STAFF REPORT

CITY OF BEVERLY HILLS

For the Planning Commission Meeting of July 8, 2010

TO: Planning Commission

FROM: Rita Naziri, Senior Planner

THROUGH: Jonathan Lait, AICP, City Planner

SUBJECT: Development Plan Review and a Variance Application to allow tandem parking for construction of a new three-story, 45-foot tall Medical/General Office building containing approximately 40,750 square feet of floor area over a four-level, subterranean parking garage with 185 parking spaces at **119-123 San Vicente Boulevard**. A Mitigated Negative Declaration has been prepared for the Project

Continued from the meeting of May 27, 2010.

RECOMMENDATION

It is recommended that the Planning Commission direct staff to prepare a resolution adopting a Mitigated Negative Declaration (MND) and conditionally approving a Development Plan Review and a Variance to allow tandem parking for a new commercial building located at 121 San Vicente Boulevard.

EXECUTIVE SUMMARY

The public hearing on this matter was continued from the meeting of meeting of May 27, 2010 to allow time for the public review of the Mitigated Negative Declaration (MND) and to allow the applicant to respond to issues raised at that meeting.

In response to the concerns raised by the Planning Commission, the applicant has revised the project. Revisions include the following:

- Slight reduction in overall square footage and medical space;
- Elimination of previously proposed restaurant area; and
- A redesigned parking and loading layout.

This report provides a discussion of the concerns raised by the Commission and the applicant's response.

The findings and analysis for the original project are contained in the May 27th staff report and attached hereto (Attachment 6). The proposed revisions reduce the number of vehicle trips associated with the project, reduce the amount of tandem spaces and improve the parking layout. As such, staff recommends adoption of the Mitigated Negative Declaration and approval of the project.

BACKGROUND

On May 27, 2010, the Planning Commission held a public hearing to consider the project and requested several issues to be explored by the applicant. Below is a summary of the Commission Comments and how the project has been revised in response:

Commission Comments	Project Revisions
Parking Layout • Eliminate triple-tandem spaces; • Eliminate potential conflicts between valet pick-up/drop-off and vehicles entering and exiting the garage and queuing along San Vicente Boulevard; • Expand the parking area by exploring the relocation of the loading area, off-site, along San Vicente Boulevard; • Expand the parking area under the sidewalks to create additional spaces.	The applicant has hired International Parking Design Inc. to re-design the parking garage and Austin-Foust Associates, Inc., to prepare a parking management plan (Attachment 4). Both the expansion of the parking area under the sidewalk and re-location of the loading area were considered by the applicant (see Attachment 3, but were ultimately rejected in favor of the revised garage design, which identifies significant improvements to the parking garage: • Triple-tandem spaces have been eliminated; • Separate areas have been designated for valet pick-up and drop-off; • Tandem parking has been reduced (48 of the total 185 spaces are tandem, compared to 93 tandem spaces previously proposed;

Commission Comments	Project Revisions
	• Separate ingress/egress points have been designated; • Employees and tenants will be able to self-park on the designated lowest basement level while patrons will utilize the valet operations.
Consider a smaller project	The applicant has slightly reduced the project's floor area from 42,256 square feet to 40,750 square feet and reduced the medical space from 36,000 square feet to 32,000 square feet. In addition, the applicant eliminated the restaurant element from the project, which in turn reduced project traffic.
Eliminate access from Gale Drive	The pedestrian access from Gale Drive has been eliminated.
Consider installation of translucent windows on Gale Drive	If approved, the project will maintain translucent windows facing Gale Drive

In addition, during the Planning Commission hearing, there were some comments that were related to the environmental issues such as construction impacts including noise, dust, soundproofing during construction period and driveway access conflict. Response to these issues is provided in the "Responses to Comments" document prepared by the City's environmental consultant for the Planning Commission consideration (Attachment 7).

A complete description of the revised project is presented below.

REVISED PROJECT

The project before the Planning Commission is a 40,750 square-foot, three-story, 45-foot tall commercial building with the following uses:

- 32,000 square feet of medical office space; and
- 8,750 square feet of general office space;

The revised project provides the required 185 full size (9'X19') parking spaces including six disabled access spaces within a four-level subterranean garage with ingress and egress from San Vicente Boulevard. Approximately 26% of the parking is proposed to be in a tandem configuration. The table below provides a comparison of the original and revised project:

Category	Project Reviewed on May 27, 2010	Revised Submittal June 2010	Code Requirement
Use	Medical office, general office and restaurant/retail	Medical and General Offices Uses	Proposed project is subject to DPR and Variance findings
Building Floor Area	42,256 sq.ft. Medical Office: 36,424 General Office:3,883 sq.ft. Restaurant/Retail: 1,949 sq.ft.	40,750 sq.ft. Medical Office:32,000 sq.ft. General Office:8,750 sq.ft.	43,712 sq.ft. (max)
Density/FAR	1.94	1.87	2.0 (max.)
Stories Building Height	3-story,45' tall	3-story, 45'tall	3-story 45' tall (max.)
Parking Spaces	199 93 tandem (47% of total spaces)	185 48 tandem (26% of total parking spaces)	• 32,000sq.ft. medical office/200=160 • 8,750 general office/350=25 • Total spaces required=185 No tandem spaces are allowed.
Loading Spaces	2 truck loading spaces	2 truck loading spaces	Commission discretion.
Trips	Total Daily: 1,954 AM Peak: 119 Midday Peak: 195 PM Peak: 143	Total Daily: 1,150 AM Peak: 74 Midday Peak: 128 PM Peak: 110	N/A

The project is also required to comply with the City's Green Building Program. The project design includes features which are proposed to make the building eligible for Silver Level Certification under the City's Green Building Program. Specific compliance would be verified during plan check, if the project is approved.

DISCUSSION/ANALYSIS

The project has been revised to address comments identified by the Planning Commission: the project has been slightly reduced in overall floor area; medical square footage has been reduced; and the parking layout has been reconfigured. The revised project requires 185 parking spaces. Despite the project revisions and the four, full levels of subterranean parking, due to the site's irregular shape, some spaces are still proposed to be provided in a tandem configuration (26% of the total spaces, compared to 47% of the total spaces previously proposed).

The revised project is expected to result in approximately 60% fewer total daily trips than the original project. The proposed project is expected to generate 74 net new vehicle trips (58 inbound trips and 16 outbound trips) during the AM peak hour; 128 net new vehicle trips (68 inbound trips and 60 outbound trips) during the midday peak hour; 110 new vehicle trips (30 inbound trips and 80 outbound trips) during the PM peak hour and 1,150 total net new trips daily (Attachment 5, Revised Trip Calculations).

The Mitigated Negative Declaration prepared for the original project did not identify any significant traffic impacts and demonstrated an adequate number of parking spaces from a demand perspective (Attachment 8, Parking Demand Calculation). The revised project, which would generate fewer trips, would also would not create any significant traffic impacts and proposes adequate parking to meet anticipated demand.

As noted previously, the entry to the parking garage and garage lay-out has been reconfigured. A Parking Management Plan has been proposed that indicates that the valet station would be located at the ground level of parking garage immediately before the ramp. The new design was reviewed by the City's consultant and noted that the new valet configuration appears to provide sufficient area so as to preclude queuing into the public right-of-way and adequately accommodate drop-off and pick-up operations. The lower level parking configuration, ramping system and drive aisles should accommodate efficient valet park/retrieval operations. The parking management plan also proposes an annual monitoring program for the first three years after completion of the building to ensure vehicle queues at the entrance do not back-up on to San Vicente Boulevard. In order to ensure that no queuing will occur to impact San Vicente Boulevard traffic flow, a parking management plan is being prepared by the applicant. The parking management plan proposes an annual monitoring program for the first three years after completion of the building to ensure vehicle queues at the entrance do not back-up on to San Vicente Boulevard. Such plan will be reviewed and approved by the Directors of Community Development and Public Works to ensure that circulation impacts do not result from vehicle.

The revised project proposes two driveways on San Vicente Boulevard, one for ingress and one for egress. The northerly driveway would be utilized for access to the subterranean garage as well as to the loading area which is located at the ground level. The 22- foot southerly driveway will be used for exiting the building and valet pick-up. Both driveways will be limited to a right-turn only ingress and egress turning movement due to an existing median on the San Vicente Boulevard.

The revised project provides two loading spaces accessed from San Vicente Boulevard. As noted before, the ground floor is reconfigured to accommodate a new ramp location and the loading spaces. The revised loading design has been reviewed by the City's Traffic Engineer and consultant in terms of maneuverability and adequacy of size based on proposed uses and it appears that there is adequate driveway alignment and internal space to accommodate head-in/head-out maneuvers into/out of the project site. Internal service/truck operations accessing the loading court would need to be timed to minimize conflicts with passenger vehicle/valet operations. The parking management plan indicates that due to the medical/office uses in the building, heavy vehicle traffic is not anticipated, except for trash pick-up period. In this case, deliveries and trash pick-up, deliveries will be scheduled during off hours to not interfere with traffic flow within or outside of the garage area. To ensure that the loading activities do not disturb the valet operation, a loading management plan shall be provided to include the delivery hours and a delivery monitor with responsibility for controlling the circulation of trucks. The

person would be responsible to coordinate with valet manager for directing the incoming/outgoing cars while delivery trucks are present.

PUBLIC NOTICE AND COMMENTS

Notice of the proposed project and public hearing was mailed on June 25, 2010 to all property owners and residential tenants within a 300-foot radius of the property, and all single-family zoned properties within 500 feet from the exterior boundaries of the property. The hearing notice was published in the *Beverly Hills Courier* on Friday, June 25, 2010 and in *the BH Weekly* on Thursday, July1, 2010 respectively. Staff has received an e-mail correspondence raising concerns about the proposed project impacts.

ENVIRONMENTAL DETERMINATION

This 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 the project has been found to have potentially significant construction related traffic, air quality, cultural resources and noise impacts. However, measures are identified that would mitigate these potential impacts to insignificant levels. Therefore, a mitigated negative declaration has been prepared which incorporates measures that constrain construction vehicles to limit air emissions during construction, a measure that requires roadway improvements to mitigate the project's potential operational traffic impacts. The mitigated negative declaration is subject to review and adoption by the Planning Commission. The list of mitigation measures is included in this report (Attachment 1). The 20-day public comment period ended on May 30, 2010.

ALERNATIVE ACTIONS

In addition to the recommended action the Planning Commission could also consider the following with respect to the project:

1. Continue this matter for specific reasons;

2. Articulate revised findings and/or conditions to Approve or Deny the subject application.

RITA NAZIRI

Attachments:

1. Mitigation Measure
2. Conditions of approval
3. Applicant Response
4. Parking Management Plan
5. Revised Project Trip Generation
6. May 27, 2010 Staff Report
7. Responses to Comments
8. Parking Demand Calculation

Attachment 1:
Mitigation Measures

Mitigation Measures
(121 SAN VICENTE BOULEVARD)
(Planning Commission Hearing of July 8, 2010)

Air Quality

AQ-1 Ozone Precursor Control. The following shall be implemented during construction to minimize emissions from construction equipment:

- Equipment engines should be maintained in good condition and in proper tune as per manufacturer's specifications;
- Lengthen construction periods during the smog season so as to minimize the number of vehicles and equipment operating simultaneously; and
- Use new technologies to control ozone precursor emissions as they become available.

AQ-2 Fugitive Dust Control. Dust generated by development activities shall be kept to a minimum with a goal of retaining dust on the site through implementation of the following measures identified in the SCAQMD Rule 403 Handbook:

- During demolition, contractor(s) shall apply water every four (4) hours to the area within 100 feet of a structure being demolished to reduce vehicle trackout.
- Contractor(s) shall apply dust suppressants (e.g. polymer emulsion) to disturbed areas upon completion of demolition unless construction activities begin within two weeks of completion of demolition.
- Contractor(s) shall apply water to disturbed soils after demolition is completed or at the end of each day of cleanup.
- Demolition activities shall be prohibited when wind speeds exceed 25 mph.
- During clearing, grading, earth moving, excavation, transportation of cut or fill materials, water trucks or sprinkler systems are to be used every three (3) hours to prevent dust from leaving the site and to create a crust after each day's activities cease.
- The required minimum soil moisture shall be 12% for earthmoving. Contractor(s) shall achieve the standard by use of a moveable sprinkler system or a water truck. Moisture content can be verified by lab sample or moisture probe.

- During clearing, grading, earth moving, excavation, or transportation of cut or fill materials, streets and sidewalks within 150 feet of the site perimeter shall be swept and cleaned a minimum of twice weekly.
- During construction, water trucks or sprinkler systems shall be used to keep all areas of vehicle movement damp enough to prevent dust from leaving the site. At a minimum, this would include wetting down such areas (three times daily during mass site grading) in the later morning and after work is completed for the day and whenever wind exceeds 15 miles per hour. Grading shall be suspended if wind gusts exceed 25 mph.
- Contractor(s) shall apply chemical soil stabilizers on inactive construction areas (disturbed lands within construction projects that are unused for at least four consecutive days).
- Soil stockpiled for more than two days shall be covered, kept moist, or treated with soil binders to prevent dust generation.
- Contractor(s) shall apply water to the storage pile by hand or apply a cover when wind events are declared.
- Contractor(s) shall insure that all trucks hauling dirt, sand, soil, or other loose materials shall be tarped with a fabric cover and maintain a freeboard height of 12 inches.

Cultural Resources

CR-1 At the commencement of project construction, a qualified professional archaeologist shall be retained to give all workers associated with earth-disturbing procedures an orientation regarding the probability of exposing cultural resources and directions as to what steps are to be taken if a find is encountered. If cultural resource remains are encountered during construction or land modification, the construction manager shall ensure that all ground disturbance activities are stopped, and shall notify the Community Development Department immediately to arrange for a qualified archaeologist to assess the nature, extent, and potential significance of any cultural remains. If such remains are determined to be significant, appropriate actions to mitigate impacts to the remains shall be identified in consultation with a qualified archaeologist. Depending upon the nature of the find, such mitigation may include, but would not be limited to, avoidance, documentation, or other appropriate actions to be determined by a qualified archaeologist. For example, if significant archaeological resources cannot be avoided, impacts may be reduced by filling on top of the sites rather than cutting into the cultural deposits. Alternatively and/or in addition, a data collection program may be warranted, including mapping the location of

artifacts, surface collection of artifacts, or excavation of the cultural deposit to characterize the nature of the buried portions of sites. Duration of the excavated artifacts or samples would occur as specified by the archaeologist.

CR-2 If human remains are unearthed, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code Section 5097.98. If the remains are determined to be of Native American descent, the coroner has 24 hours to notify the Native American Heritage Commission (NAHC). The NAHC will then identify the person(s) thought to be the Most Likely Descendent (MLD) of the deceased Native American, who will then help determine what course of action should be taken in dealing with the remains.

Noise

N-1(a) Heavy Truck Restrictions. The contractor shall prohibit heavy trucks from entering or leaving the site from or to, or otherwise driving on, North Gale Drive. Heavy trucks include all cargo vehicles with three or more axles, generally with gross vehicle weight greater than 26,400 lbs.

N-1(b) Staging Area. To reduce noise levels associated with idling construction equipment and to minimize off-site transportation of heavy construction equipment, the Contractor shall provide staging areas on the northern portion of the project site, as far as possible from sensitive residences on North Gale Drive.

N-1(c) Diesel Equipment Mufflers. All diesel equipment shall be operated with closed engine doors and shall be equipped with factory-recommended mufflers.

N-1(d) Electrically-Powered Tools and Facilities. Electrical power shall be used to run air compressors and similar power tools and to power any temporary structures, such as construction trailers or caretaker facilities.

N-1(e) Additional Noise Attenuation Techniques. For all noise-generating construction activity on the project site, additional noise attenuation techniques shall be employed to reduce noise levels. Such techniques shall include, but are not limited to, the use of sound blankets on noise generating equipment and the construction of temporary sound barriers between construction sites and nearby sensitive receptors in order to ensure noise levels at nearby residences do not exceed 65 dBA to the maximum extent feasible. The contractor shall perform at least one noise measurement at each of the nearest sensitive uses during

excavation and foundation/conditioning work to confirm that the noise attenuation techniques are reducing the noise levels sufficiently. If sufficient attenuation is not being achieved, the contractor shall cease work and consult the City on additional noise attenuation techniques such as reducing the number of machines operating at one time, larger temporary barriers, or thicker sound blankets.

N-1(f) Alternative Pile Types. If pile driving activities are required for construction, alternative pile types that are quieter to install, such as pin piles/micro piles/mini piles, Tubex Grout Injection Piles, or GeoJet foundation units, shall be utilized where feasible in place of traditional driven piles to reduce noise and vibration generation. The City of Beverly Hills Deputy City Engineer and City Building Official shall determine the feasibility of these alternatives pile types for the required applications.

N-1(g) Additional Pile Driving Measures. If pile driving activities are required for construction, a field test program shall be conducted on the site prior to approval of building plans. The test shall include driving piles at several locations on the project site in the general locations where piles would be required for project construction. The test shall also include testing of various noise control measures including, but not limited to, sound blanket enclosures around pile hammers. Quantitative noise and vibration measurements, together with a subjective assessment of the resulting conditions, shall be recorded. The results of the test program shall be presented to the City of Beverly Hills Community Development Director. Based on the results of the tests, the Director shall have the right to require additional noise control measures at the site during pile driving, such as temporary sound berms and dampening enclosures.

N-1(h) Noticing. All residential units located within 500 feet of the construction site shall be sent a notice regarding the construction schedule of the proposed project. A sign, legible at a distance of 50 feet shall also be posted at the construction site. All notices and the signs shall indicated the dates and duration of construction activities, as well as provided a telephone number where residents can in quire about the construction process and register complaints.

N-1(i) Construction Management Plan - Noise. Prior to issuance of grading permits, the applicant shall submit a Construction Management Plan satisfactory to the Director of Community Development and the Building Official. The Building Official shall enforce noise attenuating construction requirements. The Construction Management Plan shall include, but not be limited to, the following noise attenuation measures:

- Excavation, grading, and other construction activities related to the proposed project shall comply with Section 5-1-206, Restrictions on Construction Activity, of the City Municipal Code. Any deviations from these standards shall require the written approval of the Community Development Director.

- During the initial stage of construction, including site demolition and site preparation/excavation, and when construction activities are within 200 feet of the boundary of the site, an 8-foot temporary sound barrier (e.g., wood fence), with at least 0.5-inch thickness, shall be erected at the project site, to the extent feasible. Sound blankets will also be used. All stationary construction equipment (e.g., air compressor, generators, etc.) shall be operated as far away from the multi-family residences as possible. If this is not possible, the equipment shall be shielded with temporary sound barriers, sound aprons, or sound skins to the satisfaction of the Director of Community Development.

- Haul routes for construction materials shall be restricted to truck routes approved by the City. Hauling trucks shall be directed to use commercial streets and highways, and, to the extent feasible, shall minimize the use of residential streets. The haul routes and staging areas for the project shall be established to minimize the impact of construction traffic on nearby residential neighborhoods and schools. Generally, haul routes to the 405 Freeway shall utilize Santa Monica Boulevard to minimize impacts to City streets.

- All construction vehicles, such as bulldozers and haul trucks, shall be prohibited from idling in excess of 10 minutes.

- The General Contractor and its subcontractors shall inspect construction equipment to ensure that such equipment is in proper operating condition and fitted with standard factory silencing features. Construction equipment shall use available noise control devices, such as equipment mufflers, enclosures, and barriers.

T-1 Construction Management Plan-Traffic. Prior to issuance of demolition or grading permits, the applicant shall submit a Construction Management Plan satisfactory to the Director of Community Development, the Building Official and the City Traffic Engineer. The applicant shall be required to comply with all requirements of the

Construction Management Plan, which shall include, but not be limited to, the following measures:

- Hours of construction shall be limited to occur between the hours of 8:00 AM to 6:00 PM, Monday through Friday, absent issuance of an after-hours construction permit.

- All delivery trucks shall be scheduled to the extent feasible to occur during off-peak hours, when vehicle and pedestrian traffic is minimal.

- Off-site on-street parking for project construction shall be prohibited on all adjacent streets and alleys. Construction-related parking shall be on-site to the extent feasible. The Construction Management Plan shall address construction-related worker parking, schedule of construction, and number of vehicles anticipated on-site.

- All construction-related trucks destined to the site shall follow the City's approved truck route plan. The contractor shall coordinate with the City to determine the most adequate route, identify the anticipated volume of trucks destined to the site, and delivery/hauling logistics.

- A fence shall be installed along the perimeter of the project site to ensure the safety of pedestrians in the neighborhood.

- The contractor shall provide flagmen at the project site entrance to reduce any conflicts with cars, trucks, and pedestrians.

- All heavy hauling and delivery of large construction supplies will be subject to the issuance of heavy hauling permits issued by the Department of Public Works, Engineering Division. Heavy hauling and routing shall be approved by the Engineering Division of the City of Beverly Hills. Heavy hauling operation time is limited to 4:00 p.m.

- The project applicant shall be required to keep the site and adjacent areas clean during construction.

- Any curbside or lane closure schedule shall be approved by the City.

Attachment 2:
Conditions of Approval

RECOMMENDED CONDITIONS OF APROVAL
(121 SAN VICENTE BOULEVARD)
(Planning Commission Hearing of July 8, 2010)

If the project is approved, the following conditions of approval are recommended:

1. The parking management plan shall include the following:
   - The applicant shall provide free employee and tenant parking. The employee/tenant parking shall be located in the lower levels of parking garage with available parking attendant at the subject level to assist with the tandem spaces.
   - Free validated on-site parking shall be provided for the patrons (patients & visitors) of the building.
   - The applicant shall provide signage at driveway entrance to the parking area informing patrons of the validated parking requirements. Such sign shall be installed prior to issuance of a certificate of occupancy.
   - A silent warning device shall be installed at each entrance/exit that would light up whenever a vehicle or truck is leaving the garage, warning the on-coming vehicular and pedestrian traffic.
   - Prior to the issuance of a certificate of occupancy, a loading management plan shall be provided to include the delivery hours and a delivery monitor with responsibility for controlling the circulation of trucks. The person would be responsible to coordinate with the valet manager for directing the incoming/outgoing cars while delivery trucks are present.
   - The project plans shall show the location of parking equipment to gain access for employees and tenant of the building during and after hours of operation in order to make sure the proposed location does not interrupt the garage operation.
   - The project shall be subject to an annual monitoring operation for first three years after completion of the building to ensure vehicle queues at the entrance do not back-up to San Vicente Boulevard.

2. Staging of construction related vehicles on the City's street is prohibited.

3. The proposal requires the removal of metered parking spaces along San Vicente Boulevard. Prior to removal of the metered parking spaces, the applicant shall compensate the City, with the lost revenues of the removed spaces.

4. A NPDES permit shall be required from the State Regional Water Quality Control Board for the permanent dewatering. The applicant shall comply with the City's Dewatering requirements.

5. An off-site improvement plan prepared by a registered civil engineer must be submitted to the Engineering and Transportation Department for review and approval. This plan must show all improvements in the public-right-of-way adjacent to the proposed improvement site. All facilities to be constructed or relocated within the public right-of-way must be clearly shown.

6. The applicant shall file a formal written request for approval of any type of temporary construction encroachment within the public right-of-way. Shoring plans and elevations prepared by a registered civil engineer must be submitted for review by the Public Works & Transportation department. An indemnity bond must be submitted and approved by the City Attorney prior to start of excavation. A copy of a document titled "Summary of Requirement for the Installation /Removal of Tie-backs and Supporting Structures" summarizes these requirements.

7. Pedestrian access on San Vicente Boulevard and Gale Drive shall be maintained during construction. A pedestrian canopy shall be constructed along both streets.

8. The street corner of Gale Drive and San Vicente Boulevard shall be reconstructed with increase turning radius to improve right turn from Gale Drive.

9. The developer shall construct infrastructure to facilitate the underground service connections for power, communications, cable, etc. and comply with City Council Resolution No. 10-R-12737. Undergrouding will start in the year of 2010 and will be accomplished by December 31, 2012.

10. A Sewer Area Study shall be provided to analyze the existing sewer lines within the City of Beverly Hills that will convey the flow from the subject project. The applicant shall pay for the sewer system upgrades (if needed) due to the additional proposed of sewage generated from this project.

11. Sidewalks, curb ramps and curb and gutter surrounding the site on San Vicente Boulevard and Gale Drive will need to be removed and replaced (according to City standards), and shall be paid for by the applicant.

12. The pavement for the full width of Gale Drive (between San Vicente Boulevard and the southern property line) will have to be removed and replaced according to City standards, and shall be paid for by the applicant.

13. The pavement on the City's portion of San Vicente Boulevard between San Gale Drive and the southern property line will have to be removed and replaced according to City standards, and shall be paid for by the applicant.

14. All survey monuments, street lights, underground utilities, and any off-site improvements affected by the demolition shall be re-established according to the City standards and shall be paid for by the applicant.

15. Future driveway approach shall be required to be constructed to current ADA and City standards. Street light conduits impacted by the proposed driveway approach on San Vicente Boulevard shall be relocated and paid for by the applicant.

16. Applicant is required to submit a SWPPP (Storm Water Pollution Prevention Plan), and a SUSMP (Standard Urban Storm Water Mitigation Plan) to the Utilities Division for review and approval.

17. Medical office shall be subject to the recommendations and procedures of the Department of Health and Human Services, including the placement of waste materials in special puncture-resistant containers.

18. The applicant shall comply with the applicable conditions and permits from the Public Works/Engineering Department/ Recreation and Parks Department.

19. Removal/replacement of any city tree shall be coordinated and authorized by the City's arborist.

20. Within three working days after approval of this Resolution, the Applicant shall remit to the City two cashier's checks, payable to the County Clerk, in the amount of **$50.00 dollars** for a documentary handling fee and **$2,010.25** for a Fish and Game review fee as required pursuant to Fish and Game Code Section 711.4.

Attachment 3:
Applicant Response

KEN STOCKTON ARCHITECTS, INC.
ARCHITECTURAL DESIGN ≈ PLANNING

SUBJECT: 121 SAN VICENTE BLVD PROJECT
RESPONSES TO QUESTIONS AND COMMENTS FROM THE PLANNING COMMISSION AND PLANNING STAFF

1. Applicant has revised the plans for the project in response to comments from the Planning Commission at their meeting of May 27, 2010 (the "Revised Plans").
2. The Revised Plans were filed with the City on June 11, 2010
3. In response to the comments from the Planning Commission the following modifications have been incorporated in the Revised Plans
    a. The area on the ground floor designated "restaurant/retail" as been re-designated for "general office" use
    b. The pedestrian access (steps to the Plaza) on North Gale Drive has been eliminated
    c. Translucent windows will be installed along the North Gale Drive façade
    d. The square footage of medical office was reduced by 4,000 square feet from 36,000 square feet to 32,000 square feet
    e. The Revised Plans include a redesigned parking plan prepared by International Parking Design, Inc., a firm which specializes in the designing of parking facilities. The Revised Plan provides for both valet parking for guests and self parking for employees
    f. All triple tandem parking stalls have been eliminated
    g. Tandem parking has been substantially reduced. The tandem parking stalls are now 48 total spaces of the 185 parking stalls, which is 25.9% of the total.
    h. Loading remains within the building on the ground floor. As requested by the Planning Commission, consideration was given to locating the loading area in the City's public right away in the front of the building on San Vicente Blvd. See attached summary for the reasons this is not feasible. Additionally, the purpose of moving the loading to the City' right away was to provide for parking on the ground level of the building. The new Revised Plan does not need space for parking on the ground level since all the parking is accommodated on the four underground levels. Further, placing parking on the ground level would require an additional variance which Applicant does not want to request.
    i. A Parking Management/Valet Plan was prepared by Austin-Foust, Inc., a firm which specializes in parking operations, and will be filed with the City on or before June 30, 2010. The plan provides for both operations of valet service and self parking.
    j. The Applicant considered expansion of the underground parking by seeking an encroachment easement from the City and construction under the sidewalks on both North Gale Drive and San Vicente Blvd. See attached summary and Exhibit for the reasons Applicant has concluded this is not feasible.

26500 W. AGOURA ROAD. #844 • CALABASAS, CA 91302 • 818.888.9443 • FAX 818.888.9604

KEN STOCKTON ARCHITECTS, INC.
ARCHITECTURAL DESIGN ≈ PLANNING

PROPOSED PROJECT: Medical Office Building located at 121 N. San Vicente Blvd. Beverly Hills, CA

CONCLUSIONS FROM CONSIDERATION OF PLACING THE LOADING AREA IN FRONT OF THE PROJECT, IN THE CITY RIGHT OF WAY ALONG SAN VICENTE

At the Planning Commission meeting of May 27, 2010 one of the Commissioners requested that Applicant to consider providing more parking spaces on the ground floor by moving the truck loading area, required for the building, to the City "Right of Way" located in front of the building along San Vicente Blvd. The Applicant reviewed the concept with City Engineer and investigated the possibility of the proposed location. The conclusion was that it is not feasible.

The first impediment is that the width of the curb side parking lane, which is where the loading area would be located, is only 8 feet in width. The City of Beverly Hills Code requires the loading be a minimum of 10 feet in width. Consideration was given to narrowing the sidewalk to allow for widening of the loading area, by jogging the curb line inward towards the property line. This concept would require the removal of several very large Palm trees along the street frontage, which would be very costly and also not a desirable aesthetic or visual enhancement along an important boulevard in Beverly Hills. In addition, such a widening of the parking lane for the loading would reduce the width of the sidewalk.

Further obstacles to this concept were the comments from the City staff. The Staff advised the Applicant that to their knowledge no loading area in the City right of way has been approved by the City Council. The only type of loading along the curb that has been approved in the past is a so called "cut out" or "pedestrian discharge" areas, as located at the Mercedes Benz dealership on Beverly Blvd. and the "cut out" in front of the Regent Beverly Hills Hotel on Wilshire Blvd. Accordingly, there appears to be no basis to belief that the City Council would approve an easement on its property to provide a loading area for the Project. This seems especially likely since in the Revised Plans for this Project, the loading can be located inside in the building, on the ground floor level, and all of the parking can be provided within the basement garages below the building. Also it was noted by staff that the policy of the City has been to provide these loading areas inside of a building and not outside of a building for aesthetic reasons.

Finally, it was noted that if the loading area was placed in the front of the building, there would be a significant number of parking meters that would have to be removed, thereby reducing street parking and City revenues.

Respectfully submitted by,

KEN STOCKTON ARCHITECTS, INC.

26500 W. AGOURA ROAD. #844 • CALABASAS, CA 91302 • 818.888.9443 • FAX 818.888.9604

KEN STOCKTON ARCHITECTS, INC.
ARCHITECTURAL DESIGN ≈ PLANNING

Medical Office Building located at 121 N. San Vicente Blvd., Beverly Hills, CA

CONCLUSIONS FROM CONSIDERATION OF EXPANDING THE UNDERGROUND PARKING FOR THE PROJECT UNDER THE SIDEWALK AREAS ON NORTH GALE DRIVE AND ON SAN VICENTE BLVD.

At the Planning Commission meeting of May 27, 2010, The Commissioners requested that Applicant consider expanding the underground parking for the Project by securing from the City the necessary underground encroachment easements under the sidewalks, along both San Vicente Blvd. and North Gale Drive, and building parking areas within these easements. The Applicant reviewed the matter with City staff and the City Engineer and also investigated the matter on its own. The conclusion was this concept is not feasible.

There are several reasons for the conclusion this concept is not feasible. From an investigation of these sidewalk areas, it was determined that there were major utilities easements that either can not be moved or would be cost prohibitive to be moved. Attached to this memorandum is an exhibit (diagram) showing the location of the utilities that are currently in place under these sidewalks. It should be noted that the Southern California Edison ("SCE") easement along San Vicente is not just for ordinary lighting but is a high voltage transmission line that now is located above grade on power poles along with the on grade switching equipment. SCE has advised the City and the Applicant that they intend to place these transmission lines below grade, under the sidewalk, along San Vicente Blvd.

Even if the utility companies were to agree to allow the encroachment of the building into the sidewalk areas for the underground parking, the cost of moving or relocating the utility lines would be cost prohibitive for the Applicant. Also, the first 2 floor levels along the San Vicente side of the property could not be built under the sidewalk because of these utilities and structures. The 55 foot high SCE power poles are set 15 feet into the ground; the existing Palm Trees (street trees) are approximately 6 feet deep with their root base; and the City street lights and conduits for them are approximately 4 feet deep all along the San Vicente. Thus this concept would only provide additional space for parking on the 3rd and 4th level of the garages on the San Vicente side of the building.

Building under the sidewalks would not eliminate the need for tandem parking for the Project, whether the project was entirely all General Office space or a combination of Medical Office and General Office space. It is Applicant's contention that the revised plan addresses the concerns expressed at the last Planning Commission meeting as to the functionality of the parking arrangements without any need to expand the underground parking under the sidewalks.

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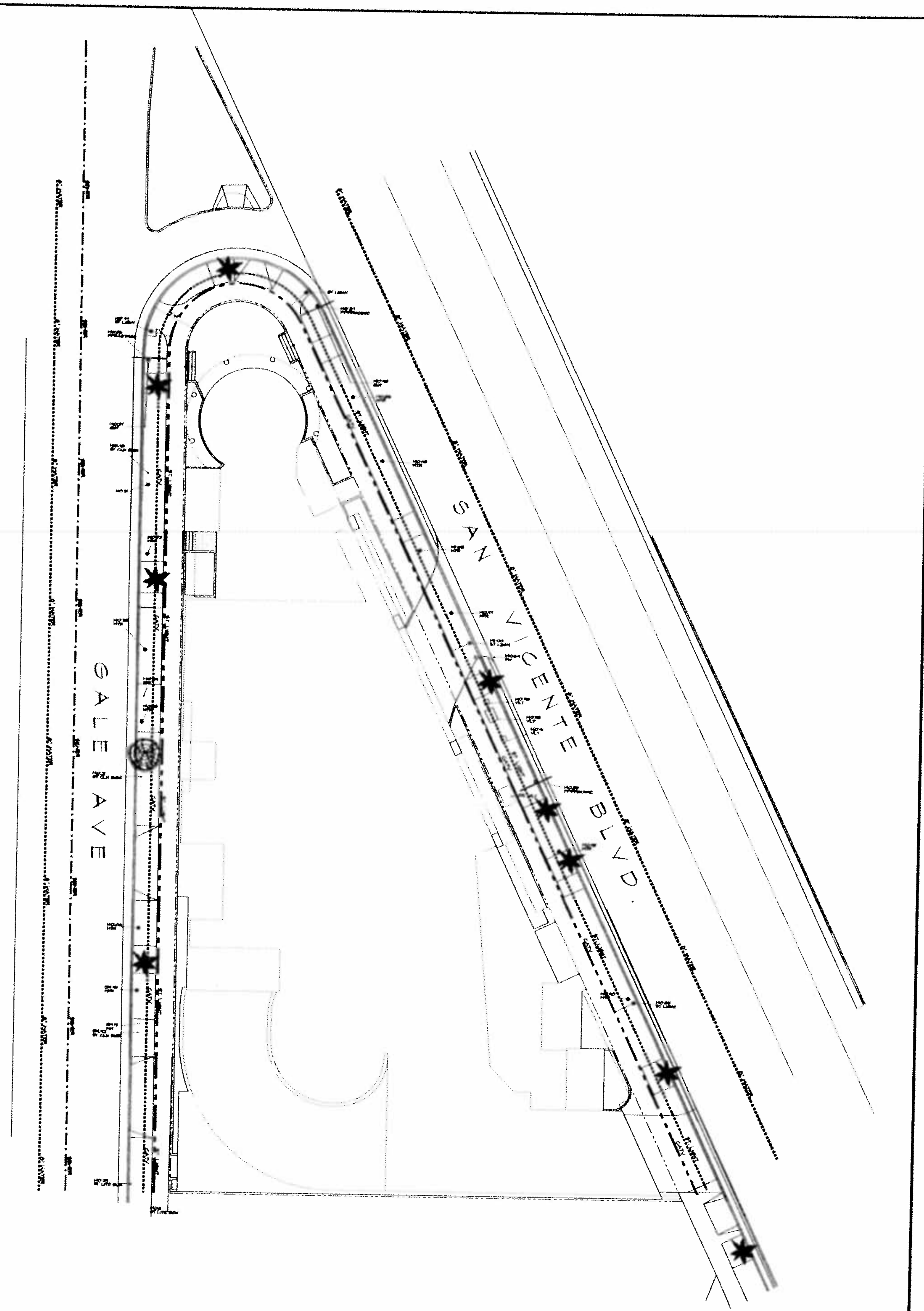
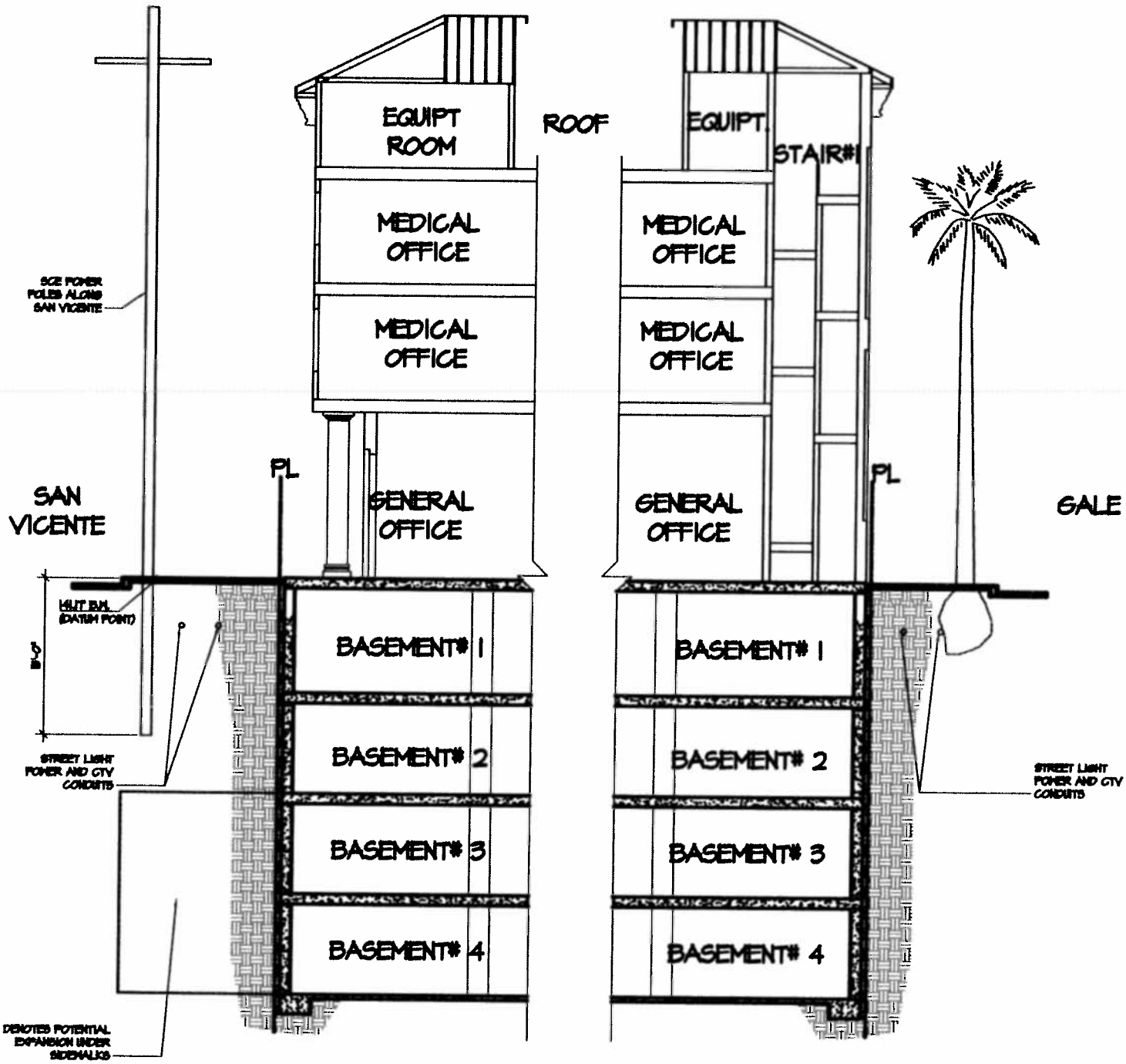


PRELIMINARY DRAWING

SHEET NO. A-1	KEN STOCKTON ARCHITECT	ARCHITECTURAL SITE PLAN DRAWN: K.E.S. DATE: 06/22/10 PLAN CHK: PERMIT: REVISIONS	PROJECT NAME SAN VICENTE MEDICAL OFFICES BEVERLY HILLS, CA	DEVELOPER: MR. MIKE AHMAR BEVERLY HILLS, CA	



PARTIAL CROSS SECTION

Attachment 4:
Parking Management Plan

121 SAN VICENTE MEDICAL AND GENERAL OFFICES
Parking Management Plan

Prepared by:

Austin-Foust Associates, Inc.
2223 Wellington Avenue, Suite 300
Santa Ana, California 92701-3161
(714) 667-0496

June 30, 2010

121 SAN VICENTE MEDICAL AND GENERAL OFFICES
Parking Management Plan

INTRODUCTION

The proposed medical and general office building complex located at 121 San Vicente Boulevard in Beverly Hills is comprised of 40,000 square feet with a total 185 spaces over four levels of subterranean parking in a garage situated below the building.

Table 1

PARKING STRUCTURE CAPACITY

Level	Spaces
P-1	44*
P-2	46
P-3	46
P-4	49
Total	**185**

*Visitors and Executive VIP parking only

The Parking Management Plan (PMP) proposes a combination of valet parking and self parking. Parking levels P-1 and P-2 will be visitor valet parking only, level P-3 will have both valet and tenant parking, with level P-4 as tenant-employee level only parking. The right-turn in only entrance and separate right-turn only exit are both situated on San Vicente Boulevard. This PMP has been prepared to ensure that adequate access to/from the parking garage is provided and maintained such that no disruption of traffic occurs at the entrance on San Vicente Boulevard due to vehicle queuing.

FACILITY OPERATION, SPACE ALLOCATION, AND PARKING DEMAND

The garage facility will be open from 7:00 AM to 7:00 PM Monday through Friday. The valet station will be fully staffed during hours of operation. The parking area entrance is located on San Vicente Boulevard, and will be a one-way circulation, right turn in only driveway into the valet parking staging area (see Appendix for site plan and floor details). Both visitor and tenant-employee parkers will use this entrance. All vehicles will be valet parked, unless a parking pass/placard given to tenant-

employees is shown to the valet parking personnel. Exiting the site will be through an exit only driveway to San Vicente Boulevard, which will be right-turn only.

Visitor Parking/Valet

All visitors will be directed to valet parking area located on the first floor, street level, entrance from San Vicente. All visitors will be valet parked, there will be no visitor self parking. Visitors will enter on San Vicente Boulevard and be directed via signage to the valet staging area next to the elevator lobby. Upon entering the garage, the valet station is located on the left inside.

Upon arriving at the valet area:

- All visitors will drop-off their vehicle with a valet in the staging area.
- Valets will take the vehicles to the nearest floor with available valet parking, which then the staffed parking attendant on that floor will take over the car to park.
- When visitors are ready to leave, they can return to the lobby, pay the valet cashier by validation, or otherwise, who will process their ticket and their vehicle will be called for retrieval.
- Once called for retrieval, a valet will be sent to that floor for the requested vehicle, and the parking attendant on that floor will back out the vehicle from its space to have ready for a valet upon arrival to return to the first floor.
- The processed ticket must be given to the valet attendant that retrieved their vehicle in order for valet to release the vehicle to the visitor. This is to ensure that the correct vehicles are returned to the correct visitors.

This entire process is highly efficient. Since the visitor will have already paid at the valet station cashier, there will be no need to stop and pay at the exit. As such, there will be no need for cashier exit booths, which can slow down the egress of traffic.

Tenant-Employee Parkers

The only self parkers in the facility will be tenants or employees of the building, and its medical and office space. These parkers will enter the same driveway as visitors, except they will have a parking pass/placard, to show valet parking personnel, which will allow them to self park their own vehicles. During peak times, the valets on all levels will help to direct ingress and egress self-parker traffic.

- To expedite ingress and egress, tenant-employee parkers will be issued a building parking placard or pass.
- Tenant-employee parkers will be allowed to gain access to levels P-3 and P-4.
- There will be no assigned tenant-employee parking, parkers may drive down and park in any space on the tenant-employee parking levels
- Each level of parking will have some tandem stalls that require attendant assist. At each level, there will be an attendant to assist with tandem parking during business hours. These attendants will also be available to supplement the regular valets at the main P-1 level valet station during peak rush periods.

Procedure For Tandem Parking

For tandem parking purposes, the two parking spaces will be designated as "B" and "F." All the back parking spaces will be designated "B" and all parking spaces in the front will be designated "F."

Parking on Space "F"

- Tenant employees will be directed to self-park in all the "F" spaces on a first come first serve basis.
- A tenant employee parking in a "F" space will park and lock the vehicle and keep the key.
- If an employee needs to leave, an attendant will move any blocking vehicle.

Parking on Space "B"

- Once all the "F" spaces are full, arriving cars will be directed to proceed to an attendant at a podium station where the attendant will proceed to park and lock the car and keep the key.

Aisle Parking

Aisle parking will not be utilized. The 121 San Vicente Medical Offices parking supply meets the City code requirement, thus negating the need for aisle parking vehicles.

Security

Emergency assistance call buttons will be available on each level. The call boxes are connected directly to the Security Station. Closed circuit cameras are available throughout the structure, including

entrances and exits, valet station, and various points throughout each level. Monitors will be stationed at the Security Station. Access cards that utilize the same systems as the parking controls will be integrated for building access.

After Hours

Access to the parking garage will be secured after hours by roll gates on both the exit and entrance driveways on San Vicente Boulevard. The rolls gates will close after 7:00 PM and re-open at 7:00 AM. However, should a tenant-employee wish to exit or enter, an AVI device will open and close the rolls gates.

Staffing

Building management will be in charge of the parking operation, which will be run by the Manager and a Valet Supervisor in charge of the operation. The management will provide the guidance and flexibility to properly react to any changes in traffic flow and traffic mitigation. The first floor will be staffed with a valet cashier and two to four valets depending on the time of day. On Levels P-1 to P-4, there will be an attendant on each level during business hours to assist with tandem spaces or to assist valets on Level P-1 if need be. Radios will be provided for the Manager, Valet Supervisor, and a level attendant on each level to communicate and facilitate traffic, flow, staffing requests, and traffic mitigation.

Special attention will be directed to the queuing at the main visitor station on the first floor. In the unlikely event that there is a surge in vehicle arrivals, valet parking staff will follow a protocol to direct all attention to clearing the staging area of entering valet-visitor vehicles before attending to any retrieval of vehicles. If a queue of vehicles is observed extending out onto San Vicente Boulevard, staff stationed on levels P-1 to P-4 will be re-directed to assist the first floor valets to dissipate the queue.

Traffic Flow and Calculation

Tenants will enter the facility on San Vicente Boulevard. Both the entrance and exit driveways are 22 feet wide to allow 2 lanes of one-way flow entering and exiting the site. Directional signage will direct tenants to park on levels P-3 through P-4.

In the staging area, the entrance opens up to 31 feet in width. All visitors will be directed immediately to the valet station to the left on the first floor. Valets will direct vehicles to the front of the aisle and assist them (130 feet of storage is available). In the event of a back up of stored cars in the left

valet lane, a second valet area can be used to store visitors on the right side of the staging area, with a total of 40 feet. Tenant-employee parkers will enter from San Vicente Boulevard and proceed straight in the staging area, where they will show valet staff their parking permits and then will be allowed to self park their own vehicles in parking areas P-3 or P-4. Valet vehicles will be parked on levels P-1 thru P-3 allowing for quick drop off and retrieval. Valet vehicles will be retrieved and brought to the dedicated valet exit lane (on the left) at the exit driveway. Tenant-employee parkers will retrieve their own vehicles and can exit using the free thru lane passing the valet pick up. Directional signage at the exit will direct all patrons to turn right only.

Parking Equipment

Tenant-employee parkers will have in and out privileges and access will be available 24 hours a day, 7 days a week, 365 days a year. Tenants of 121 San Vicente will have AVI devices that will be programmed to gain access to the office building after hours, which will also work for the garage roll gates located on San Vicente Boulevard.

Parking Facility and Design Graphics

Graphics will be designed to clearly direct patrons for visitor valet and tenant-employee self parking. The interior graphics will also direct patrons to and from the elevators and between levels, and will be designed to make the elevator vestibule visible from every location in the parking facility. Signage will be color coded per level and in the palette of the building colors.

Validated Parking

All tenants must purchase validations through the parking office to validate their visitor/patients parking. However, visitors without their parking validated will pay the posted rate.

Employee Parking

Off-site parking for employees is not permitted. Per the leases, every tenant will be required to park all of their employees on-site. This will minimize impact to the surrounding parking structures and neighborhood.

Deliveries and Loading

Two truck-loading docks are available and located on the first floor next to the valet staging area (see floor details). This loading area is designed with ample space to allow large vehicles to maneuver in and out of the two spaces by making three-point turns. Due to the medical office and office uses for this building, heavy vehicle traffic is not anticipated except for routine trash pick-up. In the event of deliveries and trash pick-up, deliveries will be scheduled during off hours to not interfere with traffic flow within or outside of the garage.

Monitoring Operation

Since it is clear that one of the primary conditions regarding the function and operation of the parking facility is to ensure vehicle queues at the entrance do not back-up onto San Vicente Boulevard, an annual monitoring program will be conducted. For three years after completion of the building, an annual monitoring report of the extent vehicle queuing will be prepared. This report will be prepared by an independent professional traffic engineer acceptable to the City of Beverly Hills. This Annual Monitoring Report (AMR) will observe actual vehicle queuing of the entrance on a quarterly basis and report its findings. If a queue extending back into San Vicente Boulevard is noted the parking management operators will be notified to take appropriate action to eliminate the queue. The results of any such action will be re-surveyed by the traffic engineer to ensure the offending queue is eliminated. The results of these quarterly observations will be summarized annually with a formal written report submitted to the City. If after three years of satisfactory results, the quarterly monitoring may be reduced to annual monitoring for the remainder of 10 years.

Queuing Analysis

A queuing analysis of the peak arrival vehicles entering the parking garage was conducted to ensure the entry was adequately designed to prevent a back-up from spilling out onto San Vicente Boulevard. This section discusses that analysis (a queue analysis for vehicles leaving was not conducted as visitors can only leave as fast as a valet can retrieve their vehicle, so the theoretical queue would occur with visitors waiting for their car in the first floor lobby, not with the vehicles itself).

The building is comprised of 32,000 square feet of medical office with 7,259 square feet of office use. Motorists who park in the structure will consist of two types, visitors-valet and tenant-employee self parkers. As mentioned before, the tenant-employee parkers of the building will have passes to show valet staff, which will let them through to self park. The staff of the medical offices must arrive, park and open the offices prior to scheduled appoints, which separates the arrivals of the tenant-employee parkers of the offices from the visitors. Based on these uses, the office use does not generate a great number of visitor

trips or parking, as the majority of the building visitors will be the patients of the medical offices. The majority of visitors for the medical offices are patients, who are scheduled by appointments throughout the day, which helps regulate the arrival times of guests. So the primary factor that determines whether cars back out onto San Vicente Boulevard is the queue from the valet in the staging area.

Located in the Appendix are valet parking timing tables that look at three valet parking scenarios, which are to valet park a vehicle only, retrieve a parked vehicle only, and to valet park a vehicle and retrieve another vehicle. All timings are the start to finish time it takes for the valet to leave the staging area and return after completing the respective valet parking task. The worst case scenario that was analyzed assumed that the valet has to park one vehicle or retrieve another vehicle from the level P-3, the furthest parking level with visitor valet parking, which took three minutes and 55 seconds, or equates to over 15 vehicles parked and 15 vehicles retrieved in one hour by a valet. But there are three visitor-valet parking level floors, which the average time is three minutes and 15 seconds to valet park a vehicle and retrieve another vehicle, or over 18 vph parked and 18 vph retrieved per attendant.

The staging area entrance contains 130 feet of vehicle storage available before a back out onto the street would occur. The entry throat provides a vehicle storage capacity for 6 vehicles (130 feet÷20 feet/vehicle), plus an additional two vehicles in the 40-foot staging area. To determine the peak valet arrival for visitors of the 32,000 square feet of medical offices, the trip generation calculated from San Vicente Medical Offices Project Traffic Study was used. The forecasted peak vehicle arrivals for the medical offices are as follows:

Table 2

MEDICAL OFFICE PEAK HOUR TRAFFIC VOLUMES

Peak Hour	Entering Vehicles	Exiting Vehicles
AM	58	16
Mid-Day	68	60
PM	30	80

A review of this table indicates the maximum volume entering the parking structure is 68 vph in the mid-day peak hour. If we assume that all of the entering trips in the mid-day peak hour are visitors needing valet service, the valet service would need to at a maximum be able to handle 68 vph entering the valet staging area. With four valet attendants at the first floor staging area during the heavy mid-day peak, the minimum rate of vehicles valet parked would need to be 17 vph per attendant for there to theoretically never be a queue in the staging area. This rate of parking vehicles is more than achieved based on the

average valet time of three minutes and 15 seconds to valet park a vehicle and retrieve another vehicle, or over 18 vph parked and 18 vph retrieved per attendant.

Typically vehicles do not arrive uniformly over the period, but as mentioned before, almost all of the visitors will be patients of the medical offices who will have scheduled appointments that will likely stagger and space visitor arrivals throughout the day so the valet staff should be more than sufficient to handle it. In the unlikely event that there is a surge in vehicle arrivals, the valet parking staff will follow a protocol to direct all attention to clearing the staging area of entering valet-visitor vehicles before attending to any retrieval of vehicles to return to the visitors. As mentioned before, visitors can only leave as fast as a valet can retrieve their vehicle, so the queue would occur with visitors waiting for their car in the first floor lobby, and not with the exiting vehicles. It is highly unlikely that with the amount of valet personnel and protocol for visitor vehicles to back out onto San Vicente Boulevard, but the building and valet management is fully committed to hire additional valets to handle these issues if necessary.

Finally, an annual monitoring program conducted by a reputable and independent traffic/parking engineer will be conducted with a report filed with the City to ensure that adequate gate and valet capacity is provided and continually maintained.

APPENDIX A

Table A-1

VALET PARKING TIMES

Action	Time					
	Level P-1		Level P-2		Level P-3	
Valet Park Vehicle						
Visitor pulls into staging area for valet parking	0 seconds	--	0 seconds	--	0 seconds	--
Valet/visitor interaction at drop off - staging time	45 seconds	00:00:45 s	45 seconds	00:00:45 s	45 seconds	00:00:45 s
Valet drives down to level from entry staging area	25 seconds	00:01:10 s	40 seconds	00:01:25 s	60 seconds	00:01:45 s
Valet leaves vehicle for level parking attendant	10 seconds	00:01:20 s	10 seconds	00:01:35 s	10 seconds	00:01:55 s
Valet walks up flights of stairs returning to staging area*	10 seconds	00:01:30 s	20 seconds	00:01:55 s	30 seconds	00:02:25 s
Valet return to staging area for next vehicle	5 seconds	00:01:35 s	5 seconds	00:02:00 s	5 seconds	00:02:30 s
	Total	**00:01:35 s**	**Total**	**00:02:00 s**	**Total**	**00:02:30 s**
Valet Retrieve Vehicle						
Retrieve vehicle call made to level attendant from cashier	0 seconds	00:00:00 s	0 seconds	00:00:00 s	0 seconds	00:00:00 s
Valet sent to parking level	2 seconds	00:00:02 s	2 seconds	00:00:02 s	2 seconds	00:00:02 s
Valet walks down stairs to level *	9 seconds*	00:00:09 s	19 seconds*	00:00:21 s	28 seconds*	00:00:30 s
Attendant retrieves vehicle from tandem parked "F" space * (after retrieve call received from valet cashier)	65 seconds*	00:01:05 s	65 seconds*	00:01:05 s	65 seconds*	00:01:05 s
Valet drives up to first floor vehicle pick up area	25 seconds	00:01:30 s	40seconds	00:01:45 s	60 seconds	00:02:05 s
Valet/visitor exchange exit pass -drop off staging time	45 seconds	00:02:15 s	45 seconds	00:02:30 s	45 seconds	00:02:50 s
Valet return to staging area for next vehicle	5 seconds	00:02:20 s	5 seconds	00:02:35 s	5 seconds	00:02:55 s
	Total	**00:02:20 s**	**Total**	**00:02:35 s**	**Total**	**00:02:55 s**
Valet Park & Retrieve Vehicle						
Visitor pulls into staging area for valet parking	0 seconds	--	0 seconds	--	0 seconds	--
Valet/visitor drop off staging time	45 seconds	00:00:45 s	45 seconds	00:00:45 s	45 seconds	00:00:45 s
Valet drives to level from entry staging area	25 seconds	00:01:10 s	40 seconds	00:01:25 s	60 seconds	00:01:45 s
Valet leaves vehicle for level P-3 parking attendant	10 seconds	00:01:20 s	10 seconds	00:01:35 s	10 seconds	00:01:55 s
Attendant has vehicle from tandem parked "F" space ready (after retrieve call received from valet cashier)	10 seconds	00:01:30 s	10 seconds	00:01:45 s	10 seconds	00:02:05 s
Valet drives up to first floor vehicle pick up area	25 seconds	00:01:55 s	40seconds	00:02:25 s	60 seconds	00:02:05 s
Valet/visitor exchange exit pass -drop off staging time	45 seconds	00:02:40 s	45 seconds	00:03:10 s	45 seconds	00:03:50 s
Valet ready for next vehicle in staging area	5 seconds	00:02:45 s	5 seconds	00:03:15 s	5 seconds	00:03:55 s
	Total	**00:02:45 s**	**Total**	**00:03:15 s**	**Total**	**00:03:55 s**

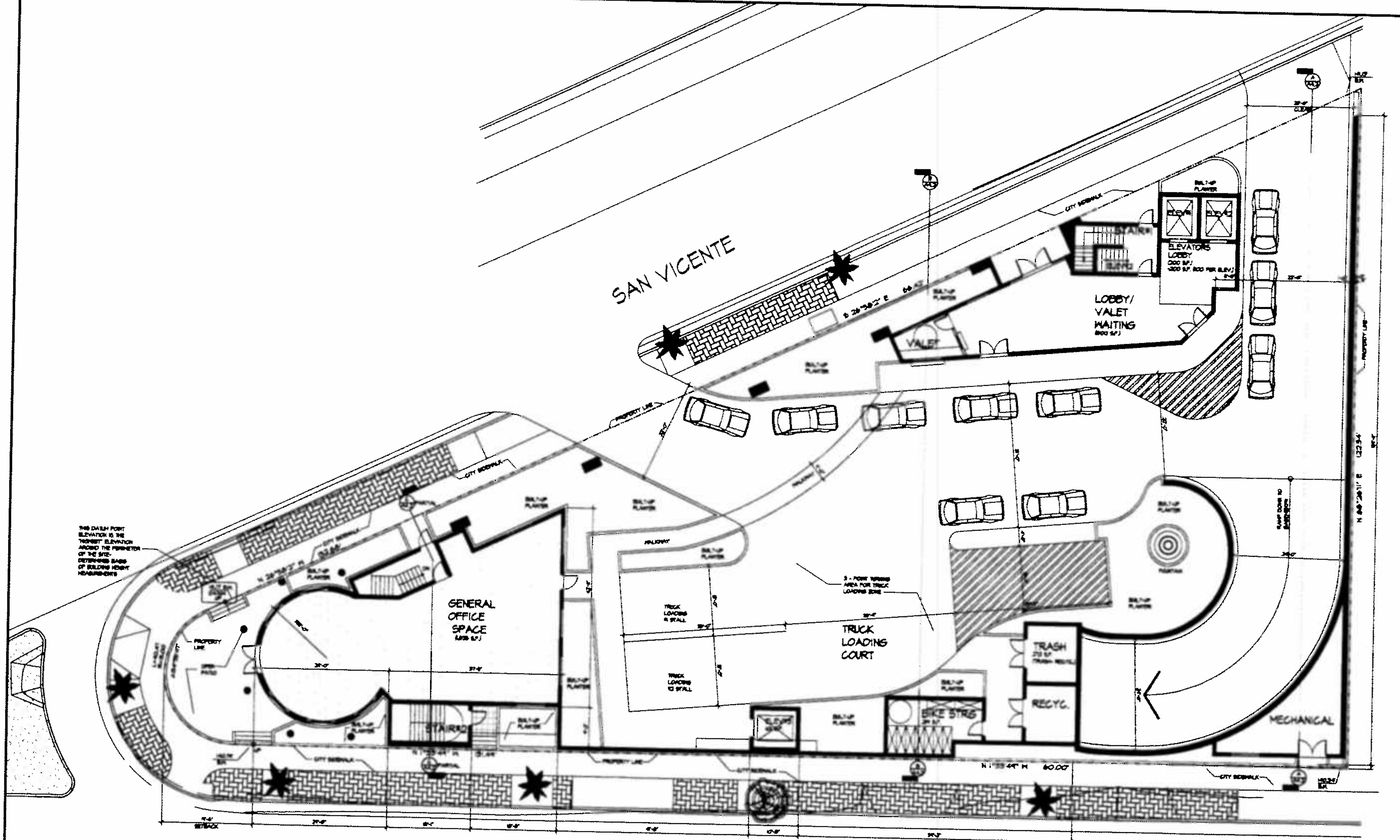
* Times recorded are based on empirical data from trials

Table A-2

VALET PARKING TIMES (NON TANDEM SPACES)

Action	Time					
	Level P-1		Level P-2		Level P-3	
Valet Park Vehicle						
Visitor pulls into staging area for valet parking	0 seconds	--	0 seconds	--	0 seconds	--
Valet/visitor interaction at drop off - staging time	45 seconds	00:00:45 s	45 seconds	00:00:45 s	45 seconds	00:00:45 s
Valet drives down to level from entry staging area	25 seconds	00:01:10 s	40 seconds	00:01:25 s	60 seconds	00:01:45 s
Valet leaves vehicle for level parking attendant	10 seconds	00:01:20 s	10 seconds	00:01:35 s	10 seconds	00:01:55 s
Valet walks up flights of stairs returning to staging area*	10 seconds	00:01:30 s	20 seconds	00:01:55 s	30 seconds	00:02:25 s
Valet return to staging area for next vehicle	5 seconds	00:01:35 s	5 seconds	00:02:00 s	5 seconds	00:02:30 s
	Total	**00:01:35 s**	**Total**	**00:02:00 s**	**Total**	**00:02:30 s**
Valet Retrieve Vehicle						
Retrieve vehicle call made to level attendant from cashier	0 seconds	00:00:00 s	0 seconds	00:00:00 s	0 seconds	00:00:00 s
Valet sent to parking level	2 seconds	00:00:02 s	2 seconds	00:00:02 s	2 seconds	00:00:02 s
Valet walks down stairs to level *	9 seconds*	00:00:09 s	19 seconds*	00:00:21 s	28 seconds*	00:00:30 s
Attendant retrieves vehicle from non tandem parked "F" space * (after retrieve call received from valet cashier)	25 seconds*	00:00:25 s	25 seconds*	00:00:25 s	25 seconds*	00:00:30 s
Valet drives up to first floor vehicle pick up area	25 seconds	00:00:50 s	40seconds	00:01:05 s	60 seconds	00:01:30 s
Valet/visitor exchange exit pass -drop off staging time	45 seconds	00:01:35 s	45 seconds	00:01:50 s	45 seconds	00:02:15 s
Valet return to staging area for next vehicle	5 seconds	00:01:40 s	5 seconds	00:01:55 s	5 seconds	00:02:20 s
	Total	**00:01:40 s**	**Total**	**00:01:55 s**	**Total**	**00:02:20 s**
Valet Park & Retrieve Vehicle						
Visitor pulls into staging area for valet parking	0 seconds	--	0 seconds	--	0 seconds	--
Valet/visitor drop off staging time	45 seconds	00:00:45 s	45 seconds	00:00:45 s	45 seconds	00:00:45 s
Valet drives to level from entry staging area	25 seconds	00:01:10 s	40 seconds	00:01:25 s	60 seconds	00:01:45 s
Valet leaves vehicle for level P-3 parking attendant	10 seconds	00:01:20 s	10 seconds	00:01:35 s	10 seconds	00:01:55 s
Attendant has vehicle from non tandem parked "F" space ready (after retrieve call received from valet cashier)	10 seconds	00:01:30 s	10 seconds	00:01:45 s	10 seconds	00:02:05 s
Valet drives up to first floor vehicle pick up area	25 seconds	00:01:55 s	40seconds	00:02:25 s	60 seconds	00:03:05 s
Valet/visitor exchange exit pass -drop off staging time	45 seconds	00:02:40 s	45 seconds	00:03:10 s	45 seconds	00:03:50 s
Valet ready for next vehicle in staging area	5 seconds	00:02:45 s	5 seconds	00:03:15 s	5 seconds	00:03:55 s
	Total	**00:02:45 s**	**Total**	**00:03:15 s**	**Total**	**00:03:55 s**

* Times recorded are based on empirical data from trials



FIRST STORY (GRADE LEVEL) PLAN

FLOOR AREA TABULATION:

PARKING TABULATION:

NOTE: OPEN AREA & PLAZA SHALL NOT BE COUNTED TOWARDS FLOOR AREA

PRELIMINARY DRAWING

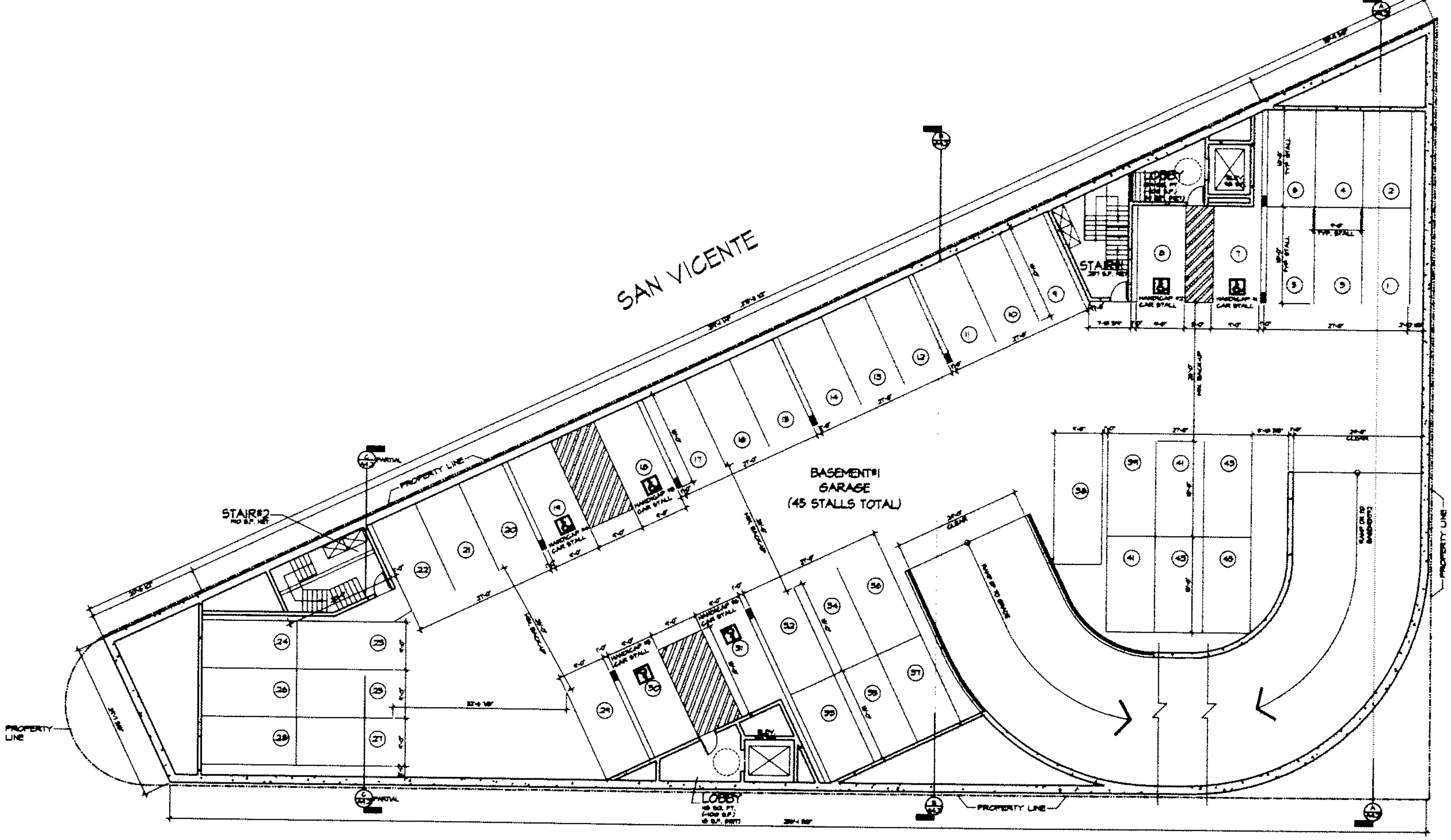
DEVELOPER: MR. MIKE AHMAR

PROJECT NAME: SAN VICENTE MEDICAL OFFICES

FIRST FLOOR / OFFICE PLAN

KEN STOCKTON ARCHITECT

SHEET NO. A2.1



BASEMENT#1 FLOOR PLAN

SCALE: 1/8" = 1'-0"

PARKING TABULATION:

STANDARD DIRECT= 21 STALLS
STANDARD INDIRECT= 12 STALLS

FLOOR AREA TABULATION:

ELEVATOR LOBBY= 52 S.F.

B.H.M.C. DEFINITION FLOOR AREA (THIS LEVEL)

ELEVATOR LOBBY 200 S.F.

B.H.M.C. DEFINITION FLOOR AREA EXEMPT (THIS LEVEL)

PRELIMINARY DRAWING

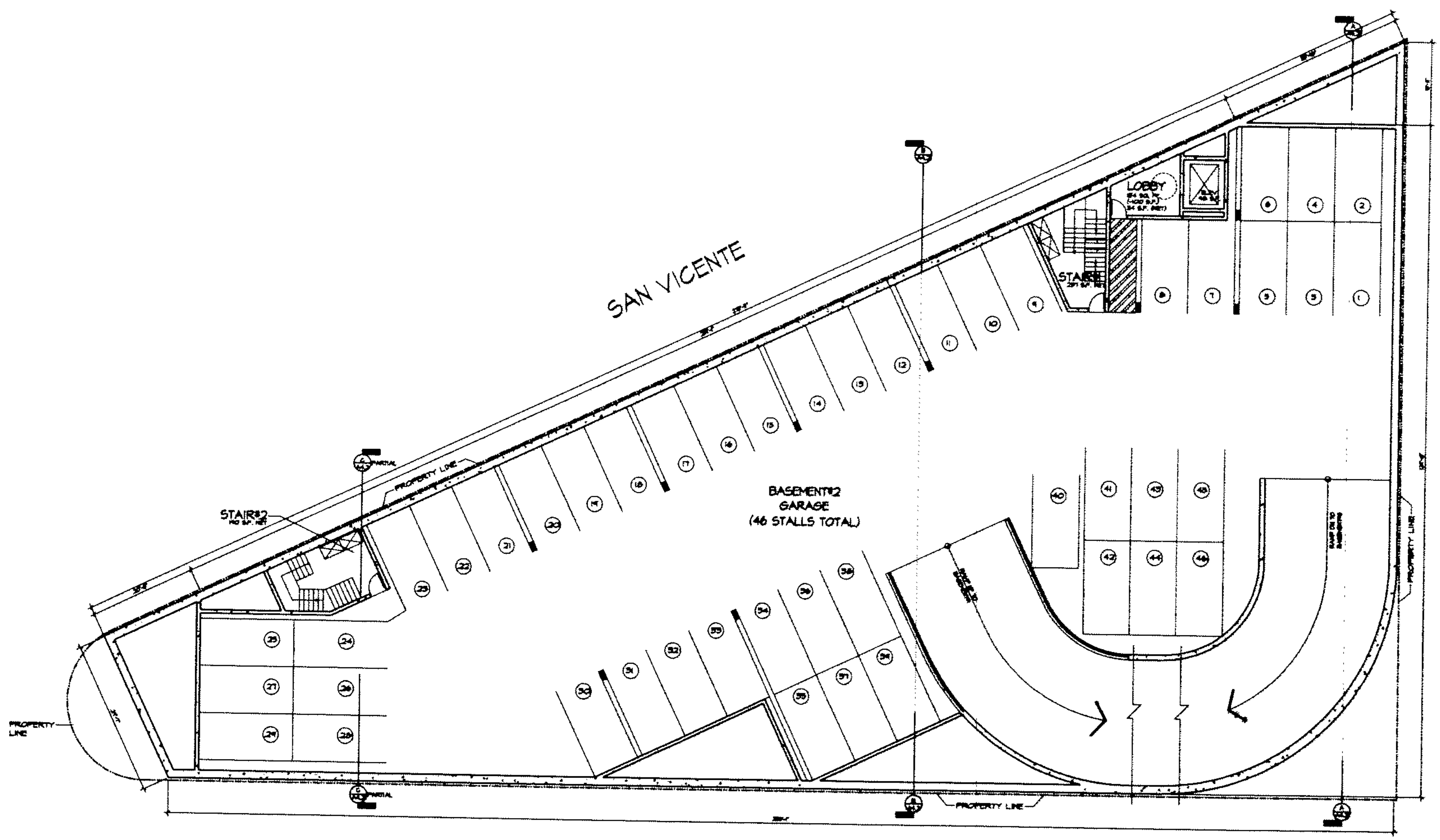
KEN STOCKTON
ARCHITECT

BASEMENT#1 - PARKING GARAGE

PROJECT NAME:
SAN VICENTE
MEDICAL OFFICES

DEVELOPER:
MR. MIKE AHMAR

SHEET NO.
A2.2



BASEMENT#2 FLOOR PLAN

PARKING TABULATION:

FLOOR AREA TABULATION:

PRELIMINARY DRAWING

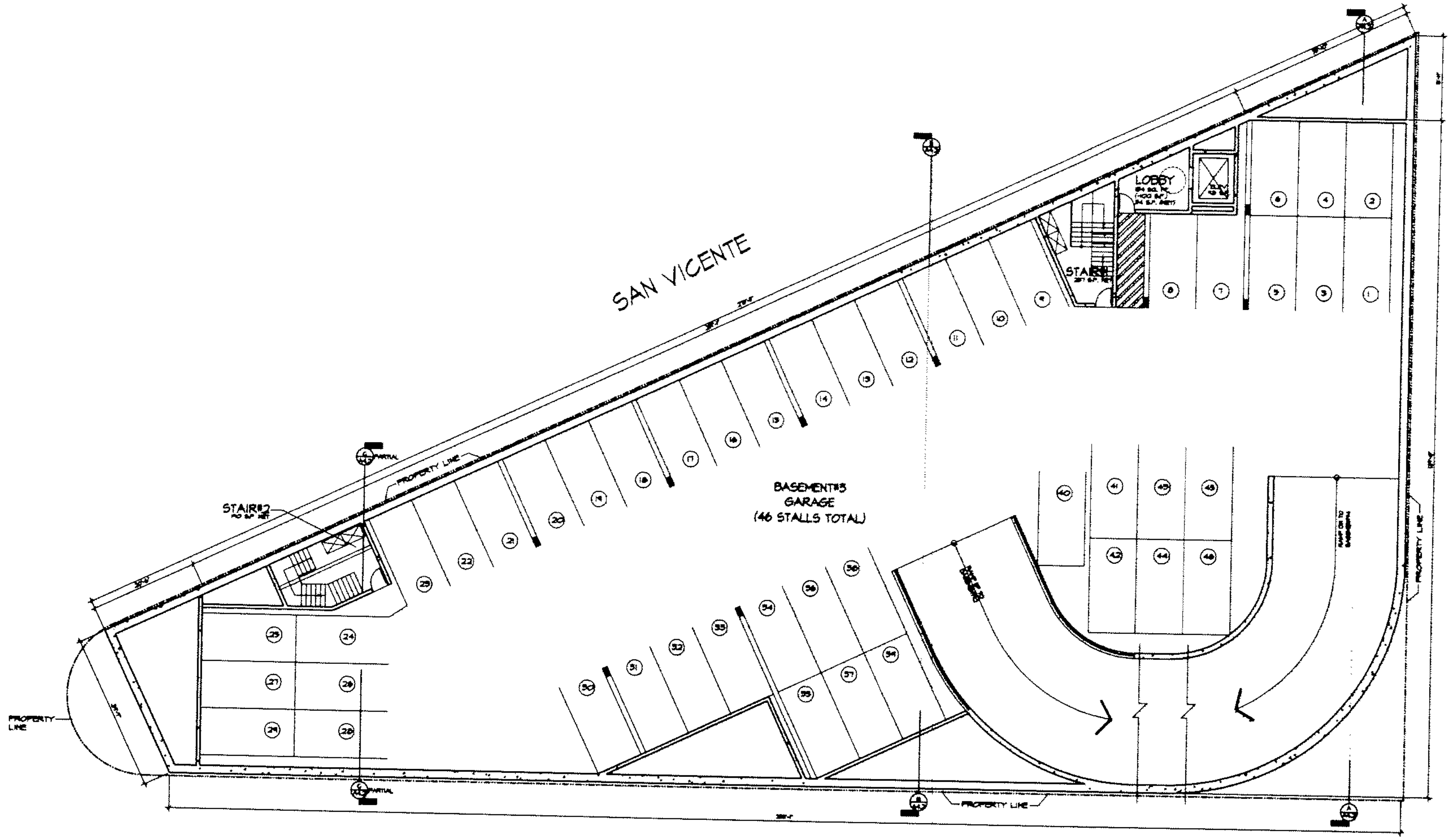
DEVELOPER: MR. MIKE AHMAR

PROJECT NAME: SAN VICENTE MEDICAL OFFICES

BASEMENT#2 - PARKING GARAGE

KEN STOCKTON
ARCHITECT

SHEET NO. A2.3



BASEMENT#3 FLOOR PLAN

SCALE: 1/8" = 1'-0"

PARKING TABULATION:

STANDARD DIRECT: 34 STALLS
STANDARD INDIRECT: 12 STALLS
HANDICAP: 0 STALLS
GROSS (THIS LEVEL): 46 STALLS

FLOOR AREA TABULATION:

ELEVATOR LOBBY: 34 S.F. (-100 S.F. PER CAB)
TOTAL FLOOR AREA: 34 S.F.
B.H.M.C. DEFINITION FLOOR AREA (THIS LEVEL)

B-3 PARKING: [illegible] S.F.
DRIVEWAY RAMP: [illegible] S.F.
STAIRS 1 & 2: [illegible] S.F.
ELEVATOR LOBBY: 100 S.F.
100 S.F. PER CAB
ELEVATORS 1 & 2: [illegible] S.F.
TOTAL AREA: [illegible] S.F.
B.H.M.C. DEFINITION FLOOR AREA EXEMPT (THIS LEVEL)

DEVELOPER: MR. MIKE AHMAR

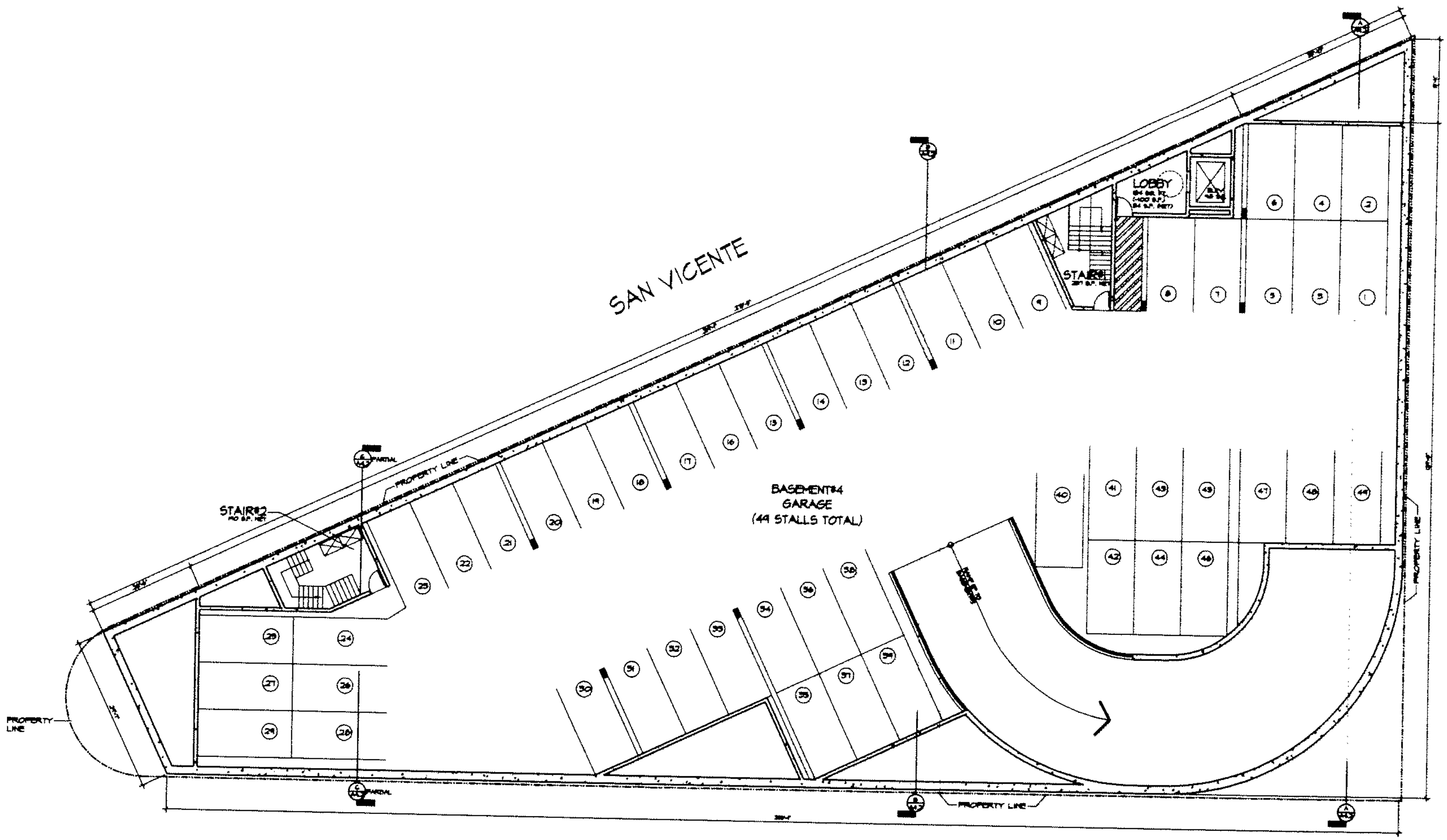
PROJECT NAME: SAN VICENTE MEDICAL OFFICES

BASEMENT 3- PARKING GARAGE

KEN STOCKTON
ARCHITECT

SHEET NO. A2.4

PRELIMINARY DRAWING



BASEMENT#4 FLOOR PLAN

NORTH

PARKING TABULATION:

STANDARD DIRECT= 31 STALLS
STANDARD INDIRECT= 12 STALLS

FLOOR AREA TABULATION:

ELEVATOR LOBBY= 54 S.F.
(-100 S.F. PER CAR)
B.H.M.C. DEFINITION FLOOR AREA (THIS LEVEL)

DRIVEWAY RAMP= 2,962 S.F.
STAIRS 1 & 2= 441 S.F.
ELEVATOR LOBBY 100 S.F.
100 S.F. PER CAR
TOTAL AREA=
B.H.M.C. DEFINITION FLOOR AREA EXEMPT (THIS LEVEL)

PRELIMINARY DRAWING

KEN STOCKTON
ARCHITECT

BASEMENT# 4- PARKING GARAGE

PROJECT NAME:
SAN VICENTE
MEDICAL OFFICES

DEVELOPER:
MR. MIKE AHMAR

SHEET NO.
A2.5

Attachment 5:
Revised Project Trip Generation

Table 5-1
PROJECT TRIP GENERATION [1]
Project Alternative A

LAND USE	SIZE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2]			MID-DAY PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
			IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
Proposed Project											
Medical Offce [3]	32,000 GSF	1,156	58	16	74	68	61	129	30	81	111
General Office [4]	8,750 GSF	96	12	2	14	2	11	13	2	11	13
Subtotal Proposed Project		**1,252**	**70**	**18**	**88**	**70**	**72**	**142**	**32**	**92**	**124**
Existing Site											
General Office [4]	(9,300) GSF	(102)	(12)	(2)	(14)	(2)	(12)	(14)	(2)	(12)	(14)
Subtotal Existing Site		**(102)**	**(12)**	**(2)**	**(14)**	**(2)**	**(12)**	**(14)**	**(2)**	**(12)**	**(14)**
NET INCREASE		**1,150**	**58**	**16**	**74**	**68**	**60**	**128**	**30**	**80**	**110**

[1] Source: ITE "Trip Generation", 8th Edition, 2008.
[2] Trips are one-way traffic movements, entering or leaving.
[3] ITE Land Use Code 720 (Medical-Dental Office Building) trip generation average rates.
- Daily Trip Rate: 36.13 trips/1,000 SF of floor area; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 2.30 trips/1,000 SF of floor area; 79% inbound/21% outbound
- Mid-Day Peak Hour Trip Rate: 4.035 trips/1,000 SF of floor area; assume 53% inbound/47% outbound
  Please note that the Mid-Day peak hour trip rate was derived by averaging the AM and PM Peak Hour of Generator trip rates for ITE Land Use Code 720.
- PM Peak Hour Trip Rate: 3.46 trips/1,000 SF of floor area; 27% inbound/77% outbound

[4] ITE Land Use Code 710 (General Office Building) trip generation average rates.
- Daily Trip Rate: 11.01 trips/1,000 SF of floor area; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 1.55 trips/1,000 SF of floor area; 88% inbound/12% outbound
- Mid-Day Peak Hour Trip Rate: 1.49 trips/1,000 SF of floor area; assume 50% inbound/50% outbound
  Please note that the Mid-Day peak hour trip rate was based on the PM Peak Hour trip rates for ITE Land Use Code 710.
- PM Peak Hour Trip Rate: 1.49 trips/1,000 SF of floor area; 17% inbound/83% outbound

It should be noted that the existing building located at 119 N. San Vicente Boulevard (approximately 8,000 SF) was unoccupied at the time of the traffic counts and thus was not included as part of the trip generation calculations.

Table 8-1
CITY OF BEVERLY HILLS SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
AM, MID-DAY AND PM PEAK HOURS
Project Alternative A

NO.	INTERSECTION	PEAK HOUR	[1] YEAR 2009 EXISTING V/C	[1] YEAR 2009 EXISTING LOS	[2] YEAR 2012 W/ RELATED PROJECTS V/C	[2] YEAR 2012 W/ RELATED PROJECTS LOS	[3] YEAR 2012 W/ PROPOSED PROJECT V/C	[3] YEAR 2012 W/ PROPOSED PROJECT LOS	[3] CHANGE V/C [(3)-(2)]	[3] SIGNIF. IMPACT
1	La Cienega Boulevard/ Wilshire Boulevard	AM	0.946	E	1.096	F	1.097	F	0.001	NO
		Mid-day	0.811	D	0.971	E	0.975	E	0.004	NO
		PM	0.983	E	1.160	F	1.164	F	0.004	NO
2	San Vicente Boulevard/ Gale Drive-Orlando Avenue	AM	0.726	C	0.835	D	0.838	D	0.003	NO
		Mid-day	0.536	A	0.642	B	0.662	B	0.020	NO
		PM	0.669	B	0.806	D	0.815	D	0.009	NO
3	Gale Drive/ Wilshire Boulevard	AM	0.683	B	0.745	C	0.755	C	0.010	NO
		Mid-day	0.482	A	0.539	A	0.543	A	0.004	NO
		PM	0.651	B	0.712	C	0.717	C	0.005	NO
4	San Vicente Boulevard/ Wilshire Boulevard	AM	0.752	C	0.952	E	0.959	E	0.007	NO
		Mid-day	0.589	A	0.819	D	0.833	D	0.014	NO
		PM	0.814	D	1.000	E	1.003	F	0.003	NO
5	San Vicente Boulevard/ 6th Street	AM	0.661	B	0.771	C	0.778	C	0.007	NO
		Mid-day	0.488	A	0.584	A	0.595	A	0.011	NO
		PM	0.637	B	0.738	C	0.748	C	0.010	NO
6	Sweetzer Avenue/ 6th Street	AM	0.442	A	0.456	A	0.458	A	0.002	NO
		Mid-day	0.358	A	0.367	A	0.370	A	0.003	NO
		PM	0.463	A	0.478	A	0.483	A	0.005	NO
7	La Jolla Avenue/ Wilshire Boulevard	AM	0.687	B	0.781	C	0.784	C	0.003	NO
		Mid-day	0.482	A	0.562	A	0.565	A	0.003	NO
		PM	0.541	A	0.649	B	0.652	B	0.003	NO

City of Beverly Hills intersection impact threshold criteria is as follows:

Final v/c	LOS	Project Related Increase in V/C
>0.800 - 0.900	D	equal to or greater than 0.04
>0.900	E, F	equal to or greater than 0.02

Table 8-2
CITY OF BEVERLY HILLS SUMMARY OF STREET SEGMENT ANALYSIS
Project Alternative A

Location	Time of Day	[1] Existing Weekday Volume	[2] Added Project Volume	[3] Existing W/Project Volume ([1]+[2])	[4] Percent Growth ([2]/[3])
1 Hamilton Drive north of Wilshire Boulevard Boulevard	ADT	1,567	----	1,567	0.0%
	AM Peak	138	----	138	0.0%
	Mid-day	86	----	86	0.0%
	PM Peak	143	----	143	0.0%
2 Gale Drive north of Wilshire Boulevard	ADT	6,583	230	6,813	3.4%
	AM Peak	546	21	567	3.7%
	Mid-day	442	27	469	5.8%
	PM Peak	600	15	615	2.4%

[1] Existing ADT volumes based on traffic counts conducted by City Traffic Counters. Copies of the summary data worksheets of the 24-hour traffic count are provided in Appendix B.
[2] Total distribution and assignment of project-related traffic at the analyzed street segment. Refer to Table 5-1, Project Trip Generation, and Figure 5-1, Project Traffic Distribution, for the project-related distribution and assignment data.
[3] Total of columns [1] and [2].
[4] Column [2] divided by column [3].

City of Beverly Hills impact thresholds for street segments are as follows:

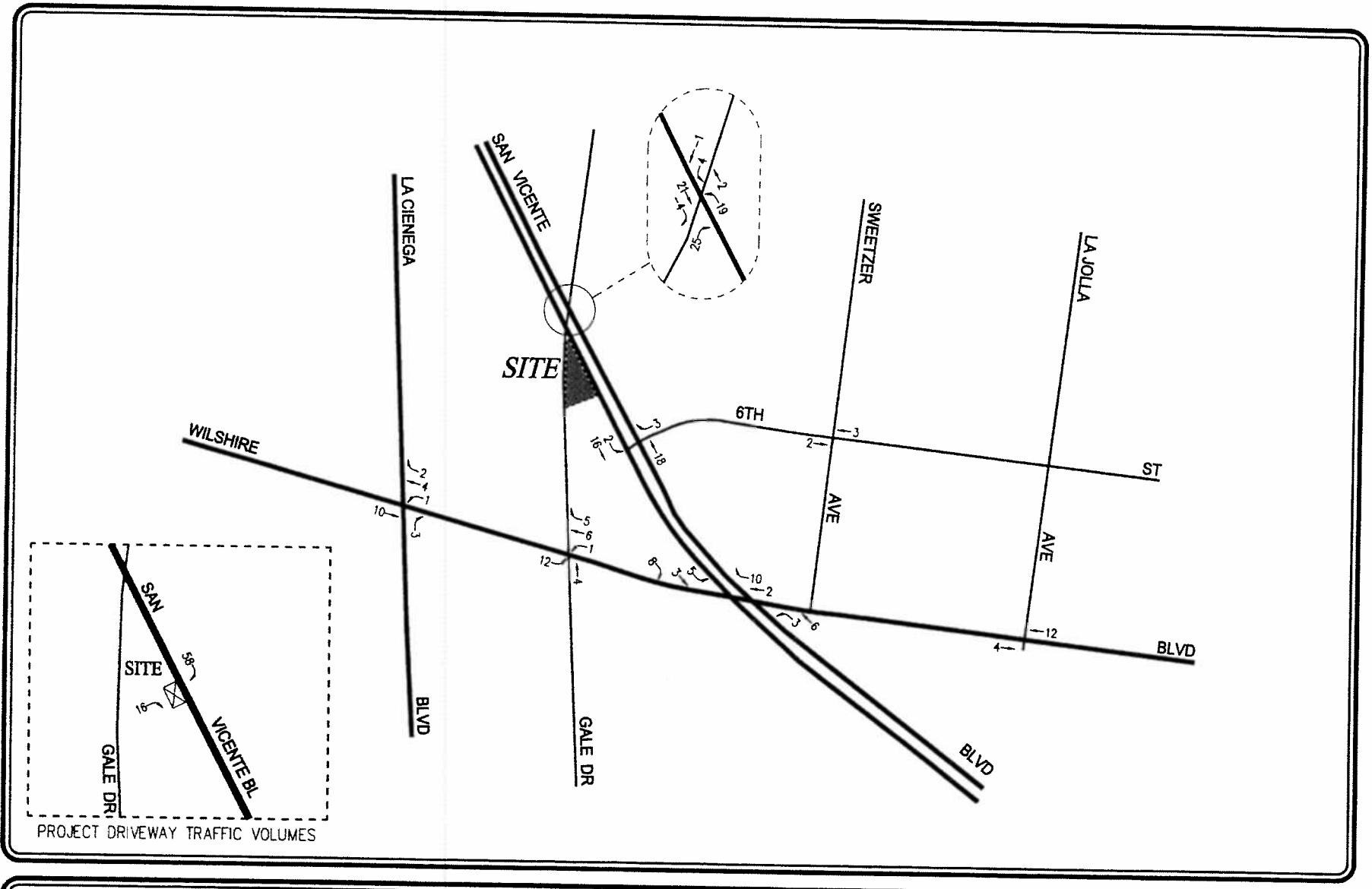
ADT Volumes	Allowable % Increase
Less than 3,750	Less than 25%
3,750 to 6,750	Less than/equal to 12.5%
Greater than 6,750	Greater than/equal to 6.25%

Table 9-1
CITY OF LOS ANGELES SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
AM, MID-DAY AND PM PEAK HOURS
Project Alternative A

NO.	INTERSECTION	PEAK HOUR	[1] YEAR 2009 EXISTING V/C	LOS	[2] YEAR 2012 W/ RELATED PROJECTS V/C	LOS	[3] YEAR 2012 W/PROPOSED PROJECT V/C	LOS	CHANGE V/C [(3)-(2)]	SIGNIF. IMPACT
2	San Vicente Boulevard/ Gale Drive-Orlando Avenue	AM	0.603	B	0.726	C	0.728	C	0.002	NO
		Mid-day	0.390	A	0.409	A	0.531	A	0.122	NO
		PM	0.503	A	0.532	A	0.667	B	0.135	NO
5	San Vicente Boulevard/ 6th Street	AM	0.506	A	0.626	B	0.631	B	0.005	NO
		Mid-day	0.283	A	0.305	A	0.397	A	0.092	NO
		PM	0.443	A	0.469	A	0.563	A	0.094	NO
6	Sweetzer Avenue/ 6th Street	AM	0.265	A	0.280	A	0.282	A	0.002	NO
		Mid-day	0.175	A	0.186	A	0.188	A	0.002	NO
		PM	0.287	A	0.304	A	0.308	A	0.004	NO
7	La Jolla Avenue/ Wilshire Boulevard	AM	0.526	A	0.627	B	0.629	B	0.002	NO
		Mid-day	0.307	A	0.322	A	0.396	A	0.074	NO
		PM	0.371	A	0.389	A	0.489	A	0.100	NO

(A) According to LADOT's "Traffic Study Policies and Procedures, " March 2002, Page 10, a transportation impact on an intersection shall be deemed significant in accordance with the following table:

Final v/c	LOS	Project Related Increase in v/c
0.700 - 0.800	C	Equal to or greater than 0.040
> 0.800 - 0.900	D	Equal to or greater than 0.020
> 0.900	E,F	Equal to or greater than 0.010



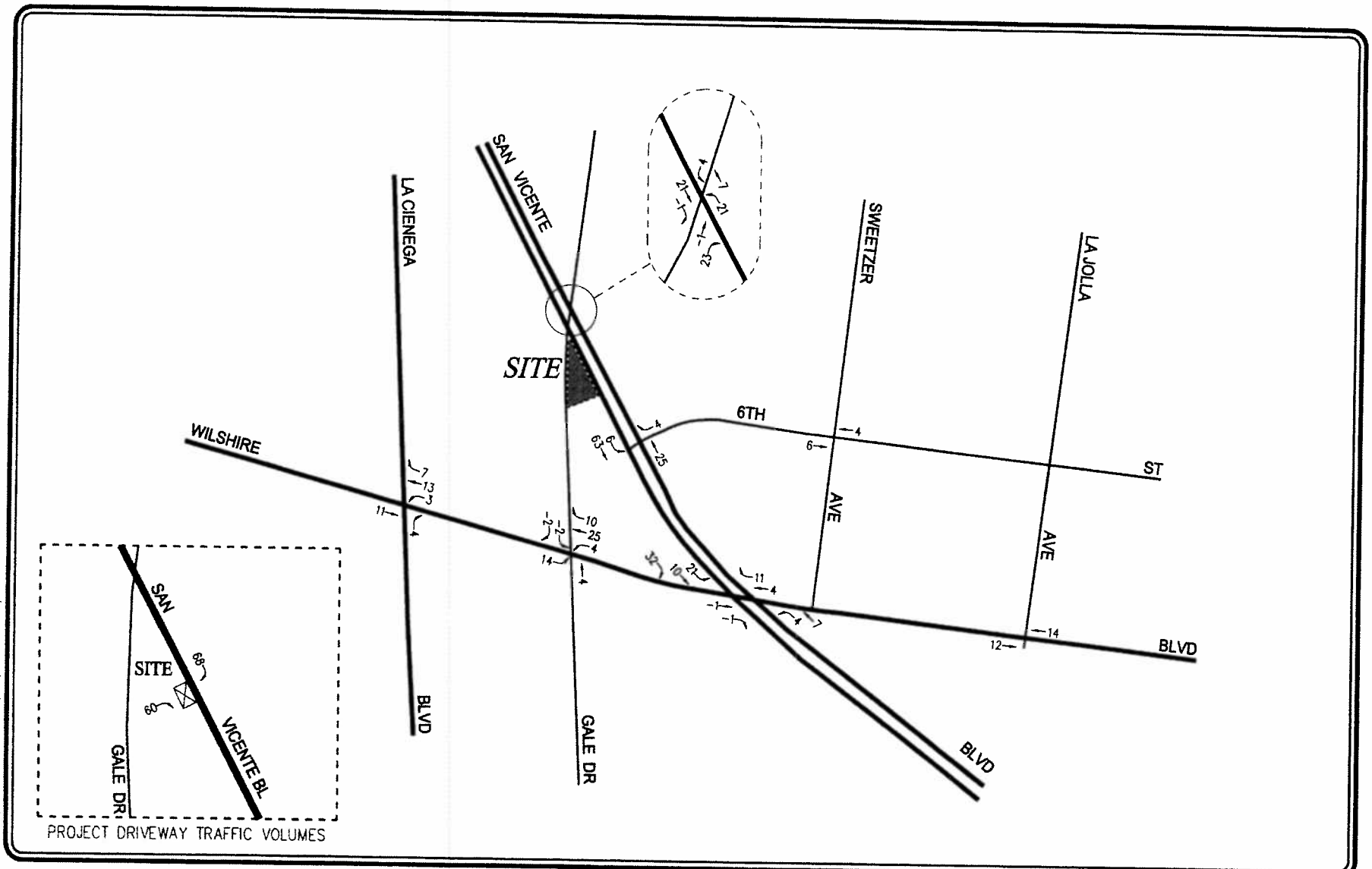
NOTE: INTERSECTION VOLUMES REFLECT THE NET PROJECT VOLUMES

NOT TO SCALE

LINSCOTT, LAW & GREENSPAN, engineers

FIGURE 5-2
PROJECT TRAFFIC VOLUMES - ALT A
WEEKDAY AM PEAK HOUR
SAN VICENTE MEDICAL OFFICES PROJECT

o:\job_file\3791\alt-a\dwg\f5-2.dwg LDP 15:14:54 06/16/2010 rodriquez



NOTE: INTERSECTION VOLUMES REFLECT THE NET PROJECT VOLUMES

NOT TO SCALE

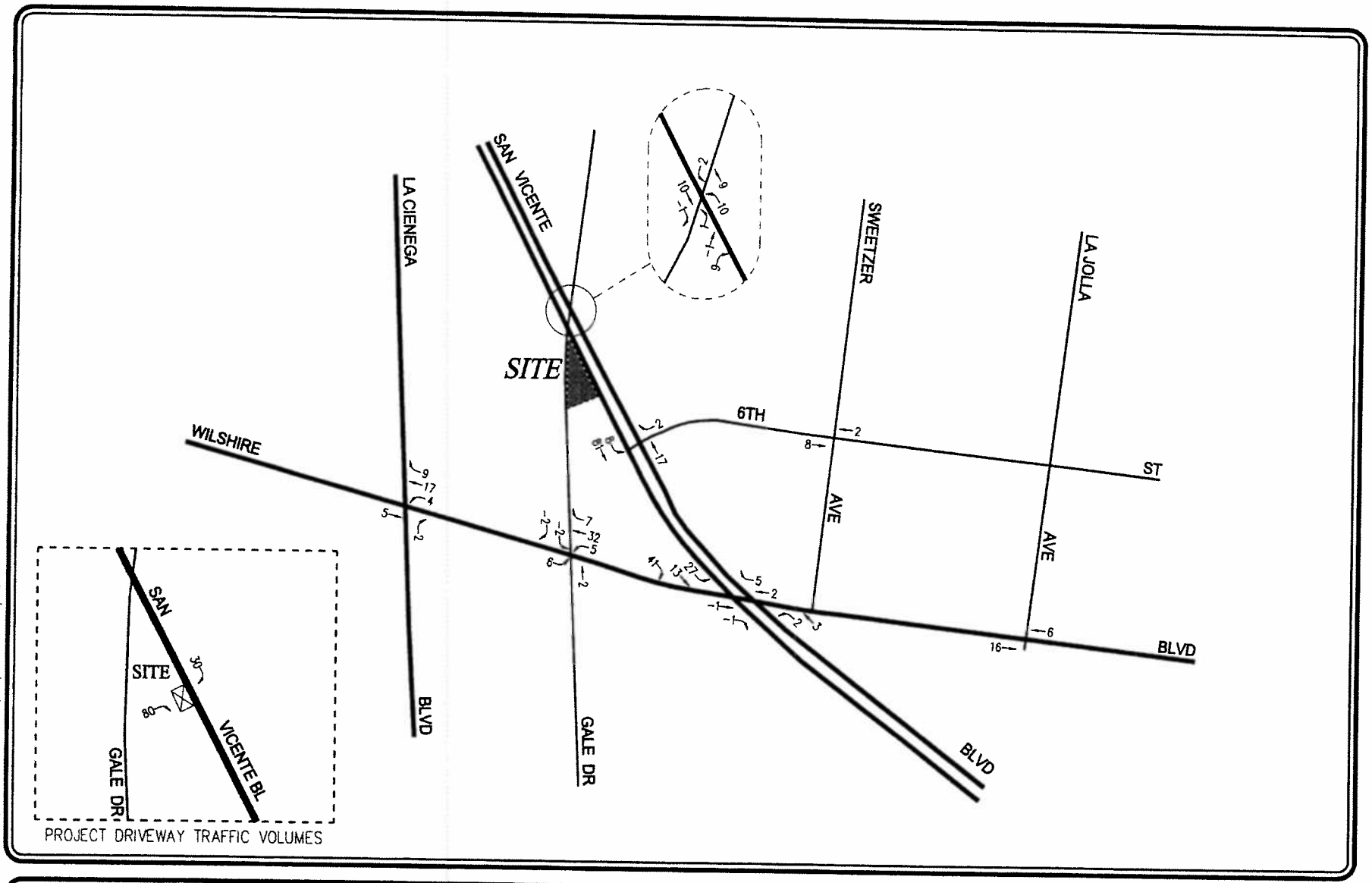
LINSCOTT, LAW & GREENSPAN, engineers

FIGURE 5-3
PROJECT TRAFFIC VOLUMES - ALT A

WEEKDAY MID-DAY PEAK HOUR

SAN VICENTE MEDICAL OFFICES PROJECT

o:\job_file\3791\alt-a\dwg\f5-3.dwg LDP 15:15:25 06/16/2010 rodriquez



NOTE: INTERSECTION VOLUMES REFLECT THE NET PROJECT VOLUMES

N

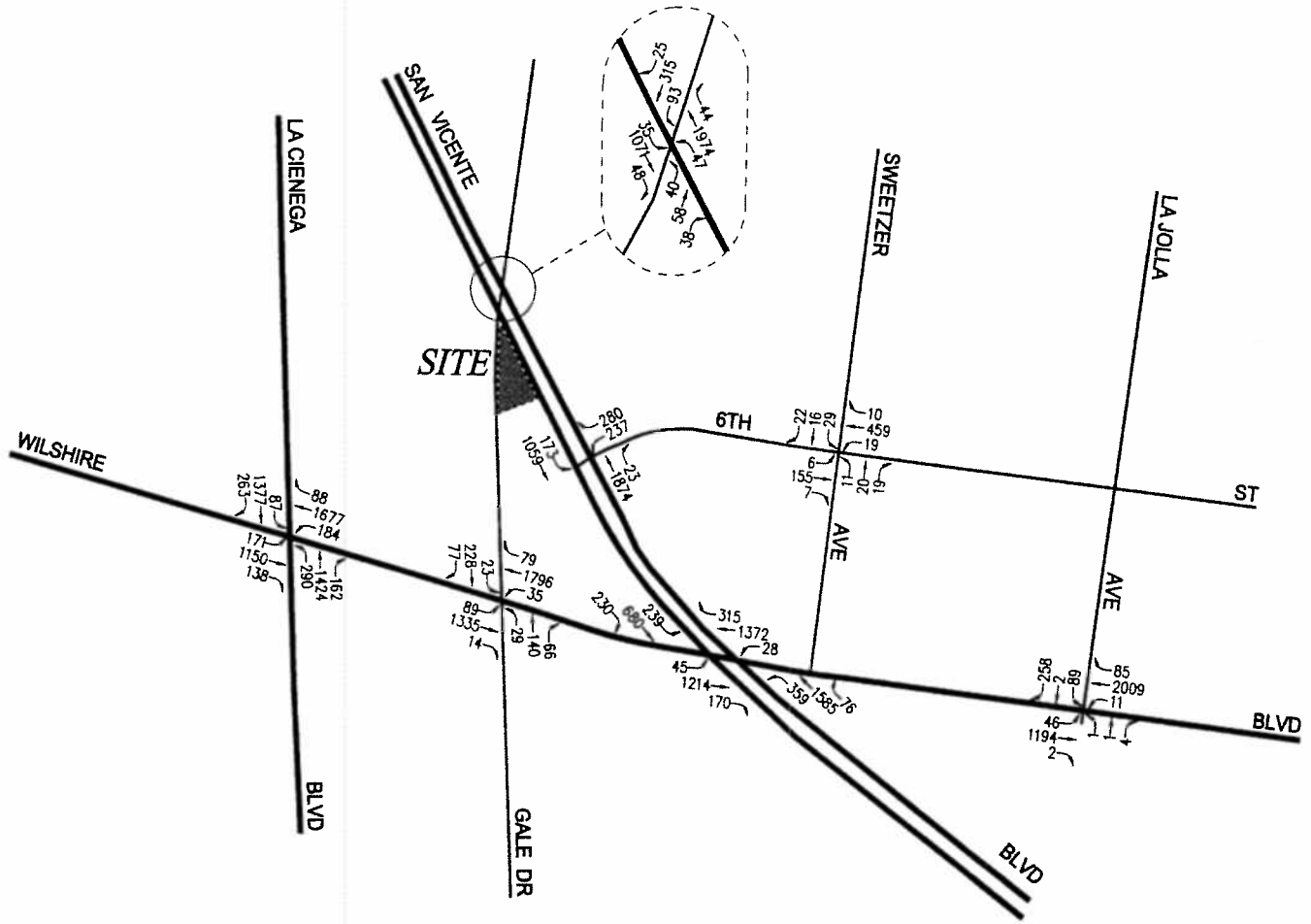
NOT TO SCALE

LINSCOTT, LAW & GREENSPAN, engineers

FIGURE 5-4
PROJECT TRAFFIC VOLUMES - ALT A
WEEKDAY PM PEAK HOUR

SAN VICENTE MEDICAL OFFICES PROJECT

o:\job_file\3791\alt-a\dwg\f5-4.dwg LDP 15:15:37 06/16/2010 rodriquez



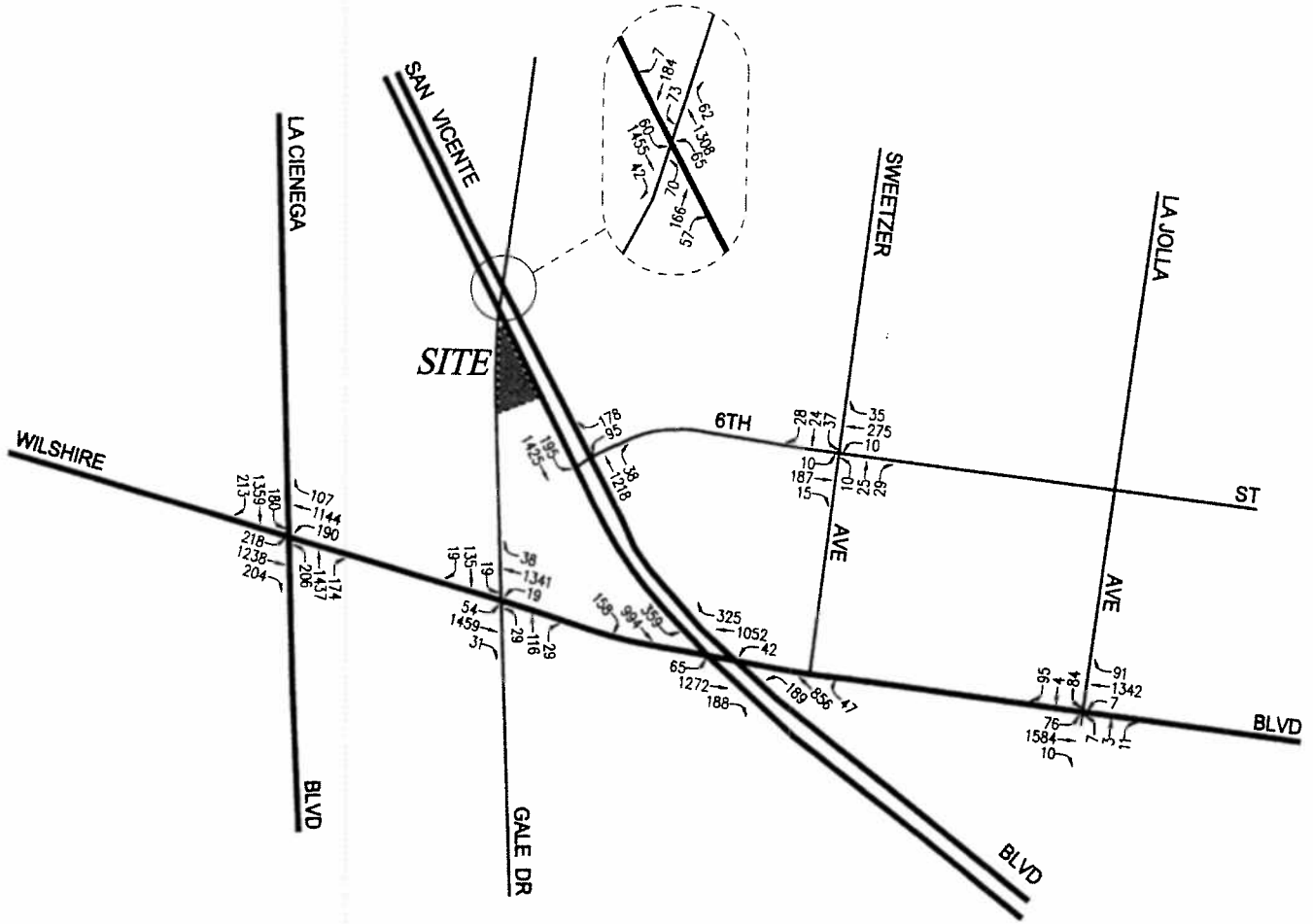
NOT TO SCALE

LINSCOTT, LAW & GREENSPAN, engineers

FIGURE 6-8
YEAR 2012 WITH PROJECT TRAFFIC VOLUMES - ALT A
WEEKDAY AM PEAK HOUR

SAN VICENTE MEDICAL OFFICES PROJECT

o:\job_file\3791\alt-a\dwg\f6-8.dwg LDP 15:15:49 05/16/2010 rodriquez



NOT TO SCALE

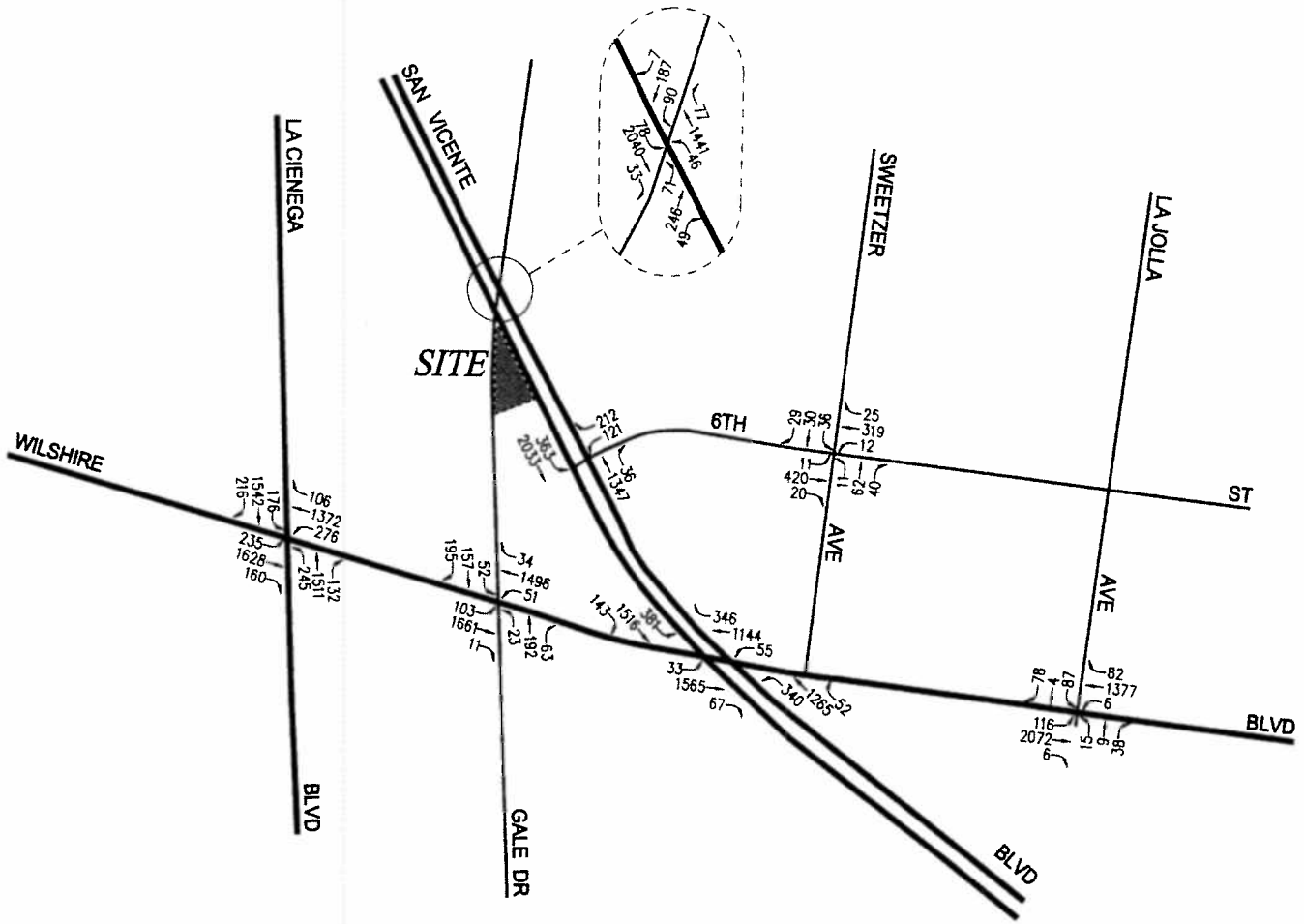
FIGURE 6-9
YEAR 2012 WITH PROJECT TRAFFIC VOLUMES - ALT A

WEEKDAY MID-DAY PEAK HOUR

SAN VICENTE MEDICAL OFFICES PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

o:\job_file\3791\alt-a\dwg\f6-9.dwg LDP 15:15:60 06/16/2010 rodriquez



NOT TO SCALE

FIGURE 6-10
YEAR 2012 WITH PROJECT TRAFFIC VOLUMES - ALT A

WEEKDAY PM PEAK HOUR

SAN VICENTE MEDICAL OFFICES PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

LINSCOTT, LAW & GREENSPAN, ENGINEERS
236 N. Chester Avenue, Suite 200, Pasadena CA 91106
(626) 796.2322 Fax (626) 792.0941

INTERSECTION CAPACITY UTILIZATION

N-S St: La Cienega Boulevard
E-W St: Wilshire Boulevard
Project: San Vicente Medical Offices Project/1-093791-1 ALT-A
File: ICU1

La Cienega Boulevard @ Wilshire Boulevard
Peak hr: AM
Annual Growth: 1.00%

Date: 06/16/2010
Date of Count: 2009
Projection Year: 2012

	2009 EXIST. TRAFFIC			2012 W/AMBIENT GROWTH			2012 W/RELATED PROJECTS				2012 W/PROJECT SITE TRAFFIC				2012 W/PROJECT MITIGATION			
	1		2 V/C	Added	Total	V/C	Added	Total		2 V/C	Added	Total		2 V/C	Added	Total		2 V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	262	1600	0.164 *	8	270	0.169 *	20	290	1600	0.181 *	0	290	1600	0.181 *	0	290	1600	0.181 *
Nb Thru	1130	4800	0.266	34	1164	0.274	260	1424	4800	0.330	0	1424	4800	0.330	0	1424	4800	0.330
Nb Right	147	0	-	4	151	-	8	159	0	-	3	162	0	-	0	162	0	-
Sb Left	72	1600	0.045	2	74	0.046	13	87	1600	0.054	0	87	1600	0.054	0	87	1600	0.054
Sb Thru	1179	4800	0.294 *	35	1214	0.302 *	163	1377	4800	0.342 *	0	1377	4800	0.342 *	0	1377	4800	0.342 *
Sb Right	230	0	-	7	237	-	26	263	0	-	0	263	0	-	0	263	0	-
Eb Left	128	1600	0.080 *	4	132	0.082 *	39	171	1600	0.107 *	0	171	1600	0.107 *	0	171	1600	0.107 *
Eb Thru	998	4800	0.233	30	1028	0.240	112	1140	4800	0.266	10	1150	4800	0.268	0	1150	4800	0.268
Eb Right	121	0	-	4	125	-	13	138	0	-	0	138	0	-	0	138	0	-
Wb Left	168	1600	0.105	5	173	0.108	10	183	1600	0.114	1	184	1600	0.115	0	184	1600	0.115
Wb Thru	1435	4800	0.309 *	43	1478	0.318 *	195	1673	4800	0.367 *	4	1677	4800	0.368 *	0	1677	4800	0.368 *
Wb Right	47	0	-	1	48	-	38	86	0	-	2	88	0	-	0	88	0	-
Yellow Allowance:			0.100 *			0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.946			0.971				1.096				1.097				1.097
LOS			E			E				F				F				F

*Key conflicting movement as a part of ICU
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

03:20 PM

LINSCOTT, LAW & GREENSPAN, ENGINEERS
236 N. Chester Avenue, Suite 200, Pasadena CA 91106
(626) 796.2322 Fax (626) 792.0941

INTERSECTION CAPACITY UTILIZATION

N-S St: La Cienega Boulevard
E-W St: Wilshire Boulevard
Project: San Vicente Medical Offices Project/1-093791-1 ALT-A
File: ICU1

La Cienega Boulevard @ Wilshire Boulevard
Peak hr: MID-DAY
Annual Growth: 1.00%

Date: 06/16/2010
Date of Count: 2009
Projection Year: 2012

	2009 EXIST. TRAFFIC			2012 W/AMBIENT GROWTH			2012 W/RELATED PROJECTS				2012 W/PROJECT SITE TRAFFIC				2012 W/PROJECT MITIGATION			
	1		2 V/C	Added	Total	V/C	Added	Total		2 V/C	Added	Total		2 V/C	Added	Total		2 V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	185	1600	0.116	6	191	0.119	15	206	1600	0.128 *	0	206	1600	0.128 *	0	206	1600	0.128 *
Nb Thru	1185	4800	0.279 *	36	1221	0.287 *	216	1437	4800	0.335	0	1437	4800	0.335	0	1437	4800	0.335
Nb Right	152	0	-	5	157	-	13	170	0	-	4	174	0	-	0	174	0	-
Sb Left	131	1600	0.082 *	4	135	0.084 *	45	180	1600	0.112	0	180	1600	0.112	0	180	1600	0.112
Sb Thru	1009	4800	0.244	30	1039	0.252	320	1359	4800	0.328 *	0	1359	4800	0.328 *	0	1359	4800	0.328 *
Sb Right	164	0	-	5	169	-	44	213	0	-	0	213	0	-	0	213	0	-
Eb Left	176	1600	0.110	5	181	0.113	37	218	1600	0.136	0	218	1600	0.136	0	218	1600	0.136
Eb Thru	1001	4800	0.245 *	30	1031	0.252 *	196	1227	4800	0.298 *	11	1238	4800	0.300 *	0	1238	4800	0.300 *
Eb Right	173	0	-	5	178	-	26	204	0	-	0	204	0	-	0	204	0	-
Wb Left	169	1600	0.106 *	5	174	0.109 *	13	187	1600	0.117 *	3	190	1600	0.119 *	0	190	1600	0.119 *
Wb Thru	918	4800	0.208	28	946	0.214	185	1131	4800	0.256	13	1144	4800	0.261	0	1144	4800	0.261
Wb Right	80	0	-	2	82	-	18	100	0	-	7	107	0	-	0	107	0	-
Yellow Allowance:			0.100 *			0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.811			0.832				0.971				0.975				0.975
LOS			D			D				E				E				E

**Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

03:20 PM

LINSCOTT, LAW & GREENSPAN, ENGINEERS
236 N. Chester Avenue, Suite 200, Pasadena CA 91106
(626) 796.2322 Fax (626) 792.0941

INTERSECTION CAPACITY UTILIZATION

N-S St: La Cienega Boulevard
E-W St: Wilshire Boulevard
Project: San Vicente Medical Offices Project/1-093791-1 ALT-A
File: ICU1

La Cienega Boulevard @ Wilshire Boulevard
Peak hr: PM
Annual Growth: 1.00%

Date: 06/16/2010
Date of Count: 2009
Projection Year: 2012

	2009 EXIST. TRAFFIC			2012 W/AMBIENT GROWTH			2012 W/RELATED PROJECTS				2012 W/PROJECT SITE TRAFFIC				2012 W/PROJECT MITIGATION			
	1		2 V/C	Added	Total	V/C	Added	Total		2 V/C	Added	Total		2 V/C	Added	Total		2 V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	221	1600	0.138 *	7	228	0.142 *	17	245	1600	0.153 *	0	245	1600	0.153 *	0	245	1600	0.153 *
Nb Thru	1234	4800	0.281	37	1271	0.289	240	1511	4800	0.342	0	1511	4800	0.342	0	1511	4800	0.342
Nb Right	113	0	-	3	116	-	14	130	0	-	2	132	0	-	0	132	0	-
Sb Left	127	1600	0.079	4	131	0.082	45	176	1600	0.110	0	176	1600	0.110	0	176	1600	0.110
Sb Thru	1176	4800	0.279 *	35	1211	0.287 *	331	1542	4800	0.366 *	0	1542	4800	0.366 *	0	1542	4800	0.366 *
Sb Right	163	0	-	5	168	-	48	216	0	-	0	216	0	-	0	216	0	-
Eb Left	196	1600	0.123	6	202	0.126	33	235	1600	0.147	0	235	1600	0.147	0	235	1600	0.147
Eb Thru	1346	4800	0.308 *	40	1386	0.317 *	237	1623	4800	0.372 *	5	1628	4800	0.373 *	0	1628	4800	0.373 *
Eb Right	133	0	-	4	137	-	23	160	0	-	0	160	0	-	0	160	0	-
Wb Left	253	1600	0.158 *	8	261	0.163 *	11	272	1600	0.170 *	4	276	1600	0.172 *	0	276	1600	0.172 *
Wb Thru	1152	4800	0.256	35	1187	0.264	168	1355	4800	0.302	17	1372	4800	0.308	0	1372	4800	0.308
Wb Right	77	0	-	2	79	-	18	97	0	-	9	106	0	-	0	106	0	-
Yellow Allowance:			0.100 *			0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.983			1.010				1.160				1.164				1.164
LOS			E			F				F				F				F

**Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

03:20 PM

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(626) 796.2322 Fax (626) 792.0941

INTERSECTION CAPACITY UTILIZATION

N-S St: San Vicente Boulevard
E-W St: Gale Drive-Orlando Avenue
Project: San Vicente Medical Offices Project/1-093791-1 ALT-A
File: ICU2

San Vicente Boulevard @ Gale Drive-Orlando Avenue
Peak hr: AM
Annual Growth: 1.00%

Date: 06/16/2010
Date of Count: 2009
Projection Year: 2012

	2009 EXIST. TRAFFIC			2012 W/AMBIENT GROWTH			2012 W/RELATED PROJECTS				2012 W/PROJECT SITE TRAFFIC				2012 W/PROJECT MITIGATION			
	1		2 V/C	Added	Total	V/C	Added	Total		2 V/C	Added	Total		2 V/C	Added	Total		2 V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	27	1600	0.017	1	28	0.017	0	28	1600	0.017	19	47	1600	0.029	0	47	1600	0.029
Nb Thru	1492	4800	0.320 *	45	1537	0.329 *	435	1972	4800	0.420 *	2	1974	4800	0.420 *	0	1974	4800	0.420 *
Nb Right	43	0	-	1	44	-	0	44	0	-	0	44	0	-	0	44	0	-
Sb Left	34	1600	0.021 *	1	35	0.022 *	0	35	1600	0.022 *	0	35	1600	0.022 *	0	35	1600	0.022 *
Sb Thru	794	4800	0.176	24	818	0.181	232	1050	4800	0.229	21	1071	4800	0.233	0	1071	4800	0.233
Sb Right	50	0	-	2	52	-	0	52	0	-	-4	48	0	-	0	48	0	-
Eb Left	39	0	0.024 *	1	40	0.025 *	0	40	0	0.025 *	0	40	0	0.025 *	0	40	0	0.025 *
Eb Thru	56	1600	0.059	2	58	0.061	0	58	1600	0.061	0	58	1600	0.061	0	58	1600	0.061
Eb Right	13	1600	0.008	0	13	0.008	0	13	1600	0.008	25	38	1600	0.024	0	38	1600	0.024
Wb Left	86	0	0.054	3	89	0.055	0	89	0	0.055	4	93	0	0.058	0	93	0	0.058
Wb Thru	307	1600	0.261 *	9	316	0.268 *	0	316	1600	0.268 *	-1	315	1600	0.270 *	0	315	1600	0.270 *
Wb Right	24	0	-	1	25	-	0	25	0	-	0	25	0	-	0	25	0	-
Yellow Allowance:			0.100 *			0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.726			0.745				0.835				0.838				0.838
LOS			C			C				D				D				D

**Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

03:20 PM

LINSCOTT, LAW & GREENSPAN, ENGINEERS
236 N. Chester Avenue, Suite 200, Pasadena CA 91106
(626) 796.2322 Fax (626) 792.0941

INTERSECTION CAPACITY UTILIZATION

N-S St: San Vicente Boulevard
E-W St: Gale Drive-Orlando Avenue
Project: San Vicente Medical Offices Project/1-093791-1 ALT-A
File: ICU2

San Vicente Boulevard @ Gale Drive-Orlando Avenue
Peak hr: MID-DAY
Annual Growth: 1.00%

Date: 06/16/2010
Date of Count: 2009
Projection Year: 2012

	2009 EXIST. TRAFFIC			2012 W/AMBIENT GROWTH			2012 W/RELATED PROJECTS				2012 W/PROJECT SITE TRAFFIC				2012 W/PROJECT MITIGATION			
	1		2 V/C	Added	Total	V/C	Added	Total		2 V/C	Added	Total		2 V/C	Added	Total		2 V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	43	1600	0.027	1	44	0.028	0	44	1600	0.028 *	21	65	1600	0.041 *	0	65	1600	0.041 *
Nb Thru	896	4800	0.199 *	27	923	0.205 *	378	1301	4800	0.284	7	1308	4800	0.285	0	1308	4800	0.285
Nb Right	60	0	-	2	62	-	0	62	0	-	0	62	0	-	0	62	0	-
Sb Left	58	1600	0.036 *	2	60	0.037 *	0	60	1600	0.037	0	60	1600	0.037	0	60	1600	0.037
Sb Thru	855	4800	0.187	26	881	0.192	553	1434	4800	0.308 *	21	1455	4800	0.312 *	0	1455	4800	0.312 *
Sb Right	42	0	-	1	43	-	0	43	0	-	-1	42	0	-	0	42	0	-
Eb Left	68	0	0.043 *	2	70	0.044 *	0	70	0	0.044 *	0	70	0	0.044 *	0	70	0	0.044 *
Eb Thru	162	1600	0.144	5	167	0.148	0	167	1600	0.148	-1	166	1600	0.147	0	166	1600	0.147
Eb Right	33	1600	0.021	1	34	0.021	0	34	1600	0.021	23	57	1600	0.036	0	57	1600	0.036
Wb Left	67	0	0.042	2	69	0.043	0	69	0	0.043	4	73	0	0.046	0	73	0	0.046
Wb Thru	179	1600	0.158 *	5	184	0.163 *	0	184	1600	0.163 *	0	184	1600	0.165 *	0	184	1600	0.165 *
Wb Right	7	0	-	0	7	-	0	7	0	-	0	7	0	-	0	7	0	-
Yellow Allowance:			0.100 *			0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.536			0.549				0.642				0.662				0.662
LOS			A			A				B				B				B

**Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

03:20 PM

LINSCOTT, LAW & GREENSPAN, ENGINEERS
236 N. Chester Avenue, Suite 200, Pasadena CA 91106
(626) 796.2322 Fax (626) 792.0941

INTERSECTION CAPACITY UTILIZATION

N-S St: San Vicente Boulevard
E-W St: Gale Drive-Orlando Avenue
Project: San Vicente Medical Offices Project/1-093791-1 ALT-A
File: ICU2

San Vicente Boulevard @ Gale Drive-Orlando Avenue
Peak hr: PM
Annual Growth: 1.00%

Date: 06/16/2010
Date of Count: 2009
Projection Year: 2012

	2009 EXIST. TRAFFIC			2012 W/AMBIENT GROWTH			2012 W/RELATED PROJECTS				2012 W/PROJECT SITE TRAFFIC				2012 W/PROJECT MITIGATION			
	1		2 V/C	Added	Total	V/C	Added	Total		2 V/C	Added	Total		2 V/C	Added	Total		2 V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	35	1600	0.022 *	1	36	0.023 *	0	36	1600	0.023 *	10	46	1600	0.029 *	0	46	1600	0.029 *
Nb Thru	1019	4800	0.228	31	1050	0.235	382	1432	4800	0.314	9	1441	4800	0.316	0	1441	4800	0.316
Nb Right	75	0	-	2	77	-	0	77	0	-	0	77	0	-	0	77	0	-
Sb Left	76	1600	0.048	2	78	0.049	0	78	1600	0.049	0	78	1600	0.049	0	78	1600	0.049
Sb Thru	1412	4800	0.301 *	42	1454	0.310 *	576	2030	4800	0.430 *	10	2040	4800	0.432 *	0	2040	4800	0.432 *
Sb Right	33	0	-	1	34	-	0	34	0	-	-1	33	0	-	0	33	0	-
Eb Left	68	0	0.043	2	70	0.044	0	70	0	0.044	1	71	0	0.044	0	71	0	0.044
Eb Thru	240	1600	0.193 *	7	247	0.198 *	0	247	1600	0.198 *	-1	246	1600	0.198 *	0	246	1600	0.198 *
Eb Right	39	1600	0.024	1	40	0.025	0	40	1600	0.025	9	49	1600	0.031	0	49	1600	0.031
Wb Left	85	0	0.053 *	3	88	0.055 *	0	88	0	0.055 *	2	90	0	0.056 *	0	90	0	0.056 *
Wb Thru	182	1600	0.171	5	187	0.176	0	187	1600	0.176	0	187	1600	0.178	0	187	1600	0.178
Wb Right	7	0	-	0	7	-	0	7	0	-	0	7	0	-	0	7	0	-
Yellow Allowance:			0.100 *			0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.669			0.686				0.806				0.815				0.815
LOS			B			B				D				D				D

**Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

03:20 PM

LINSCOTT, LAW & GREENSPAN, ENGINEERS
236 N. Chester Avenue, Suite 200, Pasadena CA 91106
(626) 796.2322 Fax (626) 792.0941

INTERSECTION CAPACITY UTILIZATION

N-S St: Gale Drive
E-W St: Wilshire Boulevard
Project: San Vicente Medical Offices Project/1-093791-1 ALT-A
File: ICU3

Gale Drive @ Wilshire Boulevard
Peak hr: AM
Annual Growth: 1.00%

Date: 06/16/2010
Date of Count: 2009
Projection Year: 2012

	2009 EXIST. TRAFFIC			2012 W/AMBIENT GROWTH			2012 W/RELATED PROJECTS				2012 W/PROJECT SITE TRAFFIC				2012 W/PROJECT MITIGATION			
	1		2 V/C	Added	Total	V/C	Added	Total		2 V/C	Added	Total		2 V/C	Added	Total		2 V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	28	0	0.018 *	1	29	0.018 *	0	29	0	0.018 *	0	29	0	0.018 *	0	29	0	0.018 *
Nb Thru	132	1600	0.140	4	136	0.144	0	136	1600	0.144	4	140	1600	0.147	0	140	1600	0.147
Nb Right	64	0	-	2	66	-	0	66	0	-	0	66	0	-	0	66	0	-
Sb Left	22	1600	0.014	1	23	0.014	0	23	1600	0.014	0	23	1600	0.014	0	23	1600	0.014
Sb Thru	221	1600	0.185 *	7	228	0.191 *	0	228	1600	0.191 *	0	228	1600	0.191 *	0	228	1600	0.191 *
Sb Right	75	0	-	2	77	-	0	77	0	-	0	77	0	-	0	77	0	-
Eb Left	75	1600	0.047 *	2	77	0.048 *	0	77	1600	0.048 *	12	89	1600	0.056 *	0	89	1600	0.056 *
Eb Thru	1175	4800	0.248	35	1210	0.255	125	1335	4800	0.281	0	1335	4800	0.281	0	1335	4800	0.281
Eb Right	14	0	-	0	14	-	0	14	0	-	0	14	0	-	0	14	0	-
Wb Left	33	1600	0.021	1	34	0.021	0	34	1600	0.021	1	35	1600	0.022	0	35	1600	0.022
Wb Thru	1527	4800	0.333 *	46	1573	0.343 *	217	1790	4800	0.388 *	6	1796	4800	0.391 *	0	1796	4800	0.391 *
Wb Right	72	0	-	2	74	-	0	74	0	-	5	79	0	-	0	79	0	-
Yellow Allowance:			0.100 *			0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.683			0.700				0.745				0.755				0.755
LOS			B			B				C				C				C

**Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

03:20 PM

LINSCOTT, LAW & GREENSPAN, ENGINEERS
236 N. Chester Avenue, Suite 200, Pasadena CA 91106
(626) 796.2322 Fax (626) 792.0941

INTERSECTION CAPACITY UTILIZATION

N-S St: Gale Drive
E-W St: Wilshire Boulevard
Project: San Vicente Medical Offices Project/1-093791-1 ALT-A
File: ICU3

Gale Drive @ Wilshire Boulevard
Peak hr: MID-DAY
Annual Growth: 1.00%

Date: 06/16/2010
Date of Count: 2009
Projection Year: 2012

	2009 EXIST. TRAFFIC			2012 W/AMBIENT GROWTH			2012 W/RELATED PROJECTS				2012 W/PROJECT SITE TRAFFIC				2012 W/PROJECT MITIGATION			
	1		2 V/C	Added	Total	V/C	Added	Total		2 V/C	Added	Total		2 V/C	Added	Total		2 V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	28	0	0.018	1	29	0.018	0	29	0	0.018	0	29	0	0.018	0	29	0	0.018
Nb Thru	109	1600	0.103 *	3	112	0.106 *	0	112	1600	0.106 *	4	116	1600	0.109 *	0	116	1600	0.109 *
Nb Right	28	0	-	1	29	-	0	29	0	-	0	29	0	-	0	29	0	-
Sb Left	20	1600	0.013 *	1	21	0.013 *	0	21	1600	0.013 *	-2	19	1600	0.012 *	0	19	1600	0.012 *
Sb Thru	131	1600	0.094	4	135	0.097	0	135	1600	0.097	0	135	1600	0.096	0	135	1600	0.096
Sb Right	20	0	-	1	21	-	0	21	0	-	-2	19	0	-	0	19	0	-
Eb Left	39	1600	0.024	1	40	0.025	0	40	1600	0.025	14	54	1600	0.034	0	54	1600	0.034
Eb Thru	1202	4800	0.257 *	36	1238	0.264 *	221	1459	4800	0.310 *	0	1459	4800	0.310 *	0	1459	4800	0.310 *
Eb Right	30	0	-	1	31	-	0	31	0	-	0	31	0	-	0	31	0	-
Wb Left	15	1600	0.009 *	0	15	0.010 *	0	15	1600	0.010 *	4	19	1600	0.012 *	0	19	1600	0.012 *
Wb Thru	1080	4800	0.231	32	1112	0.238	204	1316	4800	0.280	25	1341	4800	0.287	0	1341	4800	0.287
Wb Right	27	0	-	1	28	-	0	28	0	-	10	38	0	-	0	38	0	-
Yellow Allowance:			0.100 *			0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.482			0.493				0.539				0.543				0.543
LOS			A			A				A				A				A

**Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

03:20 PM

LINSCOTT, LAW & GREENSPAN, ENGINEERS
236 N. Chester Avenue, Suite 200, Pasadena CA 91106
(626) 796.2322 Fax (626) 792.0941

INTERSECTION CAPACITY UTILIZATION

N-S St: Gale Drive
E-W St: Wilshire Boulevard
Project: San Vicente Medical Offices Project/1-093791-1 ALT-A
File: ICU3

Gale Drive @ Wilshire Boulevard
Peak hr: PM
Annual Growth: 1.00%

Date: 06/16/2010
Date of Count: 2009
Projection Year: 2012

	2009 EXIST. TRAFFIC			2012 W/AMBIENT GROWTH			2012 W/RELATED PROJECTS				2012 W/PROJECT SITE TRAFFIC				2012 W/PROJECT MITIGATION			
	1		2 V/C	Added	Total	V/C	Added	Total		2 V/C	Added	Total		2 V/C	Added	Total		2 V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	22	0	0.014 *	1	23	0.014 *	0	23	0	0.014 *	0	23	0	0.014 *	0	23	0	0.014 *
Nb Thru	184	1600	0.167	6	190	0.172	0	190	1600	0.172	2	192	1600	0.173	0	192	1600	0.173
Nb Right	61	0	-	2	63	-	0	63	0	-	0	63	0	-	0	63	0	-
Sb Left	52	1600	0.033	2	54	0.033	0	54	1600	0.033	-2	52	1600	0.032	0	52	1600	0.032
Sb Thru	152	1600	0.214 *	5	157	0.221 *	0	157	1600	0.221 *	0	157	1600	0.220 *	0	157	1600	0.220 *
Sb Right	191	0	-	6	197	-	0	197	0	-	-2	195	0	-	0	195	0	-
Eb Left	94	1600	0.059 *	3	97	0.061 *	0	97	1600	0.061	6	103	1600	0.064 *	0	103	1600	0.064 *
Eb Thru	1358	4800	0.285	41	1399	0.294	262	1661	4800	0.348 *	0	1661	4800	0.348	0	1661	4800	0.348
Eb Right	11	0	-	0	11	-	0	11	0	-	0	11	0	-	0	11	0	-
Wb Left	45	1600	0.028	1	46	0.029	0	46	1600	0.029 *	5	51	1600	0.032	0	51	1600	0.032
Wb Thru	1243	4800	0.264 *	37	1280	0.272 *	184	1464	4800	0.311	32	1496	4800	0.319 *	0	1496	4800	0.319 *
Wb Right	26	0	-	1	27	-	0	27	0	-	7	34	0	-	0	34	0	-
Yellow Allowance:			0.100 *			0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.651			0.668				0.712				0.717				0.717
LOS			B			B				C				C				C

**Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

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236 N. Chester Avenue, Suite 200, Pasadena CA 91106
(626) 796.2322 Fax (626) 792.0941

INTERSECTION CAPACITY UTILIZATION

N-S St: San Vicente Boulevard
E-W St: Wilshire Boulevard
Project: San Vicente Medical Offices Project/1-093791-1 ALT-A
File: ICU4

San Vicente Boulevard @ Wilshire Boulevard
Peak hr: AM
Annual Growth: 1.00%

Date: 06/16/2010
Date of Count: 2009
Projection Year: 2012

	2009 EXIST. TRAFFIC			2012 W/AMBIENT GROWTH			2012 W/RELATED PROJECTS				2012 W/PROJECT SITE TRAFFIC				2012 W/PROJECT MITIGATION			
	1		2 V/C	Added	Total	V/C	Added	Total		2 V/C	Added	Total		2 V/C	Added	Total		2 V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	320	1600	0.200	10	330	0.206	26	356	1600	0.222	3	359	1600	0.224	0	359	1600	0.224
Nb Thru	1251	4800	0.261 *	38	1289	0.268 *	290	1579	4800	0.329 *	6	1585	4800	0.330 *	0	1585	4800	0.330 *
Nb Right	65	1600	0.041	2	67	0.042	9	76	1600	0.047	0	76	1600	0.047	0	76	1600	0.047
Sb Left	156	1600	0.098 *	5	161	0.100 *	73	234	1600	0.146 *	5	239	1600	0.149 *	0	239	1600	0.149 *
Sb Thru	505	4800	0.105	15	520	0.108	157	677	4800	0.141	3	680	4800	0.142	0	680	4800	0.142
Sb Right	216	1600	0.135	6	222	0.139	0	222	1600	0.139	8	230	1600	0.144	0	230	1600	0.144
Eb Left	44	1600	0.028 *	1	45	0.028 *	0	45	1600	0.028 *	0	45	1600	0.028 *	0	45	1600	0.028 *
Eb Thru	1058	4800	0.252	32	1090	0.260	124	1214	4800	0.288	0	1214	4800	0.288	0	1214	4800	0.288
Eb Right	153	0	-	5	158	-	12	170	0	-	0	170	0	-	0	170	0	-
Wb Left	16	1600	0.010	0	16	0.010	12	28	1600	0.018	0	28	1600	0.018	0	28	1600	0.018
Wb Thru	1121	4800	0.267 *	34	1155	0.275 *	215	1370	4800	0.349 *	2	1372	4800	0.351 *	0	1372	4800	0.351 *
Wb Right	159	0	-	5	164	-	141	305	0	-	10	315	0	-	0	315	0	-
Yellow Allowance:			0.100 *			0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.752			0.772				0.952				0.959				0.959
LOS			C			C				E				E				E

**Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

03:20 PM

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236 N. Chester Avenue, Suite 200, Pasadena CA 91106
(626) 796.2322 Fax (626) 792.0941

INTERSECTION CAPACITY UTILIZATION

N-S St: San Vicente Boulevard
E-W St: Wilshire Boulevard
Project: San Vicente Medical Offices Project/1-093791-1 ALT-A
File: ICU4

San Vicente Boulevard @ Wilshire Boulevard
Peak hr: MID-DAY
Annual Growth: 1.00%

Date: 06/16/2010
Date of Count: 2009
Projection Year: 2012

	2009 EXIST. TRAFFIC			2012 W/AMBIENT GROWTH			2012 W/RELATED PROJECTS				2012 W/PROJECT SITE TRAFFIC				2012 W/PROJECT MITIGATION			
	1		2 V/C	Added	Total	V/C	Added	Total		2 V/C	Added	Total		2 V/C	Added	Total		2 V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	158	1600	0.099	5	163	0.102	22	185	1600	0.115	4	189	1600	0.118	0	189	1600	0.118
Nb Thru	577	4800	0.120 *	17	594	0.124 *	255	849	4800	0.177 *	7	856	4800	0.178 *	0	856	4800	0.178 *
Nb Right	32	1600	0.020	1	33	0.021	14	47	1600	0.029	0	47	1600	0.029	0	47	1600	0.029
Sb Left	175	1600	0.109 *	5	180	0.113 *	158	338	1600	0.211 *	21	359	1600	0.225 *	0	359	1600	0.225 *
Sb Thru	580	4800	0.121	17	597	0.124	387	984	4800	0.205	10	994	4800	0.207	0	994	4800	0.207
Sb Right	122	1600	0.076	4	126	0.079	0	126	1600	0.079	32	158	1600	0.099	0	158	1600	0.099
Eb Left	63	1600	0.039	2	65	0.041	0	65	1600	0.041	0	65	1600	0.041	0	65	1600	0.041
Eb Thru	1021	4800	0.244 *	31	1052	0.252 *	221	1273	4800	0.304 *	-1	1272	4800	0.304 *	0	1272	4800	0.304 *
Eb Right	152	0	-	5	157	-	32	189	0	-	-1	188	0	-	0	188	0	-
Wb Left	24	1600	0.015 *	1	25	0.015 *	17	42	1600	0.026 *	0	42	1600	0.026 *	0	42	1600	0.026 *
Wb Thru	829	4800	0.211	25	854	0.218	194	1048	4800	0.284	4	1052	4800	0.287	0	1052	4800	0.287
Wb Right	186	0	-	6	192	-	122	314	0	-	11	325	0	-	0	325	0	-
Yellow Allowance:			0.100 *			0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.589			0.604				0.819				0.833				0.833
LOS			A			B				D				D				D

**Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

03:20 PM

LINSCOTT, LAW & GREENSPAN, ENGINEERS
236 N. Chester Avenue, Suite 200, Pasadena CA 91106
(626) 796.2322 Fax (626) 792.0941

INTERSECTION CAPACITY UTILIZATION

N-S St: San Vicente Boulevard
E-W St: Wilshire Boulevard
Project: San Vicente Medical Offices Project/1-093791-1 ALT-A
File: ICU4

San Vicente Boulevard @ Wilshire Boulevard
Peak hr: PM
Annual Growth: 1.00%

Date: 06/16/2010
Date of Count: 2009
Projection Year: 2012

	2009 EXIST. TRAFFIC			2012 W/AMBIENT GROWTH			2012 W/RELATED PROJECTS				2012 W/PROJECT SITE TRAFFIC				2012 W/PROJECT MITIGATION			
	1		2 V/C	Added	Total	V/C	Added	Total		2 V/C	Added	Total		2 V/C	Added	Total		2 V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	307	1600	0.192 *	9	316	0.198 *	22	338	1600	0.211 *	2	340	1600	0.213 *	0	340	1600	0.213 *
Nb Thru	967	4800	0.201	29	996	0.208	266	1262	4800	0.263	3	1265	4800	0.264	0	1265	4800	0.264
Nb Right	36	1600	0.023	1	37	0.023	15	52	1600	0.033	0	52	1600	0.033	0	52	1600	0.033
Sb Left	171	1600	0.107	5	176	0.110	178	354	1600	0.221	27	381	1600	0.238	0	381	1600	0.238
Sb Thru	1080	4800	0.225 *	32	1112	0.232 *	391	1503	4800	0.313 *	13	1516	4800	0.316 *	0	1516	4800	0.316 *
Sb Right	99	1600	0.062	3	102	0.064	0	102	1600	0.064	41	143	1600	0.089	0	143	1600	0.089
Eb Left	32	1600	0.020	1	33	0.021	0	33	1600	0.021	0	33	1600	0.021	0	33	1600	0.021
Eb Thru	1270	4800	0.271 *	38	1308	0.279 *	258	1566	4800	0.340 *	-1	1565	4800	0.340 *	0	1565	4800	0.340 *
Eb Right	32	0	-	1	33	-	35	68	0	-	-1	67	0	-	0	67	0	-
Wb Left	42	1600	0.026 *	1	43	0.027 *	12	55	1600	0.035 *	0	55	1600	0.035 *	0	55	1600	0.035 *
Wb Thru	938	4800	0.241	28	966	0.249	176	1142	4800	0.309	2	1144	4800	0.310	0	1144	4800	0.310
Wb Right	221	0	-	7	228	-	113	341	0	-	5	346	0	-	0	346	0	-
Yellow Allowance:			0.100 *			0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.814			0.836				1.000				1.003				1.003
LOS			D			D				E				F				F

**Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

03:20 PM

LINSCOTT, LAW & GREENSPAN, ENGINEERS
236 N. Chester Avenue, Suite 200, Pasadena CA 91106
(626) 796.2322 Fax (626) 792.0941

INTERSECTION CAPACITY UTILIZATION

N-S St: San Vicente Boulevard
E-W St: 6th Street
Project: San Vicente Medical Offices Project/1-093791-1 ALT-A
File: ICU5

San Vicente Boulevard @ 6th Street
Peak hr: AM
Annual Growth: 1.00%

Date: 06/16/2010
Date of Count: 2009
Projection Year: 2012

	2009 EXIST. TRAFFIC			2012 W/AMBIENT GROWTH			2012 W/RELATED PROJECTS				2012 W/PROJECT SITE TRAFFIC				2012 W/PROJECT MITIGATION			
	1		2 V/C	Added	Total	V/C	Added	Total		2 V/C	Added	Total		2 V/C	Added	Total		2 V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	0	0	0.000	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Nb Thru	1385	4800	0.293 *	42	1427	0.302 *	429	1856	4800	0.391 *	18	1874	4800	0.395 *	0	1874	4800	0.395 *
Nb Right	22	0	-	1	23	-	0	23	0	-	0	23	0	-	0	23	0	-
Sb Left	165	1600	0.103 *	5	170	0.106 *	1	171	1600	0.107 *	2	173	1600	0.108 *	0	173	1600	0.108 *
Sb Thru	788	4800	0.164	24	812	0.169	231	1043	4800	0.217	16	1059	4800	0.221	0	1059	4800	0.221
Sb Right	0	0	-	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Eb Left	0	0	0.000 *	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *
Eb Thru	0	0	0.000	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Eb Right	0	0	-	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Wb Left	230	1600	0.144	7	237	0.148	0	237	1600	0.148	0	237	1600	0.148	0	237	1600	0.148
Wb Thru	0	0	0.000	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Wb Right	263	1600	0.164 *	8	271	0.169 *	6	277	1600	0.173 *	3	280	1600	0.175 *	0	280	1600	0.175 *
Yellow Allowance:			0.100 *			0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.661			0.677				0.771				0.778				0.778
LOS			B			B				C				C				C

03:20 PM

**Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

LINSCOTT, LAW & GREENSPAN, ENGINEERS
236 N. Chester Avenue, Suite 200, Pasadena CA 91106
(626) 796.2322 Fax (626) 792.0941

INTERSECTION CAPACITY UTILIZATION

N-S St: San Vicente Boulevard
E-W St: 6th Street
Project: San Vicente Medical Offices Project/1-093791-1 ALT-A
File: ICU5

San Vicente Boulevard @ 6th Street
Peak hr: MID-DAY
Annual Growth: 1.00%

Date: 06/16/2010
Date of Count: 2009
Projection Year: 2012

	2009 EXIST. TRAFFIC			2012 W/AMBIENT GROWTH			2012 W/RELATED PROJECTS				2012 W/PROJECT SITE TRAFFIC				2012 W/PROJECT MITIGATION			
	1		2 V/C	Added	Total	V/C	Added	Total		2 V/C	Added	Total		2 V/C	Added	Total		2 V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	0	0	0.000	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Nb Thru	794	4800	0.173 *	24	818	0.178 *	375	1193	4800	0.256 *	25	1218	4800	0.262 *	0	1218	4800	0.262 *
Nb Right	37	0	-	1	38	-	0	38	0	-	0	38	0	-	0	38	0	-
Sb Left	177	1600	0.111 *	5	182	0.114 *	7	189	1600	0.118 *	6	195	1600	0.122 *	0	195	1600	0.122 *
Sb Thru	792	4800	0.165	24	816	0.170	546	1362	4800	0.284	63	1425	4800	0.297	0	1425	4800	0.297
Sb Right	0	0	-	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Eb Left	0	0	0.000 *	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *
Eb Thru	0	0	0.000	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Eb Right	0	0	-	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Wb Left	92	1600	0.058	3	95	0.059	0	95	1600	0.059	0	95	1600	0.059	0	95	1600	0.059
Wb Thru	0	0	0.000	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Wb Right	166	1600	0.104 *	5	171	0.107 *	3	174	1600	0.109 *	4	178	1600	0.111 *	0	178	1600	0.111 *
Yellow Allowance:			0.100 *			0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.488			0.499				0.584				0.595				0.595
LOS			A			A				A				A				A

03:20 PM

**Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

LINSCOTT, LAW & GREENSPAN, ENGINEERS
236 N. Chester Avenue, Suite 200, Pasadena CA 91106
(626) 796.2322 Fax (626) 792.0941

INTERSECTION CAPACITY UTILIZATION

N-S St: San Vicente Boulevard
E-W St: 6th Street
Project: San Vicente Medical Offices Project/1-093791-1 ALT-A
File: ICU5

San Vicente Boulevard @ 6th Street
Peak hr: PM
Annual Growth: 1.00%

Date: 06/16/2010
Date of Count: 2009
Projection Year: 2012

	2009 EXIST. TRAFFIC			2012 W/AMBIENT GROWTH			2012 W/RELATED PROJECTS				2012 W/PROJECT SITE TRAFFIC				2012 W/PROJECT MITIGATION			
	1		2 V/C	Added	Total	V/C	Added	Total		2 V/C	Added	Total		2 V/C	Added	Total		2 V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	0	0	0.000	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Nb Thru	923	4800	0.200 *	28	951	0.206 *	379	1330	4800	0.285 *	17	1347	4800	0.288 *	0	1347	4800	0.288 *
Nb Right	35	0	-	1	36	-	0	36	0	-	0	36	0	-	0	36	0	-
Sb Left	338	1600	0.211 *	10	348	0.218 *	7	355	1600	0.222 *	8	363	1600	0.227 *	0	363	1600	0.227 *
Sb Thru	1343	4800	0.280	40	1383	0.288	569	1952	4800	0.407	81	2033	4800	0.424	0	2033	4800	0.424
Sb Right	0	0	-	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Eb Left	0	0	0.000 *	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *
Eb Thru	0	0	0.000	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Eb Right	0	0	-	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Wb Left	117	1600	0.073	4	121	0.075	0	121	1600	0.075	0	121	1600	0.075	0	121	1600	0.075
Wb Thru	0	0	0.000	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Wb Right	202	1600	0.126 *	6	208	0.130 *	2	210	1600	0.131 *	2	212	1600	0.133 *	0	212	1600	0.133 *
Yellow Allowance:			0.100 *			0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.637			0.653				0.738				0.748				0.748
LOS			B			B				C				C				C

03:20 PM

**Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

LINSCOTT, LAW & GREENSPAN, ENGINEERS
236 N. Chester Avenue, Suite 200, Pasadena CA 91106
(626) 796.2322 Fax (626) 792.0941

INTERSECTION CAPACITY UTILIZATION

N-S St: Sweetzer Avenue
E-W St: 6th Street
Project: San Vicente Medical Offices Project/1-093791-1 ALT-A
File: ICU6

Sweetzer Avenue @ 6th Street
Peak hr: AM
Annual Growth: 1.00%

Date: 06/16/2010
Date of Count: 2009
Projection Year: 2012

	2009 EXIST. TRAFFIC			2012 W/AMBIENT GROWTH			2012 W/RELATED PROJECTS				2012 W/PROJECT SITE TRAFFIC				2012 W/PROJECT MITIGATION			
	1		2 V/C	Added	Total	V/C	Added	Total		2 V/C	Added	Total		2 V/C	Added	Total		2 V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	11	0	0.007	0	11	0.007	0	11	0	0.007	0	11	0	0.007	0	11	0	0.007
Nb Thru	19	1600	0.030	1	20	0.031 *	0	20	1600	0.031 *	0	20	1600	0.031 *	0	20	1600	0.031 *
Nb Right	18	0	-	1	19	-	0	19	0	-	0	19	0	-	0	19	0	-
Sb Left	28	0	0.018	1	29	0.018 *	0	29	0	0.018 *	0	29	0	0.018 *	0	29	0	0.018 *
Sb Thru	16	1600	0.041	0	16	0.042	0	16	1600	0.042	0	16	1600	0.042	0	16	1600	0.042
Sb Right	21	0	-	1	22	-	0	22	0	-	0	22	0	-	0	22	0	-
Eb Left	6	0	0.004 *	0	6	0.004 *	0	6	0	0.004 *	0	6	0	0.004 *	0	6	0	0.004 *
Eb Thru	148	1600	0.101	4	152	0.104	1	153	1600	0.104	2	155	1600	0.106	0	155	1600	0.106
Eb Right	7	0	-	0	7	-	0	7	0	-	0	7	0	-	0	7	0	-
Wb Left	18	0	0.011	1	19	0.012	0	19	0	0.012	0	19	0	0.012	0	19	0	0.012
Wb Thru	437	1600	0.291 *	13	450	0.299 *	6	456	1600	0.303 *	3	459	1600	0.305 *	0	459	1600	0.305 *
Wb Right	10	0	-	0	10	-	0	10	0	-	0	10	0	-	0	10	0	-
Yellow Allowance:			0.100 *			0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.442			0.452				0.456				0.458				0.458
LOS			A			A				A				A				A

03:20 PM

**Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

LINSCOTT, LAW & GREENSPAN, ENGINEERS
236 N. Chester Avenue, Suite 200, Pasadena CA 91106
(626) 796.2322 Fax (626) 792.0941

INTERSECTION CAPACITY UTILIZATION

N-S St: Sweetzer Avenue
E-W St: 6th Street
Project: San Vicente Medical Offices Project/1-093791-1 ALT-A
File: ICU6

Sweetzer Avenue @ 6th Street
Peak hr: MID-DAY
Annual Growth: 1.00%

Date: 06/16/2010
Date of Count: 2009
Projection Year: 2012

	2009 EXIST. TRAFFIC			2012 W/AMBIENT GROWTH			2012 W/RELATED PROJECTS				2012 W/PROJECT SITE TRAFFIC				2012 W/PROJECT MITIGATION			
	1		2 V/C	Added	Total	V/C	Added	Total		2 V/C	Added	Total		2 V/C	Added	Total		2 V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	10	0	0.006	0	10	0.006	0	10	0	0.006	0	10	0	0.006	0	10	0	0.006
Nb Thru	24	1600	0.039 *	1	25	0.040 *	0	25	1600	0.040 *	0	25	1600	0.040 *	0	25	1600	0.040 *
Nb Right	28	0	-	1	29	-	0	29	0	-	0	29	0	-	0	29	0	-
Sb Left	36	0	0.023 *	1	37	0.023 *	0	37	0	0.023 *	0	37	0	0.023 *	0	37	0	0.023 *
Sb Thru	23	1600	0.054	1	24	0.055	0	24	1600	0.055	0	24	1600	0.055	0	24	1600	0.055
Sb Right	27	0	-	1	28	-	0	28	0	-	0	28	0	-	0	28	0	-
Eb Left	10	0	0.006 *	0	10	0.006 *	0	10	0	0.006 *	0	10	0	0.006 *	0	10	0	0.006 *
Eb Thru	169	1600	0.121	5	174	0.125	7	181	1600	0.129	6	187	1600	0.133	0	187	1600	0.133
Eb Right	15	0	-	0	15	-	0	15	0	-	0	15	0	-	0	15	0	-
Wb Left	10	0	0.006	0	10	0.006	0	10	0	0.006	0	10	0	0.006	0	10	0	0.006
Wb Thru	260	1600	0.190 *	8	268	0.196 *	3	271	1600	0.198 *	4	275	1600	0.200 *	0	275	1600	0.200 *
Wb Right	34	0	-	1	35	-	0	35	0	-	0	35	0	-	0	35	0	-
Yellow Allowance:			0.100 *			0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.358			0.365				0.367				0.370				0.370
LOS			A			A				A				A				A

03:20 PM

**Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

LINSCOTT, LAW & GREENSPAN, ENGINEERS
236 N. Chester Avenue, Suite 200, Pasadena CA 91106
(626) 796.2322 Fax (626) 792.0941

INTERSECTION CAPACITY UTILIZATION

N-S St: Sweetzer Avenue
E-W St: 6th Street
Project: San Vicente Medical Offices Project/1-093791-1 ALT-A
File: ICU6

Sweetzer Avenue @ 6th Street
Peak hr: PM
Annual Growth: 1.00%

Date: 06/16/2010
Date of Count: 2009
Projection Year: 2012

	2009 EXIST. TRAFFIC			2012 W/AMBIENT GROWTH			2012 W/RELATED PROJECTS				2012 W/PROJECT SITE TRAFFIC				2012 W/PROJECT MITIGATION			
	1	2	V/C	Added	Total	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	11	0	0.007	0	11	0.007	0	11	0	0.007	0	11	0	0.007	0	11	0	0.007
Nb Thru	60	1600	0.069 *	2	62	0.071 *	0	62	1600	0.071 *	0	62	1600	0.071 *	0	62	1600	0.071 *
Nb Right	39	0	-	1	40	-	0	40	0	-	0	40	0	-	0	40	0	-
Sb Left	35	0	0.022 *	1	36	0.023 *	0	36	0	0.023 *	0	36	0	0.023 *	0	36	0	0.023 *
Sb Thru	29	1600	0.058	1	30	0.059	0	30	1600	0.059	0	30	1600	0.059	0	30	1600	0.059
Sb Right	28	0	-	1	29	-	0	29	0	-	0	29	0	-	0	29	0	-
Eb Left	11	0	0.007	0	11	0.007	0	11	0	0.007	0	11	0	0.007	0	11	0	0.007
Eb Thru	393	1600	0.264 *	12	405	0.272 *	7	412	1600	0.277 *	8	420	1600	0.282 *	0	420	1600	0.282 *
Eb Right	19	0	-	1	20	-	0	20	0	-	0	20	0	-	0	20	0	-
Wb Left	12	0	0.008 *	0	12	0.008 *	0	12	0	0.008 *	0	12	0	0.008 *	0	12	0	0.008 *
Wb Thru	306	1600	0.214	9	315	0.220	2	317	1600	0.221	2	319	1600	0.223	0	319	1600	0.223
Wb Right	24	0	-	1	25	-	0	25	0	-	0	25	0	-	0	25	0	-
Yellow Allowance:			0.100 *			0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.463			0.473				0.478				0.483				0.483
LOS			A			A				A				A				A

03:20 PM

**Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

LINSCOTT, LAW & GREENSPAN, ENGINEERS
236 N. Chester Avenue, Suite 200, Pasadena CA 91106
(626) 796.2322 Fax (626) 792.0941

INTERSECTION CAPACITY UTILIZATION

N-S St: La Jolla Avenue
E-W St: Wilshire Boulevard
Project: San Vicente Medical Offices Project/1-093791-1 ALT-A
File: ICU7

La Jolla Avenue @ Wilshire Boulevard
Peak hr: AM
Annual Growth: 1.00%

Date: 06/16/2010
Date of Count: 2009
Projection Year: 2012

	2009 EXIST. TRAFFIC			2012 W/AMBIENT GROWTH			2012 W/RELATED PROJECTS				2012 W/PROJECT SITE TRAFFIC				2012 W/PROJECT MITIGATION			
	1		2 V/C	Added	Total	V/C	Added	Total		2 V/C	Added	Total		2 V/C	Added	Total		2 V/C
Movement	**Volume**	**Capacity**	**Ratio**	**Volume**	**Volume**	**Ratio**	**Volume**	**Volume**	**Capacity**	**Ratio**	**Volume**	**Volume**	**Capacity**	**Ratio**	**Volume**	**Volume**	**Capacity**	**Ratio**
Nb Left	1	0	0.001 *	0	1	0.001 *	0	1	0	0.001 *	0	1	0	0.001 *	0	1	0	0.001 *
Nb Thru	1	1600	0.004	0	1	0.004	0	1	1600	0.004	0	1	1600	0.004	0	1	1600	0.004
Nb Right	4	0	-	0	4	-	0	4	0	-	0	4	0	-	0	4	0	-
Sb Left	86	0	0.054	3	89	0.055	0	89	0	0.055	0	89	0	0.055	0	89	0	0.055
Sb Thru	2	1600	0.211 *	0	2	0.218 *	0	2	1600	0.218 *	0	2	1600	0.218 *	0	2	1600	0.218 *
Sb Right	250	0	-	8	258	-	0	258	0	-	0	258	0	-	0	258	0	-
Eb Left	45	1600	0.028 *	1	46	0.029 *	0	46	1600	0.029 *	0	46	1600	0.029 *	0	46	1600	0.029 *
Eb Thru	954	4800	0.199	29	983	0.205	207	1190	4800	0.248	4	1194	4800	0.249	0	1194	4800	0.249
Eb Right	2	0	-	0	2	-	0	2	0	-	0	2	0	-	0	2	0	-
Wb Left	11	1600	0.007	0	11	0.007	0	11	1600	0.007	0	11	1600	0.007	0	11	1600	0.007
Wb Thru	1583	4800	0.347 *	47	1630	0.357 *	367	1997	4800	0.434 *	12	2009	4800	0.436 *	0	2009	4800	0.436 *
Wb Right	83	0	-	2	85	-	0	85	0	-	0	85	0	-	0	85	0	-
Yellow Allowance:			0.100 *			0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.687			0.705				0.781				0.784				0.784
LOS			B			C				C				C				C

03:20 PM

**Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

LINSCOTT, LAW & GREENSPAN, ENGINEERS
236 N. Chester Avenue, Suite 200, Pasadena CA 91106
(626) 796.2322 Fax (626) 792.0941

INTERSECTION CAPACITY UTILIZATION

N-S St: La Jolla Avenue
E-W St: Wilshire Boulevard
Project: San Vicente Medical Offices Project/1-093791-1 ALT-A
File: ICU7

La Jolla Avenue @ Wilshire Boulevard
Peak hr: MID-DAY
Annual Growth: 1.00%

Date: 06/16/2010
Date of Count: 2009
Projection Year: 2012

	2009 EXIST. TRAFFIC			2012 W/AMBIENT GROWTH			2012 W/RELATED PROJECTS				2012 W/PROJECT SITE TRAFFIC				2012 W/PROJECT MITIGATION			
	1		2 V/C	Added	Total	V/C	Added	Total		2 V/C	Added	Total		2 V/C	Added	Total		2 V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	7	0	0.004 *	0	7	0.005 *	0	7	0	0.005 *	0	7	0	0.005 *	0	7	0	0.005 *
Nb Thru	3	1600	0.013	0	3	0.014	0	3	1600	0.014	0	3	1600	0.014	0	3	1600	0.014
Nb Right	11	0	-	0	11	-	0	11	0	-	0	11	0	-	0	11	0	-
Sb Left	82	0	0.051	2	84	0.053	0	84	0	0.053	0	84	0	0.053	0	84	0	0.053
Sb Thru	4	1600	0.111 *	0	4	0.115 *	0	4	1600	0.115 *	0	4	1600	0.115 *	0	4	1600	0.115 *
Sb Right	92	0	-	3	95	-	0	95	0	-	0	95	0	-	0	95	0	-
Eb Left	74	1600	0.046 *	2	76	0.048 *	0	76	1600	0.048 *	0	76	1600	0.048 *	0	76	1600	0.048 *
Eb Thru	1145	4800	0.241	34	1179	0.248	393	1572	4800	0.330	12	1584	4800	0.332	0	1584	4800	0.332
Eb Right	10	0	-	0	10	-	0	10	0	-	0	10	0	-	0	10	0	-
Wb Left	7	1600	0.004	0	7	0.005	0	7	1600	0.005	0	7	1600	0.005	0	7	1600	0.005
Wb Thru	967	4800	0.220 *	29	996	0.226 *	332	1328	4800	0.296 *	14	1342	4800	0.298 *	0	1342	4800	0.298 *
Wb Right	88	0	-	3	91	-	0	91	0	-	0	91	0	-	0	91	0	-
Yellow Allowance:			0.100 *			0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.482			0.493				0.562				0.565				0.565
LOS			A			A				A				A				A

03:20 PM

**Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

LINSCOTT, LAW & GREENSPAN, ENGINEERS
236 N. Chester Avenue, Suite 200, Pasadena CA 91106
(626) 796.2322 Fax (626) 792.0941

INTERSECTION CAPACITY UTILIZATION

N-S St: La Jolla Avenue
E-W St: Wilshire Boulevard
Project: San Vicente Medical Offices Project/1-093791-1 ALT-A
File: ICU7

La Jolla Avenue @ Wilshire Boulevard
Peak hr: PM
Annual Growth: 1.00%

Date: 06/16/2010
Date of Count: 2009
Projection Year: 2012

	2009 EXIST. TRAFFIC			2012 W/AMBIENT GROWTH			2012 W/RELATED PROJECTS				2012 W/PROJECT SITE TRAFFIC				2012 W/PROJECT MITIGATION			
	1		2 V/C	Added	Total	V/C	Added	Total		2 V/C	Added	Total		2 V/C	Added	Total		2 V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	15	0	0.009 *	0	15	0.010 *	0	15	0	0.010 *	0	15	0	0.010 *	0	15	0	0.010 *
Nb Thru	9	1600	0.038	0	9	0.039	0	9	1600	0.039	0	9	1600	0.039	0	9	1600	0.039
Nb Right	37	0	-	1	38	-	0	38	0	-	0	38	0	-	0	38	0	-
Sb Left	84	0	0.053	3	87	0.054	0	87	0	0.054	0	87	0	0.054	0	87	0	0.054
Sb Thru	4	1600	0.103 *	0	4	0.106 *	0	4	1600	0.106 *	0	4	1600	0.106 *	0	4	1600	0.106 *
Sb Right	76	0	-	2	78	-	0	78	0	-	0	78	0	-	0	78	0	-
Eb Left	113	1600	0.071	3	116	0.073	0	116	1600	0.073	0	116	1600	0.073	0	116	1600	0.073
Eb Thru	1558	4800	0.326 *	47	1605	0.336 *	451	2056	4800	0.430 *	16	2072	4800	0.433 *	0	2072	4800	0.433 *
Eb Right	6	0	-	0	6	-	0	6	0	-	0	6	0	-	0	6	0	-
Wb Left	6	1600	0.004 *	0	6	0.004 *	0	6	1600	0.004 *	0	6	1600	0.004 *	0	6	1600	0.004 *
Wb Thru	1039	4800	0.233	31	1070	0.240	301	1371	4800	0.303	6	1377	4800	0.304	0	1377	4800	0.304
Wb Right	80	0	-	2	82	-	0	82	0	-	0	82	0	-	0	82	0	-
Yellow Allowance:			0.100 *			0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.541			0.555				0.649				0.652				0.652
LOS			A			A				B				B				B

**Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

03:20 PM

LINSCOTT, LAW & GREENSPAN, ENGINEERS
236 N. Chester Ave., Suite 200 Pasadena, CA 91106
626.796.2322 Fax 626.792.0941

CRITICAL MOVEMENT ANALYSIS

N-S St: San Vicente Boulevard
E-W St: Gale Drive-Orlando Avenue
Project: San Vicente Medical Offices Project/1-093791-1 ALT-A
File Name: CMA2
Counts by: City Traffic Counters

San Vicente Boulevard @ Gale Drive-Orlando Avenue
Peak Hour: AM
Annual Growth: 1.00%

Date: 06/16/2010
Date of Count: 2009
Projection Year: 2012

CITY OF LOS ANGELES METHODOLOGY

	2009 EXIST. TRAFFIC			2012 W/ AMBIENT GROWTH				2012 W/ OTHER PROJECTS				2012 W/ PROPOSED PROJECT				2012 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	27	1	27	1	28	1	28	0	28	1	28	19	47	1	47	0	47	1	47
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	1492	2	512	45	1537	2	527	435	1972	2	672	2	1974	2	673	0	1974	2	673
Comb. T-R		1	512			1	527			1	672			1	673			1	673
NB Right	43	0	-	1	44	0	-	0	44	0	-	0	44	0	-	0	44	0	-
Comb. L-T-R -		0				0				0				0				0	
SB Left	34	1	34	1	35	1	35	0	35	1	35	0	35	1	35	0	35	1	35
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	794	2	281	24	818	2	290	232	1050	2	367	21	1071	2	373	0	1071	2	373
Comb. T-R		1	281			1	290			1	367			1	373			1	373
SB Right	50	0	-	2	52	0	-	0	52	0	-	-4	48	0	-	0	48	0	-
Comb. L-T-R -		0				0				0				0				0	
EB Left	39	0	-	1	40	0	-	0	40	0	-	0	40	0	-	0	40	0	-
Comb. L-T		1	95			1	98			1	98			1	98			1	98
EB Thru	56	0	-	2	58	0	-	0	58	0	-	0	58	0	-	0	58	0	-
Comb. T-R		0	-			0	-			0	-			0	-			0	-
EB Right	13	1	13	0	13	1	13	0	13	1	13	25	38	1	38	0	38	1	38
Comb. L-T-R -		0				0				0				0				0	
WB Left	86	0	-	3	89	0	-	0	89	0	-	4	93	0	-	0	93	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	307	0	417	9	316	0	430	0	316	0	430	-1	315	0	433	0	315	0	433
Comb. T-R		0	-			0	-			0	-			0	-			0	-
WB Right	24	0	-	1	25	0	-	0	25	0	-	0	25	0	-	0	25	0	-
Comb. L-T-R -		1				1				1				1				1	
Crit. Volumes:		N-S:	546			N-S:	562			N-S:	707			N-S:	708			N-S:	708
		E-W:	456			E-W:	470			E-W:	470			E-W:	473			E-W:	473
		SUM:	1002			SUM:	1032			SUM:	1177			SUM:	1180			SUM:	1180
No. of Phases:			3				3				3				3				3
(N/A=0, ATSAC=1, ATCS=2) [1]			*2*				*2*				*2*				*2*				*2*
Volume / Capacity:			0.603				0.624				0.726				0.728				0.728
Level of Service:			B				B				C				C				C

Assumptions:
Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.
[1] The volume to capacity ratios have been reduced by 0.10 to account for the installation of the City of Los Angeles Miracle Mile ATSAC/ATCS system improvements.

LINSCOTT, LAW & GREENSPAN, ENGINEERS
236 N. Chester Ave., Suite 200 Pasadena, CA 91106
626.796.2322 Fax 626.792.0941

CRITICAL MOVEMENT ANALYSIS

N-S St: San Vicente Boulevard
E-W St: Gale Drive-Orlando Avenue
Project: San Vicente Medical Offices Project/1-093791-1 ALT-A
File Name: CMA2
Counts by: City Traffic Counters

San Vicente Boulevard @ Gale Drive-Orlando Avenue
Peak Hour: MID-DAY
Annual Growth: 1.00%

Date: 06/16/2010
Date of Count: 2009
Projection Year: 2012

CITY OF LOS ANGELES METHODOLOGY

	2009 EXIST. TRAFFIC			2012 W/ AMBIENT GROWTH				2012 W/ OTHER PROJECTS				2012 W/ PROPOSED PROJECT				2012 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	43	1	43	1	44	1	44	21	65	1	65	0	65	1	65	0	65	1	65
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	896	2	319	27	923	2	328	7	930	2	331	378	1308	2	457	0	1308	2	457
Comb. T-R		1	319			1	328			1	331			1	457			1	457
NB Right	60	0	-	2	62	0	-	0	62	0	-	0	62	0	-	0	62	0	-
Comb. L-T-R -		0				0				0				0				0	
SB Left	58	1	58	2	60	1	60	0	60	1	60	0	60	1	60	0	60	1	60
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	855	2	299	26	881	2	308	21	902	2	315	553	1455	2	499	0	1455	2	499
Comb. T-R		1	299			1	308			1	315			1	499			1	499
SB Right	42	0	-	1	43	0	-	-1	42	0	-	0	42	0	-	0	42	0	-
Comb. L-T-R -		0				0				0				0				0	
EB Left	68	0	-	2	70	0	-	0	70	0	-	0	70	0	-	0	70	0	-
Comb. L-T		1	230			1	237			1	236			1	236			1	236
EB Thru	162	0	-	5	167	0	-	-1	166	0	-	0	166	0	-	0	166	0	-
Comb. T-R		0	-			0	-			0	-			0	-			0	-
EB Right	33	1	33	1	34	1	34	23	57	1	57	0	57	1	57	0	57	1	57
Comb. L-T-R -		0				0				0				0				0	
WB Left	67	0	-	2	69	0	-	4	73	0	-	0	73	0	-	0	73	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	179	0	253	5	184	0	261	0	184	0	265	0	184	0	265	0	184	0	265
Comb. T-R		0	-			0	-			0	-			0	-			0	-
WB Right	7	0	-	0	7	0	-	0	7	0	-	0	7	0	-	0	7	0	-
Comb. L-T-R -		1				1				1				1				1	
Crit. Volumes:	N-S:		377			N-S:	388			N-S:	390			N-S:	564			N-S:	564
	E-W:		321			E-W:	331			E-W:	335			E-W:	335			E-W:	335
	SUM:		698			SUM:	719			SUM:	725			SUM:	899			SUM:	899
No. of Phases:			3				3				3				3				3
(N/A=0, ATSAC=1, ATCS=2) [1]			*2*				*2*				*2*				*2*				*2*
Volume / Capacity:			0.390				0.404				0.409				0.531				0.531
Level of Service:			A				A				A				A				A

Assumptions:
Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.
[1] The volume to capacity ratios have been reduced by 0.10 to account for the installation of the City of Los Angeles Miracle Mile ATSAC/ATCS system improvements.

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236 N. Chester Ave., Suite 200 Pasadena, CA 91106
626.796.2322 Fax 626.792.0941

CRITICAL MOVEMENT ANALYSIS

N-S St: San Vicente Boulevard
E-W St: Gale Drive-Orlando Avenue
Project: San Vicente Medical Offices Project/1-093791-1 ALT-A
File Name: CMA2
Counts by: City Traffic Counters

San Vicente Boulevard @ Gale Drive-Orlando Avenue
Peak Hour: PM
Annual Growth: 1.00%

Date: 06/16/2010
Date of Count: 2009
Projection Year: 2012

CITY OF LOS ANGELES METHODOLOGY

	2009 EXIST. TRAFFIC			2012 W/ AMBIENT GROWTH				2012 W/ OTHER PROJECTS				2012 W/ PROPOSED PROJECT				2012 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	35	1	35	1	36	1	36	10	46	1	46	0	46	1	46	0	46	1	46
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	1019	2	365	31	1050	2	376	9	1059	2	379	382	1441	2	506	0	1441	2	506
Comb. T-R		1	365			1	376			1	379			1	506			1	506
NB Right	75	0	-	2	77	0	-	0	77	0	-	0	77	0	-	0	77	0	-
Comb. L-T-R -		0				0				0				0				0	
SB Left	76	1	76	2	78	1	78	0	78	1	78	0	78	1	78	0	78	1	78
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	1412	2	482	42	1454	2	496	10	1464	2	499	576	2040	2	691	0	2040	2	691
Comb. T-R		1	482			1	496			1	499			1	691			1	691
SB Right	33	0	-	1	34	0	-	-1	33	0	-	0	33	0	-	0	33	0	-
Comb. L-T-R -		0				0				0				0				0	
EB Left	68	0	-	2	70	0	-	1	71	0	-	0	71	0	-	0	71	0	-
Comb. L-T		1	308			1	317			1	317			1	317			1	317
EB Thru	240	0	-	7	247	0	-	-1	246	0	-	0	246	0	-	0	246	0	-
Comb. T-R		0	-			0	-			0	-			0	-			0	-
EB Right	39	1	39	1	40	1	40	9	49	1	49	0	49	1	49	0	49	1	49
Comb. L-T-R -		0				0				0				0				0	
WB Left	85	0	-	3	88	0	-	2	90	0	-	0	90	0	-	0	90	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	182	0	274	5	187	0	282	0	187	0	284	0	187	0	284	0	187	0	284
Comb. T-R		0	-			0	-			0	-			0	-			0	-
WB Right	7	0	-	0	7	0	-	0	7	0	-	0	7	0	-	0	7	0	-
Comb. L-T-R -		1				1				1				1				1	
Crit. Volumes:		N-S:	517			N-S:	532			N-S:	545			N-S:	737			N-S:	737
		E-W:	342			E-W:	352			E-W:	355			E-W:	355			E-W:	355
		SUM:	859			SUM:	884			SUM:	900			SUM:	1092			SUM:	1092
No. of Phases:			3				3				3				3				3
(N/A=0, ATSAC=1, ATCS=2) [1]			*2*				*2*				*2*				*2*				*2*
Volume / Capacity:			0.503				0.521				0.532				0.667				0.667
Level of Service:			A				A				A				B				B

Assumptions:
Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.
[1] The volume to capacity ratios have been reduced by 0.10 to account for the installation of the City of Los Angeles Miracle Mile ATSAC/ATCS system improvements.

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626.796.2322 Fax 626.792.0941

CRITICAL MOVEMENT ANALYSIS

N-S St: San Vicente Boulevard
E-W St: 6th Street
Project: San Vicente Medical Offices Project/1-093791-1 ALT-A
File Name: CMA5
Counts by: City Traffic Counters

San Vicente Boulevard @ 6th Street
Peak Hour: AM
Annual Growth: 1.00%

Date: 06/16/2010
Date of Count: 2009
Projection Year: 2012

CITY OF LOS ANGELES METHODOLOGY

	2009 EXIST. TRAFFIC			2012 W/ AMBIENT GROWTH				2012 W/ OTHER PROJECTS				2012 W/ PROPOSED PROJECT				2012 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	1385	2	469	42	1427	2	483	429	1856	2	626	18	1874	2	632	0	1874	2	632
Comb. T-R		1	469			1	483			1	626			1	632			1	632
NB Right	22	0	-	1	23	0	-	0	23	0	-	0	23	0	-	0	23	0	-
Comb. L-T-R -		0				0				0				0				0	
SB Left	165	1	165	5	170	1	170	1	171	1	171	2	173	1	173	0	173	1	173
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	788	3	263	24	812	3	271	231	1043	3	348	16	1059	3	353	0	1059	3	353
Comb. T-R		0	-			0	-			0	-			0	-			0	-
SB Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T-R -		0				0				0				0				0	
EB Left	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. T-R		0	-			0	-			0	-			0	-			0	-
EB Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T-R -		0				0				0				0				0	
WB Left	230	1	230	7	237	1	237	0	237	1	237	0	237	1	237	0	237	1	237
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. T-R		0	-			0	-			0	-			0	-			0	-
WB Right	263	1	263	8	271	1	271	6	277	1	277	3	280	1	280	0	280	1	280
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:		N-S:	634			N-S:	653			N-S:	797			N-S:	805			N-S:	805
		E-W:	230			E-W:	237			E-W:	237			E-W:	237			E-W:	237
		SUM:	864			SUM:	890			SUM:	1034			SUM:	1042			SUM:	1042
No. of Phases:			3				3				3				3				3
(N/A=0, ATSAC=1, ATCS=2) [1]			*2*				*2*				*2*				*2*				*2*
Volume / Capacity:			0.506				0.525				0.626				0.631				0.631
Level of Service:			A				A				B				B				B

Assumptions:
Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.
[1] The volume to capacity ratios have been reduced by 0.10 to account for the installation of the City of Los Angeles Miracle Mile ATSAC/ATCS system improvements.

LINSCOTT, LAW & GREENSPAN, ENGINEERS
236 N. Chester Ave., Suite 200 Pasadena, CA 91106
626.796.2322 Fax 626.792.0941

CRITICAL MOVEMENT ANALYSIS

N-S St: San Vicente Boulevard
E-W St: 6th Street
Project: San Vicente Medical Offices Project/1-093791-1 ALT-A
File Name: CMA5
Counts by: City Traffic Counters

San Vicente Boulevard @ 6th Street
Peak Hour: MID-DAY
Annual Growth: 1.00%

Date: 06/16/2010
Date of Count: 2009
Projection Year: 2012

CITY OF LOS ANGELES METHODOLOGY

	2009 EXIST. TRAFFIC			2012 W/ AMBIENT GROWTH				2012 W/ OTHER PROJECTS				2012 W/ PROPOSED PROJECT				2012 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	794	2	277	24	818	2	285	25	843	2	294	375	1218	2	419	0	1218	2	419
Comb. T-R		1	277			1	285			1	294			1	419			1	419
NB Right	37	0	-	1	38	0	-	0	38	0	-	0	38	0	-	0	38	0	-
Comb. L-T-R -		0				0				0				0				0	
SB Left	177	1	177	5	182	1	182	6	188	1	188	7	195	1	195	0	195	1	195
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	792	3	264	24	816	3	272	63	879	3	293	546	1425	3	475	0	1425	3	475
Comb. T-R		0	-			0	-			0	-			0	-			0	-
SB Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T-R -		0				0				0				0				0	
EB Left	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. T-R		0	-			0	-			0	-			0	-			0	-
EB Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T-R -		0				0				0				0				0	
WB Left	92	1	92	3	95	1	95	0	95	1	95	0	95	1	95	0	95	1	95
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. T-R		0	-			0	-			0	-			0	-			0	-
WB Right	166	1	166	5	171	1	171	4	175	1	175	3	178	1	178	0	178	1	178
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:		N-S:	454			N-S:	468			N-S:	482			N-S:	614			N-S:	614
		E-W:	92			E-W:	95			E-W:	95			E-W:	95			E-W:	95
		SUM:	546			SUM:	562			SUM:	577			SUM:	709			SUM:	709
No. of Phases:			3				3				3				3				3
(N/A=0, ATSAC=1, ATCS=2) [1]			*2*				*2*				*2*				*2*				*2*
Volume / Capacity:			0.283				0.295				0.305				0.397				0.397
Level of Service:			A				A				A				A				A

Assumptions:
Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.
[1] The volume to capacity ratios have been reduced by 0.10 to account for the installation of the City of Los Angeles Miracle Mile ATSAC/ATCS system improvements.

LINSCOTT, LAW & GREENSPAN, ENGINEERS
236 N. Chester Ave., Suite 200 Pasadena, CA 91106
626.796.2322 Fax 626.792.0941

CRITICAL MOVEMENT ANALYSIS

N-S St: San Vicente Boulevard
E-W St: 6th Street
Project: San Vicente Medical Offices Project/1-093791-1 ALT-A
File Name: CMA5
Counts by: City Traffic Counters

San Vicente Boulevard @ 6th Street
Peak Hour: PM
Annual Growth: 1.00%

Date: 06/16/2010
Date of Count: 2009
Projection Year: 2012

CITY OF LOS ANGELES METHODOLOGY

	2009 EXIST. TRAFFIC			2012 W/ AMBIENT GROWTH				2012 W/ OTHER PROJECTS				2012 W/ PROPOSED PROJECT				2012 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	923	2	319	28	951	2	329	17	968	2	335	379	1347	2	461	0	1347	2	461
Comb. T-R		1	319			1	329			1	335			1	461			1	461
NB Right	35	0	-	1	36	0	-	0	36	0	-	0	36	0	-	0	36	0	-
Comb. L-T-R -		0				0				0				0				0	
SB Left	338	1	338	10	348	1	348	8	356	1	356	7	363	1	363	0	363	1	363
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	1343	3	448	40	1383	3	461	81	1464	3	488	569	2033	3	678	0	2033	3	678
Comb. T-R		0	-			0	-			0	-			0	-			0	-
SB Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T-R -		0				0				0				0				0	
EB Left	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. T-R		0	-			0	-			0	-			0	-			0	-
EB Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T-R -		0				0				0				0				0	
WB Left	117	1	117	4	121	1	121	0	121	1	121	0	121	1	121	0	121	1	121
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. T-R		0	-			0	-			0	-			0	-			0	-
WB Right	202	1	202	6	208	1	208	2	210	1	210	2	212	1	212	0	212	1	212
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:		N-S:	657			N-S:	677			N-S:	691			N-S:	824			N-S:	824
		E-W:	117			E-W:	121			E-W:	121			E-W:	121			E-W:	121
		SUM:	774			SUM:	798			SUM:	811			SUM:	945			SUM:	945
No. of Phases:			3				3				3				3				3
(N/A=0, ATSAC=1, ATCS=2) [1]			2				2				2				2				2
Volume / Capacity:			0.443				0.460				0.469				0.563				0.563
Level of Service:			A				A				A				A				A

Assumptions:
Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.
[1] The volume to capacity ratios have been reduced by 0.10 to account for the installation of the City of Los Angeles Miracle Mile ATSAC/ATCS system improvements.

LINSCOTT, LAW & GREENSPAN, ENGINEERS
236 N. Chester Ave., Suite 200 Pasadena, CA 91106
626.796.2322 Fax 626.792.0941

CRITICAL MOVEMENT ANALYSIS

N-S St: Sweetzer Avenue
E-W St: 6th Street
Project: San Vicente Medical Offices Project/1-093791-1 ALT-A
File Name: CMA6
Counts by: City Traffic Counters

Sweetzer Avenue @ 6th Street
Peak Hour: AM
Annual Growth: 1.00%

Date: 06/16/2010
Date of Count: 2009
Projection Year: 2012

CITY OF LOS ANGELES METHODOLOGY

	2009 EXIST. TRAFFIC			2012 W/ AMBIENT GROWTH				2012 W/ OTHER PROJECTS				2012 W/ PROPOSED PROJECT				2012 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	11	0	-	0	11	0	-	0	11	0	-	0	11	0	-	0	11	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	19	0	48	1	20	0	49	0	20	0	49	0	20	0	49	0	20	0	49
Comb. T-R		0	-			0	-			0	-			0	-			0	-
NB Right	18	0	-	1	19	0	-	0	19	0	-	0	19	0	-	0	19	0	-
Comb. L-T-R -		1				1				1				1				1	
SB Left	28	0	-	1	29	0	-	0	29	0	-	0	29	0	-	0	29	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	16	0	65	0	16	0	67	0	16	0	67	0	16	0	67	0	16	0	67
Comb. T-R		0	-			0	-			0	-			0	-			0	-
SB Right	21	0	-	1	22	0	-	0	22	0	-	0	22	0	-	0	22	0	-
Comb. L-T-R -		1				1				1				1				1	
EB Left	6	0	-	0	6	0	-	0	6	0	-	0	6	0	-	0	6	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	148	0	161	4	152	0	166	1	153	0	167	2	155	0	169	0	155	0	169
Comb. T-R		0	-			0	-			0	-			0	-			0	-
EB Right	7	0	-	0	7	0	-	0	7	0	-	0	7	0	-	0	7	0	-
Comb. L-T-R -		1				1				1				1				1	
WB Left	18	0	-	1	19	0	-	0	19	0	-	0	19	0	-	0	19	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	437	0	465	13	450	0	479	6	456	0	485	3	459	0	488	0	459	0	488
Comb. T-R		0	-			0	-			0	-			0	-			0	-
WB Right	10	0	-	0	10	0	-	0	10	0	-	0	10	0	-	0	10	0	-
Comb. L-T-R -		1				1				1				1				1	
Crit. Volumes:		N-S:	76			N-S:	78			N-S:	78			N-S:	78			N-S:	78
		E-W:	471			E-W:	485			E-W:	491			E-W:	494			E-W:	494
		SUM:	547			SUM:	563			SUM:	569			SUM:	572			SUM:	572
No. of Phases:			2				2				2				2				2
(N/A=0, ATSAC=1, ATCS=2) [1]			2				2				2				2				2
Volume / Capacity:			0.265				0.276				0.280				0.282				0.282
Level of Service:			A				A				A				A				A

Assumptions:
Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.
[1] The volume to capacity ratios have been reduced by 0.10 to account for the installation of the City of Los Angeles Miracle Mile ATSAC/ATCS system improvements.

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CRITICAL MOVEMENT ANALYSIS

N-S St: Sweetzer Avenue
E-W St: 6th Street
Project: San Vicente Medical Offices Project/1-093791-1 ALT-A
File Name: CMA6
Counts by: City Traffic Counters

Sweetzer Avenue @ 6th Street
Peak Hour: MID-DAY
Annual Growth: 1.00%

CITY OF LOS ANGELES METHODOLOGY

Date: 06/16/2010
Date of Count: 2009
Projection Year: 2012

	2009 EXIST. TRAFFIC			2012 W/ AMBIENT GROWTH				2012 W/ OTHER PROJECTS				2012 W/ PROPOSED PROJECT				2012 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	10	0	-	0	10	0	-	0	10	0	-	0	10	0	-	0	10	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	24	0	62	1	25	0	64	0	25	0	64	0	25	0	64	0	25	0	64
Comb. T-R		0	-			0	-			0	-			0	-			0	-
NB Right	28	0	-	1	29	0	-	0	29	0	-	0	29	0	-	0	29	0	-
Comb. L-T-R -		1				1				1				1				1	
SB Left	36	0	-	1	37	0	-	0	37	0	-	0	37	0	-	0	37	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	23	0	86	1	24	0	89	0	24	0	89	0	24	0	89	0	24	0	89
Comb. T-R		0	-			0	-			0	-			0	-			0	-
SB Right	27	0	-	1	28	0	-	0	28	0	-	0	28	0	-	0	28	0	-
Comb. L-T-R -		1				1				1				1				1	
EB Left	10	0	-	0	10	0	-	0	10	0	-	0	10	0	-	0	10	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	169	0	194	5	174	0	200	6	180	0	206	7	187	0	213	0	187	0	213
Comb. T-R		0	-			0	-			0	-			0	-			0	-
EB Right	15	0	-	0	15	0	-	0	15	0	-	0	15	0	-	0	15	0	-
Comb. L-T-R -		1				1				1				1				1	
WB Left	10	0	-	0	10	0	-	0	10	0	-	0	10	0	-	0	10	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	260	0	304	8	268	0	313	4	272	0	317	3	275	0	320	0	275	0	320
Comb. T-R		0	-			0	-			0	-			0	-			0	-
WB Right	34	0	-	1	35	0	-	0	35	0	-	0	35	0	-	0	35	0	-
Comb. L-T-R -		1				1				1				1				1	
Crit. Volumes:		N-S:	98			N-S:	101			N-S:	101			N-S:	101			N-S:	101
		E-W:	314			E-W:	323			E-W:	327			E-W:	330			E-W:	330
		SUM:	412			SUM:	424			SUM:	428			SUM:	431			SUM:	431
No. of Phases:			2				2				2				2				2
(N/A=0, ATSAC=1, ATCS=2) [1]			*2*				*2*				*2*				*2*				*2*
Volume / Capacity:			0.175				0.183				0.186				0.188				0.188
Level of Service:			A				A				A				A				A

Assumptions:
Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.
[1] The volume to capacity ratios have been reduced by 0.10 to account for the installation of the City of Los Angeles Miracle Mile ATSAC/ATCS system improvements.

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CRITICAL MOVEMENT ANALYSIS

N-S St: Sweetzer Avenue
E-W St: 6th Street
Project: San Vicente Medical Offices Project/1-093791-1 ALT-A
File Name: CMA6
Counts by: City Traffic Counters

Sweetzer Avenue @ 6th Street
Peak Hour: PM
Annual Growth: 1.00%

Date: 06/16/2010
Date of Count: 2009
Projection Year: 2012

CITY OF LOS ANGELES METHODOLOGY

	2009 EXIST. TRAFFIC			2012 W/ AMBIENT GROWTH				2012 W/ OTHER PROJECTS				2012 W/ PROPOSED PROJECT				2012 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	11	0	-	0	11	0	-	0	11	0	-	0	11	0	-	0	11	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	60	0	110	2	62	0	113	0	62	0	113	0	62	0	113	0	62	0	113
Comb. T-R		0	-			0	-			0	-			0	-			0	-
NB Right	39	0	-	1	40	0	-	0	40	0	-	0	40	0	-	0	40	0	-
Comb. L-T-R -		1				1				1				1				1	
SB Left	35	0	-	1	36	0	-	0	36	0	-	0	36	0	-	0	36	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	29	0	92	1	30	0	95	0	30	0	95	0	30	0	95	0	30	0	95
Comb. T-R		0	-			0	-			0	-			0	-			0	-
SB Right	28	0	-	1	29	0	-	0	29	0	-	0	29	0	-	0	29	0	-
Comb. L-T-R -		1				1				1				1				1	
EB Left	11	0	-	0	11	0	-	0	11	0	-	0	11	0	-	0	11	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	393	0	423	12	405	0	436	8	413	0	444	7	420	0	451	0	420	0	451
Comb. T-R		0	-			0	-			0	-			0	-			0	-
EB Right	19	0	-	1	20	0	-	0	20	0	-	0	20	0	-	0	20	0	-
Comb. L-T-R -		1				1				1				1				1	
WB Left	12	0	-	0	12	0	-	0	12	0	-	0	12	0	-	0	12	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	306	0	342	9	315	0	352	2	317	0	354	2	319	0	356	0	319	0	356
Comb. T-R		0	-			0	-			0	-			0	-			0	-
WB Right	24	0	-	1	25	0	-	0	25	0	-	0	25	0	-	0	25	0	-
Comb. L-T-R -		1				1				1				1				1	
Crit. Volumes:	N-S:		145			N-S:	149			N-S:	149			N-S:	149			N-S:	149
	E-W:		435			E-W:	448			E-W:	456			E-W:	463			E-W:	463
	SUM:		580			SUM:	597			SUM:	605			SUM:	612			SUM:	612
No. of Phases:			2				2				2				2				2
(N/A=0, ATSAC=1, ATCS=2) [1]			*2*				*2*				*2*				*2*				*2*
Volume / Capacity:			0.287				0.298				0.304				0.308				0.308
Level of Service:			A				A				A				A				A

Assumptions:
Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.
[1] The volume to capacity ratios have been reduced by 0.10 to account for the installation of the City of Los Angeles Miracle Mile ATSAC/ATCS system improvements.

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CRITICAL MOVEMENT ANALYSIS

N-S St: La Jolla Avenue
E-W St: Wilshire Boulevard
Project: San Vicente Medical Offices Project/1-093791-1 ALT-A
File Name: CMA7
Counts by: City Traffic Counters

La Jolla Avenue @ Wilshire Boulevard
Peak Hour: AM
Annual Growth: 1.00%

Date: 06/16/2010
Date of Count: 2009
Projection Year: 2012

CITY OF LOS ANGELES METHODOLOGY

	2009 EXIST. TRAFFIC			2012 W/ AMBIENT GROWTH				2012 W/ OTHER PROJECTS				2012 W/ PROPOSED PROJECT				2012 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	1	0	-	0	1	0	-	0	1	0	-	0	1	0	-	0	1	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	1	0	6	0	1	0	6	0	1	0	6	0	1	0	6	0	1	0	6
Comb. T-R		0	-			0	-			0	-			0	-			0	-
NB Right	4	0	-	0	4	0	-	0	4	0	-	0	4	0	-	0	4	0	-
Comb. L-T-R -		1				1				1				1				1	
SB Left	86	0	-	3	89	0	-	0	89	0	-	0	89	0	-	0	89	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	2	0	338	0	2	0	348	0	2	0	348	0	2	0	348	0	2	0	348
Comb. T-R		0	-			0	-			0	-			0	-			0	-
SB Right	250	0	-	8	258	0	-	0	258	0	-	0	258	0	-	0	258	0	-
Comb. L-T-R -		1				1				1				1				1	
EB Left	45	1	45	1	46	1	46	0	46	1	46	0	46	1	46	0	46	1	46
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	954	2	319	29	983	2	328	207	1190	2	397	4	1194	2	399	0	1194	2	399
Comb. T-R		1	319			1	328			1	397			1	399			1	399
EB Right	2	0	-	0	2	0	-	0	2	0	-	0	2	0	-	0	2	0	-
Comb. L-T-R -		0				0				0				0				0	
WB Left	11	1	11	0	11	1	11	0	11	1	11	0	11	1	11	0	11	1	11
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	1583	2	555	47	1630	2	572	367	1997	2	694	12	2009	2	698	0	2009	2	698
Comb. T-R		1	555			1	572			1	694			1	698			1	698
WB Right	83	0	-	2	85	0	-	0	85	0	-	0	85	0	-	0	85	0	-
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:		N-S:	339			N-S:	349			N-S:	349			N-S:	349			N-S:	349
		E-W:	600			E-W:	618			E-W:	741			E-W:	745			E-W:	745
		SUM:	939			SUM:	968			SUM:	1090			SUM:	1094			SUM:	1094
No. of Phases:			2				2				2				2				2
(N/A=0, ATSAC=1, ATCS=2) [1]			*2*				*2*				*2*				*2*				*2*
Volume / Capacity:			0.526				0.545				0.627				0.629				0.629
Level of Service:			A				A				B				B				B

Assumptions:
Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.
[1] The volume to capacity ratios have been reduced by 0.10 to account for the installation of the City of Los Angeles Miracle Mile ATSAC/ATCS system improvements.

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CRITICAL MOVEMENT ANALYSIS

N-S St: La Jolla Avenue
E-W St: Wilshire Boulevard
Project: San Vicente Medical Offices Project/1-093791-1 ALT-A
File Name: CMA7
Counts by: City Traffic Counters

La Jolla Avenue @ Wilshire Boulevard
Peak Hour: MID-DAY
Annual Growth: 1.00%

Date: 06/16/2010
Date of Count: 2009
Projection Year: 2012

CITY OF LOS ANGELES METHODOLOGY

	2009 EXIST. TRAFFIC			2012 W/ AMBIENT GROWTH				2012 W/ OTHER PROJECTS				2012 W/ PROPOSED PROJECT				2012 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	7	0	-	0	7	0	-	0	7	0	-	0	7	0	-	0	7	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	3	0	21	0	3	0	22	0	3	0	22	0	3	0	22	0	3	0	22
Comb. T-R		0	-			0	-			0	-			0	-			0	-
NB Right	11	0	-	0	11	0	-	0	11	0	-	0	11	0	-	0	11	0	-
Comb. L-T-R -		1				1				1				1				1	
SB Left	82	0	-	2	84	0	-	0	84	0	-	0	84	0	-	0	84	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	4	0	178	0	4	0	183	0	4	0	183	0	4	0	183	0	4	0	183
Comb. T-R		0	-			0	-			0	-			0	-			0	-
SB Right	92	0	-	3	95	0	-	0	95	0	-	0	95	0	-	0	95	0	-
Comb. L-T-R -		1				1				1				1				1	
EB Left	74	1	74	2	76	1	76	0	76	1	76	0	76	1	76	0	76	1	76
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	1145	2	385	34	1179	2	397	12	1191	2	401	393	1584	2	532	0	1584	2	532
Comb. T-R		1	385			1	397			1	401			1	532			1	532
EB Right	10	0	-	0	10	0	-	0	10	0	-	0	10	0	-	0	10	0	-
Comb. L-T-R -		0				0				0				0				0	
WB Left	7	1	7	0	7	1	7	0	7	1	7	0	7	1	7	0	7	1	7
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	967	2	352	29	996	2	362	14	1010	2	367	332	1342	2	478	0	1342	2	478
Comb. T-R		1	352			1	362			1	367			1	478			1	478
WB Right	88	0	-	3	91	0	-	0	91	0	-	0	91	0	-	0	91	0	-
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:		N-S:	185			N-S:	191			N-S:	191			N-S:	191			N-S:	191
		E-W:	426			E-W:	438			E-W:	443			E-W:	554			E-W:	554
		SUM:	611			SUM:	629			SUM:	634			SUM:	744			SUM:	744
No. of Phases:			2				2				2				2				2
(N/A=0, ATSAC=1, ATCS=2) [1]			*2*				*2*				*2*				*2*				*2*
Volume / Capacity:			0.307				0.319				0.322				0.396				0.396
Level of Service:			A				A				A				A				A

Assumptions:
Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.
[1] The volume to capacity ratios have been reduced by 0.10 to account for the installation of the City of Los Angeles Miracle Mile ATSAC/ATCS system improvements.

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Project: San Vicente Medical Offices Project/1-093791-1 ALT-A
File Name: CMA7
Counts by: City Traffic Counters

La Jolla Avenue @ Wilshire Boulevard
Peak Hour: PM
Annual Growth: 1.00%

Date: 06/16/2010
Date of Count: 2009
Projection Year: 2012

CITY OF LOS ANGELES METHODOLOGY

	2009 EXIST. TRAFFIC			2012 W/ AMBIENT GROWTH				2012 W/ OTHER PROJECTS				2012 W/ PROPOSED PROJECT				2012 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	15	0	-	0	15	0	-	0	15	0	-	0	15	0	-	0	15	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	9	0	61	0	9	0	63	0	9	0	63	0	9	0	63	0	9	0	63
Comb. T-R		0	-			0	-			0	-			0	-			0	-
NB Right	37	0	-	1	38	0	-	0	38	0	-	0	38	0	-	0	38	0	-
Comb. L-T-R -		1				1				1				1				1	
SB Left	84	0	-	3	87	0	-	0	87	0	-	0	87	0	-	0	87	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	4	0	164	0	4	0	169	0	4	0	169	0	4	0	169	0	4	0	169
Comb. T-R		0	-			0	-			0	-			0	-			0	-
SB Right	76	0	-	2	78	0	-	0	78	0	-	0	78	0	-	0	78	0	-
Comb. L-T-R -		1				1				1				1				1	
EB Left	113	1	113	3	116	1	116	0	116	1	116	0	116	1	116	0	116	1	116
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	1558	2	521	47	1605	2	537	16	1621	2	542	451	2072	2	693	0	2072	2	693
Comb. T-R		1	521			1	537			1	542			1	693			1	693
EB Right	6	0	-	0	6	0	-	0	6	0	-	0	6	0	-	0	6	0	-
Comb. L-T-R -		0				0				0				0				0	
WB Left	6	1	6	0	6	1	6	0	6	1	6	0	6	1	6	0	6	1	6
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	1039	2	373	31	1070	2	384	6	1076	2	386	301	1377	2	487	0	1377	2	487
Comb. T-R		1	373			1	384			1	386			1	487			1	487
WB Right	80	0	-	2	82	0	-	0	82	0	-	0	82	0	-	0	82	0	-
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:		N-S:	179			N-S:	184			N-S:	184			N-S:	184			N-S:	184
		E-W:	527			E-W:	543			E-W:	548			E-W:	699			E-W:	699
		SUM:	706			SUM:	728			SUM:	733			SUM:	883			SUM:	883
No. of Phases:			2				2				2				2				2
(N/A=0, ATSAC=1, ATCS=2) [1]			2				2				2				2				2
Volume / Capacity:			0.371				0.385				0.389				0.489				0.489
Level of Service:			A				A				A				A				A

Assumptions:
Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.
[1] The volume to capacity ratios have been reduced by 0.10 to account for the installation of the City of Los Angeles Miracle Mile ATSAC/ATCS system improvements.

Attachment 6:
May 27, 2010 Staff Report

STAFF REPORT

CITY OF BEVERLY HILLS

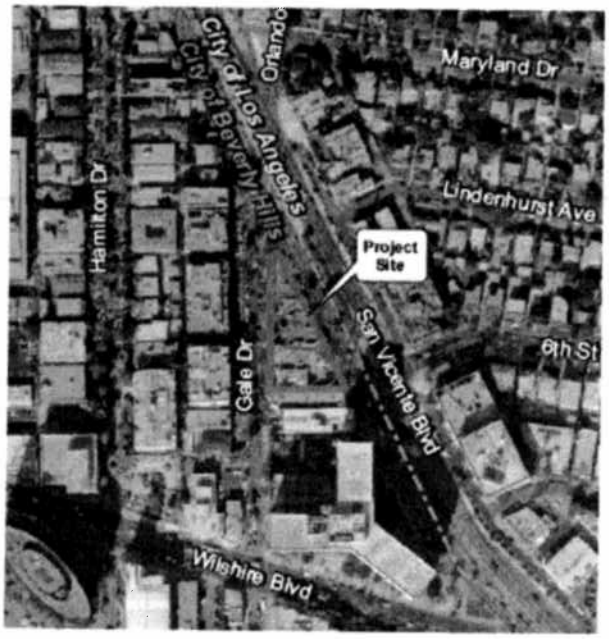
For the Planning Commission Meeting of May 27, 2010

TO: Planning Commission

FROM: Rita Naziri, Senior Planner

THROUGH: Jonathan Lait, AICP, City Planner

SUBJECT: Development Plan Review and a Variance Applications to allow tandem parking for construction of a new three-story, 45-foot tall Medical/General Office building containing approximately 42,256 square feet of floor area over a four-level, subterranean parking garage with 199 parking spaces including tandem parking at **119-123 San Vicente Boulevard**. A Mitigated Negative Declaration has been prepared for the Project



RECOMMENDATION

It is recommended that Planning Commission direct staff to prepare a resolution adopting a Mitigated Negative Declaration (MND) and conditionally approving a Development Plan Review and parking Variance.

EXECUTIVE SUMMARY

On May 13, 2010, the Planning Commission opened the public hearing on this item, received testimony and, at the request of staff, continued the matter to the May 27, 2010 meeting.

The proposed project involves the demolition of three existing buildings on the subject property and would establish a new, three-story, 42,256 square foot commercial

building with 199 parking spaces located within a four-level subterranean garage. Approval of the project requires a Development Plan Review for new construction and a variance to allow parking to be provided in a tandem configuration. A Mitigated Negative Declaration (MND) has been prepared consistent with the California Environmental Quality Act (CEQA). The public comment period on the MND ends May 30, 2010.

GENERAL INFORMATION	
Agent	Ken Stockton Architect
Applicant	Same as above
Project Owner	121 San Vicente, LLC
Zoning District	C-3 Commercial
Parcel Size	21,856 square feet
Permit Streamlining Act Deadline	60 days from the date of adoption of the mitigated negative declaration

BACKGROUND

Medical Ordinance. An urgency ordinance prohibiting medical uses in the City was considered, but rejected by the Council in July 2009. The City Council, however, directed staff to prepare an ordinance prohibiting future medical uses. The ordinance was to include a provision to allow the conversion of an existing general office building to medical, if code required parking could be provided on site. The City Council also stated that the future ordinance would not apply to projects filed on or before July 7, 2009. The subject project was filed on April 20, 2009; therefore, analysis of this project and the staff recommendation is based on existing policy and regulations consistent with City Council direction.

Project Previews. On June 25, 2009, the Planning Commission previewed a proposal for a new three-story approximately 40,342 square feet commercial building with two underground parking levels in tandem and compact configuration with access from Gale Drive. The Commission acknowledged the shape of the lot presented design challenges and encouraged the applicant to consider an encroachment under the public right of way to increase the amount of parking. The Planning Commission noted that they look forward to a full analysis of the project, including:

- Potential traffic impacts on the nearby residential neighborhood.
- Potential traffic impacts on San Vicente Boulevard from possible queuing of cars entering the subterranean garage.

- Potential Impacts of the proposed medical use.
- Adequacy of the loading area.
- Scale and mass of the proposed project by proposing more façade modulation and to soften the structure as viewed from the residences across the street.
- A curb cut on San Vicente for deliveries.

In addition, the project was also previewed by the Architectural Commission on June 17, 2009. The Architectural Commission consensus was that the building façade should include additional articulation and exhibit an internally compatible design and appropriate color scheme.

After receiving the Planning Commission and Architectural Commission comments on the project, the applicant has revised the project as follows:

- Added two additional levels of subterranean parking (Total 4)
- Relocated ingress/egress from Gale Drive to San Vicente Boulevard
- Eliminated compact spaces, however, in order to meet the required parking; some required parking is in tandem configuration.
- Revised the ground floor configuration to include a restaurant with less than 1,000 square feet dining and bar area while the entire restaurant is approximately 1,949 square feet
- Eliminated above ground parking
- Provided loading zone area within the ground floor
- Increased the building area from 40,342 square feet to 42,256 square feet and increased the amount of medical office space.

PROJECT DESCRIPTION

The Planning Commission is requested to review an application for a Development Plan Review and a parking variance to allow construction of an approximately 42,256 square-foot, three-story, 45-foot tall commercial building on the southwest corner of San Vicente Boulevard and Gale Drive. The proposed building includes the following uses:

- 36,424 square feet of medical office space;
- 3,883 square feet of general office space; and
- 1,949 square feet restaurant space at the corner of San Vicente Boulevard and Gale Drive.

The project provides the required 199 parking spaces within a four-level subterranean garage with ingress and egress from San Vicente Boulevard. A variance is requested to allow a tandem configuration parking layout with a full valet operation. Loading activity would be conducted within the building, provided by two truck loading areas within the first level of the building, accessible from San Vicente Boulevard. The ground

floor of the project consists primarily of retail space (restaurant), entrance ramps, mechanical rooms, trash and storage areas, lobby, management office space and loading facilities. The upper floors are primarily proposed as medical uses. The table below provides detailed project information:

PROJECT SUMMARY TABLE			
Category	**Existing**	**Proposed**	**Code Requirement**
Use	vacant	Medical office, general office and restaurant/retail	Proposed project is subject to DPR and Variance findings
Lot Size	21,836 sq.ft.	21,836 sq.ft.	N/A
Building Floor Area	119 San Vicente:8,003 sq.ft. 121-123 San Vicente:9,300 sq.ft. Total: 17,296 sq.ft.	42,256 sq.ft. Medical Office: 36,424 General Office: 3,883 sq.ft. Restaurant/Retail: 1,949 sq.ft.	43,712 sq.ft. (max)
Density/FAR	.61	1.94	2.0 (max.)
Stories **Building Height**	119 San Vicente: two- story, 20' high 121 -123 San Vicente: One-story, 15' high	3-story 45'	3-story 45 feet (max.)
Parking Spaces	119 San Vicente: 10 spaces 121-123 San Vicente: 8 spaces	199[1] (including 6 disabled access spaces)	• 36,424 sq.ft. medical office/200=182.12 • 3,883 general office/350=11.09 • 1,949 sq.ft. retail or restaurant/350=5.56 Total spaces required=198.77 or 199
Loading Spaces	No marked loading zones	2 truck loading zones	Commission discretion.

1 A variance application is submitted for the proposed parking to be provided in a tandem configuration. As proposed, 93 parking spaces are in tandem configuration.

The project is also required to comply with the City's Green Building Program. The project design includes features which are proposed to make the building eligible for Silver Level Certification under the City's Green Building Program. Specific compliance would be verified during plan check, if the project is approved.

PROJECT SITE AND AREA CHARACTERISTICS

The 21,836 square foot project site is located on three lots located at 119-123 North San Vicente Boulevard, immediately south of San Vicente Boulevard's intersection with North Gale Drive and approximately 590-feet north of Wilshire Boulevard. The triangle-shaped property fronts on both Gale Drive and San Vicente Boulevard.

Surrounding buildings generally range from one to five stories in height. An exception is a 10-story office building one block south of the site on the corner of San Vicente and Wilshire Boulevards. Properties to the north and east of the project site, across San Vicente Boulevard, are located within the City of Los Angeles and are commercially zoned and used. Abutting the property to the south is a legal nonconforming multi-family residence located in the C-3 Commercial zone, further south are commercial buildings. Properties to the west are developed with multi-family residential buildings on North Gale Drive.

DISCUSSION

ZONING CODE AND GENERAL PLAN CONFORMANCE

Pursuant to the City of Beverly Hills Land Use Element map, the subject project site has a land use designation of Commercial Low Density General. The project site's zoning classification is C-3 (Commercial). The C-3 zone allows for a variety of commercial and office uses, including medical offices, and allows for a maximum building height of 45 feet and maximum Floor Area Ratio (FAR) of 2.0. The proposed project building height would be a maximum of 45 feet, and the site would have a FAR of 1.94. The project site is within 170 feet of residential zone to the west; therefore, it is in a commercial-residential transition area. As such, the project must comply with the City's commercial-residential transition ordinance, which addresses special issues of interface between the different uses. The project will be required to comply with operational standards to protect the adjacent residential uses during nights and weekends. The project requires 199 parking spaces; while the required number of spaces are provided, some spaces are configured in a tandem design. Further discussion on the parking variance is addressed later in the report.

SCALE AND MASS

The project site has frontages on San Vicente Boulevard and Gale Drive. Multi family structures are located to the west and south of the subject property. The proposed project would be approximately 45 feet tall with modulation throughout the building façades. The ground floor would be an open plaza containing a delivery court, building lobby, back of house spaces, management offices and a restaurant. The ground floor will be screened from residential developments across Gale Drive by planters with a variety of planting materials. The proposed building would also be one complete building, rather than three separate buildings as currently exist on the site. The proposed project would increase the overall height and density of the existing improvements on the site and change the visual character. However, the height and scale would be consistent with the height and massing of the surrounding residential and commercial buildings with building heights generally ranging from one to five stories in height; one commercial building on the same block of San Vicente Boulevard is 10 stories. In addition, the project would require review and approval by the City's Architectural Commission. The Architectural Commission would review the design,

materials, colors and landscaping of new development, which would help to ensure that the project would be compatible with the character of the surrounding neighborhood.

TRAFFIC AND PARKING

Traffic Impacts: The City's Environmental consultants for the project, Rincon Consultant Inc. and Linscott, Law & Greenspan Engineers, have prepared a traffic and parking analysis to assess the traffic and parking impacts of the proposed medical building. The traffic report analyzed the potential impacts of the proposed project. The report has been reviewed and endorsed by the City's Transportation Division as conforming to the City's practice and professional standards.

The proposed project is expected to generate 119 net new vehicle trips (85 inbound trips and 34 outbound trips) during the AM peak hour. The proposed project is expected to generate 195 net new vehicle trips (105 inbound trips and 90 outbound trips) during the midday peak hour. During the PM peak hour the proposed project is expected to generate 143 new vehicle trips (46 inbound trips and 97 outbound trips) during the PM peak hour. Over a 24-hour period, the propose project is expected to generate 1,954 net new trips (977 inbound trips and 977 outbound trips). The traffic study examined seven intersections and two street segments in the vicinity of the project site. The traffic study analyzed the following intersections:

- *La Cienega Boulevard/Wilshire Boulevard (Beverly Hills)*
- *San Vicente Boulevard/Orlando Avenue-Gale Drive (Los Angeles)*
- *Gale Drive/Wilshire Boulevard (Beverly Hills)*
- *San Vicente Boulevard/Wilshire Boulevard (Los Angeles)*
- *San Vicente Boulevard/6th Street (Los Angeles)*
- *Sweetzer Avenue/6th Street (Los Angeles)*
- *La Jolla Avenue/Wilshire Boulevard (Los Angeles)*

Five of the seven study intersections are expected to operate at LOS D or better during the weekday AM, mid-day and PM peak hours. The remaining intersections, La Cienega Boulevard/Wilshire Boulevard and San Vicente Boulevard/Wilshire Boulevard are expected to operate at LOS E or F during the analyzed peak hours.

As indicated in the attached traffic study, the proposed project would not create any significant impacts at the two intersections which are located in Beverly Hills. Similar analysis was conducted of the five study intersections located within the City of Los Angeles and the project is not expected to create any significant impacts at these intersections, based on the City of Los Angeles traffic guidelines.

In addition, two street segments were studied and analyzed for the project:

- *Hamilton Drive north of Wilshire Boulevard*

- *Gale Drive north of Wilshire Boulevard*

The assignment of net new trips on Gale Drive would be 32 added trips during AM Peak hour, 42 added trips during mid-day peak hour, 21 added trips during PM peak hour and 391 added trips on a daily basis. Based on the City's thresholds criteria, the proposed project is not expected to create significant impacts at either of the two study street segment locations. Because there are no significant impacts, no traffic mitigation measures are required or recommended for the study intersections or street segments.

Proposed Parking: On June 25, 2009, during project preview, the Planning Commission asked the applicant to explore ways of providing additional parking and expressed concern over the proposed compact spaces. The applicant has studied the issue and is now proposing four levels of subterranean parking (instead of two) and eliminated previously proposed lifts and compact spaces, but still seeks a variance to provide required spaces in a tandem configuration.

Beverly Hills Municipal Code Section 10-3-2730 requires one parking space for every 200 square feet of floor area for medical uses and one parking space for 350 square feet of floor area for general office and retail/restaurant uses if bar and dining area is less than 1,000 square feet. Based on the proposed square footage and uses, the project requires 199 parking spaces.

A demand analysis has also been prepared for the project and is included in the traffic study. Based on the Institute of Transportation Engineers (ITE) "Parking Generation Manual, 3rd Edition" 2004, a total project parking demand of the project is estimated to be 194 parking spaces, five space less than the Code required parking.

Parking Demand Requirements Based on ITE Study

Land Use	Size	Parking Ratio	Total Spaces Required by Code	Parking Demand
Medical Office	36,424 sf	1 space per 200 sf of floor area	182	157 spaces
General Office	3,883 sf	1 space per 350 sf of floor area	11	13 spaces
Restaurant	1,949 sf	1 space per 350 sf of floor area	6	24 spaces
Total	42,256 sf		**199**	**194**

Queuing: Motorists who park in the structure will consist of employees and patrons of the building. Because a significant portion of the parking spaces in the garage consists of tandem spaces, a full time valet operation is proposed to operate the garage. The valet station would be located at the first level of parking garage immediately before the ramp. In order to ensure that no queuing will occur to impact San Vicente Boulevard traffic flow, staff will require a parking operation plan to be prepared by the applicant.

Such plan will be reviewed and approved by the Directors of Community Development and Public Works to ensure that circulation impacts do not result from vehicle.

Access: Existing driveway access to the subject site is provided via a driveway on Gale Drive. As proposed, all existing site driveways on Gale Drive will be eliminated. The proposed project would include two driveways on San Vicente Boulevard: one for patrons and employees at the south end of the project site and a second driveway to access the loading zone. Both driveways will be limited to a right-turn only ingress and egress turning movement due to an existing median on the San Vicente Boulevard. The proposal requires the removal of three or four metered parking spaces along San Vicente Boulevard to accommodate access to the parking garage and loading areas. The applicant will compensate the City for the loss of revenues of the metered spaces as determined by the Transportation Division. In addition, it is expected that one metered on-street space be installed on Gale Drive due to closure of the existing site access on Gale Drive.

Loading: The project provides two loading spaces accessed from San Vicente Boulevard. Pursuant to Beverly Hills Municipal Code Section 10-3-2740, for all buildings that contain a mix of uses, the Planning Commission is authorized to establish the number of loading spaces as part of the discretionary review process. Loading information provided by the applicant regarding anticipated service and delivery operations has been reviewed by the City's Traffic Engineer and consultant in terms of maneuverability and adequacy of size based on proposed uses. In reviewing the truck maneuvering movement, a truck turning into the building would need to move slightly into the number two through-travel lane of San Vicente Boulevard in order to execute the inbound maneuver, based on the proposed configuration of the project site driveway.

Although, the loading area is striped for two truck stalls, it can concurrently serve a semi trailer truck while allowing sufficient space for other service and delivery vehicles in the truck turning maneuver areas. Further the project's loading area is accessible for the distribution of goods because it is located next to the building's elevators. The proposed size and layout of the loading area appears to function in adequate manner to accommodate the loading vehicles expected to serve the project site. City's traffic engineer has reviewed the loading plan and believes it is an acceptable design.

The project is located within a City defined "transition zone" which further restricts the operational impacts of the proposed project. A complete list of these restrictions is contained in Attachment 7 and include such limitations as:

- Delivery restrictions
- Refuse deposit and collection
- Hours of operation
- Noise and activity restrictions

ANALYSIS

The project site is located at the border of the cities of Beverly Hills and Los Angeles and is regionally accessible via Interstate 10 and locally accessible via San Vicente Boulevard and Gale Drive. San Vicente Boulevard, which borders the project site to the east, is considered a northwest to southeast roadway that is designated as an arterial by the City and is a heavily traveled roadway. San Vicente Boulevard contains six lanes at this location (three in each direction) and is separated by a center median. Based on information provided by the City's Transportation Division, San Vicente Boulevard carries about 45,000 daily vehicle trips in the vicinity of the project site. In addition, the project site is located about three blocks from Wilshire Boulevard and La Cienega Boulevard, each of which also serves a major arterial for the City and the surrounding areas.

Regional and local public bus transit stops are located adjacent to and in close proximity to the project site, including a stop immediately to the north of the site (See pages 17 and 18 of the Traffic Study, Appendix F to the MND). A future subway station is also proposed at La Cienega Boulevard and Wilshire Boulevard. The existing and proposed public transit would provide convenient access to this development, as well as other regional destinations in the vicinity of the project site, including Cedars Sinai Medical Center and the Beverly Center.

While the proposed project will result in approximately 1,900 net new trips, its location adjacent to three regionally significant arterial roadways, San Vicente, Wilshire and La Cienega Boulevards would provide appropriate accessibility without significant intrusion into residential areas. In addition, commercial and residential parking within the area is almost exclusively provided on private property, off-street. Adjacent to the multi-family residential properties on the west side of Gale Drive, there are approximately 43 on-street spaces, all of which are restricted to residents in the area. Additionally there are six-metered parking spaces abutting the property on Gale Drive and 7- metered spaces along the San Vicente side of the subject property. However, three to four spaces at San Vicente Boulevard would be lost, but one space gained on Gale Drive. The limited availability of on-street parking for both commercial and residential uses in the vicinity of the project lessens patron's potential to drive around looking for on-street parking. An exception is found across San Vicente Boulevard to the east of the project site, within the City of Los Angeles. This area provides on-street parking adjacent to commercial businesses fronting on the east side of the street. However, if patrons of the proposed project were to park at this location, they would not impact residential uses.

The project site's triangular shape presents difficulties in designing the required parking in a standard manner as required by Code. The shape of the lot reduces the ability of including multiple driveway aisles and providing code compliant parking that would otherwise be able to be provided in a more traditionally shaped, square or rectangular lot. Absent the subject property's unique shape, a four level parking garage on a

regularly shaped lot of similar size to the subject parcel could provide 200 code compliant parking spaces (Attachment 6). While most lots in the vicinity are not perfectly rectangular as identified in the attachment, most lots generally exhibit a rectangular shape which would more appropriately allow for compliance with the City's parking guidelines. As such, if this project were to be developed on a regular lot, a variance would not be required. If the subject triangular shaped lot was developed without any tandem spaces, approximately 106 code compliant spaces could be provided in the four-level garage, or roughly half of the amount that could be provided within a rectangular shaped lot of the same size. The complexities of the site coupled with City's parking requirements including width of driveway access, driveway aisles and size of parking spaces limits the design of a parking structure.

The traffic and parking analysis prepared for the project indicates that the approval of the project will not result in any negative impacts to traffic or parking in the surrounding area. The proposed garage will be operated through a valet program and, should the project be approved, the applicant would be required to provide a valet operations plan to ensure the location and size of the valet station does not result in queuing along San Vicente Boulevard. The proposed layout, including the proposed valet station, has been reviewed by the City's Transportation Division and is not anticipated to result in any impact. As designed, the loading area is located at the ground level at an open plaza. Subject to conditions regarding minor revisions to entrance ramps and closure after business hours, the proposed size and location of the loading area appears to be adequate for the proposed use. Although implementation of the driveway entrance will result in the loss of metered spaces, the applicant would be responsible for any lost revenue generated by these meters.

Project Findings

The proposed project is subject to discretionary review before the Planning Commission and subject to appeal to the City Council. The findings contained in this section of the report are staff recommended findings. The Planning Commission or City Council on appeal may arrive at an alternative conclusion on the project and different findings based on the administrative record, applicant and public testimony.

VARIANCE

The Beverly Hills Municipal Code does not allow tandem spaces for commercial uses so the applicant has requested a variance to allow portions of the required parking spaces to be provided in a tandem configuration. Of the total 199 parking spaces proposed, 56 percent will have direct access to the driveway aisles. Pursuant to Municipal Code Section 10-3-3700, the Planning Commission may authorize a variance from the provisions of a zoning regulation provided:

(a) Because of special circumstances applicable to the subject property, including size, shape, topography, location, or surroundings, the strict application of the provisions of this chapter is found to deprive the subject property of privileges enjoyed by other properties in the vicinity and under identical zone classification; and

The subject property is located in the City's commercially zoned properties in the immediate area with respect to its topography; however, the shape, surroundings and location of the property distinguish this property from the surrounding properties in the same zoning classification. The subject property is a triangular shaped lot which presents difficulties that do not exist with conventional regularly shaped rectangular lots. The severe tapering towards the northerly point of the triangle limits the amount of space available for standard parking stalls and drive aisle widths. In addition, the subject property is adjacent to an existing nonconforming multi-family building to the south which is located on a commercially zoned property and has frontage on a portion of Gale Drive that is commercial on east side and residential on west. No other property in the vicinity of the project site has the subject property's unusual combinations of shape, location and surroundings.

The proposed building floor area and number of proposed parking spaces meet the zoning requirements; however, due to shape of the lot, the proposed parking cannot be provided in a standard configuration. The proposed project provides four levels of subterranean parking and 199 parking spaces in a tandem configuration. Denial of the requested variance would result in a project with 106 code compliant parking spaces, which would not be enough to support the development of 2:1 floor area ratio project for either medical or general office uses. Further, absent the subject property's unique shape, a four-level parking garage on regularly shaped lot of the same size as proposed project would yield 200 code compliant parking spaces and would satisfy the parking requirements of the proposed project. Therefore, denial of the variance would deprive this property of the ability to develop a project with the floor area and uses permitted by the Code, which is a privilege enjoyed by other properties in the same zone and vicinity.

(b) Any variance granted shall be subject to such conditions as will assure that the adjustment thereby authorized shall not constitute a grant of special privileges in the vicinity and zone in which the subject property is situated.

Approval of the variance would allow required parking to be provided in a tandem configuration. Specifically, 199 parking spaces are proposed to be provided within a four level subterranean parking garage. Since development of a similar size garage on a rectangular lot would result in the code required parking amount, approval of the variance would not result in a special privilege but would allow the use and development of the lot in a manner consistent with development regulations absent its unusual shape. Because no special privileges would be accorded with the approval of

the variance, staff does not believe any special conditions of approval are necessary to address this issue.

DEVELOPMENT PLAN REVIEW

The Planning Commission may authorize a project if the following findings are made:

A. **The proposal is consistent with the General Plan and any specific plans adopted for the area.**

The General Plan Land Use designation for the project site as given on the Land Use Designation Map is "Low Density General Commercial" which allows for a broad variety of commercial uses. The Low Density General Commercial designation allows for a maximum Floor Area Ratio (FAR) of 2:0 to 1 and a maximum height of 45-feet. The project as proposed is consistent with the land use, FAR, and height designated. Additionally the project as proposed is consistent with General Plan Goals: LU 2 Community Character and Quality, LU11 Well Designed and Attractive Districts, LU12 Business Districts Adjoining Residential Neighborhoods, and LU 15 Economic Sustainability.

B. **The proposed project will not adversely affect existing and anticipated development in the vicinity and will promote harmonious development of the area.**

The proposed project will not adversely affect existing and anticipated development in the vicinity and will promote the harmonious development of the area. The project conforms to the applicable development standards for the C-3 commercial zone, except for the proposed tandem parking configuration for which a variance has been requested in compliance with city codes. The triangular shaped site is located at the southeast corner of the Gale Drive and San Vicente Boulevard interaction along the easterly border of the City limit and adjacent to north Gale Drive which consists of primarily multi-family residential and offices uses. The commercial properties adjacent to San Vicente Boulevard are not envisioned to be pedestrian oriented commercial uses due to their adjacency to San Vicente Boulevard which is a 130-foot wide thoroughfare. The width of San Vicente and level of traffic would not be consistent with smaller pedestrian oriented streets including South Beverly Drive and portions of Robertson Boulevard and streets in the business triangle.

The existing development includes three separate buildings that are one-and-two story in height. Land uses in the area include a mix of multi-family residential, commercial and medical. The existing multiple family residential buildings to the south (legally nonconforming use) and west (across Gale Drive) of the project site vary in height from 28 feet to 65 feet. The project would result in an increase in overall height and density, but the proposed height and scale would be

consistent with the height and massing of the surrounding neighborhood because the project's maximum 45-foot height limit is adjacent to a 5-story/55-foot tall multi-family district along Gale Drive.

Access to the project site is provided along San Vicente Boulevard, a major arterial roadway and is not proposed or conditioned adjacent to the residential properties along Gale Drive. Parking for the existing uses in the area are almost exclusively provided on private property, with some on-street parking available, lessening the potential for intrusion into the residential areas by patrons of the proposed use seeking parking spaces. The establishment of a medical use at this site would be well served by conveniently located public transit as well as a planned future subway stop three blocks away and will not result in any significant impacts from parking or traffic. In addition, the project would require review and approval by the City's Architectural Commission. The Commission would review the design, materials and colors of new development, which would help to ensure that any approved project would promote harmonious development of the area.

C. **The nature, configuration, location, density, height and manner of operation of the project will not significantly and adversely interfere with the use and enjoyment of other residential properties in the vicinity of the subject property.**

The triangle shaped project site is currently developed with three separate buildings and is bordered by residential and commercial uses. The new medical building and its location, density, height and manner of operation will not significantly interfere with the use and enjoyment of residential properties in the vicinity of the subject property. The C-3 development standards permit a maximum height of three stories and 45 feet at the subject property. The proposed project is well within these standards. Further, the project site is located at the easterly border of the City, adjacent to a heavily travelled roadway. As designed, the vehicular access to the project will be located on San Vicente Boulevard which will reduce the project's traffic and parking impacts on the adjacent residential streets. Both project driveways on San Vicente Boulevard will be limited to right-turn only ingress and egress turning movements. The traffic study concluded that thirty five percent (35%) of all entering project trips and five percent (5%) of all exiting project trips are through Gale Drive. This assignment to Gale Drive is considered conservative given that there are other direct route choices available in the area to access the project site. Additionally, the existing parking restrictions on 100 block of Gale Drive adjacent to the project site prohibit parking on Gale Drive at any time except by permit, lessening the chances of project patrons intruding into residential areas to find parking. As conditioned the project will provide a full-time valet operated garage with free parking for employees and patrons of the site to further limit potential impacts to

residential neighbors. In addition, code restrictions applicable to the subject property impose operating restrictions to reduce impacts of this use on residential neighbors.

D. 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 environmental assessment of the project, traffic and parking study was prepared and analyzed for any potential impacts that might be generated by vehicles associated with the proposed project. The traffic study reviewed the number of hourly and daily vehicle trips expected to be generated by the project, and found that, based on existing traffic volumes and infrastructure capacities, the project would not generate any significant impacts related to traffic. Due to adjacency of the project site to a major thoroughfare, the area which the project site is located is not considered a pedestrian focused area like south Beverly Drive which contains small storefronts; however, the area is within walking distance of the Wilshire corridor which provides such pedestrian activities. Additionally, there are no schools in the immediate vicinity of the project site to create any traffic conflict. The closest school is located at 8701 Charleville Boulevard, approximately 0.4 miles west of the site.

The information contained in the traffic analysis was peer-reviewed and supported by the City's traffic engineer, and as conditioned the project is not expected to generate any significant adverse traffic impacts or traffic safety hazards. Access to the project's subterranean parking garage will be provided via San Vicente Boulevard.

E. The project will not be detrimental to the public health, safety or general welfare.

The project would be constructed in accordance with the City's Building Code standards and is consistent with the zoning for the area with exception of the request for tandem parking which requires approval of a variance. Prior to issuance of building permits, a construction management plan is required for review and approval by the Engineering Division and Building and Safety Division to ensure that all construction related impacts are adequately mitigated. Public safety issues such as construction staging, hauling, off-site parking, and construction hours are addressed. In addition, the restaurant component of project will be required to comply with operational standards that protect the adjacent residential uses during nights and weekends (Section 10-3-1951-60). Therefore, the project would not be detrimental to the public health, safety or general welfare.

PUBLIC NOTICE AND COMMENTS

Notice of the proposed project and public hearing was mailed on April 30, 2010 to all property owners and residential tenants within a 300-foot radius of the property, and all single-family zoned properties within 500 feet from the exterior boundaries of the property. The hearing notice was published in the *Beverly Hills Courier* on Friday, April 30, 2010 and in *the BH Weekly* on Thursday, May 7, 2010 respectively. Staff has received a letter objecting to the proposed project. During the May 13, 2010, Planning Commission meeting, two oral comments were received from the public about the project from neighboring property owners/tenants.

ENVIRONMENTAL DETERMINATION

This 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 the project has been found to have potentially significant construction related traffic, air quality, cultural resources and noise impacts. However, measures are identified that would mitigate these potential impacts to insignificant levels. Therefore, a mitigated negative declaration has been prepared which incorporates measures that constrain construction vehicles to limit air emissions during construction, a measure that requires roadway improvements to mitigate the project's potential operational traffic impacts. The mitigated negative declaration is subject to review and adoption by the Planning Commission. The list of mitigation measures is included in this report as Attachment 2. The 20-day public comment period extends from May 10, 2010, through May 30, 2010. Comments on the proposed Mitigated Negative Declaration will be accepted in writing or orally before or at the Planning Commission hearings to accommodate the public concerns.

ALERNATIVE ACTIONS

In addition to the recommended action the Planning Commission could also consider the following with respect to the project:

1. Continue this matter for specific reasons;

2. Articulate revised findings and/or conditions to Approve or Deny the subject application.

RITA NAZIRI

Attachments:

1. Mitigation Measures
2. Environmental Checklist / Mitigated Negative Declaration
3. DPR, Variance applications and Supplemental Documentation
4. Public Correspondence
5. Beverly Hills Municipal Code Section 10-3-1956:General Operational Requirements for Commercial-Residential
6. Conceptual Parking Plan

Attachment 1

Mitigation Measures
(121 SAN VICENTE BOULEVARD)
(Planning Commission Hearing of May 13, 2010)

Air Quality

AQ-1 Ozone Precursor Control. The following shall be implemented during construction to minimize emissions from construction equipment:

- Equipment engines should be maintained in good condition and in proper tune as per manufacturer's specifications;
- Lengthen construction periods during the smog season so as to minimize the number of vehicles and equipment operating simultaneously; and
- Use new technologies to control ozone precursor emissions as they become available.

AQ-2 Fugitive Dust Control. Dust generated by development activities shall be kept to a minimum with a goal of retaining dust on the site through implementation of the following measures identified in the SCAQMD Rule 403 Handbook:

- During demolition, contractor(s) shall apply water every four (4) hours to the area within 100 feet of a structure being demolished to reduce vehicle trackout.
- Contractor(s) shall apply dust suppressants (e.g. polymer emulsion) to disturbed areas upon completion of demolition unless construction activities begin within two weeks of completion of demolition.
- Contractor(s) shall apply water to disturbed soils after demolition is completed or at the end of each day of cleanup.
- Demolition activities shall be prohibited when wind speeds exceed 25 mph.
- During clearing, grading, earth moving, excavation, transportation of cut or fill materials, water trucks or sprinkler systems are to be used every three (3) hours to prevent dust from leaving the site and to create a crust after each day's activities cease.
- The required minimum soil moisture shall be 12% for earthmoving. Contractor(s) shall achieve the standard by

use of a moveable sprinkler system or a water truck. Moisture content can be verified by lab sample or moisture probe.

- During clearing, grading, earth moving, excavation, or transportation of cut or fill materials, streets and sidewalks within 150 feet of the site perimeter shall be swept and cleaned a minimum of twice weekly.
- During construction, water trucks or sprinkler systems shall be used to keep all areas of vehicle movement damp enough to prevent dust from leaving the site. At a minimum, this would include wetting down such areas (three times daily during mass site grading) in the later morning and after work is completed for the day and whenever wind exceeds 15 miles per hour. Grading shall be suspended if wind gusts exceed 25 mph.
- Contractor(s) shall apply chemical soil stabilizers on inactive construction areas (disturbed lands within construction projects that are unused for at least four consecutive days).
- Soil stockpiled for more than two days shall be covered, kept moist, or treated with soil binders to prevent dust generation.
- Contractor(s) shall apply water to the storage pile by hand or apply a cover when wind events are declared.
- Contractor(s) shall insure that all trucks hauling dirt, sand, soil, or other loose materials shall be tarped with a fabric cover and maintain a freeboard height of 12 inches.

Cultural Resources

CR-1 At the commencement of project construction, a qualified professional archaeologist shall be retained to give all workers associated with earth-disturbing procedures an orientation regarding the probability of exposing cultural resources and directions as to what steps are to be taken if a find is encountered. If cultural resource remains are encountered during construction or land modification, the construction manager shall ensure that all ground disturbance activities are stopped, and shall notify the Community Development Department immediately to arrange for a qualified archaeologist to assess the nature, extent, and potential significance of any cultural remains. If such remains are determined to be significant, appropriate actions to mitigate impacts to the remains shall be identified in consultation with a qualified archaeologist. Depending upon the nature of the find, such mitigation may include, but would not be limited to, avoidance, documentation, or other appropriate actions to be determined by a qualified archaeologist. For example, if significant archaeological resources cannot be avoided,

impacts may be reduced by filling on top of the sites rather than cutting into the cultural deposits. Alternatively and/or in addition, a data collection program may be warranted, including mapping the location of artifacts, surface collection of artifacts, or excavation of the cultural deposit to characterize the nature of the buried portions of sites. Duration of the excavated artifacts or samples would occur as specified by the archaeologist.

CR-2 If human remains are unearthed, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code Section 5097.98. If the remains are determined to be of Native American descent, the coroner has 24 hours to notify the Native American Heritage Commission (NAHC). The NAHC will then identify the person(s) thought to be the Most Likely Descendent (MLD) of the deceased Native American, who will then help determine what course of action should be taken in dealing with the remains.

Noise

N-1(a) Heavy Truck Restrictions. The contractor shall prohibit heavy trucks from entering or leaving the site from or to, or otherwise driving on, North Gale Drive. Heavy trucks include all cargo vehicles with three or more axles, generally with gross vehicle weight greater than 26,400 lbs.

N-1(b) Staging Area. To reduce noise levels associated with idling construction equipment and to minimize off-site transportation of heavy construction equipment, the Contractor shall provide staging areas on the northern portion of the project site, as far as possible from sensitive residences on North Gale Drive.

N-1(c) Diesel Equipment Mufflers. All diesel equipment shall be operated with closed engine doors and shall be equipped with factory-recommended mufflers.

N-1(d) Electrically-Powered Tools and Facilities. Electrical power shall be used to run air compressors and similar power tools and to power any temporary structures, such as construction trailers or caretaker facilities.

N-1(e) Additional Noise Attenuation Techniques. For all noise-generating construction activity on the project site, additional noise attenuation techniques shall be employed to reduce noise levels. Such techniques shall include, but are not limited to, the use of sound blankets on noise generating equipment and the construction of temporary sound barriers between construction sites and nearby sensitive receptors in order to

ensure noise levels at nearby residences do not exceed 65 dBA to the maximum extent feasible. The contractor shall perform at least one noise measurement at each of the nearest sensitive uses during excavation and foundation/conditioning work to confirm that the noise attenuation techniques are reducing the noise levels sufficiently. If sufficient attenuation is not being achieved, the contractor shall cease work and consult the City on additional noise attenuation techniques such as reducing the number of machines operating at one time, larger temporary barriers, or thicker sound blankets.

N-1(f) Alternative Pile Types. If pile driving activities are required for construction, alternative pile types that are quieter to install, such as pin piles/micro piles/mini piles, Tubex Grout Injection Piles, or GeoJet foundation units, shall be utilized where feasible in place of traditional driven piles to reduce noise and vibration generation. The City of Beverly Hills Deputy City Engineer and City Building Official shall determine the feasibility of these alternatives pile types for the required applications.

N-1(g) Additional Pile Driving Measures. If pile driving activities are required for construction, a field test program shall be conducted on the site prior to approval of building plans. The test shall include driving piles at several locations on the project site in the general locations where piles would be required for project construction. The test shall also include testing of various noise control measures including, but not limited to, sound blanket enclosures around pile hammers. Quantitative noise and vibration measurements, together with a subjective assessment of the resulting conditions, shall be recorded. The results of the test program shall be presented to the City of Beverly Hills Community Development Director. Based on the results of the tests, the Director shall have the right to require additional noise control measures at the site during pile driving, such as temporary sound berms and dampening enclosures.

N-1(h) Noticing. All residential units located within 500 feet of the construction site shall be sent a notice regarding the construction schedule of the proposed project. A sign, legible at a distance of 50 feet shall also be posted at the construction site. All notices and the signs shall indicated the dates and duration of construction activities, as well as provided a telephone number where residents can in quire about the construction process and register complaints.

N-1(i) Construction Management Plan - Noise. Prior to issuance of grading permits, the applicant shall submit a Construction Management Plan satisfactory to the Director of Community Development and the Building Official. The Building Official shall enforce noise attenuating construction

requirements. The Construction Management Plan shall include, but not be limited to, the following noise attenuation measures:

- Excavation, grading, and other construction activities related to the proposed project shall comply with Section 5-1-206, Restrictions on Construction Activity, of the City Municipal Code. Any deviations from these standards shall require the written approval of the Community Development Director.

- During the initial stage of construction, including site demolition and site preparation/excavation, and when construction activities are within 200 feet of the boundary of the site, an 8-foot temporary sound barrier (e.g., wood fence), with at least 0.5-inch thickness, shall be erected at the project site, to the extent feasible. Sound blankets will also be used. All stationary construction equipment (e.g., air compressor, generators, etc.) shall be operated as far away from the multi-family residences as possible. If this is not possible, the equipment shall be shielded with temporary sound barriers, sound aprons, or sound skins to the satisfaction of the Director of Community Development.

- Haul routes for construction materials shall be restricted to truck routes approved by the City. Hauling trucks shall be directed to use commercial streets and highways, and, to the extent feasible, shall minimize the use of residential streets. The haul routes and staging areas for the project shall be established to minimize the impact of construction traffic on nearby residential neighborhoods and schools. Generally, haul routes to the 405 Freeway shall utilize Santa Monica Boulevard to minimize impacts to City streets.

- All construction vehicles, such as bulldozers and haul trucks, shall be prohibited from idling in excess of 10 minutes.

- The General Contractor and its subcontractors shall inspect construction equipment to ensure that such equipment is in proper operating condition and fitted with standard factory silencing features. Construction equipment shall use available noise control devices, such as equipment mufflers, enclosures, and barriers.

T-1 Construction Management Plan-Traffic. Prior to issuance of demolition or grading permits, the applicant shall submit a Construction Management Plan satisfactory to the Director of Community

Development, the Building Official and the City Traffic Engineer. The applicant shall be required to comply with all requirements of the Construction Management Plan, which shall include, but not be limited to, the following measures:

- Hours of construction shall be limited to occur between the hours of 8:00 AM to 6:00 PM, Monday through Friday, absent issuance of an after-hours construction permit.

- All delivery trucks shall be scheduled to the extent feasible to occur during off-peak hours, when vehicle and pedestrian traffic is minimal.

- Off-site on-street parking for project construction shall be prohibited on all adjacent streets and alleys. Construction-related parking shall be on-site to the extent feasible. The Construction Management Plan shall address construction-related worker parking, schedule of construction, and number of vehicles anticipated on-site.

- All construction-related trucks destined to the site shall follow the City's approved truck route plan. The contractor shall coordinate with the City to determine the most adequate route, identify the anticipated volume of trucks destined to the site, and delivery/hauling logistics.

- A fence shall be installed along the perimeter of the project site to ensure the safety of pedestrians in the neighborhood.

- The contractor shall provide flagmen at the project site entrance to reduce any conflicts with cars, trucks, and pedestrians.

- All heavy hauling and delivery of large construction supplies will be subject to the issuance of heavy hauling permits issued by the Department of Public Works, Engineering Division. Heavy hauling and routing shall be approved by the Engineering Division of the City of Beverly Hills. Heavy hauling operation time is limited to 4:00 p.m.

- The project applicant shall be required to keep the site and adjacent areas clean during construction.

- Any curbside or lane closure schedule shall be approved by the City.

Attachment 7:
Responses To Comments

COMMENTS and RESPONSES

This appendix contains the written comments received in response to the Draft Mitigated negative declaration (MND). The Draft MND was circulated for a period of 20 days, concluding on May 30, 2010. Each comment letter received by the City of Beverly Hills (City) has been included within this section. Responses to the comments have been prepared to address the environmental concerns raised by the commenters and to indicate where and how the MND addresses these environmental issues. Each letter is presented first, with the responses following.

The City received four (4) written comment letters on the Draft MND during the comment period. These letters are listed as follows and will be used for referencing in this section. In addition to responses to written comments received, verbal comments from the Planning Commission hearing of May 27, 2010. These responses follow the responses to the written comments received.

The comment letters and the City's responses follow. Each comment letter has been numbered sequentially and each separate issue raised by the commenter, if more than one, has been assigned a letter.

Letter 1

COMMENTER: Sharon and David Novin

DATE: May 26, 2010

RESPONSE:

The commenters state support for the project, listing the proposed access on San Vicente Boulevard and the proposed architecture and landscaping as positive features. As the comment does not relate directly to the adequacy of the Draft MND, no response is necessary.

Letter 2

COMMENTER: Joshua Tomaszewski

DATE: May 27, 2010

RESPONSE:

The commenter states support for the project, expressing an opinion that the project would enhance the site and neighborhood. As the comment does not relate directly to the adequacy of the Draft MND, no response is necessary.

Letter 3

COMMENTER: Stuart Weiss

DATE: June 1, 2010

RESPONSE:

The commenter states that, at the Planning Commission hearing of May 27, 2010, one of the commissioners opined that project implementation may result in installation of metered parking on Gale Drive, and that such parking would attract vehicles with "handicapped" parking badges, reducing street parking available for residents. As the project would offer onsite parking to meet City Code requirements, and free valet parking for all visitors, it is speculative to assume that visitors, particularly those with disabilities, would park on the street rather than directly at the site. Although this comment is noted, no changes to the MND are warranted.

Letter 4

COMMENTER: [Name illegible]

DATE: May 3, 2010

RESPONSE:

The commenter states opposition to the project. The comment is noted; however, as the commenter does not provide specific reasons for opposition or identify any environmental issues related to the project, no further response is necessary.

PLANNING COMMISSION PUBLIC HEARING

May 27, 2010

The City of Beverly Hills Planning Commission held a public hearing on May 27, 2010, at which comments on the Draft IS-MND were received. In addition to the planning commissioners, several members of the public offered verbal comments on the Draft IS-MND or the project. The public comments from the hearing are summarized below, followed by the City's responses. Only comments related to the project's potential environmental effects are included.

- *The statement that surrounding buildings range from one to five stories is incorrect; buildings on the west side of Gale are a maximum of four stories.*

  Response: The commenter is correct that surrounding buildings do not exceed four stories, although at least one is nearly equivalent to five stories as it is built above a partial first story parking garage. This correction is noted and reflected in the Final MND.

  Response: As discussed under Item I, *Aesthetics*, of the Draft IS-MND, the project would be generally compatible with the height and scale of existing surrounding buildings. As the proposed project would be three stories in height, and surrounding buildings range from one to four stories in height, the analysis and conclusion remain valid with the correction.

- *The project design would not be architecturally compatible with surrounding development.*

  Response: The surrounding buildings represent a mix of architectural styles, and exhibit a range of colors, materials and landscaping styles. The commenter's opinion is noted as to architectural compatibility. Nevertheless, as the scale and mass of the building are compatible with surrounding development, and the architecture would not substantially degrade the visual character of the site or its surroundings, impacts would remain less than significant.

- *MND did not consider environmental impacts of excavation for underground parking.*

  Response: The impacts of the proposed excavation are analyzed throughout the Draft IS-MND. In particular, the impacts of project construction, including excavation, are discussed under Item III *Air Quality*, Item V *Cultural Resources*, Item VI *Geology and Soils*, Item VII *Greenhouse Gas Emissions*, Item VIII *Hazards and Hazardous Materials*, Item IX *Hydrology and Water Quality*, Item XII *Noise*, and Item XVI *Traffic/Circulation/ Parking*. These analyses examine the impacts associated with the excavation of the site and hauling of excavated material as well as potential impacts to undiscovered buried cultural and paleontological resources. Impacts were found to be less than significant in all of these issue areas with implementation of identified mitigation measures. As the commenter does not provide specific information or challenge specific aspects of the analysis, a more detailed response is not possible.

- *Project construction will affect tenants in neighboring structure to the south, particularly construction noise and dust. Mitigation should include noise reduction measures during construction and dust suppression.*

  Response: Impacts associated with the generation of dust during construction are discussed in Item III *Air Quality* of the Draft IS-MND. Mitigation Measure AQ-2, Fugitive Dust Control, requires a range of measures that would reduce dust generation to less than significant levels, including watering of exposed soils, use of dust suppressants if warranted, covering loads of hauled soil and keeping the surrounding sidewalks and streets swept. Impacts associated with the generation of noise during construction are discussed under Item XII *Noise*. Mitigation Measure N-1 (a through i), require a range of measures that would reduce construction noise at adjacent properties to the extent feasible. These include the following:

  - Heavy truck restrictions, prohibiting heavy trucks from entering or leaving the site from or to, or otherwise driving on, North Gale Drive.
  - Identification of construction equipment staging areas on the northern portion of the project site, as far as possible from residences on North Gale Drive.
  - Requirements for diesel equipment mufflers and operation of diesel equipment with closed engine doors.
  - Use of electrical rather than gas generator power to run air compressors and similar power tools and to power any temporary structures.
  - Additional noise attenuation techniques such as the use of sound blankets on noise generating equipment and the construction of temporary sound barriers between construction sites and nearby sensitive receptors in order to ensure noise levels at nearby residences do not exceed 65 dBA, to the maximum extent feasible.
  - Use of alternative (quieter to install) pile types as feasible.
  - Noticing of all residential units located within 500 feet of the construction site regarding the construction schedule, indicating the dates and duration of construction activities, as well as provided a telephone number where residents can in quire about the construction process and register complaints.
  - Submittal of a Construction Noise Management Plan incorporating the requirements outlined above and others to reduce construction noise.

  Impacts would be less than significant with the mitigation summarized above.

- *Cars turning south from the project site onto San Vicente Boulevard will delay immediate neighbors' and tenants' ability to pull out of their driveway, potentially requiring them to pull into the middle lane of traffic to avoid conflicts.*

  Response: This concern is noted, and the City acknowledges that such conflicts could occur at times if the project is approved and constructed. However, these conflicts would not cause or represent a significant traffic impact. Although it might be an occasional inconvenience, the number of cars exiting from the neighboring property is not frequent or continuous enough to substantially affect the flow of traffic exiting the proposed project, or vice versa. Observance of normal traffic safety laws and driver courtesy would reduce the potential for significant traffic safety concerns.

Attachment 8:
Parking Demand Calculation

From: Clare Look-Jaeger [mailto:look-jaeger@llgengineers.com]
Sent: Tuesday, June 29, 2010 10:10 AM
To: Abe Leider
Cc: K.C. Jaeger
Subject: RE: 121 SVB

Hi Abe:
I reviewed the email below and the parking demand numbers. They are not correct for the demand calculations and should be as follows:

Land Use	Size	Parking Ratio	Total Spaces Required by Code	Parking Demand
Medical Office	32,000 so	1 space per 200 sf of floor area	160	138 spaces
General Office	8,750 so	1 space per 350 sf of floor area	25	30 spaces
Total	40,750 so		**185**	**168**

The ITE parking demand ratio for medical office is 4.3 sp/1,000 sf and for general office it is 3.44 sp/1,000 sf. The code is fine.

Thanks-Clare

Clare M. Look-Jaeger, P.E.
Principal
look-jaeger@llgengineers.com

LINSCOTT LAW & GREENSPAN engineers

Linscott, Law & Greenspan, Engineers
236 N. Chester Ave., Suite 200
Pasadena, CA 91106
626.796.2322 T, Ext. 222
626.792.0941 F
www.llgengineers.com

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