING AREA. PER BH CODE, PARKING RATIO IS 1 CAR PER 350SF. 3,000SF/350 EQUALS 8.57 CARS, ROUNDING UP TO 9 ADDITONAL CARS

AREA SUMMARY FOOTNOTES:

1. Area summary assumes future tenant build-out on first floor will not modify building line along Rodeo Drive such that an increase in floor area would occur. Area summary assumes future tenant build-out on second floor will align with face of building on first floor.
2. Mixed occupancies separated per 2007 CBC §508.3.3.
3. Leasable Area (NSF) is measured from the inside faces of walls, including elevator controller closets, toilet rooms and electrical rooms. It excludes vent shafts and plumbing chases on all floors. Elevator and stair shafts are excluded except at their lowest respective levels (basement or first floor). It is provided here for reference only.
4. Floor Area (SF) is measured per Beverly Hills Municipal Code Section 10-3-100. It is equivalent to gross building area excluding elevator, stair and vent shafts; building equipment rooms (electrical rooms, plumbing chases, elevator controller closets); and courts. These exclusions apply at all floors. Floor Area is used to calculate Floor Area Ratio (FAR).
5. Building Area (GSF) is measured per 2007 California Building Code Section 502.1. It includes all areas within the surrounding exterior walls and under the horizontal projection of the floors or roof above. The only exclusions are for vent shafts and courts.

ATTACHMENT A
320-324 North Rodeo Drive, Beverly Hills

TOTAL BUILDING AREA (CBC):

5,468 SF (1ST FLOOR) + 5,479 SF (2ND FLOOR) + 2,975 (BASEMENT) = 13,922 SF

ALLOWABLE FLOOR AREA PER CBC/BHMC (CHAPTER 5):
TYPE IIA CONSTRUCTION

STORY #	OCCUPANCY	ACTUAL AREA (GSF)	ALLOWABLE AREA PER CBC TABLE 503
2	M	5,479	21,500
1	M	5,468	21,500
BASEMENT	S-1	2,975	26,000

SUM-OF-RATIOS:	5,479÷21,500	+	5,468÷21,500	+	2,975÷26,000		
	0.2548	+	0.2543	+	0.1144	=	0.6235

Ratio for each story is less than one (1.00) and ratio for entire multistory building is less than one (1.00), so building areas are permissible per 2007 CBC §506.4 without consideration of allowable area increases for frontage or sprinklers.

ZONING:

C-3 COMMERCIAL (BHMC 10-3-1601 ET SEQ.)
NOTE: STORAGE USE AT BASEMENT ALLOWED PER BHMC 10-3-1606.

FLOOR AREA RATIO (FAR):

12,627 SF ÷ 7,640 SF = 1.653
1.653 IS LESS THAN 2.00 FAR ALLOWED BY BHMC 10-3-2745.

PARKING REQUIREMENTS:

31 TOTAL PARKING SPACES REQUIRED (BHMC 10-3-2730):

PLUS 9 MORE CARS, EQUALS 40 CARS REQUIRED, LESS 3 CARS ON-SITE REDUCES GOAL TO 37 CARS TO BE PROVIDED OFF-SITE THROUGH IN-LIEU PARKING PROGRAM.

GROUP M - COMMERCIAL USES NOT OTHERWISE SPECIFIED (ITEM B.10):
1 SPACE PER 350 SF FLOOR AREA
10,103 SF ÷ 350 SF/SPACE = 29 SPACES

GROUP S-1 - WAREHOUSE USES (ITEM B.13):
1 SPACE PER 1,500 SF FLOOR AREA
2,524 SF ÷ 1,500 SF/SPACE = 2 SPACES

3 to be provided on-site (2 standard + 1 van accessible), see Site Plan A101.
28 to be provided off-site through in-lieu parking program (BHMC Section 10-3-3301 et seq.).

In addition, a van loading space is also to be provided on site per BHMC Section 10-3-2740.

NOTE: Existing building to be demolished occupies entire site (zero setbacks) and does not include any on-site parking. Proposed design adds three on-site parking spaces (2 standard + 1 van accessible) and an on-site loading space.

Attachment 8

Noise, Air Quality and Water Quality

City of Beverly Hills

267 Canon Drive Commercial Project

Categorical Exemption Technical Documentation

September 2008

267 CANON DRIVE COMMERCIAL PROJECT

Categorical Exemption
Technical Documentation

Prepared by:

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September 2008

267 Canon Drive Commercial Project
Categorical Exemption Technical Documentation

This report provides technical environmental documentation for the 267 Canon Drive Commercial Project in the City of Beverly Hills. The intent of the analysis is to confirm whether the project is eligible for a Class 32 Categorical Exemption (CE) concerning potential noise, air quality and water quality impacts. The report concludes that the project's impacts would be less than significant without mitigation in these issue areas.

1. PROJECT LOCATION AND DESCRIPTION

The proposed project involves construction of a three-story commercial office building offering 14,136 gross square feet (13,000 net square feet) of floor area on a 7,500 square-foot site located at 267 North Canon Drive in Beverly Hills. The nearest cross streets are Dayton Way and Clifton Way. The project site has 50 feet of frontage on the west side of Canon Drive and a depth of approximately 150 feet, extending to the alley adjacent to the west side of the lot. Currently, there is no landscaping on the project site as it is entirely occupied by paving and structural development.

To accommodate the project, an existing 6,000 square-foot, one story commercial building would be demolished. The existing development is supported by an onsite surface parking area located behind the building, at the western end of the lot, providing six substandard compact parking stalls. Access to the parking area is currently provided by the above-mentioned alley, which has a standard 20 foot width.

Parking for the proposed office building would be provided in a one-level subterranean garage that would be accessed directly from the existing alley. The garage would provide eleven standard and three tandem parking stalls, for a total of 14 stalls. Two loading docks would be provided in the back of the building, also taking access from the alley.

2. ENVIRONMENTAL ANALYSIS

A. NOISE

Noise Characteristics. Noise level (or volume) is generally measured in decibels (dB) using the A-weighted sound pressure level (dBA). The A-weighting scale is an adjustment to the actual sound power levels to be consistent with that of human hearing response, which is most sensitive to frequencies around 4,000 Hertz (about the highest note on a piano) and less sensitive to low frequencies (below 100 Hertz). Because of the nature of the human ear, a sound must be about 10 dB greater than the reference sound to be judged as twice as loud. In general, a 3 dB change in community noise levels is noticeable, while 1-2 dB changes generally are not perceived.

One of the most frequently used noise metrics that considers duration as well as sound power level is the equivalent noise level (L_{eq}). The L_{eq} is defined as the steady A-weighted level that is

equivalent to the same amount of energy as that contained in the actual time-varying levels over a period of time (essentially, L_{eq} is the average sound level).

Noise Standards.

Federal Noise Policies. The U.S. Department of Housing and Urban Development (HUD) has set a goal of 45 dBA Ldn as a desirable maximum interior noise standard for HUD-assisted residential units. This same interior noise level is also generally accepted within the State of California.

State Noise Policies. The Office of Planning and Research has adopted guidelines based, in part, on the community noise compatibility guidelines established by the State Department of Health Services for use in assessing the compatibility of various land use types with a range of noise levels. These guidelines are presented in Table 1. An exterior noise level up to 65 dBA CNEL is "normally acceptable" for multi-family residential uses, without special noise insulation requirements. An exterior noise level up to 70 dBA CNEL is "normally acceptable" for multi-family commercial uses. A noise level of 75 dBA CNEL or more is identified as "clearly unacceptable" for all residential uses. A "normally acceptable" designation indicates that standard construction can occur with no special noise reduction requirements. Conventional construction, with closed windows and fresh air supply systems (e.g., air conditioning) normally suffices for the "conditionally acceptable" condition.

City Noise Policies. The City of Beverly Hills adopted a General Plan Noise Element in 1975. The Noise Element provides a description of existing noise levels and sources and incorporates comprehensive goals, policies, and implementing actions. The Noise Element includes several policies on noise and acceptable noise levels. These policies address unnecessary, excessive, and annoying noise levels and sources such as vehicles, construction, special sources (e.g., radios, musical instrument, animals, etc.), and stationary sources (e.g., heating and cooling systems, mechanical rooms, etc.). To implement these policies, the City adopted a Noise Ordinance, as discussed below. The majority of City noise regulations are found in Chapter 1 (Noise Regulations) of Title 5 (Public Health, Welfare, and Sanitation) of the City of Beverly Hills Municipal Code.

Section 5-1-206 of Article 2 prohibits construction activity between the hours of 6:00 PM and 8:00 AM, or at anytime on Sunday or a public holiday. In addition, construction activity within 500 feet of a residential zone is prohibited any time on Saturday unless an after-hours construction permit has been issued by the City. Section 5-1-202 of Article 2 prohibits the operation of any machinery, equipment, pump, fan, air conditioning apparatus, or similar mechanical device which would cause the noise level at the property line of any property to exceed the ambient noise level by more than 5 dBA.

Table 1
Land Use Compatibility for Noise Environments

Land Use Category	Community Noise Exposure Level			
	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Low Density, Single-Family, Duplex, Mobile Homes	50-60	55-70	70-75	75-85
Residential – Multiple Family	50-65	60-70	70-75	70-85
Transient Lodging – Motel, Hotels	50-65	60-70	70-80	80-85
Schools, Libraries Churches, Hospitals, Nursing Homes	50-70	90-70	70-80	80-85
Auditoriums, Concert Halls, Amphitheaters	NA	50-70	NA	65-85
Sports Arenas, Outdoor Spectator Sports	NA	50-75	NA	70-85
Playgrounds, Neighborhood Parks	50-70	NA	67.5-75	72.5-85
Golf Courses, Riding Stable, Water Recreation, Cemeteries	50-70	NA	70-80	80-85
Office Buildings, Business Commercial and Professional	50-70	67.5-77.5	75-85	NA
Industrial, Manufacturing, Utilities, Agriculture	50-75	70-80	75-85	NA

Source: Office of Planning and Research, General Plan Guidelines, California, October 2003.
Notes: NA - Not Applicable
Normally Acceptable – Specified land us is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements
Conditionally Acceptable – New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.
Normally Unacceptable – New construction or development should be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.
Clearly Unacceptable – New construction or development should generally not be undertaken.

Study Methodology and Results. The most common sources of noise in the project vicinity are transportation-related, such as automobiles, trucks, and motorcycles. Motor vehicle noise is of concern because it is characterized by a high number of individual events, which often create a sustained noise level, and because of its proximity to areas sensitive to noise exposure. The primary source of roadway noise near the project site is traffic on Canon Drive. Likewise, project-generated traffic would be the primary source of noise during operation of the porposed project. The project site is surrounded by commercial development, which is not considered a noise-sensitive land use. The closest sensitive receptors to the project site are the multi-family residences located approximately 300 feet east of the project site along North Crescent Drive.

Construction Noise. As shown in Table 2, noise levels associated with heavy equipment typically range from about 78 to 88 dBA at 50 feet from the source. The grading phase of

project construction tends to create the highest construction noise levels because of the operation of heavy equipment.

Table 2
Typical Noise Level Ranges at Construction Sites

Construction Phase	Average Noise Level at 50 Feet	
	Minimum Required Equipment On-Site	All Pertinent Equipment On-Site
Clearing	84 dBA	84 dBA
Excavation	78 dBA	88 dBA
Foundation/Conditioning	88 dBA	88 dBA
Laying Subbase, Paving	78 dBA	79 dBA
Finishing and Cleanup	84 dBA	84 dBA

Source: Bolt, Beranek and Newman, "Noise from Construction Equipment and Operations, Building Equipment, and Home Appliances," prepared for the U.S. Environmental Protection Agency, 1971.

The project would create a temporary increase in noise from the demolition of the existing structures on the site, preparation of the site for construction, and construction of the new structure. However, all construction activity would be restricted to between the hours of 8:00 AM and 6:00 PM in accordance with Beverly Hills Municipal Code section 5-1-206. Therefore, construction noise would not occur between the hours of 6:00 PM and 8:00 AM, the period when people are usually sleeping and most sensitive to noise and impacts would be less than significant.

Operational Noise. The proposed commercial project would incrementally increase noise levels in the project vicinity due to vehicular activity, including increased roadway noise from project-generated vehicle trips and noise associated with parking lot activity (slamming car doors, talking, car stereos, horns, etc.). However, because onsite parking would be located in the proposed subterranean parking garage, noise generated by parking lot activity would not substantially increase noise levels in the vicinity of the project site.

As discussed in the traffic analysis prepared by Coco Traffic Planners, Inc. in November 2007 (attached), the proposed project would increase area traffic by about 220 vehicle trips on a daily basis (110 inbound trips and 110 outbound trips). During the AM peak hour the project would add 10 new vehicle trips (7 inbound trips and 3 outbound trips) and during the PM peak hour the project would add 21 new vehicle trips (8 inbound trips and 13 outbound trips).

The street system serving the project site consists of four-lane roadways, and intersections with two lanes plus one left turn pocket per approach. These approaches have capacities in excess of the assumed theoretical value of 4,800 vehicle trips per hour. Consequently, the proposed project's net traffic increase would not reach the level of a signifcant traffic impact (1% of capacity at LOS E) at any location. Likewise, the 21 new vehicle trips during the PM peak hour

(which would be approximately 1 new vehicle trip every three minutes during the PM peak hour) would not create an audible increase in roadway noise. Therefore, impacts associated with the incremental increase in noise as a result of project-generated traffic would be less than signifcant.

Conclusion. The proposed commercial project would not result in a long-term increase in noise levels at the project site and temporary construction noise would not be significant. No significant noise impacts would occur.

B. AIR QUALITY

A significant adverse air quality impact may occur when a project individually or cumulatively interferes with progress toward the attainment of the ozone standard by releasing emissions that equal or exceed the established long term quantitative thresholds for pollutants, or causes an exceedance of a state or federal ambient air quality standard for any criteria pollutant. The project site is located within the South Coast Air Basin and falls under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The following significance thresholds have been set by the SCAQMD for project operations within the South Coast Air Basin:

- *55 pounds per day of ROG*
- *55 pounds per day of NO_x*
- *550 pounds per day of CO*
- *150 pounds per day of PM_{10}*
- *55 pounds per day of $PM_{2.5}$*

Temporary construction-related air quality impacts are considered significant if emissions associated with construction activity would exceed adopted SCAQMD thresholds. Construction emission thresholds have been set by the SCAQMD on a daily basis as follows:

- *75 pounds per day of ROG*
- *100 pounds per day of NOx*
- *550 pounds per day of CO*
- *150 pounds per day of PM_{10}*
- *55 pounds per day of PM2.5*

Operational Emissions. Long-term emissions associated with the proposed project, as presented in Table 3, are those associated with vehicle trips (mobile emissions) and the use of natural gas and landscaping maintenance equipment (area emissions) upon buildout of the project. The California Air Resources Board's (ARB's) URBEMIS 2007 v.9.2.4 computer model was used to calculate emissions associated with the proposed project based on the proposed land use. Emissions generated by the existing commercial building that would be demolished to accommodate the proposed project were subtracted from project generated emissions in order determine the net new emissions.

Table 3
Unmitigated Operational Emissions

Emission Source	Emissions (lbs/day)				
	ROG	NO_x	CO	PM_{10}	$PM_{2.5}$
Mobile Emissions	1.65	2.42	21.12	3.61	0.70
Area Emissions	0.18	0.08	42.79	0.00	0.00
Total	**1.83**	**2.50**	**63.91**	**3.61**	**0.70**
SCAQMD Thresholds	*55*	*55*	*550*	*150*	*55*
Significant Impact?	**No**	**No**	**No**	**No**	**No**

Source: URBEMIS 2007 Version 9.2.4. See attached sheets for calculations, and assumptions.

As shown, the emissions generated by the proposed project would not exceed the SCAQMD's daily operational thresholds for any pollutant and would not significantly affect regional air quality. The impact would be less than significant.

Construction Emissions. Construction would involve demolition of the existing structures, site preparation, excavation and erection of the new building. Construction activity onsite would result in temporary air quality impacts due to the generation of fugitive dust (PM_{10} and $PM_{2.5}$) and exhaust emissions associated with heavy construction vehicles.

Temporary construction emissions were estimated using the URBEMIS 2007 v.9.2.4 computer model. In the absence of project specific construction scenario details, it was presumed that one month includes 22 work days, and the number and type of equipment to be used during construction have been estimated based on URBEMIS default amounts for similar construction projects. Also, during project grading, the soils that underlie the site would be turned over and pushed around, exposing the soil to wind erosion and dust entrainment by onsite operating equipment. In addition to the emissions associated with the construction equipment, construction worker vehicles traveling to the site contribute a small amount of emissions.

Table 4 shows the maximum daily construction emissions. The greatest contributions to temporary impacts would be from the operation of heavy-duty construction equipment and the generation of fugitive dust. However, emissions during demolition, grading, or construction would not exceed SCAQMD daily significance thresholds. Standard dust and air quality control measures required under SCAQMD Rule 1403 (Asbestos Demolition and Renovation Activities) would further reduce potential effects resulting from demolition, grading and construction. The highest emission of ROGs results from the application of architectural coatings, such as exterior and interior paint. However, ROG emissions would not exceed SCAQMD thresholds.

Table 4
Estimated Maximum Daily Emissions
During Grading and Construction

Emission Source	Emissions (lbs/day)				
	ROG	NO_x	CO	PM_{10}	$PM_{2.5}$
Demolition/Grading	4.25	39.46	19.49	5.18	2.46
Building Construction	15.15	20.19	9.71	1.17	1.07
Threshold (peak day)	*75*	*100*	*550*	*150*	*55*
Significant Impact?	**No**	**No**	**No**	**No**	**No**

Source: URBEMIS 2007, Version 9.2.4. See attached sheets for calculations.

As indicated in Table 4, emissions during demolition, grading, or construction would not exceed SCAQMD daily significance thresholds. Therefore, construction activities would not result in any significant construction-related air quality impacts.

Construction of the project would also involve demolition of the existing commercial building, which, due to its age, may contain asbestos. The removal of any asbestos-containing materials would be required to comply with all pertinent existing rules and regulations, including SCAQMD Rule 1403 (Asbestos Demolition and Renovation Activities), and impacts would be less than significant.

Conclusion. The proposed commercial project would not generate air pollutants exceeding SCAQMD significance thresholds.

C. WATER QUALITY

The City of Beverly Hills is underlain by the Hollywood Groundwater Basin, which provides approximately 60-70% of its water supply (City of Beverly Hills, 2005 Urban Water Management Plan). The project site is currently developed with paving and structures and does not afford groundwater recharge through percolation. Therefore, development of the proposed project would not cause a significant reduction in groundwater recharge or otherwise affect the underlying groundwater basin.

The proposed project would involve demolition of the existing building and grading for the proposed building. This, in conjunction with other onsite construction activities, has the potential to result in temporary water quality impacts. The proposed project would be required to comply with the City of Beverly Hills's Urban Runoff Mitigation Ordinance (Municipal Code Section 9-4-506), which requires implementation of Best Management Practices (BMPs). Applicants of the proposed project would be required to submit a storm water mitigation plan (SWMP), which includes those Best Management Practices (BMPs) necessary to control storm water pollution from construction activities and facility operations, to the Department of Public

Works for approval (City of Beverly Hills Municipal Code § 9-4-506). Mandatory compliance with the City's urban runoff and stormwater regulation would reduce impacts associated with polluted runoff and stormwater drainage systems to a less than significant level.

Conclusion. The proposed project would not adversely affect underground aquifers. Mandatory compliance with all best management practices required for the project in accordance with the City's Urban Runoff Mitigation Ordinance would reduce construction impacts to water quality to a less than signifcant level. In addition, redevelopment of the site would replace the existing drainage with updated treatment controls that are not currently present. This is a potential beneficial impact to water quality.

3. SUMMARY

Based on this analysis, the proposed commercial project at 267 Canon Drive meets the environmental impact criteria for noise, air quality and water quality for a Class 32 Categorical Exemption pursuant to Section 15332 of the *State CEQA Guidelines*.

4. REFERENCES

California Air Resources Board, URBEMIS 2007, Version 9.7.4 Air Quality Model.

Coco Traffic Traffic Planners, Inc. 267 North Canon Drive, Commercial Building In-Lieu Parking Study, Beverly Hills, California, November 9, 2007.

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