City of Beverly Hills
Planning Division
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Planning Commission Report

Meeting Date: September 19, 2016

Subject: **250-260 North Canon Drive**
Zone Text Amendment, Conditional Use Permit, Open Air Dining Permit, and Extended Hours Permit (PL1609328)
Request for a Zone Text Amendment to allow alternative parking facilities that may use automobile elevators, mechanical lift parking, and aisle parking to provide required parking in commercial zones through a Conditional Use Permit. The proposed project includes a request for a Conditional Use Permit, Open Air Dining Permit, and Extended Hours Permit to allow a new restaurant with a 100% valet-operated alternative parking facility to be constructed and operate with open air dining and extended hours on the commercial property located at 250-260 North Canon Drive. Pursuant to the provisions set forth in the California Environmental Quality Act (CEQA), the Planning Commission will also consider adoption of a Categorical Exemption for this project.

Project Applicant: Murray D. Fischer, applicant representative

Recommendation: That the Planning Commission:
1. Conduct a public hearing and receive testimony on the Project; and
2. Direct staff to return with a draft resolution and ordinance memorializing the Commission's recommendation to the City Council regarding the requested Zone Text Amendment; and
3. Direct staff to return with a draft resolution memorializing the Commission's findings regarding the requested entitlements; and
4. Continue the public hearing to a date (un)certain.

REPORT SUMMARY

The applicant seeks to construct a new, three-story restaurant with a subterranean parking garage on the vacant portion (currently a surface parking lot) of the site located at 250-260 North Canon Drive. The proposed project involves a request for a Zone Text Amendment to allow an "alternative parking facility" (a 100% valet-operated garage with automobile elevators and mechanical lift parking) to provide the required parking with approval of a Conditional Use Permit (CUP).

Attachment(s):
A. Zoning Compliance Table
B. Required Findings
C. Proposed Zone Text Amendment Language (DRAFT)
D. Public Notice
E. Traffic Impact Study
F. Architectural Plans (provided as a separate attachment)

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As proposed, the project would require City Council adoption of a Zone Text Amendment as well as Planning Commission approval of a Conditional Use Permit for an alternative parking facility and joint parking, an Open Air Dining Permit, and an Extended Hours Permit. Any Conditional Use Permit approval would be effective only if the necessary Zone Text Amendments are approved and take effect.

This report analyzes the individual entitlements requested by the proposed project, with particular focus on the concerns and potential benefits raised by the proposed Zone Text Amendment. Staff recommends that the Planning Commission review the proposed Zone Text Amendment language, review the analysis, and direct staff to return with resolutions and an ordinance based on the Commission's discussion.

BACKGROUND

File Date	6/15/2016
Application Complete	8/11/2016
Subdivision Deadline	N/A
CEQA Recommendation, pending final analysis	Class 5 Categorical Exemption for minor changes in land use regulations. Class 32 Categorical Exemption for in-fill development projects.
Permit Streamlining	N/A
Applicant(s)	Murray D. Fischer, applicant representative
Owner(s)	Neu Investment Corporation
Architect(s)	Nadel Architects
Prior PC Action	None
Prior Council Action	None

PROPERTY AND NEIGHBORHOOD SETTING

Property Information

Address	250-260 North Canon Drive, Beverly Hills CA 90210
Assessor's Parcel No.	4343-006-002 (two lots, tied)
Zoning District	C-3
General Plan	Commercial – Low Density General
Existing Land Use(s)	Commercial (office and surface parking)
Lot Dimensions & Area	Approximately 100' x 142.5' (avg. width x avg. depth) = 14,275 sq. ft.
Year Built	1940 / 1957 (major addition & remodel)
Historic Resource	None
Protected Trees/Grove	No protected trees

Adjacent Zoning and Land Uses

On Same Site	C-3 Commercial Current 250 N. Canon Dr.: three stories, Hilton & Hyland
Northwest	C-3 Commercial 270 N. Canon Dr.: four stories, Zein Obagi
Northeast (across alley)	Multiple-Family Residential-Commercial Parking Zone (RMCP) 225-239 N. Crescent Dr.: four stories, Whole Foods Market, parking, and senior housing
Southeast	C-3 Commercial 238 N. Canon Dr.: three stories, Mastro's
Southwest (across Canon Dr.)	C-3 Commercial 251 N. Canon Dr.: three stories, under construction

Circulation and Parking

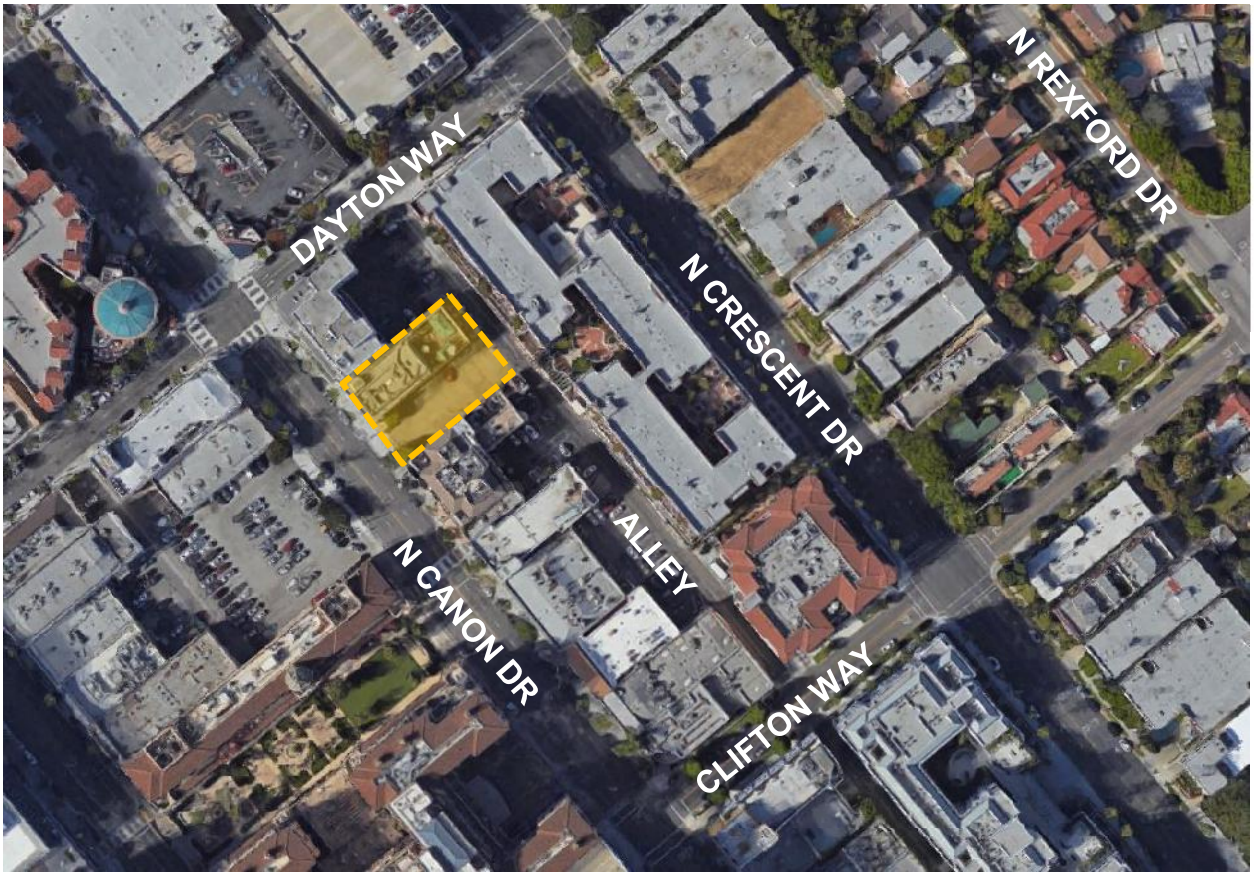
Adjacent Street(s)	N. Canon Dr.
Adjacent Alleys	20'-wide north-south alley to the east of N. Canon Dr. The alley runs between Dayton Way and Clifton Way and traffic is restricted to one-way southbound.
Parkways & Sidewalks	Approximately 15' sidewalk along N. Canon Dr.

Neighborhood Character

The project site is located on the northeast side of N. Canon Dr., between the intersections with Dayton Way and Clifton Way. The property has 100' of street frontage and is currently developed with a three-story commercial office building and a surface parking lot.

The project site is on the eastern edge of the Beverly Hills business triangle. To the west, as well as north and south along N. Canon Dr. is a large commercial area with buildings between one and ten stories in height. The majority of the commercial buildings in this area are two or three stories tall. Restaurants, retail, and commercial offices are the main uses in this area. Restaurants typically have valet parking. A public park and hotel are located across N. Canon Dr. in the same block.

To the east of the project site is the Multiple-Family Residential-Commercial Parking (RMCP) zone, which allows a mix of multi-family residential, commercial, and parking uses. Behind the project site (immediately across the alley) is a four-story mixed-use building with a ground-floor grocery store and parking and three upper residential floors of senior housing. Farther to the east is a row of multiple-family residences (on the east side of N. Crescent Dr.) and to the east of that is a single-family residential area (on N. Rexford Dr. and east).



Project Site

View from N. Canon Dr. of project site: existing office building and surface parking lot

PROJECT DESCRIPTION

The subject property is located on the northeast side of N. Canon Dr. in the central business triangle of the city. The surrounding area to the north, south, and west is developed with multi-story commercial buildings. To the rear, across a 20' wide alley and in the RMCP zone, is a four-story building that contains a grocery store (Whole Foods) and parking on the ground floor and three stories of senior housing above.

The project site currently consists of a three-story commercial office building with six surface parking spaces at the rear that are accessed from the alley on the north half of the site. The south half of the site contains a surface parking lot with 22 spaces including one accessible space. Vehicles enter the surface parking lot from N. Canon Dr. and exit into the alley.

The proposed project would construct a new three-story building with subterranean parking for a high-end restaurant use in the location of the existing surface parking lot. The project would retain the existing office building with some modifications to accommodate accessible paths to parking and potential changes to existing windows in the south wall. The new restaurant would consist of the following elements:

- Maximum height of three stories or 45' as defined by the Beverly Hills Municipal Code (BHMC) §10-3-100
- Dining rooms and kitchens on each of the three above-ground levels. Bars on the ground floor and third floor.
- Floor area: 12,040 SF
    - Dining and bar area: 2,638 SF within the building and 602 SF in a ground floor courtyard on private property
    - Circulation, kitchen, back-of-house, and restroom areas: 8,740 SF within the building and 313 SF in the courtyard on private property
- A ground floor courtyard for outdoor dining, separated from the street and alley by building walls and open to the sky
- Folding window systems on each dining room level that are operable to create large openings onto the courtyard area
- Retractable roof over the third floor dining room and bar area
- 102 parking spaces in three underground levels and 4 surface parking spaces behind the existing building (off the alley), totaling 106 parking spaces
- 100% valet parking operation, with vehicle drop-off and pick-up for restaurant patrons on N. Canon Dr. in front of the restaurant, and vehicle drop-off and pick-up for restaurant and office employees in the alley

<u>Open Air Dining</u>

The proposed project requires approval to seat restaurant patrons in an outdoor courtyard on private property. In addition, because the operable window systems and retractable roof of all three floors of the restaurant allow large portions of the walls and roof to be opened, the interior dining rooms are also considered open air dining and require approval from the Planning Commission.

For purposes of calculating parking, dining and bar area (where patrons are seated) is separated from circulation, kitchen, back-of-house, and restroom floor area. However, for the

purposes of open air dining, the entire area that is outdoors or can be opened to the outside is considered part of the open air dining. For the proposed project, the "open air dining area" includes dining and bar area, circulation and lobbies within that area, and serving area behind the bars. The request for open air dining is for 915 square feet in the outdoor courtyard, 1,683 square feet on the ground floor, 1,654 square feet on the second floor, and 2,005 square feet on the third floor, for a total of 6,257 square feet of open air dining on the project site.

Hours of Operation

Because the project site is located within 170' of a residential zone, standard operating hours during which the restaurant can accept patrons would be 7am-10pm on weekdays and 9am-10pm on weekends and holidays. The project has requested an Extended Hours Permit in order to operate outside that range. The proposed hours of the restaurant are:

Lunch:	Daily: 11am-2:30pm
Dinner:	Sunday – Thursday: 5pm-11pm
	Friday – Saturday: 5pm-12:00am (midnight)
Bar lounge on 3rd floor:	Daily: 5pm-1:30am

Parking & Zone Text Amendment

Pursuant to BHMC §10-3-2730, a restaurant that has more than 1000 square feet of dining and bar area must provide one parking space for every 45 square feet of dining and bar area. Other areas of the restaurant, as well as other commercial uses, must provide one parking space for every 350 square feet of floor area. The existing office building currently has 28 surface parking spaces (a legally nonconforming amount) that must be replaced by the proposed restaurant that will take their place. Attachment A includes a table of parking requirements.

Two provisions in the code allow for some sharing of parking. BHMC §10-3-2730(B)(9) allows 25% of spaces provided for other uses (commercial office, kitchen, back-of-house, etc.) to be applied toward the required spaces for a restaurant's dining and bar area. This reduction is allowed by-right. In addition, BHMC §10-3-2730(F) allows the Planning Commission to authorize the joint use of parking facilities, such that up to 50% of the parking facilities of a primarily daytime use (office space) may be used to satisfy the parking facilities required for a primarily nighttime use (restaurant). In this case, up to 50% of the parking for the existing office (a maximum of 14 spaces) could be jointly used by the restaurant. Because a reduction has already been taken by-right as explained above, staff recommends (and the parking numbers have been calculated based on) authorizing 25% of the office's spaces to be jointly used by the restaurant. This would result in 106 required parking spaces.

As proposed, the project would use an "alternative parking facility"—a 100% valet-operated garage with automobile elevators, mechanical lift parking, and aisle parking—to provide the required parking on-site. Two automobile elevators would move vehicles from the ground level off the alley to each of the three subterranean parking levels. Once in the garage, vehicles would be parked on mechanical lifts, which would allow vehicles to be stacked two high, or in the drive aisle. Each garage level would have 14 lifts (28 mechanical lift parking spaces) and six (6) aisle parking spaces, for a total of 102 spaces within the alternative parking facility. Four additional accessible spaces would be located on the ground level at the rear of the existing office building.

The city's minimum parking standards do not currently permit automobile elevators and mechanical lift parking to serve as required parking, so the applicant is requesting a Zone Text Amendment that would allow use of these methods (grouped under the title "alternative parking facility") to meet minimum parking requirements in commercial zones with approval of a Conditional Use Permit (CUP) that would have specific findings and conditions of approval. The CUP would also allow the size of the parking stalls and the use of drive aisle parking within an alternative parking facility to be reviewed and approved by the Planning Commission, instead of being designed to the minimum dimensions in the city's Minimum Parking Standards document.

The 100% valet operation proposes to pick up and drop off restaurant patrons' vehicles on North Canon Drive in front of the restaurant, and make a series of right turns on Dayton Way and into the alley to the garage, and then back into the alley, onto Clifton Way and North Canon Drive to complete the loop. Estimated times for this circulation are provided in Appendix A of the Traffic Impact Study (Attachment E). The project intends to request five (5) meter spaces for the valet area on North Canon Drive. However, at this time city staff recommends that two or three meter spaces be allowed to be used for this new valet operation because of the high demand for use of the Canon Drive public right of way for valet operations. The project site does not have space for vehicles to wait to enter the automobile elevators, so the applicant proposes to lease 13 parking spaces from 270 N. Canon Dr. (Zein Obagi building) after 5:30pm on weekdays and all day on weekends to serve as a staging area when needed. Eleven of those 13 spaces would be immediately off the alley, and just north of the project site.

<u>Setback and Wall along the Alley & Zone Text Amendment</u>
This project was noticed to include review of proposed Zone Text Amendments to Article 19.5 of the zoning code, which regulates the transition between commercial and residential uses. Article 19.5 contains both development standards (required setbacks, walls along property lines, limits on reflective glass and loading zones, etc.) and operational requirements (hours, deliveries, refuse management, noise, etc.) for projects and businesses in nonresidential zones that are near residential properties.

The Multiple-Family Residential-Commercial Parking (RMCP) zone exists in only a small area of the city, on the west side of North Crescent Drive between South Santa Monica Boulevard and Clifton Way. Some parts of Article 19.5 specifically reference the RMCP zone separately from references to other "residential zones" (e.g. "adjacent to a residential zone or the RMCP zone"). Originally staff believed that the development standards (setbacks, walls, etc.) applied to nonresidential zones adjacent to a residential zone or RMCP zone. However, upon further review, including the legislative history of Article 19.5, the record is clear that these development standards do not apply to nonresidential zones that are adjacent to (or separated by an alley from) an RMCP zone. Therefore, the proposed Zone Text Amendments regarding setbacks and property line walls for properties adjacent to an RMCP zone are not necessary.

The operational standards of Article 19.5 do however apply to nonresidential sites within 170' of a residential zone or RMCP zone, so the proposed project is subject to these regulations. These are discussed further in the Open Air Dining and Extended Hours section of the analysis at the end of this report.

Required Approvals. As proposed, the project requires the following discretionary approvals from the Planning Commission in order to be constructed. In addition, the Zone Text Amendment must be adopted by the City Council:

1. **Zone Text Amendment:**
   - To amend BHMC §10-3-100 (Definitions) and add BHMC §10-3-2730.4 (Alternative Parking Facility) to allow use of automobile elevators, mechanical parking lifts, and aisle parking to meet minimum parking requirements in commercial zones through a Conditional Use Permit.

2. **Conditional Use Permit:**
   - Contingent upon adoption of the above Zone Text Amendment, to permit use of a 100% valet-operated alternative parking facility that would include automobile elevators, mechanical parking lifts, and aisle parking, to provide 102 required parking spaces for the existing office building and new restaurant building.
   - To permit the joint use of parking facilities, such that up to 50% of the parking facilities of a use considered to be primarily a daytime use (existing office building) may be used to satisfy the parking facilities required for a use considered to be primarily a nighttime use (restaurant). In this case staff supports joint use of 25% of the existing office building's parking facilities.

3. **Open Air Dining:**
   - To permit a total of 6,257 square feet of open air dining (216 seats) on private property. The majority of this area (5,342 square feet) would be within the building that would have operable window systems on all three floors and a retractable roof. A smaller portion of this area (915 square feet) would be located in a courtyard with walls on four sides and no roof.

4. **Extended Hours Permit:**
   - To permit the restaurant use, which is in a Commercial-Residential Transition Area, to receive patrons during extended hours (between 10pm and 7am on the following weekday and 10pm and 9am on the following weekend or holiday). Specifically, the project requests to be allowed to receive patrons until 1:30am daily.

ZONING CODE[1] COMPLIANCE

A detailed review of the proposed project's consistency with applicable existing and proposed zoning standards has been performed. Summary tables are provided in Attachment A. The proposed project complies with all applicable codes, or is seeking through the requested permits permission to amend or deviate from certain code standards, in a manner that is consistent with the Zoning Ordinance.

[1] Available online at http://www.sterlingcodifiers.com/codebook/index.php?book_id=466

GENERAL PLAN[2] POLICIES

The General Plan includes numerous goals and policies intended to help guide development in the City. Some policies relevant to the Planning Commission's review of the project include:

- **Policy LU 2.1 City Places: Neighborhoods, Districts, and Corridors.** Maintain and enhance the character, distribution, built form, scale, and aesthetic qualities of the City's distinctive residential neighborhoods, business districts, corridors, and open spaces.

- **Policy LU 2.4 Architectural and Site Design.** Require that new construction and renovation of existing buildings and properties exhibit a high level of excellence in site planning, architectural design, building materials, use of sustainable design and construction practices, landscaping, and amenities that contribute to the City's distinctive image and complement existing development.

- **LU 11.2 Site Planning and Architectural Design.** Require that commercial and office properties and buildings are planned and designed to exhibit a high level of site and architectural design quality and excellence.

- **LU 2.8 Pedestrian Active Streets.** Require that buildings in business districts be oriented to, and actively engage the street through design features such as build-to lines, articulated and modulated façades, ground floor transparency such as large windows, and the limitation of parking entries directly on the street. Parking ingress and egress should be accessed from alleys where feasible.

- **LU 9.1 Uses for Diverse Customers**. Accommodate retail, office, entertainment, dining, hotel, and visitor serving uses that support the needs of local residents, attract customers from the region, and provide a quality experience for national and international tourists.

- **LU 12.2 Building, Parking Structure, and Site Design.** Require that buildings, parking structures, and properties in commercial and office districts be designed to assure compatibility with abutting residential neighborhoods, incorporating such elements as setbacks, transitional building heights and bulk, architectural treatment of all elevations, landscape buffers, enclosure of storage facilities, air conditioning, and other utilities, walls and fences, and non-glare external lighting.

- **LU 12.3 Alleys Between Commercial and Residential Uses.** Encourage that alleys be attractively designed as a transition between retail and office districts and residential neighborhoods, using features such as quality paving materials, landscaping, low voltage lighting and high-quality maintenance to assure that such alleys are attractive, and kept free of trash and debris.

[2] Available online at http://www.beverlyhills.org/business/constructionlanduse/generalplan/generalplandocument/

ENVIRONMENTAL ASSESSMENT

This project in the process of being assessed in accordance with the authority and criteria contained in the California Environmental Quality Act (CEQA, Public Resources Code Sections 21000 *et seq.*), the State CEQA Guidelines (California Code of Regulations, Title 14, Sections 15000 *et seq.*), and the environmental regulations of the City. At this time the project appears to qualify for a Class 5 Categorical Exemption pursuant to Section 15305 of the State CEQA Guidelines for minor changes in land use regulations. The proposed Zone Text Amendment would allow mechanical lift parking, car elevators, aisle parking, and modified parking space sizes to be used to provide required parking with approval of a Conditional Use Permit on properties located in commercial zones in the City.

The project also appears to qualify for a Class 32 Categorical Exemption pursuant to Section 15332 of the State CEQA Guidelines for in-fill development projects, which states that a Class 32 Categorical Exemption is allowed when:

(a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.
(b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.
(c) The project site has no value as habitat for endangered, rare or threatened species.
(d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.
(e) The site can be adequately served by all required utilities and public services.

Additionally, State CEQA Guidelines Section 15300.2 states that a categorical exemption “shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.”

A Categorical Exemption Report is being prepared by Rincon Consultants, Inc. for the City. When the Planning Commission makes a decision on the requested entitlements, it will also consider the Categorical Exemption Report and may find that the project will not have a significant environmental impact and is exempt from the provisions of CEQA. The Categorical Exemption report will be finalized based on the feedback and direction received from the Planning Commission.

PUBLIC OUTREACH AND NOTIFICATION

Type of Notice	Required Period	Required Notice Date	Actual Notice Date	Actual Period
Posted Notice	N/A	N/A	9/15/2016	4 Days
Newspaper Notice	10 Days	9/9/2016	9/9/2016 (Beverly Hills Courier) 9/15/2016 (Beverly Hills Weekly)	10 Days
Mailed Notice (Owners & Residential Occupants - 500' radius + block-face, commercial occupants within 50')	10 Days	9/9/2016	9/9/2016	10 Days
Property Posting	10 Days	9/9/2016	9/9/2016	10 Days
Website	N/A	N/A	9/15/2016	4 Days

Public Comment
As of the writing of this report, staff has spoken with one resident on N. Rexford Dr. who has concerns about noise, particularly amplified music, from the operation of the project.

ANALYSIS[3]
Project approval, conditional approval, or denial is based upon specific findings for the discretionary entitlements requested by the applicant. The specific findings that must be made in order to approve the project are provided as Attachment B to this report, and draft language for the proposed Zone Text Amendment is provided in Attachment C.

In reviewing the requested entitlements, the Commission may wish to consider the following information as it relates to the project and required findings.

Alternative Parking Facility – Zone Text Amendment and CUP
The following analysis breaks down the different elements of the Zone Text Amendment for alternative parking facilities and address the CUP that this particular project would require. The proposed Zone Text Amendment to create a CUP process for an alternative parking facility would apply to all commercial zones in the city. Future projects interested in using an alternative parking facility to provide required parking could choose to go through a CUP process if this amendment is adopted.

Automobile Elevators and Staging
Automobile elevators would be an alternative to ramps in a parking garage, allowing cars to be pulled into an elevator off the street or alley and enter the parking garage by traveling vertically between levels. An automobile elevator, or even several elevators, would take up

[3] The information provided in this section is based on analysis prepared by the report author prior to the public hearing. The Planning Commission, in its review of the administrative record and based on public testimony, may reach a different conclusion from that presented in this report and may choose to make alternate findings. A change to the findings may result in a final action that is different from the staff recommended action in this report.

significantly less space than would ramps within a parking garage. The width of the driveway and the opening in the building required for two automobile elevators side by side (in this case approximately 23') would be similar to the width required for a garage with one lane entering and one lane exiting.

One significant operational difference between automobile elevators and ramps is that each automobile elevator can only handle one vehicle at a time, while many vehicles could be on a ramp at the same time, all traveling to parking spaces. Because of this, an alternative parking facility that uses automobile elevators to access the garage may need space for vehicles to wait to enter the elevator—what this report refers to as "staging area"—particularly during peak usage times.

The Traffic Impact Study (Attachment E) shows that the peak hour of restaurant traffic on Saturdays is expected to be the busiest time of the week. The analysis in Appendix A of the Traffic Impact Study estimates that 76 vehicles could be moved in or out of the garage via the automobile elevators in one hour (estimated worst case scenario of 94 seconds to enter elevator, descend, and exit elevator, and send it back up for another vehicle; two-way traffic would be more efficient). During the peak hour on Saturdays, the Study predicts 71 vehicle trips (arriving + leaving). Although on average the speed of the elevators appears to be sufficient, due to the normal patterns of patrons arriving at and leaving a restaurant it is likely that vehicles will sometimes have to wait to use an elevator to access the garage. Thus the physical constraints of the alternative parking facility may at some times require a staging area.

The automobile elevators in the proposed project would be set back 10' from the alley, which gives vehicles a generous turning radius into the elevators but does not provide enough space for vehicles to line up out of the alley and wait to enter an elevator. The project proposes to lease 13 parking spaces after 5:30pm from the building at 270 N. Canon Dr., and more if necessary for special events. These spaces are not within sight of the automobile elevators, which has the potential to cause conflicts, although there may be ways to remedy that with good communication between individual parking attendants. The Planning Commission may also wish to consider whether a lease agreement between the owners of these two properties is sufficiently binding to approve the project.

<u>Mechanical Lift Parking</u>
Mechanical lift parking raises or lowers a vehicle on a platform so that other vehicles can be parked above or below in a stacked (vertical tandem) fashion. Mechanical lift parking is space-efficient. Based on the manufacturer specifications for the particular lifts proposed by this project, it would take approximately 72 seconds to raise or lower a car, so when the lift must be raised or lowered it takes longer to access a parking space or vehicle than it would in a standard parking arrangement or even a horizontal tandem parking arrangement.

The new CUP for alternative parking facilities would require that parking spaces smaller than the dimensions specified in the city's Minimum Parking Standards document be reviewed and approved by the Planning Commission. The current Minimum Parking Standards require spaces to be 9' wide and 19' long, with a 25' drive aisle. Minor modifications in length and drive aisle width can be made by the city's Traffic Engineer.

The proposed mechanical lift parking spaces would be 19' long and 8' wide with 7'-2" clear between the posts of the lifts. For reference, a 2016 Range Rover is approximately 7'-3" wide with its mirrors out and 6'-10" wide with its mirrors folded in. A BMW 7 Series is 7'-1" wide with its mirrors out and 6'-3" wide with its mirrors folded in.

The proposed mechanical lift parking spaces would have an inside height clearance of 6'. However, if the ceiling of the garage level is high enough, the space on the top of the mechanical lift would have additional headroom. That proposed dimension is not specified in the plans at this time. For reference, a Range Rover is 6'-2" tall and a BMW 7 Series is 4'-10" tall.

The Planning Commission may wish to discuss whether a minimum height clearance (for at least one level of mechanical lift parking) should be set, so that applicants would have the opportunity to look for mechanical lifts that would meet all of the city's Minimum Parking Standards.

Aisle Parking

Although not currently allowed, valet-operated aisle parking was permitted in the past by the City in some situations. At that time, aisle parking spaces were required to be 26'-28' long in order to allow vehicles to be moved back and forth within the aisle space in order to access other vehicles that had been parked in.

The six (6) proposed aisle parking spaces on each subterranean level would be 9' wide and 22' long. This would not allow a vehicle to be shifted back and forth to access vehicles in the mechanical lift parking spaces—instead, if the aisle spaces were full, an aisle-parked vehicle would have to be moved temporarily to a different part of the garage to allow access, and then moved back. The Planning Commission may wish to consider whether aisle spaces of this size are sufficient to allow efficient operations of the proposed alternative parking facility.

Valet Operation

The Zone Text Amendment requires an alternative parking facility be completely operated by valets/parking attendants. Because of this the Planning Commission will want to consider how to define hours of operation of the uses and when valet staff would need to be available. For instance, an office that is primarily occupied 8am-6pm may in reality have janitorial staff and the occasional office worker in the building late at night.

The project intends to request five (5) parking spaces on North Canon Drive for valet use. At this time staff expects the project would be allowed two (2) or three (3) valet spaces based on existing valet permits and limited meter space on that block. Payment to the city for lost parking meter revenue will be determined by the Directors of Public Works and Community Development.

CUP Standards, Findings, and Conditions of Approval
The proposed list of standards in the draft Zone Text Amendment language should set basic parameters that an alternative parking facility that is providing required parking must meet in order to obtain a CUP.

When reviewing a CUP application for an alternative parking facility, the Planning Commission would evaluate the project against the findings. Therefore the findings should address the major areas of concern regarding potential project impacts.

Conditions of approval can and will be developed for each project on a case-by-case basis. However, any standard conditions of approval or other things that might be approved by the Planning Commission in conjunction with an alternative parking facility could be detailed in this section.

Joint Use of Parking Facilities
As mentioned in the Project Description, 25% of the parking spaces provided for non-dining uses (commercial office, kitchen, back-of-house, etc.) may be applied toward the required spaces for the restaurant's dining and bar area. This reduction is allowed by-right.

In addition, the project seeks approval for joint use of parking facilities. This code provision can allow up to 50% of the parking facilities for the office building (which is a primarily daytime use) to be used to satisfy a portion of the required parking for the restaurant (which is a primarily nighttime use). This sharing of spaces is efficient when two different uses on the same site have different peak times of parking demand.

In this case, the office has 28 parking spaces, so a maximum of 14 spaces could be shared with the restaurant. However, because a reduction in the parking requirement has already been taken by-right as explained above, staff recommends authorizing 25% of the office's spaces to be jointly used by the restaurant. The parking requirement numbers in the table in Attachment A use this calculation. This would result in sharing seven (7) spaces between the primarily daytime and primarily nighttime uses, and require a total of 106 parking spaces. If the Planning Commission would like to consider authorizing up to seven (7) additional joint use spaces, this would provide flexibility in the design and operation of the alternative parking facility, such as the lengthening and removal of some of the requested drive aisle parking spaces.

Open Air Dining and Extended Hours
In evaluating the requests for an Open Air Dining Permit and Extended Hours Permit, the Planning Commission may consider if the project has the potential to cause significant adverse impacts in any of the following areas:

Noise
The valet operation will increase traffic in the alley, which may result in some additional noise. The significance of this noise is being explored as part of the CEQA evaluation of the project. Although the hours after 10pm are not likely to be the restaurant's busiest, approval of the Extended Hours Permit would extend the noise-making activities later in the day.

Without additional conditions of approval, the combination of the Extended Hours Permit and the Open Air Dining Permit would allow new patrons to be accepted past the standard cut-off of 10pm, and would allow them to be seated in the courtyard open air dining or in the dining rooms with the windows and roof open. Noise of voices, dishes being stacked and carried, and music in the restaurant are legitimate concerns for the neighborhood and especially the residences immediately across the alley to the east. Conditions of approval could include a time at which the open air dining must cease (vacate the courtyard and close all windows and the roof), that amplified music shall not be played in the third floor dining room when the windows or roof are open, or others.

Odors

Food odors could more easily escape from the third story dining room through the open roof and windows, as well as potentially from the lower floors and courtyard open air dining. However, the areas open to air would only be the dining and bar areas and not the kitchen. In addition, several restaurants and the Whole Foods grocery store already operate in the area. Odors are not anticipated to be an issue.

Light and Glare

Because a portion of the roof is proposed to be retractable, light emanating from that area could be a concern, particularly for residents on the fourth floor of the building across the alley, which is above the level of the open roof. Conditions could be placed on the project that all lighting be sufficiently shielded and/or that the roof be closed at a certain time.

NEXT STEPS

Staff recommends that the Planning Commission:

1. Conduct the public hearing;
2. Direct staff to return with a draft resolution and ordinance memorializing the Commission's recommendation to the City Council regarding the requested Zone Text Amendments;
3. Direct staff to return with a draft resolution memorializing the Commission's findings regarding the requested entitlements; and
4. Continue the public hearing to a date (un)certain.

Report Reviewed By:

Masa Alkire, AICP, Principal Planner

I:\Planning\Emily Gable\CC\250 N Canon Dr - New Restaurant w Lift Parking\Reports, Resos & Covenants\1. PC Packet 9.19.2016\250-260 N Canon Dr_PC Staff Report 9.19.16_PACKET

Attachment A
Zoning Compliance Tables

Zoning Analysis

A summary of the allowed development standards and the proposed project follows:

REGULATIONS	ALLOWED / REQUIRED	PROPOSED PROJECT	NOTES
Floor Area	28,550 SF	15,683 SF existing office 12,040 SF new restaurant 27,723 SF total on site	
Floor Area Ratio	2.0	1.94	Floor area ÷ land area
Building Height	Roof: 45' max. Parapet: 3'-9" max. Mechanical: 15' max.	Roof: 45' max. Parapet: 2-3' (47' total) Mechanical: TBD <15'	
Front Setback (Southwest, from N. Canon Dr.)	None	None	
Rear Setback (Northeast, from alley)	None	0' for all levels below grade 10' for the ground floor 0' for the 2nd and 3rd floors	
Side Setback (Northwest)	None	None	Existing building
Side Setback (Southeast)	None	None	
Parking	106 spaces (if joint parking request is approved by Planning Commission)	102 in alternative parking facility under new building 4 accessible spaces off alley behind existing office = 106 total	See table below regarding parking

A summary of the parking requirements follows:

REGULATIONS	FLOOR AREA	PARKING RATIO REQUIREMENT	PARKING SPACES REQUIRED	NOTES
Indoor & Outdoor Dining & Bar Areas	3,240 SF	1 space / 45 SF	72	
Non-Dining Restaurant Area: Circulation, Kitchen, Back-of-House, Restrooms	9,053 SF	1 space / 350 SF	26	
Existing Office	15,683 SF	Existing	28	
Parking reduction for dining & bar uses		(26 + 28) * 25%	(-13)	25% of spaces required for commercial/non-dining uses may be applied toward the parking requirements for dining & bar uses. BHMC §10-3-2730(B)(9)
Joint use of parking facilities		28 * 25%	(-7)	Up to 50% of spaces for a primarily daytime use (office) may be used to satisfy the parking requirements for a primarily nighttime use (restaurant) if approved by the Planning Commission. Staff recommends a 25% credit, which is calculated here. BHMC §10-3-2730(F)(2)
TOTAL REQUIRED*			**106**	*With Planning Commission approval of the joint use of parking facilities

Attachment B
Required Findings

Zone Text Amendment Findings

1. In considering the application for a Zone Text Amendment, the Planning Commission shall consider whether the Zone Text Amendment will result in a benefit to the public interest, health, safety, morals, peace, comfort, convenience, or general welfare.

Conditional Use Permit Findings

The following findings incorporate the language of the proposed Zone Text Amendment:

1. The Planning Commission may authorize conditional uses if it finds that the proposed location of any such use will not be detrimental to adjacent property or to the public welfare.
2. A conditional use permit shall only be issued for an alternative parking facility to provide required parking if the Planning Commission finds that:
    a. Due to circumstances such as lot size, lot shape, lot location, or other existing conditions of the site, the applicant has demonstrated that an alternative parking facility is a reasonable parking solution to provide code-required parking;
    b. The use of an alternative parking facility enhances the design of the proposed project and promotes harmonious development in the area;
    c. The proposed alternative parking facility and operation thereof will not create negative impacts on any public rights-of-way due to queuing;
    d. The proposed alternative parking facility and operation thereof will not have a significant adverse impact on the surrounding uses and properties with regard to the character of the neighborhood, visual impacts, noise, area parking and circulation, and existing on-site improvements;
    e. The proposed alternative parking facility and operation thereof will not have a substantial adverse impact on the public health, safety, or welfare.
3. A conditional use permit for joint use of parking facilities may be authorized by the Planning Commission under the following conditions:
    a. Up to fifty percent (50%) of the parking facilities of a use considered to be primarily a daytime use may be used to satisfy the parking facilities required by this article for a use considered to be primarily a nighttime use.
    b. A covenant as described in section 10-3-2734 of this chapter shall be recorded in the office of the county recorder, which covenant may include such reasonable conditions as the planning commission may impose.

Open Air Dining Permit Findings

The reviewing authority shall approve an open air dining permit application if all of the following findings can be made:

1. The proposed open air dining use is consistent with the general plan and any specific plans adopted for the area.
2. The proposed open air dining use will not adversely affect existing and anticipated development in the vicinity and will promote the harmonious development of the area.
3. The nature, configuration, location, density, and manner of operation of any open air dining use proposed will not significantly and adversely interfere with the use and enjoyment of residential properties in the vicinity of the subject property.
4. The proposed open air dining use will not create any significant traffic impacts, traffic safety hazards, pedestrian-vehicle conflicts, or pedestrian safety hazards and will not impede the safe and orderly flow of pedestrians along the public right of way.
5. The proposed open air dining use will not create any significantly adverse parking impacts as a result of employee or patron parking demands.
6. The proposed open air dining use will not create any significantly adverse impacts on neighboring properties as a result of:
    a. The accumulation of garbage, trash or other waste;
    b. Noise created by operation of the restaurant or by employees or visitors entering or exiting the restaurant;
    c. Light and glare; or
    d. Odors and noxious fumes.
7. The proposed open air dining use will not be detrimental to the public health, safety, or general welfare.

Extended Hours Permit Findings

The Planning Commission shall grant an extended hours permit if it finds that the extended hours operation will not substantially disrupt the peace and quiet of the adjacent neighborhood as a result of any of the following:

1. The accumulation of garbage, litter, or other waste, both on and off of the subject site;
2. Noise created by the extended hours operation or by employees or visitors entering or exiting the extended hours operation;
3. Light and glare;
4. Odors and noxious fumes;
5. Pedestrian queuing;
6. Crime or peril to personal safety and security;
7. Use of residential streets for parking which is likely to cause activity associated with the subject extended hours operation to intrude substantially into a residential area;
8. Effects on traffic volumes and congestion on local residential streets; and
9. Cumulative impacts relating to the existing concentration of extended hours operations in the vicinity of the proposed extended hours operation.

Attachment C

Proposed Zone Text Amendment Language (DRAFT)

Add to BHMC §10-3-100: WORDS DEFINED

ALTERNATIVE PARKING FACILITY: An off-street parking garage where vehicular storage and retrieval within the garage is accomplished with mechanical lift parking and/or automobile elevators.

AUTOMOBILE ELEVATOR: An elevator used to move vehicles vertically into and between levels of a parking garage in lieu of the use of ramps.

PARKING, MECHANICAL LIFT: A mechanical system that moves vehicles vertically to make space available to park other vehicles above or below in a stacked (vertical tandem) fashion.

DRAFT

<u>Add to Article 27 of Chapter 3 of Title 10 of the BHMC:</u>

10-3-2730.4: ALTERNATIVE PARKING FACILITY

An alternative parking facility, as defined in section 10-3-100, may be used to meet the parking requirements of section 10-3-2730, provided the alternative parking facility and the use(s) for which it provides required parking are located in a commercial zone, and subject to the following:

A. Conditional use permit required. A conditional use permit, issued pursuant to the provisions of article 38 of this chapter, shall be obtained prior to any alternative parking facility commencing provision of required parking spaces for any use.

B. Standards. All alternative parking facilities authorized by a conditional use permit shall comply with the following standards:
    1. Except for required ingress and egress, all mechanical lift parking shall be fully enclosed;
    2. Access to any alternative parking facility shall be located such that the staging area does not disrupt a public right-of-way;
    3. The alternative parking facility shall be operated by one or more parking attendants at all times during the hours of operation, so that it is 100% valet-operated to service the use needs of the commercial facility for which it provides required parking;
    4. An alternative parking facility shall comply with all applicable development standards, including those set forth in Article 16.5 of this chapter, and excluding standards for minimum parking stall size and drive aisle width if modifications to those standards are approved by the planning commission as part of the conditional use permit;
    5. The alternative parking facility's mechanics and structure shall meet any applicable building, mechanical and electrical code requirements as approved by the community development department;
    6. If the proposed alternative parking facility includes parking stall and/or drive aisle sizes that do not conform to the city's minimum parking stall size standards, the applicant shall demonstrate that the facility will accommodate a range of vehicle

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types and will not have an adverse impact on the efficiency of the parking operation or the safety of people or property;

7. If the proposed alternative parking facility would incorporate parking in drive aisles, the applicant shall demonstrate that the proposed parking arrangement will not have an adverse impact on the efficiency of the parking operation or the safety of people or property.

C. Information required for application. Application submittals for an alternative parking facility conditional use permit shall include information that the director of community development deems to be necessary to determine if the alternative parking facility can adequately meet the parking needs of the proposed development and determine that no substantial negative impacts will result from the facility. At a minimum, the following shall be provided as part of the conditional use permit application:

1. Site Plan: Submittal of a site plan prepared by a design professional indicating all structures; the alternative parking facility location; number of required parking stalls; site ingress and egress; proposed queuing location; and the identification of adjacent land uses;
2. Operations Plan: Submittal of an alternative parking facility operations plan describing the broadest range of operating hours allowed for the commercial use(s); the number of parking attendants and working hours; methods for automobile storage and retrieval during and outside of regular business hours; vehicle drop-off and pick-up location(s) for customers; vehicle circulation path; location of staging area for vehicles waiting to enter the alternative parking facility. The operations plan shall also describe, with regard to the mechanical lift parking and automobile elevators: maintenance schedules; additional parts, inventory, and software updates to maintain optimal operations;
3. Technical Studies: Submittal of technical studies demonstrating that the proposed design and operation of the alternative parking facility will not be detrimental to surrounding uses and properties with regard to noise, visual impacts, area parking and circulation, and existing on-site improvements;
4. ADA Compliance: Submittal of evidence that the parking provided will comply with the provisions of the Americans with Disabilities Act;
5. Back-Up Power and Parts: Prior to approval of building permits, the applicant shall provide documentation that the alternative parking facility will be equipped

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in sufficient capacity with back-up generators and spare mechanical parts to allow operation of the parking system in the case of system or electrical failure. Furthermore, as a means of egress lighting, emergency lights will be automatically switched 'ON' upon activation of the fire alarm system and upon opening any doors, including stair and vestibule doors accessing the vehicle storage areas.

D. Findings. In addition to the findings outlined in article 38 of this chapter, a conditional use permit shall only be issued if the planning commission finds that:
    1. Due to circumstances such as lot size, lot shape, lot location, or other existing conditions of the site, the applicant has demonstrated that an alternative parking facility is a reasonable parking solution to provide code-required parking;
    2. The use of an alternative parking facility enhances the design of the proposed project and promotes harmonious development in the area;
    3. The proposed alternative parking facility and operation thereof will not create negative impacts on any public rights-of-way due to queuing;
    4. The proposed alternative parking facility and operation thereof will not have a significant adverse impact on the surrounding uses and properties with regard to the character of the neighborhood, visual impacts, noise, area parking and circulation, and existing on-site improvements;
    5. The proposed alternative parking facility and operation thereof will not have a substantial adverse impact on the public health, safety, or welfare.

E. Conditions of Approval. The reviewing authority may impose any conditions that are necessary to mitigate any potential adverse impacts resulting from the use of an alternative parking facility to provide required parking, including but not limited to:
    1. As part of the approval of a conditional use permit, the planning commission may condition a project to allow parking in the drive aisles of the alternative parking facility;
    2. Inspection Report: A maintenance inspection report for any alternative parking facility, prepared at the sole expense of the applicant, shall be submitted at any time upon request from the community development department for review by the city.

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Attachment D
Public Notice

NOTICE OF PUBLIC HEARING

HEARING DATE: Monday, September 19, 2016
TIME: 1:30 PM, or as soon thereafter as the matter may be heard
LOCATION: Council Chamber
Beverly Hills City Hall
455 North Rexford Drive
Beverly Hills, CA 90210

The Planning Commission of the City of Beverly Hills, at its SPECIAL meeting on Monday, September 19, 2016, will hold a public hearing beginning at 1:30 PM, or as soon thereafter as the matter may be heard to consider a request to allow a new restaurant with a 100% valet-operated mechanical parking garage and reduced rear setbacks to be constructed and operate with extended hours and open air dining on the commercial property located at **250-260 North Canon Drive**. The proposed project requires the following entitlements:

Zone Text Amendment. The project includes a request to amend portions of the Beverly Hills Municipal Code (BHMC). One proposed Zone Text Amendment would amend BHMC §10-3-100 and add BHMC §10-3-2730.4 and BHMC §10-3-3800.2 to allow car elevators, mechanical parking lifts, and aisle parking in commercial zones through a Conditional Use Permit. The proposed Zone Text Amendment would establish criteria for such alternative parking systems that are 100% valet-operated. The other proposed Zone Text Amendment would amend BHMC §10-3-1952A and §10-3-1953A to allow a commercial property that is adjacent to an RMCP zone to reduce or eliminate the rear setback requirement and reduce or eliminate the requirement for a wall along the rear property line through a Minor Accommodation.

Conditional Use Permit. The proposed project includes a request for a Conditional Use Permit to allow the use of car elevators, mechanical parking lifts, and aisle parking to accommodate 102 code-required parking spaces for the new restaurant and existing office building on the subject property. Parking would be provided in three subterranean levels accessed from the alley and 100% valet-operated. The requested Conditional Use Permit is contingent upon the approval and implementation of the proposed Zone Text Amendment.

Minor Accommodation. The proposed project includes requests for Minor Accommodations to eliminate the required rear setback from the alley both above and below ground, and to eliminate the required wall along the rear property line that separates the property from the alley. If approved, the Minor Accommodations would allow the first level of the underground

garage and the second and third floors above ground to be built to the rear property line instead of having a 6' setback, and would waive the requirement for a 3' wall on the rear property line. The requested Minor Accommodations are contingent upon the approval and implementation of the proposed Zone Text Amendment.

Open Air Dining Permit. The proposed restaurant includes an outdoor patio on private property with 915 square feet of open air dining area. In addition, large portions of the walls and roof of the 12,040 square foot restaurant building would be able to be opened. Therefore, the approximately 2,650 square feet of interior bar and dining areas also require approval of an open air dining permit.

Extended Hours Permit. The proposed restaurant requires an Extended Hours Permit in order to receive patrons after 10 PM. The requested hours extend until 1:30 AM daily.

This project has been assessed in accordance with the authority and criteria contained in the California Environmental Quality Act (CEQA, Public Resources Code Sections 21000 *et seq.*), the State CEQA Guidelines (California Code of Regulations, Title 14, Sections 15000 *et seq.*), and the environmental regulations of the City. The project appears to qualify for a Class 5 Categorical Exemption pursuant to Section 15305 of the State CEQA Guidelines for minor changes in land use regulations. The proposed Zone Text Amendment would allow mechanical parking garages and reduced rear setbacks under certain circumstances on properties located in commercial zones in the City. The project also appears to qualify for a Class 32 Categorical Exemption pursuant to Section 15332 of the State CEQA Guidelines for in-fill development projects. The Planning Commission will consider finding that the project will not have a significant environmental impact and is exempt from the provisions of CEQA.

Any interested person may attend the meeting and be heard or present written comments to the Commission. Please note that any communication received by the City becomes part of the public record.

According to Government Code Section 65009, if you challenge the Commission's action in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to the City, either at or prior to the public hearing.

If there are any questions regarding this notice, please contact **Emily Gable, Assistant Planner** in the Planning Division at **(310) 285-1192**, or by email at **egable@beverlyhills.org**. Copies of the project plans and associated application materials are on file in the Community Development Department, and can be reviewed by any interested person at 455 North Rexford Drive, Beverly Hills, CA 90210.

Sincerely:

Emily Gable, Assistant Planner

Mailed: September 9, 2016

Attachment E
Traffic Impact Study

TRAFFIC IMPACT STUDY FOR PROPOSED
RIVEA RESTAURANT PROJECT,
250-260 N. CANON DRIVE, CITY OF BEVERLY HILLS

Prepared for:

Neu Investment Corporation

REGISTERED PROFESSIONAL ENGINEER
RYAN JOHN KELLY
No. 2547
EXP. 9/30/2017
TRAFFIC
STATE OF CALIFORNIA

Prepared by:

Crain & Associates
300 Corporate Pointe, Suite 470
Culver City, California 90230
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www.crainandassociates.com

September 12, 2016

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1.0 INTRODUCTION

This traffic analysis has been prepared to identify and evaluate the potential traffic and parking impacts of the proposed Rivea restaurant project (the "Project"), located at 250-260 N. Canon Drive Boulevard in the City of Beverly Hills, California. The Project site is situated on the east side of Canon Drive between Dayton Way to the north and Clifton Way to the south, with a one-way southbound alley bounding the site on the east. The Project site includes the existing 15,683 square-foot Hilton & Hyland real estate office building at 250 N. Canon Drive. Commercial uses are to the north, south, east and west, along with a residential/retail mixed-use building east of the site and along the east side of the one-way southbound alley. The Project site and general vicinity are shown in Figure 1-1.

The traffic analysis follows the City of Beverly Hills traffic study guidelines and is consistent with traffic impact assessment guidelines in the *2010 Congestion Management Program for Los Angeles County* (the "CMP"). This traffic analysis evaluates potential Project-related impacts at four study intersections in the vicinity of the Project site, and also on the one-way southbound alley next to the site. The study locations were determined in consultation with the City of Beverly Hills Senior Transportation Engineer (the "City STE"). The Intersection Capacity Utilization (ICU) methodology was used to determine Volume-to-Capacity (V/C) ratios and Levels of Service (LOS) for the signalized study intersections. The Highway Capacity Manual (HCM) methodology was used to calculate the LOS of unsignalized, all-way stop controlled study intersections. In addition, a review was conducted of Los Angeles County Metropolitan Transportation Authority intersection and freeway monitoring stations to determine if a Congestion Management Program transportation impact assessment analysis is required for the Project.

This study presents and analyzes the following:

- Existing traffic volumes;
- Forecasted existing with Project traffic volumes;
- Forecasted future traffic volumes with related projects and regional growth;
- Forecasted future with Project traffic volumes;
- Project-related traffic impacts; and
- Feasible mitigation measures, where necessary.

1.1 Study Area

Based on direction from the City STE, four study intersections and the adjacent one-way southbound alley have been identified for evaluation. These study locations provide local access for the Project site and define the extent of the boundaries for traffic impact analysis.

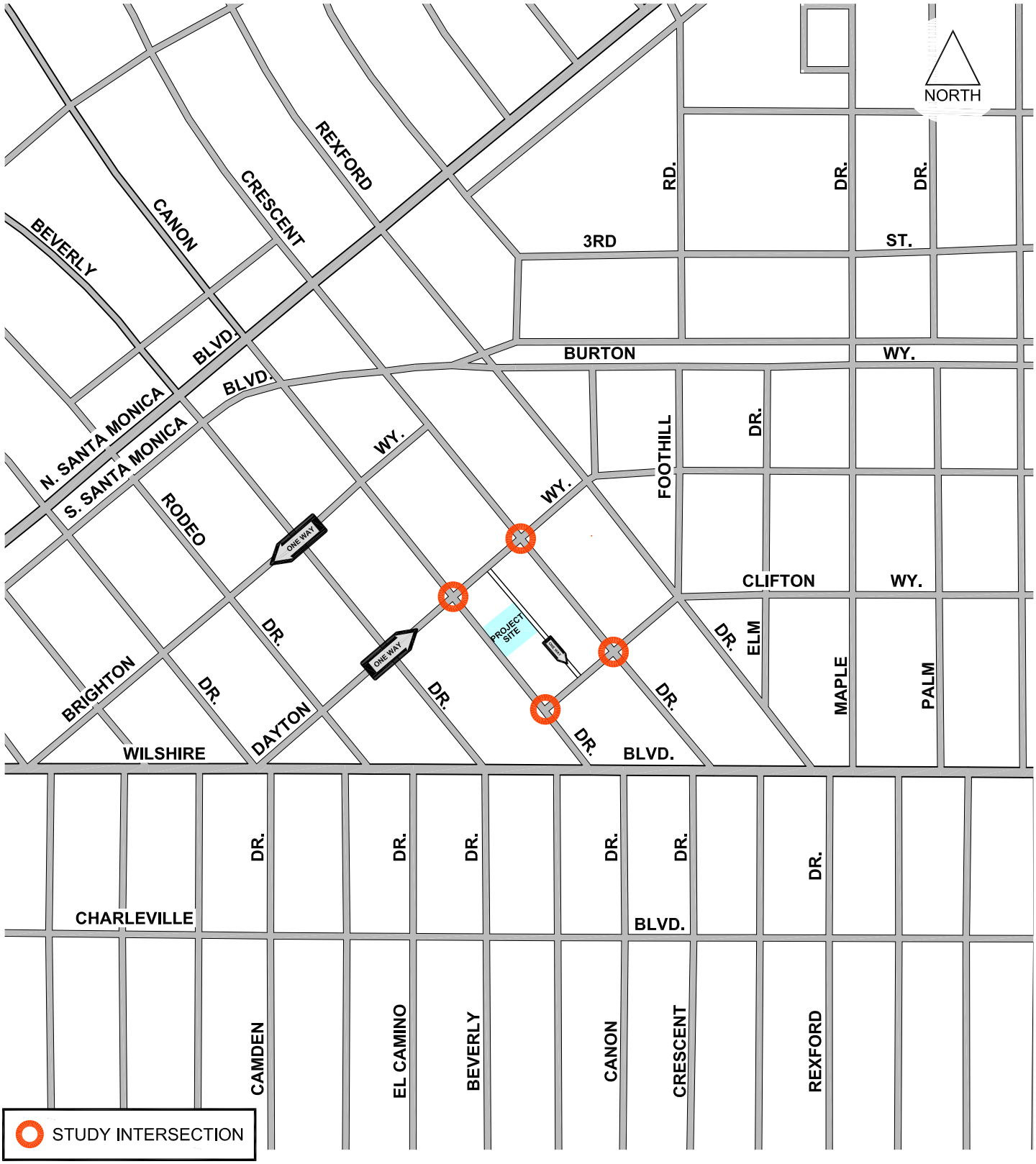

FIGURE 1-1

8/4/2016

FN: CanonDr(248)BevHills/STUDY-INTS

PROJECT SITE VICINITY AND
STUDY INTERSECTION LOCATIONS

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300 Corporate Pointe, Suite 470
Culver City, California 90230
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www.crainandassociates.com

Further discussion of the existing street system and study area is provided in Section 4.0.

The general location of the Project site in relation to the study locations and surrounding street system is presented in Figure 1-1. The traffic analysis study area is generally comprised of those intersections having the greatest potential to experience significant traffic impacts due to the Project, as determined in consultation with the City STE. The study intersections are listed below and define the extent of the boundaries for this traffic impact assessment.

1. Canon Drive/Dayton Way
2. Crescent Drive/Dayton Way
3. Canon Drive/Clifton Way *(all-way stop controlled)*
4. Crescent Drive/Clifton Way *(all-way stop controlled)*

In addition to the above four study intersections, the one-way southbound alley along the east side of the Project site was also identified for operational analysis by the City STE.

The calculated V/C ratios and delays (seconds) and LOS for the study intersections were used to evaluate the potential traffic-related impacts associated with area growth, cumulative projects, and the Project.

2.0 PROJECT LOCATION AND DESCRIPTION

2.1 Project Site Location

The Project site is located at 250-260 N. Canon Drive in the City of Beverly Hills. It is a rectangular site that is bounded by a commercial building on the north (Zein Obagi building at 270 N. Canon Drive), a commercial building on the south (Mastro's Steakhouse restaurant at 246 N. Canon Drive), Canon Drive on the west, and a one-way southbound alley on the east. Along the east side of the alley is a residential/retail mixed-use building. The Project site includes the 15,683 square-foot Hilton & Hyland office building at 250 N. Canon Drive and a surface parking lot. The nearest cross streets are Dayton Way to the north and Clifton Way to the south. The site is within the City's Business Triangle, which is bounded by North Santa Monica Boulevard, Wilshire Boulevard, and Crescent Drive. The site is situated within walking distance of office, retail, restaurant, and other commercial businesses located along the Wilshire Boulevard and Santa Monica Boulevard corridors and within the Business Triangle.

2.2 Existing Project Site Use

The Project site contains the aforementioned Hilton & Hyland office building at 250 N. Canon Drive and adjacent surface parking lot that extends from Canon Drive to the one-way southbound alley to the east. The lot currently provides 22 parking spaces for the Hilton & Hyland office building. The Hilton & Hyland office building also has six parking spaces immediately east of (behind) the building and adjacent to the one-way southbound alley and, therefore, maintains a total parking supply of 28 parking spaces.

2.3 Proposed Project Description

The Project includes a new three-level building for a high-end, quality restaurant containing approximately 3,240 square feet of indoor/outdoor dining and bar area and 9,053 square feet of circulation, kitchen, back of house, and restroom area. The Project total floor area is approximately 12,040 square feet (excluding shafts and elevator lobby area). The restaurant will have up to approximately 216 seats. The restaurant would be situated at the location of the existing surface parking lot, immediately south of the Hilton & Hyland office building and north of Mastro's Steakhouse restaurant. The proposed hours of operation are 11:00 AM to 2:30 PM, Monday through Sunday; 5:00 PM to 11:00 PM, Sunday through Thursday; and 5:00 PM to 1:00 AM, Friday and Saturday. It is estimated that the peak number of employees will be 29 persons during the lunch period and 32 persons during the dinner period. It is anticipated that the Project will be completed and operational by 2018. The Project site plan is illustrated in Figure 2-1.

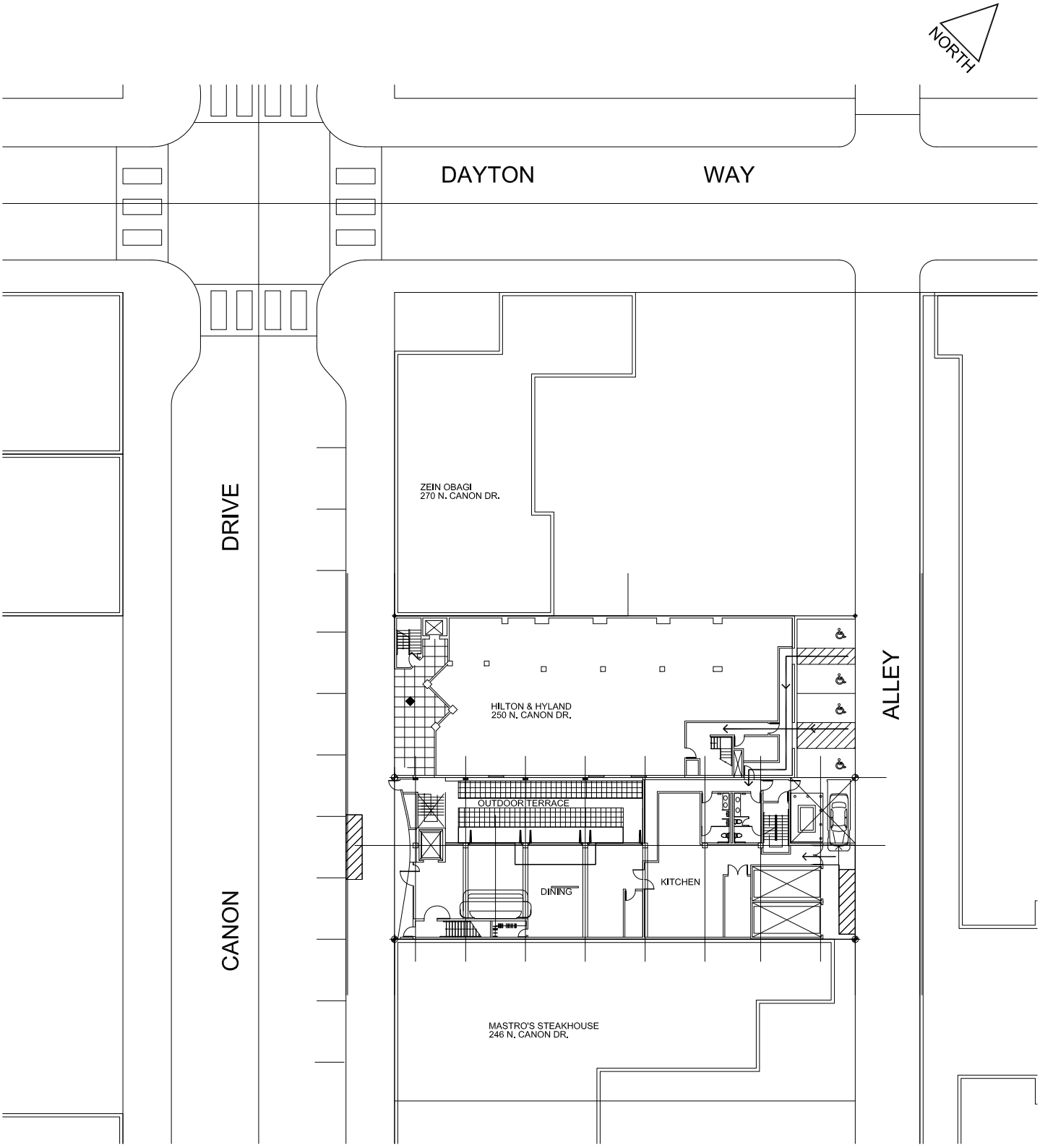

FIGURE 2-1

9/12/2016

FN: CANON DR (248) BEV HILLS\SITEPLAN20160912

PROJECT SITE PLAN

CRAIN & ASSOCIATES
Transportation Planning
Traffic Engineering
300 Corporate Pointe, Suite 470
Culver City, California 90230
PH (310) 473 6508 F (310) 444 9771
www.crainandassociates.com

The code-required parking for the Project (existing Hilton & Hyland office building and proposed quality restaurant) will be provided via the four spaces behind the Hilton & Hyland office building and adjacent to the one-way southbound alley and within an on-site, subterranean garage that will only be directly accessed via the alley. The garage will utilize an elevator lift system for the actual parking, storage, and retrieval of vehicles. Through a lease agreement with the 270 N. Canon Drive property, a portion of the nearby parking lot on the southwest corner of Dayton Way and the one-way southbound alley will also be available to the Project after 5:30 PM on weekdays and all-day on weekends. This lot will be used for transitional and supplemental parking for the Project. Further, if necessary for special events, the Project will rent parking spaces in either the Crescent Drive North public parking lot (333 N. Crescent Drive) or the Whole Foods Market parking lot (239 N. Crescent Drive). The delivery and return of customer vehicles to and from these parking facilities will be handled entirely by valet attendants. Customers and others will not be allowed to park or retrieve vehicles themselves.

2.4 Project Parking

2.4.1 Code Parking Requirement

Per Section 10-3-2730 of the City of Beverly Hills Municipal Code, the parking requirements for restaurants and their ancillary facilities, such as the Project, are summarized below. It should be noted that the code parking requirements for any development project is ultimately determined by the Lead Agency. It is anticipated that the Project will provide the required parking as determined by the City through the entitlement and approval process, prior to the issuance of a building permit for the Project.

- For the existing Hilton & Hyland office building, the existing parking supply of 28 parking spaces must be maintained. However, per Section 10-3-2730F(1), up to 50 percent of the parking facilities of a use considered to be primarily a daytime use may be used to satisfy the parking requirements for a use considered to be primarily a nighttime use;
- For eating and bar facilities, 1 space per 45 square feet of dining and bar floor area for the first 9,000 square feet and 1 space per 65 square feet of dining and bar floor area in excess of 9,000 square feet. However, 25 percent of the spaces required to be provided for commercial uses not otherwise specified in Section 10-3-2730 may be applied toward the dining and bar floor area parking requirement;
- For commercial uses not otherwise specified in Section 10-3-2730, 1 space per 350 square feet of floor.

Based on the following calculations, the code required parking for the Project is 106 spaces:

- Existing Hilton & Hyland parking requirement = 28 spaces

- 3,240 square feet (dining/bar areas) x 1 space/45 square feet = 72 spaces
- 9,053 square feet (circulation, kitchen, back of house, restrooms) x 1 space/350 square feet = 26 spaces
- Commercial use deduction: 25 percent x 26 spaces = -6 spaces
- Office (daytime use) deduction: 50 percent x 28 spaces = -14 spaces

106 spaces

2.4.2 Project Parking Supply

It is estimated that the Project's on-site garage would be able to park up to 102 vehicles on three subterranean levels. Each level will have elevator parking that allows 28 vehicles to be parked on lifts, along with capacity to store six additional vehicles through valet assistance. The six existing parking spaces located behind the Hilton & Hyland office building will be converted into four Americans with Disabilities Act (ADA) parking spaces and two access aisles. The Project will also lease a portion of the nearby Zein Obagi parking lot (270 N. Canon Drive) on the southwest corner of Dayton Way and the one-way southbound alley, which will make available 13 spaces after 5:30 PM on weekdays and all-day on weekends. Further, if necessary for planned special events, the Project will rent up to a total of 38 spaces in the Zein Obagi parking lot or additional spaces at either the Crescent Drive North public parking lot (333 N. Crescent Drive) or the Whole Foods Market parking lot (239 N. Crescent Drive). Combined, these parking areas will supply approximately 106 spaces during the weekday lunch period and 119 spaces during the weekday dinner period and on weekends. These parking supplies meet or exceed the code parking requirement of 106 spaces calculated above. The Project parking operations plan and analysis is more fully described in Appendix A.

Employees and visitors of the Hilton & Hyland office building, as well as employees of the proposed quality restaurant, will park using the abovementioned Project parking facilities serviced by valet staff. These Project users will arrive by driving down the one-way southbound alley to the rear of the Hilton & Hyland office building, where valet attendants will then drive their vehicles and park them within the Project's subterranean garage. Provision of parking for the Hilton & Hyland office building staff would only be during the normal weekday business hours of approximately 8:00 AM to 5:00 PM. During the weekday morning arrival of office employees, restaurant parking demand will be negligible, which will help minimize vehicle queuing in the alley and maintain one-way southbound alley traffic flow adjacent to the Project site. Employees and visitors leaving the 250 N. Canon Drive building will have their vehicles retrieved and brought out to the alley by valet attendants. They will first make a call to valet staff in order to have their car retrieved. They will then be notified once the car is being brought to the alley via elevator, at which point they will exit the 250 N. Canon Drive building and depart southbound in their vehicle on the alley to Clifton Way.

It is anticipated that valet operations will be active between approximately 8:00 AM and the close of the restaurant on weekdays, and between approximately 10:00 AM and the close of the restaurant on weekends. It should be noted that bicycle parking will be provided for Project employees and is tentatively proposed to be located on the first level of subterranean parking within the on-site garage.

3.0 PROJECT SITE ACCESS AND CIRCULATION

Descriptions of the existing and proposed Project site access and circulation schemes are described below.

3.1 Existing Project Site Access

Direct vehicular access to the Project site surface parking lot is presently provided via one inbound driveway on Canon Drive and one outbound driveway on the rear one-way southbound alley. Both driveways have controlled gates. The existing six parking spaces located behind the Hilton & Hyland office building are accessed directly from the one-way southbound alley.

3.2 Proposed Project Site Access

The existing Project site driveway on Canon Drive will be closed and the Project will not have a driveway on Canon Drive. As described in Appendix A, all customer vehicles will first access the Project at curbside on Canon Drive in front of the Project site. Valet attendants will then drive those vehicles northbound on Canon Drive, eastbound on Dayton Way, and southbound on the one-way alley to access the on-site garage, the parking spaces behind the Hilton & Hyland office building, or the leased spaces in the adjacent 270 N. Canon Drive parking lot. For the return trip, the valet attendants will drive the vehicles from the garage/spaces/adjacent lot, traveling southbound on the alley, westbound on Clifton Way, and northbound on Canon Drive to curbside in front of the building. If necessary during unusually busy times or for special events, the Project have the option of renting up to all 38 spaces within the adjacent 270 N. Canon Drive parking lot or renting additional spaces in either the Crescent Drive North public parking lot (333 N. Crescent Drive) or the Whole Foods Market parking lot (239 N. Crescent Drive).

4.0 EXISTING CONDITIONS

4.1 Existing Street System

The local network of streets serving the Project study area includes Canon Drive, Dayton Way, Crescent Drive, and Clifton Way. These roadways provide access to the Business Triangle. Two of the four study intersections selected for analysis are controlled by traffic signals and the other two are controlled by all-way stop signs.

4.1.1 Roadway Classifications

The City of Beverly Hills utilizes three functional street types. The roadway categories are summarized as follows:

- *Arterial* roadways serve major activity centers and carry regional through traffic along with a high proportion of urban trips. They are typically four-lane (and sometimes six-lane) roadways and serve both local and regional through-traffic.
- *Collector* roadways provide access and traffic circulation within residential, commercial, and industrial areas. Collector roadways connect local streets to arterials and are typically designed with two lanes that may accommodate on-street parking.
- *Local* roadways distribute traffic within a neighborhood, or similar adjacent land uses, and are not intended for use for through traffic.

4.1.2 Roadway Descriptions

Brief descriptions of the key roadways in the Project study area are provided below.

Dayton Way is an east-west Local Street located north of the Project site. Dayton Way operates one-way eastbound with two travel lanes. On-street parking is generally available along both sides of the street. East of Crescent Drive, Dayton Way is a two-way roadway with one travel lane in each direction and on-street parking along both sides.

Canon Drive is a north-south Local Street that forms the western boundary of the Project site. Canon Drive has two travel lanes in each direction and on-street parking along both sides of the roadway.

Clifton Way is an east-west Local Street located south of the Project site. It provides one travel lane with on-street parking in each direction.

Crescent Drive, a north-south Local Street one block east of Canon Drive, has two travel lanes, on-street parking, and bike sharrows in both directions.

The *one-way southbound alley* forms the eastern boundary of the Project site.

4.2 Existing Public Bus Transit Services

Public bus transit service within the Project study area is currently provided by the Los Angeles County Metropolitan Transportation Authority ("Metro") and Antelope Valley Transit Authority (AVTA). A summary of the existing transit service within the Project vicinity, including the transit route, description, nearby stops, and peak-hour headways is presented in Table 4-1 and illustrated in Figure 4-1.

4.3 Existing Pedestrian and Bicycle Facilities

All key roadways in the Project vicinity have sidewalks. Crosswalks are provided at all of the study intersections. The traffic signal at the study intersection of Canon Drive/Dayton Way operates with a dedicated phase for pedestrians to cross in any direction. As previously noted, Crescent Drive is a designated bicycle facility, with bike sharrow pavement markings.

4.4 Existing Year 2016 Traffic Volumes

4.4.1 Intersection Traffic Counts

Vehicular turning movement traffic counts were conducted at each of the four study intersections during the weekday Midday and PM peak periods. The intersection locations and count periods were determined in consultation with the City STE. Due to the operational characteristics of the Project, the weekday Midday peak period was recommended for analysis by the City STE instead of the typical AM peak period. The manual counts were conducted at the study intersections on April 13, 2016 from 11:30 AM to 2:00 PM to determine the weekday Midday peak hour, and from 4:30 PM to 8:00 PM to determine the weekday PM peak hour. The peak-hour volumes for each study intersection were determined on the basis of the combined four highest consecutive 15-minute traffic counts for all vehicular movements entering the intersection.

The existing weekday Midday and PM peak-hour traffic volumes at the four study intersections are shown in Figures 4-2 and 4-3, respectively. Summary data worksheets of the manual traffic counts of the study intersections are contained in Appendix B.

Table 4-1: Existing Area Transit

TRANSIT AGENCY	LINE #	DESCRIPTION	DIRECTION	NEARBY STOP	DISTANCE TO STOP (MI.)	APPROX. HEADWAYS (MIN.)		
						MIDDAY PEAK	PM PEAK	WEEKEND
Antelope Valley Transit Authority	AV786	Commuter bus line that operates north-south service between Lancaster/Palmdale and Century City/West LA via Santa Monica Bl., Wilshire Bl., and La Brea Av.	North/South	Wilshire Bl./Canon Dr. & Wilshire Bl./Crescent Dr.	0.19 -0.25 mi	-	20-40 min	-
Metro	4	Local bus lines that operates east-west service between Los Angeles and Santa Monica via Santa Monica Bl. and Sunset Bl. Owl late night service is provided.	East/West	N. Santa Monica Bl./ Canon Dr.	0.34 mi	15 min	9-12 min	10-30 min
Metro	14	Local bus lines that operates east-west service between Downtown LA and Beverly Hills via Beverly Bl., Santa Monica Bl., and Canon Dr. Owl late night service is provided.	East/West	Canon Dr./ Dayton Wy. & Canon Dr. / Clifton Wy.	0.06 mi	15 min	5-8 min	15-60 min
Metro	16/316	Local/Limited bus lines that operates east west service between Downtown LA and Century City via 3rd St., Burton Wy., Santa Monica Bl.	East/West	S. Santa Monica Bl./ Canon Dr. & S. Santa Monica Bl./ Crescent Dr.	0.29-0.34 mi	8-10 min	3-20 min	6-30 min
Metro	20	Local bus line that operates east-west service between Downtown LA and Santa Monica via Wilshire Bl. Owl late night service is provided.	East/West	Wilshire Bl./Crescent Dr. & Wilshire Bl./Canon Dr.	0.19 -0.25 mi	11-12 min	6-15 min	15-30 min
Metro	704	Rapid bus line that operates east-west service between the Commerce and Santa Monica via Santa Monica Bl. and Sunset Bl.	East/West	N. Santa Monica Bl./ Canon Dr. & N. Santa Monica Bl./ Crescent Dr.	0.34-0.50 mi	15 min	10-15 min	20-30 min
Metro	720	Rapid bus line that operates east-west service between the Commerce and Santa Monica via Wilshire Bl.	East/West	Wilshire Bl./Beverly Dr.	0.27 mi	7-8 min	2-10 min	6-20 min

SOURCE: METRO, 2016

FIGURE 4-1

8/4/2016

FN: CANON DR (248) BEV HILLS\TRANSIT

EXISTING TRANSIT SERVICE

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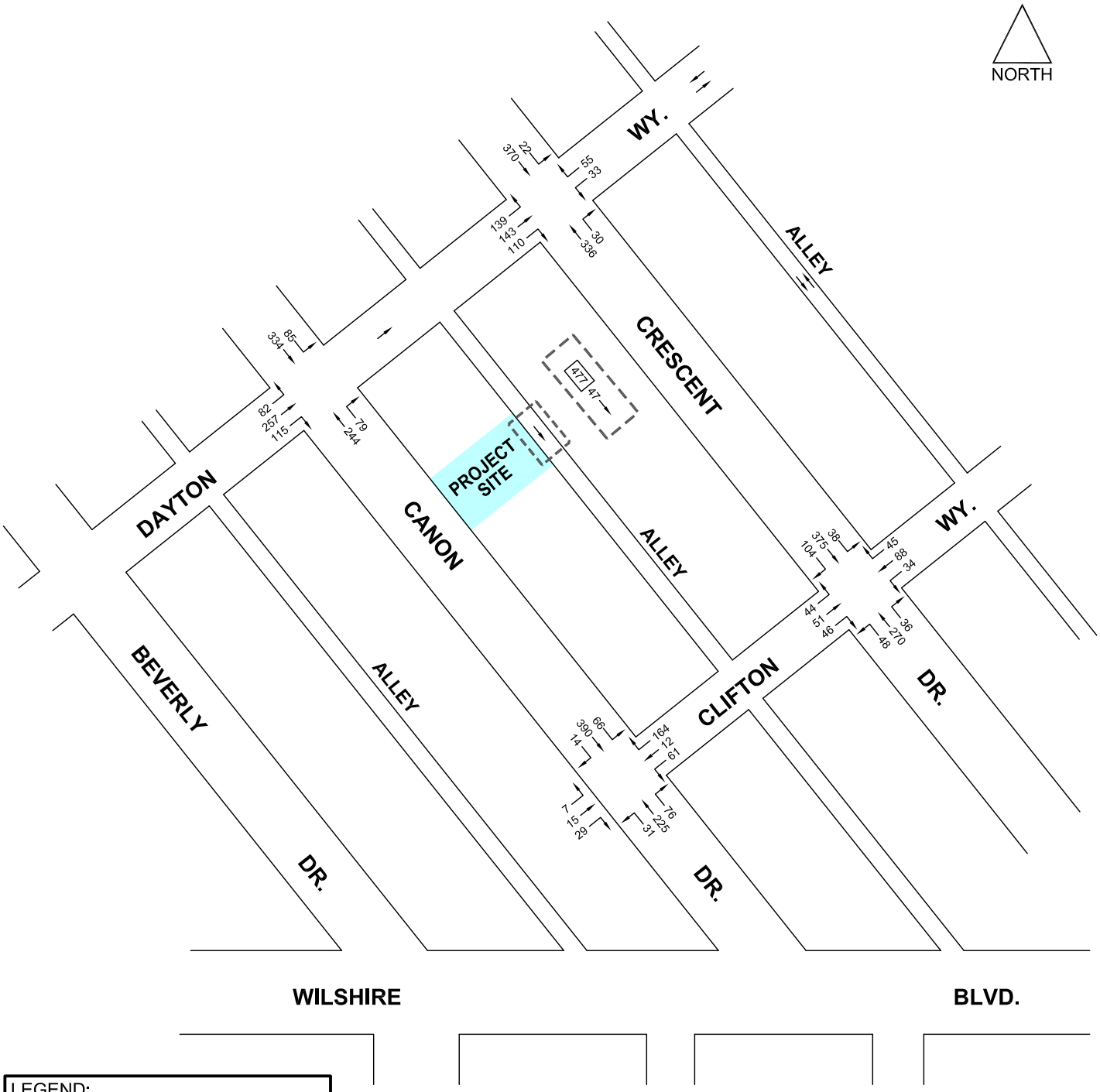

LEGEND:
XX MIDDAY PEAK HOUR VOLUME
[XX] DAILY VOLUME

FIGURE 4-2

8/4/2016

CanonDr(248)BevHills\MD2016

EXISTING (2016) TRAFFIC VOLUMES
MIDDAY PEAK HOUR

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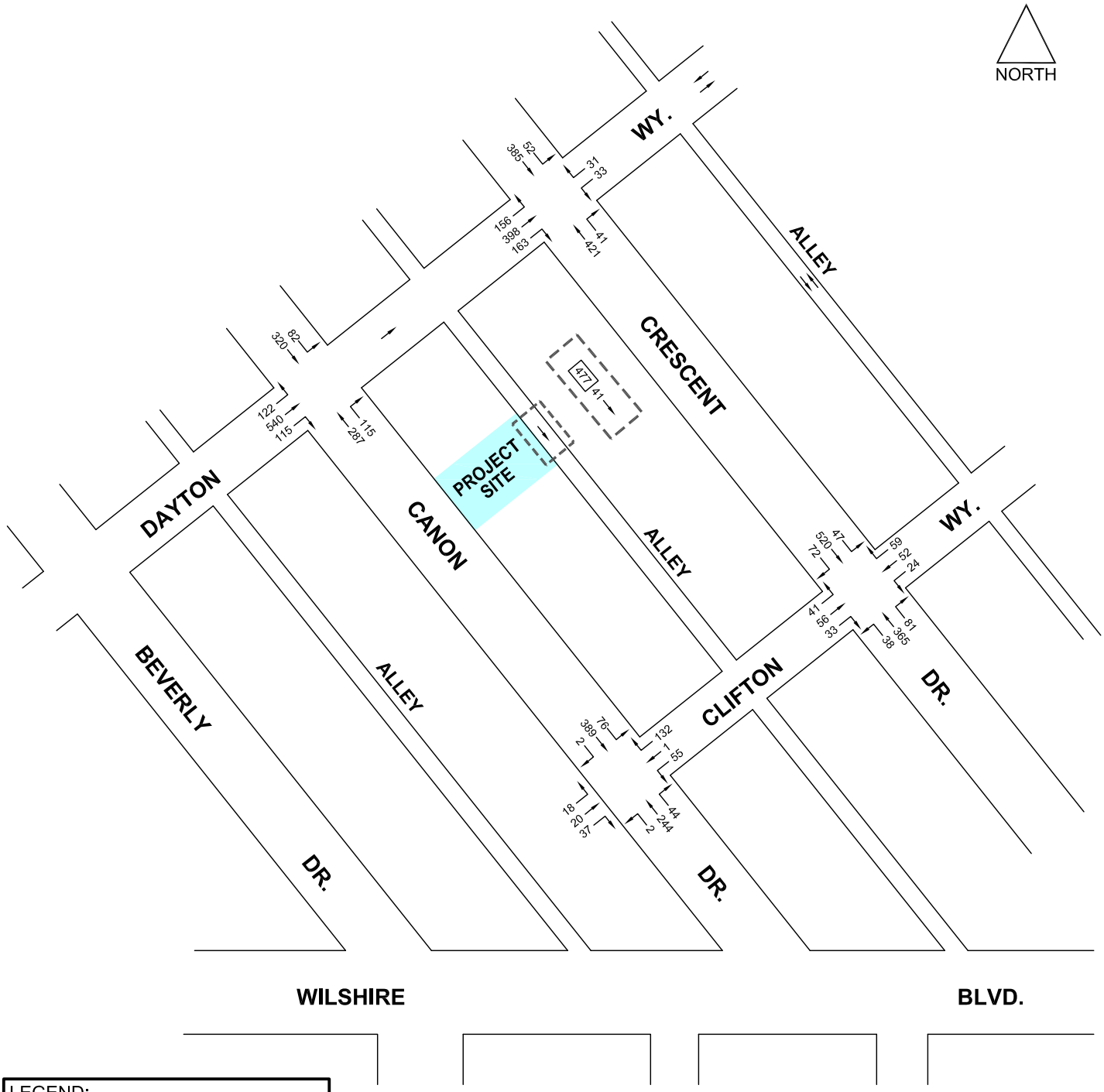

LEGEND:
XX PM PEAK HOUR VOLUME
[XX] DAILY VOLUME

FIGURE 4-3

8/4/2016

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EXISTING (2016) TRAFFIC VOLUMES
PM PEAK HOUR

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4.4.2 Alley Segment Daily Traffic Count

A 24-hour machine traffic count of the one-way southbound alley between Dayton Way and Clifton Way was conducted concurrently with the intersection traffic counts on April 13, 2016. A Midday and PM peak-period turning movement count at the intersection of alley and Dayton Way was also conducted on the same day. The 24-hour machine count and peak-period turning movement count data sheets are contained in Appendix B.

4.5 Existing Intersection Operating Conditions

Existing Midday and PM peak hour operating conditions for the four study intersections were evaluated using the Intersection Capacity Utilization (ICU) and Highway Capacity Manual (HCM) methodologies in accordance with City of Beverly Hills traffic study requirements.

4.5.1 City of Beverly Hills Intersection Analysis Methodologies

The ICU methodology was applied to the signalized study intersections, as this is the City's adopted methodology. This methodology determines critical lane traffic volumes, volume-to-capacity (V/C) ratios, and levels of service (LOS). The City recommends a capacity of 1,600 vehicles per hour per lane for left-turn, through, and right-turn lanes; a capacity of 2,880 vehicles per hour for dual left-turn lanes; and the addition of a clearance value of 0.100 for each intersection calculation. However, for the intersection of Canon Drive/Dayton Way, it is recommended that the clearance value be increased to 0.333 in order to account for the traffic signal's all-pedestrian phase. Based on the resulting ICU value, the intersection LOS can be determined using the criteria in Table 4-2.

The HCM methodology was applied to the two unsignalized study intersections, which operate with all-way stop control. The HCM methodology determines intersection LOS based on overall or control delay in seconds that the average motorist will experience. The intersection LOS can be determined according to the delay value criteria in Table 4-3.

The ICU and HCM data worksheets for the four study intersections are provided in Appendix C.

Table 4-2: Level of Service Criteria – ICU Values

Level of Service	Description of Operating Characteristics	Range of V/C Ratios
A	Excellent. No vehicle waits longer than one red light.	0.000 - 0.600
B	Very Good. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.	0.601 - 0.700
C	Good. Occasionally, drivers may have to wait through more than one red light; backups may develop behind turning vehicles.	0.701 - 0.800
D	Fair. Delays may be substantial during portions of the rush hour, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.	0.801 - 0.900
E	Poor. Represents the most vehicles that intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.	0.901 - 1.000
F	Failure. Backups from nearby intersections or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.	> 1.000

Table 4-3: Level of Service Criteria – Unsignalized Intersection Delay (Seconds/Vehicles)

Level Of Service	Overall/Control Delay (Seconds/Vehicle)
A	0 – 10
B	> 10 - 15
C	> 15 - 25
D	> 25 - 35
E	> 35 – 50
F	> 50

4.5.2 Existing Level of Service Results

The existing Midday and PM peak-hour service level calculations for the four study intersections are summarized in Table 4-4. The analysis indicates that all four study intersections are currently operating at good levels of service (i.e., LOS C or better during the weekday Midday and PM peak hours).

Table 4-4: Level of Service (LOS) Analysis Summary
Existing (2016) Traffic Conditions

No.	Intersection	Peak Hour	Existing V/C / Delay	Existing LOS
1	Canon Drive/	Midday	0.639	B
	Dayton Way	PM	0.773	C
2	Crescent Drive/	Midday	0.391	A
	Dayton Way	PM	0.616	B
3	Canon Drive/	Midday	13.0	B
	Clifton Way	PM	11.4	B
4	Crescent Drive/	Midday	12.2	B
	Clifton Way	PM	14.1	B

5.0 TRAFFIC FORECASTING METHODOLOGY

The following section describes the traffic forecasting methodology used to determine the Project trip generation, the geographic distribution of the Project trips, and the Project trips that were assigned to specific roadways and study intersections.

5.1 Project Traffic Generation

The Project trip generation was calculated using trip generation rates from the current Institute of Transportation Engineers (ITE) Trip Generation, 9th Edition manual. As the existing Hilton & Hyland office building already generates trips and will remain on the Project site, only the trip generation for the proposed restaurant was calculated. Given the high-end nature of the restaurant proposed for the Project, it was agreed with the City STE that it would be appropriate to categorize the Project as a "Quality Restaurant." The applicable ITE trip generation rates are shown below in Table 5-1.

Table 5-1: Project Trip Generation Rates

Quality Restaurant (ITE Land Use Code 931)

Weekday Daily:	T	=	2.86(S)	
Weekday Midday Peak Hour:*	T	=	0.16(S);	70% I/B, 30% O/B
Weekday PM Peak Hour:	T	=	0.26(S);	67% I/B, 33% O/B
Weekday PM Peak Hour of Generator:	T	=	0.30(S);	59% I/B, 41% O/B
Saturday Peak Hour of Generator:	T	=	0.33(S);	59% I/B, 41% O/B

** Midday Peak Hour trip generation rates based off of the AM Peak Hour of Generator.*

Where: T = Trip ends; S = Seats; I/B = Inbound; O/B = Outbound

As recommended by the City STE, the AM Peak Hour of Generator trip rate was assumed to estimate the Midday peak-hour trip generation, as ITE does not have an explicit Midday peak-hour trip rate. Applying the above rates, the weekday daily, Midday peak-hour and PM peak-hour trips generated by the Project were determined for use in the impact analysis of the study locations. Project trips generated during the weekday PM Peak Hour of Generator and Saturday Peak Hour of Generator were also calculated for the purposes of analyzing the Project parking operations plan in Appendix A; however, these trips were not analyzed for traffic impacts as they would be generated outside the typical weekday PM commuter peak hour or on the weekend. It should be noted that these rates do not account for significant transit usage or for the use of ridesharing services and, therefore, result in conservative trip generation estimates.

The weekday trip generation calculations were reviewed and approved by the City STE. As shown in Table 5-2, it is estimated that the Project would generate 618 new weekday daily trips, including 35 trips during the Midday peak hour, 56 trips during the PM peak hour, and 65 trips during the PM Peak Hour of the Generator. During the Saturday Peak Hour of the Generator, the Project would generate 71 new trips.

Table 5-2: Project Trip Generation

		Weekday										Saturday		
			AM Peak Hour			PM Peak Hour			PM Peak Hour of Generator			Peak Hour of Generator		
	Size	Daily	I/B	O/B	Total	I/B	O/B	Total	I/B	O/B	Total	I/B	O/B	Total
PROPOSED USE														
Quality Restaurant	216 st	618	25	10	35	38	18	56	38	27	65	42	29	71

Notes:

ITE Trip Generation, 9th Edition trip generation rates applied.
st = Number of seats; I/B = Inbound; O/B = Outbound.

5.2 Project Trip Distribution

Estimation of the regional distribution of Project trips was the next step in the analytical process. This trip distribution considered the following:

- Nature of the Project use;
- Current traffic patterns;
- Characteristics of the surrounding roadway system;
- Location of the Project site and its proximity to freeways and major travel routes;
- Geographic areas from which Project patrons and employees would likely be attracted; and
- Input from the City STE.

Based on these considerations, estimates were made of the overall geographic trip distribution percentages, which are summarized in Table 5-3.

Table 5-3: Project Regional Trip Distribution Percentages

North	35%
South	15%
East	20%
West	30%

5.3 Project Trip Assignment

The estimated Project trip assignment percentages for the streets and intersections expected to be used to access the site were developed from the distribution percentages in Table 5-3. These percentages, inbound and outbound, were also reviewed and approved by the City STE, and are illustrated in Figures 5-1 and 5-2, respectively.

Applying these percentages to the Project trips in Table 5-2, the Project's weekday Midday and PM peak-hour and PM Peak-Hour of the Generator trips were calculated, as presented in Figures 5-3, 5-4, and 5-5, respectively. The Project's Saturday Peak Hour of Generator trips are shown in Figure 5-6.

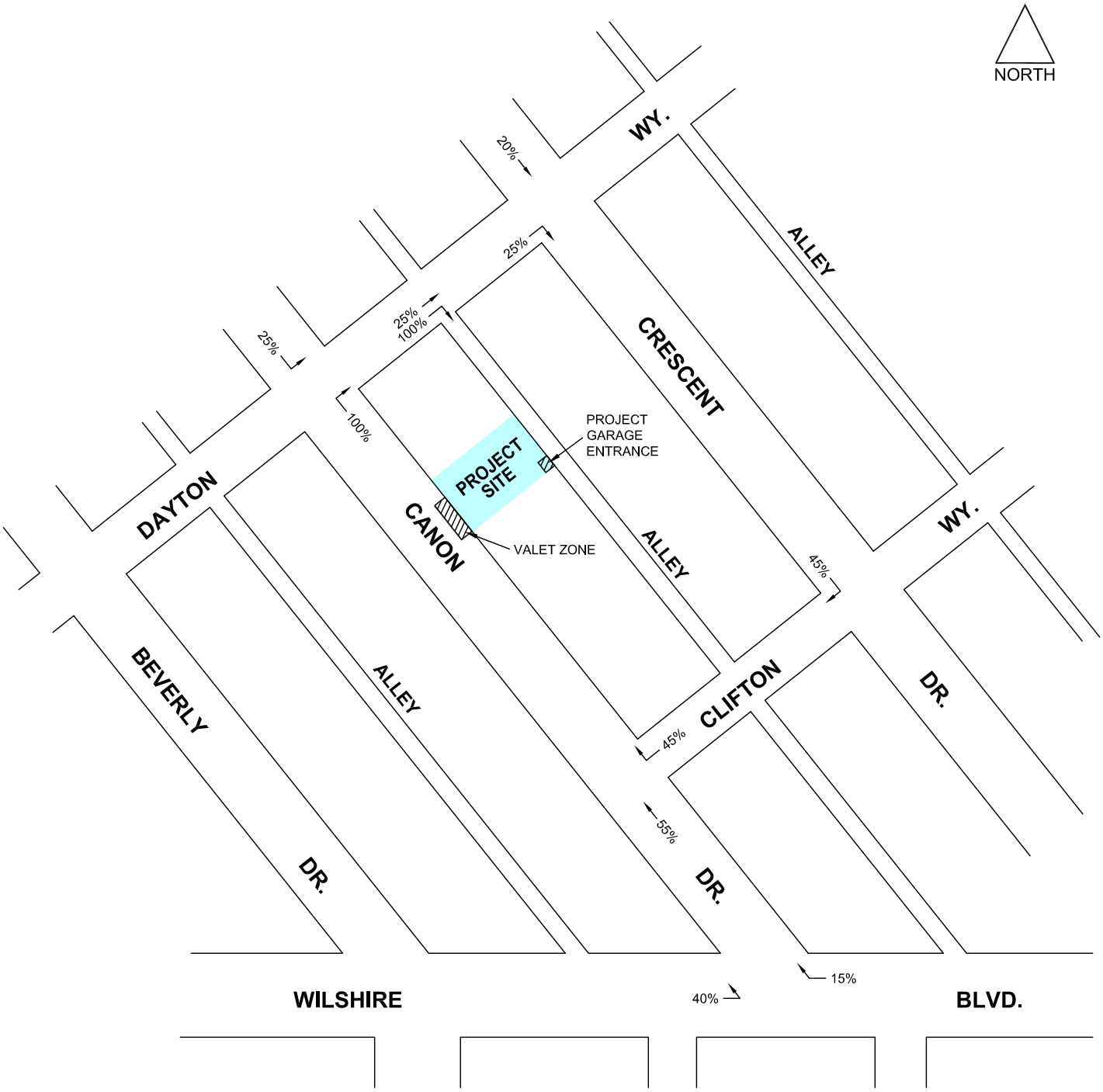

FIGURE 5-1

8/4/2016

FN: CANON DR(248) BEV HILLS\PROJ-DIST(INBOUND)

PROJECT TRIP ASSIGNMENT INBOUND PERCENTAGES
BASED ON VALET PICK-UP AT THE FRONT OF THE RESTAURANT

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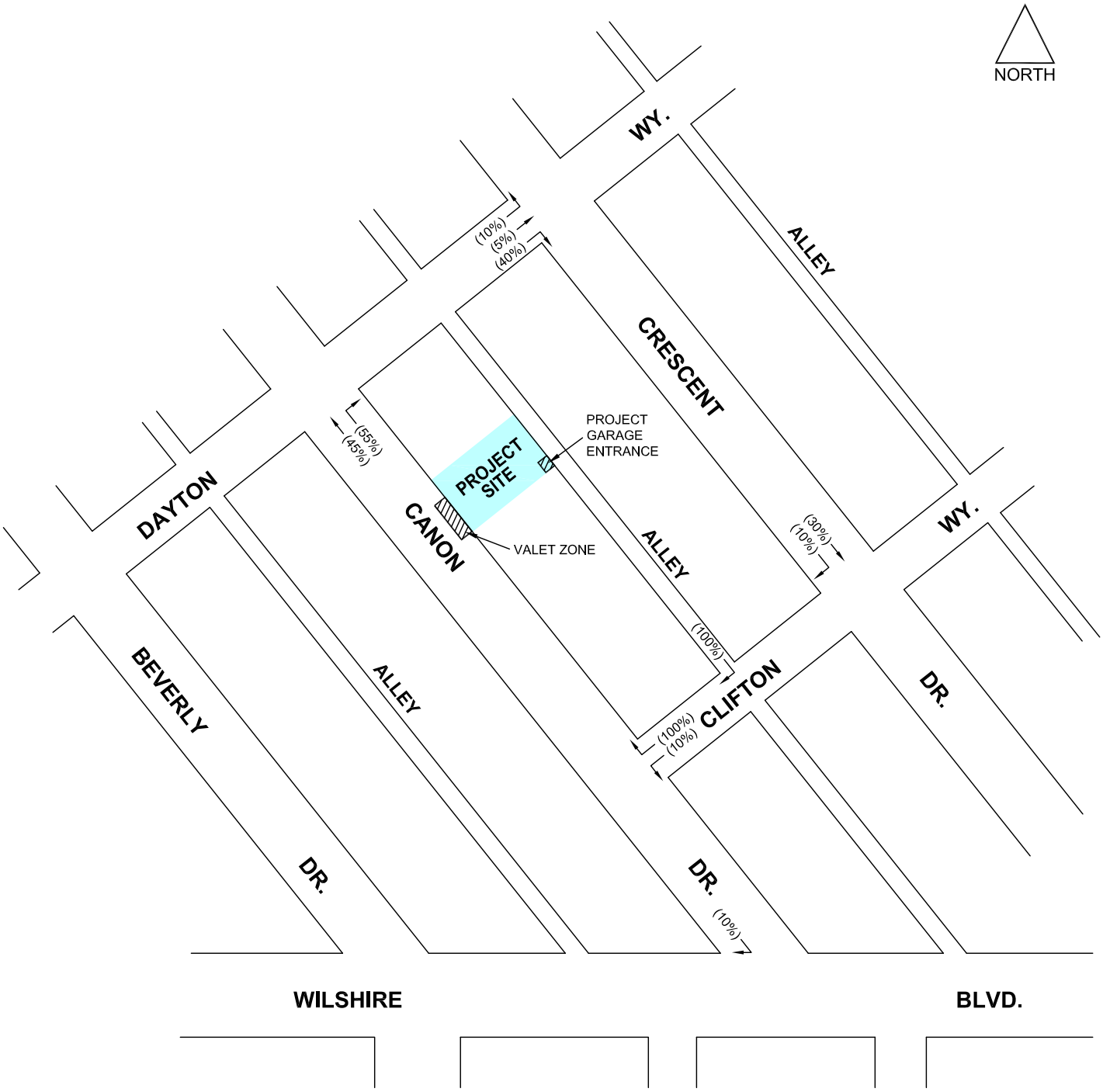

FIGURE 5-2

8/4/2016

FN: CANON DR(248) BEV HILLS\PROJ-DIST(OUTBOUND)

PROJECT TRIP ASSIGNMENT OUTBOUND PERCENTAGES
BASED ON VALET DROP-OFF AT THE FRONT OF THE RESTAURANT

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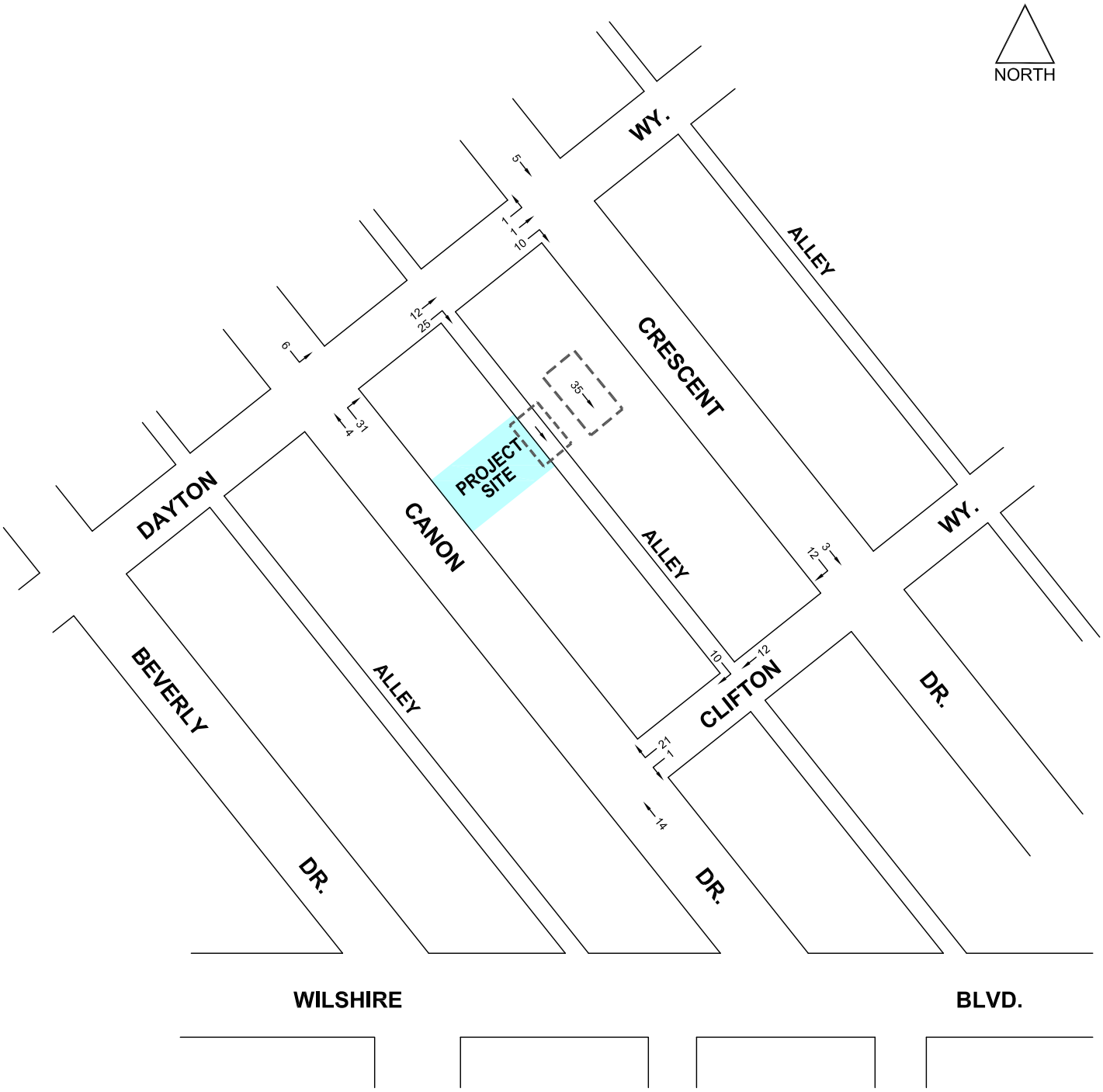

FIGURE 5-3

9/12/2016

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PROJECT TRAFFIC VOLUMES
WEEKDAY MIDDAY PEAK HOUR

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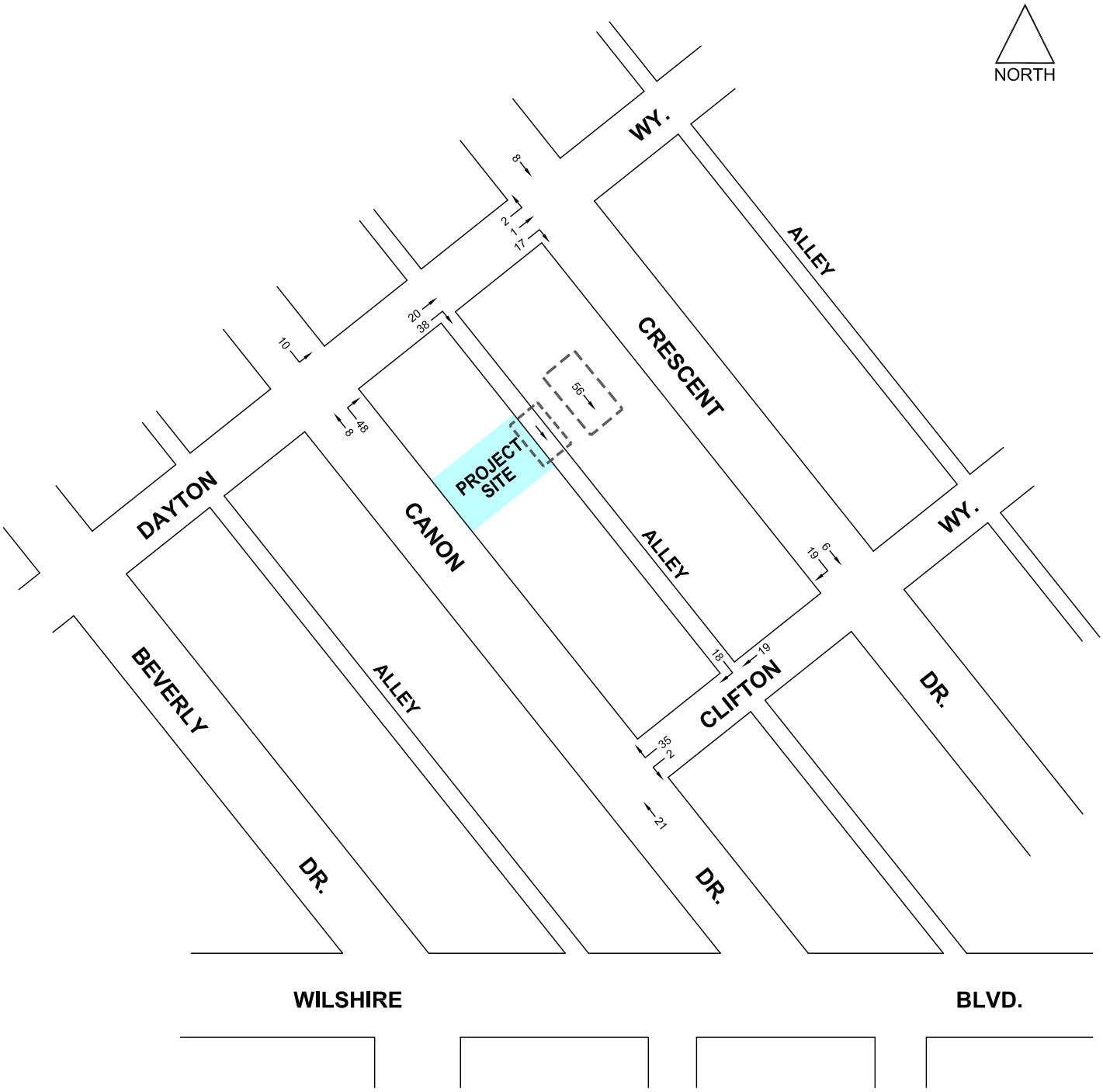

FIGURE 5-4

9/12/2016

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PROJECT TRAFFIC VOLUMES
WEEKDAY PM PEAK HOUR

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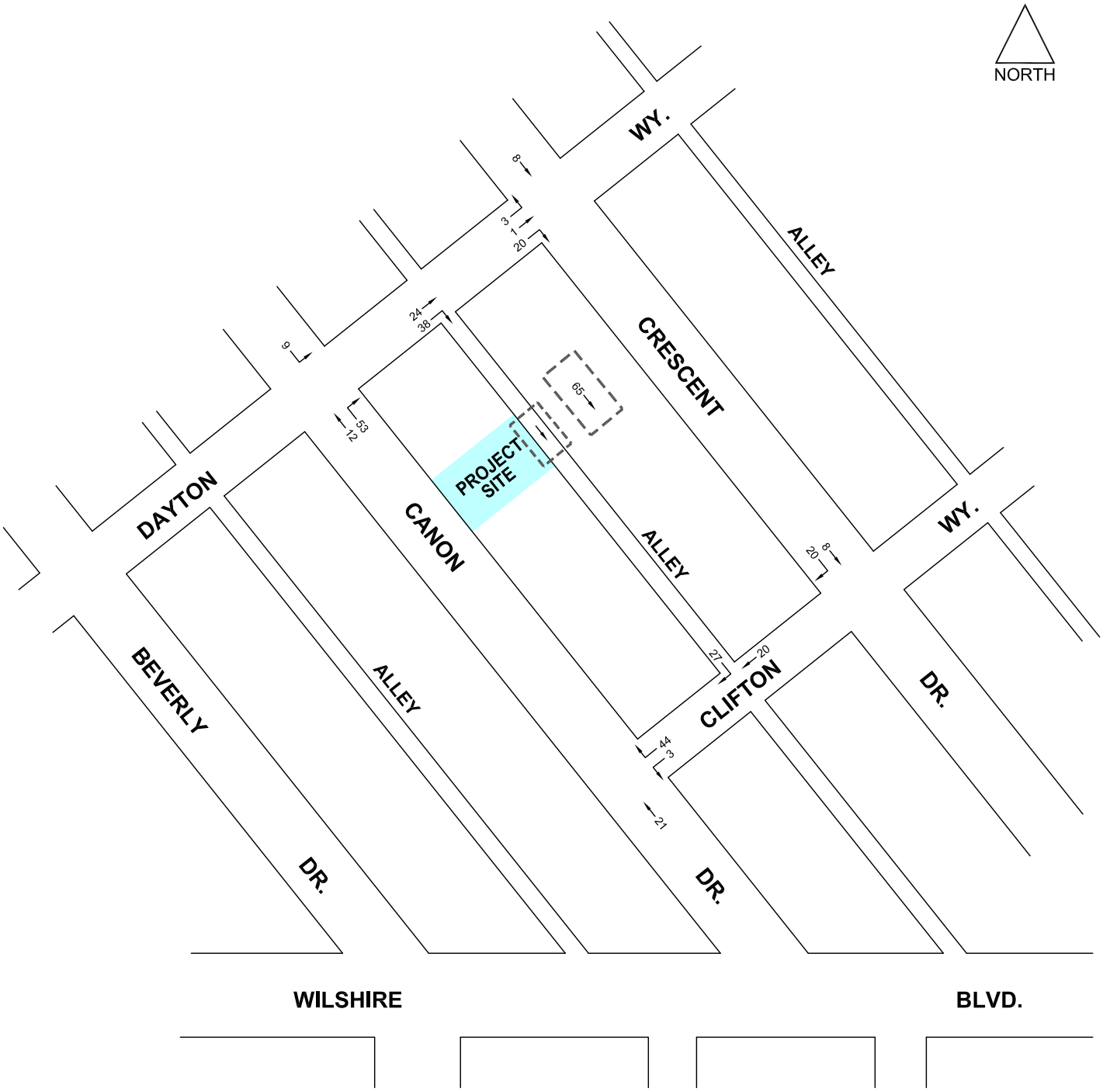

FIGURE 5-5

9/12/2016

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PROJECT TRAFFIC VOLUMES
WEEKDAY PM PEAK HOUR OF GENERATOR

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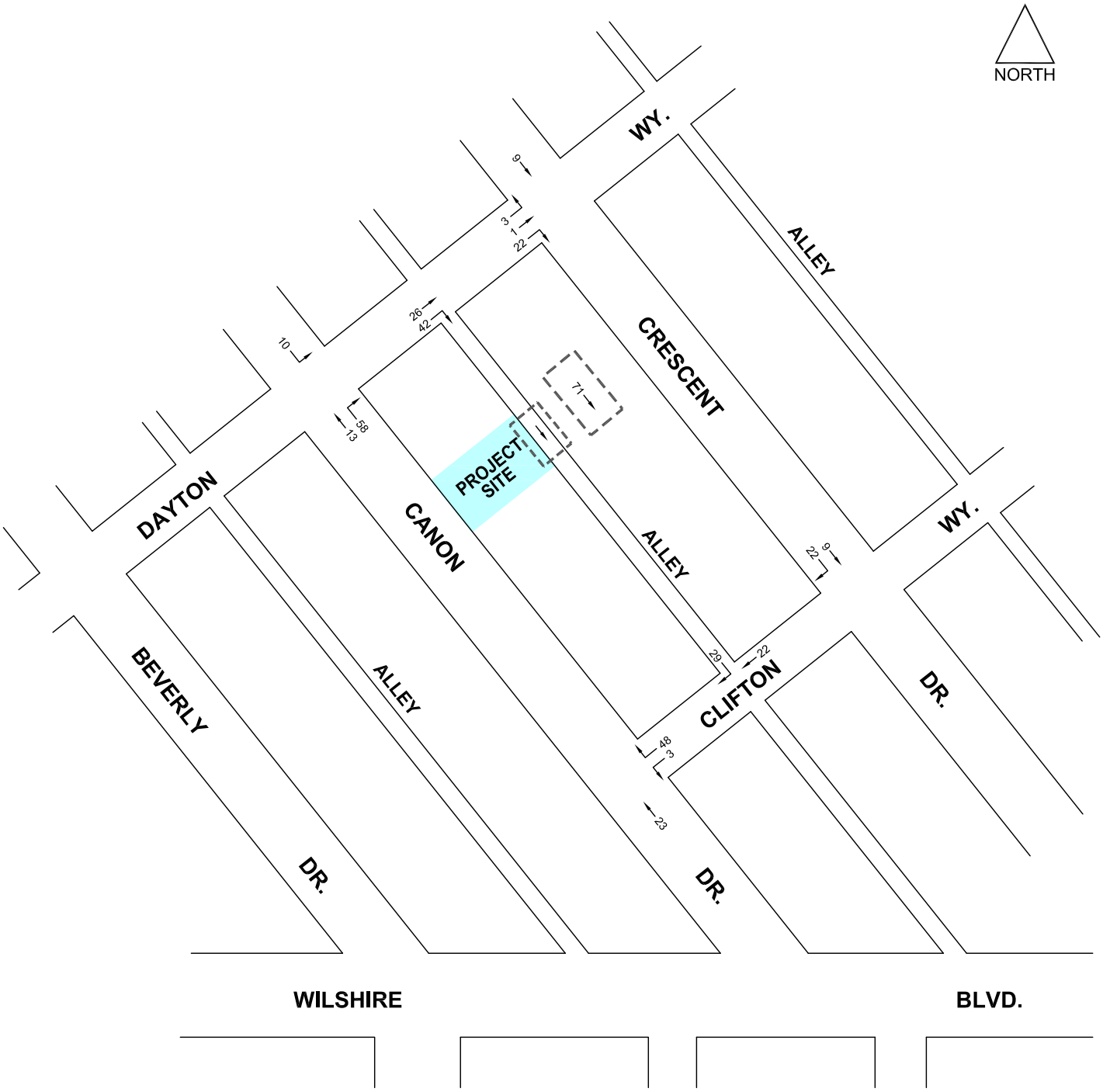

FIGURE 5-6

9/12/2016

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PROJECT TRAFFIC VOLUMES
SATURDAY PEAK HOUR OF GENERATOR

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6.0 EXISTING WITH PROJECT TRAFFIC CONDITIONS

The Existing With Project traffic conditions are defined by the traffic volumes, roadways, and intersection configurations and controls that currently exist in the year 2016, and the addition of traffic that would be generated by the completed Project. Ambient and Related Projects traffic growth, and any future roadways or infrastructure improvements, were not included in this analysis, as this analysis is of the Existing condition for the year 2016.

The Existing With Project traffic volumes are illustrated in Figures 6-1 and 6-2 and were analyzed according to the previously discussed ICU and HCM procedures. These volumes were used to determine the impacts attributable to the Project relative to Existing volumes. The definition of a significant traffic impact and its determination are described in Section 8.0. The Existing With Project results and impacts are evaluated in Section 9.0 and Table 9-1. The LOS analysis worksheets for Existing With Project conditions are provided in Appendix C.

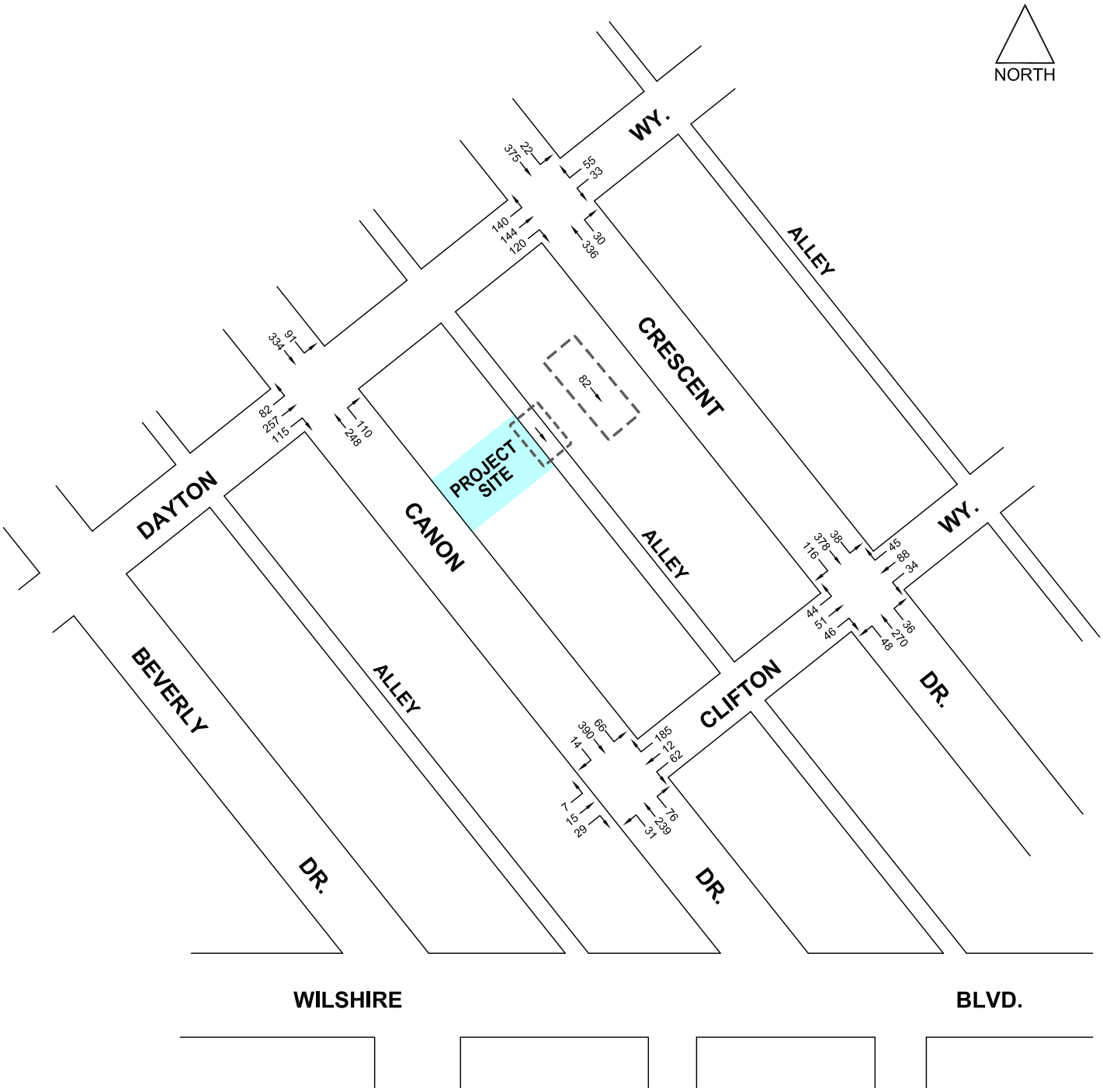

FIGURE 6-1

9/12/2016

CanonDr(248)BevHills\MD2016WP

EXISTING (2016) WITH PROJECT TRAFFIC VOLUMES
MIDDAY PEAK HOUR

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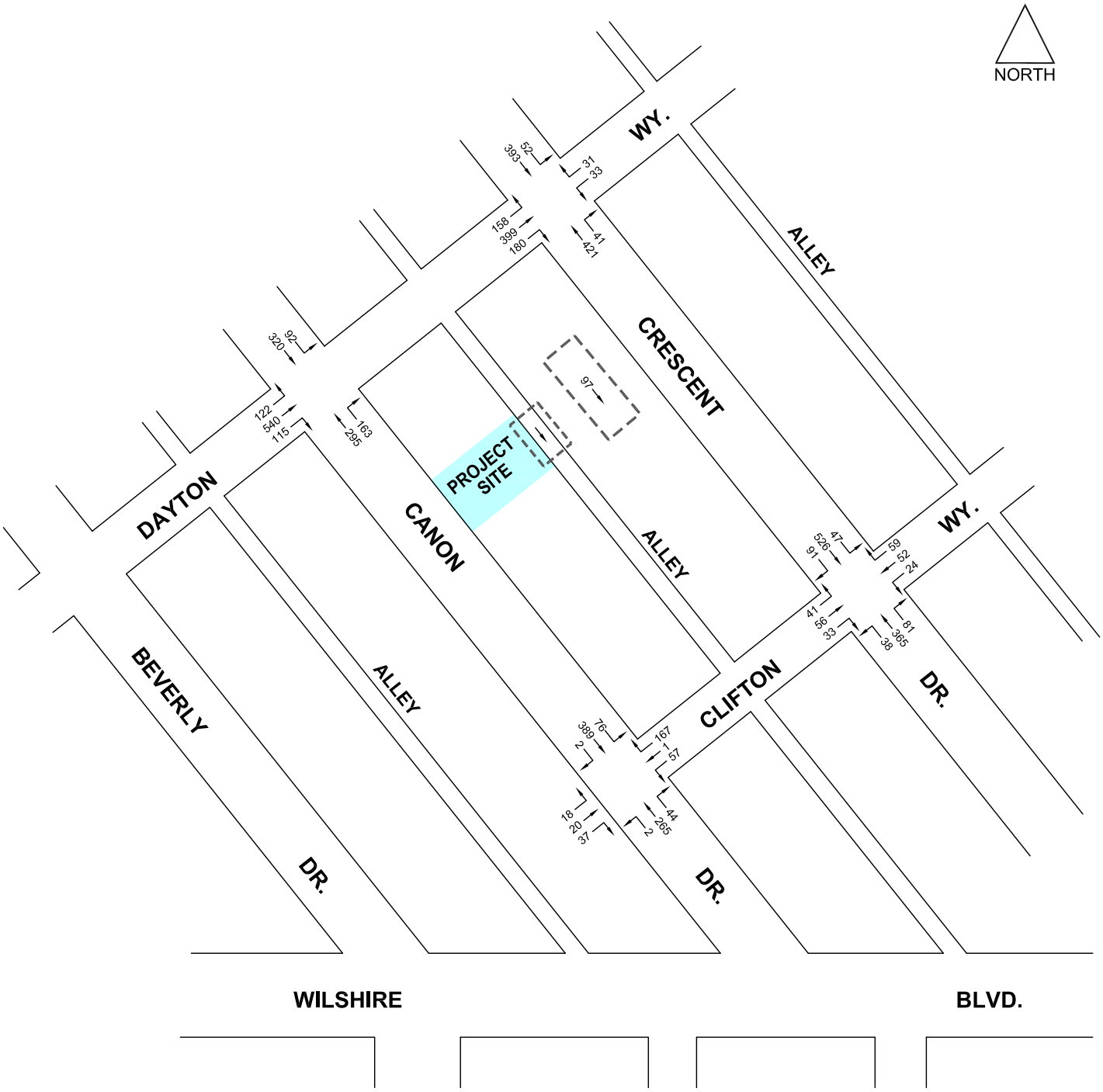

FIGURE 6-2

9/12/2016

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EXISTING (2016) WITH PROJECT TRAFFIC VOLUMES
PM PEAK HOUR

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7.0 FUTURE TRAFFIC CONDITIONS

The future traffic conditions are forecast by incorporating traffic growth onto existing traffic conditions from two sources. One source is the ambient growth in traffic, which reflects increases in traffic due to regional growth and development outside the study area. The other source is traffic attributable to projects in the vicinity of the study area that are proposed, approved or under construction, commonly referred to as "Related Projects." The combined traffic volume increases from these two sources provided the basis for the analysis of the "Future Without Project" condition. Project traffic was then analyzed as an incremental addition to the Future Without Project traffic volumes, forming the traffic volumes for the "Future With Project" condition.

7.1 Ambient Traffic Growth

As determined in consultation with the City STE, an ambient growth factor of 1.0 percent per year was applied to the existing (2016) traffic volumes to reflect the effects of regional growth and development over the two-year period through the study year 2018. This is the year the Project is anticipated to be completed. This growth-factoring established the future baseline volumes for the analysis.

7.2 Related Projects Traffic Characteristics

This study also considered the impacts of the Project relative to Related Projects in the study area that could contribute traffic volumes to the study intersections through the year 2018. Information regarding current Related Projects within the study area was obtained from the City of Beverly Hills. A total of 11 Related Projects were identified as potential contributors of significant traffic volumes to the study intersections. These Related Projects are summarized in Table 7-1 and depicted in Figure 7-1.

The Related Projects listing obtained from the City contained the corresponding AM and PM peak-hour trip generations, which were used in the analysis. Similar to the Project trip generation, the AM peak-hour trip generations were assumed to represent the Midday peak-hour trip generations of the Related Projects.

The distribution and assignment of the Related Projects trips to the study area street system were estimated using assumptions and procedures similar to those previously described for the Project trips. The total Related Projects volumes at the study intersections are presented in Figures 7-2 and 7-3 for the respective Midday and PM peak hours.

Table 7-1: Related Project Descriptions and Trip Generations

	PROJECT NAME	ADDRESS	SIZE		PROJECT DESCRIPTION	DAILY	MIDDAY PK HR IN	MIDDAY PK HR OUT	MIDDAY PK HR TOTAL	PM PK HR IN	PM PK HR OUT	PM PK HR TOTAL
1.	General Office Project	325 N. Maple Drive	50,000	sf	General Office	550	68	9	77	13	62	75
2.	The Bohbot	257 N. Canon Drive	28,727	sf	General Office	316	39	5	44	7	36	43
			15,899	sf	Retail	683	10	6	16	29	31	60
						999	49	11	60	36	67	103
3.	9900 Wilshire Blvd. Project	9900 Wilshire Boulevard	134	rm	Hotel	1,195	47	38	85	56	43	99
			193	du	Condominium	806	13	52	65	45	28	73
			18,400	sf	Retail	772	11	7	18	33	36	69
			14,200	sf	High-Turnover Restaurant	1,263	65	14	79	80	48	128
						4,036	136	111	247	214	155	369
4.	Hotel/Residential Project	9876 Wilshire Boulevard	(46)	rm	Hotel	376	16	10	26	14	13	27
			110	du	Condominium	645	8	41	49	39	19	58
			5,000	sf	Quality Restaurant	450	2	2	4	25	12	37
			5,000	sf	Retail	969	16	10	26	42	45	87
						2,440	42	63	105	120	89	209
5.	Jim Falk Lexus Project	9230 Wilshire Boulevard	150,300	sf	Automobile Sales	3,000	64	44	108	41	76	117
6.	Mixed-Use Condominium Project	9200 Wilshire Boulevard	53	du	Condominium	311	4	20	24	19	9	28
			8,400	sf	Retail	1,357	22	14	36	59	63	122
			5,600	sf	Quality Restaurant	504	2	2	4	28	14	42
						2,172	28	36	64	106	86	192
7.	Mixed-Use Project [a]	8767 Wilshire Boulevard	21,000	sf	General Office	116	14	3	17	3	13	16
			34,000	sf	Medical-Dental Office	614	41	21	62	31	45	76
			3,000	sf	High-Turnover Restaurant	191	9	9	18	10	7	17
			15,500	sf	Automobile Sales	259	10	8	18	10	12	22
			1,500	sf	Pharmacy/Drugstore w/o Drive-Through	68	3	3	6	4	5	9
						1,248	77	44	121	58	82	140
8.	8600 Wilshire Blvd. Project	8600 Wilshire Boulevard	21	du	Condominium	123	1	8	9	7	4	11
			4,800	sf	Retail	944	15	10	25	41	44	85
			2,500	sf	Retail	(107)	(2)	(1)	(3)	(5)	(5)	(10)
						960	14	17	31	43	43	86
9.	Medical Office Building Project	121 San Vicente Boulevard	35,000	sf	Medical-Dental Office	1,265	68	18	86	35	95	130
10.	Ecto Homes Project	9212 Olympic Boulevard	13,300	sf	General Office	146	18	2	20	4	16	20
			1,000	sf	Fast-Food Restaurant w/o Drive-Through	716	35	28	63	27	25	52
			4,700	sf	Variety Store	206	15	17	32	14	10	24
						1,068	68	47	115	45	51	96
11.	O'Gara Coach Company Project	8955 W. Olympic Boulevard	19,800	sf	Automobile Sales	660	26	18	44	24	30	54
					TOTAL	**18,398**	**640**	**418**	**1,058**	**735**	**836**	**1,571**

Source:
Trip generation provided by the City of Beverly Hills.

Notes:
[a] Trip generation reduced by 50%. Assumed the project is partially occupied.
du Dwelling Unit
rm Room
sf Square Feet

7.3 Future Year 2018 Traffic Volumes

The future weekday Midday and PM peak-hour traffic volumes at the four study intersections for the Future Without Project conditions are illustrated in Figures 7-4 and 7-5, respectively. The Future With Project weekday Midday and PM peak-hour traffic volumes are provided in Figures 7-6 and 7-7, respectively.

7.4 Future Highway Improvements

No roadway or traffic signal improvements affecting the capacity of the study intersections were identified.

FIGURE 7-1

8/4/2016

FN: CanonDr(248)BevHills\RELPROJS

RELATED PROJECTS LOCATION MAP

CRAIN & ASSOCIATES
Transportation Planning
Traffic Engineering
2007 Sawtelle Boulevard
Los Angeles California 90025
PH (310) 473 6508 F (310) 444 9771
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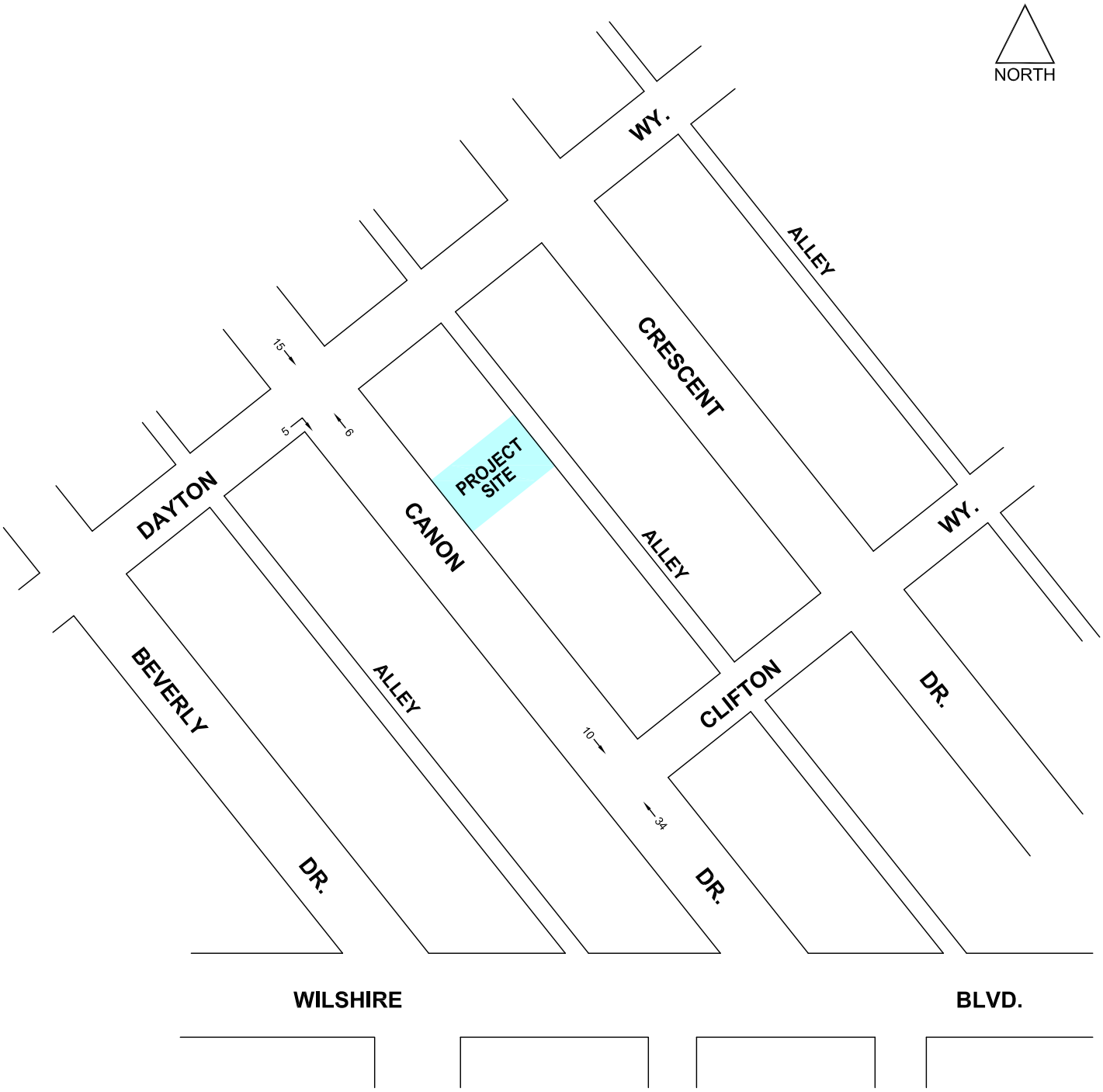

FIGURE 7-2

8/4/2016

CanonDr(248)BevHills\MDRELPRJS

RELATED PROJECTS TRAFFIC VOLUMES
MIDDAY PEAK HOUR

CRAIN & ASSOCIATES
Transportation Planning
Traffic Engineering
300 Corporate Pointe, Suite 470
Culver City, California 90230
PH (310) 473 6508 F (310) 444 9771
www.crainandassociates.com

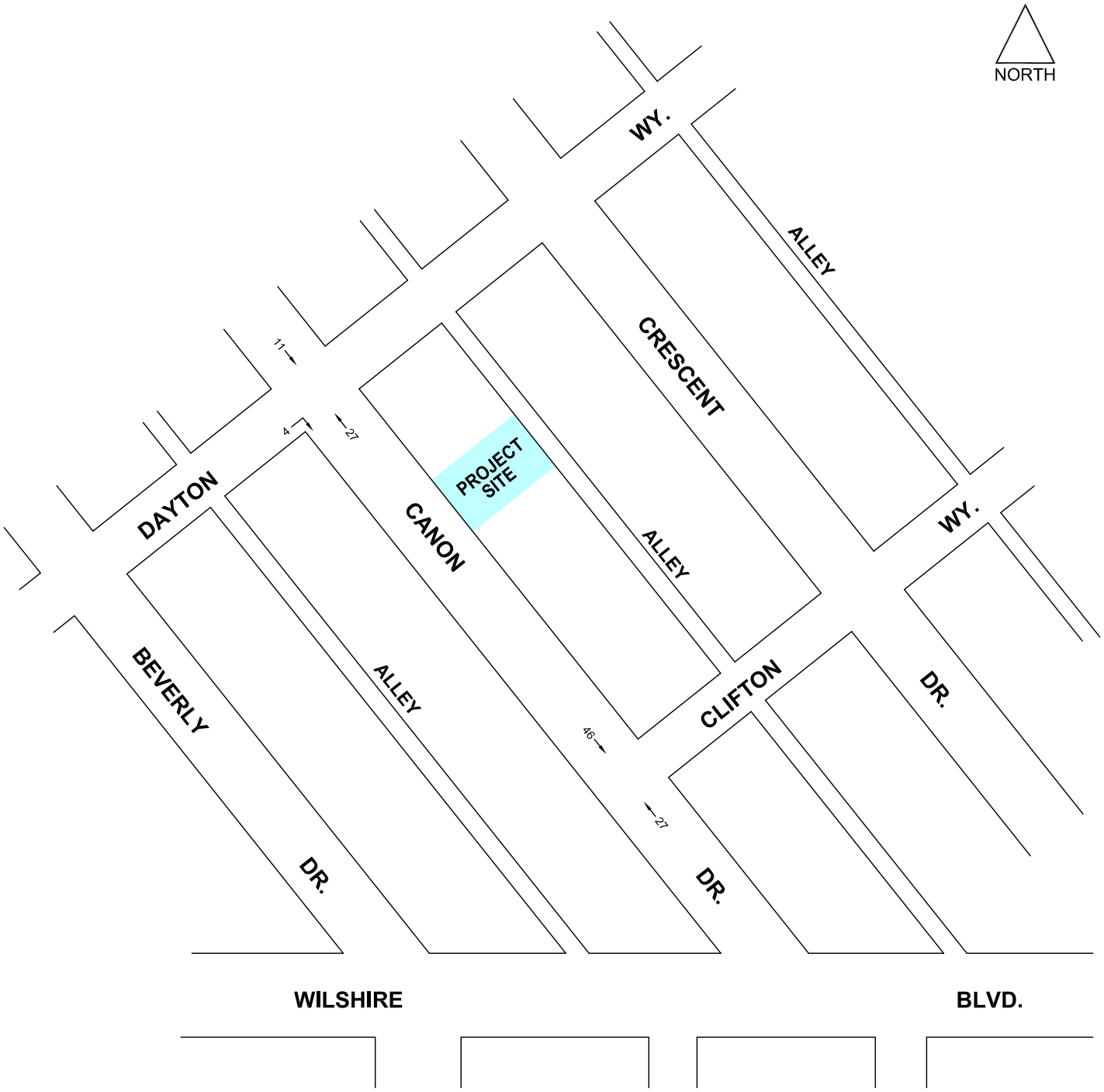

FIGURE 7-3

8/4/2016

CanonDr(248)BevHills\PMRELPRJS

RELATED PROJECTS TRAFFIC VOLUMES
PM PEAK HOUR

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Transportation Planning
Traffic Engineering
300 Corporate Pointe, Suite 470
Culver City, California 90230
PH (310) 473 6508 F (310) 444 9771
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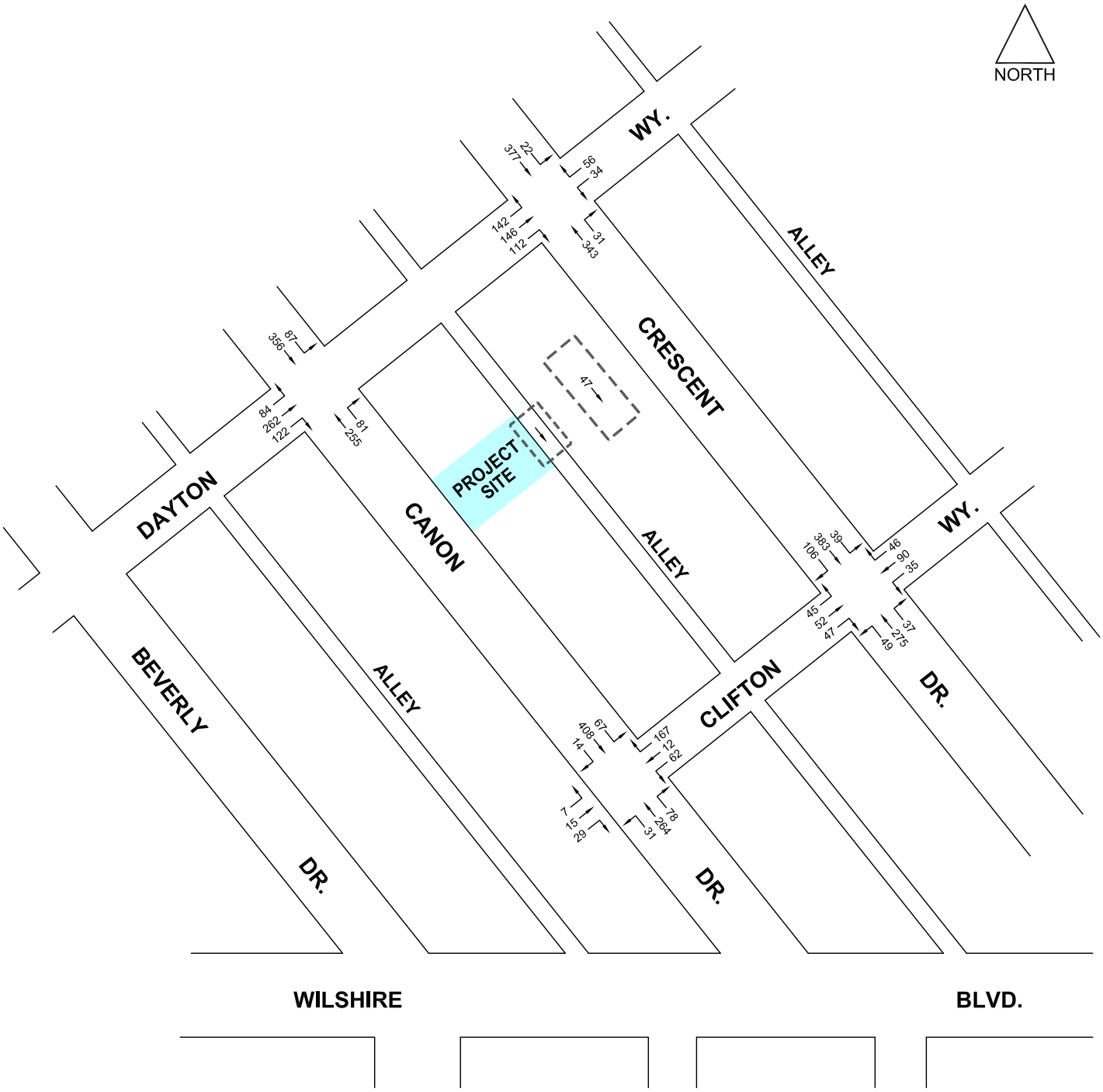

FIGURE 7-4

8/4/2016

CanonDr(248)BevHills\AM2018WO

FUTURE (2018) TRAFFIC VOLUMES
WITHOUT PROJECT
MIDDAY PEAK HOUR

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Traffic Engineering
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Culver City, California 90230
PH (310) 473 6508 F (310) 444 9771
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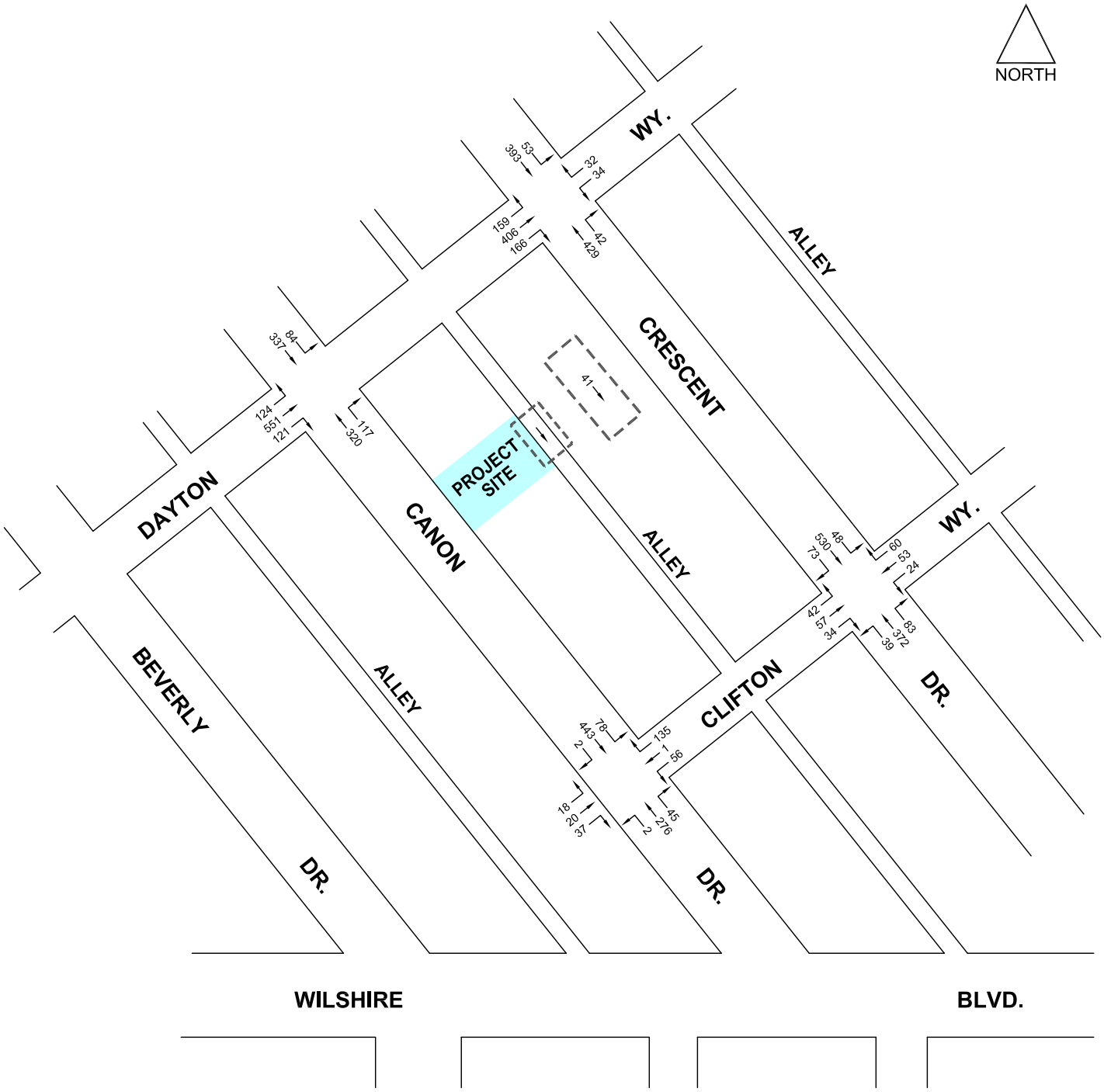

FIGURE 7-5

8/4/2016

CanonDr(248)BevHills\PM2018WO

FUTURE (2018) TRAFFIC VOLUMES
WITHOUT PROJECT
PM PEAK HOUR

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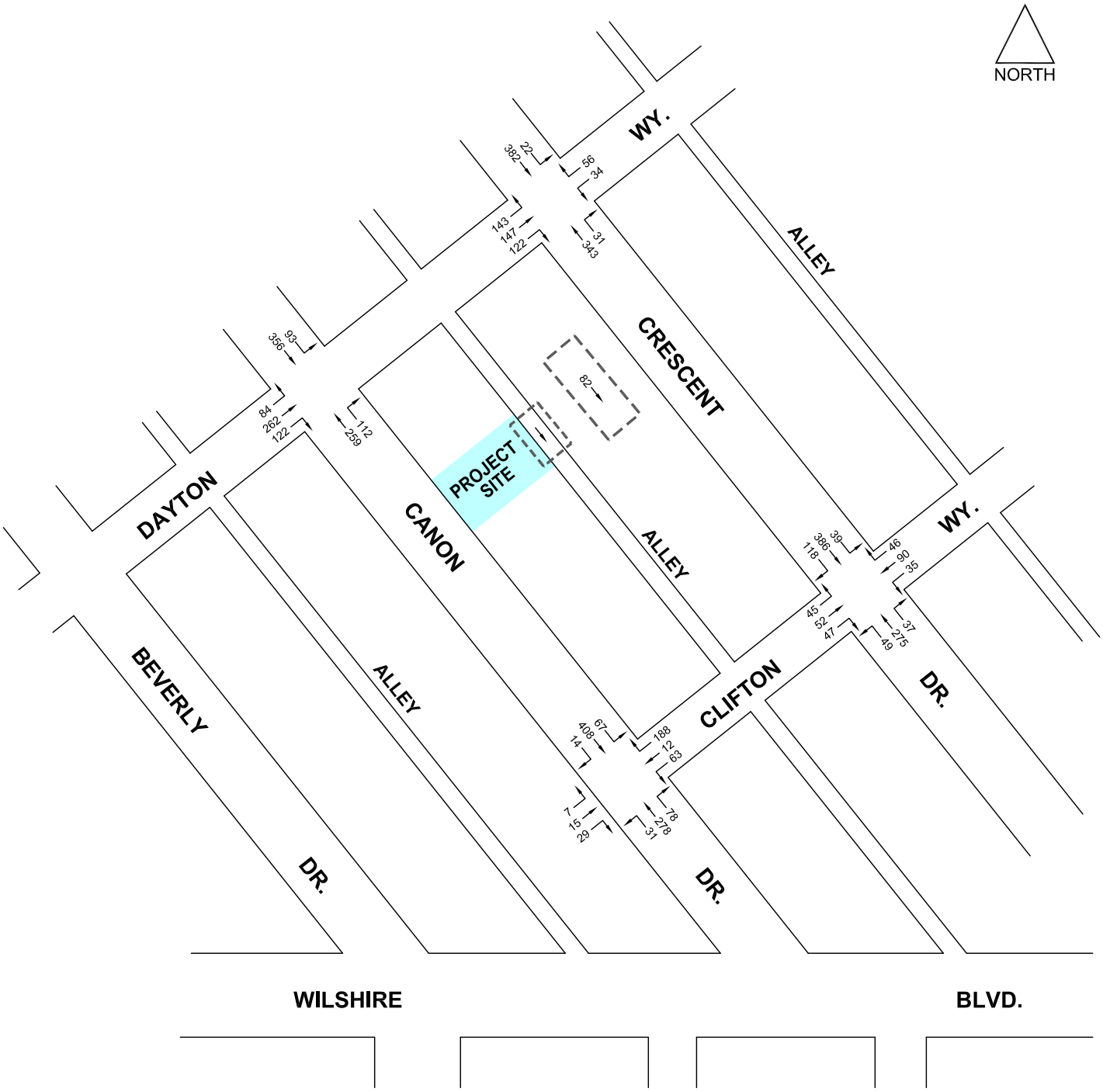

FIGURE 7-6

9/12/2016

CanonDr(248)BevHills\MD2018WP

FUTURE (2018) TRAFFIC VOLUMES
WITH PROJECT
MIDDAY PEAK HOUR

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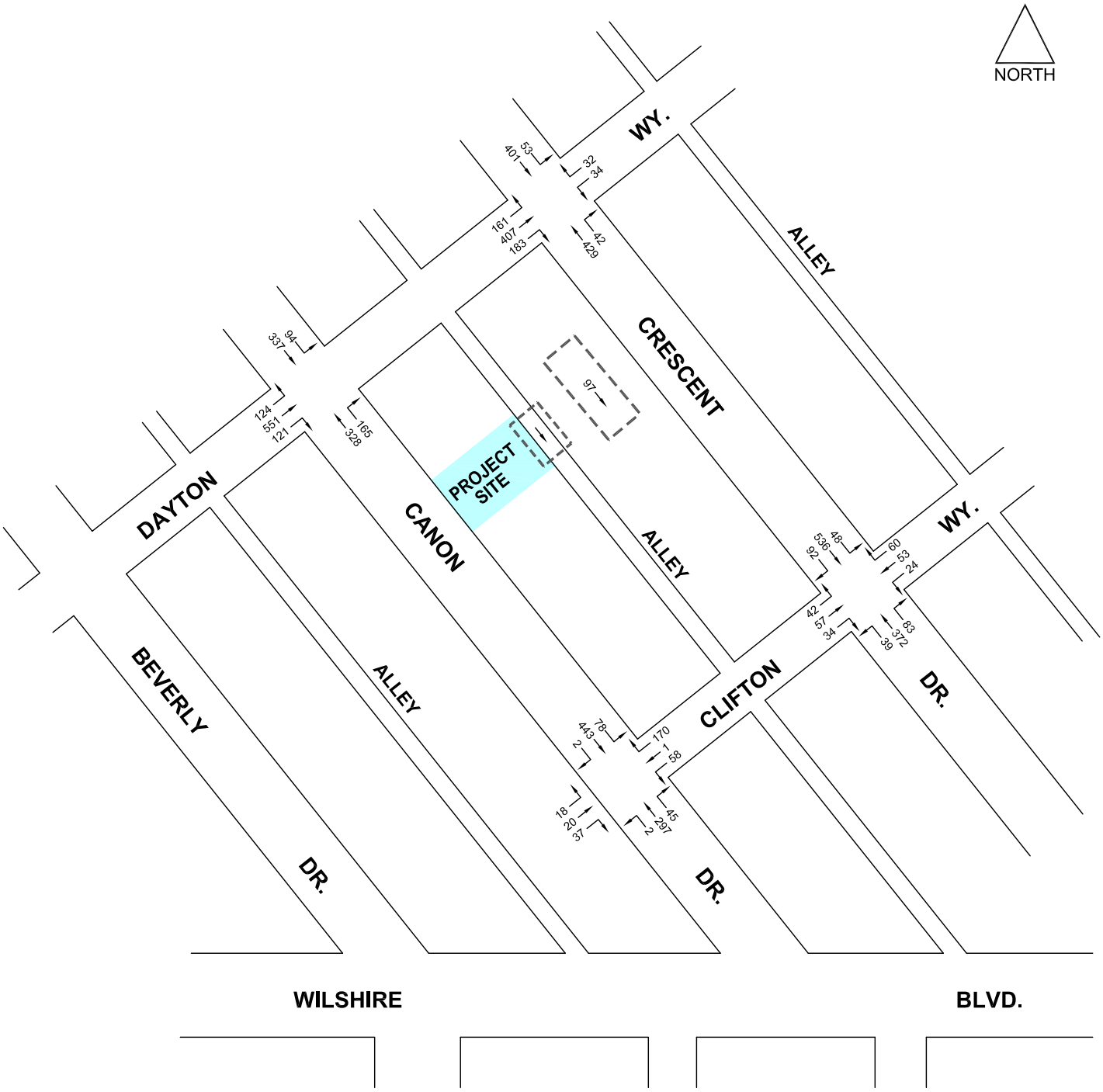

FIGURE 7-7

9/12/2016

CanonDr(248)BevHills\PM2018WP

FUTURE (2018) TRAFFIC VOLUMES
WITH PROJECT
PM PEAK HOUR

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Traffic Engineering
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8.0 TRAFFIC IMPACT ANALYSIS METHODOLOGY

8.1 Intersection Analysis Methodology

The four study intersections were evaluated using the analysis methodologies approved by the City of Beverly Hills for signalized and unsignalized intersections. For signalized intersections, the Intersection Capacity Utilization (ICU) method of analysis was utilized to determine the Volume-to-Capacity (V/C) ratios for the intersections. For the unsignalized, all-way stop controlled intersections, the Highway Capacity Manual (HCM) methodology was utilized to determine the average vehicular delay for the intersection.

8.2 Intersection Analysis Scenarios

Traffic conditions and, as applicable, Project traffic impacts, were analyzed at the study intersections for the following conditions:

- Existing (2016) Conditions;
- Existing (2016) With Project Conditions, includes Project trips;
- Future (2018) Without Project Conditions, includes ambient traffic growth and Related Projects trips;
- Future (2018) With Project Conditions, includes ambient traffic growth, Related Projects trips, and Project trips; and
- Implementation of Project mitigation measures, where necessary.

8.3 Intersection Thresholds and Impact Criteria

The significance of the potential impacts of Project traffic at each study intersection was identified according to the City of Beverly Hills traffic impact thresholds of significance. These thresholds define a significant project traffic impact relative to the level of service, V/C ratios, and delay per vehicle (seconds). The significant impact criteria, which affect LOS D, E, and F conditions, are presented in Tables 8-1 and 8-2.

Table 8-1: City of Beverly Hills Criteria for Significant Intersection Traffic Impact – Signalized Intersection

LOS	Final V/C Ratio	Project-Related Increase in V/C Ratio
D	>0.800-0.900	Equal to or greater than 0.030
E,F	>0.900	Equal to or greater than 0.020

Table 8-2: City of Beverly Hills Criteria for Significant Intersection Traffic Impact – Unsignalized (All-Way Stop) Intersection

LOS	Final Delay/Vehicle	Project-Related Increase in Average Vehicle Delay
D	>25 seconds	Equal to or greater than 4.0 seconds
E,F	>35 seconds	Equal to or greater than 3.0 seconds

The City requires mitigation of project traffic impacts whenever project traffic causes an increase of the analyzed intersection V/C ratio or delay by an amount equal to or greater than the values shown above.

9.0 TRAFFIC IMPACT ANALYSIS

Summaries of the V/C ratios, vehicular delays (seconds), and LOS values for the four study intersections during the weekday Midday and PM peak hours under existing and future conditions, without and with the Project, are shown in Table 9-1. The ICU and HCM data worksheets for the analyzed intersections are contained in Appendix C.

Table 9-1: Level of Service (LOS) Analysis Summary
Existing (2016) and Future (2018) Traffic Conditions, Without and With Project

			Existing (2016)					Future (2018)				
			Existing		With Project			Without Project		With Project		
No.	Intersection	Peak Hour	V/C / Delay	LOS	V/C / Delay	LOS	Impact	V/C / Delay	LOS	V/C / Delay	LOS	Impact
1	Canon Drive/	Midday	0.639	B	0.654	B	0.015	0.649	B	0.664	B	0.015
	Dayton Way	PM	0.773	C	0.798	C	0.025	0.792	C	0.817	D	0.025
2	Crescent Drive/	Midday	0.391	A	0.392	A	0.001	0.397	A	0.397	A	0.000
	Dayton Way	PM	0.616	B	0.616	B	0.000	0.626	B	0.627	B	0.001
3	Canon Drive/	Midday	13.0	B	13.6	B	0.6	13.7	B	14.3	B	0.6
	Clifton Way	PM	11.4	B	12.0	B	0.6	12.2	B	12.9	B	0.7
4	Crescent Drive/	Midday	12.2	B	12.3	B	0.1	12.4	B	12.6	B	0.2
	Clifton Way	PM	14.1	B	14.4	B	0.3	14.4	B	14.8	B	0.4

9.1 Existing (2016) Conditions

All four intersections are operating at good service levels under existing conditions (i.e., LOS C or better during the weekday Midday and PM peak hours). The existing traffic volumes at the study intersections during the weekday Midday and PM peak hours are presented in Figures 4-2 and 4-3, respectively.

9.2 Existing (2016) With Project Conditions

With the addition of Project trips, V/C ratios and delays would increase at the study intersections. There would be no change in the LOS designations at any intersections relative to Existing conditions. The impacts attributable to the Project would also be less than significant and no Project mitigation would be required. The Existing (2016) With Project traffic volumes at the study intersections during the weekday Midday and PM peak hours are illustrated in Figures 6-1 and 6-2, respectively.

9.3 Future (2018) Without Project Conditions

Under Future Without Project conditions, which includes the addition of ambient growth and Related Projects traffic, all of the study intersections are expected to operate at LOS C or better during the weekday Midday and PM peak hours. The Future (2018) Without Project traffic volumes for the weekday Midday and PM peak hours are shown in Figures 7-4 and 7-5,

respectively.

9.4 Future (2018) With Project Conditions

With the addition of Project traffic to Future volumes, the LOS at the study intersections would continue to be the same as under Future Without Project conditions, with the exception of Canon Drive/Dayton Way during the PM peak hour, which would worsen to LOS D. The impacts of the Project at the study intersections would all be less than significant. Accordingly, no traffic mitigation would be required of the Project under this condition either. The Future (2018) With Project traffic volumes during the weekday Midday and PM peak hours are shown in Figures 7-6 and 7-7, respectively.

9.5 Alley Segment Analysis

The City STE requested an operational analysis of the one-way southbound alley at the rear of the Project site between Dayton Way and Clifton Way. This alley will be used by valet attendants to directly access the Project garage, the spaces behind the Hilton & Hyland office building, and spaces leased in the adjacent 270 N. Canon Drive parking lot. The alley is 20 feet wide and designated for one-way southbound operation.

Despite the designated one-way operation southbound, review of the traffic count data shows that the alley is also used by northbound traffic. The 24-hour machine count shows a fair amount of northbound alley traffic; however, an analysis of the supplemental Midday and PM peak-period turning movement counts at the intersection of the alley and Dayton Way indicates that the northbound volume is, on average, equal to approximately 13.9 percent of the southbound volume. It is surmised that the northbound machine count pneumatic hose was "mishit," resulting in the substantial double-counting of southbound vehicles as northbound vehicles. As the alley is designated one-way southbound, only southbound volumes have been included in this analysis. In order to be conservative and provide a more true representation of alley traffic volumes (and as recommended by the City STE), the northbound volumes (approximately 13.9 percent of the southbound volumes) were added to the southbound traffic volumes. The adjusted alley volumes are summarized in Table 9-2.

Table 9-2: One-Way Southbound Alley Segment Analysis

	Existing (2016) Volumes	Project Volumes	Existing (2016) With Project Volumes
Midday	47	35	82
PM	41	56	97
PM Generator	41	65	106
ADT	477	618	1,095

It is estimated that the Project would add 618 trips per weekday to the alley, including 35 trips during the Midday peak hour, 56 trips during the PM peak hour, and 65 trips during the PM Peak Hour of the Generator. Although these additive trips would substantially increase alley traffic volumes, it is anticipated that they would be reasonably accommodated by the alley's operation. The alley is of standard width and currently used by traffic at a moderate level. As its traffic flow is predominantly in one direction, there is only a minor amount of opposing traffic, providing for more freedom of movement and fewer conflicts.

According to the turning movement count for the intersection of the one-way southbound alley and Dayton Way, approximately 12 percent of the southbound Midday peak-period traffic on the alley is trucks. This percentage decreases to approximately two percent during the PM peak period. Any conflicts between Project traffic and truck traffic are expected to be minor. Project traffic would be lower during the Midday peak period when truck traffic on the alley is higher. Conversely, truck traffic on the alley is lower during the PM peak period when Project traffic would be higher.

Further, as discussed in Appendix A, with the use of the adjacent off-site parking lot to temporarily park Project vehicles, as necessary, before they are moved to the on-site garage, there would be no blockage of the alley by "waiting-to-be-parked" Project vehicles. Therefore, it is estimated that the impact of Project traffic on alley operations would be less than significant.

10.0 CONGESTION MANAGEMENT PROGRAM TRAFFIC IMPACT ASSESSMENT

The Congestion Management Program (CMP) is intended to address the impact of local growth on the regional transportation system. The Project has been analyzed per the *2010 Congestion Management Program for Los Angeles County* to determine potential impacts to CMP intersection and freeway monitoring locations and to transit.

10.1 Intersections

The following CMP intersection monitoring location in the Project vicinity has been identified:

- Santa Monica Boulevard/Wilshire Boulevard (CMP ID 5)

The guidelines require that intersection monitoring locations must be examined if the proposed project will add 50 or more trips during either the weekday AM or PM peak hour. The proposed Project will add no more than 17 trips during either peak hour to the above CMP intersection. Therefore, no further review for potential impacts to this intersection is warranted.

10.2 Freeways

The CMP TIA guidelines require that freeway monitoring locations must be examined if the proposed project will add 150 or more trips (in either direction) during either the weekday AM or PM peak hour. No CMP freeway monitoring locations are located in the Project vicinity. Further, the Project trip generation during both peak hours will be well under 150 trips. Therefore, no further review of potential impacts to freeway monitoring locations is warranted.

10.3 Transit Impact Review

The Project trip generation, as shown in Table 5-2, was used to forecast person transit trips. Per the CMP guidelines, a person trip is equal to 1.4 vehicle trips and transit trips are equal to a factor of 3.5 percent of the Project vehicle trips. The calculations are as follows:

- Midday Peak Hour = 35 × 1.4 × 3.5% = 2 Person Transit Trips
- PM Peak Hour = 56 × 1.4 × 3.5% = 3 Person Transit Trips
- PM Peak Hour of Generator = 65 × 1.4 × 3.5% = 3 Person Transit Trips
- Daily Trips = 618 × 1.4 × 3.5% = 30 Person Transit Trips

Therefore, it is estimated that there would be approximately 30 Project person trips per day using transit, including two person trips during the Midday peak hour, three person trips during the PM peak hour, and three person trips during the PM peak hour of the Generator.

There are five bus lines within reasonable walking distance of the Project site. This minor addition of Project person trips to bus transit would not be expected to result in a significant transit impact.

11.0 MITIGATION MEASURES

As indicated in the preceding analyses, the Project is not expected to significantly impact any study intersections, CMP monitoring locations, or public transit. Therefore, no transportation-related mitigation measures are required of the Project.

12.0 SUMMARY AND CONCLUSIONS

- ***Project Description –*** The Project is a new three-level building for a high-end, quality restaurant containing approximately 3,240 square feet of indoor/outdoor dining and bar area and up to approximately 216 seats. It is anticipated that the Project will be completed and operational by 2018. The Project site also includes the existing 15,683 square-foot Hilton & Hyland office building at 250 N. Canon Drive, which will remain as part of the Project.

- ***Project Parking*** – It is estimated that the Project's on-site garage will have a parking supply able to accommodate up to approximately 102 vehicles on three subterranean levels which will be accessed via two elevators, each of which transports one vehicle at a time. Four ADA parking spaces at the rear of the Hilton & Hyland office building (and adjacent to the one-way southbound alley) will also be provided. The Project will lease spaces in the adjacent 270 N. Canon Drive parking lot on the southwest corner of Dayton Way and the one-way southbound alley, which will provide 13 spaces available after 5:30 PM on weekdays and all-day on weekends. Further, if necessary during special events, the Project will rent additional spaces in the adjacent 270 N. Canon Drive parking lot (up to 38 total spaces) or rent spaces in the Crescent Drive North public parking lot (333 N. Crescent Drive) or the Whole Foods Market parking lot (239 N. Crescent Drive). This parking supply would meet or exceed the code parking requirement of 106 spaces for the Project on weekdays and weekends.

- ***Vehicular Site Access and Circulation*** – A valet parking station will be located in front of the Project site on Canon Drive that will accommodate approximately five vehicles. Under the Project parking operations plan, vehicles will be driven by valet attendants to the on-site garage and other parking facilities located off the one-way southbound alley at the rear of the Project site. All delivery and return of vehicles to and from the garage/parking will be in a clockwise circulation pattern. The leased spaces in the 270 N. Canon Drive parking lot will serve to provide transitional parking for Project vehicles, along with supplemental parking as necessary. Use of this lot will also minimize queuing and congestion in the alley by Project vehicles accessing the garage. It is estimated that the overall time for valet attendants to deliver and park customer vehicles within the garage would be approximately 4.5 to 5.0 minutes, which includes time for vehicle shuffling on the garage parking level. Retrieving vehicles from the garage and returning them to customers would also take approximately 4.5 to 5.0 minutes, including vehicle shuffling. These times are within the norm according to local valet parking firms and discussions with City staff. It is anticipated that the Project parking operations plan would function adequately under typical conditions.

- ***Special Events Management*** – It is anticipated that the Project will handle very few special events per year. The restaurant will operate as a restaurant, with most patron seating at two-person and four-person tables, for the vast majority of the time. When infrequent special events do occur, it is likely that the restaurant will maintain a seating capacity equal to or less than its planned 216 seats. Therefore, valet operation will occur as under normal restaurant conditions, as outlined further in Appendix A. As with any special events occurring in the City, City staff will be notified and coordinated with on a special event plan. If it is determined that additional valet attendants will be necessary, they will be provided. If overflow parking is deemed appropriate, the Project will rent additional spaces in the adjacent 270 N. Canon Drive parking lot (up to 38 total spaces) or rent spaces in the Crescent Drive North public parking lot (333 N. Crescent Drive) or the Whole Foods Market parking lot (239 N. Crescent Drive).

- ***Restaurant Loading Activities*** – Restaurant truck loading activities will occur at the rear of the Project site, adjacent to the one-way southbound alley. A delivery loading zone will be provided immediately south of the parking spaces located behind the 250 N. Canon Drive office building. It is anticipated that Project truck deliveries will occur between 7:00 AM and 11:00 AM. Although the number of truck delivery trips cannot be estimated at this time, the number is expected to be small due to the use of consolidated foodservice distributors such as Sysco. The presence of a truck in the delivery loading zone will not impede access to the Project garage, access to the parking spaces behind the 250 N. Canon Drive building, or southbound traffic flow on the alley.

- ***Study Scope –*** The four study intersections below were selected for detailed level of service analyses under Existing (2016), Existing (2016) With Project, Future (2018) Without Project, and Future (2018) With Project traffic conditions:

    - Canon Drive/Dayton Way
    - Crescent Drive/Dayton Way
    - Canon Drive/Clifton Way *(all-way stop controlled)*
    - Crescent Drive/Clifton Way *(all-way stop controlled)*

  The analysis focused on assessing potential traffic impacts during the Midday and PM peak hours on a typical weekday since these would be representative of the combined peak traffic conditions associated with the Project and existing and cumulative conditions.

  In addition to the four study intersections, the following study street segment in the Project vicinity also was identified for analysis by City of Beverly Hills staff:

    - One-way southbound alley between Dayton Way and Clifton Way

- ***Existing Traffic Conditions*** – All four intersections are operating at good service levels (LOS C or better) during the weekday Midday and PM peak hours under existing conditions.

- ***Project Trip Generation*** – It is estimated that the Project would generate 618 daily trips, including 35 trips (25 inbound/10 outbound) during the Midday peak hour and 56 trips (38 inbound/18 outbound) during the PM peak hour. The Project would generate an estimated 65 trips (38 inbound/27 outbound) during the weekday PM Peak Hour of the Generator and 71 trips (42 inbound/29 outbound) during the Saturday Peak Hour of the Generator.

- ***Existing (2016) With Project Traffic Conditions*** – With the addition of Project trips, the LOS at all four study intersections would be the same as under Existing conditions. The Project is not expected to have a significant impact at any of the four study intersections.

- ***Related Projects*** – A total of 11 related projects were considered as part of the future year traffic analysis. These 11 related projects are all located in the City of Beverly Hills.

- ***Future (2018) Without Project Traffic Conditions*** – With the inclusion of ambient growth and related projects to the existing traffic volumes, all four study intersections are expected to operate at LOS C or better during the weekday Midday and PM peak hours.

- ***Future (2018) With Project Traffic Conditions*** – All four study intersections would continue to operate at the same LOS as under Future Without Project conditions, except at the intersection of Canon Drive/Dayton Way, which would worsen to LOS D in the PM peak hour. The Project is not expected to have a significant impact at any of the four study intersections.

- ***Alley Analysis*** – Project traffic would substantially increase traffic volumes on the one-way southbound alley. However, given the moderate level of existing alley traffic and that the alley is designated for one-way operation which provides better capacity, it is anticipated that Project traffic would be reasonably accommodated by the alley's operation. In addition, with the use of the nearby leased parking lot (270 N. Canon Drive) next to the alley, there would be no blockage of the alley by Project vehicles waiting to be parked in the Project garage. It is estimated that the impact of Project traffic on the alley would be less than significant. Given that the peak-period traffic counts at the alley intersection with Dayton Way and 24-hour machine count on the alley indicated some illegal northbound traffic volumes, it is recommended that there be

increased police enforcement of traffic movements on this alley.

- ***CMP Traffic Assessment*** – The Project impacts on CMP arterial monitoring intersections, freeway monitoring locations, and transit operations would be less than the designated thresholds. No further CMP review is warranted.

- ***Mitigation Measures*** – The Project is not expected to significantly impact any study intersections, CMP monitoring locations, or public transit. Therefore, no transportation-related mitigation measures are required of the Project.

APPENDIX A

PROJECT PARKING OPERATIONS PLAN AND ANALYSIS

A. PROJECT PARKING OPERATIONS PLAN AND ANALYSIS

A.1 Project Parking Supply/Capacity

The Project's on-site parking garage, located at the rear of the Project site and next to the one-way southbound alley, will have three subterranean levels. These levels will be accessed via two elevators, each of which transports one vehicle at a time. Each level will have 28 vehicle spaces, with half of the spaces being accessible by a lift that allows for vertical vehicular storage. An additional six valet-assisted spaces will be provided on each level. In total, the garage will have a parking supply/capacity for 102 vehicles. A valet attendant will remain with each vehicle until it is parked or stored. Four additional ADA parking spaces will be provided behind the Hilton & Hyland office building at 250 N. Canon Drive.

Through a lease agreement, the Project has also procured the use of parking spaces within the adjacent parking lot on the southwest corner of Dayton Way and the one-way southbound alley after 5:30 PM on weekdays and all-day on weekends. Thirteen of this lot's 38 total parking spaces will be used to supplement the parking supply of the Project, as necessary. It is worth noting that 11 of the 13 leased spaces are immediately accessible off the alley and will be used by valet attendants as transitional parking for vehicles waiting to be parked in the garage. This capability will mitigate potential queuing of Project vehicles on the alley, ensuring that the alley remains accessible to other vehicles.

Thus, the Project will have a parking supply of 106 spaces prior to 5:30 PM on weekdays. This supply will increase to 119 spaces after 5:30 PM on weekdays and on all-day on weekends. These parking supplies meet or exceed the code parking requirement of 106 spaces for the Project.

A.1.1 Garage Elevator Lift Capacity

Based on vehicle elevator lift system information gathered by the Project's general contractor (see Exhibit A-1), an estimate of each garage elevator's lift capacity was determined based on the component tasks that comprise parking a vehicle within the parking garage and retrieving a vehicle from the parking garage. The 4-post high capacity mechanical freight lift elevator proposed to be installed for vertical vehicle conveyance is specified to travel at a speed of approximately 100 feet per minute. Given that the third (bottom) level of subterranean parking would be a maximum of approximately 55 feet below ground level, it would take the elevator approximately 33 seconds to travel between the one-way southbound alley and the lowest parking level. Interpolating linearly, it is expected that the elevator travel times between the alley and the first and second levels of Project parking would be approximately 11 and 22 seconds, respectively.

In order to determine how many vehicles will be able to be moved by each elevator within a

specific timeframe, the component tasks for parking and retrieving a vehicle were first examined. When parking a car, the following tasks affect the elevator lift capacity: loading the vehicle onto the elevator from the alley, vertical conveyance of the vehicle to the appropriate parking floor, and unloading the vehicle from the elevator onto the parking floor. When retrieving a car, the following tasks affect the elevator capacity: loading the vehicle onto the elevator from the parking floor, vertical conveyance of the vehicle to the alley, and unloading the vehicle from the elevator to the alley. The time necessary to park a vehicle once it is on a parking level and the time to prepare a vehicle on a parking level to be loaded on the elevator back to the alley do not factor into the elevator's lift capacity, as the elevators can be conveying vehicles while these tasks occur.

With three levels of parking, it is expected that the valet attendants will utilize the first level of subterranean parking initially, when parking demand is lower, and then expand the parking of vehicles into the second and third levels as demand increases. With an equal parking supply on all three levels, it is anticipated that the average vertical conveyance for a vehicle being parked or retrieved would be somewhere between the first and second parking levels. In order to provide more conservative timing/capacity estimates, it has been assumed that the average vertical conveyance would be between the alley and second parking level and would take approximately 22 seconds.

The estimated elevator component times for parking a vehicle would be approximately 20-30 seconds to load the vehicle onto the elevator from the alley, 22 seconds to vertically convey the vehicle, and 20-30 seconds to unload the vehicle from the elevator onto the parking floor. The total time the car elevator would be occupied with parking a vehicle would, therefore, be approximately 72 seconds. Similarly, the estimated elevator component times for retrieving a vehicle would be approximately 20-30 seconds to load the vehicle onto the elevator from the parking floor, 22 seconds to vertically convey the vehicle, and 20-30 seconds to unload the vehicle from the elevator onto the alley. The total time the car elevator would be occupied with retrieving a vehicle would then be approximately 72 seconds.

Under the inefficient scenario where a vehicle is being parked and the elevator is then returning empty to the alley to load another car to be parked, another 22 seconds of vertical conveyance should be added to the 72-second estimate from the last paragraph, resulting in 94 seconds for this overall operation. Likewise, if the elevator is inefficiently only retrieving vehicles, the 22 seconds required for the elevator to descend from the alley to the parking floor to retrieve a vehicle must be added, resulting in an overall 94-second time estimate. Based on these time estimates, the garage elevators would be able to handle approximately 38 vehicles per hour if they were each inefficiently used for parking only or retrieving only. With two elevator lifts, this translates into an operational capacity of approximately 76 vehicles per hour (inbound and outbound).

However, it is not expected that these garages will operate so inefficiently, especially during the periods of peak parking demand. As shown in Table 5-2 in the body of the report, the weekday PM Peak Hour of the Generator and the Saturday Peak Hour of the Generator are the two analyzed time periods where the greatest number of inbound and outbound vehicles are expected to utilize the Project parking. 65 total vehicle trips are expected during the weekday PM Peak Hour of the Generator, while 71 total vehicle trips are anticipated for the Saturday Peak Hour of the Generator. Both of these time periods exhibit a well-balanced inbound/outbound directional split, with 59 percent of trips arriving at the site and 41 percent of them departing. With such a balance of inbound and outbound trips, it is fully expected that the garage lifts will be used more efficiently (i.e., lower to unload a vehicle to be parked and then rise with a retrieved vehicle to deliver to a valet attendant on the same trip). This more efficient use of the garage elevator lifts will increase the operational capacity well beyond 76 vehicles per hour. It is also expected that efficiency of the elevator lift system will increase as valet and garage personnel become familiar with the system and develop the most effective methods for using it.

A.2 Project Parking Circulation

Customers driving to the Project will pull up to the curb on the east side of Canon Drive in front of the Project site, where there will be a valet parking station. It is anticipated that permission will be obtained from the City for the use of curb space accommodating approximately five vehicles. Two valet parking spaces will be installed at the location of the existing surface parking lot driveway, and the three metered spaces north of the driveway and adjacent to the Hilton & Hyland office building will be converted to valet parking spaces. Customer vehicles will then be driven by valet attendants to the on-site garage and associated parking facilities located at the rear of the Project site and along the one-way southbound alley. All delivery and return of vehicles to and from the garage will be in a clockwise circulation pattern. For the delivery of a vehicle to the Project garage, the valet attendant will drive northbound on Canon Drive, make a right-turn onto Dayton Way and proceed to the one-way southbound alley, then make a right-turn onto the alley and proceed to deliver the vehicle for parking in the garage. If the access area next to the garage is not clear, the valet attendant will temporarily park the vehicle in one of the parking spaces located in the transitional parking spaces immediately off the alley leased by the Project at 270 N. Canon Drive. For the return of a vehicle from the garage, a valet attendant will retrieve the vehicle from its location within the garage, drive southbound on the alley, make a right-turn onto Clifton Way and proceed to Canon Drive, then make a right-turn onto Canon Drive and proceed to the curb in front of the Project site. The Project parking circulation routes and estimated times are illustrated in Exhibit A-2.

For employees of and visitors to the 250 N. Canon Drive building who park in the Project garage

during daylight hours, they will utilize the same valet system but will not drop off their vehicles on Canon Drive. They will arrive by driving down the one-way southbound alley to the rear of the 250 N. Canon Drive building. Valet attendants will then drive those vehicles and park them within the Project garage. Employees and visitors leaving the 250 N. Canon Drive building will have their vehicles retrieved and brought out to the alley by valet attendants, after which they will depart southbound on the alley to Clifton Way.

A.3 Project Valet Parking Operations

The Project will utilize as many valet attendants as necessary in order to provide an efficient and effective valet parking operation. During periods of peak demand, it is anticipated that the Project will provide eight (8) valet attendants at the front of the building, two (2) valet attendants at the Project garage entrance at the rear of the building, and a minimum of two (2) valet attendants on each floor of the Project garage. According to conversations with representatives of two local valet parking firms, it frequently takes up to seven minutes for the delivery and/or return of vehicles to and from off-site parking locations in busy and popular areas such as Beverly Hills. To reduce the waiting time for departing customers, the Project will have a procedure in place whereby customers will give their parking tickets to restaurant front staff when they ask for their bill. The front staff will then call for the customer's vehicle, which will be brought to the front of the building by a valet attendant.

A.3.1 Project Parking Circulation Test Runs

Vehicular test runs were performed for the Project in order to estimate the times it would take for the valet parking circulation route. These test runs were conducted on Thursday, May 26, 2016 during the lunch and dinner periods, and Saturday, June 4, 2016 during the dinner period. These runs were along Canon Drive, Dayton Way, the one-way southbound alley, and Clifton Way, following the parking circulation route that will be used by valet attendants. Fifteen runs each were made for the delivery and return trips. The times recorded were for the driving time only, whether from the valet zone on Canon Drive to the Project garage access point on the alley or vice versa. The 85th percentile time to deliver a vehicle from the front of the Project site on Canon Drive to the alley access point for the Project garage, based on all 45 test runs, was approximately 82 seconds (with an average time of 67 seconds). The return trip from the alley access point to the front of the Project site had an 85th percentile time of approximately 112 seconds (with an average time of 92 seconds). All of these runs were done at normal speeds consistent with the prevailing traffic conditions and controls. The Project test run data sheets are included in Exhibits A-3 to A-6.

A.3.2 Il Pastaio Parking Operations Survey

In order to have a reference point for valet parking circulation times, the valet parking

operation for the Il Pastaio restaurant at 400 N. Canon Drive was surveyed. This restaurant is located approximately one-and-one-half blocks north of the Project site. The survey was conducted on Saturday evening, June 4, 2016, from approximately 7:00 to 8:30 PM. It should be noted that Il Pastaio is on the northeast corner of Canon Drive and Brighton Way, and that Brighton Way is one-way westbound. Compared to the Project, much longer circulation routes are involved for the delivery of Il Pastaio customer vehicles to its parking lots off the north-south alley paralleling Canon Drive and the three-level parking structure at 375 N. Crescent Drive (on the southwest corner of the intersection with Brighton Way). On the other hand, compared to the Project, the Il Pastaio circulation routes for the return of customer vehicles are much shorter and absent traffic controls. Consequently, the average delivery time for Il Pastaio customer vehicles was 107 seconds, while the average return time was 37 seconds. The average of the two times is 72 seconds, slightly but not substantially less than the comparable average for the Project runs (the average of 67 seconds and 92 seconds is approximately 80 seconds). The Il Pastaio survey data sheets are included in Exhibits A-7 and A-8. It should also be noted that survey personnel were not permitted on-site access to the parking structure at 375 N. Crescent Drive. Their observations and time measurements were conducted from the public right-of-way (i.e., the sidewalk). While they were unable to actually see and time the parking operations of Il Pastaio vehicles inside the parking structure, they were able to recognize and time some of the valet attendants as they entered and exited the structure to retrieve vehicles to return them to customers. Five such samples were obtained, resulting in an average of 1 minute and 51 seconds. It would be reasonable to assume that this average is not only indicative of the time it took for the valet attendants to conduct their maneuvers to retrieve parked vehicles, but also the time it took for them to conduct their maneuvers to park and store vehicles.

A.4 Overall Parking Operations Analysis

As previously discussed, the Project garage's two elevator lifts would be able to handle at a minimum approximately 76 vehicles per hour (with that capacity being much higher during peak parking periods with balanced inbound/outbound activity). This operational capacity has been compared to the weekday Midday (lunch), PM peak-hour, PM Peak Hour of the Generator, and Saturday Peak Hour of the Generator trip generations[1], as follows:

- Weekday Midday Peak Hour, 35 trips (vehicles) generated
    - *76 vehicles per hour capacity vs. 35 vehicles per hour*

[1] As recommended by the City STE, the AM Peak Hour of Generator trip rate was assumed to represent the Midday peak-hour trip generation for the restaurant. The AM Peak Hour of Generator represents the highest hourly volume of traffic entering and exiting a quality restaurant during the weekday AM hours (12:00 AM to 11:59 AM) and, therefore, is likely to occur close to the lunch hour. The PM peak hour represents the one-hour vehicle trip generation between 4:00 PM and 6:00 PM on a weekday when the combination of quality restaurant traffic and traffic on the adjacent street is highest. The PM Peak Hour of Generator represents the highest hourly volume of traffic entering and exiting a quality restaurant during the weekday PM hours (12:00 PM to 11:59 PM). The Saturday Peak Hour of Generator represents the highest hourly volume of traffic entering and exiting a quality restaurant on a Saturday, which may occur during the AM or PM hours.

    - *41-vehicle "surplus"*
- Weekday PM Peak Hour, 56 trips (vehicles) generated
    - *76 vehicles per hour capacity vs. 56 vehicles per hour*
    - *20-vehicle "surplus"*
- Weekday PM Peak Hour of Generator, 65 trips (vehicles) generated
    - *76 vehicles per hour capacity vs. 65 vehicles per hour*
    - *11-vehicle "surplus"*
- Saturday Peak Hour of Generator, 71 trips (vehicles) generated
    - *76 vehicles per hour capacity vs. 71 vehicles per hour*
    - *5-vehicle "surplus"*

As indicated above, the operational capacity of the garage itself would be sufficient to accommodate the amount of arriving/departing vehicles during all four evaluated peak hours. Given the conservative calculation of the garage lift capacity and the anticipated balanced split of arriving/departing vehicles during the Weekday PM Peak Hour of Generator and Saturday Peak Hour of the Generator (59% inbound/41% outbound), it is likely that the "surpluses" during these hours would be even greater. However, the adjacent 270 N. Canon Drive parking lot, which will be leased by the Project, will provide 13 spaces and storage capacity after 5:30 PM on weekdays and all-day on weekends. Eleven (11) of these spaces are immediately off the one-way southbound alley and will provide transitional parking for Project vehicles as they wait to be to be parked in the garage when operational capacity permits. Use of this lot will also minimize queuing and congestion in the alley by Project vehicles accessing the garage. In addition, this lot will provide supplement parking for the Project as conditions warrant. With this additional capacity during the Weekday PM Peak Hour of Generator and Saturday Peak Hour of Generator, it is expected that the Project parking will have sufficient operating capacity during all analyzed time periods. The Sunday Peak Hour of Generator for the restaurant was not analyzed, as its trip generation would be lower than the Saturday Peak Hour of Generator.

It should be noted that the above comparisons are conservative, as they do not account for reductions in patron parking demand attributable to ridesharing services or reductions in employee parking demand due to the provision of on-site bicycle parking.

As requested by City staff, an examination of the Project's weekday AM peak hour parking demand was also performed for the Hilton & Hyland office building at 250 N. Canon Drive. The existing office building includes 15,683 square feet of office space. Based on this size of use and using trip rates from the current Institute of Transportation Engineers (ITE) Trip Generation, 9th Edition manual, the office building is expected to generate approximately 24 trips during the weekday AM peak hour. This trip total is comprised of 21 inbound trips and 3 outbound trips. With a conservative garage elevator capacity of 76 vehicles per hour, the Project will adequately process these morning office use trips.

As shown in Exhibit A-1, the ACC-6 Double Park Lift system proposed to be installed for vehicle parking on each of the Project's three subterranean parking levels is specified to have different lifting and lowering speeds. The time required to lift a vehicle is 60 seconds, plus or minus 20 percent, whereas the time required to lower a vehicle is 30 seconds, plus or minus 20 percent. In order to be conservative, vehicle lifting and lowering times of 72 seconds (60 seconds + 20%) and 36 seconds (30 seconds + 20%), respectively, were assumed for the Project's parking lift system.

Based on the Project test run times, as well as aforementioned vehicle elevator lift system and park lift system speed information, the overall times for the delivery and retrieval of customer vehicles to and from the Project garage were estimated, as follows:

- Valet Vehicle Delivery Time:
    - Restaurant Front-to-Garage Vehicle Driving Time (85th %-ile) = 82 seconds
    - Vehicle Loading from Alley to Garage Elevator = 25 seconds
    - Garage Elevator Vertical Conveyance = 22 seconds
    - Vehicle Unloading from Elevator to Parking Level = 25 seconds
    - Raised Vehicle Parking via Park Lift System = 72 seconds
    - TOTAL DELIVERY TIME = 226 seconds
- Valet Vehicle Retrieval Time:
    - Vehicle Lowered via Park Lift System = 36 seconds
    - Vehicle Loading from Parking Level to Garage Elevator = 25 seconds
    - Garage Elevator Vertical Conveyance = 22 seconds
    - Vehicle Unloading from Elevator to Alley = 25 seconds
    - Garage-to-Restaurant Front Vehicle Driving Time (85th %-ile) = 112 seconds
    - TOTAL RETRIEVAL TIME = 220 seconds

As shown above, it is anticipated that these reasonably calculable components of the valet vehicle delivery and retrieval times would total in the range of 3.5 to 4.0 minutes. However, these calculations do not include the time required for vehicle shuffling on the Project parking levels in order to park and/or retrieve vehicles. Given that six valet-assisted parking spaces will be provided on each level (which in some cases will block a parking stall), it may be necessary for valets to shuffle up to two vehicles in order to park or retrieve one vehicle. With multiple valets stationed on each floor of the Project garage to handle that floor's vehicle maneuvering, it is expected that the shuffling of up to two vehicles will be an efficient process. As a conservative estimate, it is assumed that such vehicle shuffling would take approximately one minute. Therefore, the overall valet vehicle delivery and retrieval times are anticipated to be in the 4.5-to-5.0 minute range.

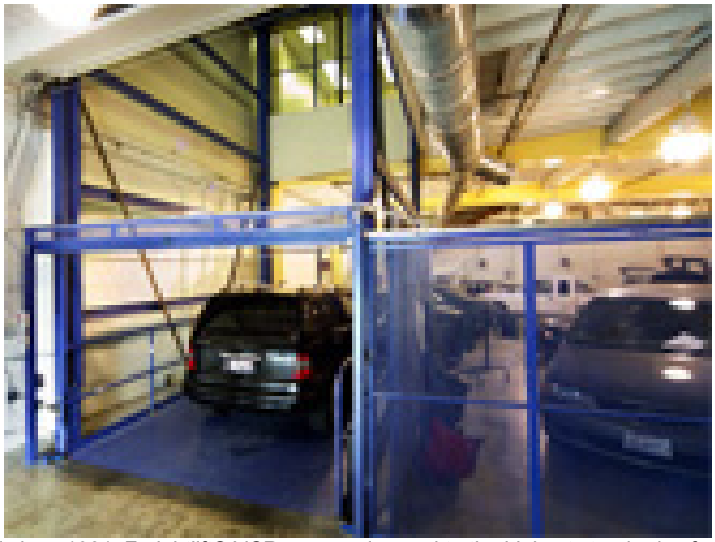
These overall times compare favorably with those obtained from the Il Pastaio survey when taking into account the time spent by that restaurant's valet attendants in the 375 N. Crescent Drive parking structure. As noted earlier, the Project parking circulation routes and average times are illustrated in Exhibit A-2. These overall times are also within the five-to-seven minute range typically experienced by two local valet parking firms, as previously mentioned. Therefore, considering all of these factors, it is anticipated the Project parking operations plan would function adequately under typical conditions.

Exhibit A-1

General Contractor Garage Lift and Parking Lift Specification Information

// FL4M-10 SPEC 37562

4-Post Mechanical Freight Lift for Safe, Reliable, High Capacity Load Transfer Between Multiple Levels.



Autoquip's 4-post high capacity mechanical vertical conveyors (VRCs) employs an industry-best heavy duty SEW Eurodrive gear motor drive with instantaneous braking capability that ensures consistent, repeatable stopping and holding of the suspended carriage during loading and unloading. Because the carriage is supported in each corner, carriage sizes can be extremely large and load capacities can be very high. The high capacity 4-Post mechanical freightlift travels up to 100 feet with capacities to 20,000 pounds and speeds ranging from 10 FPM TO 150 FPM. Mechanical VRCs are often used for transfer of vehicles between landings, multi-level buildings, and with programmable/automated conveyor systems. The mechanical 4 Post VRC is designed to improve the use of vertical building space, and built to enhance the stability and safety during load transfer. Freightlift mechanical VRC's standard maintenance-free high capacity rollers, load jam sensing system, and certified free-fall arrest carriage brakes make it the most reliable, durable, and safe VRC material lift available anywhere. As with all Autoquip VRC lifts, the 4-Post Mechanical VRC offers the customer flexibility to select any number of standard options or to specify one or more custom engineered features to fit a specific application. Autoquip has designed and manufactured the Freightlift® Brand of vertical reciprocating conveyors in America's heartland since 1991. Freightlift® VCRs are engineered to the highest standards of safety and reliability.

Features and Benefits

- High capacity steel rollers with spiral-wound, Teflon-impregnated bushings produce smooth and reliable carriage movement.
- Heavy duty SEW Eurodrive gear motor drive extends the life of the Freightlift for years and years of rugged, reliable service.
- Synchronized, dual-chain lifting system ensures that the carriage remains level throughout the lift's vertical travel, even with off-centered loads.
- Minimum ¼ inch thick steel reinforced platform minimizes deck deflection, maximizes load stability, and extends life of the platform deck.
- Structural steel guide beams ensure consistent, reliable tracking of carriage rollers and extends the life of the beams
- Heavy duty SEW Eurodrive gear motor requires minimal service and maintenance.
- Maintenance-free carriage rollers require no lubrication.
- Eurodrive gear motor's manual brake release overrides handle to help in lift start-up and trouble-shooting.
- Straddle design places much lower stress on the guide rollers, extending useful life.
- Autoquip offers a 1-year warranty on all parts and a 5-year warranty on lift structure as a promise that you've purchased the industry's most reliable VRC.
- Four-point lifting handles much larger and heavier loads.
- Mechanical design enables up to 100 feet of total vertical travel.
- Mechanical vertical conveyors are programmable and can be called or sent to multiple levels in a building or conveyor system.
- Open carriage sides empower customers with versatility in load transfer direction and product flow.
- Load jam sensors suspend engine operation if carriage or its load becomes jammed between landings.
- Motor control panel security requires personnel to activate a secure key switch before resuming lift operation following a load jam.
- Over-travel sensing switch suspends engine operation should the lift continue past the uppermost landing.
- Sensors on all lifting chains stop lift operation and movement if a slack chain is detected.
- Counterweight sensors serve as a back-up safety precaution to slack chain sensors by suspending engine operation when a counterweight is lifted out of the guide tube.
- Certified carriage brakes stop carriage falls in the very unlikely event of a sudden breakage of both lifting cables.
- Standard-issue shaft way barrier bar system improves personnel safety when carriage leaves the upper landing.
- Interlocked landing gates automatically lock once the vertical lift carriage leaves a landing and cannot be opened until the lift carriage returns to that landing.
- Gate status switches prevent lift operation while any gate is open.
- Minimum 3:1 structural factor of safety makes these lifts the most structurally sound lift in the industry.
- Compliance with recognized standards:
  - ASME B20.1 - Safety Requirements for Conveyors and Related Equipment

To find more information about Autoquip Products please go to our website www.autoquip.com To contact Autoquip email sales@autoquip.com or call toll free 877-360-6777. Copywrite Autoquip Corporation. All rights reserved.

- VRC Application Guidelines - as referenced by ASME B20.1
- NFPA 70 - National Electric Code
- ASTM-A36 - Structural Steel Standard
- ANSI Z535 - Safety Labeling Requirements
- AWS D.1 - Welding Standards
- Applicable portions of OSHA 29CFR1910 - General workplace safety

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// FL4M-10 SPEC 37562

Specifications

Travel (inches)	516
Capacity (lbs#)	8,000
Minimum Platform Width (inches)	120
Minimum Platform Length (inches)	288
Maximum Platform Width (inches)	120
Maximum Platform Length (inches)	288
Motor Size (hp)	40
Raising and Lowering Speed Loaded (fpm)	100 (fpm)
Lift Style	4 Post
Travel (feet)	43

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Options

Carriage

Larger Platform Sizes (refer to model specifications for minimum-maximum allowable sizes)
Handrails (for non-operating sides)
48" High Expanded Metal or Sheet Metal Side Guards (non-operating sides with snap chains across operating ends)
84" High Expanded Metal or Sheet Metal Side Guards (non-operating sides with snap chains across operating ends)
Four-way Tread Plate Approach Ramp
Spliced Carriage
Carriage Load Height -- addition or reduction from 7' standard (2-post models)
Stainless Steel Skin -- bolted or welded to carbon steel platform
Stainless Steel Deck -- 304 SS 1/4" sheet over standard carbon steel deck
Conveyor -- gravity or powered, supplied and mounted
Four-Way Tread Plate
Factory Assembled Carriage
Expanded Metal Carriage Roof Enclosure
Handrail Kickplate -- larger than 4" standard
Non Slip -- black silica sand finish

Power Unit Options

Automatic Chain Oiler
High Speed / Heavy Duty Motor

Electrical Options

Key Operated On/Off Security Lockout Switch (NEMA-12)
Extra Push Button Station -- 3 Button Up/Down, E-Stop (NEMA 4)
Key Operated Up/Down Switch (NEMA-12)
Audible Signal -- shipped loose
Audible Signal with Volume Adjust -- shipped loose
Prewired Audible Signal -- standard or adjustable (mounted in main control enclosure)
Flashing Red Light -- shipped loose
No Controls
Keylock
Lift Present Light
Limit Switch -- shipped loose for field mounting
NEMA 12 Disconnect -- mounted in control enclosure
Drop Cord Assembly
Audible Signal or Light (per station)
Car Arrival Buzzer (per station)

Gates & Enclosures

Single Swing Gates
Biparting Swing Gates
Single Panel Vertical Acting Gates
Bi Panel Vertical Acting Gates
Horizontal Sliding Gates

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Back Stop Assembly Kits

Panels (standard 96" high)

Interlocks

Mast

Mast Beams (factory spliced)

Service Work Platform -- for mechanical models with handrails and guards over rotating drive components

Paint

Standard Autoquip Colors

Special Paint Options

Epoxy Paint -- customer's color can be matched with paint chip/RAL paint #, or with an Autoquip equivalent paint (2 part epoxy, sand blasting of unit recommended)

Steel-it -- stainless steel filled urethane primer and finish coating (MCU type IV for incidental food contact)

Primer Only

Tile Clad Epoxy -- sand blasting of unit required

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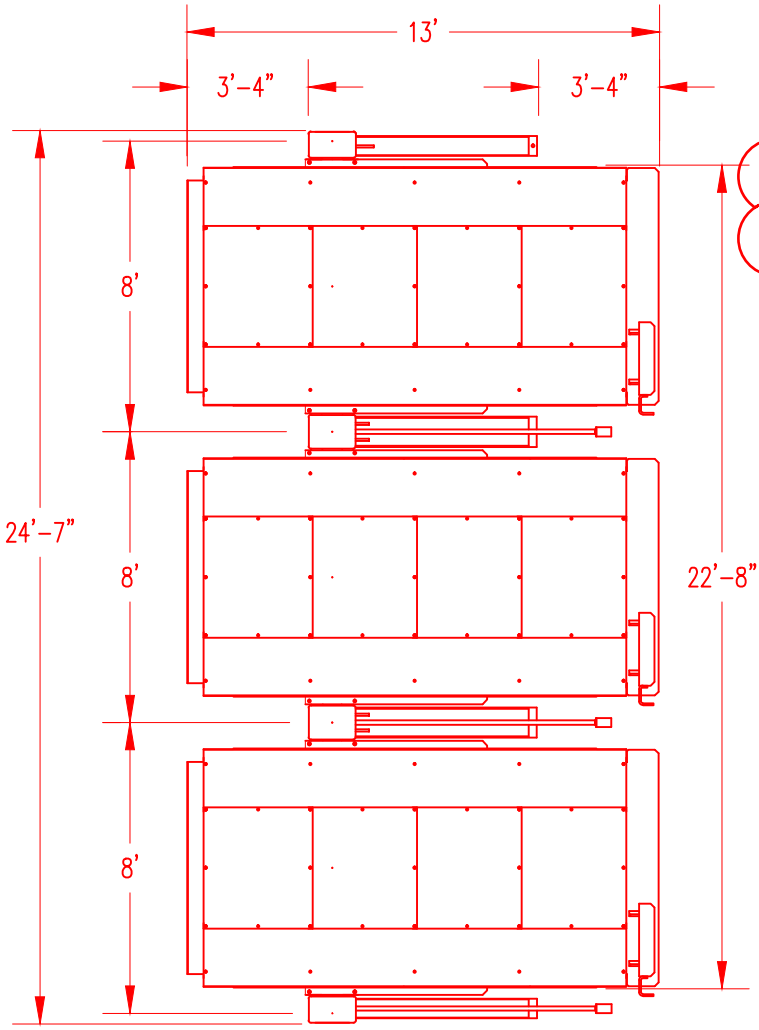
ACC-6 DOUBLE PARK LIFT SPEED

AMERICAN
Custom Lifts
1-888-711-5438
www.aclifts.com



BASE ON INDIVIDUAL POWER UNITS
& SPECIFICATIONS AS NOTED BELOW
LIFT SPEED 60 SECONDS PLUS OR MINUS 20%
LOWER SPEED 30 SECONDS PLUS OR MINUS 20%
Lowering shall not exceed 20 feet per minute

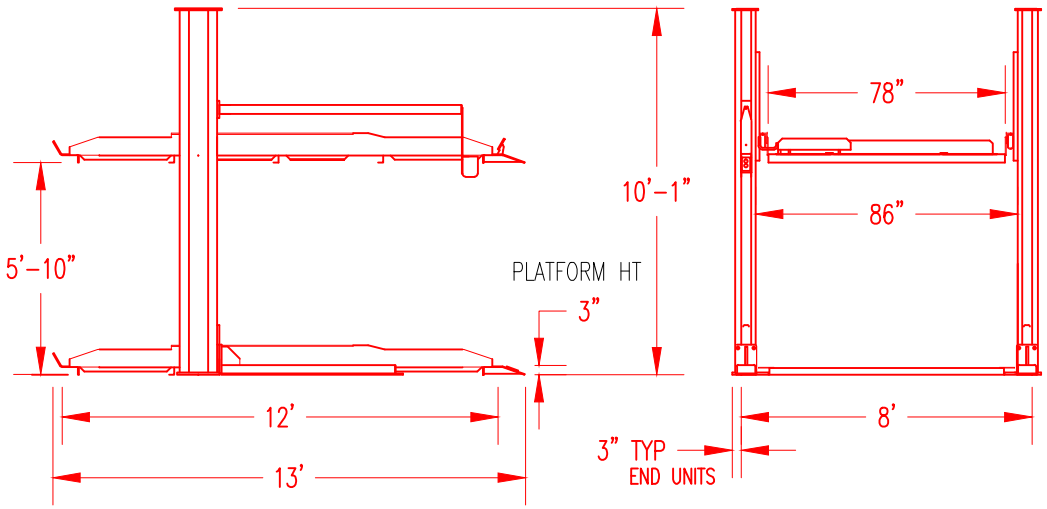
Douglas W Tenery
GEMINI AUTO LIFTS, INC
637 Mockingbird Ln
Burleson, TX 76028
Cell: 682-203-8158
800-535.6932 ext. 1005
Doug.Tenery@geminilift.com

SPECIFICATIONS

MAX CAPACITY.....6000 LB
CENTERLINE WIDTH.....8'-0"
INSIDE PLATFORM WIDTH.....78"
INSIDE COLUMN WIDTH.....86"
OVERALL LENGTH.....13'
PLATFORM LENGTH.....12'-0"
MAXIMUM WHEELBASE.....129"
INSIDE HEIGHT CLEARANCE.....72"
COLUMN HEIGHT.....10'-1"

MECHANICAL LOCKS EACH COLUMN
SINGLE POINT MANUAL LOCK RELEASE
POSITIVE LOCKING REAR STOP

208/230V 1 PH INDIVIDUAL PWR UNIT



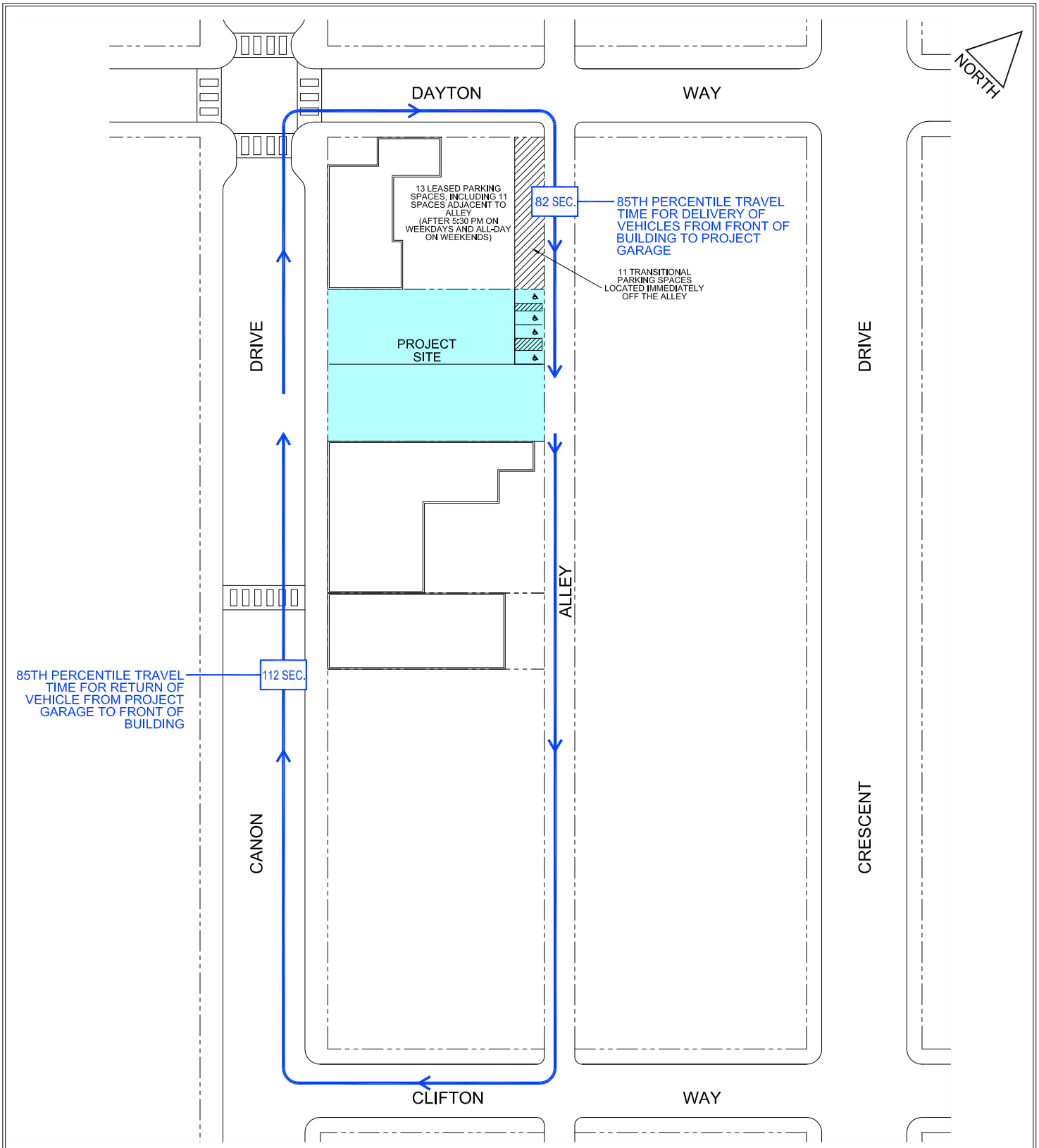


EXHIBIT A-2

9/12/2016

FN: CANON DR (248) BEV HILLS\VALET-PKG-CIRCULATION

PROJECT PARKING CIRCULATION ROUTES AND TRAVEL TIMES

CRAIN & ASSOCIATES
Transportation Planning
Traffic Engineering
300 Corporate Pointe, Suite 470
Culver City, California 90230
PH (310) 473 6508 F (310) 444 9771
www.crainandassociates.com

EXHIBIT A-3

VALET ROUTE TEST RUN TIMES

LOCATION: 250-260 N. CANON DRIVE
DAY/DATE: THURSDAY, 5/25/16
TIME: AFTERNOON

	DELIVERY		RETRIEVAL	
RUN NO.	START TIME	ELAPSED TIME	START TIME	ELAPSED TIME
1	12:00 PM	1 : 11	12:02 PM	1 : 07
2	12:05	0 : 53	12:07	1 : 10
3	12:10	1 : 21	12:12	1 : 46
4	12:15	0 : 50	12:17	1 : 12
5	12:20	1 : 24	12:22	1 : 34
6	12:25	1 : 22	12:27	1 : 07
7	12:30	1 : 29	12:32	1 : 30
8	12:35	1 : 20	12:37	1 : 11
9	12:40	1 : 27	12:42	1 : 27
10	12:45	1 : 04	12:47	1 : 03
11	12:50	1 : 18	12:52	0 : 56
12	12:55	1 : 28	12:57	2 : 26
13	1:00	1 : 21	1:02	1 : 01
14	1:05	0 : 45	1:07	0 : 52
15	1:10	1 : 17	1:12	1 : 56

EXHIBIT A-4

VALET ROUTE TEST RUN TIMES

LOCATION: 250-260 N. CANON DRIVE
DAY/DATE: THURSDAY, 5/26/16
TIME: EVENING

	DELIVERY		RETRIEVAL	
RUN NO.	START TIME	ELAPSED TIME	START TIME	ELAPSED TIME
1	7:00 PM	1 : 30	7:02 PM	1 : 48
2	7:05	1 : 16	7:07	1 : 50
3	7:10	0 : 41	7:12	1 : 44
4	7:15	1 : 14	7:17	1 : 36
5	7:20	1 : 07	7:22	1 : 30
6	7:25	1 : 15	7:27	2 : 17
7	7:30	0 : 58	7:32	1 : 15
8	7:35	0 : 34	7:37	1 : 51
9	7:40	1 : 16	7:42	1 : 31
10	7:45	1 : 17	7:47	1 : 47
11	7:50	1 : 22	7:52	1 : 15
12	7:55	1 : 17	7:57	1 : 50
13	8:00	0 : 50	8:02	1 : 13
14	8:05	0 : 46	8:07	1 : 20
15	8:10	1 : 02	8:12	1 : 49

EXHIBIT A-5

VALET ROUTE TEST RUN TIMES

LOCATION: 250-260 N. CANON DRIVE
DAY/DATE: SATURDAY, 6/4/16
TIME: EVENING

	DELIVERY		RETRIEVAL	
RUN NO.	START TIME	ELAPSED TIME	START TIME	ELAPSED TIME
1	7:00 PM	1 : 06	7:02 PM	1 : 40
2	7:05	0 : 57	7:07	1 : 11
3	7:10	0 : 53	7:12	1 : 27
4	7:15	1 : 10	7:17	1 : 13
5	7:20	1 : 09	7:22	1 : 20
6	7:25	1 : 12	7:27	1 : 52
7	7:30	1 : 36	7:32	1 : 39
8	7:35	0 : 57	7:37	1 : 33
9	7:40	1 : 06	7:42	1 : 56
10	7:45	1 : 02	7:47	1 : 16
11	7:50	0 : 47	7:52	1 : 36
12	7:55	1 : 03	7:57	1 : 24
13	8:00	0 : 53	8:02	1 : 21
14	8:05	0 : 48	8:07	2 : 35
15	8:10	0 : 49	8:12	2 : 17

EXHIBIT A-6

VALET ROUTE TEST RUN 85TH PERCENTILE AND AVERAGE TIMES

LOCATION: 250-260 N. CANON DRIVE

RUN	DELIVERY (SECONDS)	RETRIEVAL (SECONDS)
1	34	52
2	41	56
3	45	61
4	46	63
5	47	67
6	48	67
7	49	70
8	50	71
9	50	71
10	53	72
11	53	73
12	53	73
13	57	75
14	57	75
15	58	76
16	62	80
17	62	80
18	63	81
19	64	84
20	66	87
21	66	87
22	67	90
23	69	90
24	70	91
25	71	93
26	72	94
27	74	96
28	75	96
29	76	99
30	76	100
31	77	104
32	77	106
33	77	107
34	78	108
35	80	109
36	81	110
37	81	110
38	82	111
39	82	112
40	84	116
41	87	116
42	88	137
43	89	137
44	90	146
45	96	155
85TH PERCENTILE TIME:	82.0	111.4
AVERAGE TIME:	67.2	92.3

EXHIBIT A-7

IL PASTAIO VALET DROP-OFF

Valet Parking Survey
Il Pastaio, Beverly Hills, CA
Saturday, June, 4, 2016
19:00-20:30

	Valet Drop Off - Patrons drop off their vehicles with Valet staff									
	Drop Off at Valet		Departed Valet		Parked		Location Parked	Elapsed Time		
Vehicle	Plate	Time	Plate	Time	Plate	Time		Drop Off to Depart	Depart to Park	Drop Off to Park
1	Y441	19:07:58	Y441	19:08:29	Y441	19:10:45	Alley	0:00:31	0:02:16	0:02:47
2	D705	19:11:37	D705	19:13:27	D705	19:15:52	Garage - Brighton	0:01:50	0:02:25	0:04:15
3	BLKLINC	19:25:24	BLKLINC	19:26:13	BLKLINC	19:27:54	Alley	0:00:49	0:01:41	0:02:30
4	V003	19:50:11	V003	19:50:59	V003	19:52:15	Alley	0:00:48	0:01:16	0:02:04
5	K351	19:51:13	K351	19:51:39	K351	19:53:40	Alley	0:00:26	0:02:01	0:02:27
6	72A0	20:00:57	72A0	20:01:26	72A0	20:02:25	Alley	0:00:29	0:00:59	0:01:28
7	V748	20:01:08	V748	20:01:56	V748	20:04:40	Alley	0:00:48	0:02:44	0:03:32
8	Z110	20:03:18	Z110	20:03:47	Z110	20:05:09	Alley	0:00:29	0:01:22	0:01:51
9	P831	20:23:18	P831	20:23:48	P831	20:26:03	Alley	0:00:30	0:02:15	0:02:45
10	G279	20:26:16	G279	20:26:50	G279	20:27:42	Alley	0:00:34	0:00:52	0:01:26
							AVERAGES	**0:00:43**	**0:01:47**	**0:02:31**

EXHIBIT A-8

IL PASTAIO VALET PICK-UP

Valet Parking Survey
Il Pastaio, Beverly Hills, CA
Saturday, June, 4, 2016
19:00-20:30

	Valet Pick Up - Valets retrieve vehicles for departing patrons										Valet time in Garage		
	Picked Up by Valet		Valet returned		Vehicle Departed		Location Parked	Elapsed Time					
Vehicle	Plate	Time	Plate	Time	Plate	Time		Pick up to Return	Return to Depart	Pick up to Depart	Time Entered Garage	Time Exited Garage	Elapsed Time in Garage
1	Y393	19:10:26	Y393	19:10:44	Y393	19:10:44	Alley	0:00:18	0:00:00	0:00:18			
2	0T17	19:15:46	0T17	19:16:28	0T17	19:16:28	Alley	0:00:42	0:00:00	0:00:42			
3	L256	19:31:29	L256	19:32:15	L256	19:32:15	Alley	0:00:46	0:00:00	0:00:46			
4	1QHL	19:36:15	1QHL	19:36:17	1QHL	19:36:17	Garage - Brighton	0:00:02	0:00:00	0:00:02			
5	3ASX	19:36:49	3ASX	19:37:13	3ASX	19:37:13	Garage - Brighton	0:00:24	0:00:00	0:00:24	19:34:51	19:36:49	0:01:58
6	D762	19:38:04	D762	19:39:14	D762	19:39:14	Alley	0:01:10	0:00:00	0:01:10			
7	X478	19:42:36	X478	19:43:18	X478	19:43:18	Alley	0:00:42	0:00:00	0:00:42			
8	G982	19:45:57	G982	19:46:10	G982	19:46:10	Garage - Brighton	0:00:13	0:00:00	0:00:13	19:44:15	19:45:57	0:01:42
9	C573	19:46:22	C573	19:46:48	C573	19:46:48	Garage - Brighton	0:00:26	0:00:00	0:00:26	19:44:16	19:46:22	0:02:06
10	S022	19:47:43	S022	19:49:07	S022	19:49:07	Alley	0:01:24	0:00:00	0:01:24			
11	B776	19:56:03	B776	19:56:35	B776	19:56:35	Alley	0:00:32	0:00:00	0:00:32			
12	D705	19:56:21	D705	19:56:41	D705	19:56:41	Garage - Brighton	0:00:20	0:00:00	0:00:20	19:54:30	19:56:21	0:01:51
13	G730	19:57:09	G730	19:57:11	G730	19:57:11	Garage - Brighton	0:00:02	0:00:00	0:00:02	19:55:33	19:57:09	0:01:36
14	C053	20:06:48	C053	20:07:51	C053	20:07:51	Alley	0:01:03	0:00:00	0:01:03			
15	B482	20:09:33	B482	20:10:10	B482	20:10:10	Alley	0:00:37	0:00:00	0:00:37			
16	BENTLY	20:14:06	BENTLY	20:14:51	BENTLY	20:14:51	Alley	0:00:45	0:00:00	0:00:45			
17	BLKLINC	20:27:43	BLKLINC	20:28:53	BLKLINC	20:28:53	Alley	0:01:10	0:00:00	0:01:10			
							AVERAGES	**0:00:37**	**0:00:00**	**0:00:37**		**AVERAGE**	**0:01:51**

APPENDIX B

MANUAL AND AUTOMATIC 24-HOUR MACHINE TRAFFIC COUNT DATA

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Beverly Hills
N/S: Canon Drive
E/W: Dayton Way
Weather: Clear

File Name : BVHCADAMD
Site Code :
Start Date : 4/13/2016
Page No : 1

Groups Printed- Total Volume

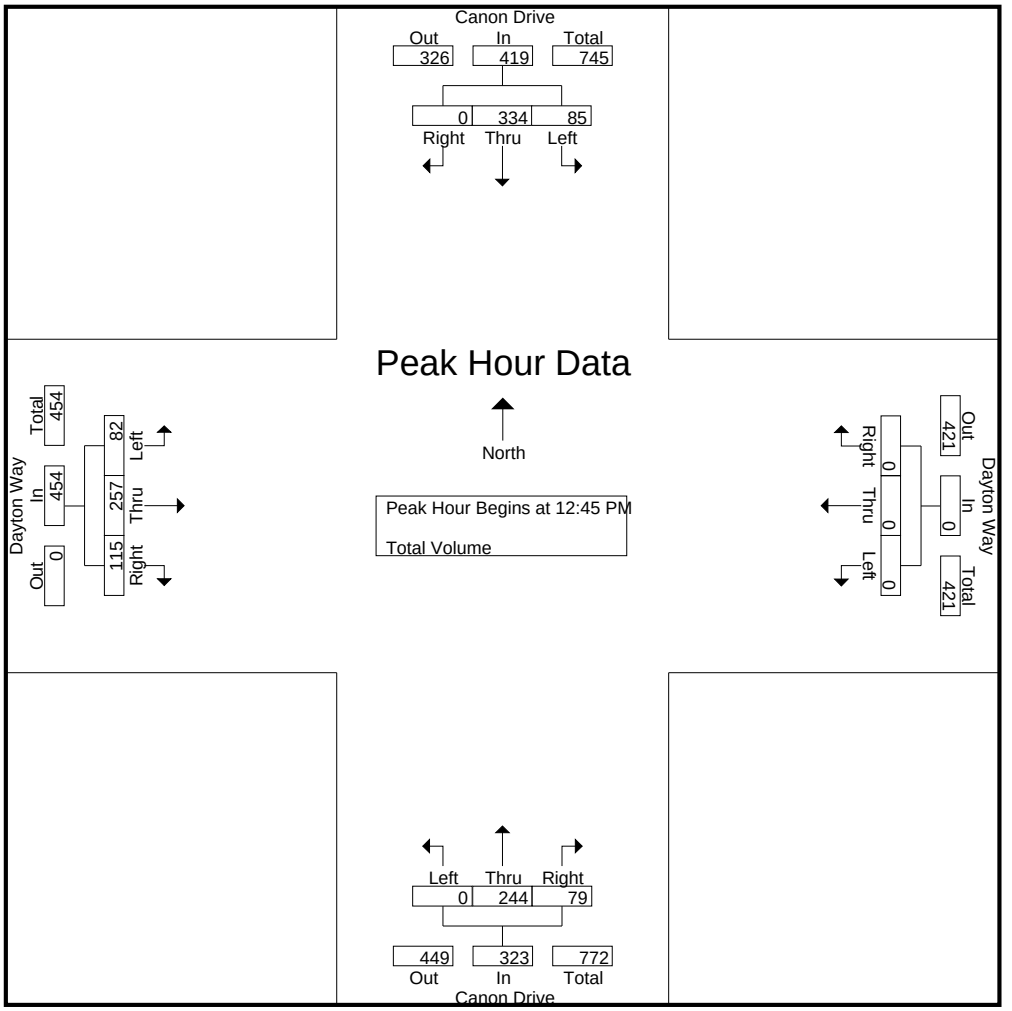
	Canon Drive Southbound				Dayton Way Westbound				Canon Drive Northbound				Dayton Way Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
11:30 AM	20	55	0	75	0	0	0	0	0	56	17	73	17	50	20	87	235
11:45 AM	19	85	0	104	0	0	0	0	0	62	17	79	32	50	19	101	284
Total	39	140	0	179	0	0	0	0	0	118	34	152	49	100	39	188	519
12:00 PM	25	69	0	94	0	0	0	0	0	54	22	76	19	56	26	101	271
12:15 PM	14	75	0	89	0	0	0	0	0	52	23	75	25	67	22	114	278
12:30 PM	16	60	0	76	0	0	0	0	0	56	19	75	25	59	21	105	256
12:45 PM	22	89	0	111	0	0	0	0	0	50	22	72	18	71	27	116	299
Total	77	293	0	370	0	0	0	0	0	212	86	298	87	253	96	436	1104
01:00 PM	22	79	0	101	0	0	0	0	0	53	19	72	23	69	30	122	295
01:15 PM	19	84	0	103	0	0	0	0	0	76	20	96	19	56	38	113	312
01:30 PM	22	82	0	104	0	0	0	0	0	65	18	83	22	61	20	103	290
01:45 PM	27	66	0	93	0	0	0	0	0	58	14	72	22	60	23	105	270
Total	90	311	0	401	0	0	0	0	0	252	71	323	86	246	111	443	1167
Grand Total	206	744	0	950	0	0	0	0	0	582	191	773	222	599	246	1067	2790
Apprch %	21.7	78.3	0		0	0	0		0	75.3	24.7		20.8	56.1	23.1		
Total %	7.4	26.7	0	34.1	0	0	0	0	0	20.9	6.8	27.7	8	21.5	8.8	38.2	

	Canon Drive Southbound				Dayton Way Westbound				Canon Drive Northbound				Dayton Way Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:30 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:45 PM																	
12:45 PM	**22**	**89**	0	**111**	0	0	0	0	0	50	**22**	72	18	**71**	27	116	299
01:00 PM	22	79	0	101	0	0	0	0	0	53	19	72	**23**	69	30	**122**	295
01:15 PM	19	84	0	103	0	0	0	0	0	**76**	20	**96**	19	56	**38**	113	**312**
01:30 PM	22	82	0	104	0	0	0	0	0	65	18	83	22	61	20	103	290
Total Volume	85	334	0	419	0	0	0	0	0	244	79	323	82	257	115	454	1196
% App. Total	20.3	79.7	0		0	0	0		0	75.5	24.5		18.1	56.6	25.3		
PHF	.966	.938	.000	.944	.000	.000	.000	.000	.000	.803	.898	.841	.891	.905	.757	.930	.958

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Beverly Hills
N/S: Canon Drive
E/W: Dayton Way
Weather: Clear

File Name : BVHCADAMD
Site Code :
Start Date : 4/13/2016
Page No : 2



Peak Hour Analysis From 11:30 AM to 01:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	12:45 PM				11:30 AM				12:45 PM				12:15 PM			
+0 mins.	**22**	**89**	0	**111**	0	0	0	0	0	50	**22**	72	**25**	67	22	114
+15 mins.	22	79	0	101	0	0	0	0	0	53	19	72	25	59	21	105
+30 mins.	19	84	0	103	0	0	0	0	0	**76**	20	**96**	18	**71**	27	116
+45 mins.	22	82	0	104	0	0	0	0	0	65	18	83	23	69	**30**	**122**
Total Volume	85	334	0	419	0	0	0	0	0	244	79	323	91	266	100	457
% App. Total	20.3	79.7	0		0	0	0		0	75.5	24.5		19.9	58.2	21.9	
PHF	.966	.938	.000	.944	.000	.000	.000	.000	.000	.803	.898	.841	.910	.937	.833	.936

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Beverly Hills
N/S: Canon Drive
E/W: Dayton Way
Weather: Clear

File Name : BVHCADAPM
Site Code :
Start Date : 4/13/2016
Page No : 1

Groups Printed- Total Volume

	Canon Drive Southbound				Dayton Way Westbound				Canon Drive Northbound				Dayton Way Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:30 PM	18	81	0	99	0	0	0	0	0	75	19	94	19	107	14	140	333
04:45 PM	26	63	0	89	0	0	0	0	0	55	19	74	18	101	29	148	311
Total	44	144	0	188	0	0	0	0	0	130	38	168	37	208	43	288	644
05:00 PM	22	70	0	92	0	0	0	0	0	72	14	86	23	120	20	163	341
05:15 PM	21	69	0	90	0	0	0	0	0	56	20	76	28	120	25	173	339
05:30 PM	19	73	0	92	0	0	0	0	0	62	14	76	27	127	18	172	340
05:45 PM	21	75	0	96	0	0	0	0	0	61	22	83	37	107	22	166	345
Total	83	287	0	370	0	0	0	0	0	251	70	321	115	474	85	674	1365
06:00 PM	22	72	0	94	0	0	0	0	0	58	25	83	30	136	25	191	368
06:15 PM	17	83	0	100	0	0	0	0	0	73	25	98	35	143	30	208	406
06:30 PM	23	75	0	98	0	0	0	0	0	79	30	109	33	143	34	210	417
06:45 PM	20	90	0	110	0	0	0	0	0	77	35	112	24	118	26	168	390
Total	82	320	0	402	0	0	0	0	0	287	115	402	122	540	115	777	1581
07:00 PM	14	80	0	94	0	0	0	0	0	55	19	74	30	100	22	152	320
07:15 PM	19	72	0	91	0	0	0	0	0	61	30	91	23	94	28	145	327
07:30 PM	19	78	0	97	0	0	0	0	0	54	30	84	26	73	26	125	306
07:45 PM	7	72	0	79	0	0	0	0	0	56	25	81	21	46	22	89	249
Total	59	302	0	361	0	0	0	0	0	226	104	330	100	313	98	511	1202
Grand Total	268	1053	0	1321	0	0	0	0	0	894	327	1221	374	1535	341	2250	4792
Apprch %	20.3	79.7	0		0	0	0		0	73.2	26.8		16.6	68.2	15.2		
Total %	5.6	22	0	27.6	0	0	0	0	0	18.7	6.8	25.5	7.8	32	7.1	47	

	Canon Drive Southbound				Dayton Way Westbound				Canon Drive Northbound				Dayton Way Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 07:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 06:00 PM																	
06:00 PM	22	72	0	94	0	0	0	0	0	58	25	83	30	136	25	191	368
06:15 PM	17	83	0	100	0	0	0	0	0	73	25	98	**35**	**143**	30	208	406
06:30 PM	**23**	75	0	98	0	0	0	0	0	**79**	30	109	33	143	**34**	**210**	**417**
06:45 PM	20	**90**	0	**110**	0	0	0	0	0	77	**35**	**112**	24	118	26	168	390
Total Volume	82	320	0	402	0	0	0	0	0	287	115	402	122	540	115	777	1581
% App. Total	20.4	79.6	0		0	0	0		0	71.4	28.6		15.7	69.5	14.8		
PHF	.891	.889	.000	.914	.000	.000	.000	.000	.000	.908	.821	.897	.871	.944	.846	.925	.948

Counts Unlimited
PO Box 1178
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City of Beverly Hills
N/S: Canon Drive
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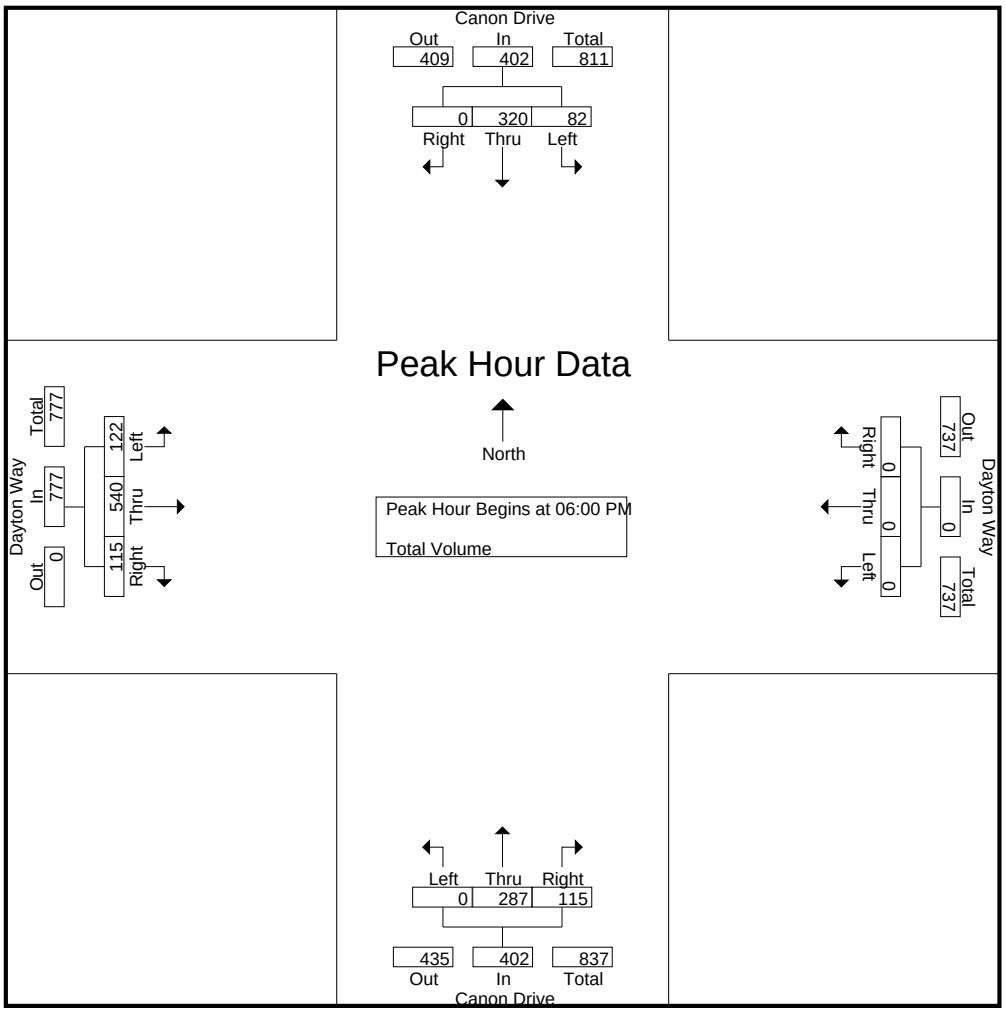
File Name : BVHCADAPM
Site Code :
Start Date : 4/13/2016
Page No : 2



Peak Hour Analysis From 04:30 PM to 07:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	06:00 PM				04:30 PM				06:00 PM				06:00 PM			
+0 mins.	22	72	0	94	0	0	0	0	0	58	25	83	30	136	25	191
+15 mins.	17	83	0	100	0	0	0	0	0	73	25	98	**35**	**143**	30	208
+30 mins.	**23**	75	0	98	0	0	0	0	0	**79**	30	109	33	143	**34**	**210**
+45 mins.	20	**90**	0	**110**	0	0	0	0	0	77	**35**	**112**	24	118	26	168
Total Volume	82	320	0	402	0	0	0	0	0	287	115	402	122	540	115	777
% App. Total	20.4	79.6	0		0	0	0		0	71.4	28.6		15.7	69.5	14.8	
PHF	.891	.889	.000	.914	.000	.000	.000	.000	.000	.908	.821	.897	.871	.944	.846	.925

Location: Beverly Hills
N/S: Canon Drive
E/W: Dayton Way

Date: 4/13/2016
Day: Wednesday

PEDESTRIANS

	North Leg Canon Drive	Southwest to North East Pedestrians	East Leg Dayton Way	South Leg Canon Drive	Southeast to Northwest Pedestrians	West Leg Dayton Way	TOTAL
11:30 AM	14	5	17	12	9	17	74
11:45 AM	15	11	18	19	9	39	111
12:00 PM	28	11	25	18	7	38	127
12:15 PM	31	11	32	28	12	28	142
12:30 PM	27	14	33	44	16	35	169
12:45 PM	40	23	31	30	21	42	187
1:00 PM	32	16	30	33	19	53	183
1:15 PM	52	18	34	51	17	40	212
1:30 PM	23	15	36	38	10	34	156
1:45 PM	32	8	26	29	13	42	150
TOTAL VOLUMES:	294	132	282	302	133	368	1511

	North Leg Canon Drive	Southwest to North East Pedestrians	East Leg Dayton Way	South Leg Canon Drive	Southeast to Northwest Pedestrians	West Leg Dayton Way	TOTAL
4:30 PM	24	7	33	25	13	33	135
4:45 PM	35	5	28	22	14	28	132
5:00 PM	33	17	38	25	7	29	149
5:15 PM	38	6	20	16	17	25	122
5:30 PM	26	8	15	9	12	20	90
5:45 PM	27	9	16	8	17	29	106
6:00 PM	33	8	18	16	7	23	105
6:15 PM	33	17	18	19	6	39	132
6:30 PM	33	4	17	28	16	36	134
6:45 PM	33	2	19	13	8	35	110
7:00 PM	31	10	15	18	10	33	117
7:15 PM	16	10	17	13	0	18	74
7:30 PM	14	2	22	19	2	26	85
7:45 PM	24	0	21	7	0	33	85
TOTAL VOLUMES:	400	105	297	238	129	407	1576

Location: Beverly Hills
N/S: Canon Drive
E/W: Dayton Way

Date: 4/13/2016
Day: Wednesday

BICYCLES

	North Leg Canon Drive	Southwest to North East Bicycles	East Leg Dayton Way	South Leg Canon Drive	Southeast to Northwest Bicycles	West Leg Dayton Way	TOTAL
11:30 AM	0	0	1	0	1	2	4
11:45 AM	1	1	1	1	0	0	4
12:00 PM	2	0	0	1	1	0	4
12:15 PM	2	1	0	0	0	0	3
12:30 PM	0	0	1	3	0	1	5
12:45 PM	0	1	1	0	0	2	4
1:00 PM	0	0	0	2	0	1	3
1:15 PM	0	0	0	0	0	2	2
1:30 PM	1	0	2	0	0	0	3
1:45 PM	0	0	0	1	0	0	1
TOTAL VOLUMES:	6	3	6	8	2	8	33

	North Leg Canon Drive	Southwest to North East Bicycles	East Leg Dayton Way	South Leg Canon Drive	Southeast to Northwest Bicycles	West Leg Dayton Way	TOTAL
4:30 PM	0	0	0	0	0	0	0
4:45 PM	0	0	1	1	0	0	2
5:00 PM	0	0	1	0	0	0	1
5:15 PM	1	0	1	0	0	0	2
5:30 PM	1	0	0	0	0	1	2
5:45 PM	0	0	0	1	0	0	1
6:00 PM	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0
6:45 PM	1	0	0	1	0	0	2
7:00 PM	0	0	0	0	0	0	0
7:15 PM	0	0	1	1	0	0	2
7:30 PM	0	0	0	2	0	1	3
7:45 PM	0	0	0	0	0	0	0
TOTAL VOLUMES:	3	0	4	6	0	2	15

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City of Beverly Hills
N/S: Crescent Drive
E/W: Dayton Way
Weather: Clear

File Name : BVHCRDAMD
Site Code :
Start Date : 4/13/2016
Page No : 1

Groups Printed- Total Volume

	Crescent Drive Southbound				Dayton Way Westbound				Crescent Drive Northbound				Dayton Way Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
11:30 AM	2	88	1	91	8	0	9	17	0	73	7	80	21	22	19	62	250
11:45 AM	12	72	0	84	8	0	13	21	0	83	4	87	21	23	32	76	268
Total	14	160	1	175	16	0	22	38	0	156	11	167	42	45	51	138	518
12:00 PM	3	72	1	76	9	0	3	12	0	78	3	81	24	30	24	78	247
12:15 PM	2	90	0	92	7	0	11	18	0	73	5	78	41	38	22	101	289
12:30 PM	6	81	0	87	14	0	11	25	0	68	5	73	28	24	31	83	268
12:45 PM	4	89	0	93	11	0	10	21	0	91	7	98	39	41	20	100	312
Total	15	332	1	348	41	0	35	76	0	310	20	330	132	133	97	362	1116
01:00 PM	4	101	0	105	8	0	18	26	0	89	12	101	33	37	29	99	331
01:15 PM	5	92	0	97	7	0	15	22	0	81	7	88	34	35	31	100	307
01:30 PM	9	88	0	97	7	0	12	19	0	75	4	79	33	30	30	93	288
01:45 PM	8	67	0	75	12	0	6	18	0	81	5	86	28	34	27	89	268
Total	26	348	0	374	34	0	51	85	0	326	28	354	128	136	117	381	1194
Grand Total	55	840	2	897	91	0	108	199	0	792	59	851	302	314	265	881	2828
Apprch %	6.1	93.6	0.2		45.7	0	54.3		0	93.1	6.9		34.3	35.6	30.1		
Total %	1.9	29.7	0.1	31.7	3.2	0	3.8	7	0	28	2.1	30.1	10.7	11.1	9.4	31.2	

	Crescent Drive Southbound				Dayton Way Westbound				Crescent Drive Northbound				Dayton Way Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:30 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:45 PM																	
12:45 PM	4	89	0	93	**11**	0	10	21	0	**91**	7	98	**39**	**41**	20	**100**	312
01:00 PM	4	**101**	0	**105**	8	0	**18**	**26**	0	89	**12**	**101**	33	37	29	99	**331**
01:15 PM	5	92	0	97	7	0	15	22	0	81	7	88	34	35	**31**	100	307
01:30 PM	**9**	88	0	97	7	0	12	19	0	75	4	79	33	30	30	93	288
Total Volume	22	370	0	392	33	0	55	88	0	336	30	366	139	143	110	392	1238
% App. Total	5.6	94.4	0		37.5	0	62.5		0	91.8	8.2		35.5	36.5	28.1		
PHF	.611	.916	.000	.933	.750	.000	.764	.846	.000	.923	.625	.906	.891	.872	.887	.980	.935

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City of Beverly Hills
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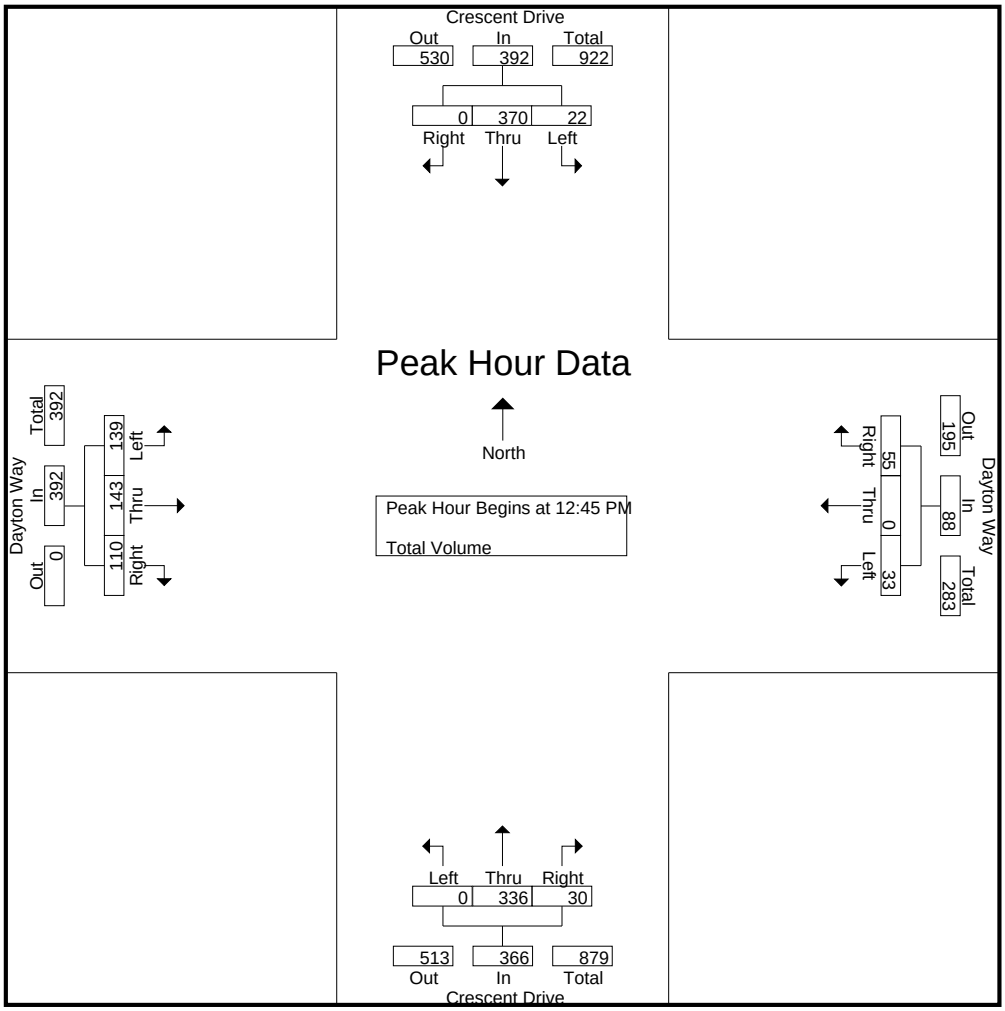

Peak Hour Analysis From 11:30 AM to 01:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	12:45 PM				12:30 PM				12:45 PM				12:45 PM			
+0 mins.	4	89	0	93	**14**	0	11	25	0	**91**	7	98	**39**	**41**	20	**100**
+15 mins.	4	**101**	0	**105**	11	0	10	21	0	89	**12**	**101**	33	37	29	99
+30 mins.	5	92	0	97	8	0	**18**	**26**	0	81	7	88	34	35	**31**	100
+45 mins.	**9**	88	0	97	7	0	15	22	0	75	4	79	33	30	30	93
Total Volume	22	370	0	392	40	0	54	94	0	336	30	366	139	143	110	392
% App. Total	5.6	94.4	0		42.6	0	57.4		0	91.8	8.2		35.5	36.5	28.1	
PHF	.611	.916	.000	.933	.714	.000	.750	.904	.000	.923	.625	.906	.891	.872	.887	.980

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City of Beverly Hills
N/S: Crescent Drive
E/W: Dayton Way
Weather: Clear

File Name : BVHCRDAPM
Site Code :
Start Date : 4/13/2016
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Groups Printed- Total Volume

	Crescent Drive Southbound				Dayton Way Westbound				Crescent Drive Northbound				Dayton Way Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:30 PM	7	86	0	93	11	0	10	21	0	107	9	116	42	63	36	141	371
04:45 PM	10	113	0	123	6	0	11	17	0	92	8	100	44	66	31	141	381
Total	17	199	0	216	17	0	21	38	0	199	17	216	86	129	67	282	752
05:00 PM	17	116	0	133	10	0	14	24	0	110	11	121	34	91	32	157	435
05:15 PM	4	136	0	140	6	0	7	13	0	89	17	106	32	101	14	147	406
05:30 PM	8	100	0	108	10	0	9	19	0	81	15	96	26	110	23	159	382
05:45 PM	11	93	0	104	2	0	5	7	0	92	7	99	35	77	41	153	363
Total	40	445	0	485	28	0	35	63	0	372	50	422	127	379	110	616	1586
06:00 PM	10	107	0	117	9	0	9	18	0	119	11	130	43	99	49	191	456
06:15 PM	20	105	0	125	10	0	9	19	0	116	12	128	44	109	40	193	465
06:30 PM	10	90	0	100	8	0	6	14	0	97	7	104	35	108	34	177	395
06:45 PM	12	83	0	95	6	0	7	13	0	89	11	100	34	82	40	156	364
Total	52	385	0	437	33	0	31	64	0	421	41	462	156	398	163	717	1680
07:00 PM	5	70	0	75	8	0	6	14	0	62	4	66	28	78	26	132	287
07:15 PM	6	86	0	92	8	0	10	18	0	97	8	105	21	95	35	151	366
07:30 PM	4	69	0	73	3	0	3	6	0	61	8	69	25	61	35	121	269
07:45 PM	2	65	0	67	2	0	9	11	0	41	7	48	17	29	29	75	201
Total	17	290	0	307	21	0	28	49	0	261	27	288	91	263	125	479	1123
Grand Total	126	1319	0	1445	99	0	115	214	0	1253	135	1388	460	1169	465	2094	5141
Apprch %	8.7	91.3	0		46.3	0	53.7		0	90.3	9.7		22	55.8	22.2		
Total %	2.5	25.7	0	28.1	1.9	0	2.2	4.2	0	24.4	2.6	27	8.9	22.7	9	40.7	

	Crescent Drive Southbound				Dayton Way Westbound				Crescent Drive Northbound				Dayton Way Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 07:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 06:00 PM																	
06:00 PM	10	**107**	0	117	9	0	**9**	18	0	**119**	11	**130**	43	99	**49**	191	456
06:15 PM	**20**	105	0	**125**	**10**	0	9	**19**	0	116	**12**	128	**44**	**109**	40	**193**	**465**
06:30 PM	10	90	0	100	8	0	6	14	0	97	7	104	35	108	34	177	395
06:45 PM	12	83	0	95	6	0	7	13	0	89	11	100	34	82	40	156	364
Total Volume	52	385	0	437	33	0	31	64	0	421	41	462	156	398	163	717	1680
% App. Total	11.9	88.1	0		51.6	0	48.4		0	91.1	8.9		21.8	55.5	22.7		
PHF	.650	.900	.000	.874	.825	.000	.861	.842	.000	.884	.854	.888	.886	.913	.832	.929	.903

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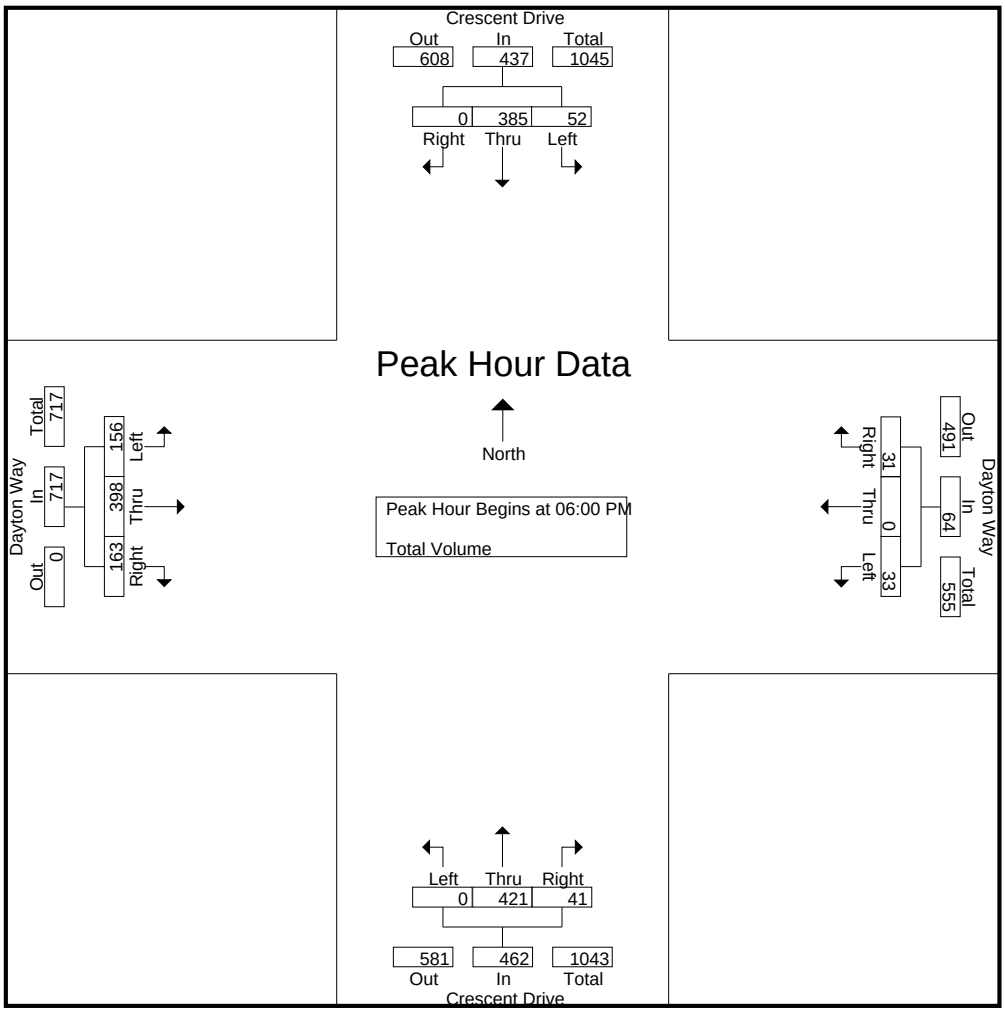

Peak Hour Analysis From 04:30 PM to 07:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:30 PM				06:00 PM				06:00 PM			
+0 mins.	10	113	0	123	**11**	0	10	21	0	**119**	11	**130**	43	99	**49**	191
+15 mins.	**17**	116	0	133	6	0	11	17	0	116	**12**	128	**44**	**109**	40	**193**
+30 mins.	4	**136**	0	**140**	10	0	**14**	**24**	0	97	7	104	35	108	34	177
+45 mins.	8	100	0	108	6	0	7	13	0	89	11	100	34	82	40	156
Total Volume	39	465	0	504	33	0	42	75	0	421	41	462	156	398	163	717
% App. Total	7.7	92.3	0		44	0	56		0	91.1	8.9		21.8	55.5	22.7	
PHF	.574	.855	.000	.900	.750	.000	.750	.781	.000	.884	.854	.888	.886	.913	.832	.929

Location: Beverly Hills
N/S: Crescent Drive
E/W: Dayton Way

Date: 4/13/2016
Day: Wednesday

PEDESTRIANS

	North Leg Crescent Drive	East Leg Dayton Way	South Leg Crescent Drive	West Leg Dayton Way	TOTAL
11:30 AM	6	1	8	19	34
11:45 AM	11	6	15	23	55
12:00 PM	20	3	16	26	65
12:15 PM	18	5	9	27	59
12:30 PM	8	2	17	40	67
12:45 PM	9	7	12	36	64
1:00 PM	22	7	8	51	88
1:15 PM	18	0	12	49	79
1:30 PM	12	5	14	44	75
1:45 PM	17	7	13	29	66
TOTAL VOLUMES:	141	43	124	344	652

	North Leg Crescent Drive	East Leg Dayton Way	South Leg Crescent Drive	West Leg Dayton Way	TOTAL
4:30 PM	13	2	11	33	59
4:45 PM	5	1	15	17	38
5:00 PM	18	10	13	24	65
5:15 PM	4	0	2	12	18
5:30 PM	9	3	4	17	33
5:45 PM	5	3	8	21	37
6:00 PM	9	3	10	18	40
6:15 PM	9	4	12	9	34
6:30 PM	6	1	6	8	21
6:45 PM	4	1	8	6	19
7:00 PM	4	1	1	7	13
7:15 PM	9	6	8	10	33
7:30 PM	2	1	7	8	18
7:45 PM	5	1	5	14	25
TOTAL VOLUMES:	102	37	110	204	453

Location: Beverly Hills
N/S: Crescent Drive
E/W: Dayton Way

Date: 4/13/2016
Day: Wednesday

BICYCLES

	North Leg Crescent Drive	East Leg Dayton Way	South Leg Crescent Drive	West Leg Dayton Way	TOTAL
11:30 AM	0	1	0	1	2
11:45 AM	0	3	1	0	4
12:00 PM	2	0	2	0	4
12:15 PM	2	1	0	1	4
12:30 PM	2	0	0	1	3
12:45 PM	2	1	0	3	6
1:00 PM	1	1	1	1	4
1:15 PM	0	0	0	0	0
1:30 PM	1	3	0	1	5
1:45 PM	2	0	0	3	5
TOTAL VOLUMES:	12	10	4	11	37

	North Leg Crescent Drive	East Leg Dayton Way	South Leg Crescent Drive	West Leg Dayton Way	TOTAL
4:30 PM	0	1	0	1	2
4:45 PM	0	0	0	2	2
5:00 PM	1	0	0	0	1
5:15 PM	1	0	0	0	1
5:30 PM	0	0	0	0	0
5:45 PM	0	0	1	0	1
6:00 PM	0	0	0	1	1
6:15 PM	1	0	1	1	3
6:30 PM	0	0	2	0	2
6:45 PM	1	0	1	0	2
7:00 PM	0	1	0	0	1
7:15 PM	0	0	1	0	1
7:30 PM	0	0	0	0	0
7:45 PM	0	0	0	0	0
TOTAL VOLUMES:	4	2	6	5	17

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City of Beverly Hills
N/S: Canon Drive
E/W: Clifton Way
Weather: Clear

File Name : BVHCACLMD
Site Code :
Start Date : 4/13/2016
Page No : 1

Groups Printed- Total Volume

	Canon Drive Southbound				Clifton Way Westbound				Canon Drive Northbound				Parking Garage Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
11:30 AM	9	80	3	92	13	1	24	38	6	65	7	78	0	1	9	10	218
11:45 AM	9	91	7	107	9	3	34	46	9	61	10	80	3	3	7	13	246
Total	18	171	10	199	22	4	58	84	15	126	17	158	3	4	16	23	464
12:00 PM	9	88	4	101	14	2	38	54	5	53	12	70	1	4	10	15	240
12:15 PM	19	85	1	105	17	5	40	62	6	44	15	65	2	5	11	18	250
12:30 PM	11	75	3	89	21	1	41	63	7	52	12	71	1	3	6	10	233
12:45 PM	18	95	4	117	17	5	39	61	6	47	25	78	2	3	5	10	266
Total	57	343	12	412	69	13	158	240	24	196	64	284	6	15	32	53	989
01:00 PM	17	93	5	115	15	1	41	57	5	55	22	82	4	7	3	14	268
01:15 PM	14	117	1	132	14	4	44	62	11	75	14	100	1	3	10	14	308
01:30 PM	17	85	4	106	15	2	40	57	9	48	15	72	0	2	11	13	248
01:45 PM	12	98	4	114	16	5	21	42	2	63	11	76	1	3	8	12	244
Total	60	393	14	467	60	12	146	218	27	241	62	330	6	15	32	53	1068
Grand Total	135	907	36	1078	151	29	362	542	66	563	143	772	15	34	80	129	2521
Apprch %	12.5	84.1	3.3		27.9	5.4	66.8		8.5	72.9	18.5		11.6	26.4	62		
Total %	5.4	36	1.4	42.8	6	1.2	14.4	21.5	2.6	22.3	5.7	30.6	0.6	1.3	3.2	5.1	

	Canon Drive Southbound				Clifton Way Westbound				Canon Drive Northbound				Parking Garage Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:30 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:45 PM																	
12:45 PM	**18**	95	4	117	**17**	**5**	39	61	6	47	**25**	78	2	3	5	10	266
01:00 PM	17	93	**5**	115	15	1	41	57	5	55	22	82	**4**	**7**	3	**14**	268
01:15 PM	14	**117**	1	**132**	14	4	**44**	**62**	**11**	**75**	14	**100**	1	3	10	14	**308**
01:30 PM	17	85	4	106	15	2	40	57	9	48	15	72	0	2	**11**	13	248
Total Volume	66	390	14	470	61	12	164	237	31	225	76	332	7	15	29	51	1090
% App. Total	14	83	3		25.7	5.1	69.2		9.3	67.8	22.9		13.7	29.4	56.9		
PHF	.917	.833	.700	.890	.897	.600	.932	.956	.705	.750	.760	.830	.438	.536	.659	.911	.885

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City of Beverly Hills
N/S: Canon Drive
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File Name : BVHCACLMD
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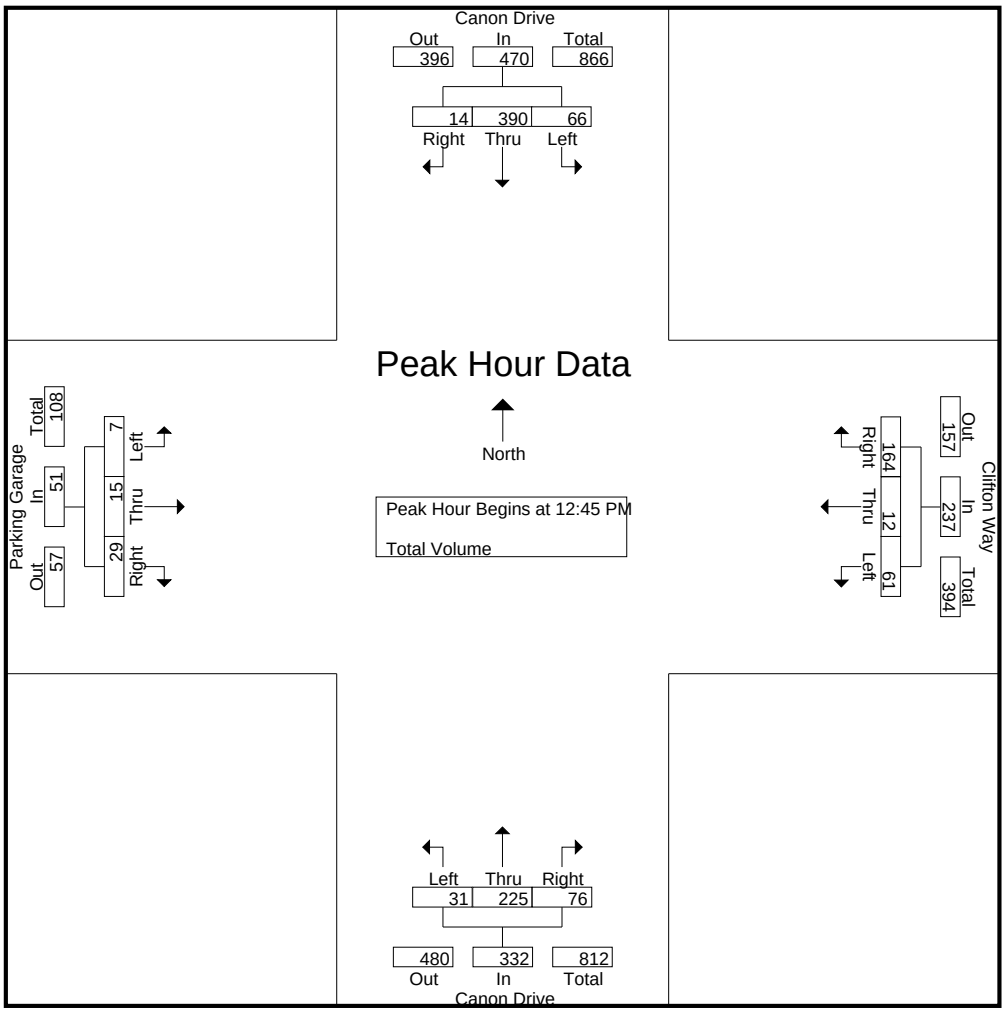

Peak Hour Analysis From 11:30 AM to 01:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	12:45 PM				12:15 PM				12:45 PM				11:30 AM			
+0 mins.	**18**	95	4	117	17	**5**	40	62	6	47	**25**	78	0	1	9	10
+15 mins.	17	93	**5**	115	**21**	1	**41**	**63**	5	55	22	82	**3**	3	7	13
+30 mins.	14	**117**	1	**132**	17	5	39	61	**11**	**75**	14	**100**	1	4	10	15
+45 mins.	17	85	4	106	15	1	41	57	9	48	15	72	2	**5**	**11**	**18**
Total Volume	66	390	14	470	70	12	161	243	31	225	76	332	6	13	37	56
% App. Total	14	83	3		28.8	4.9	66.3		9.3	67.8	22.9		10.7	23.2	66.1	
PHF	.917	.833	.700	.890	.833	.600	.982	.964	.705	.750	.760	.830	.500	.650	.841	.778

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City of Beverly Hills
N/S: Canon Drive
E/W: Clifton Way
Weather: Clear

File Name : BVHCACLPM
Site Code :
Start Date : 4/13/2016
Page No : 1

Groups Printed- Total Volume

	Canon Drive Southbound				Clifton Way Westbound				Canon Drive Northbound				Parking Garage Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:30 PM	23	99	2	124	13	1	28	42	2	55	14	71	7	3	12	22	259
04:45 PM	11	95	1	107	17	2	31	50	2	39	15	56	1	3	7	11	224
Total	34	194	3	231	30	3	59	92	4	94	29	127	8	6	19	33	483
05:00 PM	10	100	0	110	18	2	24	44	0	51	5	56	7	5	18	30	240
05:15 PM	13	98	0	111	11	0	23	34	1	41	16	58	3	6	11	20	223
05:30 PM	27	84	1	112	10	1	25	36	1	43	13	57	4	7	11	22	227
05:45 PM	15	99	1	115	5	0	32	37	2	44	9	55	9	3	11	23	230
Total	65	381	2	448	44	3	104	151	4	179	43	226	23	21	51	95	920
06:00 PM	17	100	1	118	15	0	33	48	1	57	9	67	5	9	12	26	259
06:15 PM	16	95	0	111	15	0	31	46	1	57	6	64	3	2	7	12	233
06:30 PM	18	89	0	107	14	0	32	46	0	66	15	81	6	5	13	24	258
06:45 PM	25	105	1	131	11	1	36	48	0	64	14	78	4	4	5	13	270
Total	76	389	2	467	55	1	132	188	2	244	44	290	18	20	37	75	1020
07:00 PM	15	92	0	107	8	0	22	30	1	55	16	72	4	4	6	14	223
07:15 PM	24	91	2	117	6	0	31	37	0	67	10	77	1	3	7	11	242
07:30 PM	18	97	0	115	14	1	22	37	0	53	10	63	3	4	3	10	225
07:45 PM	20	79	0	99	6	0	25	31	0	58	9	67	0	0	1	1	198
Total	77	359	2	438	34	1	100	135	1	233	45	279	8	11	17	36	888
Grand Total	252	1323	9	1584	163	8	395	566	11	750	161	922	57	58	124	239	3311
Apprch %	15.9	83.5	0.6		28.8	1.4	69.8		1.2	81.3	17.5		23.8	24.3	51.9		
Total %	7.6	40	0.3	47.8	4.9	0.2	11.9	17.1	0.3	22.7	4.9	27.8	1.7	1.8	3.7	7.2	

	Canon Drive Southbound				Clifton Way Westbound				Canon Drive Northbound				Parking Garage Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 07:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 06:00 PM																	
06:00 PM	17	100	**1**	118	**15**	0	33	**48**	**1**	57	9	67	5	**9**	12	**26**	259
06:15 PM	16	95	0	111	15	0	31	46	1	57	6	64	3	2	7	12	233
06:30 PM	18	89	0	107	14	0	32	46	0	**66**	**15**	**81**	**6**	5	**13**	24	258
06:45 PM	**25**	**105**	1	**131**	11	**1**	**36**	48	0	64	14	78	4	4	5	13	**270**
Total Volume	76	389	2	467	55	1	132	188	2	244	44	290	18	20	37	75	1020
% App. Total	16.3	83.3	0.4		29.3	0.5	70.2		0.7	84.1	15.2		24	26.7	49.3		
PHF	.760	.926	.500	.891	.917	.250	.917	.979	.500	.924	.733	.895	.750	.556	.712	.721	.944

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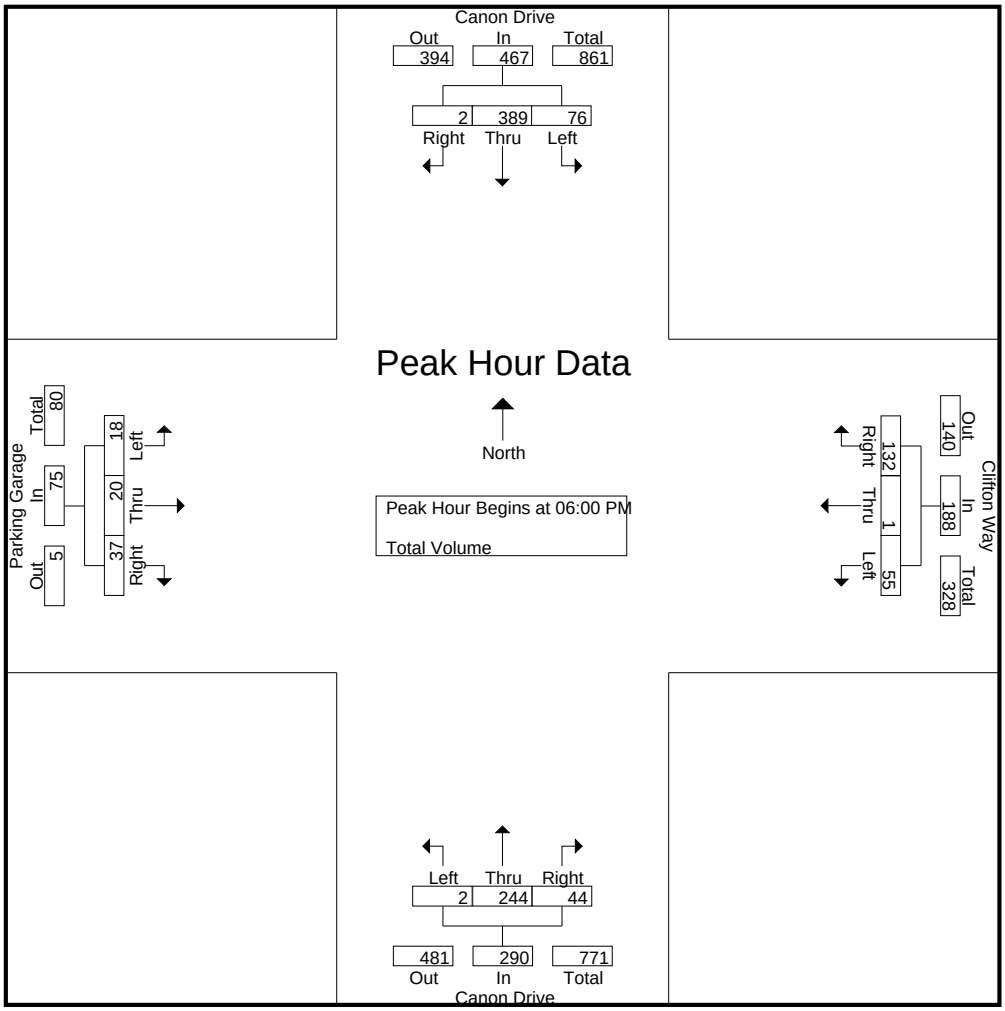
City of Beverly Hills
N/S: Canon Drive
E/W: Clifton Way
Weather: Clear

File Name : BVHCACLPM
Site Code :
Start Date : 4/13/2016
Page No : 2



Peak Hour Analysis From 04:30 PM to 07:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	06:45 PM				06:00 PM				06:30 PM				05:00 PM			
+0 mins.	**25**	**105**	1	**131**	**15**	0	33	**48**	0	66	15	**81**	7	5	**18**	**30**
+15 mins.	15	92	0	107	15	0	31	46	0	64	14	78	3	6	11	20
+30 mins.	24	91	**2**	117	14	0	32	46	**1**	55	**16**	72	4	**7**	11	22
+45 mins.	18	97	0	115	11	**1**	**36**	48	0	**67**	10	77	**9**	3	11	23
Total Volume	82	385	3	470	55	1	132	188	1	252	55	308	23	21	51	95
% App. Total	17.4	81.9	0.6		29.3	0.5	70.2		0.3	81.8	17.9		24.2	22.1	53.7	
PHF	.820	.917	.375	.897	.917	.250	.917	.979	.250	.940	.859	.951	.639	.750	.708	.792

Location: Beverly Hills
N/S: Canon Drive
E/W: Clifton Way

Date: 4/13/2016
Day: Wednesday

PEDESTRIANS

	North Leg Canon Drive	East Leg Clifton Way	South Leg Canon Drive	West Leg Clifton Way	TOTAL
11:30 AM	2	16	24	20	62
11:45 AM	8	17	38	25	88
12:00 PM	0	10	25	30	65
12:15 PM	5	32	37	16	90
12:30 PM	4	34	25	16	79
12:45 PM	1	34	38	20	93
1:00 PM	2	28	40	40	110
1:15 PM	4	40	38	36	118
1:30 PM	4	30	35	33	102
1:45 PM	1	29	30	49	109
TOTAL VOLUMES:	31	270	330	285	916

	North Leg Canon Drive	East Leg Clifton Way	South Leg Canon Drive	West Leg Clifton Way	TOTAL
4:30 PM	1	28	23	25	77
4:45 PM	2	24	26	25	77
5:00 PM	8	34	26	28	96
5:15 PM	1	18	23	15	57
5:30 PM	1	19	15	20	55
5:45 PM	9	22	23	24	78
6:00 PM	5	17	23	19	64
6:15 PM	1	17	45	51	114
6:30 PM	0	17	27	31	75
6:45 PM	1	19	10	11	41
7:00 PM	5	12	12	16	45
7:15 PM	1	15	13	9	38
7:30 PM	0	23	18	11	52
7:45 PM	0	26	21	14	61
TOTAL VOLUMES:	35	291	305	299	930

Location: Beverly Hills
N/S: Canon Drive
E/W: Clifton Way

Date: 4/13/2016
Day: Wednesday

BICYCLES

	North Leg Canon Drive	East Leg Clifton Way	South Leg Canon Drive	West Leg Clifton Way	TOTAL
11:30 AM	1	0	1	3	5
11:45 AM	0	1	2	1	4
12:00 PM	0	0	0	1	1
12:15 PM	0	0	2	1	3
12:30 PM	0	2	2	0	4
12:45 PM	0	0	4	2	6
1:00 PM	2	0	3	2	7
1:15 PM	0	0	1	2	3
1:30 PM	0	0	1	1	2
1:45 PM	0	0	0	1	1
TOTAL VOLUMES:	3	3	16	14	36

	North Leg Canon Drive	East Leg Clifton Way	South Leg Canon Drive	West Leg Clifton Way	TOTAL
4:30 PM	1	0	0	2	3
4:45 PM	0	0	0	0	0
5:00 PM	1	0	0	0	1
5:15 PM	1	1	1	0	3
5:30 PM	0	0	1	2	3
5:45 PM	2	0	0	1	3
6:00 PM	1	0	1	1	3
6:15 PM	0	0	0	0	0
6:30 PM	0	0	0	0	0
6:45 PM	0	0	0	1	1
7:00 PM	0	0	0	0	0
7:15 PM	0	0	0	2	2
7:30 PM	0	0	0	1	1
7:45 PM	0	0	0	1	1
TOTAL VOLUMES:	6	1	3	11	21

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City of Beverly Hills
N/S: Crescent Drive
E/W: Clifton Way
Weather: Clear

File Name : BVHCRCLMD
Site Code :
Start Date : 4/13/2016
Page No : 1

Groups Printed- Total Volume

	Crescent Drive Southbound				Clifton Way Westbound				Crescent Drive Northbound				Clifton Way Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
11:30 AM	6	77	22	105	8	13	9	30	6	69	8	83	7	6	7	20	238
11:45 AM	7	84	21	112	7	24	17	48	9	62	7	78	9	6	5	20	258
Total	13	161	43	217	15	37	26	78	15	131	15	161	16	12	12	40	496
12:00 PM	10	76	21	107	12	22	10	44	10	62	17	89	9	9	3	21	261
12:15 PM	8	85	22	115	6	25	12	43	18	63	11	92	7	12	7	26	276
12:30 PM	13	85	25	123	11	25	15	51	10	64	11	85	9	7	10	26	285
12:45 PM	8	89	22	119	7	24	9	40	15	77	12	104	10	12	13	35	298
Total	39	335	90	464	36	96	46	178	53	266	51	370	35	40	33	108	1120
01:00 PM	7	98	33	138	5	17	11	33	5	66	7	78	14	14	14	42	291
01:15 PM	10	103	24	137	11	22	10	43	18	63	6	87	11	18	9	38	305
01:30 PM	10	89	26	125	5	19	10	34	11	63	11	85	11	8	8	27	271
01:45 PM	15	76	16	107	4	19	8	31	13	65	4	82	5	19	6	30	250
Total	42	366	99	507	25	77	39	141	47	257	28	332	41	59	37	137	1117
Grand Total	94	862	232	1188	76	210	111	397	115	654	94	863	92	111	82	285	2733
Apprch %	7.9	72.6	19.5		19.1	52.9	28		13.3	75.8	10.9		32.3	38.9	28.8		
Total %	3.4	31.5	8.5	43.5	2.8	7.7	4.1	14.5	4.2	23.9	3.4	31.6	3.4	4.1	3	10.4	

	Crescent Drive Southbound				Clifton Way Westbound				Crescent Drive Northbound				Clifton Way Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:30 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:30 PM																	
12:30 PM	**13**	85	25	123	**11**	**25**	**15**	**51**	10	64	11	85	9	7	10	26	285
12:45 PM	8	89	22	119	7	24	9	40	15	**77**	**12**	**104**	10	12	13	35	298
01:00 PM	7	98	**33**	**138**	5	17	11	33	5	66	7	78	**14**	14	**14**	**42**	291
01:15 PM	10	**103**	24	137	11	22	10	43	**18**	63	6	87	11	**18**	9	38	**305**
Total Volume	38	375	104	517	34	88	45	167	48	270	36	354	44	51	46	141	1179
% App. Total	7.4	72.5	20.1		20.4	52.7	26.9		13.6	76.3	10.2		31.2	36.2	32.6		
PHF	.731	.910	.788	.937	.773	.880	.750	.819	.667	.877	.750	.851	.786	.708	.821	.839	.966

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City of Beverly Hills
N/S: Crescent Drive
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Weather: Clear

File Name : BVHCRCLMD
Site Code :
Start Date : 4/13/2016
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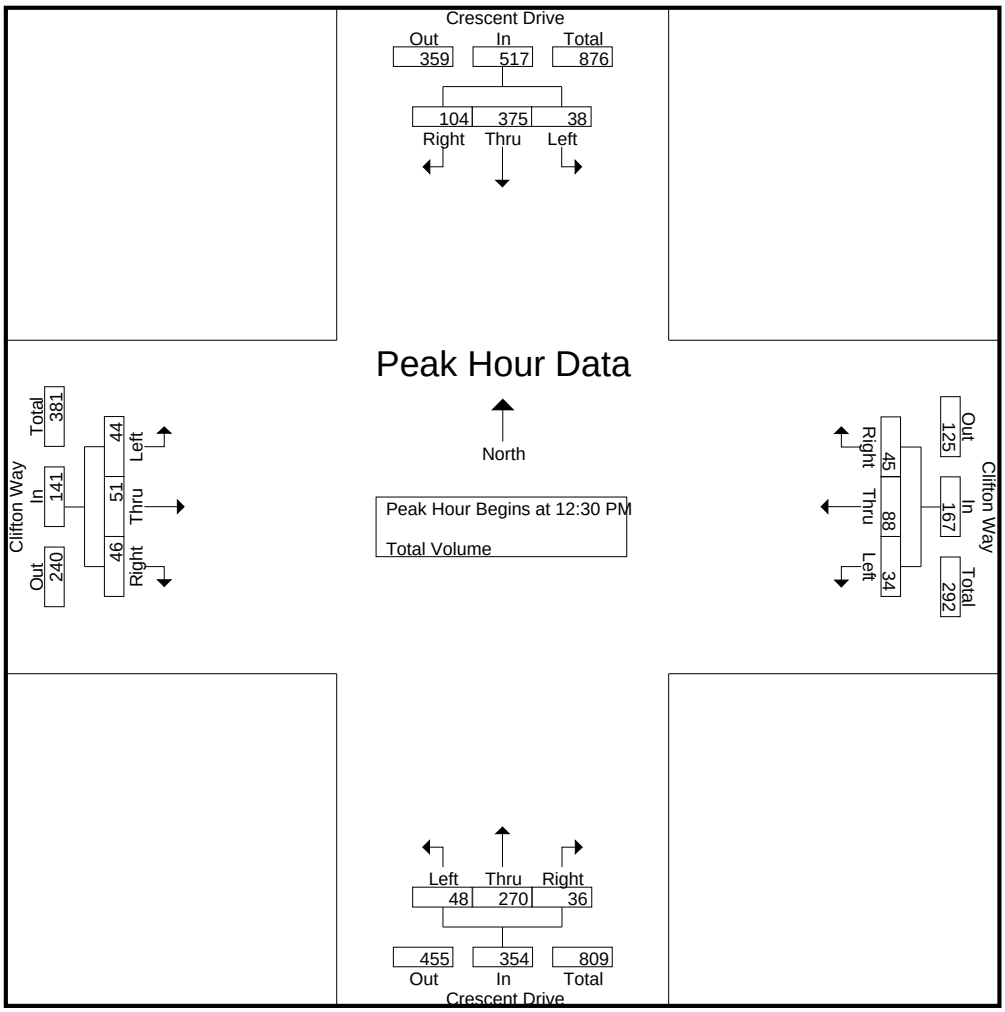

Peak Hour Analysis From 11:30 AM to 01:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	12:45 PM				11:45 AM				12:00 PM				12:45 PM			
+0 mins.	8	89	22	119	7	24	**17**	48	10	62	**17**	89	10	12	13	35
+15 mins.	7	98	**33**	**138**	**12**	22	10	44	**18**	63	11	92	**14**	14	**14**	**42**
+30 mins.	**10**	**103**	24	137	6	**25**	12	43	10	64	11	85	11	**18**	9	38
+45 mins.	10	89	26	125	11	25	15	**51**	15	**77**	12	**104**	11	8	8	27
Total Volume	35	379	105	519	36	96	54	186	53	266	51	370	46	52	44	142
% App. Total	6.7	73	20.2		19.4	51.6	29		14.3	71.9	13.8		32.4	36.6	31	
PHF	.875	.920	.795	.940	.750	.960	.794	.912	.736	.864	.750	.889	.821	.722	.786	.845

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City of Beverly Hills
N/S: Crescent Drive
E/W: Clifton Way
Weather: Clear

File Name : BVHCRCLPM
Site Code :
Start Date : 4/13/2016
Page No : 1

Groups Printed- Total Volume

	Crescent Drive Southbound				Clifton Way Westbound				Crescent Drive Northbound				Clifton Way Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:30 PM	13	98	21	132	15	12	12	39	7	74	16	97	14	15	9	38	306
04:45 PM	10	119	22	151	8	17	13	38	12	82	16	110	6	17	12	35	334
Total	23	217	43	283	23	29	25	77	19	156	32	207	20	32	21	73	640
05:00 PM	12	121	15	148	9	19	12	40	11	96	11	118	5	13	8	26	332
05:15 PM	10	128	14	152	6	15	14	35	5	88	15	108	6	25	10	41	336
05:30 PM	10	116	8	134	5	14	10	29	10	72	17	99	10	29	13	52	314
05:45 PM	20	108	18	146	5	15	17	37	5	78	11	94	7	11	7	25	302
Total	52	473	55	580	25	63	53	141	31	334	54	419	28	78	38	144	1284
06:00 PM	15	138	18	171	3	15	22	40	7	92	10	109	8	20	9	37	357
06:15 PM	9	144	14	167	7	13	15	35	10	85	24	119	11	11	2	24	345
06:30 PM	15	123	25	163	5	10	15	30	9	85	19	113	14	12	11	37	343
06:45 PM	8	115	15	138	9	14	7	30	12	103	28	143	8	13	11	32	343
Total	47	520	72	639	24	52	59	135	38	365	81	484	41	56	33	130	1388
07:00 PM	7	95	16	118	5	9	8	22	5	88	9	102	8	15	13	36	278
07:15 PM	9	101	17	127	9	11	5	25	12	70	7	89	11	10	8	29	270
07:30 PM	6	92	9	107	5	14	6	25	10	48	3	61	10	13	10	33	226
07:45 PM	8	82	14	104	2	8	7	17	6	35	3	44	7	8	1	16	181
Total	30	370	56	456	21	42	26	89	33	241	22	296	36	46	32	114	955
Grand Total	152	1580	226	1958	93	186	163	442	121	1096	189	1406	125	212	124	461	4267
Apprch %	7.8	80.7	11.5		21	42.1	36.9		8.6	78	13.4		27.1	46	26.9		
Total %	3.6	37	5.3	45.9	2.2	4.4	3.8	10.4	2.8	25.7	4.4	33	2.9	5	2.9	10.8	

	Crescent Drive Southbound				Clifton Way Westbound				Crescent Drive Northbound				Clifton Way Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 07:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 06:00 PM																	
06:00 PM	**15**	138	18	**171**	3	**15**	**22**	**40**	7	92	10	109	8	**20**	9	**37**	**357**
06:15 PM	9	**144**	14	167	7	13	15	35	10	85	24	119	11	11	2	24	345
06:30 PM	15	123	**25**	163	5	10	15	30	9	85	19	113	**14**	12	**11**	37	343
06:45 PM	8	115	15	138	**9**	14	7	30	**12**	**103**	**28**	**143**	8	13	11	32	343
Total Volume	47	520	72	639	24	52	59	135	38	365	81	484	41	56	33	130	1388
% App. Total	7.4	81.4	11.3		17.8	38.5	43.7		7.9	75.4	16.7		31.5	43.1	25.4		
PHF	.783	.903	.720	.934	.667	.867	.670	.844	.792	.886	.723	.846	.732	.700	.750	.878	.972

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City of Beverly Hills
N/S: Crescent Drive
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Weather: Clear

File Name : BVHCRCLPM
Site Code :
Start Date : 4/13/2016
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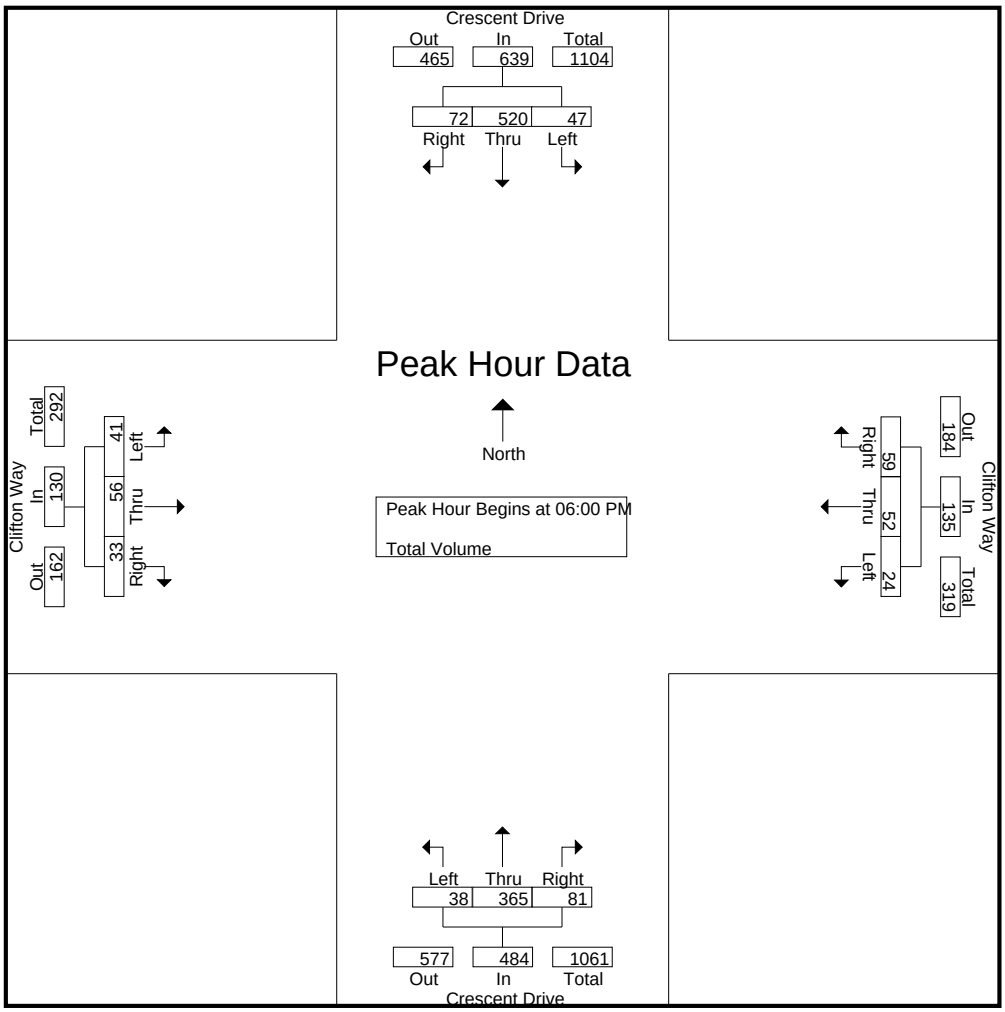

Peak Hour Analysis From 04:30 PM to 07:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:45 PM				04:30 PM				06:00 PM				05:15 PM			
+0 mins.	**20**	108	18	146	**15**	12	12	39	7	92	10	109	6	25	10	41
+15 mins.	15	138	18	**171**	8	17	13	38	10	85	24	119	**10**	**29**	**13**	**52**
+30 mins.	9	**144**	14	167	9	**19**	12	**40**	9	85	19	113	7	11	7	25
+45 mins.	15	123	**25**	163	6	15	**14**	35	**12**	**103**	**28**	**143**	8	20	9	37
Total Volume	59	513	75	647	38	63	51	152	38	365	81	484	31	85	39	155
% App. Total	9.1	79.3	11.6		25	41.4	33.6		7.9	75.4	16.7		20	54.8	25.2	
PHF	.738	.891	.750	.946	.633	.829	.911	.950	.792	.886	.723	.846	.775	.733	.750	.745

Location: Beverly Hills
N/S: Crescent Drive
E/W: Clifton Way

Date: 4/13/2016
Day: Wednesday

PEDESTRIANS

	North Leg Crescent Drive	East Leg Clifton Way	South Leg Crescent Drive	West Leg Clifton Way	TOTAL
11:30 AM	4	7	1	18	30
11:45 AM	7	5	7	16	35
12:00 PM	12	11	8	22	53
12:15 PM	13	6	7	25	51
12:30 PM	8	5	9	33	55
12:45 PM	6	10	10	33	59
1:00 PM	10	9	8	36	63
1:15 PM	14	11	13	46	84
1:30 PM	14	14	15	35	78
1:45 PM	7	10	6	27	50
TOTAL VOLUMES:	95	88	84	291	558

	North Leg Crescent Drive	East Leg Clifton Way	South Leg Crescent Drive	West Leg Clifton Way	TOTAL
4:30 PM	9	7	9	34	59
4:45 PM	6	4	3	20	33
5:00 PM	5	4	5	12	26
5:15 PM	6	5	9	24	44
5:30 PM	2	1	4	24	31
5:45 PM	6	1	1	20	28
6:00 PM	8	2	5	18	33
6:15 PM	4	4	2	11	21
6:30 PM	3	1	5	30	39
6:45 PM	3	4	6	9	22
7:00 PM	5	7	3	10	25
7:15 PM	7	3	2	13	25
7:30 PM	3	1	2	9	15
7:45 PM	1	2	4	10	17
TOTAL VOLUMES:	68	46	60	244	418

Location: Beverly Hills
N/S: Crescent Drive
E/W: Clifton Way

Date: 4/13/2016
Day: Wednesday

BICYCLES

	North Leg Crescent Drive	East Leg Clifton Way	South Leg Crescent Drive	West Leg Clifton Way	TOTAL
11:30 AM	1	0	1	2	4
11:45 AM	1	4	1	0	6
12:00 PM	0	1	0	0	1
12:15 PM	1	1	1	0	3
12:30 PM	2	0	0	0	2
12:45 PM	1	1	1	0	3
1:00 PM	1	1	3	2	7
1:15 PM	0	0	1	1	2
1:30 PM	0	2	0	1	3
1:45 PM	0	0	0	2	2
TOTAL VOLUMES:	7	10	8	8	33

	North Leg Crescent Drive	East Leg Clifton Way	South Leg Crescent Drive	West Leg Clifton Way	TOTAL
4:30 PM	0	2	0	2	4
4:45 PM	0	0	0	3	3
5:00 PM	0	0	0	1	1
5:15 PM	1	1	0	1	3
5:30 PM	0	0	0	2	2
5:45 PM	1	0	1	0	2
6:00 PM	0	0	1	1	2
6:15 PM	0	1	0	1	2
6:30 PM	0	0	1	0	1
6:45 PM	0	0	0	0	0
7:00 PM	0	1	0	0	1
7:15 PM	0	0	0	0	0
7:30 PM	0	0	0	1	1
7:45 PM	0	0	0	0	0
TOTAL VOLUMES:	2	5	3	12	22

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City of Beverly Hills
N/S: Alley Way
E/W: Dayton Way
Weather: Clear

File Name : BVHALDAMD
Site Code :
Start Date : 4/13/2016
Page No : 1

Groups Printed- Total Volume

	Alley Way Southbound				Dayton Way Westbound				Alley Way Northbound				Dayton Way Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
11:30 AM	3	0	0	3	0	0	0	0	0	0	0	0	15	66	5	86	89
11:45 AM	7	1	0	8	0	0	0	0	0	0	3	3	16	70	6	92	103
Total	10	1	0	11	0	0	0	0	0	0	3	3	31	136	11	178	192
12:00 PM	5	0	0	5	0	0	0	0	0	0	0	0	19	73	7	99	104
12:15 PM	10	0	0	10	0	0	0	0	0	0	2	2	8	87	9	104	116
12:30 PM	10	0	0	10	0	0	0	0	0	0	0	0	12	71	6	89	99
12:45 PM	6	0	0	6	0	0	0	0	0	0	3	3	18	90	6	114	123
Total	31	0	0	31	0	0	0	0	0	0	5	5	57	321	28	406	442
01:00 PM	12	0	0	12	0	0	0	0	0	0	0	0	17	80	6	103	115
01:15 PM	15	0	0	15	0	0	0	0	0	0	0	0	12	80	6	98	113
01:30 PM	10	0	0	10	0	0	0	0	0	0	4	4	12	79	8	99	113
01:45 PM	6	0	0	6	0	0	0	0	0	0	3	3	16	85	10	111	120
Total	43	0	0	43	0	0	0	0	0	0	7	7	57	324	30	411	461
Grand Total	84	1	0	85	0	0	0	0	0	0	15	15	145	781	69	995	1095
Apprch %	98.8	1.2	0		0	0	0		0	0	100		14.6	78.5	6.9		
Total %	7.7	0.1	0	7.8	0	0	0	0	0	0	1.4	1.4	13.2	71.3	6.3	90.9	

	Alley Way Southbound				Dayton Way Westbound				Alley Way Northbound				Dayton Way Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:30 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:45 PM																	
12:45 PM	6	0	0	6	0	0	0	0	0	0	3	3	**18**	**90**	6	**114**	**123**
01:00 PM	12	0	0	12	0	0	0	0	0	0	0	0	17	80	6	103	115
01:15 PM	**15**	0	0	**15**	0	0	0	0	0	0	0	0	12	80	6	98	113
01:30 PM	10	0	0	10	0	0	0	0	0	0	**4**	**4**	12	79	**8**	99	113
Total Volume	43	0	0	43	0	0	0	0	0	0	7	7	59	329	26	414	464
% App. Total	100	0	0		0	0	0		0	0	100		14.3	79.5	6.3		
PHF	.717	.000	.000	.717	.000	.000	.000	.000	.000	.000	.438	.438	.819	.914	.813	.908	.943

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City of Beverly Hills
N/S: Alley Way
E/W: Dayton Way
Weather: Clear

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Site Code :
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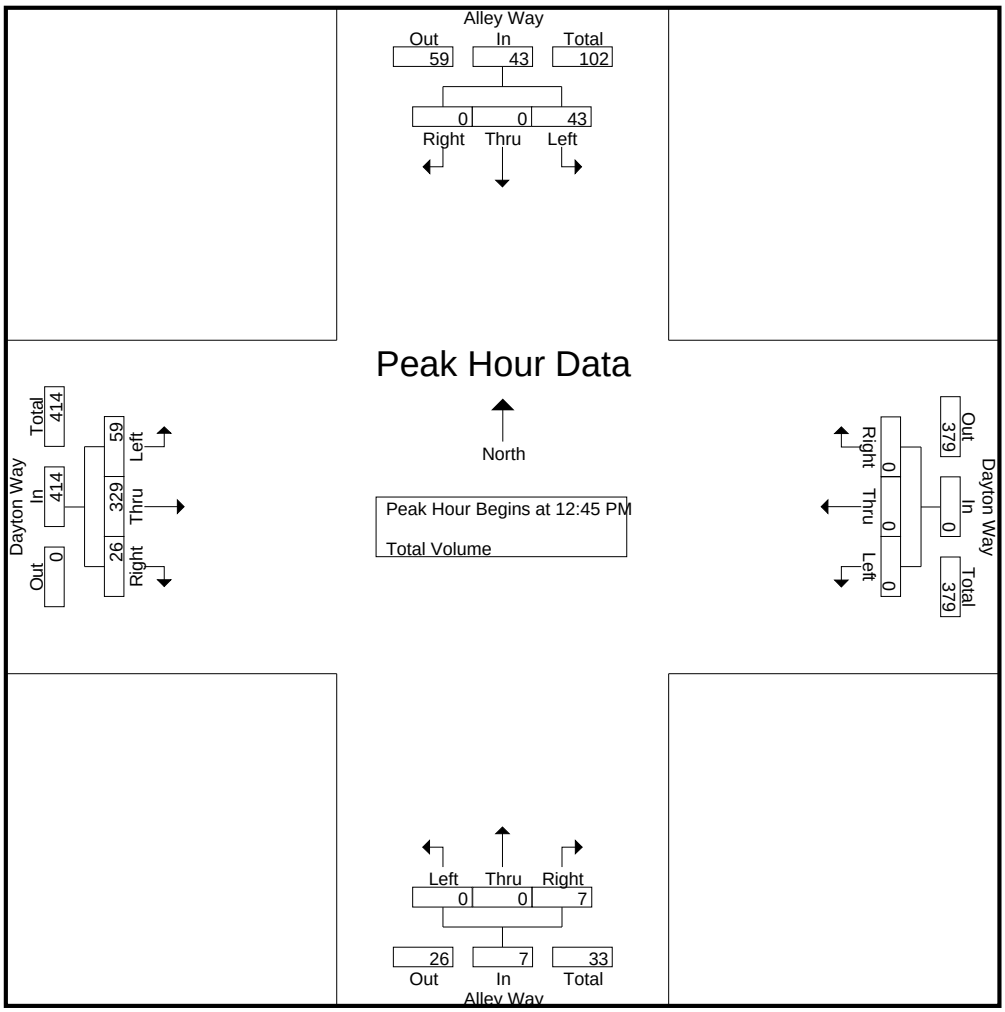

Peak Hour Analysis From 11:30 AM to 01:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	12:30 PM				11:30 AM				12:45 PM				12:45 PM			
+0 mins.	10	0	0	10	0	0	0	0	0	0	3	3	**18**	**90**	6	**114**
+15 mins.	6	0	0	6	0	0	0	0	0	0	0	0	17	80	6	103
+30 mins.	12	0	0	12	0	0	0	0	0	0	0	0	12	80	6	98
+45 mins.	**15**	0	0	**15**	0	0	0	0	0	0	**4**	**4**	12	79	**8**	99
Total Volume	43	0	0	43	0	0	0	0	0	0	7	7	59	329	26	414
% App. Total	100	0	0		0	0	0		0	0	100		14.3	79.5	6.3	
PHF	.717	.000	.000	.717	.000	.000	.000	.000	.000	.000	.438	.438	.819	.914	.813	.908

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Groups Printed- 2+ Axle Trucks

	Alley Way Southbound				Dayton Way Westbound				Alley Way Northbound				Dayton Way Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1	4	4
11:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	1	2
Total	0	1	0	1	0	0	0	0	0	0	0	0	3	0	2	5	6
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	2
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	4	4
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	3	3
Total	0	0	0	0	0	0	0	0	0	0	0	0	4	0	7	11	11
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	2
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	3	3
Grand Total	0	1	0	1	0	0	0	0	0	0	0	0	9	0	10	19	20
Apprch %	0	100	0		0	0	0		0	0	0		47.4	0	52.6		
Total %	0	5	0	5	0	0	0	0	0	0	0	0	45	0	50	95	

	Alley Way Southbound				Dayton Way Westbound				Alley Way Northbound				Dayton Way Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:30 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	2
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**	2	2
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	**2**	0	2	**4**	**4**
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	3	3
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	4	0	7	11	11
% App. Total	0	0	0		0	0	0		0	0	0		36.4	0	63.6		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.000	.875	.688	.688

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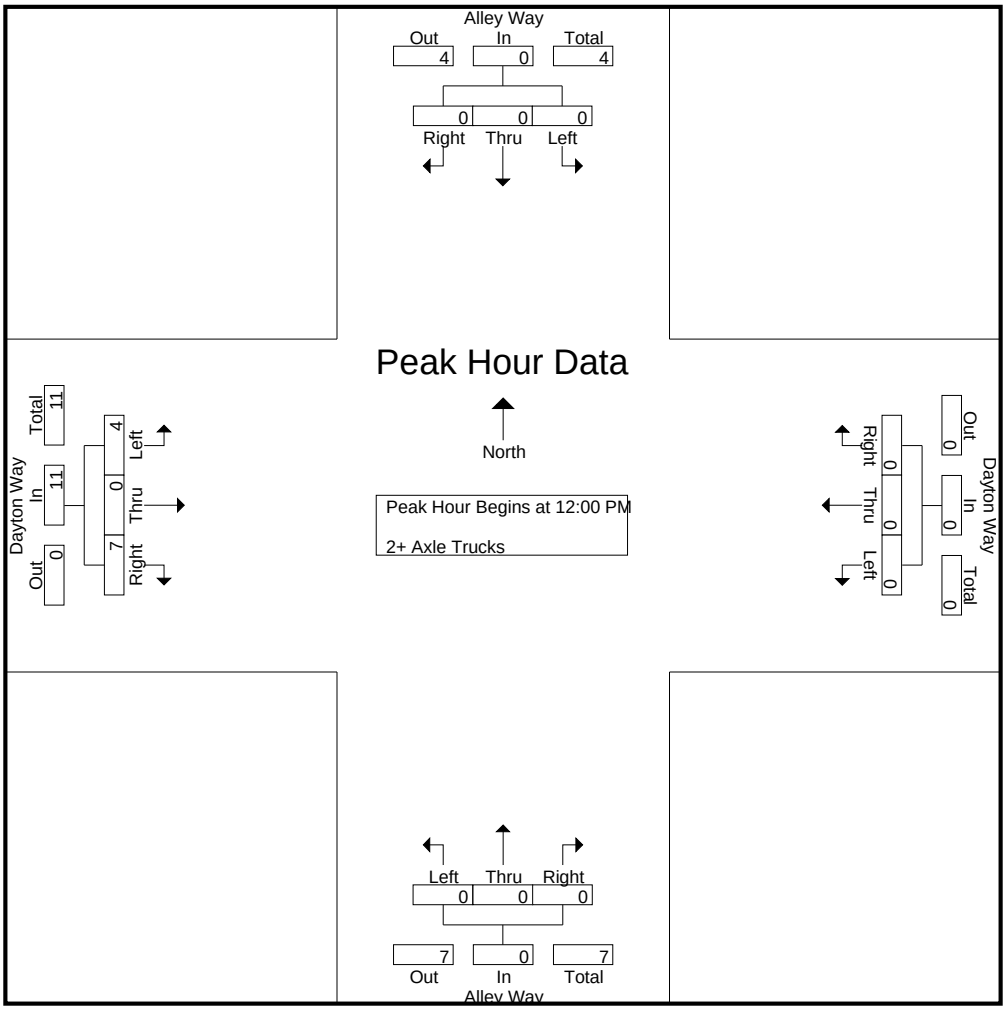

Peak Hour Analysis From 11:30 AM to 01:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	11:30 AM				11:30 AM				11:30 AM				12:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
+15 mins.	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	**2**	2
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	**2**	0	2	**4**
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	3
Total Volume	0	1	0	1	0	0	0	0	0	0	0	0	4	0	7	11
% App. Total	0	100	0		0	0	0		0	0	0		36.4	0	63.6	
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.500	.000	.875	.688

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City of Beverly Hills
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Start Date : 4/13/2016
Page No : 1

Groups Printed- Total Volume

	Alley Way Southbound				Dayton Way Westbound				Alley Way Northbound				Dayton Way Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:30 PM	14	1	0	15	0	0	0	0	0	1	0	1	10	131	8	149	165
04:45 PM	10	0	0	10	0	0	0	0	0	0	0	0	5	140	8	153	163
Total	24	1	0	25	0	0	0	0	0	1	0	1	15	271	16	302	328
05:00 PM	8	0	0	8	0	0	0	0	0	0	0	0	3	148	3	154	162
05:15 PM	9	0	0	9	0	0	0	0	0	0	1	1	2	153	11	166	176
05:30 PM	5	0	0	5	0	0	0	0	0	0	0	0	4	156	12	172	177
05:45 PM	6	0	0	6	0	0	0	0	0	0	0	0	1	141	5	147	153
Total	28	0	0	28	0	0	0	0	0	0	1	1	10	598	31	639	668
06:00 PM	3	0	0	3	0	0	0	0	0	0	0	0	15	166	15	196	199
06:15 PM	7	1	0	8	0	0	0	0	0	0	3	3	16	170	6	192	203
06:30 PM	5	0	0	5	0	0	0	0	0	0	0	0	19	173	7	199	204
06:45 PM	10	0	0	10	0	0	0	0	0	0	2	2	8	147	9	164	176
Total	25	1	0	26	0	0	0	0	0	0	5	5	58	656	37	751	782
07:00 PM	10	0	0	10	0	0	0	0	0	0	0	0	12	131	6	149	159
07:15 PM	6	0	0	6	0	0	0	0	0	0	3	3	18	120	6	144	153
07:30 PM	12	0	0	12	0	1	0	1	0	0	0	0	17	100	6	123	136
07:45 PM	5	0	0	5	0	0	0	0	0	0	0	0	12	60	6	78	83
Total	33	0	0	33	0	1	0	1	0	0	3	3	59	411	24	494	531
Grand Total	110	2	0	112	0	1	0	1	0	1	9	10	142	1936	108	2186	2309
Apprch %	98.2	1.8	0		0	100	0		0	10	90		6.5	88.6	4.9		
Total %	4.8	0.1	0	4.9	0	0	0	0	0	0	0.4	0.4	6.1	83.8	4.7	94.7	

	Alley Way Southbound				Dayton Way Westbound				Alley Way Northbound				Dayton Way Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 07:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 06:00 PM																	
06:00 PM	3	0	0	3	0	0	0	0	0	0	0	0	15	166	**15**	196	199
06:15 PM	7	**1**	0	8	0	0	0	0	0	0	**3**	**3**	16	170	6	192	203
06:30 PM	5	0	0	5	0	0	0	0	0	0	0	0	**19**	**173**	7	**199**	**204**
06:45 PM	**10**	0	0	**10**	0	0	0	0	0	0	2	2	8	147	9	164	176
Total Volume	25	1	0	26	0	0	0	0	0	0	5	5	58	656	37	751	782
% App. Total	96.2	3.8	0		0	0	0		0	0	100		7.7	87.4	4.9		
PHF	.625	.250	.000	.650	.000	.000	.000	.000	.000	.000	.417	.417	.763	.948	.617	.943	.958

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Site Code :
Start Date : 4/13/2016
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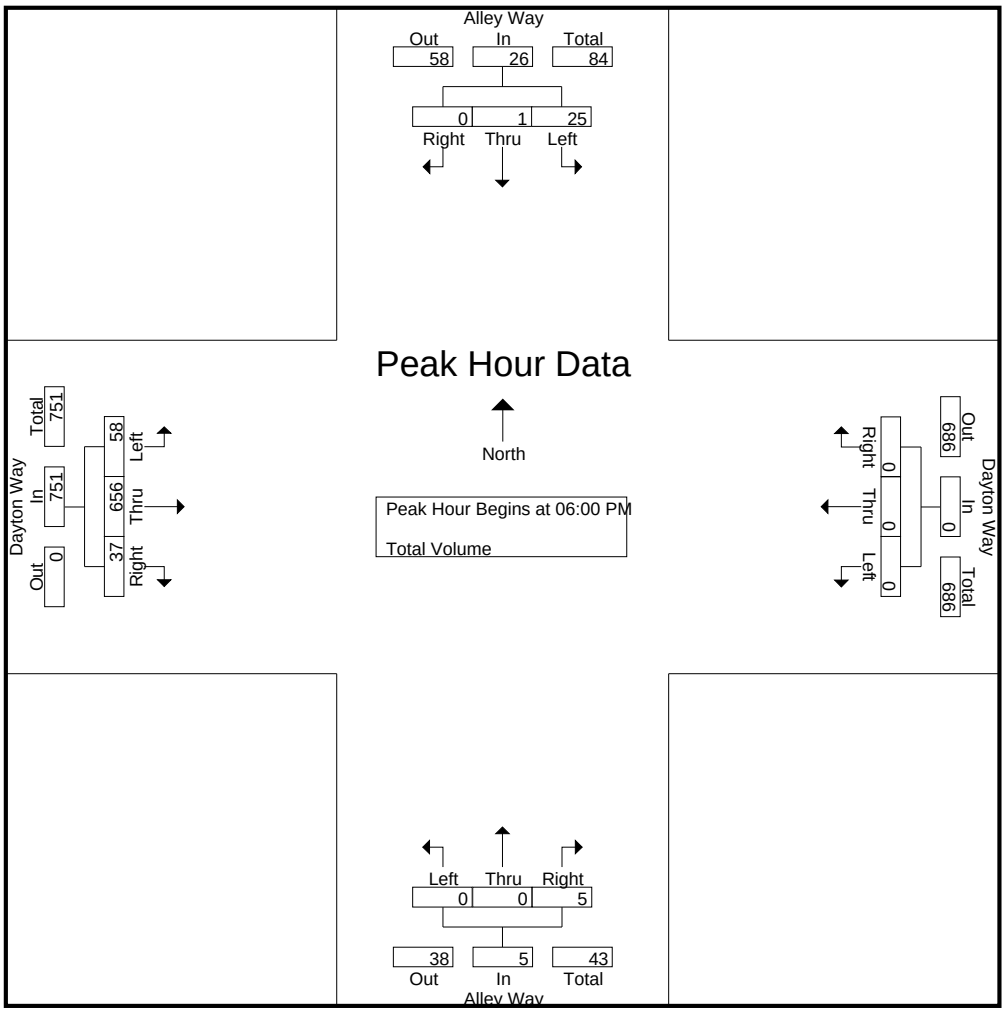

Peak Hour Analysis From 04:30 PM to 07:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				06:45 PM				06:00 PM				06:00 PM			
+0 mins.	**14**	**1**	0	**15**	0	0	0	0	0	0	0	0	15	166	**15**	196
+15 mins.	10	0	0	10	0	0	0	0	0	0	**3**	**3**	16	170	6	192
+30 mins.	8	0	0	8	0	0	0	0	0	0	0	0	**19**	**173**	7	**199**
+45 mins.	9	0	0	9	0	**1**	0	**1**	0	0	2	2	8	147	9	164
Total Volume	41	1	0	42	0	1	0	1	0	0	5	5	58	656	37	751
% App. Total	97.6	2.4	0		0	100	0		0	0	100		7.7	87.4	4.9	
PHF	.732	.250	.000	.700	.000	.250	.000	.250	.000	.000	.417	.417	.763	.948	.617	.943

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Weather: Clear

File Name : BVHALDAPM
Site Code :
Start Date : 4/13/2016
Page No : 1

Groups Printed- 2+ Axle Trucks

	Alley Way Southbound				Dayton Way Westbound				Alley Way Northbound				Dayton Way Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	3	3
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	3	3
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	4	4
Apprch %	0	0	0		0	0	0		0	0	0		50	0	50		
Total %	0	0	0	0	0	0	0	0	0	0	0	0	50	0	50	100	

	Alley Way Southbound				Dayton Way Westbound				Alley Way Northbound				Dayton Way Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 07:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	1	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	**2**	0	1	**3**	**3**
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	4	4
% App. Total	0	0	0		0	0	0		0	0	0		50	0	50		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.500	.333	.333

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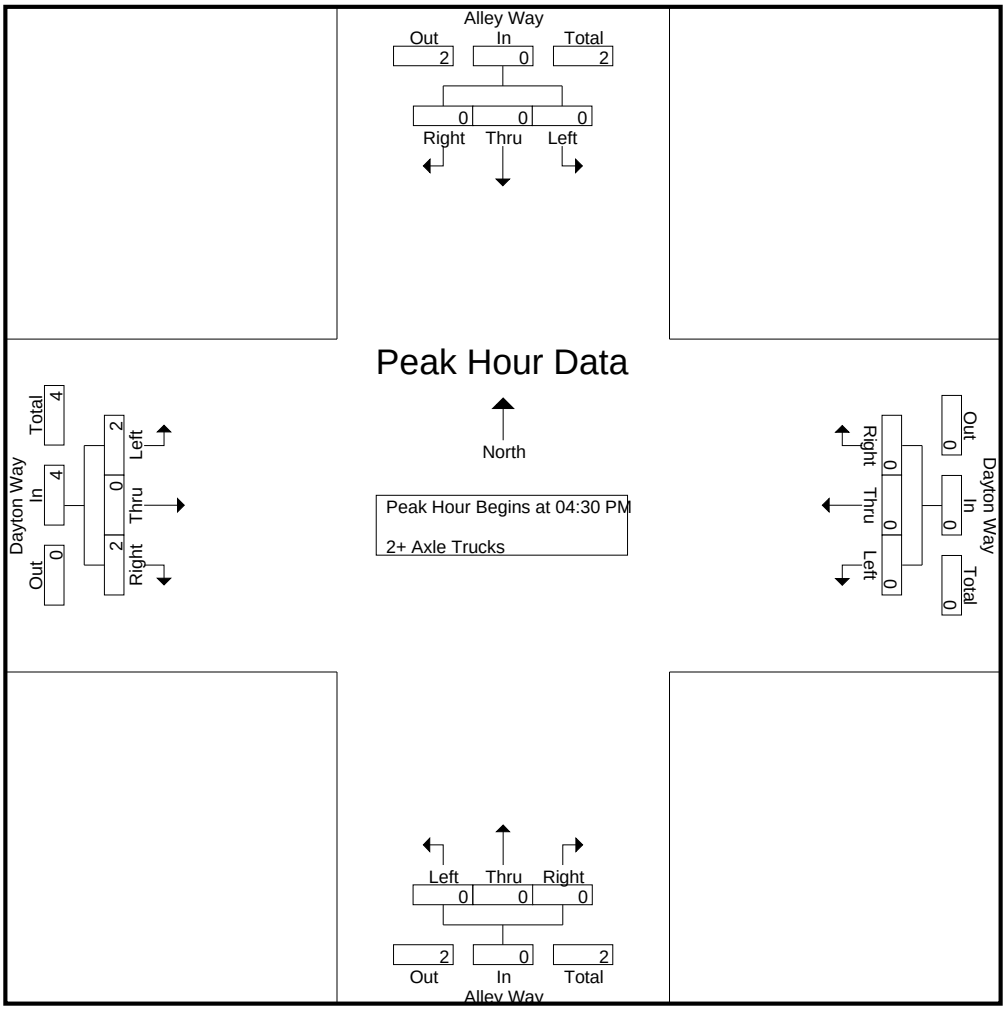

Peak Hour Analysis From 04:30 PM to 07:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	1
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	**2**	0	1	**3**
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	4
% App. Total	0	0	0		0	0	0		0	0	0		50	0	50	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.500	.333

Location: Beverly Hills
N/S: Alley Way
E/W: Dayton Way

Date: 4/13/2016
Day: Wednesday

PEDESTRIANS

	North Leg Alley Way	East Leg Dayton Way	South Leg Alley Way	West Leg Dayton Way	TOTAL
11:30 AM	20	4	22	9	55
11:45 AM	23	1	33	4	61
12:00 PM	34	1	30	6	71
12:15 PM	26	0	44	19	89
12:30 PM	27	0	55	9	91
12:45 PM	25	9	50	3	87
1:00 PM	32	11	53	2	98
1:15 PM	56	8	64	5	133
1:30 PM	43	9	45	1	98
1:45 PM	39	3	38	4	84
TOTAL VOLUMES:	325	46	434	62	867

	North Leg Alley Way	East Leg Dayton Way	South Leg Alley Way	West Leg Dayton Way	TOTAL
4:30 PM	20	11	32	6	69
4:45 PM	16	1	15	3	35
5:00 PM	14	3	20	7	44
5:15 PM	11	3	9	6	29
5:30 PM	9	2	17	0	28
5:45 PM	13	3	10	0	26
6:00 PM	20	4	22	9	55
6:15 PM	23	1	33	4	61
6:30 PM	34	1	30	6	71
6:45 PM	26	0	44	19	89
7:00 PM	27	0	55	9	91
7:15 PM	25	9	50	3	87
7:30 PM	32	11	53	2	98
7:45 PM	56	8	64	5	133
TOTAL VOLUMES:	326	57	454	79	916

Location: Beverly Hills
N/S: Alley Way
E/W: Dayton Way

Date: 4/13/2016
Day: Wednesday

BICYCLES

	North Leg Alley Way	East Leg Dayton Way	South Leg Alley Way	West Leg Dayton Way	TOTAL
11:30 AM	3	1	0	0	4
11:45 AM	1	0	1	0	2
12:00 PM	3	1	2	2	8
12:15 PM	4	0	0	0	4
12:30 PM	2	0	0	0	2
12:45 PM	4	0	1	0	5
1:00 PM	2	0	2	0	4
1:15 PM	0	0	0	0	0
1:30 PM	2	2	1	0	5
1:45 PM	2	1	1	0	4
TOTAL VOLUMES:	23	5	8	2	38

	North Leg Alley Way	East Leg Dayton Way	South Leg Alley Way	West Leg Dayton Way	TOTAL
4:30 PM	0	0	2	0	2
4:45 PM	1	0	1	0	2
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	1	1
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
6:00 PM	3	1	0	0	4
6:15 PM	1	0	1	0	2
6:30 PM	3	1	2	2	8
6:45 PM	4	0	0	0	4
7:00 PM	2	0	0	0	2
7:15 PM	4	0	1	0	5
7:30 PM	2	0	2	0	4
7:45 PM	0	0	0	0	0
TOTAL VOLUMES:	20	2	9	3	34

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City of Los Angeles
Alley
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24 Hour Directional Volume Count

BVHALSDA
Site Code: 166-16221

Start Time	4/13/2016 Wed	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		3	7			4	8				
12:15		4	7			3	8				
12:30		2	**8**			2	**8**				
12:45		0	**10**	9	32	1	**11**	10	35	19	67
01:00		3	**7**			3	**10**				
01:15		2	**10**			4	**12**				
01:30		0	8			0	8				
01:45		2	4	7	29	2	6	9	36	16	65
02:00		0	4			0	5				
02:15		0	6			0	8				
02:30		0	6			0	6				
02:45		0	2	0	18	0	2	0	21	0	39
03:00		1	6			1	6				
03:15		0	4			0	4				
03:30		0	4			0	4				
03:45		0	4	1	18	0	3	1	17	2	35
04:00		0	4			0	3				
04:15		0	6			0	5				
04:30		2	0			2	2				
04:45		1	9	3	19	1	10	3	20	6	39
05:00		2	8			2	8				
05:15		0	10			0	10				
05:30		0	7			0	8				
05:45		1	6	3	31	1	6	3	32	6	63
06:00		0	3			2	4				
06:15		0	8			0	12				
06:30		2	8			2	9				
06:45		0	7	2	26	0	7	4	32	6	58
07:00		4	4			4	4				
07:15		1	4			2	4				
07:30		2	6			3	8				
07:45		0	4	7	18	0	5	9	21	16	39
08:00		2	6			2	9				
08:15		2	3			2	3				
08:30		5	5			4	5				
08:45		2	2	11	16	2	2	10	19	21	35
09:00		**6**	8			**7**	10				
09:15		**4**	6			**4**	7				
09:30		**14**	3			**17**	3				
09:45		**9**	6	33	23	**12**	5	40	25	73	48
10:00		2	4			2	3				
10:15		2	6			2	3				
10:30		9	4			11	4				
10:45		4	5	17	19	4	3	19	13	36	32
11:00		4	4			5	4				
11:15		10	4			9	2				
11:30		6	1			8	1				
11:45		7	5	27	14	6	5	28	12	55	26
Total		120	263	120	263	136	283	136	283	256	546
Combined Total		383		383		419		419		802	
AM Peak	-	09:00	-	-	-	09:00	-	-	-	-	-
Vol.	-	33	-	-	-	40	-	-	-	-	-
P.H.F.		0.589				0.588					
PM Peak	-	-	00:30	-	-	-	00:30	-	-	-	-
Vol.	-	-	35	-	-	-	41	-	-	-	-
P.H.F.			0.875				0.854				
Percentage		31.3%	68.7%			32.5%	67.5%				
ADT/AADT		ADT 802		AADT 802							

APPENDIX C

ICU/HCM DATA WORKSHEETS
WEEKDAY MIDDAY AND PM PEAK HOURS

248 N. Canon Drive
City of Beverly Hills

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

Intersection #1 Canon Drive/Dayton Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.639
Loss Time (sec):	33	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	76	Level Of Service:	B

Street Name:	Canon Drive							Dayton Way					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Permitted			Permitted			Permitted			Permitted			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	0	0	1	1	0	0	1	1	0	0	0	1	0	1	0	0	0	0	0
Volume Module:													
Base Vol:	0	244	79	85	334	0	82	257	115	0	0	0	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	0	244	79	85	334	0	82	257	115	0	0	0	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	
PHF Volume:	0	255	82	89	349	0	86	268	120	0	0	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	0	255	82	89	349	0	86	268	120	0	0	0	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	0	255	82	89	349	0	86	268	120	0	0	0	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.00	1.51	0.49	0.41	1.59	0.00	0.36	1.13	0.51	0.00	0.00	0.00	
Final Sat.:	0	2417	783	649	2551	0	578	1811	811	0	0	0	
Capacity Analysis Module:													
Vol/Sat:	0.00	0.11	0.11	0.06	0.14	0.00	0.05	0.15	0.15	0.00	0.00	0.00	
Crit Moves:		****		****				****					

248 N. Canon Drive
City of Beverly Hills

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

Intersection #2 Crescent Drive / Dayton Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.391
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	Level Of Service:	A

Street Name:	Crescent Drive						Dayton Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	1	0	0	1	1	0	0	1	0
	0	1	0	0	1	0	1	0	1	0	0	1! 0
Volume Module:												
Base Vol:	0	336	30	22	370	0	139	143	110	33	0	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	336	30	22	370	0	139	143	110	33	0	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	359	32	24	396	0	149	153	118	35	0	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	359	32	24	396	0	149	153	118	35	0	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	359	32	24	396	0	149	153	118	35	0	59
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.84	0.16	0.11	1.89	0.00	1.00	1.00	1.00	0.38	0.00	0.62
Final Sat.:	0	2938	262	180	3020	0	1600	1600	1600	600	0	1000
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.12	0.01	0.13	0.00	0.09	0.10	0.07	0.06	0.00	0.06
Crit Moves:		****		****				****		****		

248 N. Canon Drive
City of Beverly Hills

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

Intersection #3 Canon Drive / Clifton Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.489
Loss Time (sec):	0	Average Delay (sec/veh):	13.0
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Canon Drive							Clifton Way					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	0 1	0 1	0	1 0	1 1	0	1 0	0 1	0	0 0	1! 0	0	
Volume Module:													
Base Vol:	31	225	76	66	390	14	7	15	29	61	12	164	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	31	225	76	66	390	14	7	15	29	61	12	164	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	
PHF Volume:	35	254	86	75	441	16	8	17	33	69	14	185	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	35	254	86	75	441	16	8	17	33	69	14	185	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	35	254	86	75	441	16	8	17	33	69	14	185	
Saturation Flow Module:													
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.19	1.35	0.46	1.00	1.93	0.07	1.00	0.34	0.66	0.26	0.05	0.69	
Final Sat.:	101	755	265	500	1046	38	426	164	318	141	28	379	
Capacity Analysis Module:													
Vol/Sat:	0.35	0.34	0.32	0.15	0.42	0.42	0.02	0.10	0.10	0.49	0.49	0.49	
Crit Moves:	****				****			****				****	
Delay/Veh:	12.2	11.9	11.4	10.9	13.6	13.5	10.6	10.2	10.2	14.8	14.8	14.8	
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	12.2	11.9	11.4	10.9	13.6	13.5	10.6	10.2	10.2	14.8	14.8	14.8	
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B	
ApproachDel:	11.8			13.2			10.2			14.8			
Delay Adj:	1.00			1.00			1.00			1.00			
ApprAdjDel:	11.8			13.2			10.2			14.8			
LOS by Appr:	B			B			B			B			
AllWayAvgQ:	0.5	0.4	0.4	0.2	0.7	0.7	0.0	0.1	0.1	0.8	0.8	0.8	

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

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248 N. Canon Drive
City of Beverly Hills

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

Intersection #4 Crescent Drive / Clifton Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.459
Loss Time (sec):	0	Average Delay (sec/veh):	12.2
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Crescent Drive						Clifton Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1 0	1 0		0 1 0	1 0		0 0 1!	0 0		0 0 1!	0 0	
Volume Module:												
Base Vol:	48	270	36	38	375	104	44	51	46	34	88	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	270	36	38	375	104	44	51	46	34	88	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	50	280	37	39	388	108	46	53	48	35	91	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	280	37	39	388	108	46	53	48	35	91	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	280	37	39	388	108	46	53	48	35	91	47
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.27	1.53	0.20	0.15	1.45	0.40	0.31	0.36	0.33	0.20	0.53	0.27
Final Sat.:	150	862	117	86	866	249	168	195	176	111	288	148
Capacity Analysis Module:												
Vol/Sat:	0.33	0.32	0.32	0.46	0.45	0.43	0.27	0.27	0.27	0.32	0.32	0.32
Crit Moves:	****			****			****				****	
Delay/Veh:	11.9	11.6	11.3	13.5	13.1	12.5	11.2	11.2	11.2	11.6	11.6	11.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.9	11.6	11.3	13.5	13.1	12.5	11.2	11.2	11.2	11.6	11.6	11.6
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
ApproachDel:	11.6			13.0			11.2			11.6		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	11.6			13.0			11.2			11.6		
LOS by Appr:	B			B			B			B		
AllWayAvgQ:	0.4	0.4	0.4	0.8	0.7	0.7	0.3	0.3	0.3	0.4	0.4	0.4

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

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248 N. Canon Drive
City of Beverly Hills

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

Intersection #1 Canon Drive/Dayton Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.773
Loss Time (sec):	33	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	94	Level Of Service:	C

Street Name:	Canon Drive							Dayton Way					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Permitted			Permitted			Permitted			Permitted			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	0	0	1	1	0	0	1	1	0	0	0	1	0	1	0	0	0	0	0
Volume Module:													
Base Vol:	0	287	115	82	320	0	122	540	115	0	0	0	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	0	287	115	82	320	0	122	540	115	0	0	0	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
PHF Volume:	0	303	121	86	338	0	129	570	121	0	0	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	0	303	121	86	338	0	129	570	121	0	0	0	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	0	303	121	86	338	0	129	570	121	0	0	0	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.00	1.43	0.57	0.41	1.59	0.00	0.31	1.39	0.30	0.00	0.00	0.00	
Final Sat.:	0	2285	915	653	2547	0	502	2224	474	0	0	0	
Capacity Analysis Module:													
Vol/Sat:	0.00	0.13	0.13	0.05	0.13	0.00	0.08	0.26	0.26	0.00	0.00	0.00	
Crit Moves:		****		****				****					

248 N. Canon Drive
City of Beverly Hills

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

Intersection #2 Crescent Drive / Dayton Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.616
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	B

Street Name:	Crescent Drive							Dayton Way					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Permitted			Permitted			Split Phase			Split Phase			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	0	0	1	1	0	0	1	1	0	0	1	0	1	0	1	0	0	1!	0	0
Volume Module:													
Base Vol:	0	421	41	52	385	0	156	398	163	33	0	31	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	0	421	41	52	385	0	156	398	163	33	0	31	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	
PHF Volume:	0	466	45	58	426	0	173	441	181	37	0	34	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	0	466	45	58	426	0	173	441	181	37	0	34	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	0	466	45	58	426	0	173	441	181	37	0	34	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.00	1.82	0.18	0.24	1.76	0.00	1.00	1.00	1.00	0.52	0.00	0.48	
Final Sat.:	0	2916	284	381	2819	0	1600	1600	1600	825	0	775	
Capacity Analysis Module:													
Vol/Sat:	0.00	0.16	0.16	0.04	0.15	0.00	0.11	0.28	0.11	0.04	0.00	0.04	
Crit Moves:		****		****				****				****	

248 N. Canon Drive
City of Beverly Hills

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

Intersection #3 Canon Drive / Clifton Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.362
Loss Time (sec):	0	Average Delay (sec/veh):	11.4
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Canon Drive							Clifton Way					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	0 1	0 1	0	1 0	1 1	0	1 0	0 1	0	0 0	1! 0	0	
Volume Module:													
Base Vol:	2	244	44	76	389	2	18	20	37	55	1	132	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	2	244	44	76	389	2	18	20	37	55	1	132	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	
PHF Volume:	2	258	47	81	412	2	19	21	39	58	1	140	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	2	258	47	81	412	2	19	21	39	58	1	140	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	2	258	47	81	412	2	19	21	39	58	1	140	
Saturation Flow Module:													
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.01	1.69	0.30	1.00	1.99	0.01	1.00	0.35	0.65	0.29	0.01	0.70	
Final Sat.:	8	979	180	528	1137	6	457	183	338	163	3	392	
Capacity Analysis Module:													
Vol/Sat:	0.27	0.26	0.26	0.15	0.36	0.36	0.04	0.12	0.12	0.36	0.36	0.36	
Crit Moves:	****				****			****		****			
Delay/Veh:	10.8	10.6	10.4	10.5	12.1	12.1	10.3	9.8	9.8	12.2	12.2	12.2	
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	10.8	10.6	10.4	10.5	12.1	12.1	10.3	9.8	9.8	12.2	12.2	12.2	
LOS by Move:	B	B	B	B	B	B	B	A	A	B	B	B	
ApproachDel:	10.6			11.9			9.9			12.2			
Delay Adj:	1.00			1.00			1.00			1.00			
ApprAdjDel:	10.6			11.9			9.9			12.2			
LOS by Appr:	B			B			A			B			
AllWayAvgQ:	0.3	0.3	0.3	0.2	0.5	0.5	0.0	0.1	0.1	0.5	0.5	0.5	

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

248 N. Canon Drive
City of Beverly Hills

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

Intersection #4 Crescent Drive / Clifton Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.566
Loss Time (sec):	0	Average Delay (sec/veh):	14.1
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Crescent Drive						Clifton Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	38	365	81	47	520	72	41	56	33	24	52	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	365	81	47	520	72	41	56	33	24	52	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	39	376	83	48	535	74	42	58	34	25	53	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	376	83	48	535	74	42	58	34	25	53	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	39	376	83	48	535	74	42	58	34	25	53	61
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.16	1.51	0.33	0.15	1.63	0.22	0.32	0.43	0.25	0.18	0.38	0.44
Final Sat.:	88	860	196	85	962	136	161	220	130	93	201	228
Capacity Analysis Module:												
Vol/Sat:	0.45	0.44	0.43	0.57	0.56	0.55	0.26	0.26	0.26	0.27	0.27	0.27
Crit Moves:	****			****			****					****
Delay/Veh:	13.8	13.4	12.8	16.2	15.7	15.1	11.6	11.6	11.6	11.5	11.5	11.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.8	13.4	12.8	16.2	15.7	15.1	11.6	11.6	11.6	11.5	11.5	11.5
LOS by Move:	B	B	B	C	C	C	B	B	B	B	B	B
ApproachDel:	13.3			15.7			11.6			11.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	13.3			15.7			11.6			11.5		
LOS by Appr:	B			C			B			B		
AllWayAvgQ:	0.7	0.7	0.7	1.2	1.1	1.1	0.3	0.3	0.3	0.3	0.3	0.3

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

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

Intersection #1 Canon Drive/Dayton Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.654
Loss Time (sec):	33	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	77	Level Of Service:	B

Street Name:	Canon Drive						Dayton Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1 1	0	0 1	1 0	0	0 1	0 1	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	244	79	85	334	0	82	257	115	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	244	79	85	334	0	82	257	115	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project Tri:	0	4	31	6	0	0	0	0	0	0	0	0
Initial Fut:	0	248	110	91	334	0	82	257	115	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	0	259	115	95	349	0	86	268	120	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	259	115	95	349	0	86	268	120	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	259	115	95	349	0	86	268	120	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.39	0.61	0.43	1.57	0.00	0.36	1.13	0.51	0.00	0.00	0.00
Final Sat.:	0	2217	983	685	2515	0	578	1811	811	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.12	0.06	0.14	0.00	0.05	0.15	0.15	0.00	0.00	0.00
Crit Moves:		****		****				****				

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

Intersection #2 Crescent Drive / Dayton Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.392
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	Level Of Service:	A

Street Name:	Crescent Drive						Dayton Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1 1	0	0 1	1 0	0	1 0	1 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	0	336	30	22	370	0	139	143	110	33	0	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	336	30	22	370	0	139	143	110	33	0	55
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project Tri:	0	0	0	0	5	0	1	1	10	0	0	0
Initial Fut:	0	336	30	22	375	0	140	144	120	33	0	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	359	32	24	401	0	150	154	128	35	0	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	359	32	24	401	0	150	154	128	35	0	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	359	32	24	401	0	150	154	128	35	0	59
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.84	0.16	0.11	1.89	0.00	1.00	1.00	1.00	0.38	0.00	0.62
Final Sat.:	0	2938	262	177	3023	0	1600	1600	1600	600	0	1000
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.12	0.01	0.13	0.00	0.09	0.10	0.08	0.06	0.00	0.06
Crit Moves:		****		****				****		****		

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

Intersection #3 Canon Drive / Clifton Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.536
Loss Time (sec):	0	Average Delay (sec/veh):	13.6
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Canon Drive						Clifton Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	1	0 1	1 0	1	0 0	1 0	0 0	1! 0	0
Volume Module:												
Base Vol:	31	225	76	66	390	14	7	15	29	61	12	164
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	225	76	66	390	14	7	15	29	61	12	164
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project Tri:	0	14	0	0	0	0	0	0	0	1	0	21
Initial Fut:	31	239	76	66	390	14	7	15	29	62	12	185
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	35	270	86	75	441	16	8	17	33	70	14	209
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	270	86	75	441	16	8	17	33	70	14	209
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	270	86	75	441	16	8	17	33	70	14	209
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.18	1.38	0.44	1.00	1.93	0.07	1.00	0.34	0.66	0.24	0.05	0.71
Final Sat.:	96	757	249	491	1024	37	419	161	311	131	25	390
Capacity Analysis Module:												
Vol/Sat:	0.37	0.36	0.34	0.15	0.43	0.43	0.02	0.11	0.11	0.54	0.54	0.54
Crit Moves:	****				****			****				****
Delay/Veh:	12.7	12.3	11.8	11.1	14.0	13.9	10.7	10.3	10.3	15.9	15.9	15.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.7	12.3	11.8	11.1	14.0	13.9	10.7	10.3	10.3	15.9	15.9	15.9
LOS by Move:	B	B	B	B	B	B	B	B	B	C	C	C
ApproachDel:	12.2			13.6			10.4			15.9		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	12.2			13.6			10.4			15.9		
LOS by Appr:	B			B			B			C		
AllWayAvgQ:	0.5	0.5	0.5	0.2	0.7	0.7	0.0	0.1	0.1	1.0	1.0	1.0

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

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

Intersection #4 Crescent Drive / Clifton Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.473
Loss Time (sec):	0	Average Delay (sec/veh):	12.3
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Crescent Drive						Clifton Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	48	270	36	38	375	104	44	51	46	34	88	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	270	36	38	375	104	44	51	46	34	88	45
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project Tri:	0	0	0	0	3	12	0	0	0	0	0	0
Initial Fut:	48	270	36	38	378	116	44	51	46	34	88	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	50	280	37	39	391	120	46	53	48	35	91	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	280	37	39	391	120	46	53	48	35	91	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	280	37	39	391	120	46	53	48	35	91	47
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.27	1.53	0.20	0.14	1.42	0.44	0.31	0.36	0.33	0.20	0.53	0.27
Final Sat.:	149	858	117	83	849	271	167	194	175	111	287	147
Capacity Analysis Module:												
Vol/Sat:	0.33	0.33	0.32	0.47	0.46	0.44	0.27	0.27	0.27	0.32	0.32	0.32
Crit Moves:	****			****			****				****	
Delay/Veh:	12.0	11.7	11.4	13.8	13.3	12.6	11.3	11.3	11.3	11.7	11.7	11.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.0	11.7	11.4	13.8	13.3	12.6	11.3	11.3	11.3	11.7	11.7	11.7
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
ApproachDel:	11.7			13.2			11.3			11.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	11.7			13.2			11.3			11.7		
LOS by Appr:	B			B			B			B		
AllWayAvgQ:	0.5	0.4	0.4	0.8	0.7	0.7	0.3	0.3	0.3	0.4	0.4	0.4

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

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

Intersection #1 Canon Drive/Dayton Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.798
Loss Time (sec):	33	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	98	Level Of Service:	C

Street Name:	Canon Drive						Dayton Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	1	0	0	1	1	0	0	0	1	0	1	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	287	115	82	320	0	122	540	115	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	287	115	82	320	0	122	540	115	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project Tri:	0	8	48	10	0	0	0	0	0	0	0	0
Initial Fut:	0	295	163	92	320	0	122	540	115	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	311	172	97	338	0	129	570	121	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	311	172	97	338	0	129	570	121	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	311	172	97	338	0	129	570	121	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.29	0.71	0.45	1.55	0.00	0.31	1.39	0.30	0.00	0.00	0.00
Final Sat.:	0	2061	1139	715	2485	0	502	2224	474	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.15	0.06	0.14	0.00	0.08	0.26	0.26	0.00	0.00	0.00
Crit Moves:		****		****				****				

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

Intersection #2 Crescent Drive / Dayton Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.616
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	B

Street Name:	Crescent Drive						Dayton Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1 1	0	0 1	1 0	0	1 0	1 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	0	421	41	52	385	0	156	398	163	33	0	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	421	41	52	385	0	156	398	163	33	0	31
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project Tri:	0	0	0	0	8	0	2	1	17	0	0	0
Initial Fut:	0	421	41	52	393	0	158	399	180	33	0	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	466	45	58	435	0	175	442	199	37	0	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	466	45	58	435	0	175	442	199	37	0	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	466	45	58	435	0	175	442	199	37	0	34
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.82	0.18	0.23	1.77	0.00	1.00	1.00	1.00	0.52	0.00	0.48
Final Sat.:	0	2916	284	374	2826	0	1600	1600	1600	825	0	775
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.16	0.04	0.15	0.00	0.11	0.28	0.12	0.04	0.00	0.04
Crit Moves:		****		****				****				****

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

Intersection #3 Canon Drive / Clifton Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.428
Loss Time (sec):	0	Average Delay (sec/veh):	12.0
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Canon Drive					Clifton Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1 0	1	0	1 0	1	1 0	1 0	0	1 0	0 0	1!	0 0
Volume Module:												
Base Vol:	2	244	44	76	389	2	18	20	37	55	1	132
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	244	44	76	389	2	18	20	37	55	1	132
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project Tri:	0	21	0	0	0	0	0	0	0	2	0	35
Initial Fut:	2	265	44	76	389	2	18	20	37	57	1	167
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	2	281	47	81	412	2	19	21	39	60	1	177
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	281	47	81	412	2	19	21	39	60	1	177
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	281	47	81	412	2	19	21	39	60	1	177
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.01	1.71	0.28	1.00	1.99	0.01	1.00	0.35	0.65	0.25	0.01	0.74
Final Sat.:	7	964	163	511	1099	6	445	177	328	141	2	413
Capacity Analysis Module:												
Vol/Sat:	0.30	0.29	0.29	0.16	0.37	0.37	0.04	0.12	0.12	0.43	0.43	0.43
Crit Moves:	****				****			****			****	
Delay/Veh:	11.3	11.1	10.9	10.8	12.6	12.6	10.5	10.0	10.0	13.4	13.4	13.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.3	11.1	10.9	10.8	12.6	12.6	10.5	10.0	10.0	13.4	13.4	13.4
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
ApproachDel:	11.1			12.3			10.1			13.4		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	11.1			12.3			10.1			13.4		
LOS by Appr:	B			B			B			B		
AllWayAvgQ:	0.4	0.4	0.4	0.2	0.6	0.6	0.0	0.1	0.1	0.7	0.7	0.7

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

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

Intersection #4 Crescent Drive / Clifton Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.588
Loss Time (sec):	0	Average Delay (sec/veh):	14.4
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Crescent Drive						Clifton Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	38	365	81	47	520	72	41	56	33	24	52	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	365	81	47	520	72	41	56	33	24	52	59
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project Tri:	0	0	0	0	6	19	0	0	0	0	0	0
Initial Fut:	38	365	81	47	526	91	41	56	33	24	52	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	39	376	83	48	541	94	42	58	34	25	53	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	376	83	48	541	94	42	58	34	25	53	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	39	376	83	48	541	94	42	58	34	25	53	61
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.16	1.51	0.33	0.14	1.59	0.27	0.32	0.43	0.25	0.18	0.38	0.44
Final Sat.:	87	855	195	82	938	166	160	219	129	93	200	227
Capacity Analysis Module:												
Vol/Sat:	0.45	0.44	0.43	0.59	0.58	0.56	0.26	0.26	0.26	0.27	0.27	0.27
Crit Moves:	****			****			****			****		
Delay/Veh:	13.9	13.5	12.9	16.9	16.3	15.6	11.7	11.7	11.7	11.5	11.5	11.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.9	13.5	12.9	16.9	16.3	15.6	11.7	11.7	11.7	11.5	11.5	11.5
LOS by Move:	B	B	B	C	C	C	B	B	B	B	B	B
ApproachDel:	13.4			16.2			11.7			11.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	13.4			16.2			11.7			11.5		
LOS by Appr:	B			C			B			B		
AllWayAvgQ:	0.7	0.7	0.7	1.3	1.2	1.2	0.3	0.3	0.3	0.3	0.3	0.3

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

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

Intersection #1 Canon Drive/Dayton Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.649
Loss Time (sec):	33	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	77	Level Of Service:	B

Street Name:	Canon Drive						Dayton Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1 1	0	0 1	1 0	0	0 1	0 1	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	255	81	87	356	0	84	262	122	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	255	81	87	356	0	84	262	122	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	255	81	87	356	0	84	262	122	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	0	266	85	91	372	0	88	273	127	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	266	85	91	372	0	88	273	127	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	266	85	91	372	0	88	273	127	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.52	0.48	0.39	1.61	0.00	0.36	1.12	0.52	0.00	0.00	0.00
Final Sat.:	0	2429	771	628	2572	0	574	1791	834	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.11	0.06	0.14	0.00	0.05	0.15	0.15	0.00	0.00	0.00
Crit Moves:		****		****				****				

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

Intersection #2 Crescent Drive / Dayton Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.397
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	Level Of Service:	A

Street Name:	Crescent Drive						Dayton Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1 1	0	0 1	1 0	0	1 0	1 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	0	343	31	22	377	0	142	146	112	34	0	56
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	343	31	22	377	0	142	146	112	34	0	56
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	343	31	22	377	0	142	146	112	34	0	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	367	33	24	403	0	152	156	120	36	0	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	367	33	24	403	0	152	156	120	36	0	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	367	33	24	403	0	152	156	120	36	0	60
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.83	0.17	0.11	1.89	0.00	1.00	1.00	1.00	0.38	0.00	0.62
Final Sat.:	0	2935	265	176	3024	0	1600	1600	1600	604	0	996
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.13	0.01	0.13	0.00	0.09	0.10	0.07	0.06	0.00	0.06
Crit Moves:		****		****				****		****		

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

Intersection #3 Canon Drive / Clifton Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.506
Loss Time (sec):	0	Average Delay (sec/veh):	13.7
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Canon Drive						Clifton Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	1 0	1 1	0	1 0	0 1	0	0 0	1! 0	0
Volume Module:												
Base Vol:	31	264	78	67	408	14	7	15	29	62	12	167
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	264	78	67	408	14	7	15	29	62	12	167
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	264	78	67	408	14	7	15	29	62	12	167
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	35	298	88	76	461	16	8	17	33	70	14	189
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	298	88	76	461	16	8	17	33	70	14	189
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	298	88	76	461	16	8	17	33	70	14	189
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.17	1.41	0.42	1.00	1.93	0.07	1.00	0.34	0.66	0.26	0.05	0.69
Final Sat.:	90	781	239	490	1027	35	415	160	309	138	27	373
Capacity Analysis Module:												
Vol/Sat:	0.39	0.38	0.37	0.15	0.45	0.45	0.02	0.11	0.11	0.51	0.51	0.51
Crit Moves:	****				****				****	****		
Delay/Veh:	13.0	12.7	12.1	11.1	14.4	14.3	10.8	10.4	10.4	15.4	15.4	15.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.0	12.7	12.1	11.1	14.4	14.3	10.8	10.4	10.4	15.4	15.4	15.4
LOS by Move:	B	B	B	B	B	B	B	B	B	C	C	C
ApproachDel:	12.6			14.0			10.4			15.4		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	12.6			14.0			10.4			15.4		
LOS by Appr:	B			B			B			C		
AllWayAvgQ:	0.6	0.5	0.5	0.2	0.8	0.7	0.0	0.1	0.1	0.9	0.9	0.9

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

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

Intersection #4 Crescent Drive / Clifton Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.472
Loss Time (sec):	0	Average Delay (sec/veh):	12.4
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Crescent Drive						Clifton Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1 0	1 0		0 1 0	1 0		0 0 1!	0 0		0 0 1!	0 0	
Volume Module:												
Base Vol:	49	275	37	39	383	106	45	52	47	35	90	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	49	275	37	39	383	106	45	52	47	35	90	46
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	49	275	37	39	383	106	45	52	47	35	90	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	51	285	38	40	396	110	47	54	49	36	93	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	285	38	40	396	110	47	54	49	36	93	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	51	285	38	40	396	110	47	54	49	36	93	48
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.27	1.53	0.20	0.15	1.45	0.40	0.31	0.36	0.33	0.20	0.53	0.27
Final Sat.:	149	853	117	85	860	246	167	193	174	111	285	146
Capacity Analysis Module:												
Vol/Sat:	0.34	0.33	0.33	0.47	0.46	0.45	0.28	0.28	0.28	0.33	0.33	0.33
Crit Moves:	****			****					****		****	
Delay/Veh:	12.1	11.8	11.5	13.9	13.4	12.7	11.4	11.4	11.4	11.8	11.8	11.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.1	11.8	11.5	13.9	13.4	12.7	11.4	11.4	11.4	11.8	11.8	11.8
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
ApproachDel:	11.8			13.3			11.4			11.8		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	11.8			13.3			11.4			11.8		
LOS by Appr:	B			B			B			B		
AllWayAvgQ:	0.5	0.4	0.4	0.8	0.7	0.7	0.3	0.3	0.3	0.4	0.4	0.4

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

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

Intersection #1 Canon Drive/Dayton Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.792
Loss Time (sec):	33	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	97	Level Of Service:	C

Street Name:	Canon Drive						Dayton Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1 1	0	0 1	1 0	0	0 1	0 1	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	320	117	84	337	0	124	551	121	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	320	117	84	337	0	124	551	121	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	320	117	84	337	0	124	551	121	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	338	123	89	355	0	131	581	128	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	338	123	89	355	0	131	581	128	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	338	123	89	355	0	131	581	128	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.46	0.54	0.40	1.60	0.00	0.31	1.39	0.30	0.00	0.00	0.00
Final Sat.:	0	2343	857	638	2562	0	498	2215	486	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.14	0.06	0.14	0.00	0.08	0.26	0.26	0.00	0.00	0.00
Crit Moves:		****		****				****				

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

Intersection #2 Crescent Drive / Dayton Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.626
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	B

Street Name:	Crescent Drive						Dayton Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1 1	0	0 1	1 0	0	1 0	1 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	0	429	42	53	393	0	159	406	166	34	0	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	429	42	53	393	0	159	406	166	34	0	32
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	429	42	53	393	0	159	406	166	34	0	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	475	47	59	435	0	176	450	184	38	0	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	475	47	59	435	0	176	450	184	38	0	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	475	47	59	435	0	176	450	184	38	0	35
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.82	0.18	0.24	1.76	0.00	1.00	1.00	1.00	0.52	0.00	0.48
Final Sat.:	0	2915	285	380	2820	0	1600	1600	1600	824	0	776
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.16	0.04	0.15	0.00	0.11	0.28	0.11	0.05	0.00	0.05
Crit Moves:		****		****				****		****		

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

Intersection #3 Canon Drive / Clifton Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.420
Loss Time (sec):	0	Average Delay (sec/veh):	12.2
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Canon Drive						Clifton Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	1 0	1 1	0	1 0	0 1	0	0 0	1! 0	0
Volume Module:												
Base Vol:	2	276	45	78	443	2	18	20	37	56	1	135
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	276	45	78	443	2	18	20	37	56	1	135
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	276	45	78	443	2	18	20	37	56	1	135
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	2	292	48	83	469	2	19	21	39	59	1	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	292	48	83	469	2	19	21	39	59	1	143
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	292	48	83	469	2	19	21	39	59	1	143
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.01	1.71	0.28	1.00	1.99	0.01	1.00	0.35	0.65	0.29	0.01	0.70
Final Sat.:	7	974	162	519	1118	5	441	176	325	159	3	382
Capacity Analysis Module:												
Vol/Sat:	0.30	0.30	0.29	0.16	0.42	0.42	0.04	0.12	0.12	0.37	0.37	0.37
Crit Moves:	****				****			****		****		
Delay/Veh:	11.4	11.2	11.0	10.7	13.3	13.2	10.5	10.1	10.1	12.8	12.8	12.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.4	11.2	11.0	10.7	13.3	13.2	10.5	10.1	10.1	12.8	12.8	12.8
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
ApproachDel:	11.2			12.9			10.2			12.8		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	11.2			12.9			10.2			12.8		
LOS by Appr:	B			B			B			B		
AllWayAvgQ:	0.4	0.4	0.4	0.2	0.7	0.7	0.0	0.1	0.1	0.5	0.5	0.5

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

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

Intersection #4 Crescent Drive / Clifton Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.581
Loss Time (sec):	0	Average Delay (sec/veh):	14.4
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Crescent Drive						Clifton Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1 0	1 0		0 1 0	1 0		0 0 1!	0 0		0 0 1!	0 0	
Volume Module:												
Base Vol:	39	372	83	48	530	73	42	57	34	24	53	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	372	83	48	530	73	42	57	34	24	53	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	372	83	48	530	73	42	57	34	24	53	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	40	383	85	49	545	75	43	59	35	25	55	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	383	85	49	545	75	43	59	35	25	55	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	383	85	49	545	75	43	59	35	25	55	62
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.16	1.51	0.33	0.15	1.63	0.22	0.32	0.43	0.25	0.17	0.39	0.44
Final Sat.:	87	852	195	85	956	134	160	218	130	91	201	227
Capacity Analysis Module:												
Vol/Sat:	0.46	0.45	0.44	0.58	0.57	0.56	0.27	0.27	0.27	0.27	0.27	0.27
Crit Moves:	****			****					****		****	
Delay/Veh:	14.1	13.7	13.1	16.7	16.2	15.6	11.8	11.8	11.8	11.6	11.6	11.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.1	13.7	13.1	16.7	16.2	15.6	11.8	11.8	11.8	11.6	11.6	11.6
LOS by Move:	B	B	B	C	C	C	B	B	B	B	B	B
ApproachDel:	13.6			16.2			11.8			11.6		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	13.6			16.2			11.8			11.6		
LOS by Appr:	B			C			B			B		
AllWayAvgQ:	0.8	0.7	0.7	1.3	1.2	1.2	0.3	0.3	0.3	0.3	0.3	0.3

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

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

Intersection #1 Canon Drive/Dayton Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.664
Loss Time (sec):	33	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	78	Level Of Service:	B

Street Name:	Canon Drive						Dayton Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1 1	0	0 1	1 0	0	0 1	0 1	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	255	81	87	356	0	84	262	122	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	255	81	87	356	0	84	262	122	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project Tri:	0	4	31	6	0	0	0	0	0	0	0	0
Initial Fut:	0	259	112	93	356	0	84	262	122	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	0	270	117	97	372	0	88	273	127	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	270	117	97	372	0	88	273	127	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	270	117	97	372	0	88	273	127	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.40	0.60	0.41	1.59	0.00	0.36	1.12	0.52	0.00	0.00	0.00
Final Sat.:	0	2234	966	663	2537	0	574	1791	834	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.12	0.06	0.15	0.00	0.05	0.15	0.15	0.00	0.00	0.00
Crit Moves:		****		****				****				

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

Intersection #2 Crescent Drive / Dayton Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.393
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	Level Of Service:	A

Street Name:	Crescent Drive						Dayton Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	1	0	0	1	1	0	0	1	0
Volume Module:												
Base Vol:	0	343	31	22	377	0	142	146	112	34	0	56
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	343	31	22	377	0	142	146	112	34	0	56
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project Tri:	0	0	0	0	5	0	1	1	10	0	0	0
Initial Fut:	0	343	31	22	382	0	143	147	122	34	0	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	367	33	24	409	0	153	157	130	36	0	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	367	33	24	409	0	153	157	130	36	0	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	367	33	24	409	0	153	157	130	36	0	60
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.83	0.17	0.11	1.89	0.00	1.00	1.00	1.00	0.38	0.00	0.62
Final Sat.:	0	2935	265	174	3026	0	1600	1600	1600	604	0	996
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.13	0.01	0.14	0.00	0.10	0.10	0.08	0.06	0.00	0.06
Crit Moves:	****				****			****		****		

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

Intersection #3 Canon Drive / Clifton Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.553
Loss Time (sec):	0	Average Delay (sec/veh):	14.3
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Canon Drive						Clifton Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	1	0 1	1 0	1	0 0	1 0	0 0	1! 0	0
Volume Module:												
Base Vol:	31	264	78	67	408	14	7	15	29	62	12	167
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	264	78	67	408	14	7	15	29	62	12	167
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project Tri:	0	14	0	0	0	0	0	0	0	1	0	21
Initial Fut:	31	278	78	67	408	14	7	15	29	63	12	188
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	35	314	88	76	461	16	8	17	33	71	14	212
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	314	88	76	461	16	8	17	33	71	14	212
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	314	88	76	461	16	8	17	33	71	14	212
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.16	1.44	0.40	1.00	1.93	0.07	1.00	0.34	0.66	0.24	0.05	0.71
Final Sat.:	85	779	226	481	1004	35	409	157	303	129	25	384
Capacity Analysis Module:												
Vol/Sat:	0.41	0.40	0.39	0.16	0.46	0.46	0.02	0.11	0.11	0.55	0.55	0.55
Crit Moves:	****				****				****	****		
Delay/Veh:	13.6	13.2	12.6	11.3	14.9	14.8	10.9	10.5	10.5	16.7	16.7	16.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.6	13.2	12.6	11.3	14.9	14.8	10.9	10.5	10.5	16.7	16.7	16.7
LOS by Move:	B	B	B	B	B	B	B	B	B	C	C	C
ApproachDel:	13.1			14.4			10.6			16.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	13.1			14.4			10.6			16.7		
LOS by Appr:	B			B			B			C		
AllWayAvgQ:	0.6	0.6	0.6	0.2	0.8	0.8	0.0	0.1	0.1	1.1	1.1	1.1

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

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

Intersection #4 Crescent Drive / Clifton Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.486
Loss Time (sec):	0	Average Delay (sec/veh):	12.6
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Crescent Drive						Clifton Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	49	275	37	39	383	106	45	52	47	35	90	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	49	275	37	39	383	106	45	52	47	35	90	46
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project Tri:	0	0	0	0	3	12	0	0	0	0	0	0
Initial Fut:	49	275	37	39	386	118	45	52	47	35	90	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	51	285	38	40	400	122	47	54	49	36	93	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	285	38	40	400	122	47	54	49	36	93	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	51	285	38	40	400	122	47	54	49	36	93	48
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.27	1.53	0.20	0.14	1.43	0.43	0.31	0.36	0.33	0.20	0.53	0.27
Final Sat.:	148	850	117	83	843	268	166	192	173	111	285	146
Capacity Analysis Module:												
Vol/Sat:	0.34	0.33	0.33	0.49	0.47	0.46	0.28	0.28	0.28	0.33	0.33	0.33
Crit Moves:	****			****				****			****	
Delay/Veh:	12.2	11.9	11.6	14.2	13.7	12.9	11.4	11.4	11.4	11.9	11.9	11.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.2	11.9	11.6	14.2	13.7	12.9	11.4	11.4	11.4	11.9	11.9	11.9
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
ApproachDel:	11.9			13.5			11.4			11.9		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	11.9			13.5			11.4			11.9		
LOS by Appr:	B			B			B			B		
AllWayAvgQ:	0.5	0.4	0.4	0.9	0.8	0.8	0.3	0.3	0.3	0.4	0.4	0.4

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

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

Intersection #1 Canon Drive/Dayton Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.817
Loss Time (sec):	33	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	102	Level Of Service:	D

Street Name:	Canon Drive						Dayton Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1 1	0	0 1	1 0	0	0 1	0 1	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	320	117	84	337	0	124	551	121	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	320	117	84	337	0	124	551	121	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project Tri:	0	8	48	10	0	0	0	0	0	0	0	0
Initial Fut:	0	328	165	94	337	0	124	551	121	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	346	174	99	355	0	131	581	128	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	346	174	99	355	0	131	581	128	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	346	174	99	355	0	131	581	128	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.33	0.67	0.44	1.56	0.00	0.31	1.39	0.30	0.00	0.00	0.00
Final Sat.:	0	2129	1071	698	2502	0	498	2215	486	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.16	0.06	0.14	0.00	0.08	0.26	0.26	0.00	0.00	0.00
Crit Moves:		****		****				****				

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

Intersection #2 Crescent Drive / Dayton Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.627
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	B

Street Name:	Crescent Drive						Dayton Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1 1	0	0 1	1 0	0	1 0	1 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	0	429	42	53	393	0	159	406	166	34	0	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	429	42	53	393	0	159	406	166	34	0	32
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project Tri:	0	0	0	0	8	0	2	1	17	0	0	0
Initial Fut:	0	429	42	53	401	0	161	407	183	34	0	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	475	47	59	444	0	178	451	203	38	0	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	475	47	59	444	0	178	451	203	38	0	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	475	47	59	444	0	178	451	203	38	0	35
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.82	0.18	0.23	1.77	0.00	1.00	1.00	1.00	0.52	0.00	0.48
Final Sat.:	0	2915	285	374	2826	0	1600	1600	1600	824	0	776
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.16	0.04	0.16	0.00	0.11	0.28	0.13	0.05	0.00	0.05
Crit Moves:		****		****				****		****		

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

Intersection #3 Canon Drive / Clifton Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.448
Loss Time (sec):	0	Average Delay (sec/veh):	12.9
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Canon Drive						Clifton Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	1	0 1	1 0	1	0 0	1 0	0 0	1! 0	0
Volume Module:												
Base Vol:	2	276	45	78	443	2	18	20	37	56	1	135
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	276	45	78	443	2	18	20	37	56	1	135
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project Tri:	0	21	0	0	0	0	0	0	0	2	0	35
Initial Fut:	2	297	45	78	443	2	18	20	37	58	1	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	2	315	48	83	469	2	19	21	39	61	1	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	315	48	83	469	2	19	21	39	61	1	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	315	48	83	469	2	19	21	39	61	1	180
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.01	1.73	0.26	1.00	1.99	0.01	1.00	0.35	0.65	0.25	0.01	0.74
Final Sat.:	6	957	147	502	1080	5	430	170	315	137	2	402
Capacity Analysis Module:												
Vol/Sat:	0.33	0.33	0.32	0.16	0.43	0.43	0.04	0.12	0.12	0.45	0.45	0.45
Crit Moves:	****				****			****			****	
Delay/Veh:	12.0	11.8	11.6	11.0	13.9	13.9	10.7	10.3	10.3	14.0	14.0	14.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.0	11.8	11.6	11.0	13.9	13.9	10.7	10.3	10.3	14.0	14.0	14.0
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
ApproachDel:	11.8			13.4			10.4			14.0		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	11.8			13.4			10.4			14.0		
LOS by Appr:	B			B			B			B		
AllWayAvgQ:	0.4	0.4	0.4	0.2	0.7	0.7	0.0	0.1	0.1	0.7	0.7	0.7

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

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

Intersection #4 Crescent Drive / Clifton Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.603
Loss Time (sec):	0	Average Delay (sec/veh):	14.8
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Crescent Drive						Clifton Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	39	372	83	48	530	73	42	57	34	24	53	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	372	83	48	530	73	42	57	34	24	53	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project Tri:	0	0	0	0	6	19	0	0	0	0	0	0
Initial Fut:	39	372	83	48	536	92	42	57	34	24	53	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	40	383	85	49	551	95	43	59	35	25	55	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	383	85	49	551	95	43	59	35	25	55	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	383	85	49	551	95	43	59	35	25	55	62
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.16	1.51	0.33	0.14	1.59	0.27	0.32	0.43	0.25	0.17	0.39	0.44
Final Sat.:	87	847	194	82	933	164	160	217	129	90	200	226
Capacity Analysis Module:												
Vol/Sat:	0.46	0.45	0.44	0.60	0.59	0.58	0.27	0.27	0.27	0.27	0.27	0.27
Crit Moves:	****			****				****			****	
Delay/Veh:	14.2	13.8	13.2	17.5	16.8	16.1	11.8	11.8	11.8	11.7	11.7	11.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.2	13.8	13.2	17.5	16.8	16.1	11.8	11.8	11.8	11.7	11.7	11.7
LOS by Move:	B	B	B	C	C	C	B	B	B	B	B	B
ApproachDel:	13.7			16.8			11.8			11.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	13.7			16.8			11.8			11.7		
LOS by Appr:	B			C			B			B		
AllWayAvgQ:	0.8	0.7	0.7	1.4	1.3	1.3	0.3	0.3	0.3	0.3	0.3	0.3

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

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Attachment F
Architectural Plans

PROVIDED UNDER SEPARATE COVER