Appendix G

Transportation

One Beverly Hills Overlay Specific Plan

Transportation Impact Report

Prepared for:
Rincon Consultants, Inc.

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FEHR PEERS

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1. Study Overview

This transportation impact report presents the results of the analysis conducted by Fehr & Peers for the proposed One Beverly Hills Overlay Specific Plan (herein referred to as "proposed project" or "project") in the City of Beverly Hills. The purpose of this study is to provide the transportation impact analysis required for the Supplemental Environmental Impact Report being prepared for the proposed project. Transportation conditions in the project vicinity with the development of the proposed land use changes are compared to existing conditions and to the previously approved Specific Plans. This chapter outlines the purpose of the study, the geographic scope, and the study scenarios.

1.1 Study Purpose

The One Beverly Hills Overlay Specific Plan proposes to establish a new Overlay Specific Plan that will allow for the comprehensive and coordinated redevelopment of the project site. The Overlay Specific Plan will be a standalone planning document and would not affect or replace the two existing, previously approved Specific Plans that regulate a portion of the project site, or the current C-3 zoning on the gas station site. Upon approval, the developer can elect to implement either the proposed Overlay Specific Plan or the previously approved Specific Plans. The Beverly Hilton Specific Plan was approved in 2008 and covers 9850-9876 Wilshire Boulevard, and the 9900 Wilshire Specific Plan was approved in 2008 and amended in 2016 and covers 9900 Wilshire Boulevard (collectively referred to as the "Existing Specific Plans"). Additionally, the project site includes the existing gas station, although currently not in operation, at 9988 Wilshire Boulevard, which is zoned C-3 commercial and is not included in the Existing Specific Plans. The proposed Overlay Specific Plan will overlay the three existing sites and, if enacted, regulate development of the project site upon collective approval of all property owners and lenders, in which case the existing Beverly Hilton and 9900 Wilshire Specific Plans would be superseded.

The purpose of this study is to analyze transportation impacts with the new development that will occur with the Overlay Specific Plan based on changes to existing transportation conditions. In addition, the transportation impacts of the Overlay Specific Plan are compared to the impacts of the Existing Specific Plans. Since the approval of the Existing Specific Plans, the City of Beverly Hills has adopted new transportation impact thresholds and guidelines to adhere to CEQA requirements pertaining to Senate Bill 743 (SB 743). The primary purpose of SB 743 was eliminating level of service (LOS) as a measure of vehicular capacity and traffic congestion as a basis for determining significant transportation impacts under CEQA. Rather, SB 743 required lead agencies to shift the focus from evaluating traffic impacts based on metrics that only consider vehicle travel time and delay (i.e., impacts to drivers) to metrics that capture the state's goals of improved air quality, reduced greenhouse gas emissions, and improved public health (i.e., impacts of driving).

In response to SB 743, the Governor's Office of Planning and Research (OPR) selected vehicle miles of travel (VMT) as the new transportation impact metric for which lead agencies are required to define methodologies, thresholds, and mitigation consistent with their respective General Plan goals. It should be noted that while LOS no longer constitutes a CEQA impact, it can still be used to inform decision makers on the overall effects of a project. The deadline for agencies to implement SB 743 was July 1, 2020.

Given the new CEQA requirements, a separate traffic operations analysis has been completed and documented in the *One Beverly Hills Overlay Specific Plan Local Transportation Assessment* (Fehr & Peers, December 2020). This traffic operations report analyzes changes to intersection LOS with the proposed Overlay Specific Plan and compares traffic operations with the proposed Overlay Specific Plan to the Existing Specific Plans.

1.2 Project Study Area

The One Beverly Hills Overlay Specific Plan is located along the western edge of the City of Beverly Hills. As shown in **Figure 1**, the project site is bordered by North Santa Monica Boulevard, Wilshire Boulevard, and the Los Angeles Country Club. The project study area is generally bounded by Avenue of the Stars to the west, Sunset Boulevard to the north, Beverly Drive to the east, and Olympic Boulevard to the south. Figure 1 displays the study area and the locations of the following study intersections:

1. North Santa Monica Boulevard & Beverly Drive (S)*
2. North Santa Monica Boulevard & Wilshire Boulevard (S)
3. South Santa Monica Boulevard & Beverly Drive (S)
4. South Santa Monica Boulevard & Wilshire Boulevard (S)
5. North Santa Monica Boulevard & Merv Griffin Way (SSSC)**
6. Wilshire Boulevard & Beverly Drive (S)
7. Wilshire Boulevard & Whittier Drive/Merv Griffin Way (S)
8. Santa Monica Boulevard & North/South Crossover (S)
9. Santa Monica Boulevard & Century Park East (S)
10. Sunset Boulevard & Whittier Drive (S)
11. Santa Monica Boulevard & Avenue of the Stars (S)

* (S) indicates signalized intersection
** (SSSC) indicates side-street stop-controlled intersection

These intersections were studied as part of the transportation analysis for Existing Specific Plans. While CEQA no longer requires an operational analysis of specific intersections, current travel demands at these locations can be compared to the previous transportation studies completed for the Existing Specific Plans to describe how travel conditions have changed in the study area.

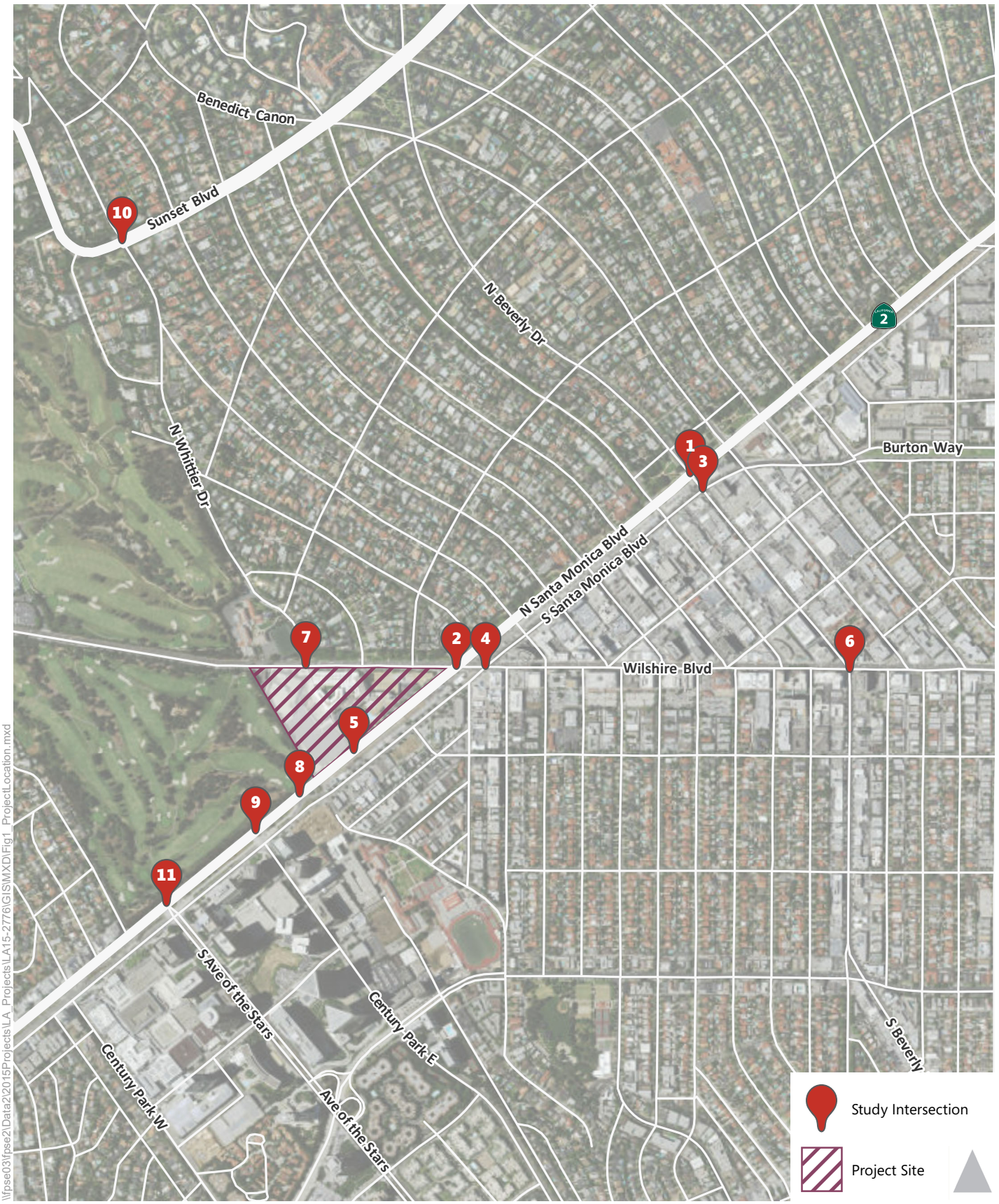


Figure 1

One Beverly Hills

Overlay Specific Plan Project Location and Study Intersections

The following three roadway segments were also part of the transportation analysis completed for the Existing Specific Plans and are included in this study:

1. Whittier Drive between Wilshire Boulevard and Elevado Avenue
2. Whittier Drive between Elevado Avenue and Lomitas Avenue
3. Elevado Avenue between Whittier Drive and North Beverly Drive

1.3 Analysis Scenarios

The following scenarios are considered in the analysis of transportation impacts:

- **Existing (2019) Conditions** – Existing conditions is based on traffic volume estimates that reflect 2019 conditions. The existing conditions traffic volumes were developed from traffic counts collected in fall 2019 at six of the study locations and manual adjustments to previously collected traffic counts at the remaining five study intersections (as described in detail in Chapter 2, Section 2.2.2). Since the gas station was not in operation at the time the new 2019 traffic counts were collected, the additional vehicle-trips generated by the gas station were also added to the 2019 traffic volumes to reflect operation of all land uses on the project site.
- **Existing (2019) plus Existing Specific Plans Conditions –** This scenario accounts for the land use and site access changes that would occur with the implementation of the Existing Specific Plans.
- **Existing (2019) plus Project Conditions** – This scenario reflects the changes to project-generated travel demands based on development that will occur with the One Beverly Hills Overlay Specific Plan. This scenario considers both the land use and site access changes proposed under the One Beverly Hills Overlay Specific Plan and is used to compare traffic impacts of the Overlay Specific Plan to both Existing conditions and Existing plus Existing Specific Plans conditions.
- **Cumulative (2026) Conditions** – Future traffic projections with the approved Existing Specific Plans were developed to reflect the year 2026. This scenario reflects future travel demands from regional growth and related projects in the vicinity of the project site by the anticipated project opening year of 2026.
- **Cumulative (2026) plus Project Conditions** – This scenario reflects the changes to project-generated travel demands in the year 2026 with the land use and site access changes proposed under the One Beverly Hills Overlay Specific Plan.

2. Existing & Planned Transportation Conditions

This chapter discusses the existing plans and policies related to transportation in the City of Beverly Hills and the transportation conditions in the project study area. This discussion addresses the existing and planned roadway network, the bus transit network, and the bicycle and pedestrian facilities in the study area. In addition, the City is currently preparing complete streets and streetscape plans that identify goals and policies and potential improvements in the study area to enhance active transportation and transit service that are included in this chapter.

2.1 Existing Plans & Policies

This section summarizes state, regional, and local regulatory framework that serve as the foundation for evaluating transportation impacts under CEQA.

2.1.1.1 California Environmental Quality Act

CEQA generally requires state and local government agencies to inform decision makers and the public about the potential environmental impacts of proposed projects, and to reduce those environmental impacts to the extent feasible. CEQA Section 15064.3 describes specific considerations for determining a project's transportation impacts. Generally, vehicle miles traveled (VMT) is the most appropriate measure of transportation impacts. For the purposes of this section, "vehicle miles traveled" refers to the amount and distance of automobile travel attributable to a project. Other relevant considerations may include the effects of the project on transit and non-motorized travel (CEQA 2019).

2.1.1.2 California Senate Bill 743

Senate Bill 743 (SB 743) directed the Office of Planning and Research (OPR) to develop revisions to the CEQA Guidelines to establish new criteria for determining the significance of transportation impacts and define alternative metrics for traffic analysis. On September 27, 2013, California Governor Jerry Brown signed SB 743 into law and started a process that changed transportation impact analysis as part of CEQA compliance. These changes include elimination of auto delay, level of service (LOS), and other similar measures of vehicular capacity or traffic congestion as a basis for determining significant impacts for land use and transportation projects in California.

In 2016, OPR released the Revised Proposal on Updates to the CEQA Guidelines on Evaluating Transportation Impacts in CEQA. Of particular relevance was the updated text of the new Section 15064.3 that relates to the new transportation impact metric of VMT and describes the determination of the significance of transportations impacts and mitigation measures. To help lead agencies with SB 743

implementation, the Governor's Office of Planning and Research (OPR) produced a *Technical Advisory*.[1] More information on the determination of the significance of impacts is included in Chapter 4, Vehicle Miles Traveled.

2.1.1.3 California Assembly Bill 32 and Senate Bill 375

Assembly Bill 32 (AB 32), also known as the California Global Warming Solutions Act of 2006, is California's major initiative for reducing greenhouse gas (GHG) emissions. AB 32 requires California to reduce its GHG emissions to 1990 levels by 2020, a reduction of approximately 15% below emissions expected under a "business as usual" scenario.

As stated in AB 32, the California Air Resources Board (CARB) must adopt regulations to achieve the maximum technologically feasible and cost-effective GHG emission reductions. The full implementation of AB 32 will help mitigate risks associated with climate change, while improving energy efficiency, expanding the use of renewable energy resources, cleaner transportation, and reducing waste (CARB 2018).

Signed in 2008, Senate Bill 375 (SB 375) directs CARB to develop regional GHG emission reduction targets to be achieved by passenger vehicles by 2020 and 2035. SB 375 also directs each of California's major metropolitan planning organizations (MPOs) to prepare a sustainable communities strategy (SCS) that identifies a growth strategy to meet emissions targets, to be included in each MPOs regional transportation plan (RTP).

In 2010, CARB adopted regional targets for reducing GHG emissions by 2020 and 2035, using 2005 as a base year. The Southern California Association of Governments (SCAG) was assigned targets of an 8% reduction in GHGs from transportation sources by 2020 and a 13% reduction in GHGs from transportation sources by 2035.

On March 22, 2018, CARB adopted updated regional targets for reducing GHG emissions from 2005 levels by 2020 and 2035. The Southern California Association of Governments (SCAG) was assigned targets of an 8 percent reduction in per capita GHG emissions from passenger vehicles by 2020 and a 19 percent reduction in per capita GHG emissions from passenger vehicles by 2035. In the SCAG region, SB 375 also provides the option for the coordinated development of subregional plans by the subregional councils of governments and the county transportation commissions to meet SB 375 requirements. On September 3, 2020, the SCAG's Regional Council formally adopted the 2020-2045 RTP/SCS titled Connect SoCal, which meets the requirements of SB 375.

2.1.1.4 Southern California Association of Governments (SCAG) 2020-2045 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS)

On September 3, 2020, the SCAG's Regional Council formally adopted the 2020-2045 RTP/SCS titled Connect SoCal. The 2020-2045 RTP/SCS builds upon the progress made through implementation of the

[1] Governor's Office of Planning and Research, *Technical Advisory on Evaluating Transportation Impacts in CEQA*, 2018.



2016-2040 RTP/SCS and includes 10 goals focused on promoting economic prosperity, improving mobility, protecting the environment, and supporting healthy/complete communities. The SCS implementation strategies include focusing growth near destinations and mobility options, promoting diverse housing choices, leveraging technology innovations, and supporting implementation of sustainability policies. The SCS establishes a land use vision of center focused placemaking, concentrating growth in and near Priority Growth Areas, transferring of development rights, urban greening, creating greenbelts and community separators, and implementing regional advance mitigation (SCAG 2020).

2.1.1.5 LA Metro First Last Mile Strategic Plan

The *LA Metro First Last Mile Strategic Plan* (Metro, SCAG 2014) outlines an approach for identifying barriers and planning for/implementing improvements for connecting transit services to nearby trip origins (e.g., an individuals' home) and destinations (e.g., an individuals' place of employment). Examples of first/last mile improvements include but are not limited to: pedestrian and bicycle infrastructure, signage and wayfinding, and shared use services (e.g., car share). The First Last Mile Plan developed what is known as "The Pathway," a proposed countywide transit access network designed to enhance transit accessibility. The Pathway is a series of active transportation improvements that connect to and from Metro Rail and BRT stations.

Within the study area, the City of Beverly Hills worked with Metro to develop the *Wilshire/Rodeo Station Pathway Plan* for the Wilshire/Rodeo Station. The Pathway Plan notes that Wilshire Boulevard would benefit from numerous first/last mile improvements, including bus stop enhancements, high-visibility crosswalks, street furniture, and street trees where needed. The Pathway Plan also identifies a series of bicycle improvements that will help facilitate station access, such as intersection treatments to create a bicycle-friendly environment.

2.1.1.6 City of Beverly Hills General Plan - Circulation Element

The *City of Beverly Hills General Plan Circulation Element* (City of Beverly Hills, 2010) has two overarching objectives: that the neighborhoods of Beverly Hills should be preserved and enhanced, including limiting negative effects caused by vehicles. Secondly, vehicles should move into, out of, or through Beverly Hills as expeditiously as possible. The Circulation Element identifies the following goals that are relevant to this study:

- **CIR 1 Circulation System**: Provide a safe and efficient roadway circulation system within the City.
- **CIR 2 Transit**: Development of a safe, comprehensive, and integrated transit system that serves as an essential component of a multi-modal mobility system within the City.
- **CIR 3 Neighborhood Traffic Management**: An improved community character and quality of life in City neighborhoods through the implementation of traffic management techniques.
- **CIR 6 Transportation Demand Management (TDM)**: A reduction in single-occupant motor vehicle travel in the City through Transportation Demand Management (TDM) that ensures efficiency of the existing transportation network and promotes the movement of people instead of personal automobiles.

- **CIR 7 Pedestrians**: A safe and comfortable pedestrian environment that results in walking as a desirable travel choice, particularly for short trips, within the City.
- **CIR 8 Bikeways**. An integrated, complete, and safe bicycle system to encourage bicycling within the City.

2.1.1.7 Complete Streets and Streetscape Planning in Beverly Hills

The City of Beverly Hills is currently preparing a citywide Complete Streets Plan and a Streetscape Plan for Wilshire and La Cienega Boulevards. The development of the Complete Streets Plan began in 2017 and several workshops have been hosted by the City to obtain community input and gather feedback. The *City of Beverly Hills Draft Complete Streets Plan* (City of Beverly Hills, 2019) was published in November 2019. The Streetscape Plan began in 2019 and workshops have been hosted by the City in 2020. While both of these planning efforts are still underway, the proposed goals and policies are included in this Supplemental EIR for informational purposes and both planning efforts are described in greater detail below.

The *City of Beverly Hills Draft Complete Streets Plan* (City of Beverly Hills, 2019) creates a blueprint for transportation improvements that balance the needs of all road users: bicyclists, pedestrians, transit riders, and motorists. The goal of the Complete Streets Plan is to provide more options for people to choose the mode that best works for their trip type, and a network of streets where individual modes will be prioritized.

The Draft Complete Streets Plan identifies the following goals that are relevant to this study:

- Goal B1: Provide a Safe and Efficient Bicycle Circulation System Within the City
- Goal B2: Provide a Holistic and Connected Bicycle Network
- Goal B3: Expand Bike Parking
- Goal B4: Support and Encourage Bicycle Transportation
- Goal P1: Improve Pedestrian Safety
- Goal P2: Make Walking a Desirable Travel Choice
- Goal P3: Enhance Sidewalks as Public Spaces
- Goal T1: Provide First/Last Mile Connections
- Goal T2: Improve the Rider Experience
- Goal T3: Increase Transit Ridership
- Goal V1: Reduce Traffic Congestion
- Goal V2: Harness the Power of Data and Technology
- Goal V3: Support Safe, Complete, Livable, Sustainable, and Quality Neighborhoods



The Draft Complete Streets Plan identifies a series of bicycle improvements that will help facilitate access to the Wilshire/Rodeo Station. The Draft Complete Streets Plan also identifies pedestrian corridors to enhance the overall pedestrian experience. Potential improvements could include new and upgraded sidewalks, tightened curb radii to slow vehicle speeds, and mid-block crossings, among others.

The Draft Complete Streets Plan identifies Wilshire Boulevard as part of the City's proposed Transit Enhanced Network. Bus stop enhancements, such as shelter, seating, lighting, trash/recycling bins, poles/signs with route information and schedules, a system map (or link to one), a paved boarding area, and ADA-compliant pedestrian connections, are identified along Wilshire Boulevard.

The City of Beverly Hills is currently working on the Connect Beverly Hills project, which will develop a streetscape plan and design standards for Wilshire and La Cienega Boulevards and incorporate concepts from the Draft Complete Streets Plan to show placement of transportation enhancements associated with streetscape improvements along Wilshire Boulevard near the future Wilshire/Rodeo and Wilshire/La Cienega stations.

2.2 Transportation Facilities

A comprehensive data collection effort was undertaken to identify existing transportation conditions in the vicinity of the proposed project. The assessment of existing conditions relevant to this study includes an inventory of the street system and traffic volumes at the study intersections. Existing public transit service and bicycle and pedestrian facilities are also described. The planned improvements in the study area are also included below.

2.2.1 Existing Street System

The One Beverly Hills Overlay Specific Plan project is located along the western edge of the City of Beverly Hills. The project study area is generally bounded by Avenue of the Stars to the west, Sunset Boulevard to the north, Beverly Drive to the east, and Olympic Boulevard to the south. Major roadways within the study area are shown above in Figure 1 and described below.

Santa Monica Boulevard is a major north-south roadway and is referred to as North Santa Monica Boulevard in the City of Beverly Hills. Within the study area, this roadway generally travels in a southwest to northeast direction. To the west, Santa Monica Boulevard continues outside of the study area through the City of Los Angeles where it connects to the I-405 and extends into the City of Santa Monica, where it terminates. To the east, Santa Monica Boulevard continues into the City of West Hollywood and eventually terminates east of US 101. Within the study area, the roadway has two travel lanes in each direction in the City of Beverly Hills and three travel lanes in each direction in the City of Los Angeles. The roadway is designated as a Principal Arterial in the City of Beverly Hills.

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

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

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

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

Merv Griffin Way connects North Santa Monica Boulevard and Wilshire Boulevard through the project site. It is a private roadway that is open for public use and is a four-lane undivided street.

As part of the land use entitlements for the Existing Specific Plans, the reconstruction of Wilshire Boulevard along the frontage of the project site was required as mitigation. This resulted in two left-turn lanes, three through lanes, and one right-turn lane on the eastbound approach to the North Santa Monica Boulevard & Wilshire Boulevard intersection. In addition, North Santa Monica Boulevard was widened by relocating the edge of curb along the frontage of the Waldorf Astoria Hotel. The widening of North Santa Monica Boulevard maintained two southbound travel lanes and provided additional right-of-way for a buffered on-street bicycle lane. These improvements were constructed in conjunction with the development of the Waldorf Astoria Hotel on the Beverly Hilton Specific Plan site.

2.2.2 Existing Intersection Volumes and Lane Configurations

The most recent traffic counts available in the study area were collected in December 2019. These traffic counts were collected at the six study intersections in closest proximity to the project site and reflect typical weekday operations that were occurring prior to the COVID-19 pandemic in 2020. Due to the statewide stay-at-home order and social distancing measures issued by the Governor of California and Los Angeles County Department of Health to slow the spread of COVID-19, additional data collection in mid-2020 would not reflect typical travel conditions in the study area. Therefore, the December 2019 counts were used to estimate travel demand under existing conditions. The following six intersections were included in the 2019 data collection (the study intersection number is included for reference):

1. North Santa Monica Boulevard & Beverly Drive
2. North Santa Monica Boulevard & Wilshire Boulevard
4. South Santa Monica Boulevard & Wilshire Boulevard
5. North Santa Monica Boulevard & Merv Griffin Way
7. Wilshire Boulevard & Whittier Drive/Merv Griffin Way
8. Santa Monica Boulevard & North/South Crossover

Intersection turning movement counts were collected at the following times:

- Weekday morning peak period (7:00 to 9:00 AM)
- Weekday midday peak period (11:00 AM to 2:00 PM)
- Weekday evening peak period (4:00 to 6:00 PM)

Traffic counts collected in 2019 were compared to traffic counts collected in 2015 for the previous traffic study conducted for the 9900 Wilshire Boulevard site.[2] The 2019 traffic counts showed very similar travel demand in the study area during peak hours as was observed during the 2015 data collection effort. In the AM peak hour, traffic volumes were the same or slightly lower in 2019 than those collected in 2015. During the weekday midday and PM peak hours, traffic volumes were approximately 1% and 2% higher, respectively. Based on the traffic count comparison for the six study intersections that had both 2015 and 2019 traffic count data available, the 2015 traffic volumes at the remaining five study locations were adjusted accordingly (no change in AM peak hour, 1% increase in midday peak hour, and 2% increase in PM peak hour). The manual adjustments were made to the following study intersections (the study intersection number is included for reference):

3. South Santa Monica Boulevard & Beverly Drive
6. Wilshire Boulevard & Beverly Drive
9. Santa Monica Boulevard & Century Park East
10. Sunset Boulevard & Whittier Drive
11. Santa Monica Boulevard & Avenue of the Stars

Traffic count data collected in 2019 was only collected for the weekday peak periods. However, the transportation studies conducted for the Existing Specific Plans also analyzed traffic conditions during the Saturday midday peak period which reflects travel demand between 11:00 AM to 2:00 PM. Based on the review of the 2015 and 2019 weekday traffic volume changes, the 2015 Saturday midday traffic counts from 2015 were increased by 2% to match the highest increase observed during the weekday peak periods.

In addition to the traffic volume adjustments described above, the traffic volumes developed for existing conditions were also modified to reflect the operation of the gas station site on Wilshire Boulevard just west of Whittier Drive. The gas station was closed at the time the 2019 traffic counts were collected. Therefore, the number of vehicle-trips generated by the gas station were estimated based on Institute of Transportation Engineers (ITE) trip generation rates[3] and the resulting number of vehicles were manually added to the adjacent study intersections.

[2] Fehr & Peers collected manual peak hour intersection counts on Thursday September 24, 2015 and Saturday September 26, 2015.

[3] Institute of Transportation Engineers, *Trip Generation Manual, 10th Edition,* 2017. The trip generation estimate for the gas station and other existing uses on the project site are provided in the following chapter of this report.

Existing lane configurations and signal controls were obtained through field observations. **Figure 2A** and **Figure 2B** present the existing peak periods turning movement volumes, corresponding lane configurations, and traffic control devices.

Roadway segment counts collected on Whittier Drive and Elevado Avenue in 2015 were also increased by 2% to match the highest increase observed during the weekday peak periods.[4] The 2019 daily traffic volumes for the roadway segments are summarized in **Table 1** below.

Table 1: Existing (2019) Daily Traffic Volumes on Residential Streets

Roadway Segments	ADT
Whittier Drive (between Wilshire Blvd & Elevado Ave)	14,055
Whittier Drive (between Elevado Ave & Lomitas Ave)	10,260
Elevado Avenue (between Whittier Dr & Beverly Dr)	4,570

Source: Fehr & Peers, 2020.

[4] Roadway segment counts were previously collected on Whittier Drive and Elevado Avenue on September 29 and 30, 2015. Counts were taken over a two-day period through automatic tube counters.

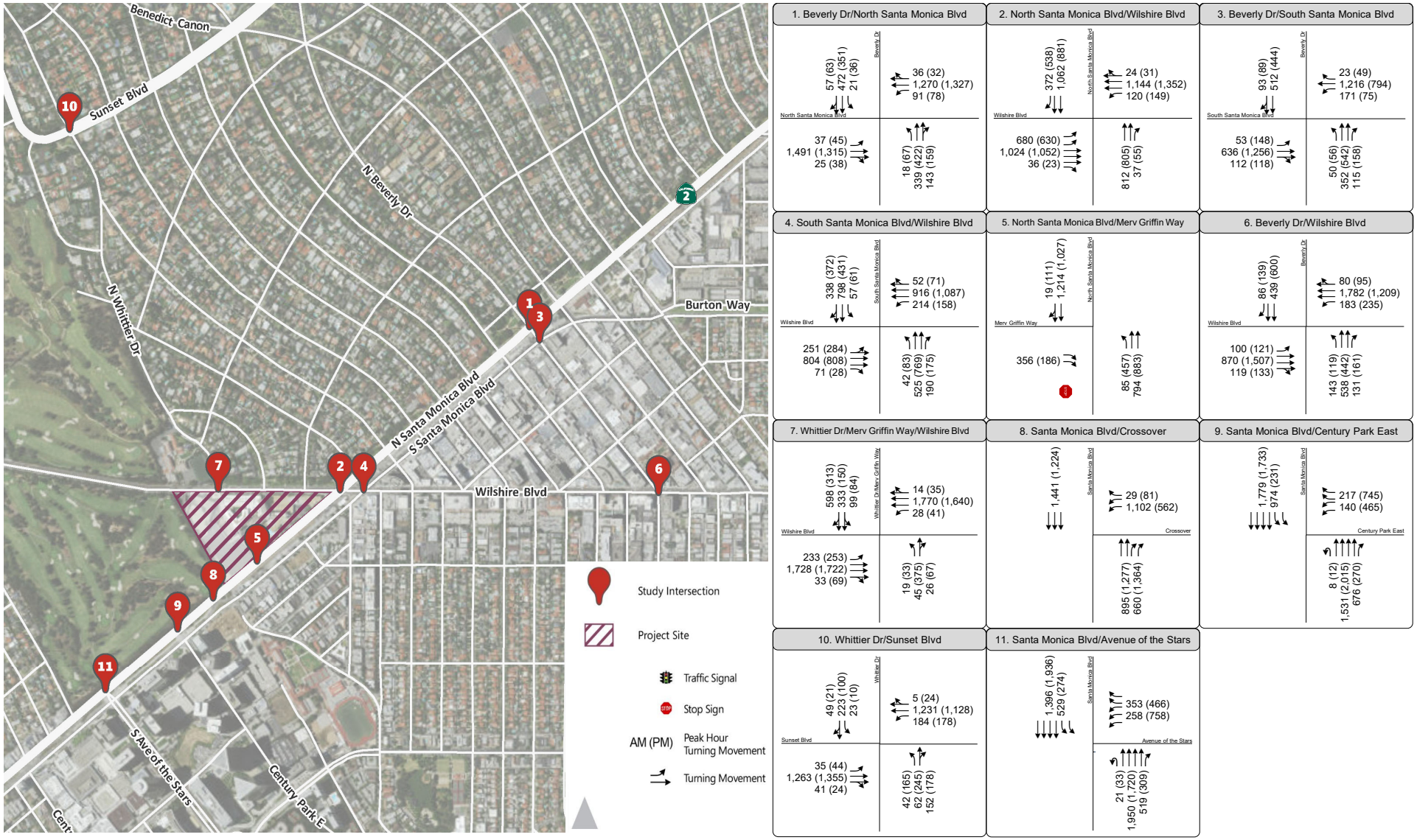


Figure 2A
Traffic Volumes & Lane Configurations
Existing (2019) Conditions - AM & PM Peak Hours

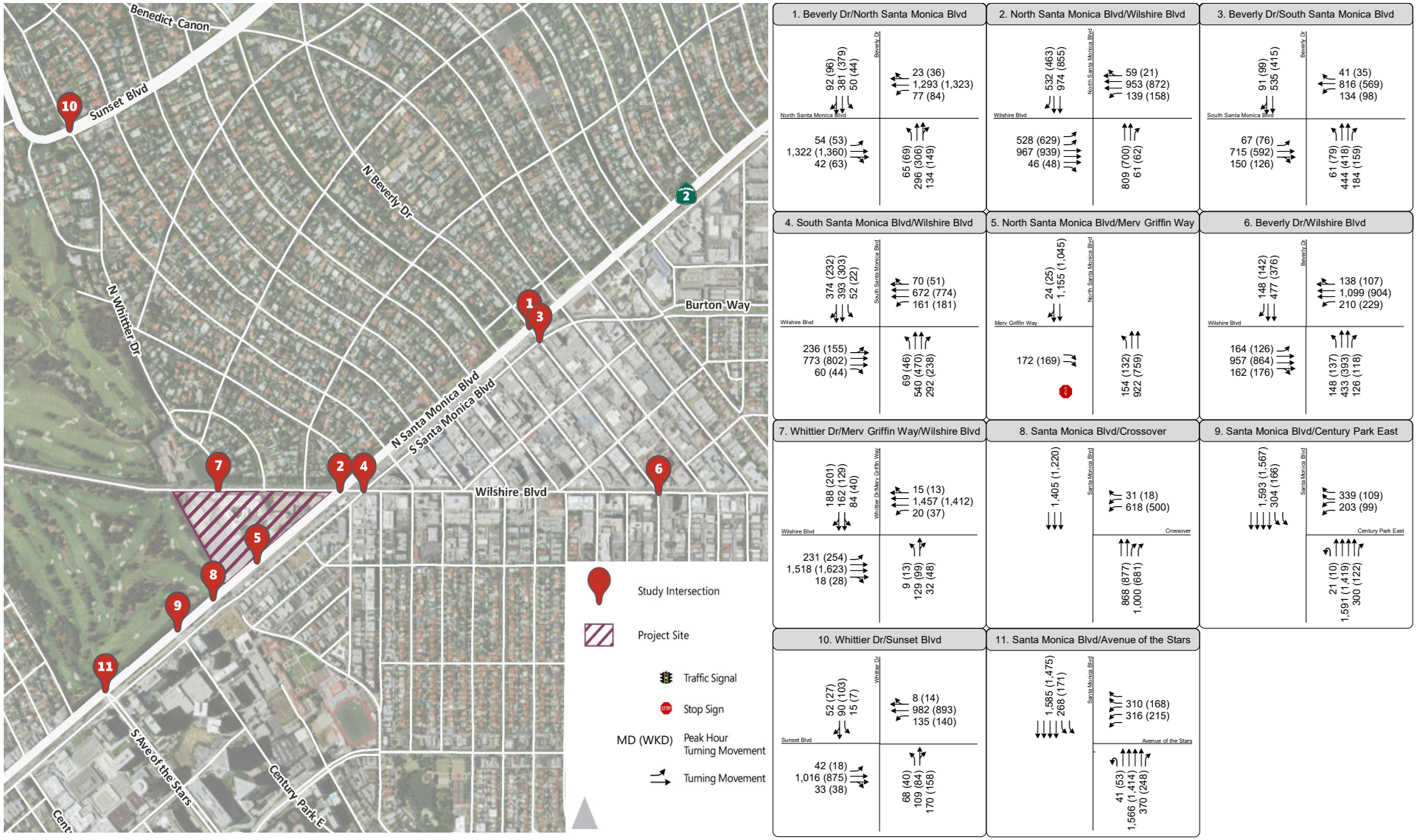


Figure 2B
Traffic Volumes & Lane Configurations
Existing (2019) Conditions - Midday and Weekend Peak Hours

2.2.3 Planned Roadway Improvements

Several roadway improvements were previously identified to be constructed as part of the Existing Specific Plans. In addition to the improvements on Wilshire Boulevard and North Santa Monica Boulevard along the frontage of the Waldorf Astoria Hotel that have already been constructed and are described above, the planned roadway and intersection improvements adjacent to the proposed project site are as follows:

- Reconstruct the Merv Griffin Way northbound approach to the Whittier Drive/Merv Griffin Way & Wilshire Boulevard intersection to provide one left-turn lane, one through lane, and one right-turn lane.
- Signalize the intersection of North Santa Monica Boulevard & Merv Griffin Way.
- Reconstruct the Merv Griffin Way eastbound approach to the North Santa Monica Boulevard & Merv Griffin Way intersection to provide one shared left/right-turn lane and one right-turn lane.
- Reconstruct North Santa Monica Boulevard along the frontage of the Existing Specific Plans (already complete along frontage of the Waldorf Astoria Hotel). At the time the Existing Specific Plans were adopted, the additional right-of-way was planned to provide three travel lanes on southbound North Santa Monica Boulevard. The Overlay Specific Plan application proposes that the additional roadway width be used to allow for a third travel lane and a five-foot wide bike lane. However, east of Wilshire Boulevard, the City currently has striped on-street bicycle lanes on North Santa Monica Boulevard and a buffered bicycle lane striped along the frontage of the Waldorf Astoria Hotel. Reconstructing the remaining portion of North Santa Monica Boulevard would allow for the continuation of the buffered bike lane along the frontage of the project site and would provide right-of-way for a buffered bike lane on the south side of the street with two travel lanes maintained in each direction.

These improvements were assumed to occur with the implementation of the Overlay Specific Plan and with the Existing Specific Plans. The *One Beverly Hills Overlay Specific Plan Local Transportation Assessment* (Fehr & Peers, December 2020) describes both: 1) the traffic operations with the widening of North Santa Monica Boulevard to maintain the two southbound travel lanes and extend the buffered bike lane along the frontage of the Overlay Specific Plan site, which is consistent with the City's current striping of the roadway, and 2) the roadway striping the applicant has included in their application, which consists of three southbound travel lanes and a five-foot wide bike lane.

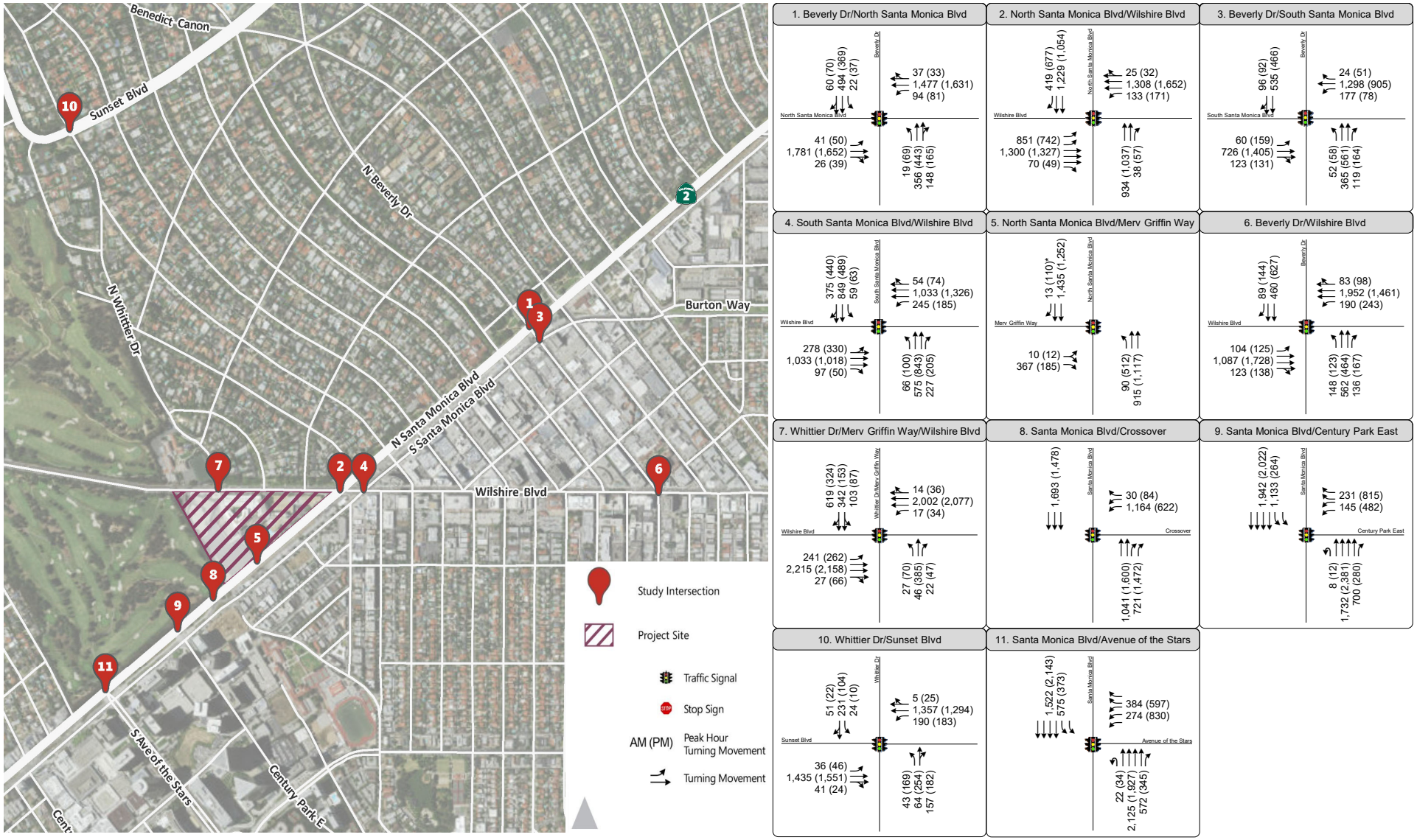
2.2.4 Cumulative Traffic Volume Forecasts

Future traffic projections with the approved Existing Specific Plans were developed to reflect cumulative conditions. The year 2026 was used to forecast cumulative conditions to reflect the expected opening year of the proposed project. The growth in traffic in the study area reflects future travel demands from regional growth and related projects in the vicinity of the project site. A variety of sources were consulted to develop the cumulative traffic forecasts. These sources include:

- Existing traffic counts as collected in fall 2015 and 2019
- Traffic generated by the approved Existing Specific Plans
- Traffic from approved and pending projects in the City of Beverly Hills, City of Los Angeles, and City of West Hollywood
- Ambient growth in existing traffic volumes to reflect growth in regional traffic (a growth rate of 0.5% per year was applied to the 2019 traffic volumes to reflect this ambient growth)

The list of related projects used to develop the cumulative traffic forecasts is provided in **Appendix A**. The related projects and their expected trip generation were obtained from the Cities of Beverly Hills, West Hollywood, and Los Angeles.

Traffic volumes for cumulative (2026) conditions (with the Existing Specific Plans) are shown on **Figure 3A** and **Figure 3B**.

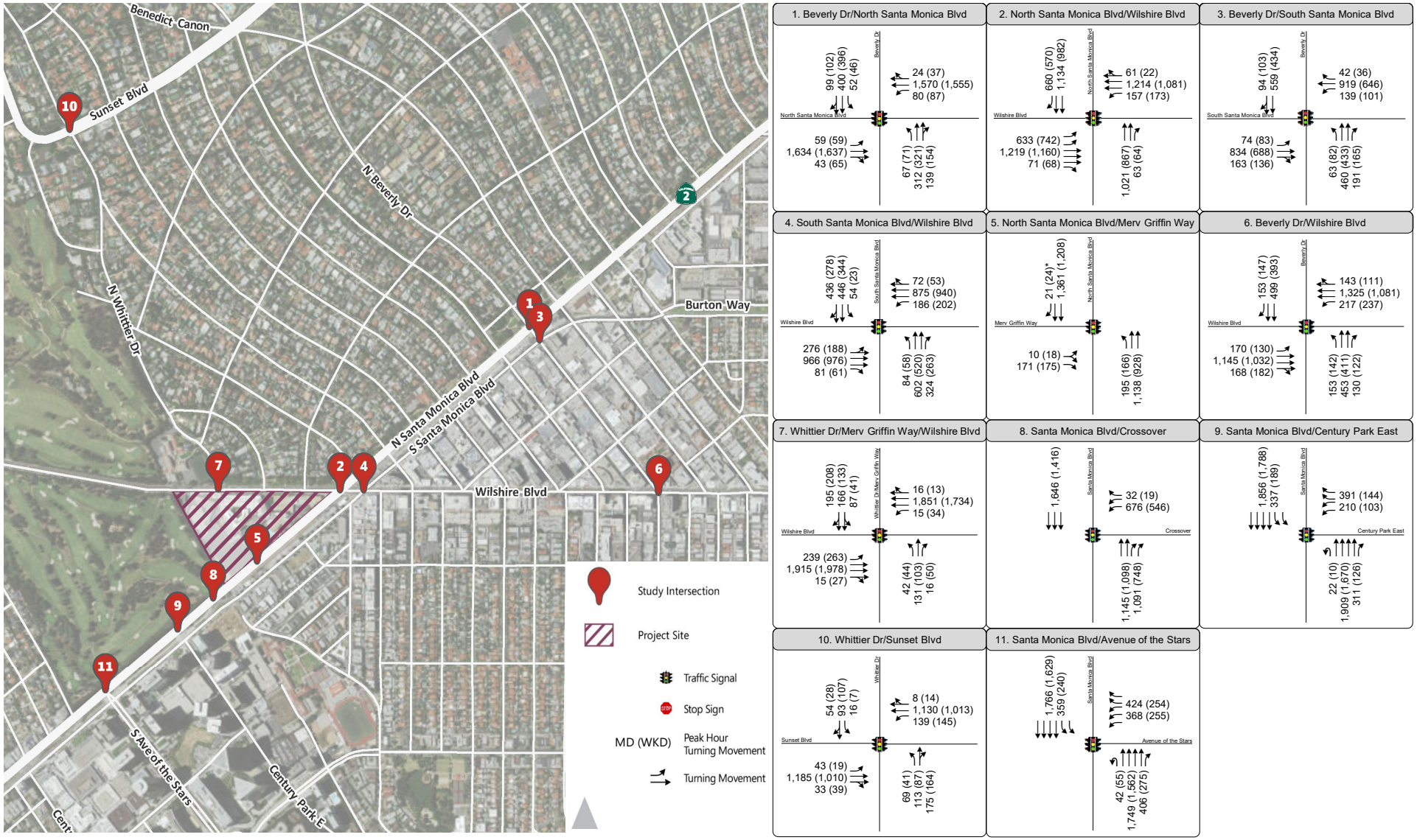


* At Intersection 5, the planned widening would accommodate either 2 southbound travel lanes with a buffered bike lane or 3 southbound travel lanes with a 5-foot bike lane.

Figure 3A

Traffic Volumes & Lane Configurations

Cumulative Conditions - AM & PM Peak Hours



* At Intersection 5, the planned widening would accommodate either 2 southbound travel lanes with a buffered bike lane or 3 southbound travel lanes with a 5-foot bike lane.

Figure 3B
Traffic Volumes & Lane Configurations
Cumulative Conditions - Midday and Weekend Peak Hours

2.2.5 Existing Transit Service

Several transit lines operate within the study area with service provided by the Metropolitan Transportation Authority (Metro). Every six months, typically in June and December, Metro Operations undergoes a service change program where bus schedules are adjusted to accommodate ridership demands and improve connections between Metro Bus and Rail. Since the approval of the Existing Specific Plans, Metro has provided multiple bus lines with frequent service (at least every 15 minutes during weekday peak hours) in the study area. However, beginning in July 2020, Metro implemented temporary service changes in response to the impacts of COVID-19. This caused the majority of bus routes in the study area to operate on a Sunday service schedule with reduced frequencies compared to typical weekday operations. In response to recent increasing ridership demands, Metro implemented service changes beginning December 13, 2020. The service routes and frequencies that reflect these recent service changes as well as service frequencies in 2019 and early 2020 prior to the pandemic are described below.

- ***Metro Line 4*** – Line 4 provides service between downtown Los Angeles and the City of Santa Monica with service along Santa Monica Boulevard. It travels along Santa Monica Boulevard connecting the communities of Echo Park, Silver Lake, West Hollywood, Beverly Hills, Century City, West Los Angeles, and Santa Monica. Line 4 is a local service bus and has frequent stops along Santa Monica Boulevard. Most stops are approximately one to two blocks apart. As of the December service changes, service is provided approximately every 15 minutes during the peak hours on weekdays. Daytime service on weekends is also provided approximately every 15 minutes. Prior to the reduced service levels due to the pandemic, service was provided every eight to 15 minutes on weekday peak hours and approximately every 10 to 15 minutes on weekends. Line 4 has bus stops adjacent to the project site on both sides of North Santa Monica Boulevard just south of Wilshire Boulevard.
- ***Metro Line 20*** – Line 20 provides service between downtown Los Angeles and the City of Santa Monica with service along Wilshire Boulevard. It travels along Wilshire Boulevard connecting the communities of Beverly Hills, Los Angeles, Hancock Park, Park La Brea, Santa Monica, UCLA, West Los Angeles and Westwood. Line 20 is a local service bus and has frequent bus stops along Wilshire Boulevard. Most stops are approximately one to two blocks apart. As of the December service changes, service is provided every 12 to 20 minutes during peak hours on weekdays and bus headways are approximately 15 to 30 minutes on weekends. Prior to the reduced service levels due to the pandemic, service was provided every five to 12 minutes on weekday peak hours and approximately every 10 to 15 minutes on weekends. Line 20 has two bus stops adjacent to the project site on the south side of Wilshire Boulevard – one stop is located just west of Merv Griffin Way and the other is located just west of North Santa Monica Boulevard.
- ***Metro Line 16***- Line 16 provides service between downtown Los Angeles and Century City and overlaps with Line 17 east of West Hollywood. The service route primarily travels along Third Street, Burton Way, and North Santa Monica Boulevard connecting the communities of Los Angeles, Hancock Park, Park La Brea, Beverly Grove, West Hollywood, Beverly Hills, and Century City. In Beverly Hills, Line 16 is a local bus service with frequent stops along Burton Way and

North Santa Monica Boulevard. Most stops are approximately one to two blocks apart. Within the study area, eastbound buses travel through the City of Beverly Hills by traveling in a northbound direction on North Santa Monica Boulevard, making a right-turn onto South Crescent Drive, and then a left-turn onto Burton Way. Buses traveling in the westbound direction through the City travel west along Burton Way, make a right-turn onto North Cañon Drive, and then a left-turn onto North Santa Monica Boulevard. As of the December service changes, service is provided approximately every 15 to 30 minutes on weekdays and approximately every 30 minutes on weekends. Prior to the reduced service levels due to the pandemic, service was as often as every 10 minutes on weekdays. Line 16 has bus stops adjacent to the project site on both sides of North Santa Monica Boulevard just south of Wilshire Boulevard.

- ***Metro Rapid Line 704*** – Line 704 provides an express service between downtown Los Angeles and the City of Santa Monica with principal service along Santa Monica Boulevard as part of Metro's Rapid network. The line travels along Sunset Boulevard and Santa Monica Boulevard connecting the communities of downtown Los Angeles, Echo Park, Silver Lake, West Hollywood, Beverly Hills, Century City, Westwood, West Los Angeles, and Santa Monica. As of the December service changes, buses operate along Santa Monica Boulevard approximately every 25 minutes on weekdays and weekends. Prior to the reduced service levels due to the pandemic, service was provided every 10 to 30 minutes on weekdays and weekends. Line 704 has bus stops adjacent to the project site on both sides of North Santa Monica Boulevard just south of Wilshire Boulevard.
- ***Metro Rapid Line 720*** - Line 720 provides an express service between East Los Angeles and the City of Santa Monica with principal service along Wilshire Boulevard as part of Metro's Rapid network. The line travels along Wilshire Boulevard connecting the communities of Beverly Hills, Boyle Heights, Brentwood, Commerce, downtown Los Angeles, East Los Angeles, Hancock Park, Koreatown, Park La Brea, Santa Monica, and Westwood. As of the December service changes, buses operate every five to 15 minutes along Wilshire Boulevard during the peak weekday travel hours and approximately every 10 to 15 minutes on weekends. Prior to the reduced service levels due to the pandemic, service was provided as often as every two to 10 minutes during peak hours on weekdays and every four to 10 minutes on weekends. Line 720 has one bus stop adjacent to the project site on the south side of Wilshire Boulevard just west of North Santa Monica Boulevard.

2.2.6 Planned Transit Service

The Purple Line Extension will extend the existing Purple Line subway (also known as the Metro D Line) from its current terminus at Wilshire/Western to a proposed new station in Westwood. Sections 1 and 2 of the Purple Line Extension are currently under construction. Section 1 is expected to begin operations in 2023 and includes one new station in Beverly Hills at Wilshire/La Cienega and two new stations in Los Angeles (Wilshire/La Brea and Wilshire/Fairfax). Section 2 is expected to begin operations in 2025 and includes one new station in Beverly Hills at Wilshire/Rodeo and one just west of the City at Century City/Constellation. Section 3 of the Purple Line Extension Project is currently in pre-construction and is anticipated to open for operations in 2026 with two new stations (Wilshire/Westwood and Wilshire/VA Hospital).



Metro also recently announced their NextGen Bus Plan with the goal of implementing a new bus network in Los Angeles County that is more relevant and reflective of local and regional travel needs. Some of the existing routes in Beverly Hills are expected to be modified as a result of the NextGen Bus Plan. Two transit lines that currently provide bus service in the City, Metro Line 14 and Metro Line 16/316, are planned to be modified under this plan.

As proposed by the Metro NextGen Bus Plan, Line 14 will continue east/west bus service on Beverly Boulevard from downtown Los Angeles to a future terminus at San Vicente Boulevard in the City of West Hollywood. Approximately 16 route stops for Line 14 will be eliminated in the City of Beverly Hills, including stops at Wilshire Boulevard, Charleville Boulevard, Gregory Way and Olympic Boulevard.

Alternatively, Metro planning staff proposes extending a new Line 617, which will replace Metro Line 17 on Robertson Boulevard, to continue service into the City of Beverly Hills on Burton Way and Beverly Drive. Line 617 will operate north/south service on Robertson Boulevard between a new mini-transit hub located at Cedars Sinai Hospital to the Expo Station on Venice Boulevard, and continue west through Beverly Hills. Line 617 will operate every 45 minutes on weekdays and every 60 minutes on weekends.

The Metro NextGen Bus Plan proposes discontinuing Line 16 bus service west of San Vicente Boulevard. Bus service will continue east/west on Third Street between West Hollywood and downtown Los Angeles at six to ten-minute frequencies. A total of 14 route stops for Line 16 will be eliminated in the City of Beverly Hills on Burton Way and North Santa Monica Boulevard. To replace Line 16, the extension of Metro Line 617 will provide service on Burton Way every 45 minutes on weekdays and every 60 minutes on weekends.

The *City of Beverly Hills Draft Complete Streets Plan* identifies Wilshire Boulevard and North Santa Monica Boulevard as part of the City's proposed Transit Enhanced Network. Bus stop enhancements, such as shelter, seating, lighting, trash/recycling bins, poles/signs with route information and schedules, a system map (or link to one), a paved boarding area, and ADA-compliant pedestrian connections, are identified along North Santa Monica Boulevard and Wilshire Boulevard, including the bus stops at the Wilshire Boulevard & North Santa Monica Boulevard intersection adjacent to the project site.

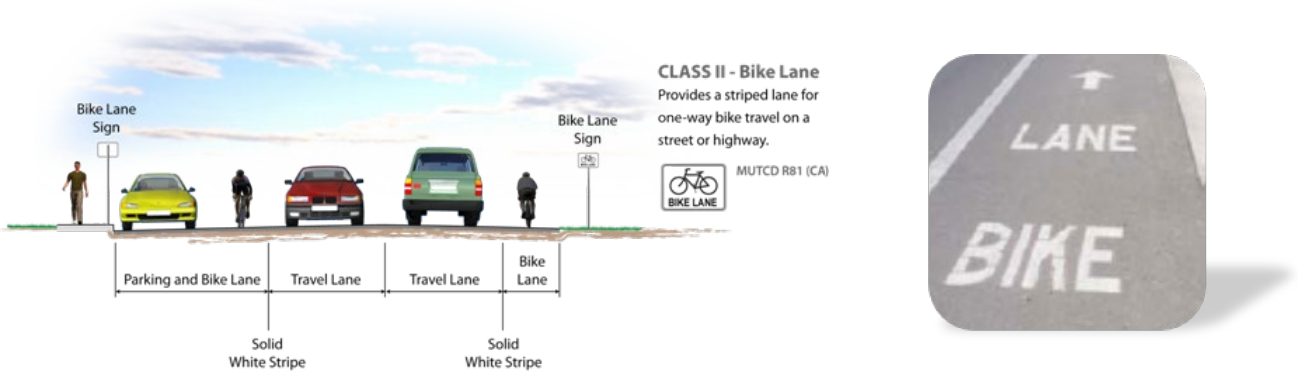
2.2.7 Existing Bicycle and Pedestrian Facilities

Bicycle facilities generally consist of four types of facilities, which are outlined below:

- *Bike or Shared Use Paths* provide a completely separate right-of-way and is designated for the exclusive use of bicycles and pedestrians with vehicle and pedestrian cross-flow minimized. Generally, the recommended pavement width for a two-directional shared use path is ten feet.



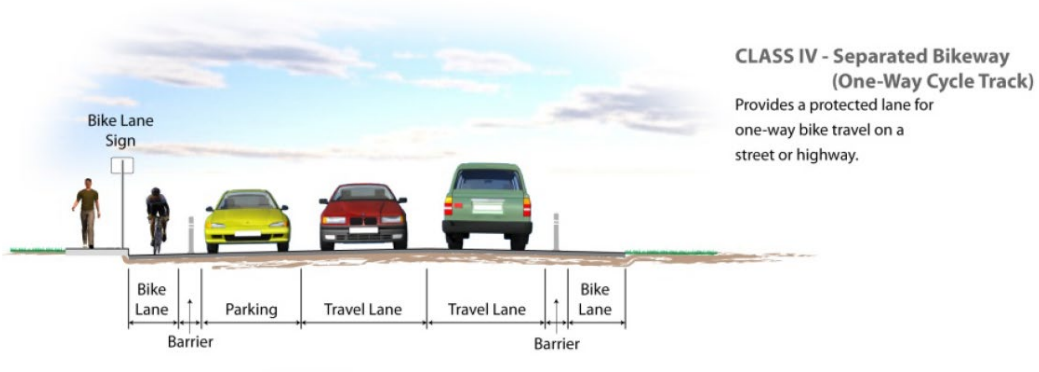
- *Bike Lanes* provide a restricted right-of-way and are designated for the use of bicycles with a striped lane on a street or highway. Adjacent vehicle parking and vehicle/pedestrian cross-flow are permitted.



- *Bike Route or Signed Shared Roadways* provide for a right-of-way designated by signs or shared lane pavement markings, or "sharrows," for shared use with pedestrians or motor vehicles.



- *Separated Bikeways or Cycle Tracks* provide on-street bicycle facilities that are separated from vehicle travel by a vertical barrier to provide a protected bicycle lane. At intersections, the barrier is typically removed to allow vehicles to enter the bike lane to make a right-turn.



Within the study area, North Santa Monica Boulevard has Class II bicycle lanes that are enhanced through green paint in the City of Beverly Hills (from the western City limit just west of the project site to the eastern City limit at Doheny Drive). Along the frontage of the Waldorf Astoria, a striped buffer separates the bicycle lane from the adjacent southbound travel lanes on North Santa Monica Boulevard. West of the project site in the City of Los Angeles, Class II bicycle lanes are also provided along Santa Monica Boulevard between Sepulveda Boulevard and Avenue of the Stars. The closest bikeshare station to the project site is at the corner of Wilshire Boulevard & South Santa Monica Boulevard.

A majority of the roadways within the study area have sidewalks and crosswalks. There are sidewalks along the roadways that border the site including North Santa Monica Boulevard, Wilshire Boulevard, and Merv Griffin Way. Whittier Drive north of the project site also has sidewalks. There are also crosswalks and pedestrian "walk/don't walk" indicators at the signalized intersections. A portion of the south side of North Santa Monica Boulevard lacks sidewalks. The following intersections have crosswalks on at least one approach:

- North Santa Monica Boulevard & Beverly Drive
- North Santa Monica Boulevard & Wilshire Boulevard
- South Santa Monica Boulevard & Beverly Drive
- South Santa Monica Boulevard & Wilshire Boulevard
- North Santa Monica Boulevard & Merv Griffin Way
- Wilshire Boulevard & Beverly Drive
- Santa Monica Boulevard & Century Park East
- Sunset Boulevard & Whittier Drive
- Wilshire Boulevard & Whittier Drive/Merv Griffin Way
- Santa Monica Boulevard & Avenue of the Stars

A pedestrian pathway is also located through the Beverly Gardens Park located north of the project site along North Santa Monica Boulevard. In 2018, as part of the North Santa Monica Boulevard Reconstruction Project, the City completed the implementation of eight raised crosswalks connecting the decomposed granite pedestrian path through Beverly Gardens Park across intersections.

2.2.8 Planned Bicycle and Pedestrian Facilities

The City of Beverly Hills is currently preparing a citywide Complete Streets Plan and a Streetscape Plan for Wilshire Boulevard. The *City of Beverly Hills Draft Complete Streets Plan* contains a vision for transportation improvements that balance the needs of all road users including bicyclists and pedestrians. While the Complete Streets planning efforts are still underway, the potential improvements related to bicycle and pedestrian facilities are included in the Supplemental EIR for informational purposes.

Within the study area, the Complete Streets Plan identifies a series of bicycle improvements that will improve facilities for bicyclists traveling in the City and help facilitate access to the Wilshire/Rodeo Station including new bicycle facilities on North and South Beverly Drive. The Complete Streets Plan also identifies potential Class II bicycle lanes on Whittier Drive just north of the project site.

The Complete Streets Plan identifies pedestrian corridors to enhance the overall pedestrian experience. Pedestrian corridor improvements are envisioned on Wilshire Boulevard between North Santa Monica Boulevard the eastern City limit. Intersection crossing treatments are identified at the intersections of Wilshire Boulevard & Whittier Drive/Merv Griffin Way and Wilshire Boulevard & North Santa Monica Boulevard adjacent to the project site. Potential improvements could include new and upgraded sidewalks, tightened curb radii to slow vehicle speeds, and mid-block crossings, among others.

3. Proposed Project Transportation Characteristics

This chapter presents the land uses and trip generation of the proposed One Beverly Hills Overlay Specific Plan and describes the total number of vehicle trips that will be generated in comparison to existing conditions and in comparison, to the previously entitled uses under the Existing Specific Plans. In addition to the trip generation estimates, this chapter describes the estimated distribution of project trips in the study area.

3.1 Project Description

The One Beverly Hills Overlay Specific Plan is located along the western edge of the City of Beverly Hills. The project site is bordered by North Santa Monica Boulevard, Wilshire Boulevard, and the Los Angeles Country Club. Implementation of the proposed Overlay Specific Plan would, upon collective approval of all project property owners and lenders, result in the development of two residential buildings, a hotel/residential building, a parking structure, and structures for supporting amenities and features, including a park pavilion, as well as some alterations to existing Beverly Hilton structures. Approximately 13.4 acres of the project site would be open space. An elevated platform over Merv Griffin Way from the Beverly Hilton to the west property line would consist of an 8-acre botanical garden with native and cultured California plant species, sculptures, water features, shaded seating areas, two miles of walking/running pathways, a restaurant, and other amenities. One mile of pathways within approximately 4.5 acres of the botanical gardens would be accessible to the public and one mile of pathways within approximately 3.5 acres of the botanical gardens would be reserved for residents, members of the Amenities Access Program (AAP),[5] and hotel guests.

3.1.1 Project Land Uses

The proposed project consists of two residential buildings, a hotel/residential building, some alterations to existing Beverly Hilton structures, a parking structure, and structures for supporting amenities and features. The two residential buildings will have a total of 303 residential units. Connecting the two residential buildings will be a multi-level Promenade, complete with amenities for residents, a spa, an Amenities Access Program, and support spaces including up to 30 accessory spaces that could be used for staff living quarters, room for offices, wine storage, or other ancillary storage. For the purpose of the transportation impact analysis, the 30 accessory spaces are being treated as residential uses to capture their potential trip generation. An additional building (Wilshire Building) will be comprised of a luxury

[5] The AAP would allow 250 non-residents/non-hotel guests to access the residential and hotel amenity spaces subject to guidelines, bylaws, and rules established for the AAP.

hotel and residences, near the project site's northwest corner on Wilshire Boulevard. This building will include 37 residential units and 42 hotel rooms.

The proposed project is proposing to replace the existing Beverly Hilton conference center with a new 37,562-square foot Beverly Hilton Conference Center. The new center will include restaurants, retail, meeting space, and related support space, and will require demolishing the 181 room Beverly Hilton – Oasis Building. The existing parking structure adjacent to North. Santa Monica Boulevard will also be demolished to allow room for a boutique food market, retail and dining uses, and 36 pool-side hotel rooms.[6] The facilities will be supported by the construction of a multi-level below-grade parking structure. The size of the banquet facilities on the site (31,451 SF) will not change.

The Overlay Specific Plan includes 10 acres of open space, including 2 miles of walking and running pathways. Of this space, 1 mile of pathways on 4.5 acres of open space will be publicly accessible, and 1 mile reserved for residents and hotel guests.

Table 2 presents the existing land uses that will be removed from the site and the new land uses that will be constructed with the proposed One Beverly Hills Overlay Specific Plan. As shown, the proposed project will add up to 370 residential units,[7] 42 hotel rooms, 7,359 SF of hotel restaurant uses, and 33,731 SF of retail space (including retail dining). In comparison to existing conditions, the construction of these new uses will result in 181 fewer hotel rooms, 1,500 SF less of meeting room space on the site, and the removal of the gas station. The project opening year is expected to be 2026.

[6] The 36 hotel pool-side hotel rooms will replace the existing Beverly Hilton pool-side hotel rooms.
[7] Residential unit count contains 30 accessory spaces that could be used for various purposes (e.g., staff living quarters, room for offices, wine storage) and are being treated as residential uses for the purpose of this analysis.

Table 2: Existing and Proposed Project Land Uses

Land Use	Unit	Existing	To be Removed	Remaining	Added with Project	Total Future	Net New
9900 Wilshire Site[1]							
Residential units	Unit	-	-	-	340	340	340
Accessory units	Unit	-	-	-	30	30	30
Hotel Rooms	Room	-	-	-	42	42	42
Hotel Restaurant	SF	-	-	-	2,643	2,643	2,643
Gas Station Site[1]							
Gas Station	Fueling Stations	14	(14)	-	-	-	(14)
Beverly Hilton Site							
Beverly Hilton Rooms	Room	569	(217)	352	36	388	(181)
Waldorf Astoria Rooms	Room	170	-	170	-	170	-
Hotel Restaurant	SF	17,661	(2,610)	15,051	7,326	22,377	4,716
Meeting Rooms	SF	37,326	(17,315)	20,011	15,762	35,773	(1,553)
Banquet	SF	31,451	-	31,451	-	31,451	-
Retail Dining	SF	-	-	-	10,028	10,028	10,028
Mercantile Retail	SF	3,734	(2,566)	1,168	26,269	27,437	23,703

Notes:
( ) indicates negative value.
All data from planning submittal or project description unless otherwise noted.
(1) Wilshire Building will be located on 9900 Wilshire Site and Gas Station Site.

3.2 Project Trip Generation

3.2.1 Trip Generation Data Sources

In estimating the number of new trips generated by the proposed project uses and the trip generation for existing uses that will be removed, a variety of trip generation data sources, including previously collected local data and national data sources, were considered. Each of the land uses and data sources are described below.

3.2.1.1 Condominium

Empirical data was gathered as part of the transportation studies for the Existing Specific Plans. The data was collected at other nearby condominiums to better reflect the trip generation characteristics of luxury condominiums in the project vicinity. Trip generation counts were taken at the following sites:

- La Tour (13080 Wilshire Boulevard) – 73 units
- The Wilshire Condominiums (10580 Wilshire Boulevard) – 97 units

- The Blair House (10490 Wilshire Boulevard) – 128 units
- The Wilshire Regent (10501 Wilshire Boulevard) – 208 units
- The Remington (10727 Wilshire Boulevard) – 93 units
- 2160/2172 Century Park East – 496 units

February 2007 counts were taken for the AM, Mid-day, PM, and Saturday peak hours for each of these sites. While this data was collected for use in the studies for the Existing Specific Plans, it still reflects the most applicable data available to describe the expected travel characteristics of the proposed project site. In the previous transportation studies, the daily rate was estimated using the ITE *Trip Generation,* 7th Edition data for High-Rise Condominiums (Code 232) since daily empirical traffic counts were unavailable. For consistency, the study retains the ITE *Trip Generation* 9th Edition rates. Both the 7th Edition and 9th Edition rates indicate that peak hour trips account for 17% of all daily trips at condominiums. The Condominium rate is based on the ratio of AM and PM peak hour rates to daily rates for ITE Code 232. The ratio was estimated to be 17%, which was then applied to the observed AM and PM rates.

3.2.1.2 Hotel

As part of the Beverly Hilton Specific Plan, trip generation surveys were conducted in February 2007 on a Thursday, Friday, and Saturday during peak hours at all Beverly Hilton driveways in order to derive hotel trip rates that reflected the local environment. The trip generation rates for the Beverly Hilton reflect all vehicles entering/exiting the hotel, including visitors utilizing the hotel meeting rooms, employees, pick-up/drop-off trips, and deliveries. While this data was collected for use in the study for the Beverly Hilton Specific Plan, it was also applied to the study prepared for the 9900 Specific Plan in 2016 and still reflects the most applicable data available to describe the expected travel characteristics of the proposed project site.

In the Beverly Hilton Specific Plan transportation study, the daily hotel rate was based on the ratio between the PM peak hour trip rate and daily trip rate for the Land Use Code 310 (Hotel) in the ITE's Trip Generation (7th Edition). However, since then the ITE Trip Generation has been updated and so the hotel daily rate was also updated using information provided in the 9th Edition.

3.2.1.3 Hotel Restaurant

As part of the Beverly Hilton Specific Plan transportation study, trip generation counts were conducted at several restaurants in February 2007 in the City of Beverly Hills including Spago, Mastro, and Lawrys. The restaurant trip rates derived from these area-specific counts were applied to the 9900 Wilshire Specific Plan trip generation estimates since the proposed restaurant uses could be a destination restaurant and attract visitors from outside the hotel. Similarly, this trip generation rate is applied to the hotel restaurant uses for the proposed project. While this data was collected for use in the study for the Beverly Hilton Specific Plan, it was also applied to the study prepared for the 9900 Specific Plan in 2016 and still reflects the most applicable data available to describe the expected travel characteristics of the proposed project site.



The daily rate for restaurants is based on a ratio between daily rate and PM rate for High Turnover Sit-Down Restaurant (Code 932). While it is reasonable to assume that some visitors will be hotel guests, it is also somewhat speculative to define the exact number of visitors that will also be staying at the hotel. The trip generation of the restaurant uses were assumed to be 50% hotel guests and 50% new external trips, which was also applied to the previous 9900 Wilshire Specific Plan transportation study.

3.2.1.4 Amenities Access Program

The project programming includes an Amenities Access Program (AAP) that will allow a membership of up to 250 people. Membership to the AAP will allow members to visit the private Promenade amenities. Due to the unique nature of the programmed activities, there is not a comparable trip rate provided by ITE. A previous analysis completed by Gibson Transportation Consulting, Inc. relied on trip rates developed for the Arts Club West Hollywood Project, located at 8920 West Sunset Boulevard in the City of West Hollywood. The Arts Club is a membership club founded in London and includes restaurants, lounges, private dining, guestrooms, an outdoor pool and deck, and a fitness center/spa. The trip generation rates are based on membership levels and employees working on site. This comparison to the AAP is reasonable due to the similar draw for visual arts including botanical gardens and sculptures and access to on-site amenities. Based on this rate, members will generate one to two trips per peak hour, and 50 daily trips. In addition, employees will generate approximately 23 trips per day and up to two trips per peak hour.

3.2.1.5 Retail Uses

The proposed project includes 36,297 SF Retail, including 1,061 SF Hotel Retail. The retail uses would consist of retail dining (10,028 SF) and mercantile retail (26,269). The applicable trip generation rates for each type of retail use are described below.

3.2.1.5.1 Retail Dining

The Retail Dining rates are based on the ITE land use code for High-Turnover Sit-Down Restaurant (Code 932). Because a mid-day rate was not available, the Saturday rate was used to estimate the mid-day trip generation. A 20% credit for internal trips was applied to the retail dining trips to capture hotel visitors and condominium residents that are already on the project site.

3.2.1.5.2 Mercantile Retail

The Mercantile Retail trip rates are based on the ITE land use code for Shopping Center (Code 820). In order to estimate a mid-day rate, the Saturday peak hour rate provided by ITE was applied. A 20% trip generation credit for internal trips were applied to the retail dining. In addition, a 30% pass-by adjustment was applied to the total number of trips generated by the retail uses to account for vehicles that are already traveling on the adjacent roadways and visit the retail uses. A 30% pass-by adjustment for retail uses is recommended by ITE.

3.2.1.6 Park

The proposed project includes an 8-acre botanical garden, with 2 miles of walking and running pathways. This open space is proposed to include 4.5 acres of public botanical gardens and 3.5 acres reserved for residents and guests of the condominiums and hotel. The trip rates for the open space are based on the ITE land use code for public park (Code 411). The trip estimates are based on only the 4.5-acre public space, as the private space will serve visitors already on-site from the hotel or condominium uses.

3.2.1.7 Gas Station

As part of the construction of the proposed project, the existing service station and convenience mart on the northwest corner of the project site at Wilshire Boulevard will be demolished. Trip generation rates for the gas station are based on the ITE land use code for gasoline/service station with convenience store (Code 945). The afternoon peak hour rate was also used to estimate the mid-day demand because a mid-day rate is not provided by ITE. The trip generation of the gas station uses included a 50% pass-by adjustment as recommended by ITE.

Traffic counts for the transportation analysis were conducted in December 2019 when the gas station was not in service. To capture the number of vehicles that would have been traveling to the gas station under typical operations, trips associated with the gas station were manually added to the background traffic to develop existing condition traffic volumes. **Table 3** provides the trip generation rates applied to the proposed project. **Appendix B** provides detailed project trip generation rates.

Table 3: Trip Generation Rates

Land Use	Trip Rates				
	Daily	AM Peak Hour	Mid-Day Peak Hour	PM Peak Hour	Saturday Peak Hour
Condominiums[1]	3.55	0.28	0.33	0.33	0.29
Hotel[2]	7.76	0.41	0.49	0.57	0.26
Park[3]	0.78	0.02	0.11	0.11	0.28
Hotel Restaurant[4]	54.02	0.33	5.69	4.18	3.44
Retail Dining[5]	112.18	9.94	9.77	9.77	11.19
Mercantile Retail[6]	37.75	0.94	3.81	3.81	4.50
Amenity Access Program[7]	0.29	0.02	0.02	0.02	0.02
Gas Station[8]	205.36	12.47	13.99	13.99	19.28

Notes: Detailed trip generation rates contained in Appendix B.
(1) Condominium trip rates based on counts taken at 6 local condominiums.
(2) Hotel trip rates based on counts taken at Beverly Hilton.
(3) Park trip rates based on ITE Code 411 (Public Park).
(4) Restaurant trip rates based on counts taken at three fine dining restaurants in Beverly Hills.
(5) Retail dining trip rates based on ITE Code 932 (High-Turnover Sit-Down Restaurant).
(6) Mercantile Retail trip rates based on ITE Code 820 (Shopping Center).
(7) Amenity Access Program based on rates for members/guests and employees from *Transportation Study for the Arts Club West Hollywood Project* (West Hollywood, California).
(8) Gas station trip rates based on ITE Code 945 (Gasoline/Service Station with Convenience Store).



3.2.2 Trip Generation Estimates

Table 4 provides the detailed trip generation estimates for the proposed project and the trip generation for the existing uses that will be removed from the site. The land uses proposed in the Overlay Specific Plan will generate approximately 3,315 daily vehicle trips and up to approximately 300 vehicle trips during peak travel hours. However, after accounting for the existing uses that will be demolished, the site will generate approximately 475 new daily vehicle trips, 58 new AM peak hour trips, 112 new mid-day vehicle trips, 88 new PM peak hour trips, and 105 new Saturday peak hour trips.

The trip generation estimates in Table 4 do not assume any internalization of trips between the condominium and hotel uses within the project site. For example, there may be instances where someone from the condominiums might dine at the hotel restaurants or visit the gardens. However, it would be speculative to quantify this internalization, and similar to the original transportation studies prepared for the entitled uses, no reduction in trips between the residential and hotel uses was made to ensure that the analysis presents a conservative (i.e., reasonably worst case) view of the project's trip generation. As shown in Table 4 and described above, internalization of trips between hotel guests and the restaurant and retail uses on the project site were accounted for in the trip generation estimates.

Table 4

Project Trip Generation Estimate

Land Use Category		Weekday										Weekend		
		Daily	AM			Mid-Day			PM			Saturday		
			Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
Condominium (370 Units)[1]	Rate	*3.55*	*0.09*	*0.19*	*0.28*	*0.17*	*0.17*	*0.33*	*0.18*	*0.15*	*0.33*	*0.11*	*0.18*	*0.29*
	External Trips	1314	33	70	103	61	61	122	67	55	122	41	67	108
Hotel (42 Units)	Rate	*7.76*	*0.25*	*0.16*	*0.41*	*0.23*	*0.26*	*0.49*	*0.26*	*0.31*	*0.57*	*0.14*	*0.12*	*0.26*
	External Trips	326	11	7	18	10	11	21	11	13	24	6	5	11
Park (4.5 acres)	Rate	*0.78*	*0.01*	*0.01*	*0.02*	*0.06*	*0.05*	*0.11*	*0.06*	*0.05*	*0.11*	*0.13*	*0.15*	*0.28*
	External Trips	4	0	0	0	0	0	0	0	0	0	1	1	2
Hotel Restaurant (7,359 sf)	Rate	*54.02*	*0.17*	*0.17*	*0.33*	*1.71*	*3.98*	*5.69*	*3.30*	*0.88*	*4.18*	*2.92*	*0.52*	*3.44*
	Trips	*398*	*1*	*1*	*2*	*14*	*29*	*43*	*24*	*6*	*30*	*22*	*4*	*26*
50% Internal Patrons	External Trips	*199*	*1*	*1*	2	*7*	*15*	22	*12*	*3*	15	*11*	*2*	13
Retail Dining (10,028 sf)	Rate	*112.18*	*5.47*	*4.47*	*9.94*	*6.06*	*3.71*	*9.77*	*6.06*	*3.71*	*9.77*	*5.71*	*5.48*	*11.19*
	Trips	*1125*	*55*	*45*	*100*	*61*	*37*	*98*	*61*	*37*	*98*	*57*	*55*	*112*
20% Internal Capture, No Pass-By Adjustment	External Trips	900	44	36	80	49	30	79	49	30	79	46	44	90
Mercantile Retail (23,073 sf)	Rate	*37.75*	*0.58*	*0.36*	*0.94*	*1.83*	*1.98*	*3.81*	*1.83*	*1.60*	*3.81*	*2.34*	*2.16*	*4.50*
	Trips	*895*	*14*	*8*	*22*	*43*	*47*	*90*	*43*	*38*	*81*	*55*	*51*	*106*
20% Internal Capture, 30% Pass-By Adjustment	External Trips	501	8	4	12	24	26	50	24	21	45	31	29	60
Private Membership (250 members) - Members	Rate	*0.20*	*0.01*	*0.00*	*0.01*	*0.01*	*0.00*	*0.01*	*0.01*	*0.00*	*0.01*	*0.01*	*0.00*	*0.01*
	External Trips	50	2	1	3	1	1	2	1	1	2	1	1	2
Private Membership (250 members) - Employees	Rate	*0.09*	*0.01*	*0.00*	*0.01*	*0.01*	*0.00*	*0.01*	*0.01*	*0.00*	*0.01*	*0.01*	*0.00*	*0.01*
	External Trips	23	2	0	2	1	1	2	1	1	2	1	1	2
Total External Trip Generation of One Beverly Hills		**3,317**	**101**	**119**	**220**	**153**	**145**	**298**	**165**	**124**	**289**	**138**	**150**	**288**
Existing Removed														
Hotel (181 Units)	Rate	*7.76*	*0.25*	*0.16*	*0.41*	*0.23*	*0.26*	*0.49*	*0.26*	*0.31*	*0.57*	*0.14*	*0.12*	*0.26*
	External Trips	1405	45	29	74	41	47	88	47	56	103	25	22	47
Gas Station (14 Pumps)	Rate	*205.36*	*6.36*	*6.11*	*12.47*	*7.13*	*6.86*	*13.99*	*7.13*	*6.86*	*13.99*	*9.64*	*9.64*	*19.28*
	Trips	*2875*	*89*	*86*	*175*	*100*	*96*	*196*	*100*	*96*	*196*	*135*	*135*	*270*
50% Pass-By Adjustment	External Trips	1438	45	43	88	50	48	98	50	48	98	68	68	136
Credit for Existing Removed		**-2843**	**-90**	**-72**	**-162**	**-91**	**-95**	**-186**	**-97**	**-104**	**-201**	**-93**	**-90**	**-183**
Project Net Total		**474**	**11**	**47**	**58**	**62**	**50**	**112**	**68**	**20**	**88**	**45**	**60**	**105**

Sources: Fehr & Peers, 2020. Trip Generation (10th Edition), Institute of Transportation Engineers.
Detailed sources provided in Appendix A.
(1) Total units includes 30 accessory staff units.

Table 5 provides a summary of the proposed Overlay Specific Plan land uses and the previously entitled land uses under the Existing Specific Plans that have not yet been constructed on the site. This comparison illustrates the change in trip generation that would occur if development occurs under the proposed Overlay Specific Plan in relation to the Existing Specific Plans.

Table 5: Project Site Land Use Entitlements Summary

Land Use	Unit	Existing Specific Plans Remaining Entitlement				Proposed Project[1]	Difference Between Project and Existing Specific Plans
		9900 Wilshire Site	Gas Station Site	Beverly Hilton Site	Total Entitlement		
Residential units	Units	193	-	110	303	370	67
Hotel Rooms	Rooms	134	-	(217)	(83)	(139)	(56)
Hotel Restaurant	SF	16,057	-	5,472	21,529	9,969	(11,560)
Meeting Rooms	SF	7,942	-	17,398	25,340	15,762	(9,578)
Retail Dining	SF	-	-	-	-	10,028	10,028
Mercantile Retail[3]	SF	2,484	-	5,881	8,365	26,269	17,904
Gas Station	Fueling Stations	-	-	-	-	(14)	(14)
Spa[2]	SF	7,370	-	-	7,370	-	(7,370)

Notes:
( ) indicates negative value.
(1) Residential unit count contains 30 accessory spaces that could be used for various purposes (e.g., staff living quarters, room for offices, wine storage) and are being treated as residential uses for the purpose of this analysis.
(2) The 9900 Wilshire entitlements include a 7,370 SF spa open to the public, as shown in approved plans for the project.
(3) For retail uses, the remaining entitlements for hotel retail space are shown for 9900 Wilshire and Beverly Hilton site. The trip generation associated with hotel retail was captured in the "per room" hotel rate in the previous transportation studies while the mercantile retail for the proposed project has a standalone trip generation rate.

Table 6 provides the trip generation for the Existing Specific Plans in comparison to the proposed project trip generation estimates. As shown, the proposed Overlay Specific Plan will generate 453 fewer daily trips and 16 fewer vehicle trips during the PM peak hour. During the AM peak hour, the trip generation of the proposed Overlay Specific Plan would be the same as the Existing Specific Plans, and the project would generate 21 additional trips during the midday peak hour and 10 additional trips during the Saturday peak hour.

Table 6
Proposed Project in Comparison to Existing Specific Plans Trip Generation

Land Use	Rate or Size	Daily	Morning Peak Hour			Mid-day Peak Hour			Afternoon Peak Hour			Saturday Peak Hour		
			In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
9900 EIR Trip Generation[1]		2,183	54	59	113	76	81	157	99	89	188	53	62	115
Beverly Hilton EIR Trip Generation[2]														
Condominium	110 units	426	11	23	34	22	18	40	20	20	40	13	23	36
Hotel	-217 rooms	(1,682)	(54)	(35)	-89	(50)	(56)	-106	(56)	(67)	-124	(30)	(26)	-56
Existing Entitlements Net Total Trip Generation		**927**	**11**	**47**	**58**	**48**	**43**	**91**	**63**	**42**	**104**	**36**	**59**	**95**
One Beverly Hills Overlay Specific Plan Net Total Trip Generation [3]		**474**	**11**	**47**	**58**	**62**	**50**	**112**	**68**	**20**	**88**	**45**	**60**	**105**
PROJECT DIFFERENCE FROM EXISTING ENTITLEMENTS		**(453)**	**0**	**(0)**	**(0)**	**14**	**7**	**21**	**5**	**(22)**	**(16)**	**9**	**1**	**10**

Notes:
(1) Total external trips from Table 11 of *One Beverly Hills Transportation Impact Study Report* (Fehr & Peers, April 6, 2016).
(2) Based on land use information contained in Table 5. Excludes portions of entitlement already constructed (170-room Waldorf Astoria hotel and associated restaurant space). Information from Table 10 of Traffic Study for Beverly Hilton Revitalization Plan (Fehr & Peers, October 2007).
(3) From Table 4 - Project Trip Generation Estimates.

3.3 Trip Distribution

The distribution of project trips was estimated based on the trip distribution applied in the transportation studies conducted for the Existing Specific Plans. Although the overall distribution of trips is similar to the Existing Specific Plans, the site access and circulation for the proposed One Beverly Hills Overlay Specific Plan project will result in traffic volume shifts along the frontage and immediately adjacent to the project site. Below are key trip distribution assumptions:

- The project is composed of a mixture of uses (condominiums, hotel, retail, and restaurant) and it is expected that residents and visitors will travel to and from a wide variety of locations for various purposes. Potential trip purposes could include work, shopping, and recreation.
- Vehicles traveling to and from the site are centrally located to local and regional destinations. To the west, drivers can access I-405 which provides connectivity to destinations throughout the Westside. To the east, drivers could travel into Beverly Hills or further into the Mid-City area in the City of Los Angeles or Downtown Los Angeles.
- Some vehicles will travel to the north and south, although not as many as will travel to the east and west. Many of the vehicles traveling to the north or south will first travel to the west to access I-405 instead of traveling directly to the south along roadways like Beverly Drive or north to access Sunset Boulevard.

The project trip distribution is shown in **Figure 4**.



Figure 4

One Beverly Hills Overlay Specific Plan

Project Trip Distribution

4. Vehicle Miles Traveled

This section documents the vehicle miles traveled (VMT) analysis of the Beverly Hills Overlay Specific Plan. This VMT analysis is part of the environmental impact report being prepared for the proposed project and follows the CEQA guidance for determining transportation impacts in accordance with SB 743.

4.1 Overview

On September 27, 2013, Governor Jerry Brown signed SB 743 into law, which initiated a process to change transportation impact analyses completed in support of CEQA documentation. SB 743 eliminates level of service (LOS) as a basis for determining significant transportation impacts under CEQA and provides a new performance metric, VMT. As a result, the State is shifting from measuring a project's impact to drivers (LOS) to measuring the impact of driving (VMT) as it relates to achieving State goals of reducing greenhouse gas (GHG) emissions, encouraging infill development, and improving public health through active transportation. To help lead agencies with SB 743 implementation, the Governor's Office of Planning and Research (OPR) produced a *Technical Advisory.*[8] This VMT analysis follows OPR guidance and the City's new adopted transportation impact thresholds.[9]

4.2 CEQA Thresholds

SB 743 directed OPR to "prepare, develop, and transmit to the Secretary of the Natural Resources Agency for certification and adoption proposed revisions to the guidelines adopted pursuant to Section 21083 establishing criteria for determining the significance of transportation impacts of projects within transit priority areas… Upon certification of the guidelines by the Secretary of the Natural Resources Agency pursuant to this section, automobile delay, as described solely by LOS or similar measures of vehicular capacity or traffic congestion within a transit priority area, shall not support a finding of significance pursuant to this division…".

On January 20, 2016, OPR updated the CEQA Guidelines "Revised Proposal on Updates to the CEQA Guidelines on Evaluating Transportation Impacts in CEQA". In this update, the evaluation of VMT was recognized as "generally the most appropriate measure of transportation impacts." On November 2017, OPR proposed a new section, 15064.3, to help determine the significance of transportation impacts. The purpose of this section is to describe specific elements for considering the transportation impacts of a given project given the use of VMT as the primary measurement. This section was updated in July 2018 and finalized in December 2018 with criteria for analyzing transportation impacts.

[8] Governor's Office of Planning and Research, *Technical Advisory on Evaluating Transportation Impacts in CEQA*, 2018.
[9] City of Beverly Hills, *Local California Environmental Quality Act Thresholds of Significance for Transportation Impacts and Local Transportation Assessment Guidelines*, 2019, 10.

Per the guidance from OPR, "a lead agency may elect to be governed by the provisions of this section immediately. Beginning on July 1, 2020, the provisions of this section shall apply statewide." The City of Beverly Hills formally adopted the use of VMT for CEQA transportation impacts on October 10, 2019.

In accordance with Appendix G of the CEQA Guidelines, the proposed One Beverly Hills Overlay Specific Plan will have a significant impact related to transportation if it would:

1. **Conflict with a program, plan, ordinance or policy** addressing the circulation system, including transit, roadways, bicycle and pedestrian facilities.
2. **Conflict or be inconsistent with CEQA Guidelines Section 15064.3, Subdivision (b) per the following criteria**:
    a. Land Use Projects. Vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high-quality transit corridor should be presumed to cause a less than significant transportation impact. Projects that decrease vehicle miles traveled in the project area compared to existing conditions should be presumed to have a less than significant transportation impact.
    b. Transportation Projects. Transportation projects that reduce, or have no impact on, vehicle miles traveled should be presumed to cause a less than significant transportation impact. For roadway capacity projects, agencies have discretion to determine the appropriate measure of transportation impact consistent with CEQA and other applicable requirements. To the extent that such impacts have already been adequately addressed at a programmatic level, such as in a regional transportation plan EIR, a lead agency may tier from that analysis as provided in Section 15152.
    c. Qualitative Analysis. If existing models or methods are not available to estimate the vehicle miles traveled for the particular project being considered, a lead agency may analyze the project's vehicle miles traveled qualitatively. Such a qualitative analysis would evaluate factors such as the availability of transit, proximity to other destinations, etc. For many projects, a qualitative analysis of construction traffic may be appropriate.
    d. Methodology. A lead agency has discretion to choose the most appropriate methodology to evaluate a project's vehicle miles traveled, including whether to express the change in absolute terms, per capita, per household or in any other measure. A lead agency may use models to estimate a project's vehicle miles traveled and may revise those estimates to reflect professional judgment based on substantial evidence. Any assumptions used to estimate vehicle miles traveled and any revisions to model outputs should be documented and explained in the environmental document prepared for the project. The standard of adequacy in Section 15151 shall apply to the analysis described in this section.
3. **Substantially increase hazards due to a geometric design feature** (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).
4. **Result in inadequate emergency access.**

A summary of potential project impacts regarding VMT under item 2 above is described below.



4.3 VMT Methodology

The VMT analysis begins with a review of the baseline VMT metrics and VMT impact thresholds developed in conjunction with the City of Beverly Hills and based on OPR guidance and the City's adopted transportation impact thresholds. The Project is then evaluated under four VMT analysis screening options to determine if it may have a VMT impact and require further evaluation. The analysis concludes by assessing if the Project may have an impact under cumulative conditions.

4.3.1 Baseline VMT

The Southern California Association of Governments (SCAG) 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) trip-based model is a travel demand model with socioeconomic and transportation network inputs, such as population, employment and the regional and local roadway network. The model outputs several travel behavior metrics, such as vehicle trips and trip lengths, that can be used to calculate VMT. The RTP/SCS model forecasts long-term transportation demands and identifies policies, actions, and funding sources to accommodate these demands. The RTP/SCS consists of the construction of new transportation facilities, transportation systems management strategies, transportation demand management and land use strategies. While SCAG recently adopted the 2020-2045 RTP/SCS Connect SoCal, the travel demand forecasting model used to evaluate the plan is not yet available for use. SCAG's new RTP/SCS model is expected to be available for use on land use and transportation planning projects in 2021. Based on the planned growth and transportation improvements envisioned in the new RTP/SCS, the VMT trends reported from the 2016 RTP/SCS model are expected to be similar to those in the new 2020 model.

The SCAG RTP/SCS trip-based model was used to estimate the regional baseline VMT and the baseline VMT for the City. The current 2016 SCAG model has 2012 as the base year and 2040 as the forecast year. This baseline VMT methodology includes vehicle trips within the SCAG model to generate the following metrics:

1. Home-based VMT per Capita: Home-based vehicle trips are traced back to the residence of the trip-maker (non-home-based trips are excluded) and then divided by the residential population within the geographic area. This metric is used to estimate VMT for residential land uses.
2. Home-based Work VMT per Employee: Vehicle trips between home and work are counted, and then divided by the number of employees within the geographic area. This metric is used to estimate VMT for office, retail, and other commercial land uses.

The City's baseline VMT for each metric is shown in **Table 7**. These metrics estimate current VMT trends for residential and employment uses in the City of Beverly Hills.

Table 7: Baseline VMT for City of Beverly Hills

VMT Metrics		Baseline VMT
		Year 2020
Home-Based VMT	Baseline Home-Based VMT per Capita	6.7
Home-Based Work VMT	Baseline Home-Based Work VMT per Employee	16.0

4.3.2 VMT Impact Thresholds

The City of Beverly Hills adopted a VMT impact threshold for land use projects on October 10, 2019, which states that a significant impact would occur if the project generates VMT higher than 15% below the regional average.[10] The City's VMT impact thresholds based on the regional average are summarized in **Table 8**.

Table 8: City of Beverly Hills VMT Impact Thresholds

VMT Metrics		Year 2020	
		Regional Baseline VMT	VMT Impact Threshold*
Home-Based VMT	Baseline Home-Based VMT per Capita	14.5	12.3
Home-Based Work VMT	Baseline Home-Based Work VMT per Employee	17.7	15.0

* The VMT Impact Threshold for each VMT metric is 15% below the respective Baseline VMT.

4.4 VMT Screening

The first step of a VMT analysis is to determine what type of analysis, if any, is needed. Based on the OPR *Technical Advisory*, the City of Beverly Hills adopted four screening criteria that the City may use to identify if a proposed project is expected to cause a less-than-significant impact without conducting a detailed study: project size, locally serving retail, project location in a low VMT area, and project accessibility to transit. The four screening criteria are detailed below and applied to various components of the One Beverly Hills Overlay Specific Plan to determine if the project has the potential to result in a VMT impact. Once a project component qualifies under one of the screening criteria, that component is screened out from further consideration.

[10] City of Beverly Hills, *Local California Environmental Quality Act Thresholds of Significance for Transportation Impacts and Local Transportation Assessment Guidelines*, 2019, 10.

4.4.1 Screening Criteria 1: Project Size

Land use projects that generate less than 110 daily trips are presumed to have less than significant VMT impacts absent substantial evidence to the contrary. Therefore, these projects are screened out from completing a VMT analysis based on project size.

When compared to the existing land uses on the project site, the One Beverly Hills Overlay Specific Plan will generate an additional 474 daily project trips (as shown in Table 4). This daily trip generation exceeds the number of daily trips (up to 110 trips) that is applicable for project size screening. Therefore, the proposed Overlay Specific Plan does not meet this screening criteria.

When compared to the Existing Specific Plans, the proposed project will generate 453 fewer daily trips (as shown in Table 6). Since the One Beverly Hills Overlay Specific Plan will reduce the number of daily trips generated by the project site, the project could potentially be screened out from VMT analysis under this screening criteria. However, since the Existing Specific Plans did not undertake a VMT analysis and CEQA requires a comparison to existing conditions, other screening criteria were explored for the project.

4.4.2 Screening Criteria 2: Locally Serving Retail

Land use projects that have local-serving retail uses, defined as commercial projects with retail uses less than 50 KSF, are presumed to have less than significant VMT impacts absent substantial evidence to the contrary. Therefore, the retail component of these projects is screened out from completing a VMT analysis based on project use and size.

The commercial component of the One Beverly Hills Overlay Specific Plan would add 2,643 SF of hotel restaurant space in the Wilshire Building on the 9900 Wilshire Site and 7,326 SF of hotel restaurant, 10,028 SF of retail dining, and 26,269 SF of mercantile retail on the Beverly Hilton Site (as shown in Table 2). In total, 46,266 SF of retail uses would be added to the project site with the Overlay Specific Plan.

The Existing Specific Plans would allow for an additional 21,529 SF of hotel restaurant space and 8,365 SF of mercantile retail for a total of 29,894 SF of retail uses (as shown in Table 5). When comparing the Overlay Specific Plan to the Existing Specific Plans, an additional 16,372 SF of retail uses would be provided on the project site with the proposed project.

Accounting for the existing commercial uses that would remain, the project site would provide a total of 62,485 SF of retail uses with the Overlay Specific Plan. While the amount of new retail space would meet the screening criteria for locally serving retail uses, considering the total amount of retail use on the project site would exceed the 50 KSF screening criteria. Therefore, this screening criteria is not met, and other screening criteria were explored for the project.

4.4.3 Screening Criteria 3: Low VMT Area Screening

OPR guidance states that residential and office projects located within a low VMT generating area may be presumed to have a less than significant impact absent substantial evidence to the contrary. A low VMT

generating area generally has higher density, a mix of land uses, and provides opportunities for people to walk to nearby uses instead of always driving.

Low VMT areas are defined as areas that are currently generating VMT below the City's VMT threshold. The City of Beverly Hills screens residential projects from further VMT analysis if they are located in a low VMT generating TAZ, defined as VMT that is at least 15% lower than the baseline level for the region. In the City of Beverly Hills, a low VMT area for residential projects generates no more than 12.3 VMT per capita as shown above in Table 8. The traffic analysis zones (TAZ) contained in the SCAG model can be used to identify the low VMT areas in the City of Beverly Hills.

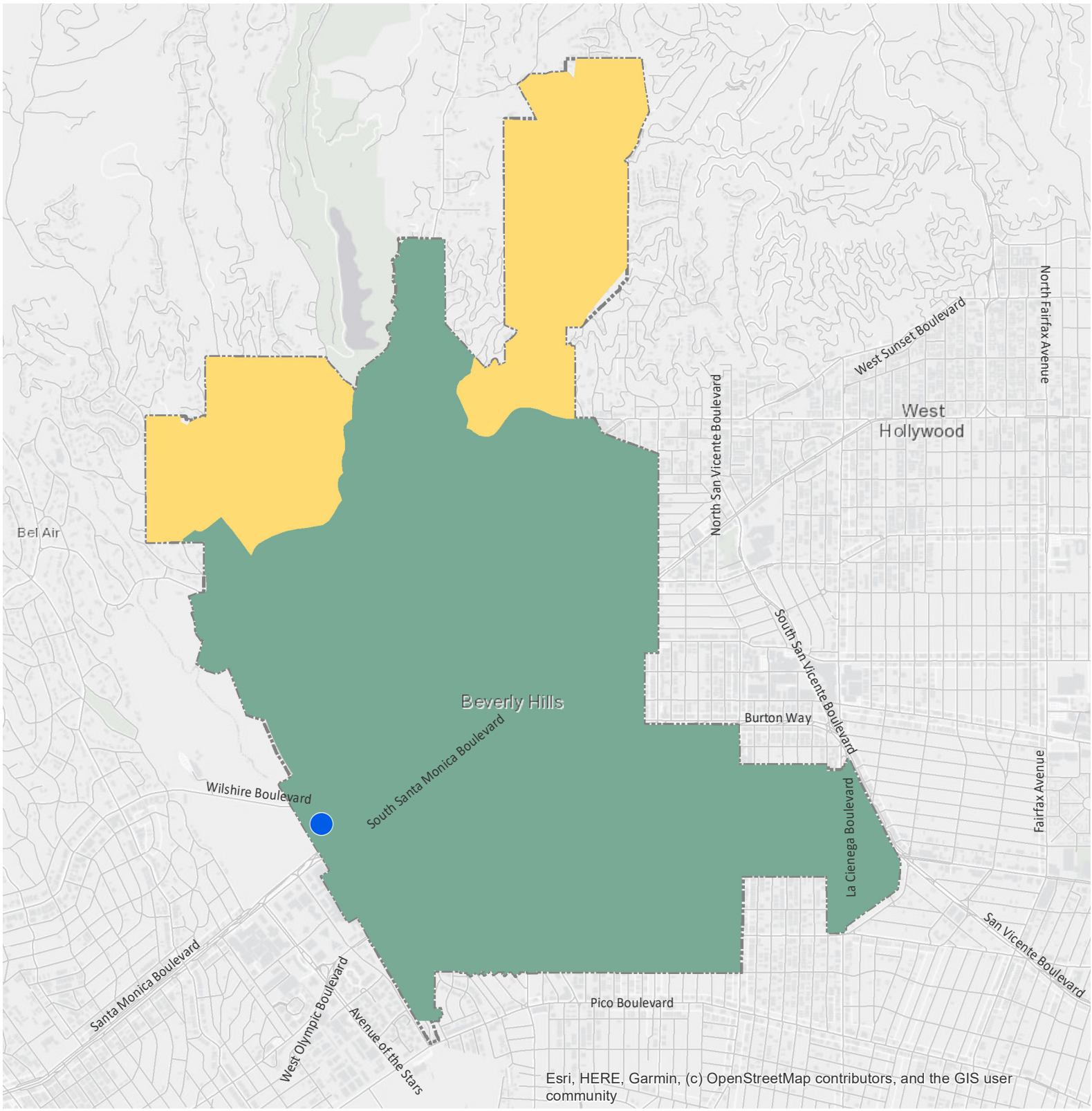
The low VMT areas for residential uses in the City are shown in **Figure 5**. The TAZ that encompasses the project site is estimated to generate 5.0 VMT per capita, which is 65% below the regional baseline VMT. Therefore, the project site is in an area with low residential VMT, which means the residential component of the Overlay Specific Plan is presumed to have a less than significant VMT impact and can be screened out from further VMT analysis.

4.4.4 Screening Criteria 4: Transit Priority Areas (TPA) Screening

Projects located in a Transit Priority Area (TPA) may also be screened out from conducting a VMT analysis because they are presumed to have a less than significant impact absent substantial evidence to the contrary. TPAs are defined in the OPR *Technical Advisory* as a ½ mile radius around an existing or planned major transit stop or an existing stop along a high-quality transit corridor (HQTC). A HQTC is defined as a corridor with fixed route bus service frequency of 15 minutes (or less) during peak commute hours.

The City of Beverly Hills' adopted VMT thresholds allow screening for TPAs that are located within ½ mile of a Metro Rapid bus stop for commercial zones. The TPAs in the City of Beverly Hills are shown in **Figure 6**. The TPAs in the City are based on bus schedules and service frequencies that reflect typical conditions in 2019 and early 2020. Beginning in July 2020, Metro implemented temporary service changes in response to the impacts of COVID-19 which caused the majority of bus routes in the study area to operate on a Sunday service schedule with reduced frequencies compared to typical weekday operations. However, in response to recent increasing ridership demands, Metro implemented service changes beginning December 13, 2020. While the majority of the transit lines that provide service in the vicinity of the project site are still operating on reduced frequencies in comparison to service levels prior to the pandemic, these changes are anticipated to be temporary with service returning to typical weekday frequencies as travel and ridership demands increase.





<-15% below SCAG Regional Average

0 to -15% below SCAG Regional Average

Higher than SCAG Regional Average

City Limits

Proposed Project Site

SCAG Regional Average calculated using SCAG model

Figure 5

Low VMT Area Screening - Residential

Daily Residential Home Based VMT per Capita
Comparison to SCAG Regional Average

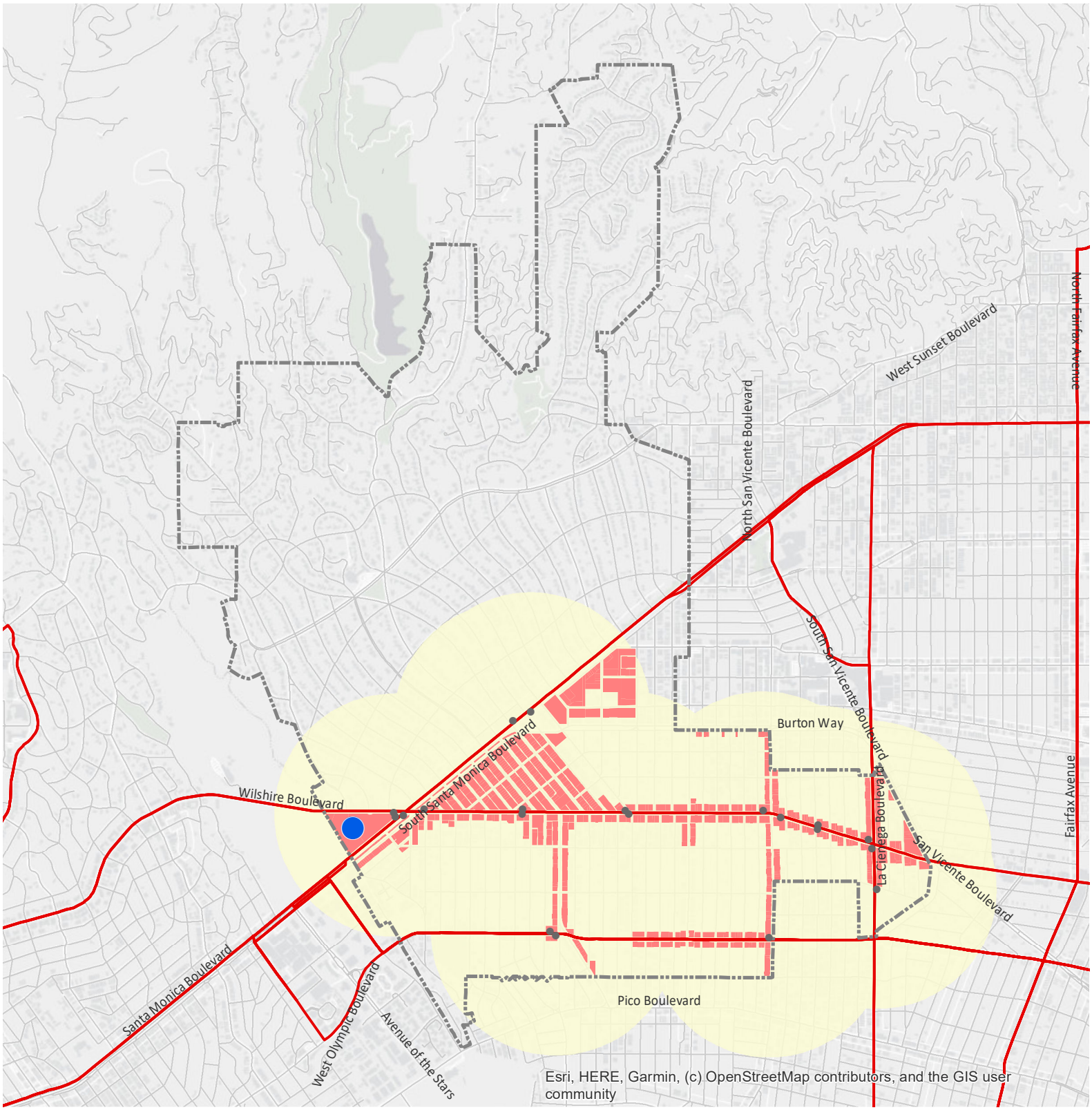


Figure 6

City of Beverly Hills
TPA Screening for Commercial Projects

The presumption that a project in a TPA will have a less than significant impact absent substantial evidence to the contrary may not be appropriate if the project:

1. Has a Floor Area Ratio (FAR) of less than 0.75;
2. Includes more parking required by City, unless additional parking is being provided for design feasibility, such as completing the floor of a subterranean or structured parking facility, or if additional parking is located within the project site to serve adjacent uses; or
3. Is inconsistent with the applicable Sustainable Communities Strategy (as determined by the City).

Based on existing transit service in Beverly Hills, the Overlay Specific Plan is located in a commercial zone within the boundary of four existing TPAs, less than ½ mile from four Metro Rapid bus stops, including the Santa Monica/Wilshire stop of Metro Rapid Line 704 and the Wilshire/Santa Monica stop of Metro Rapid Line 720 on both directions. The Overlay Specific Plan's FAR is 2.55 and meets the 0.75 minimum requirement. The Overlay Specific Plan is also providing less parking than required by the City's Municipal Code and Parking Standard. The project site is designated as Mixed Residential and Commercial in the SCAG RTP/SCS, so the proposed land uses are consistent with the RTP/SCS. Based on this information, the Overlay Specific Plan is presumed to have a less than significant VMT impact and can be screened out from further VMT analysis.

4.5 VMT Analysis for Cumulative Conditions

For cumulative conditions, OPR state that a project that is below the VMT impact thresholds and does not have a VMT impact under baseline conditions would also not have a cumulative impact as long as it is aligned with long-term State environmental goals, such as reducing GHG emissions, and relevant plans, such as the SCAG RTP/SCS.[11] The City of Beverly Hills adopted the following cumulative threshold for VMT impacts:

1. A significant impact would occur if the project causes VMT within the City to be higher than the no project alternative under cumulative conditions.
2. A significant impact would occur if the project is determined to be inconsistent with the RTP/SCS.

Table 9 shows a comparison of socio-economic characteristics and VMT metrics of the Tier 2 TAZ of the project location between the baseline and future year. The TAZ area consists of the proposed project site and single-family houses. Since the One Beverly Hills Overlay Specific Plan site is the only area within the TAZ that is expected to redevelop, the proposed project land uses are reflected in the SCAG model. The TAZs in the City of Beverly Hills and project TAZ are shown in **Appendix C**.

As shown in Table 9, the population and the number of households in the TAZ are anticipated to increase by 1,045 and 345, respectively, while VMT per capita is anticipated to decline to 4.2 for residential uses. Total employment in the TAZ is anticipated to increase by 194, while VMT per employee is anticipated to decline to 12.9. Based on this information, the proposed project will result in no net change, or project

[11] Governor's Office of Planning and Research, *Technical Advisory on Evaluating Transportation Impacts in CEQA*, 2018, 12.

effect, in VMT. The project will result in a less than significant impact on VMT under cumulative conditions.

Table 9: SCAG Growth Assumptions for Project TAZ

2016 SCAG RTP/SCS	Base Year Data	Year 2040 Data
Tier 2 TAZ	20855300	20855300
Population	495	1,540
Household	125	470
Total Employment	2,012	2,206
Home-Based VMT per capita	6.7	4.2
Home-Base Work VMT per employee	16.0	12.9

Source: 2016 SCAG RTP Travel Demand Model

In addition, the Project site is designated as Mixed Residential and Commercial in the SCAG RTP/SCS. Therefore, the Project is consistent with the RTP/SCS.

4.6 VMT Summary and Conclusions

The project meets the following screening criteria adopted by the City of Beverly Hills:

Screening Criteria 3, Low VMT Area Screening, states that residential projects located within a low VMT generating area do not require further VMT analysis. Low VMT in the City of Beverly Hills is defined as an area with VMT per capita at least 15% lower than the baseline level for the region. The Overlay Specific Plan is located in an area with VMT per capita that is 65% below the baseline VMT for residential uses in the City, which means the residential component is screened out from further VMT analysis.

Screening Criteria 4, TPA Screening, states that projects will not need to complete a VMT analysis if the project is located in the City's definition of TPA which accounts for commercial zones in proximity to Metro Rapid bus stops. The Overlay Specific Plan is located within the boundary of four existing TPAs and meets the additional design criteria outlined for TPA screening.

Based on the screening criteria, the Overlay Specific Plan is presumed to have a less than significant VMT impact and is screened out from further VMT analysis.

5. Site Access & Circulation

This chapter presents an overview of site access and on-site circulation for the One Beverly Hills Overlay Specific Plan.

5.1 Overview

The One Beverly Hills Overlay Specific Plan will maintain the existing points of access along Wilshire Boulevard and North Santa Monica Boulevard. Merv Griffin Way will continue to operate as a publicly accessible private street between Wilshire Boulevard and North Santa Monica Boulevard while also providing access to uses on the project site as it does currently. A new private roadway, referred to as the North-South Road, will have gated access for residents and will be located adjacent to the southwesterly property line, which will connect Wilshire Boulevard and North Santa Monica Boulevard.

A new subterranean parking structure will provide parking for all uses on the One Beverly Hills Overlay Specific Plan site. The new parking structure will be three levels and will have a capacity of approximately 1,865 vehicles. The only additional parking on the project site will be the parking that is currently serving the Waldorf Astoria (314 parking spaces), which would remain and is not reflected in this total. Parking access for the residents, hotel guests, employees, and visitors will occur through separate entry and exit driveways. The parking structure will include a designated area for ride-sharing, electric vehicle charging, amenity areas and support space including a centralized loading dock. Approximately 55 of the parking spaces will be capable of accommodating Level 2 charging stations.

The existing loading dock serving the Beverly Hilton and Waldorf Astoria Beverly Hills hotels will be reconfigured and will connect via ramp to a centralized below-grade loading dock and support spaces. However, the entrance and exit to the loading dock will continue to be on North Santa Monica Boulevard east of Merv Griffin Way.

The site plan for the One Beverly Hills Overlay Specific Plan is shown in **Figure 7**. The Overlay Specific Plan contains several objectives related to site access and circulation as summarized below.

- Improve traffic circulation in and around the project site by providing additional vehicular access points on Wilshire Boulevard and North Santa Monica Boulevard for project residents and guests to reduce travel on Merv Griffin Way.
- Consolidate parking across the project site to create an efficient, subterranean parking structure that is right sized for current parking demand and is consistent with the City's goal of reducing reliance on automobiles.
- Open the project site from Wilshire Boulevard and North Santa Monica Boulevard to pedestrians and promote pedestrian activity within the project site.
- Provide short-term bicycle parking for project residents and visitors and connect to the City's existing bike paths.



Figure 7

One Beverly Hills

One Beverly Hills Overlay Specific Plan Site Access

5.2 Site Access by Land Use Type

Access to the One Beverly Hills Overlay Specific Plan site will be separated by residents, hotel guests and visitors, employees, and other visitors to the site. The site access for each of these uses is described below in comparison to the access under the Existing Specific Plans.

Residential Access - Residential access will be provided by the new North-South roadway along the western border of the project site. Just south of the driveway serving the Wilshire Building, this roadway will have gated access and only used by residents and their guests. A new traffic signal at Wilshire Boulevard will allow full access (i.e., both inbound and outbound right and left-turning movements) to the new North-South Road. The south end of the North-South Road will connect to North Santa Monica Boulevard and be controlled by a stop sign. Access to the south will be restricted to right-turns in/out only on North Santa Monica Boulevard. Along the North-South Road, separate driveways will be provided for the Garden Residence and Santa Monica Residence to provide access to the underground parking structure. For the Wilshire Building, residents will enter the site from Wilshire Boulevard using the North-South Road and exit the site using the outbound only driveway onto Wilshire Boulevard just west of Whittier Drive/Merv Griffin Way.

Under the Existing Specific Plans, residential access for the Beverly Hilton site was planned to occur along Merv Griffin Way and residential access for the 9900 Wilshire Boulevard site was planned to occur along a similarly configured North-South Road. The previously approved alignment of the North-South Road would have connected to Wilshire Boulevard just east of the gas station site and only permitted right-turns in/out of the site. The new signal proposed as part of the Overlay Specific Plan will be located on the western edge of the gas station site and permit full access.

Hotel Guest Access - The existing driveways serving Waldorf Astoria Hotel on Wilshire Boulevard and North Santa Monica Boulevard will remain in place. The Beverly Hilton Motor Court will be expanded to provide additional storage for valet operations. Two entry ramps and two exit ramps will be provided along the Motor Court to provide direct access to the subterranean parking garage. The primary entry point to the hotel Motor Court will be at an internal intersection on Merv Griffin Way which is in approximately the same location as the current four-way stop controlled intersection that provides access to the existing Motor Court. A secondary exit point for the Motor Court will be provided on Merv Griffin Way just south of the Conference Center on Wilshire Boulevard.

Under the Existing Specific Plans, the 9900 Wilshire Boulevard site had an additional Hotel Motor Court on North Santa Monica Boulevard. Access to this Hotel Motor Court was provided just west of the Merv Griffin Way intersection on North Santa Monica Boulevard with a secondary right-in/out only access point on Merv Griffin Way.

Visitor and Employee Access – Merv Griffin Way will provide access for visitors and employees of the various uses on the site. Just north of North Santa Monica Boulevard, a driveway ramp will provide access into the subterranean parking structure from Merv Griffin Way. Outbound access will be provided onto

Merv Griffin Way at the internal intersection that provides access to the expanded hotel Motor Court. The driveway exit ramp will serve as the western leg of this internal intersection.

Under the Existing Specific Plans, visitor and employee access would also occur along Merv Griffin Way and visitors dining at the hotel restaurants on the 9900 Wilshire Boulevard site would also have access at the planned Motor Court on North Santa Monica Boulevard.

Delivery Access – The loading dock located on North Santa Monica Boulevard just east of Merv Griffin Way will continue to serve the existing uses that will remain and will also serve as the loading area for new uses constructed with the One Beverly Hills Overlay Specific Plan. The existing loading dock will be reconfigured with a ramp connecting to a centralized below-grade loading dock and support spaces.

Under the Existing Specific Plans, the current loading dock would continue to serve the Beverly Hilton site and a new loading dock with access along Merv Griffin Way opposite the Beverly Hilton Hotel Motor Court would serve the 9900 Wilshire Boulevard site. With the proposed Overlay Specific Plan, the loading activities will be centralized in one location.

5.3 Project Driveways

As shown in Figure 7, several driveways will provide access to the project site. The primary access driveways are labeled A through E on the One Beverly Hills Overlay Specific Plan site plan and described in detail below. The permitted turning movements and the number of new vehicles entering and exiting the project site at each location are shown in **Figure 8A** and **Figure 8B.**

Driveway A – This driveway will be controlled by a new traffic signal at Wilshire Boulevard and the North-South Road that will allow full access (i.e., both inbound and outbound right and left-turning movements) to the project site. This intersection will serve all residential uses and also provide inbound access to the Wilshire Building. The traffic signal proposed at this location was not previously envisioned under the Existing Specific Plans.

The signalized intersection at Driveway A would be located approximately 400 feet west of the Whittier Drive/Merv Griffin Way signalized intersection. The proposed operations of the new traffic signal and design features are summarized below.

- On Wilshire Boulevard, a westbound left-turn pocket would provide inbound access to the project site and the traffic signal would operate with a protected left-turn signal phase. Vehicles entering the project site from eastbound Wilshire Boulevard would utilize a shared through/right-turn lane. The curb lane on eastbound Wilshire Boulevard transitions from a bus only lane to a general-purpose travel lane approximately 170 feet west of the proposed traffic signal. This distance would allow vehicles entering the project site to merge into the curb lane prior to the new intersection and then make a right-turn onto the North-South Road.

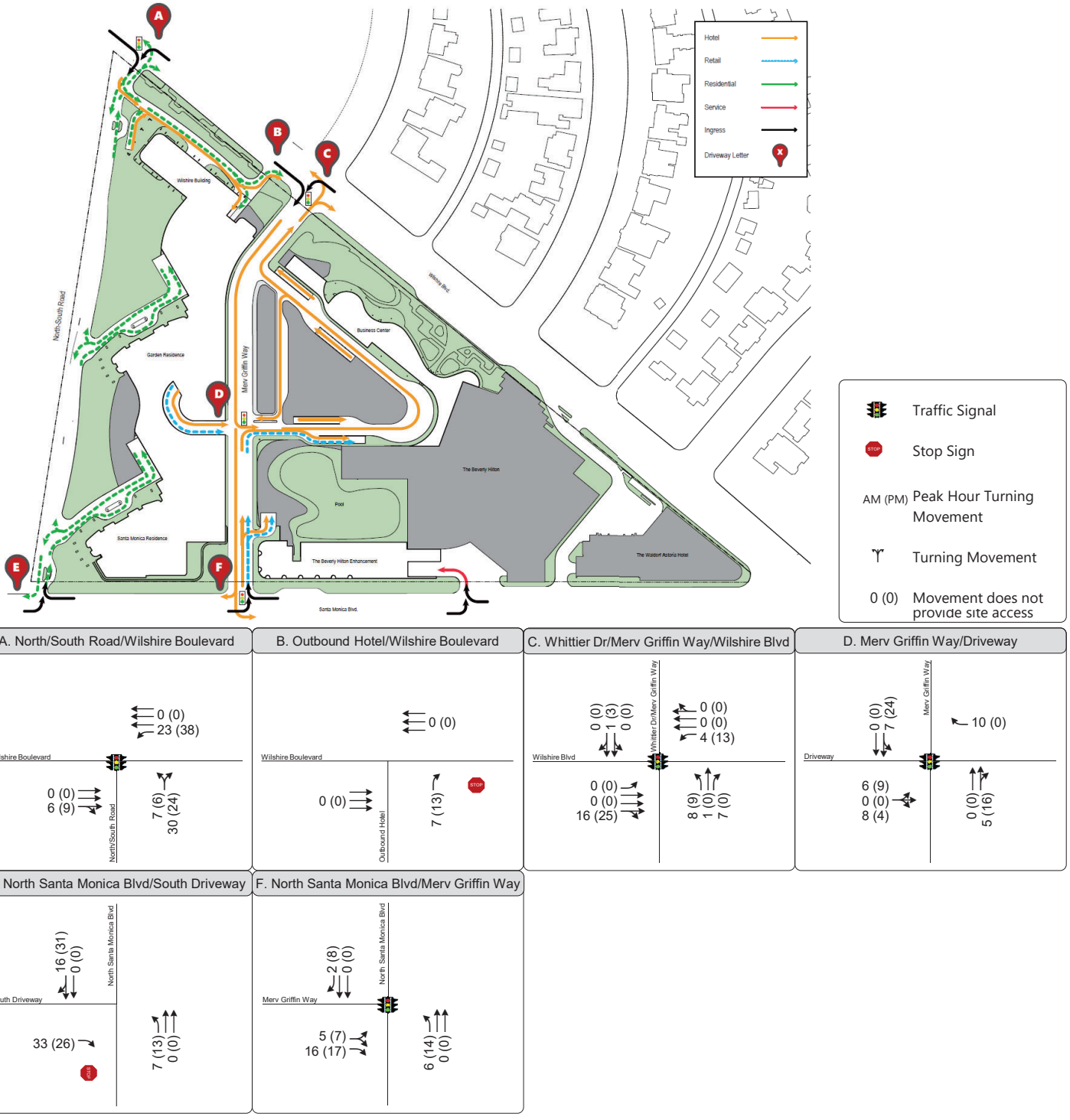


Figure 8A

One Beverly Hills Overlay Specific Plan
Site Access Volumes - AM and PM Peak Hours

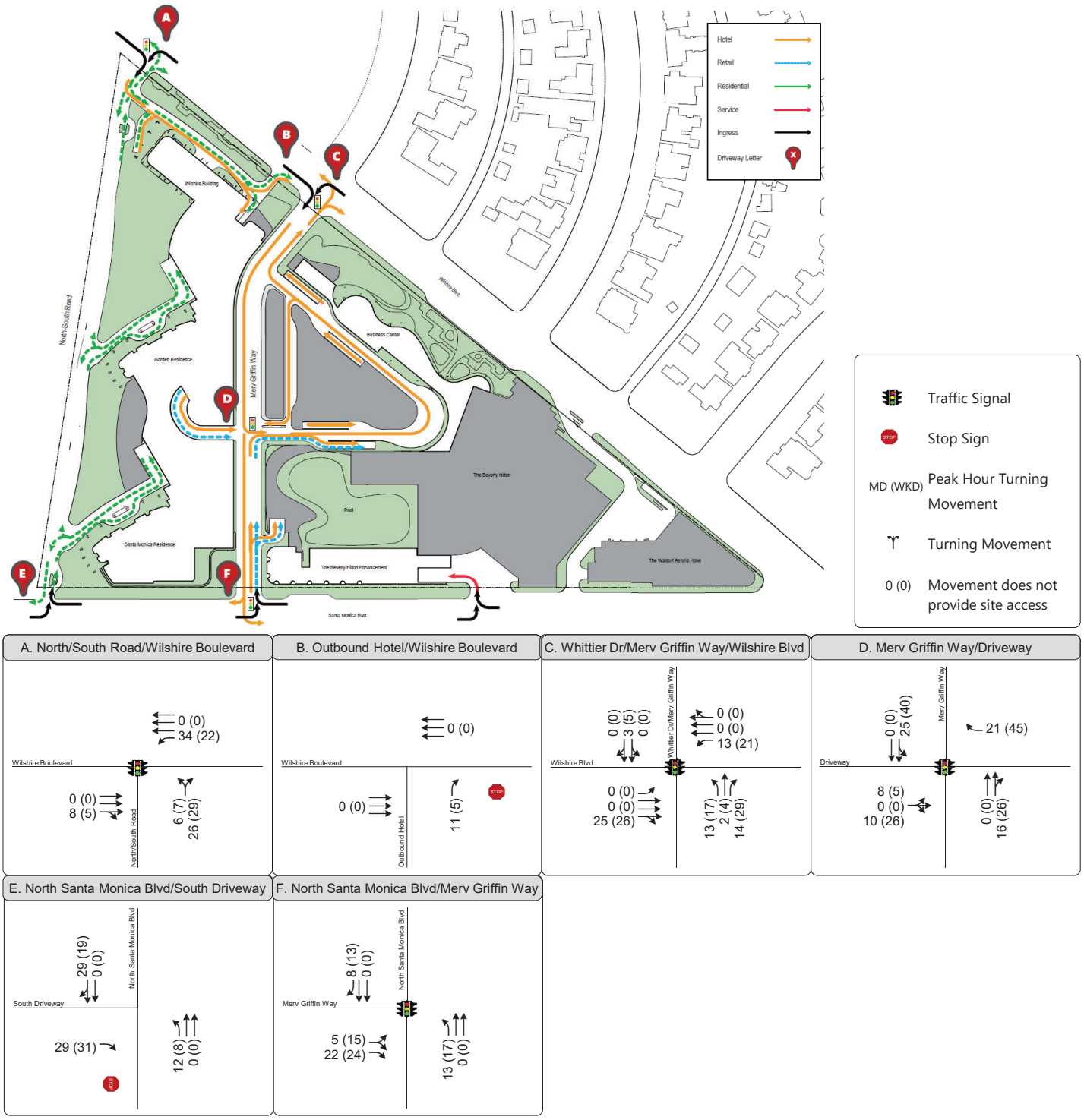


Figure 8B

One Beverly Hills Overlay Specific Plan
Site Access Volumes - Midday and Weekend Peak Hours

- On the North-South Road, one left-turn lane and one right-turn lane would be provided for vehicles exiting the project site. A separate signal phase would be provided for these outbound turning movements.
- A crosswalk would be provided for pedestrians on the south side of Wilshire Boulevard to cross the North-South Road. To maximize the amount of green-time for vehicles traveling on Wilshire Boulevard, a pedestrian crosswalk would not be provided across Wilshire Boulevard. Pedestrian crossings would be directed to the adjacent signalized intersection at Whittier Drive/Merv Griffin Way.
- The signal timing and cycle length would be coordinated with the adjacent intersection at Whitter Drive/Merv Griffin Way to maximize vehicle travel flows along Wilshire Boulevard. Prior to implementation, the developer would submit a traffic signal timing and operations plan to the City's Traffic Engineer for review and approval.
- The flashing yellow sign currently located on the south side of Wilshire Boulevard just west of the proposed signal would be relocated to the west by approximately 400 feet. This would relocate the flashing yellow sign in the City of Los Angeles which requires the approval of the Los Angeles Department of Transportation. Approval for the sign relocation would be requested at the time the traffic signal design plans are prepared and prior to implementation of the new traffic signal.

In the event that the new traffic signal was not constructed, then the Wilshire Boulevard & North-South Roadway intersection would be a two-way stop-controlled intersection with inbound and outbound right-turn movements only. A left-turn pocket would no longer be provided on Wilshire Boulevard and only a right-turn lane would be provided on the North-South Road. The *One Beverly Hills Overlay Specific Plan Local Transportation Assessment* (Fehr & Peers, December 2020) describes both: 1) the traffic operations at adjacent City intersections with the proposed traffic signal, and 2) operations with two-way stop control and right-turn only access in consideration of vehicle rerouting that would occur if left-turn movements to and from the North-South Road are not permitted.

Driveway B – This driveway will serve vehicles exiting the Wilshire Building. These vehicles will be able to make a right-turn only onto Wilshire Boulevard westerly of the traffic signal at Merv Griffin Way/Whittier Drive. Given the limited uses that will be served by this driveway, vehicle demand is expected to be limited and the driveway is expected to operate acceptably if only outbound right-turning movements are permitted.

The Existing Specific Plan for the 9900 Wilshire Boulevard site included a right-turn in/out only driveway on Wilshire Boulevard in a location approximately in between Driveways A and B. The original driveway would have served residential uses on the 9900 Wilshire Boulevard site.

Driveway C – This driveway represents the intersection of Wilshire Boulevard & Merv Griffin Way/Whittier Drive and serves vehicles traveling to the project site and through the site on Merv Griffin Way. The traffic signal allows full access for vehicles entering and exiting the site on Wilshire Boulevard.

Both the proposed project and the Existing Specific Plans would widen the northbound Merv Griffin Way approach at Wilshire Boulevard to provide for a left-turn lane, a through lane, and a right-turn lane. This widening will improve the capacity at the intersection and improve peak hour traffic flows, especially during the PM peak hour when Merv Griffin Way experiences a large amount of cut-through traffic with a heavy demand for northbound through traffic.

Driveway D – This internal driveway on Merv Griffin Way provides all inbound access to the reconfigured Beverly Hilton Hotel Motor Court and limited outbound access for vehicles that utilize the valet staging area on the Motor Court. The hotel's Motor Court access will form the east leg of this intersection on Merv Griffin Way. The west leg of the intersection will provide outbound access for visitors and employees from the subterranean parking structure. A traffic signal is proposed at this internal intersection. The primary purpose of the traffic signal is to accommodate demand during special events at the project site when the hotel Motor Court is at peak demand.

The Existing Specific Plans also had internal driveways at this approximate location. In the Beverly Hilton Specific Plan, this driveway was planned to provide access to the Beverly Hilton Motor Court. Under the 9900 Wilshire Boulevard Specific Plan, this driveway would serve as the loading dock and provide employee access to an underground parking garage. This intersection was envisioned to be operated by stop signs on each approach as it does currently.

Driveway E – This driveway will serve the North-South Road and will allow inbound access for vehicles traveling on North Santa Monica Boulevard (both inbound left- and right-turn movements) and right-turn only access for outbound vehicles. This driveway will only serve residential uses and gated access will be provided just north of the entry point. The driveway will be controlled by a stop sign for vehicles exiting the project site.

The Existing Specific Plan for the 9900 Wilshire Boulevard site also included a driveway at this location to serve residents.

Driveway F – This driveway represents the intersection of North Santa Monica Boulevard & Merv Griffin Way and serves vehicles traveling to the project site and through the site on Merv Griffin Way. This intersection is currently controlled by a stop sign on the eastbound Merv Griffin Way approach.

Both the proposed project and the Existing Specific Plans would install a traffic signal at this location to allow full access to and from the project site and improve operations for vehicles traveling through the site. In addition, both the proposed project and the Existing Specific Plans would relocate the curb along North Santa Monica Boulevard to provide additional right-of-way. The roadway widening would allow for either: 1) the implementation of a buffered bicycle lane along the frontage of the Overlay Specific Plan site and maintain two travel lanes in each direction on North Santa Monica Boulevard, consistent with the current configuration along the frontage of the Waldorf Astoria Hotel, or 2) the provision of three travel lanes and a 5-foot wide bike lane, consistent with the roadway configuration proposed by the applicant.



6. Active Transportation System

This chapter discusses the One Beverly Hills Overlay Specific Plan in relation to the surrounding active transportation system.

6.1 Overview

The transit, bicycle and pedestrian impacts of the proposed project were compared to the Existing Specific Plans. For both the proposed project and the Existing Specific Plans, the active transportation system was considered to be impacted if the project conflicted with existing facilities or adopted policies, plans, or programs supporting active transportation.

6.2 Disruptions to Existing Transit Service

Existing transit service is provided along the project frontage on Wilshire Boulevard and Santa Monica Boulevard. The proposed project's impacts to existing transit service are as follows:

- ***Project Driveways***: Potential disruptions to existing transit service could occur with the addition of any project driveways. The proposed project will construct two driveways along Wilshire Boulevard (Driveway A and B) and one driveway along North Santa Monica Boulevard (Driveway E). The project driveway with signalized access on Wilshire Boulevard at the North-South Road (Driveway A) is discussed below. The other project driveway on Wilshire Boulevard (Driveway B) would provide outbound only access, and therefore, transit vehicles traveling on Wilshire Boulevard would not be delayed by vehicles slowing to enter the project site. The project driveway on North Santa Monica Boulevard (Driveway E) would provide inbound access to the North-South Road from North Santa Monica Boulevard (both left- and right-turns would be permitted) and outbound right-turn only access. Vehicles entering the project site from North Santa Monica Boulevard would utilize either the buffered bicycle lane along the frontage of the project site or the new third travel lane resulting in minimal delays for transit vehicles traveling on North Santa Monica Boulevard. In comparison to the Existing Specific Plans, one additional driveway would be provided on Wilshire Boulevard (the 9900 Wilshire Boulevard site had one access driveway between Driveways A and B), and one fewer driveway would be provided on North Santa Monica Boulevard (access to the planned Hotel Motor Court on the 9900 Wilshire Boulevard site would be eliminated).
- ***New Traffic Signal***: Another potential disruption will be the new traffic signals at North Santa Monica Boulevard & Merv Griffin Way and Wilshire Boulevard & North-South Road. Currently, Wilshire Boulevard operates as free-flow along the frontage of the project site west of the Whittier Drive/Merv Griffin Way signal. At Merv Griffin, North Santa Monica Boulevard also operates as free flow because the intersection currently operates under side-street stop sign control. Therefore, the transit vehicles on Wilshire Boulevard and North Santa Monica Boulevard are not required to stop with the current traffic control system. The new traffic signals will result in

some delay at these intersection for transit vehicles, but this delay will be minimal as a majority of the signal cycle will be allocated to Wilshire Boulevard and North Santa Monica Boulevard to facilitate movement of traffic on the major street. The Merv Griffin Way signal was required under the Existing Specific Plans.

The land use and site access changes under the One Beverly Hills Overlay Specific Plan will not result in a disruption to existing transit service.

6.3 Disruptions to Planned Transit Service

No major transit projects are planned on Wilshire Boulevard or North Santa Monica Boulevard. Therefore, the land use and site access changes under the One Beverly Hills Overlay Specific Plan will not result in a disruption to planned transit service. However, the existing bus stop on Wilshire Boulevard just west of the Whittier Drive/Merv Griffin Way intersection will be relocated to the east side of the intersection. The transit stop relocation should be coordinated with the City of Beverly Hills and Metro to ensure that bus transit service is not interrupted with the stop relocation.

6.4 Disruptions to Existing Bicycle Facilities

Since the adoption of the Existing Specific Plans, North Santa Monica Boulevard has been reconstructed and Class II bicycle lanes that are enhanced through green paint have been striped in the City of Beverly Hills from the western City limit just west of the project site to the eastern City limit at Doheny Drive. In addition, North Santa Monica Boulevard was widened by relocating the edge of curb along the frontage of the Waldorf Astoria Hotel which maintained two southbound travel lanes and provided additional right-of-way for a buffered on-street bicycle lane. With the curb relocation on North Santa Monica Boulevard along the remaining frontage of the project site with the Overlay Specific Plan, the bicycle lanes will be maintained through either 1) the implementation of a buffered bicycle lane along the frontage of the Overlay Specific Plan site while maintaining two travel lanes in each direction on North Santa Monica Boulevard, consistent with the current configuration along the frontage of the Waldorf Astoria Hotel, or 2) the provision of three travel lanes and a 5-foot wide bike lane, consistent with the roadway configuration proposed by the applicant. Given that bicycle lanes on North Santa Monica Boulevard will be maintained under either scenario with the additional right-of-way provided by the Overlay Specific Plan, no disruptions would occur to existing bicycle facilities.

6.5 Interferes with Planned Bicycle Facilities

There are no planned bicycle facilities adjacent to the project site. Therefore, the One Beverly Hills Overlay Specific Plan and the Existing Specific Plans would not result in a disruption to planned bicycle facilities.



6.6 Disruptions to Existing Pedestrian Facilities

The project site plan proposes to maintain sidewalks along the project frontage on North Santa Monica Boulevard and Wilshire Boulevard. However, the relocation of the northern curb on North Santa Monica Boulevard along the frontage of the project site would result in the narrowing of the adjacent sidewalks in order to provide right-of-way for either 1) the implementation of a buffered bicycle lane along the frontage of the Overlay Specific Plan site while maintaining two travel lanes in each direction on North Santa Monica Boulevard, or 2) the provision of three travel lanes and a 5-foot wide bike lane, consistent with the roadway configuration proposed by the applicant. While the project will add additional driveways along both frontages, these driveways are not expected to result in a significant impact to pedestrians. In addition, new driveways were also anticipated with the Existing Specific Plans.

Furthermore, the proposed project would include pedestrian improvements that would align with the goals and policies of the Circulation Element and Draft Complete Streets Plan. Upon completion of the proposed project, enhanced pedestrian connectivity and improvements to the pedestrian environment would be available via the pedestrian walkways that connect Wilshire Boulevard, Merv Griffin Way, and Santa Monica Boulevard, as well as the pathways provided throughout the proposed botanical garden. By placing retail, residential, and hotel uses in close proximity to existing commercial and residential centers and high-quality public transit, as well as by enhancing the pedestrian environment with landscaping, a sculpture garden, and walking paths, the proposed project would encourage pedestrian activity in the project area. The pedestrian improvements provided by the proposed project would be in accordance with General Plan Goal CIR 6 by enhancing multi-modal transportation options and CIR 7 by making walking a more desirable travel choice, as well as with Complete Streets Plan Goals P1 through P3 and V3 by enhancing the pedestrian and neighborhood environment in the project area.

6.7 Interferes with Planned Pedestrian Facilities

There are no planned pedestrian facilities along the project frontage. Therefore, the One Beverly Hills Overlay Specific Plan would not result in a disruption to planned pedestrian facilities.

7. Construction Conditions

This chapter reviews the potential construction impacts of the proposed One Beverly Hills Overlay Specific Plan project. The construction evaluation for the proposed project and the Existing Specific Plans considered the temporary impacts due to lane closures, need for temporary traffic control, emergency vehicle access, traffic hazards to bicycles and/or pedestrians, damage to the roadbed, the potential for truck traffic on roadways not designated as truck routes, and other similar impediments to circulation.

7.1 Overview

The initial construction phase for the 9900 Wilshire Boulevard site consisting of demolition has already been completed. However, demolition and site preparation will be needed for the remainder of the site. In addition to the buildings on the site that will be demolished, the existing Beverly Hilton parking structure on North Santa Monica Boulevard will be demolished.

Construction activities are expected to begin in November 2021 and be completed in January 2026. Most construction activity will occur from 8:00 AM to 6:00 PM with some nighttime work related to material loading and hauling. The duration of the construction elements based on information provided by the project applicant is as follows:

- Site Preparation & Demolition:
    - Site preparation is expected to have a 3-month duration with a start date of November 2021 and end date of January 2022
    - Demolition is expected to have a 14-month duration with an expected start date of November 2021 and end date of December 2022
    - Approximately 550,000 cubic yards of hauling is expected to occur during this phase of the construction
    - Utilizing trucks with a 14-cubic yard capacity results in 39,286 haul trips
    - According to the project description, this will result in approximately 240 trucks per day for approximately eight months
- Grading and Paving:
    - Grading is expected to have a 10-month duration with an expected start date of February 2022 and end date of November 2022
    - Building Construction is expected to have a 3.5 year duration with an expected start date of June 2022 and end date of November 2025
    - Paving is expected to have a 1-year duration with an expected start date of January 2025 and end date of December 2025



- Building Construction and Architectural Coating:
    - Building Construction is expected to have a 3.5 year duration with an expected start date of June 2022 and end date of November 2025
    - Architectural coating is expected to have a 2.5 year duration with an expected start date of June 2023 and end date of January 2026

Similar to the Existing Specific Plans, there are four main construction traffic impacts associated with the project:

- Trucks traveling to and from the site to remove debris, fill, and other items (haul trucks)
- Equipment and material delivery/staging
- Worker traffic
- Worker parking

7.1.1 Haul Truck Traffic

Hauling activity is expected to occur between the project site and Irwindale. Trucks will exit the site onto Santa Monica Boulevard heading west through the City of Los Angeles to access the I-405. Trucks will then travel south on I-405 to access the I-10 freeway and continue east to the City of Irwindale. The haul route will be approximately 35 miles.

If contaminated soil is encountered, hauling activity will occur between the project site and Castaic. In this case, trucks will exit the site onto Santa Monica Boulevard heading west through the City of Los Angeles to access the I-405. Trucks will then travel north on I-405 to access the I-5 freeway, and then travel on SR-126 to Castaic. The haul route will be approximately 38 miles.

Similar to the Existing Specific Plans, the proposed project will create a construction management plan that provides for truck staging and designates appropriate travel routes to access the site. However, trucks could impact the adjacent roadway network as follows:

- The roadways designated as the truck routes for the project are already some of the most congested in the City of Beverly Hills and the City of Los Angeles.
- There is no guarantee that truck traffic will not deviate from the designated routes and impact other roadways when traveling to and from the site.
- The number of trucks required to access the site during the excavation process will be approximately 426 trucks per day for a 14-month period.

These challenges were also identified in the transportation studies for the Existing Specific Plans.

7.1.2 Delivery and Staging of Material and Equipment

Another source of construction traffic would derive from the transportation of materials and equipment to the site. One example would be concrete, of which substantial quantities would be required for the

parking garage and the buildings on-site. Other materials could include plumbing supplies, electrical fixtures, and even items used in furnishing the condominiums and other uses. These materials will have to be delivered to the site and stored on-site as well. These deliveries will occur through variously sized vehicles including small delivery trucks to cement mixer trucks, and possible 18-wheel trucks.

Additionally, heavy construction equipment will have to be delivered to the site. This equipment could include cranes, bulldozers, excavators, and other large items of machinery. Most of the heavy equipment will be transported to the site on large trucks such as 18-wheelers or other similar sized vehicles, and the heavy equipment will remain on-site until it's no longer needed.

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

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

These challenges were also identified in the transportation studies for the Existing Specific Plans. A City-approved construction traffic control plan and haul route will be implemented.

7.1.3 Worker Traffic

The number of workers on the project site will vary from 250 per day (excavation/foundations) to 1,500 per day (building finishes and landscape). The peak number of construction workers for each general construction phase is as follows.

- Excavation/Foundations: 250 construction workers for a 12-month duration
- Structure/Enclosure: 1,100 construction workers for a 22-month duration
- Finishes/Hardscape/Landscape: 1,500 construction workers for a 16-month duration

The number of vehicles associated with these workers could be estimated by applying the following process:

- Each worker will drive to and from the site daily at least once (two daily person trips per worker).
- A small percentage of the workers may carpool or travel together. This can be based on regional auto occupancy factors (1.25 persons per vehicle).
- Workers will travel to/from the site in the morning (7:00 to 9:00 AM) and afternoon peak hours (4:00 to 6:00 PM). They are not all likely to arrive at the construction site within the same hour nor will they leave the site at the same time. Fehr & Peers have assumed that no more than half of the drivers will arrive during a single peak hour either in the morning or afternoon. It is our

experience that many construction workers arrive at the site outside of the peak hours, with many arriving at the site prior to 7:00 AM and leaving the site before 4:00 PM. Therefore, our estimates of peak hour traffic are likely to be conservative.

Using the maximum number of workers (1,500), the number of worker trips will be as follows:

- 2,400 daily trips
- 600 Peak Hour trips (one hour in the morning and afternoon peak period)

For the Existing Specific Plans, the 9900 Wilshire Boulevard site was anticipated to have between 40 and 500 workers per day and the Beverly Hilton site was anticipated to have between 50 and 200 workers per day. This results in up to 700 workers on the site during construction of the Existing Specific Plans.

7.1.4 Worker Parking

During the initial 18 months of construction, parking for approximately 700 construction workers will be provided on-site. Other construction workers will park off-site and be shuttled to the construction site using zero-emission shuttle buses. During the remainder of the construction period, parking will be available on-site to accommodate all of the construction workers.

Worker parking for the Existing Specific Plans will be similar to the proposed project. The Existing Specific Plans also planned to provide off-site worker parking while the parking garage was being constructed and use shuttles to transport workers to the site. Following the construction of the parking garage, all worker parking will occur on-site.

For both the proposed project and the Existing Specific Plans, the need to park workers off-site could result in a specific traffic related impact because it could lead to worker parking spilling over into adjacent areas, such as residential areas along Whittier Boulevard. Workers may park in these areas because they find the off-site parking arrangement cumbersome and want to park at a location closer to the site.

7.1.5 Construction Summary & Mitigations

Similar to the approved Existing Specific Plans, several potential traffic-related impacts could result from construction of the proposed One Beverly Hills Overlay Specific Plan project:

- Haul trucks traveling on congested roadways adjacent to the site could create additional congestion on the roadways.
- Truck traffic traveling to/from the site for material and equipment delivery could be very large trucks (18-wheelers), which could increase congestion on the adjacent roadways.
- The material and equipment delivery process could require vehicles to temporarily stop and unload on the adjacent streets. This loading/unloading process could involve temporary lane closures on the adjacent streets.

- Workers needing to park off-site while the parking garage is being constructed could forgo parking in designated off-site locations and instead park along adjacent streets like Whittier Drive. This parking spillover could impact the adjacent residential areas.

The following construction impacts and mitigation measures are consistent with the Existing Specific Plans. [12]

Temporary Construction Impact 1: There are likely to be significant, but temporary traffic impacts, resulting from the construction activity on the project site. This impact derives from the haul truck traffic accessing the site and the delivery of materials/equipment. Similar to the Existing Specific Plans, the project applicant will prepare a Draft Construction Traffic Management Plan to address the issues above.

Mitigation Measure 1: Mitigating this impact will require the implementation of the following measures:

The developer shall update their Construction Traffic Management Plan to include plans to accomplish the following:

- Maintain existing access for land uses in proximity of the project site during project construction.
- Schedule deliveries and pick-ups of construction materials to non-peak travel periods, to the maximum extent feasible.
- Coordinate deliveries and pick-ups to reduce the potential of trucks waiting to load or unload for protracted periods of time.
- Minimize obstruction of through traffic lanes on Wilshire Boulevard and Santa Monica Boulevard.
- Construction equipment traffic from the contractors shall be controlled by flagman.
- Identify designated transport routes for heavy trucks (in addition to haul trucks) to be used over the duration of the proposed project.
- Schedule vehicle movements to ensure that there are no vehicles waiting off-site and impeding public traffic flow on the surrounding streets.
- Establish requirements for loading/unloading and storage of materials on the project site, where parking spaces would be encumbered, length of time traffic travel lanes can be encumbered, sidewalk closings or pedestrian diversions to ensure the safety of the pedestrian and access to local businesses.
- Coordinate with adjacent businesses and emergency service providers to ensure adequate access exists to the project site and neighboring businesses.

Significance After Mitigation: Less than significant

Temporary Construction Impact 2: Construction workers could choose to park in areas adjacent to the project site including residential streets like Whittier Drive and other adjacent streets. These workers

[12] The mitigation measures included in this report summarize the recommended mitigation measures. Section 4.7 of the Draft EIR contains the final mitigation requirements.



might choose to park in these areas because on-site parking could be limited due to the construction activities or off-site parking areas might be considered to be too remote or inconvenient.

Mitigation Measure 2: Similar to the Existing Specific Plans, the developer shall submit a Construction Workers' Parking Plan identifying parking locations for construction workers. To the maximum extent feasible, all working parking shall be accommodated on the project site. During phases when construction worker parking cannot be accommodated on the project site, the Overlay Specific Plan shall identify alternate parking locations for construction workers and the method of transportation to and from the project site for approval by the City 30 days prior to commencement of construction. The Construction Workers Parking Plan must include appropriate measures to ensure that the parking location requirements for construction workers will be strictly enforced. These include but are not limited to the following measures:

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

Significance After Mitigation: Less than significant

7.1.6 Cumulative Construction Traffic Impacts

Additional construction impacts could occur as the result of simultaneous construction activities in the project area, such as the on-going construction of the Purple Line Extension and the nearby stations of Wilshire/Rodeo and Century City. Potential impacts include:

- Simultaneous arrival and departure of haul trucks - The increased volume of haul truck traffic and number of trucks entering/exiting roadways surrounding the two project sites could result in congestion on those roadways.
- Simultaneous arrival and departure of delivery trucks - Equipment and supply delivery vehicles could impact adjacent roadways by creating additional congestion. There may also be temporary queuing of these delivery vehicles if large numbers of vehicles arrive or depart at once.

Temporary Construction Impact 3: Simultaneous construction activities in the project area could result in significant, although temporary, traffic impacts resulting from haul truck traffic and the simultaneous delivery of materials/equipment. For this reason, construction associated with the proposed project will have a cumulatively considerable, and therefore significant, contribution to cumulative traffic impacts.

Mitigation Measure 3: With implementation of the following mitigation measures, the proposed project's contribution to cumulative traffic impacts will be reduced to less than significant.

Similar to the Existing Specific Plans, the developer for the One Beverly Hills Overlay Specific Plan project shall coordinate with the City of Beverly Hills regarding the following:

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

Significance After Mitigation: Less than significant

Appendix A:
Related Project List

Appendix A - Related Project List for Project Study Area

Beverly Hills Related Projects														
No	**Street**	**City**	**Existing Use**	**Proposed Use**	**ITE Code**	**Size**	**Unit**	**Daily**	**AM In**	**AM Out**	**AM Total**	**PM In**	**PM Out**	**PM Total**
1	100 N. Crescent Dr.	Beverly Hills CA	2,550 SF Screening Room, 103,535 SF Commercial Office	Commercial Office: 4,330 SF of restaurant, 2,489 SF of screening room, 154,336 SF of office; 465 parking spaces	Office (N/A)	51	KSF		45	4	**48**	17	61	**79**
					932	4	KSF		26	21	**47**	26	17	**43**
							Total		71	25	**96**	43	78	**121**
2	250 N. Crescent Dr.	Beverly Hills CA	Vacant Lot	Multi-Family Residential: 7 Condo Units, 1 Affordable Rental Unit, 12,400 SF residential uses; 14 parking spaces	230	8	DU		1	3	**4**	3	1	**4**
3	55 N. La Cienega Blvd.	Beverly Hills CA	13,500 SF Restaurant (The Stinking Rose)	216 Hotel Rooms; ancillary restaurant (3,346 SF), market/eatery (9,566 SF) and retail uses (656 SF) and assembly use	310	216	Rooms		78	57	**135**	78	81	**159**
					820	656	SF		5	4	**9**	11	12	**23**
					931	-588	SF		3	1	**4**	4	2	**6**
							Total		86	62	**148**	93	95	**188**
4	154-168 N. La Peer Dr.	Beverly Hills CA	Multi-Family Residential (3 buildings) - 6 units	Multi-Family Residential: 16 Condo Units, 39,084 SF residential uses; 59 parking spaces	230	16	DU		5	2	**7**	6	2	**8**
5	140 S. Lasky Drive	Beverly Hills CA	3-story hotel - 14,625 SF, 44 rooms (Occ.)	4-story hotel - 36,760-SF with 66 rooms, 1,845 SF restaurant (898 SF indoor, and 947 SF outdoor), and rooftop uses (roof deck and pool deck), and 3 levels of subterranean parking with 94 spaces.	310	22	Rooms		9	7	**16**	8	8	**16**
					931	2	TSF		7	2	**9**	10	6	**16**
							Total		16	9	**25**	18	14	**32**
6	457 N. Oakhurst Dr.	Beverly Hills CA	2-story, 2-unit building (vacant)	6-unit, 5-story condominium building	221 (Mid-rise)	6	unit		1	2	**3**	2	1	**3**
									0	0	**0**	0	0	**0**
							Total		1	2	**3**	2	1	**3**
7	9212 Olympic Blvd.	Beverly Hills CA	Surface Parking Lot associated with adjacent Auto Dealer (not a part)	Commercial Office with Retail/Restaurant: 6,900 SF of Retail/Restaurant (with a max. of 1,000 SF of bar and dining area), 13,344 SF of Commercial Office; 58 parking spaces	710	13	TSF		18	2	**20**	4	16	**20**
					933	1	TSF		35	28	**63**	27	25	**52**
					814	5	TSF		15	17	**32**	14	10	**24**
							Total		68	47	**115**	45	51	**96**
8	9120 Olympic Blvd.	Beverly Hills CA	54,262 SF (educational facility) (occ.)	Total new floor area: 80,719 SF (net increase of 26,457 SF)	534 (Private K-8)	26	TSF		169	138	**307**	85	88	**173**
9	9230 Olympic Blvd	Beverly Hills CA	Approx. 7,573 SF Commercial (Office)	18,163 SF Commercial: 1,359 SF Restaurant and 16,804 SF of Office	931 (Quality Restaurant)	1	TSF		5	2	**7**	7	5	**12**
					710 (Gen. Office Bldg.)	17	TSF		21	5	**26**	7	19	**26**
							Total		26	7	**33**	14	24	**38**
10	425 N. Palm Dr.	Beverly Hills CA	Multi-Family Residential (3 buildings) - 18 Units	Multi-Family Residential: 20 Multi-Family Residential Units - Approx. 64,000 Total; 62 parking spaces	230	20	DU		2	7	**9**	7	4	**11**
11	340 S. Rexford	Beverly Hills CA	Vacant Lot	3-Unit Condominium Building	232	3	DU		6	25	**31**	11	7	**18**
12	370 N. Rodeo Dr.	Beverly Hills CA	9,587 SF Commercial (Retail)	Commercial (Retail): 15,250 SF of Retail Use (net increase of 5,663 SF)	814	6	KSF		19	21	**40**	16	13	**29**
13	400-408 N. Rodeo Dr.	Beverly Hills CA	28,128 SF Commercial (Retail) (12,864 SF at 400 Rodeo and 15,264 SF at 408 Rodeo)	29,767 SF Commercial (Retail)	876 (Apparel Store)	2	TSF		5	4	**9**	4	4	**8**
14	468 N Rodeo Dr.	Beverly Hills CA	33,783 SF Retail, 16,401 SF Museum	24,976 SF Retail, 187,058 SF Hotel	876 (Apparel Store) Note Subtraction	9	TSF		7	2	**9**	19	18	**37**
					580 (Museum) Subtraction	16	TSF		4	1	**5**	1	3	**4**
					310 (Hotel City Core)	115	RMS		19	22	**41**	22	24	**46**
							Total		30	25	**55**	42	45	**87**
15	9220 N. Santa Monica Blvd.	Beverly Hills CA	Vacant	11 Office buildings totaling 114,202 SF, and an underground parking garage with 230,559 SF and 476 parking spaces	714 (Corporate Headquarters Building)	114	TSF		190	6	**196**	40	171	**211**
16	9900-9908 S. Santa Monica Blvd.	Beverly Hills CA	Vacant Lot (Friar's Club)	Mixed-Use Multi-Family and Commercial: 13,036 SF of Commercial, 25 Condo Units	230	25	DU		3	7	**10**	9	3	**12**
					814	13	KSF		42	45	**87**	36	28	**64**
							Total		45	52	**97**	45	31	**76**
17	8600 Wilshire Blvd.	Beverly Hills CA	Vacant Lot and Commercial Building	Mixed-Use Multi-family and Commercial: 6,355 SF Retail; 18 Units; 3,412 SF Public Use; 82 parking spaces*	230	21	DU		1	8	**9**	7	4	**11**
					820E	5	TSF		15	10	**25**	41	44	**84**
					820R	3	TSF		-2	-1	**-3**	-5	-5	**-9**
							Total		14	17	**31**	43	43	**86**
18	8633 Wilshire	Beverly Hills CA	Commercial building (restaurant)	25,565 SF Commercial Office; 76 parking spaces	710 (Gen. Office Bldg.)	26	TSF		32	6	**38**	8	32	**40**
19	9000 Wilshire Blvd.	Beverly Hills CA	4,820 SF Commercial (Retail) and Surface Parking Lot	Commercial Office: 31,702 SF Commercial Office; 91 parking spaces	710	32	TSF		13	2	**15**	3	12	**15**
20	9111 Wilshire Blvd.	Beverly Hills CA	112,400 SF	No change to floor area. Change in use from Office Building (710) to Hotel (310)	Office Building (710)	112	TSF		146	20	**166**	29	131	**160**
					Hotel	154	Room		45	39	**84**	55	40	**95**
							Total		191	59	**250**	84	171	**255**
21	9145 Wilshire Blvd.	Beverly Hills CA	8,269 SF Commercial (Bank/Office - now vacant); 15 parking spaces	8,269 SF religious institution; 16 parking spaces	560	8	TSF		3	3	**6**	5	3	**8**

Appendix A - Related Project List for Project Study Area

22	9200 Wilshire Blvd.	Beverly Hills CA	Vacant Lot	Mixed-Use Multi-family and Commercial: 54 Multi-Family Residential Units, 14,000 SF Commercial; 321 parking spaces	230	53	DU		4	20	**23**	19	9	**28**
					820E	8	TSF		22	14	**35**	59	63	**122**
					931	6	TSF		2	2	**5**	28	14	**42**
							Total		28	36	**64**	106	86	**192**
23	Metro Purple Line Construction	Beverly Hills CA	N/A	Construction of Purple Line Extension to West LA, including La Cienega and Rodeo Subway Stations. Lane closures on Wilshire Boulevard and N. Canon Drive closure.	Number of truck trips and worker trips varies based on construction phase.	n/a	n/a	n/a	n/a	n/a	**n/a**	n/a	n/a	**n/a**
Los Angeles City Related Projects														
No	**Street**	**City**	**Existing Use**	**Proposed Use**	**ITE Code**	**Size**	**Unit**	**Daily**	**AM In**	**AM Out**	**AM Total**	**PM In**	**PM Out**	**PM Total**
26	2025 S Ave of the Stars	Los Angeles CA	Century Plaza (Hyatt Regency Hotel)	Mixed Use	Condominiums	193	Total Units	1224			**99**			**111**
					Other	240	Other	1961			**134**			**182**
					Office	117647	SF	1512			**214**			**229**
					Other	16800	SF	553			**20**			**72**
					Other	10309	SF	927			**8**			**76**
					Other	5154	SF	655			**59**			**67**
					Retail	93814	SF	6515			**97**			**631**
					Other	-727	SF	-5935			**-407**			**-552**
					Other	-84275	SF	-2648			**-144**			**-128**
					Other	-32615	SF	-1074			**-39**			**-140**
							Total	3690	21	20	**41**	274	274	**548**
27	10250 W Santa Monica Blvd	Los Angeles CA	Century City (Westfield Shopping Center)	Add 71,700 SF and renovate shopping center (total 831,891 SF)	Retail	71700	SF	1350			**26**			**140**
					Retail	1308	SF							**4**
							Total	1350	16	10	**26**	69	75	**144**
28	1950 S Ave of the Stars	Los Angeles CA	Century City Center	Mixed-Use: Residential, Office, Retail and Mobility Hub	Office	725830	SF	4603	604	83	**687**	103	501	**604**
29	888 S Devon Ave	Los Angeles CA		Apartment building: 5 stories over 2 stories of podium/garage construction	Apartments	32	DU	213	3	13	**16**	10	6	**16**
30	10306 W Santa Monica Blvd	Los Angeles CA		26 Apt to 91 Apt or 116 Apt	Apartments	116	DU	598	15	31	**46**	25	21	**46**
31	10400 W Santa Monica Blvd	Los Angeles CA		5-story,96- DU Apt bldg over 3-level parking(1-street & 2-basement)	Apartments	121	DU		10	43	**53**	32	18	**50**
West Hollywood Related Projects														
No	**Street**	**City**	**Existing Use**	**Proposed Use**	**ITE Code**	**Size**	**Unit**	**Daily**	**AM In**	**AM Out**	**AM Total**	**PM In**	**PM Out**	**PM Total**
32	8713 Beverly	West Hollywood CA			Residential Apartments	30	DU	200	3	12	**15**	12	7	**19**
					Retail	6	KSF	211	2	2	**4**	9	9	**18**
					Office	3	KSF	38	4	1	**5**	1	4	**5**
					Gallery	1	KSF	1	0	0	**0**	0	0	**0**
							Total	450	9	15	**24**	22	20	**42**
33	8816 Beverly	West Hollywood CA			931 - Quality Restaurant	21	KSF	1651	0	0	**0**	105	49	**153**
					890 - Furniture Showroom	25	KSF	89	3	1	**4**	2	5	**7**
					720 - Medical Office	77	KSF	2559	164	41	**205**	72	188	**260**
					931 - Quality Restaurant	1	KSF	69	2	1	**3**	5	2	**7**
					760 - Research and Development	9	KSF	82	3	1	**4**	2	1	**3**
							Total	4354	167	42	**209**	178	241	**419**
34	8899 Beverly	West Hollywood CA			220 - Multifamily Housing (Low-Rise) (Residential)	12	DU	80	1	5	**6**	5	2	**7**
					230 - Condominiums	56	DU	325	4	21	**25**	19	10	**29**
					230 - Condominiums	13	DU	76	1	5	**6**	5	2	**7**
					826 - Specialty Retail	20	KSF	881	0	0	**0**	24	30	**54**
					931 - Quality Restaurant	4	KSF	395	0	0	**0**	22	11	**33**
					710 - General Office Building (Office)	11	KSF	116	14	2	**16**	3	13	**16**
							Total	-129	-69	21	**-48**	17	-54	**-37**
35	1120 Larrabee	West Hollywood CA			220 - Multifamily Housing (Low-Rise) (Residential)	22	DU	161	2	8	**10**	8	4	**12**
36	417 Robertson	West Hollywood CA			820 - Shopping Center (Retail)	8	KSF	283	4	3	**7**	14	15	**29**
37	460 Robertson	West Hollywood CA			932 - High-Turnover (Sit-Down) Restaurant (Services)	1	KSF	123	6	5	**11**	7	4	**11**
38	645 Robertson	West Hollywood CA			826 - Specialty Retail	18	KSF	803	14	10	**24**	22	27	**49**
					931 - Quality Restaurant	33	KSF	2995	22	5	**27**	167	82	**249**
					310 - Hotel (Lodging)	241	RMS	1969	75	53	**128**	74	71	**145**
					890 - Design Showroom	10	KSF	52	1	1	**2**	2	2	**4**

Appendix A - Related Project List for Project Study Area

					925 - Drinking Place (Services)	4	KSF	515	0	0	**0**	28	15	**43**
							Total	3351	94	54	**148**	134	104	**238**
39	9001 Santa Monica	West Hollywood CA			820 - Shopping Center (Retail)	10	KSF	370	6	3	**9**	18	19	**37**
					932 - High-Turnover (Sit-Down) Restaurant (Services)	10	KSF	1099	53	44	**97**	60	36	**96**
							Total	1469	59	47	**106**	78	55	**133**
40	9040 Santa Monica	West Hollywood CA			220 - Multifamily Housing (Low-Rise) (Residential)	76	DU	505	8	31	**39**	31	16	**47**
					Specialty Retail	45	KSF	1999	36	24	**60**	54	68	**122**
					710 - General Office Building (Office)	137	KSF	1701	212	29	**241**	39	193	**232**
					890 - Furniture Store	16	KSF	727	13	9	**22**	20	25	**45**
					890 - Furniture Store	12	KSF	62	1	1	**2**	3	3	**6**
					931 - Quality Restaurant	8	KSF	738	5	1	**6**	41	20	**61**
							Total	3578	193	67	**260**	123	180	**303**
41	8920 Sunset	West Hollywood CA			Specialty Retail	10	KSF	457	7	5	**12**	12	16	**28**
					932 - High-Turnover (Sit-Down) Restaurant (Services)	2	KSF	224	10	9	**19**	10	7	**17**
					710 - General Office Building (Office)	46	KSF	506	63	9	**72**	12	56	**68**
					580 - Museum (Institutional)	2	KSF	0	1	0	**1**	0	0	**0**
					Arts Club	7	MEMBERS	1771	55	15	**70**	69	56	**125**
							Total	1961	103	19	**122**	68	91	**159**
42	8850 Sunset	West Hollywood CA			220 - Multifamily Housing (Residential)	41	DU	300	6	17	**23**	16	11	**27**
					932 - High-Turnover (Sit-Down) Restaurant (Services)	29	KSF	3231	230	174	**404**	260	241	**501**
					310 - Hotel (Lodging)	115	RMS	961	33	29	**62**	41	29	**70**
					925 - Night Club (Drinking Place)	5	KSF	645	0	0	**0**	35	18	**53**
							Total	5137	269	220	**489**	352	299	**651**
43	9034 Sunset	West Hollywood CA			220 - Multifamily Housing (High-Rise) (Residential)	10	DU	45	1	2	**3**	2	2	**4**
					932 - High-Turnover (Sit-Down) Restaurant (Services)	11	KSF	921	4	4	**8**	57	27	**84**
					310 - Hotel (Lodging)	237	RMS	1981	65	46	**111**	72	70	**142**
							Total	2199	70	52	**122**	129	96	**225**
44	910 Wetherly	West Hollywood CA			220 - Multifamily Housing (Residential)	93	DU	681	15	37	**52**	36	26	**62**
							Total	681	15	37	**52**	36	26	**62**

Appendix B:
Detailed Trip Generation Rates

APPENDIX B - PROJECT TRIP GENERATION RATES

Land Use	Rate or Size	Daily	Morning Peak Hour			Mid-day Peak Hour			Afternoon Peak Hour			Saturday Peak Hour		
			In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
Condominium [1, 3]	per unit	3.55	32%	68%	0.28	50%	50%	0.33	55%	45%	0.33	38%	62%	0.29
Hotel [1, 4]	per room	7.76	61%	39%	0.41	47%	53%	0.49	46%	54%	0.57	54%	46%	0.26
Park [2,5]	per acre	0.78	41%	59%	0.02	55%	5%	0.11	55%	45%	0.11	45%	55%	0.28
Hotel Restaurant [1, 6]	per 1,000 sf	54.02	50%	50%	0.33	30%	70%	5.69	79%	21%	4.18	85%	15%	3.44
Mercantile Retail [2, 7]	per 1,000 sf	37.75	62%	38%	0.94	48%	52%	3.81	48%	52%	3.81	52%	48%	4.50
Retail Dining [2, 8]	per 1,000 sf	112.18	55%	45%	9.94	62%	38%	9.77	62%	38%	9.77	51%	49%	11.19
Gas Station [2, 9]	per pump	205.36	51%	49%	12.47	51%	49%	13.99	51%	49%	13.99	50%	50%	19.28
Private Membership - Member/guests [10]	per member	0.20	73%	27%	0.01	52%	48%	0.01	52%	48%	0.01	52%	48%	0.01
Private Membership - Employees [10]	per member	0.09	86%	14%	0.01	59%	41%	0.01	59%	41%	0.01	59%	41%	0.01

Sources: Fehr & Peers, 2020, Trip Generation (10th Edition), Institute of Transportation Engineers.

Notes:

sf = square feet.

[1] Rate Source: *One Beverly Hills Transportation Impact Study Report* (Fehr & Peers, April 6, 2016).

[2] Rate Source: *Trip Generation, 10th Edition* (Institute of Transportation Engineers, 2017).

[3] Condominium trip rates based on counts taken at six local condominium projects.

[4] Hotel trip rates based on counts taken at The Beverly Hilton.

[5] Park trip rates based on land use ITE 411, Public Park.

[6] Hotel Restaurant trip rates based on counts taken at three restaurants in Beverly Hills.

[7] Mercantile Retail trip rates based on land use ITE 820, Shopping Center.

[8] Retail Dining trip rates based on land use ITE 932, High-Turnover Sit-Down Restaurant.

[9] Gas station trip rates based on land use ITE 945, Gasoline/Service Station with Convenience Store.

[10] Trip generation rates based on arts club rates from Table 6, TRANSPORTATION STUDY FOR THE ARTS CLUB WEST HOLLYWOOD PROJECT (WEST HOLLYWOOD, CALIFORNIA).

Appendix C:
SCAG Model Data for VMT Analysis

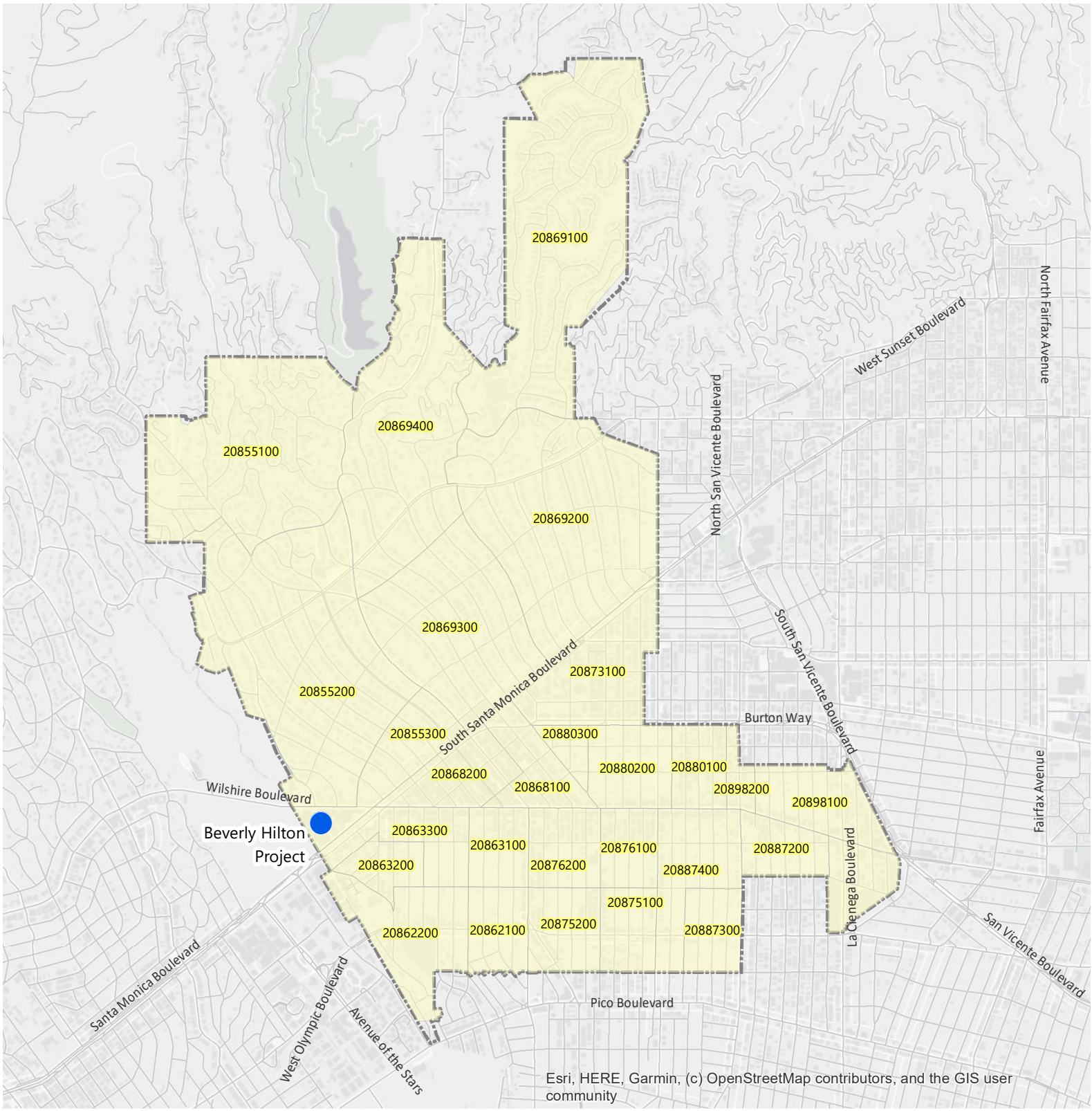


Proposed Project Site

TAZ: Tier 2

Figure C1

Proposed Project Tier 2 TAZ



Proposed Project Site

Tier 2 TAZ

City Limits

Figure C2

SCAG Tier 2 Traffic Analysis Zones in Beverly Hills

One Beverly Hills Overlay Specific Plan

Local Transportation Assessment

Prepared for:
Rincon Consultants, Inc.

December 2020

LA20-3207

FEHR PEERS

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1. Study Overview

This local transportation assessment presents the results of the traffic operations analysis conducted by Fehr & Peers for the proposed One Beverly Hills Overlay Specific Plan (herein referred to as "proposed project" or "project") in the City of Beverly Hills. The purpose of this study is to identify traffic operations in the project vicinity with the development of the proposed land use changes in comparison to the previously approved Specific Plans and current uses on the site. This chapter outlines the purpose of the study, the geographic scope of the local transportation assessment, and the study scenarios. This study relies on data contained in the *One Beverly Hills Overlay Specific Plan Transportation Impact Report* (Fehr & Peers, December 2020) that was prepared as part of the Environmental Impact Report for the proposed project.

1.1 Study Purpose

The One Beverly Hills Overlay Specific Plan proposes to establish a new Overlay Specific Plan that will allow for the comprehensive and coordinated redevelopment of the project site. The Overlay Specific Plan will be a standalone planning document and would not affect or replace the two existing, previously approved Specific Plans that regulate a portion of the project site, or the current C-3 zoning on the gas station site. Upon approval, the developer can elect to implement either the proposed Overlay Specific Plan or the previously approved Specific Plans. The Beverly Hilton Specific Plan was approved in 2008 and covers 9850-9876 Wilshire Boulevard, and the 9900 Wilshire Specific Plan was approved in 2008 and amended in 2016 and covers 9900 Wilshire Boulevard (collectively referred to as the "Existing Specific Plans"). Additionally, the project site includes the existing gas station, although currently not in operation, at 9988 Wilshire Boulevard, which is zoned C-3 commercial and is not included in the Existing Specific Plans. The proposed Overlay Specific Plan will overlay the three existing sites and, if enacted, regulate development of the project site upon collective approval of all property owners and lenders, in which case the existing Beverly Hilton and 9900 Wilshire Specific Plans would be superseded.

The purpose of this study is to analyze traffic operations with the new development that would occur with the Overlay Specific Plan in comparison to existing operations and to the Existing Specific Plans. Since the adoption of the Existing Specific Plans, the City of Beverly Hills has adopted new transportation impact thresholds and guidelines to adhere to CEQA requirements pertaining to Senate Bill 743 (SB 743). The primary purpose of SB 743 was eliminating level of service (LOS) as a measure of vehicular capacity and traffic congestion as a basis for determining significant transportation impacts under CEQA. Rather, SB 743 required lead agencies to shift the focus from evaluating traffic impacts based on metrics that only consider vehicle travel time and delay (i.e., impacts to drivers) to a new metric that captures the state's goals of improved air quality, reduced greenhouse gas emissions, and improved public health (i.e., impacts of driving) known as vehicle miles of travel (VMT).

While LOS no longer constitutes a CEQA impact, it can still be used to inform decision makers on the overall effects of a project. The traffic operations analysis completed for this Local Transportation Assessment is based on the City's criteria that was in place at the time the Existing Specific Plans were adopted. This allows for a direct comparison of traffic operations with the proposed Overlay Specific Plan and the Existing Specific Plans.

1.2 Project Study Area

The One Beverly Hills Overlay Specific Plan is located along the western edge of the City of Beverly Hills. As shown in **Figure 1**, the project site is bordered by North Santa Monica Boulevard, Wilshire Boulevard, and the Los Angeles Country Club. The project study area is generally bounded by Avenue of the Stars to the west, Sunset Boulevard to the north, Beverly Drive to the east, and Olympic Boulevard to the south. Figure 1 displays the study area and the locations of the following study intersections:

1. North Santa Monica Boulevard & Beverly Drive (S)*
2. North Santa Monica Boulevard & Wilshire Boulevard (S)
3. South Santa Monica Boulevard & Beverly Drive (S)
4. South Santa Monica Boulevard & Wilshire Boulevard (S)
5. North Santa Monica Boulevard & Merv Griffin Way (SSSC)**
6. Wilshire Boulevard & Beverly Drive (S)
7. Wilshire Boulevard & Whittier Drive/Merv Griffin Way (S)
8. Santa Monica Boulevard & North/South Crossover (S)
9. Santa Monica Boulevard & Century Park East (S)
10. Sunset Boulevard & Whittier Drive (S)
11. Santa Monica Boulevard & Avenue of the Stars (S)

* (S) indicates signalized intersection
** (SSSC) indicates side-street stop-controlled intersection

These intersections were also studied as part of the transportation analysis of Existing Specific Plans.

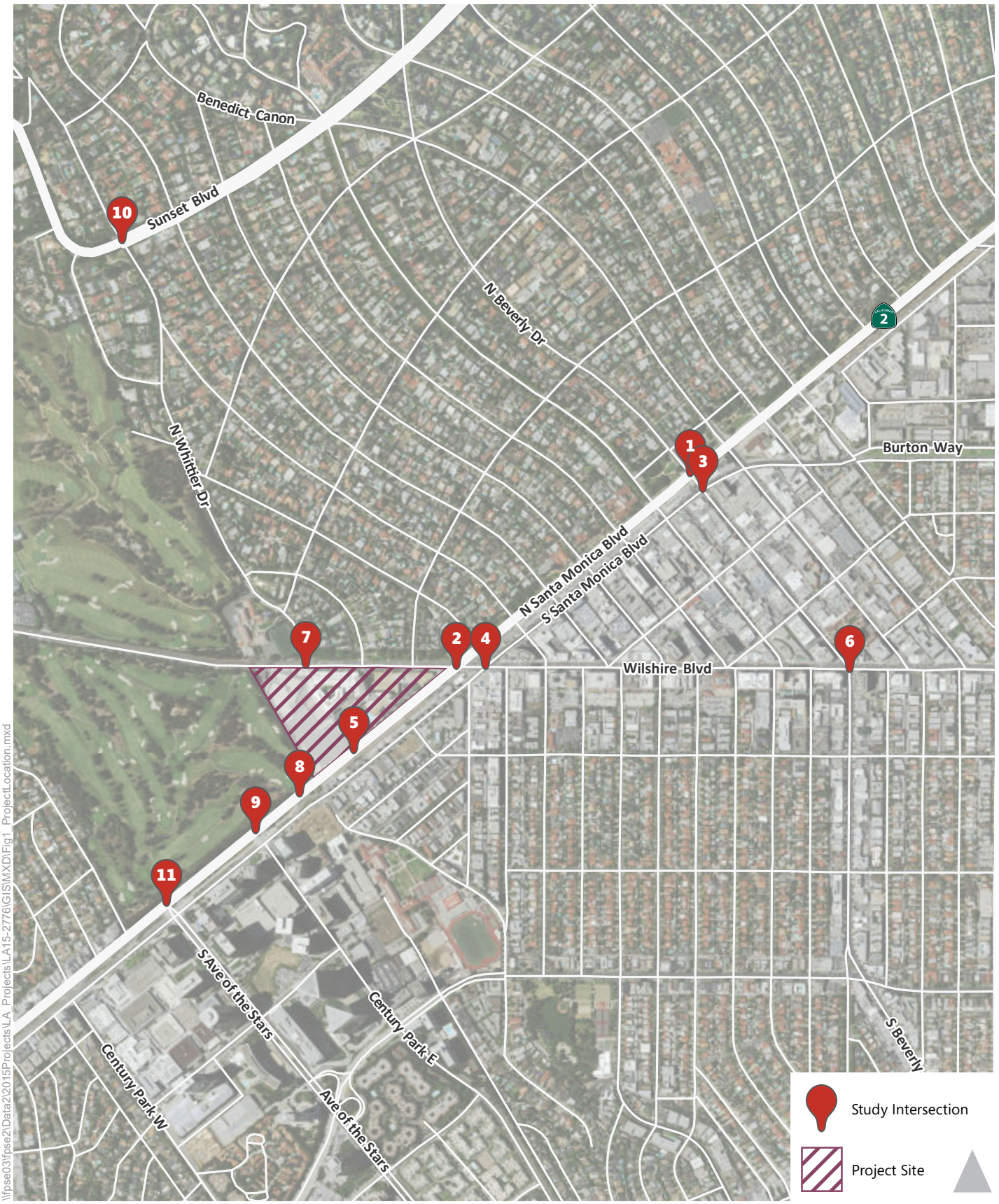


Figure 1

One Beverly Hills

Overlay Specific Plan Project Location and Study Intersections

The following three roadway segments were also studied as part of the transportation analysis of Existing Specific Plans and are included in this study:

1. Whittier Drive between Wilshire Boulevard and Elevado Avenue
2. Whittier Drive between Elevado Avenue and Lomitas Avenue
3. Elevado Avenue between Whittier Drive and North Beverly Drive

1.3 Analysis Scenarios

The operations of the study intersection were analyzed during the weekday morning (AM), midday (MD) and evening (PM) peak hours and the weekend Saturday midday (Sat MD) peak for the following scenarios:

- **Existing (2019) Conditions** – The analysis of existing traffic conditions was based on traffic volume estimates that reflect 2019 conditions. The existing conditions traffic volumes were developed from traffic counts collected in fall 2019 at six of the study locations and manual adjustments to previously collected traffic counts at the remaining five study intersections. Since the gas station was not in operation at the time the new 2019 traffic counts were collected, the additional vehicle-trips generated by the gas station were also added to the 2019 traffic volumes to reflect operation of the existing land uses on the project site.
- **Existing (2019) Plus Existing Specific Plans Conditions –** This traffic scenario provides an analysis of operating conditions with the addition of vehicle-trips that would occur with the Existing Specific Plans.
- **Existing (2019) plus Project Conditions** – This traffic scenario provides an analysis of operating conditions with the changes to project-generated traffic based on development that would occur with the One Beverly Hills Overlay Specific Plan. The existing plus project conditions analysis accounts for both the land use and site access changes proposed under the One Beverly Hills Overlay Specific Plan. The changes to traffic operations were then compared to operations with the Existing Specific Plans.
- **Cumulative (2026) Conditions** – Future traffic projections with the approved Existing Specific Plans were developed to reflect the year 2026. The objective of this analysis was to project future traffic growth and operating conditions that could be expected to result from regional growth and related projects in the vicinity of the project site by the anticipated project opening year.
- **Cumulative (2026) plus Project Conditions** – This traffic scenario provides projected traffic volumes and an analysis of operating conditions for the year 2026 and accounts for both the land use and site access changes proposed under One Beverly Hills Overlay Specific Plan. The changes with the proposed project on future traffic operating conditions were then identified.

In addition, a potential site access alternative was analyzed under both Existing plus Project and Cumulative plus Project conditions. A description of the site access alternative and results of the traffic operations analysis are provided in **Appendix A**.



2. Analysis Methodology & Criteria

This chapter describes the analysis methodologies and criteria that were required by the City of Beverly Hills and City of Los Angeles at the time the Existing Specific Plans were adopted. The purpose of analyzing traffic operations with the previously adopted methodologies is to better understand operational changes that are expected to occur as a result of the One Beverly Hills Overlay Specific Plan in comparison to existing conditions and to the Existing Specific Plans.

2.1 Traffic Analysis Methods

The analysis of intersection operations employs a variety of methodologies, based on empirical research conducted by the Transportation Research Board and other authorities. The operations of roadway facilities are described with the term LOS. LOS is a qualitative description of traffic flow based on factors such as speed, travel time, delay, and freedom to maneuver. Six levels are defined from LOS A, with the least congested operating conditions, to LOS F, with the most congested operating conditions. LOS E represents "at-capacity" operations. Operations are designated as LOS F when volumes exceed capacity, resulting in stop-and-go conditions.

The methodologies for signalized and unsignalized intersections are described in the subsections below. The traffic operations analysis completed for this Local Transportation Assessment is based on the City's criteria that was in place at the time the Existing Specific Plans were adopted. This allows for a direct comparison of traffic operations with the proposed Overlay Specific Plan and the Existing Specific Plans.

2.1.1 Intersection Capacity Utilization (ICU)

The traffic operations analysis for the Existing Specific Plans was based on the Intersection Capacity Utilization (ICU) method for calculating traffic operations of signalized intersections within the City of Beverly Hills. The ICU methodology is a planning-level analysis tool that provides intersection LOS and volume to capacity (V/C) ratios. **Table 1** documents the relationship between the various ratios and the LOS for signalized intersections.

The ICU methodology was used to determine the V/C ratio and corresponding LOS for the eight (8) signalized study intersections in the City. A peak hour factor was applied to both the existing and future year analysis scenarios to account for fluctuations in traffic flows throughout the peak travel hours. The application of a peak hour factor of 0.85 under existing conditions and 0.90 under cumulative conditions was found to produce LOS results that more closely matched current travel conditions in the study area. Without the peak hour factor, LOS results would be better than those observed in the study area and would not reflect peak hour congestion experienced by drivers.

Table 1: Level of Service Definitions for Signalized Intersections

Level of Service	Description	Volume-to-Capacity (V/C) Ratio
A	EXCELLENT. No vehicle waits longer than one red light and no approach phase is fully used.	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 hours, 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 intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.	0.901-1.000
F	FAILURE. Backups from nearby locations 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

Source: *Transportation Research Circular No. 212, Interim Materials on Highway Capacity*, Transportation Research Board, 1980.

2.1.2 *Highway Capacity Manual* (HCM)

The unsignalized intersection of North Santa Monica Boulevard & Merv Griffin Way was analyzed using the most current edition of the *Highway Capacity Manual (HCM)*. Specifically, the operations of this unsignalized intersection was evaluated using the method provided for 2-way Stop-Controlled Intersections in the *HCM 2010*. LOS ratings for stop-sign-controlled intersections are based on the average control delay expressed in seconds per vehicle. At 2-way or side-street-controlled (SSSC) intersections, the average control delay is calculated for each minor-street stopped movement and the major-street left turns, not for the intersection as a whole. For approaches composed of a single lane, the control delay is computed as the average of all movements in that lane. For approaches with multiple lanes, the control delay is computed for each movement and the movement with the worst (i.e., longest) delay is used to determine the LOS. As shown in the **Table 2**, LOS F is assigned to the movement if the volume-to-capacity (V/C) ratio for the movement exceeds 1.0 regardless of control delay. The average control delay for unsignalized intersections is correlated to a LOS designation as shown in Table 2.

Table 2: Unsignalized Intersection Level of Service Definitions

Level of Service (v/c ≤ 1.0)	Level of Service (v/c > 1.0)[1]	Description	Average Control Delay Per Vehicle (Seconds)
A	F	Little or no delay.	≤ 10.0
B	F	Short traffic delay.	> 10.0 to 15.0
C	F	Average traffic delays.	> 15.0 to 25.0
D	F	Long traffic delays.	> 25.0 to 35.0
E	F	Very long traffic delays.	> 35.0 to 50.0
F	F	Extreme traffic delays with intersection capacity exceeded.	> 50.0

Source: *Highway Capacity Manual*, Transportation Research Board, 2010.
Notes:
1 For approach-based and intersection-wide assessments, such as that used for all-way stop controlled intersections, LOS is defined solely by control delay.

2.1.3 Critical Movement Analysis

Since the intersections of Santa Monica Boulevard & Avenue of the Stars and Santa Monica Boulevard & Century Park East are located within the City of Los Angeles, these locations were analyzed using the Critical Movement Analysis (CMA) method that was required by the Los Angeles Department of Transportation at the time the Existing Specific Plans were approved. The relationship between the V/C ratios and the LOS for signalized intersections under the CMA method is the same as shown above in Table 1.

2.2 Criteria

With the exception of Santa Monica Boulevard & Avenue of the Stars and Santa Monica Boulevard & Century Park East being located in the City of Los Angeles, the remaining eight (8) signalized intersections and one (1) unsignalized intersection are within the City of Beverly Hills. The criteria that were in place for the City of Beverly Hills and the City of Los Angeles when the Existing Specific Plans were adopted are described below.

2.2.1 City of Beverly Hills Intersection Criteria

At the time the Existing Specific Plans were adopted, a signalized intersection would be impacted with an increase in V/C ratio equal to or greater than 0.03 for intersections operating at LOS D, and equal to or greater than 0.02 for intersections operating at LOS E or F after the addition of project traffic. Intersections operating at LOS A, B, or C after the addition of the project traffic are not considered impacted regardless of the increase in V/C ratio. **Table 3** below summarizes the criteria for a signalized intersection.

Table 3: City of Beverly Hills Signalized Intersection Criteria

LOS with Project	Final V/C Ratio	Project-Related Increase in V/C Ratio
D	> 0.800 and ≤ 0.900	equal to or greater than 0.030
E or F	> 0.900	equal to or greater than 0.020

Source: City of Beverly Hills, October 2010.

An unsignalized, 2-way stop-controlled (TWSC) intersection would be impacted with an increase in total delay equal to or greater than 4.0 seconds for intersections operating at LOS D, and equal to or greater than 3.0 seconds for intersections operating at LOS E or F after the addition of project traffic. Intersections operating at LOS A, B, or C after the addition of the project traffic are not considered impacted regardless of the increase in total delay. **Table 4** summarizes the criteria for an unsignalized intersection.

Table 4: City of Beverly Hills Unsignalized Intersection (TWSC) Criteria

LOS with Project	Delay (Seconds per Vehicle)	Project-Related Increase in Seconds of Delay
D	> 25.0 and ≤ 35.0	Equal to or greater than 4.0 seconds
E or F	> 35.0	Equal to or greater than 3.0 seconds

Source: City of Beverly Hills, October 2010.

2.2.2 City of Los Angeles Intersection Criteria

At the time the Existing Specific Plans were adopted, the City of Los Angeles had established impact criteria to determine the potential traffic impacts of a project. Under the former LADOT guidelines, an intersection would be impacted with an increase in V/C ratio equal to or greater than 0.04 for intersections operating at LOS C, equal to or greater than 0.02 for intersections operating at LOS D, and equal to or greater than 0.01 for intersections operating at LOS E or F after the addition of project traffic. Intersections operating at LOS A or B after the addition of the project traffic are not considered impacted regardless of the increase in V/C ratio. A summary of the criteria is provided in **Table 5** below.

Table 5: City of Los Angeles Signalized Intersection Criteria

LOS with Project	Final V/C Ratio	Project-Related Increase in V/C Ratio
C	> 0.700 and ≤ 0.800	Equal to or greater than 0.040
D	> 0.801 and ≤ 0.900	Equal to or greater than 0.020
E or F	> 0.901	Equal to or greater than 0.010

Source: City of Los Angeles Department of Transportation Traffic Study Policies and Procedures, 2014.

2.2.3 Beverly Hills Residential Street Criteria

The residential street analysis was conducted on three residential roadway segments to the north of the project in the City of Beverly Hills. These streets were studied as part of the Existing Specific Plans and originally selected in conjunction with City of Beverly Hills staff as they were determined to have a greater potential likelihood of neighborhood cut-through traffic from the project site. The volume changes were assessed using criteria established by the City of Beverly Hills, which is outlined in **Table 6**.

Table 6: City of Beverly Hills Residential Roadway Criteria

Projected Average Daily Traffic with Project (Final ADT)	Project-Related Increase
0 to 2,000	16% or more of final ADT, 16% or more of peak hour, or both
2,001 to 4,000	12% or more of final ADT, 12% or more of peak hour, or both
4,001 to 6,750	8% or more of final ADT, 8% or more of peak hour, or both
6,751 or more	6.25% or more of final ADT, 6.25% or more of peak hour, or both

Source: City of Beverly Hills, October 2010.

3. Existing Conditions

This chapter discusses the existing traffic operations in the study area. A complete description of the study area's roadway network, transit service, and active transportation facilities is provided in the *One Beverly Hills Overlay Specific Plan Transportation Impact Report* (Fehr & Peers, December 2020).

3.1 Existing Traffic Volumes

The most recent traffic counts available in the study area were collected in December 2019. These traffic counts were collected at the six study intersections in closest proximity to the project site and reflect typical weekday operations that were occurring prior to the COVID-19 pandemic in 2020. Due to the statewide stay-at-home order and social distancing measures issued by the Governor of California and Los Angeles County Department of Health to slow the spread of COVID-19, additional data collection in mid-2020 would not reflect typical travel conditions in the study area. Therefore, the December 2019 counts were used to estimate travel demand under existing conditions. The following six intersections were included in the 2019 data collection (the study intersection number is included for reference):

1. North Santa Monica Boulevard & Beverly Drive
2. North Santa Monica Boulevard & Wilshire Boulevard
4. South Santa Monica Boulevard & Wilshire Boulevard
5. North Santa Monica Boulevard & Merv Griffin Way
7. Wilshire Boulevard & Whittier Drive/Merv Griffin Way
8. Santa Monica Boulevard & North/South Crossover

Intersection turning movement counts were collected at the following times:

- Weekday morning peak period (7:00 to 9:00 AM)
- Weekday midday peak period (11:00 AM to 2:00 PM)
- Weekday evening peak period (4:00 to 6:00 PM)

Traffic counts collected in 2019 were compared to traffic counts collected in 2015 for the previous traffic study conducted for the 9900 Wilshire Boulevard site.[1] The 2019 traffic counts showed very similar travel demand in the study area during peak hours as was observed during the 2015 data collection effort. In the AM peak hour, traffic volumes were the same or slightly lower in 2019 than those collected in 2015. During the weekday midday and PM peak hours, traffic volumes were approximately 1% and 2% higher, respectively. Based on the traffic count comparison for the six study intersections that had both 2015 and 2019 traffic count data available, the 2015 traffic volumes at the remaining five study locations were adjusted accordingly (no change in AM peak hour, 1% increase in midday peak hour, and 2% increase in

[1] Fehr & Peers collected manual peak hour intersection counts on Thursday September 24, 2015 and Saturday September 26, 2015.

PM peak hour). The manual adjustments were made to the following study intersections (the study intersection number is included for reference):

3. South Santa Monica Boulevard & Beverly Drive
6. Wilshire Boulevard & Beverly Drive
9. Santa Monica Boulevard & Century Park East
10. Sunset Boulevard & Whittier Drive
11. Santa Monica Boulevard & Avenue of the Stars

Traffic count data collected in 2019 was only collected for the weekday peak periods. However, the transportation studies conducted for the Existing Specific Plans also analyzed traffic conditions during the Saturday midday peak period which reflects travel demand between 11:00 AM to 2:00 PM. Based on the review of the 2015 and 2019 weekday traffic volume changes, the 2015 Saturday midday traffic counts from 2015 were increased by 2% to match the highest increase observed during the weekday peak periods.

In addition to the traffic volume adjustments described above, the traffic volumes developed for existing conditions were also modified to reflect the operation of the gas station site on Wilshire Boulevard just west of Whittier Drive. The gas station was closed at the time the 2019 traffic counts were collected. Therefore, the number of vehicle-trips generated by the gas station were estimated based on Institute of Transportation Engineers (ITE) trip generation rates[2] and the resulting number of vehicles were manually added to the adjacent study intersections. Existing lane configurations and signal controls were obtained through field observations. **Figure 2A** and **Figure 2B** present the existing peak periods turning movement volumes, corresponding lane configurations, and traffic control devices.

Roadway segment counts collected on Whittier Drive and Elevado Avenue in 2015 were also increased by 2% to match the highest increase observed during the weekday peak periods.[3] The 2019 daily traffic volumes for the roadway segments are summarized in **Table 7** below.

Table 7: Existing (2019) Daily Traffic Volumes on Residential Streets

Roadway Segments	ADT
Whittier Drive (between Wilshire Blvd & Elevado Ave)	14,055
Whittier Drive (between Elevado Ave & Lomitas Ave)	10,260
Elevado Avenue (between Whittier Dr & Beverly Dr)	4,570

Source: Fehr & Peers, 2020.

[2] Institute of Transportation Engineers, *Trip Generation Manual, 10th Edition,* 2017. The trip generation estimate for the gas station and other existing uses on the project site are provided in the following chapter of this report.

[3] Roadway segment counts were previously collected on Whittier Drive and Elevado Avenue on September 29 and 30, 2015. Counts were taken over a two-day period through automatic tube counters.

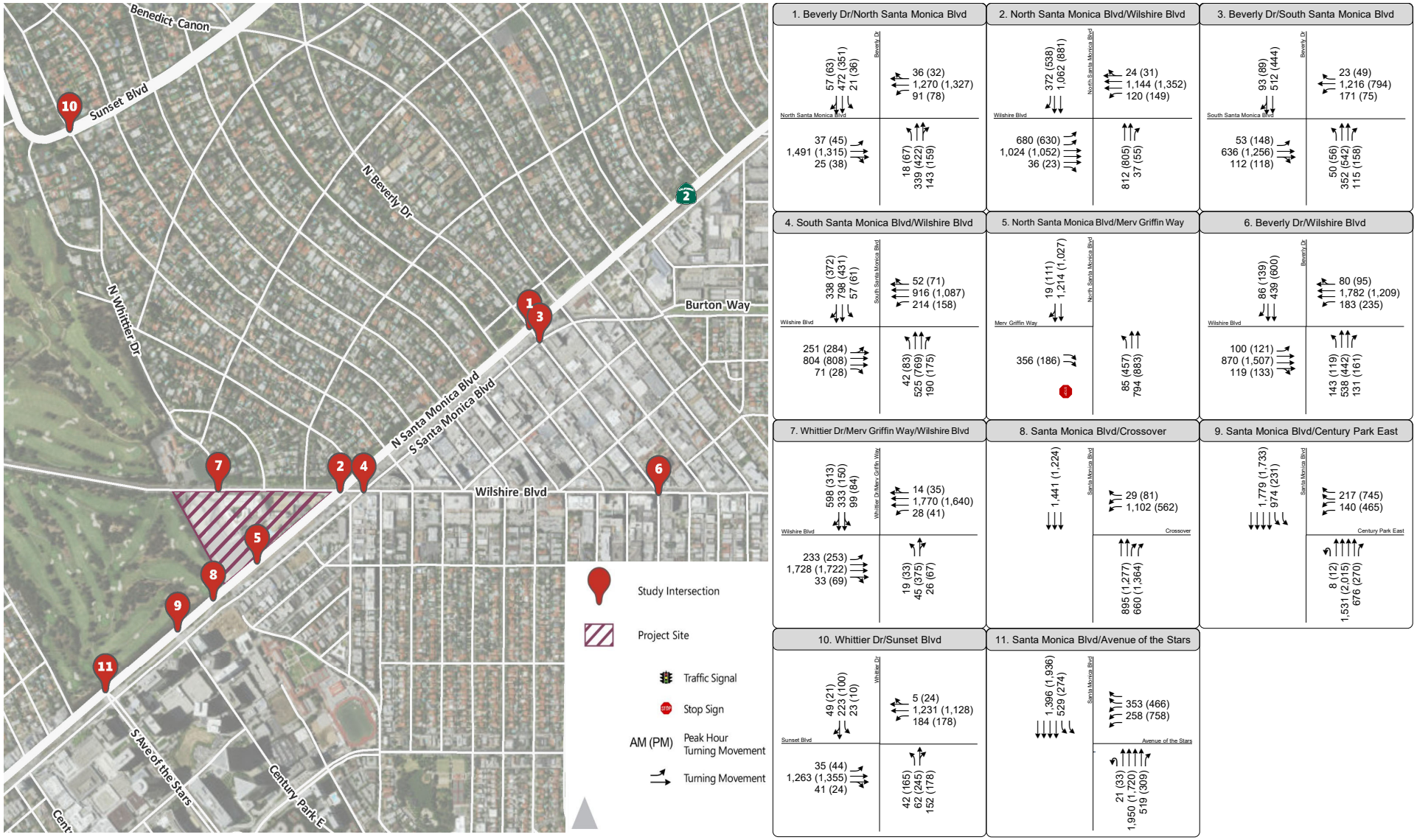


Figure 2A
Traffic Volumes & Lane Configurations
Existing (2019) Conditions - AM & PM Peak Hours

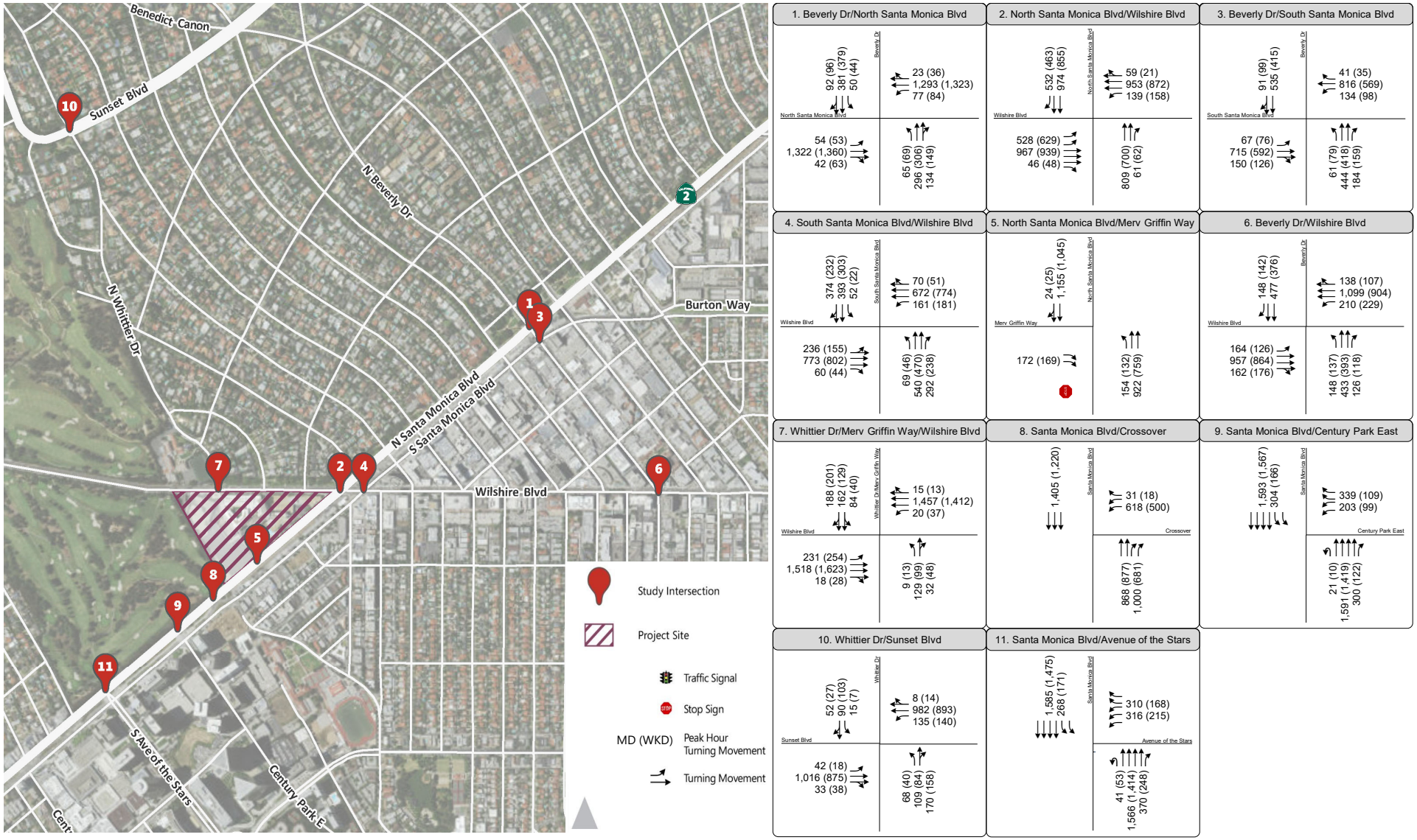


Figure 2B
Traffic Volumes & Lane Configurations
Existing (2019) Conditions - Midday and Weekend Peak Hours

3.2 Existing Intersection Operations

Existing peak hour volumes and lane configurations were used to calculate the LOS for each of the study intersections. The traffic operations for existing conditions reflects roadway improvements that have occurred since the adoption of the Existing Specific Plans. As part of the land use entitlements for the Existing Specific Plans, the reconstruction of Wilshire Boulevard along the frontage of the project site was required as mitigation. This resulted in two left-turn lanes, three through lanes, and one right-turn lane on the eastbound approach to the North Santa Monica Boulevard & Wilshire Boulevard intersection. In addition, North Santa Monica Boulevard was widened by relocating the edge of curb along the frontage of the Waldorf Astoria Hotel. The widening of North Santa Monica Boulevard maintained two southbound travel lanes and provided additional right-of-way for a buffered on-street bicycle lane. These improvements were constructed in conjunction with the development of the Waldorf Astoria Hotel on the Beverly Hilton Specific Plan site.

The results of the existing LOS analysis are presented in **Table 8** and the corresponding LOS calculation sheets are included in **Appendix B**.

The following intersections operate at LOS E or F during one or more the peak hours:

- North Santa Monica Boulevard & Beverly Drive
- North Santa Monica Boulevard & Wilshire Boulevard
- South Santa Monica Boulevard & Wilshire Boulevard
- North Santa Monica Boulevard & Merv Griffin Way
- Beverly Drive & Wilshire Boulevard
- Whittier Drive/Merv Griffin Way & Wilshire Boulevard
- Whittier Drive & Sunset Boulevard

Table 8: Existing (2019) Intersection Operations

Intersection	Control	Peak Hour	Existing (2019)	
			V/C or Delay	LOS[1,2]
1. North Santa Monica Boulevard & Beverly Drive	SIGNAL	AM	0.942	**E**
		MD	0.890	D
		PM	0.906	**E**
		WKND	0.925	**E**
2. North Santa Monica Boulevard & Wilshire Boulevard	SIGNAL	AM	1.036	**F**
		MD	0.912	**E**
		PM	1.006	**F**
		WKND	0.880	D
3. South Santa Monica Boulevard & Beverly Drive	SIGNAL	AM	0.854	D
		MD	0.792	C
		PM	0.897	D
		WKND	0.683	B
4. South Santa Monica Boulevard & Wilshire Boulevard	SIGNAL	AM	0.969	**E**
		MD	0.803	D
		PM	0.845	D
		WKND	0.705	C
5. North Santa Monica Boulevard & Merv Griffin Way3,4	SSSC	AM	> 50	**F**
		MD	> 50	**F**
		PM	> 50	**F**
		WKND	> 50	**F**
6. Beverly Drive & Wilshire Boulevard	SIGNAL	AM	0.896	D
		MD	0.818	D
		PM	0.988	**E**
		WKND	0.769	C
7. Whittier Drive/Merv Griffin Way & Wilshire Boulevard	SIGNAL	AM	1.203	**F**
		MD	0.911	**E**
		PM	1.254	**F**
		WKND	0.895	D
8. Santa Monica Boulevard & Crossover	SIGNAL	AM	0.758	C
		MD	0.572	A
		PM	0.676	B
		WKND	0.506	A

Table 8: Existing (2019) Intersection Operations

Intersection	Control	Peak Hour	Existing (2019)	
			V/C or Delay	LOS[1,2]
9. Santa Monica Boulevard & Century Park East	SIGNAL	AM	0.782	C
		MD	0.403	A
		PM	0.576	A
		WKND	0.330	A
10. Whittier Drive & Sunset Boulevard	SIGNAL	AM	0.946	**E**
		MD	0.801	D
		PM	1.056	**F**
		WKND	0.722	C
11. Santa Monica Boulevard & Avenue of the Stars	SIGNAL	AM	0.543	A
		MD	0.400	A
		PM	0.592	A
		WKND	0.356	A

Source: Fehr & Peers, 2020.
Notes:
>50 Indicates oversaturated conditions at LOS F for SSSC intersections.
SSSC indicates Side street stop-controlled intersection
[1] LOS calculations for Beverly Hills signalized intersections were performed using the ICU methodology and LOS for Los Angeles signalized intersections were performed using the CMA methodology.
[2] Unacceptable seconds of delay per vehicle or volume-to-capacity (V/C) ratios and LOS highlighted in bold.
[3] LOS calculations performed using the 2000 Highway Capacity Manual (HCM) method.
[4] The vehicular delay for the worst movement is reported for side street stop-controlled intersections.

4. Proposed Project Transportation Characteristics

This chapter summarizes the land uses and trip generation of the proposed One Beverly Hills Overlay Specific Plan and describes the total number of vehicle trips that would be generated in comparison to existing uses and the previously entitled uses under the Existing Specific Plans. In addition to the trip generation estimates, this chapter presents the project trip distribution and assignment of project trips to the surrounding roadway network.

4.1 Project Overview

The One Beverly Hills Overlay Specific Plan is located along the western edge of the City of Beverly Hills. The project site is bordered by North Santa Monica Boulevard, Wilshire Boulevard, and the Los Angeles Country Club. Implementation of the proposed Overlay Specific Plan would, upon collective approval of all project property owners and lenders, result in the development of two residential buildings, a hotel/residential building, a parking structure, and structures for supporting amenities and features, including a park pavilion, as well as some alterations to existing Beverly Hilton structures. Approximately 13.4 acres of the project site would be open space. An elevated platform over Merv Griffin Way from the Beverly Hilton to the west property line would consist of an 8-acre botanical garden with native and cultured California plant species, sculptures, water features, shaded seating areas, two miles of walking/running pathways, a restaurant, and other amenities. One mile of pathways within approximately 4.5 acres of the botanical gardens would be accessible to the public and one mile of pathways within approximately 3.5 acres of the botanical gardens would be reserved for residents, members of the Amenities Access Program (AAP),[4] and hotel guests.

The proposed project will add up to 370 residential units,[5] 42 hotel rooms, 7,359 SF of hotel restaurant uses, and 33,731 SF of retail space (including retail dining). The construction of these new uses will result in 181 fewer hotel rooms, 1,500 SF less of meeting room space on the site, and the removal of the gas station. The project opening year is expected to be 2026.

4.1.1 Project Trip Generation

This section summarizes the trip generation for the One Beverly Hills Overlay Specific Plan. The *One Beverly Hills Overlay Specific Plan Transportation Impact Report* (Fehr & Peers, December 2020) contains a detailed description of the project land uses in comparison to the existing development on the project

[4] The AAP would allow 250 non-residents/non-hotel guests to access the residential and hotel amenity spaces subject to guidelines, bylaws, and rules established for the AAP.

[5] Residential unit count contains 30 accessory spaces that could be used for various purposes (e.g., staff living quarters, room for offices, wine storage) and are being treated as residential uses for the purpose of this analysis.

site and the development previously entitled under the Existing Specific Plans. This report also documents the trip generation data sources.

Table 9 provides the detailed trip generation estimates for the proposed project and the trip generation for the existing uses that will be removed from the site. The land uses proposed in the Overlay Specific Plan will generate approximately 3,315 daily vehicle trips and up to approximately 300 vehicle trips during peak travel hours. However, after accounting for the existing uses that will be demolished, the site will generate approximately 475 new daily vehicle trips, 58 new AM peak hour trips, 112 new mid-day vehicle trips, 88 new PM peak hour trips, and 105 new Saturday peak hour trips.

The trip generation estimates in Table 9 do not assume any internalization of trips between the condominium and hotel uses within the project site. For example, there may be instances where someone from the condominiums might dine at the hotel restaurants or visit the gardens. However, it would be speculative to quantify this internalization, and similar to the original transportation studies prepared for the entitled uses, no reduction in trips between the residential and hotel uses was made to ensure that the analysis presents a conservative (i.e., reasonably worst case) view of the project's trip generation. Internalization of trips between hotel guests and the restaurant and retail uses on the project site were accounted for in the trip generation estimates.

Table 10 provides the trip generation for the Existing Specific Plans in comparison to the proposed project trip generation estimates. As shown, the proposed Overlay Specific Plan will generate 453 fewer daily trips and 16 fewer vehicle trips during the PM peak hour. During the AM peak hour, the trip generation of the proposed Overlay Specific Plan would be the same as the Existing Specific Plans, and the project would generate 21 additional trips during the midday peak hour and 10 additional trips during the Saturday peak hour.



Table 9

Project Trip Generation Estimate

Land Use Category		Weekday										Weekend		
		Daily	AM			Mid-Day			PM			Saturday		
			Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
Condominium (370 Units)[1]	Rate	*3.55*	*0.09*	*0.19*	*0.28*	*0.17*	*0.17*	*0.33*	*0.18*	*0.15*	*0.33*	*0.11*	*0.18*	*0.29*
	External Trips	1314	33	70	103	61	61	122	67	55	122	41	67	108
Hotel (42 Units)	Rate	*7.76*	*0.25*	*0.16*	*0.41*	*0.23*	*0.26*	*0.49*	*0.26*	*0.31*	*0.57*	*0.14*	*0.12*	*0.26*
	External Trips	326	11	7	18	10	11	21	11	13	24	6	5	11
Park (4.5 acres)	Rate	*0.78*	*0.01*	*0.01*	*0.02*	*0.06*	*0.05*	*0.11*	*0.06*	*0.05*	*0.11*	*0.13*	*0.15*	*0.28*
	External Trips	4	0	0	0	0	0	0	0	0	0	1	1	2
Hotel Restaurant (7,359 sf)	Rate	*54.02*	*0.17*	*0.17*	*0.33*	*1.71*	*3.98*	*5.69*	*3.30*	*0.88*	*4.18*	*2.92*	*0.52*	*3.44*
	Trips	*398*	*1*	*1*	*2*	*14*	*29*	*43*	*24*	*6*	*30*	*22*	*4*	*26*
50% Internal Patrons	External Trips	*199*	*1*	*1*	2	*7*	*15*	22	*12*	*3*	15	*11*	*2*	13
Retail Dining (10,028 sf)	Rate	*112.18*	*5.47*	*4.47*	*9.94*	*6.06*	*3.71*	*9.77*	*6.06*	*3.71*	*9.77*	*5.71*	*5.48*	*11.19*
	Trips	*1125*	*55*	*45*	*100*	*61*	*37*	*98*	*61*	*37*	*98*	*57*	*55*	*112*
20% Internal Capture, No Pass-By Adjustment	External Trips	900	44	36	80	49	30	79	49	30	79	46	44	90
Mercantile Retail (23,073 sf)	Rate	*37.75*	*0.58*	*0.36*	*0.94*	*1.83*	*1.98*	*3.81*	*1.83*	*1.60*	*3.81*	*2.34*	*2.16*	*4.50*
	Trips	*895*	*14*	*8*	*22*	*43*	*47*	*90*	*43*	*38*	*81*	*55*	*51*	*106*
20% Internal Capture, 30% Pass-By Adjustment	External Trips	501	8	4	12	24	26	50	24	21	45	31	29	60
Private Membership (250 members) - Members	Rate	*0.20*	*0.01*	*0.00*	*0.01*	*0.01*	*0.00*	*0.01*	*0.01*	*0.00*	*0.01*	*0.01*	*0.00*	*0.01*
	External Trips	50	2	1	3	1	1	2	1	1	2	1	1	2
Private Membership (250 members) - Employees	Rate	*0.09*	*0.01*	*0.00*	*0.01*	*0.01*	*0.00*	*0.01*	*0.01*	*0.00*	*0.01*	*0.01*	*0.00*	*0.01*
	External Trips	23	2	0	2	1	1	2	1	1	2	1	1	2
Total External Trip Generation of One Beverly Hills		**3,317**	**101**	**119**	**220**	**153**	**145**	**298**	**165**	**124**	**289**	**138**	**150**	**288**
Existing Removed														
Hotel (181 Units)	Rate	*7.76*	*0.25*	*0.16*	*0.41*	*0.23*	*0.26*	*0.49*	*0.26*	*0.31*	*0.57*	*0.14*	*0.12*	*0.26*
	External Trips	1405	45	29	74	41	47	88	47	56	103	25	22	47
Gas Station (14 Pumps)	Rate	*205.36*	*6.36*	*6.11*	*12.47*	*7.13*	*6.86*	*13.99*	*7.13*	*6.86*	*13.99*	*9.64*	*9.64*	*19.28*
	Trips	*2875*	*89*	*86*	*175*	*100*	*96*	*196*	*100*	*96*	*196*	*135*	*135*	*270*
50% Pass-By Adjustment	External Trips	1438	45	43	88	50	48	98	50	48	98	68	68	136
Credit for Existing Removed		**-2843**	**-90**	**-72**	**-162**	**-91**	**-95**	**-186**	**-97**	**-104**	**-201**	**-93**	**-90**	**-183**
Project Net Total		**474**	**11**	**47**	**58**	**62**	**50**	**112**	**68**	**20**	**88**	**45**	**60**	**105**

Sources: Fehr & Peers, 2020. Trip Generation (10th Edition), Institute of Transportation Engineers.
Detailed sources provided in Appendix A.
(1) Total units includes 30 accessory staff units.

Table 10
Proposed Project in Comparison to Existing Specific Plans Trip Generation

Land Use	Rate or Size	Daily	Morning Peak Hour			Mid-day Peak Hour			Afternoon Peak Hour			Saturday Peak Hour		
			In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
9900 EIR Trip Generation[1]		2,183	54	59	113	76	81	157	99	89	188	53	62	115
Beverly Hilton EIR Trip Generation[2]														
Condominium	110 units	426	11	23	34	22	18	40	20	20	40	13	23	36
Hotel	-217 rooms	(1,682)	(54)	(35)	-89	(50)	(56)	-106	(56)	(67)	-124	(30)	(26)	-56
Existing Entitlements Net Total Trip Generation		**927**	**11**	**47**	**58**	**48**	**43**	**91**	**63**	**42**	**104**	**36**	**59**	**95**
One Beverly Hills Overlay Specific Plan Net Total Trip Generation [3]		**474**	**11**	**47**	**58**	**62**	**50**	**112**	**68**	**20**	**88**	**45**	**60**	**105**
PROJECT DIFFERENCE FROM EXISTING ENTITLEMENTS		**(453)**	**0**	**(0)**	**(0)**	**14**	**7**	**21**	**5**	**(22)**	**(16)**	**9**	**1**	**10**

Notes:
(1) Total external trips from Table 11 of *One Beverly Hills Transportation Impact Study Report* (Fehr & Peers, April 6, 2016).
(2) Excludes portions of entitlement already constructed (170-room Waldorf Astoria hotel and associated restaurant space). Information from Table 10 of Traffic Study for Beverly Hilton Revitalization Plan (Fehr & Peers, October 2007).
(3) From Table 9 - Project Trip Generation Estimates.

4.1.2 Project Access

The One Beverly Hills Overlay Specific Plan will maintain the existing points of access along Wilshire Boulevard and North Santa Monica Boulevard. Merv Griffin Way will continue to operate as a publicly accessible private street between Wilshire Boulevard and North Santa Monica Boulevard while also providing access to uses on the project site as it does currently. A new private roadway, referred to as the North-South Road, will have gated access for residents and will be located adjacent to the southwesterly property line, which will connect Wilshire Boulevard and North Santa Monica Boulevard.

A new subterranean parking structure will provide parking for all uses on the One Beverly Hills Overlay Specific Plan site. The new parking structure will be three levels and will have a capacity of approximately 1,865 vehicles. The only additional parking on the project site will be the parking that is currently serving the Waldorf Astoria (314 parking spaces), which would remain and is not reflected in this total. Parking access for the residents, hotel guests, employees, and visitors will occur through separate entry and exit driveways. The parking structure will include a designated area for ride-sharing, electric vehicle charging, amenity areas and support space including a centralized loading dock. Approximately 55 of the parking spaces will be capable of accommodating Level 2 charging stations.

The existing loading dock serving the Beverly Hilton and Waldorf Astoria Beverly Hills hotels will be reconfigured and will connect via ramp to a centralized below-grade loading dock and support spaces. However, the entrance and exit to the loading dock will continue to be on North Santa Monica Boulevard east of Merv Griffin Way.

The site plan for the One Beverly Hills Overlay Specific Plan is shown in **Figure 3**. As shown, several driveways will provide access to the project site. The primary access driveways are labeled A through E on the One Beverly Hills Overlay Specific Plan site plan and described in detail below.



Figure 3

One Beverly Hills

One Beverly Hills Overlay Specific Plan Site Access

Driveway A – This driveway will be controlled by a new traffic signal at Wilshire Boulevard and the North-South Road that will allow full access (i.e., both inbound and outbound right and left-turning movements) to the project site. This intersection will serve all residential uses and also provide inbound access to the Wilshire Building. The traffic signal proposed at this location was not previously envisioned under the Existing Specific Plans.

The signalized intersection at Driveway A would be located approximately 400 feet west of the Whittier Drive/Merv Griffin Way signalized intersection. The proposed operations of the new traffic signal and design features are summarized below.

- On Wilshire Boulevard, a westbound left-turn pocket would provide inbound access to the project site and the traffic signal would operate with a protected left-turn signal phase. Vehicles entering the project site from eastbound Wilshire Boulevard would utilize a shared through/right-turn lane. The curb lane on eastbound Wilshire Boulevard transitions from a bus only lane to a general purpose travel lane approximately 170 feet west of the proposed traffic signal. This distance would allow vehicles entering the project site to merge into the curb lane prior to the new intersection and then make a right-turn onto the North-South Road.
- On the North-South Road, one left-turn lane and one right-turn lane would be provided for vehicles exiting the project site. A separate signal phase would be provided for these outbound turning movements.
- A crosswalk would be provided for pedestrians on the south side of Wilshire Boulevard to cross the North-South Road. To maximize the amount of green-time for vehicles traveling on Wilshire Boulevard, a pedestrian crosswalk would not be provided across Wilshire Boulevard. Pedestrian crossings would be directed to the adjacent signalized intersection at Whittier Drive/Merv Griffin Way.
- The signal timing and cycle length would be coordinated with the adjacent intersection at Whitter Drive/Merv Griffin Way to maximize vehicle travel flows along Wilshire Boulevard. Prior to implementation, the developer would submit a traffic signal timing and operations plan to the City's Traffic Engineer for review and approval.
- The flashing yellow sign currently located on the south side of Wilshire Boulevard just west of the proposed signal would be relocated to the west by approximately 400 feet. This would relocate the flashing yellow sign in the City of Los Angeles which requires the approval of the Los Angeles Department of Transportation. Approval for the sign relocation would be requested at the time the traffic signal design plans are prepared and prior to implementation of the new traffic signal.

In the event that the new traffic signal was not constructed, then the Wilshire Boulevard & North-South Roadway intersection would be a two-way stop-controlled intersection with inbound and outbound right-turn movements only. A left-turn pocket would no longer be provided on Wilshire Boulevard and only a right-turn lane would be provided on the North-South Road. **Appendix A** contains the operational analysis for the site access alternative in consideration of vehicle rerouting that would occur if left-turn movements to and from the North-South Road are not permitted.

Driveway B – This driveway will serve vehicles exiting the Wilshire Building. These vehicles will be able to make a right-turn only onto Wilshire Boulevard westerly of the traffic signal at Merv Griffin Way/Whittier Drive. Given the limited uses that will be served by this driveway, vehicle demand is expected to be limited and the driveway is expected to operate acceptably if only outbound right-turning movements are permitted.

The Existing Specific Plan for the 9900 Wilshire Boulevard site included a right-turn in/out only driveway on Wilshire Boulevard in a location approximately in between Driveways A and B. The original driveway would have served residential uses on the 9900 Wilshire Boulevard site.

Driveway C – This driveway represents the intersection of Wilshire Boulevard & Merv Griffin Way/Whittier Drive and serves vehicles traveling to the project site and through the site on Merv Griffin Way. The traffic signal allows full access for vehicles entering and exiting the site on Wilshire Boulevard.

Both the proposed project and the Existing Specific Plans would widen the northbound Merv Griffin Way approach at Wilshire Boulevard to provide for a left-turn lane, a through lane, and a right-turn lane. This widening will improve the capacity at the intersection and improve peak hour traffic flows, especially during the PM peak hour when Merv Griffin Way experiences a large amount of cut-through traffic with a heavy demand for northbound through traffic.

Driveway D – This internal driveway on Merv Griffin Way provides all inbound access to the reconfigured Beverly Hilton Hotel Motor Court and limited outbound access for vehicles that utilize the valet staging area on the Motor Court. The hotel's Motor Court access will form the east leg of this intersection on Merv Griffin Way. The west leg of the intersection will provide outbound access for visitors and employees from the subterranean parking structure. A traffic signal is proposed at this internal intersection. The primary purpose of the traffic signal is to accommodate demand during special events at the project site when the hotel Motor Court is at peak demand.

The Existing Specific Plans also had internal driveways at this approximate location. In the Beverly Hilton Specific Plan, this driveway was planned to provide access to the Beverly Hilton Motor Court. Under the 9900 Wilshire Boulevard Specific Plan, this driveway would serve as the loading dock and provide employee access to an underground parking garage. This intersection was envisioned to be operated by stop signs on each approach as it does currently.

Driveway E – This driveway will serve the North-South Road and will allow inbound access for vehicles traveling on North Santa Monica Boulevard (both inbound left- and right-turn movements) and right-turn only access for outbound vehicles. This driveway will only serve residential uses and gated access will be provided just north of the entry point. The driveway will be controlled by a stop sign for vehicles exiting the project site.

The Existing Specific Plan for the 9900 Wilshire Boulevard site also included a driveway at this location to serve residents.

Driveway F – This driveway represents the intersection of North Santa Monica Boulevard & Merv Griffin Way and serves vehicles traveling to the project site and through the site on Merv Griffin Way. This intersection is currently controlled by a stop sign on the eastbound Merv Griffin Way approach.

Both the proposed project and the Existing Specific Plans would install a traffic signal at this location to allow full access to and from the project site and improve operations for vehicles traveling through the site. In addition, both the proposed project and the Existing Specific Plans would relocate the curb along North Santa Monica Boulevard to provide additional right-of-way. The roadway widening would allow for either: 1) the implementation of a buffered bicycle lane along the frontage of the Overlay Specific Plan site and maintain two travel lanes in each direction on North Santa Monica Boulevard, consistent with the current configuration along the frontage of the Waldorf Astoria Hotel, or 2) the provision of three travel lanes and a 5-foot wide bike lane, consistent with the roadway configuration proposed by the applicant. Both of these potential lane configurations are analyzed in this study.

4.1.3 Trip Distribution

The distribution of project trips was estimated based on the trip distribution applied in the transportation studies conducted for the Existing Specific Plans. Although the overall distribution of trips is similar to the Existing Specific Plans, the site access and circulation for the proposed One Beverly Hills Overlay Specific Plan project will result in traffic volume shifts along the frontage and immediately adjacent to the project site. Below are key trip distribution assumptions:

- The project is composed of a mixture of uses (condominiums, hotel, retail, and restaurant) and it is expected that residents and visitors will travel to and from a wide variety of locations for various purposes. Potential trip purposes could include work, shopping, and recreation.
- Vehicles traveling to and from the site are centrally located to local and regional destinations. To the west, drivers can access I-405 which provides connectivity to destinations throughout the Westside. To the east, drivers could travel into Beverly Hills or further into the Mid-City area in the City of Los Angeles or Downtown Los Angeles.
- Some vehicles will travel to the north and south, although not as many as will travel to the east and west. Many of the vehicles traveling to the north or south will first travel to the west to access I-405 instead of traveling directly to the south along roadways like Beverly Drive or north to access Sunset Boulevard.

The project trip distribution is shown in **Figure 4**.

Based on the expected distribution of project trips, the permitted turning movements and the number of vehicles entering and exiting the project site at each driveway (not including existing land uses that will remain) are shown in **Figure 5A** and **Figure 5B**.



Figure 4

One Beverly Hills Overlay Specific Plan

Project Trip Distribution

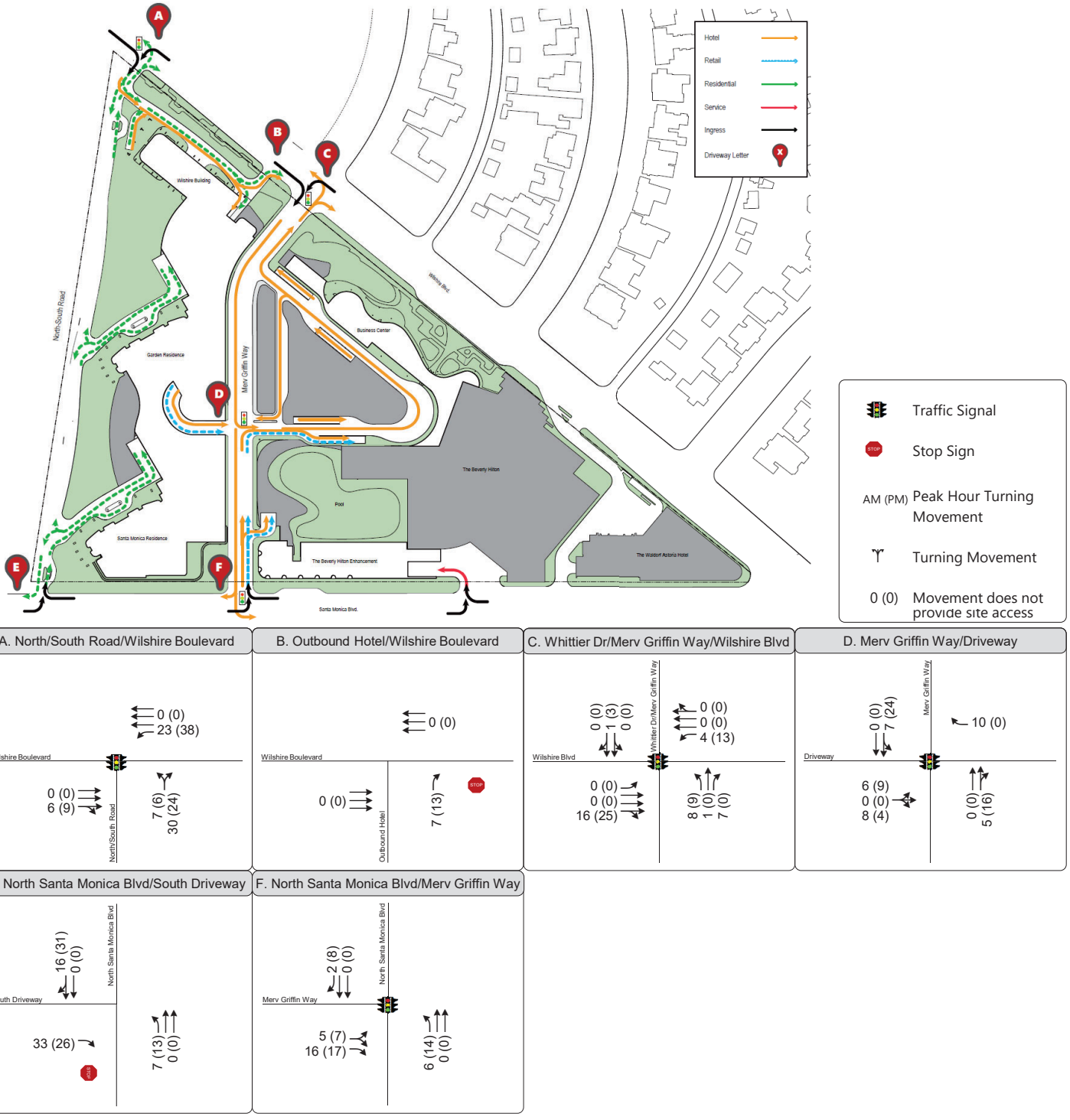


Figure 5A

One Beverly Hills Overlay Specific Plan
Site Access Volumes - AM and PM Peak Hours

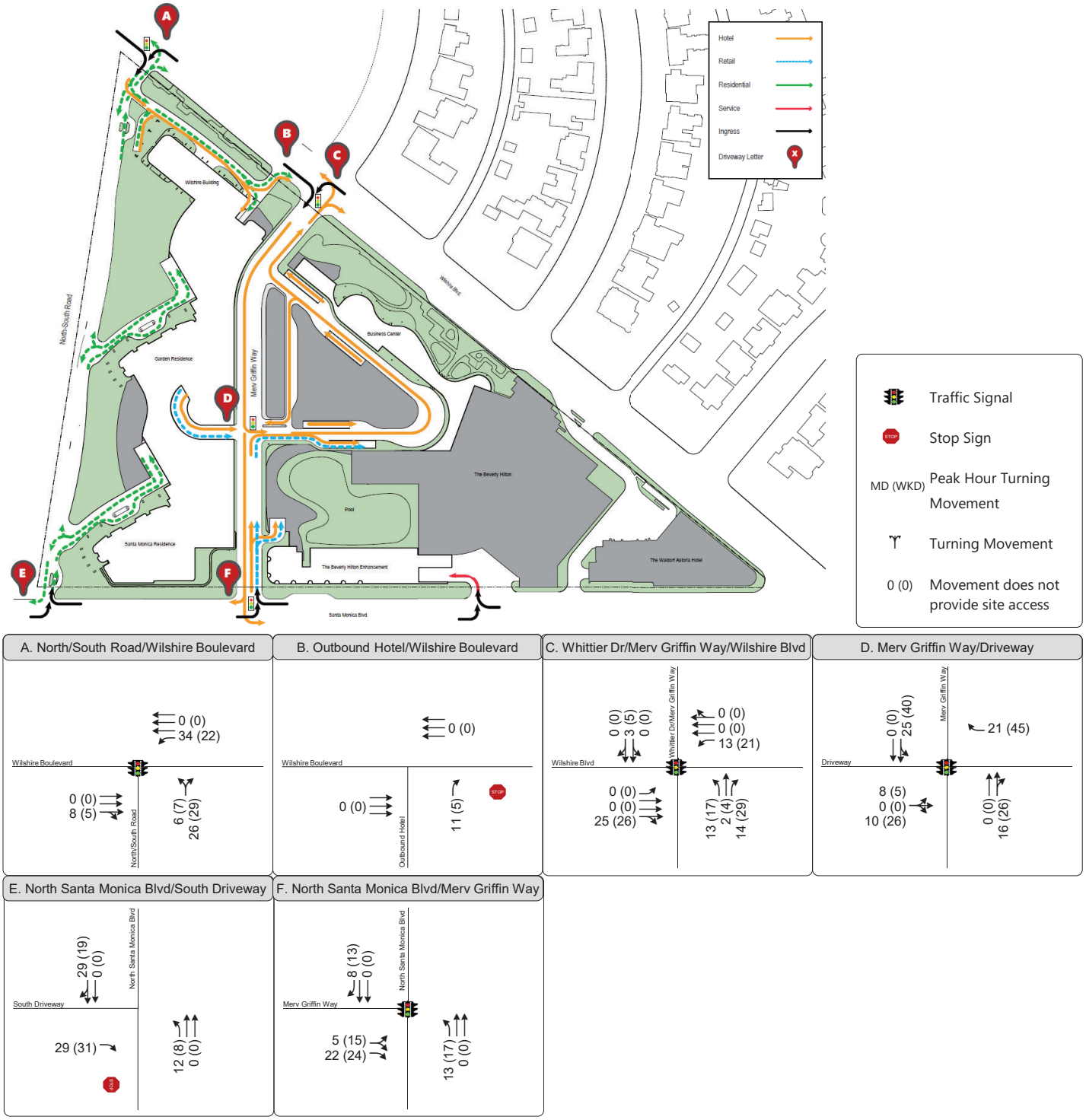


Figure 5B

One Beverly Hills Overlay Specific Plan
Site Access Volumes - Midday and Weekend Peak Hours

4.2 Planned Roadway Improvements

As part of the land use entitlements for the Existing Specific Plans, the reconstruction of Wilshire Boulevard along the frontage of the project site was required as mitigation. This resulted in two left-turn lanes, three through lanes, and one right-turn lane on the eastbound approach to the North Santa Monica Boulevard & Wilshire Boulevard intersection. In addition, North Santa Monica Boulevard was widened by relocating the edge of curb along the frontage of the Waldorf Astoria Hotel. The widening of North Santa Monica Boulevard maintained two southbound travel lanes and provided additional right-of-way for a buffered on-street bicycle lane. These improvements were constructed in conjunction with the development of the Waldorf Astoria Hotel on the Beverly Hilton Specific Plan site.

In addition to the improvements on Wilshire Boulevard and North Santa Monica Boulevard along the frontage of the Waldorf Astoria Hotel that have already been constructed, the planned roadway and intersection improvements adjacent to the proposed project site are as follows:

- Reconstruct the Merv Griffin Way northbound approach to the Whittier Drive/Merv Griffin Way & Wilshire Boulevard intersection to provide one left-turn lane, one through lane, and one right-turn lane.
- Signalize the intersection of North Santa Monica Boulevard & Merv Griffin Way.
- Reconstruct the Merv Griffin Way eastbound approach to the North Santa Monica Boulevard & Merv Griffin Way intersection to provide one shared left/right-turn lane and one right-turn lane.
- Reconstruct North Santa Monica Boulevard along the frontage of the Existing Specific Plans (already complete along frontage of the Waldorf Astoria Hotel). At the time the Existing Specific Plans were adopted, the additional right-of-way was planned to provide three travel lanes on southbound North Santa Monica Boulevard. The Overlay Specific Plan application proposes that the additional roadway width be used to allow for a third travel lane and a five-foot wide bike lane. However, east of Wilshire Boulevard, the City currently has striped on-street bicycle lanes on North Santa Monica Boulevard and a buffered bicycle lane striped along the frontage of the Waldorf Astoria Hotel. Reconstructing the remaining portion of North Santa Monica Boulevard would allow for the continuation of the buffered bike lane along the frontage of the project site and would provide right-of-way for a buffered bike lane on the south side of the street with two travel lanes maintained in each direction.

These improvements were assumed to occur with the implementation of the Overlay Specific Plan and with the Existing Specific Plans. This report analyzes both: 1) the traffic operations with the widening of North Santa Monica Boulevard to maintain the two southbound travel lanes and extend the buffered bike lane along the frontage of the Overlay Specific Plan site, which is consistent with the City's current striping of the roadway, and 2) the roadway striping the applicant has included in their application, which consists of three southbound travel lanes and a five-foot wide bike lane.

5. Existing Specific Plans and Existing Plus Project Conditions

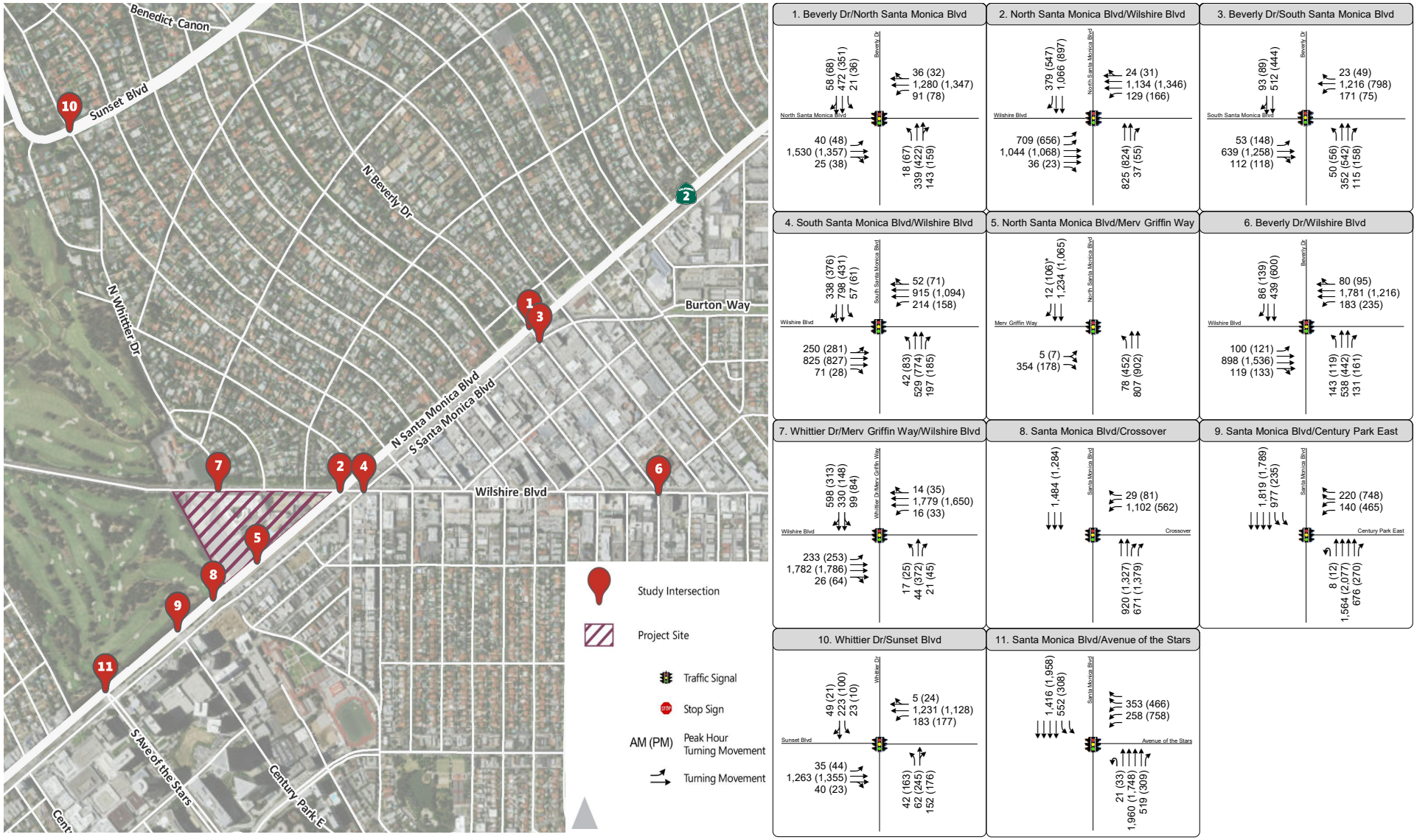
This chapter presents the traffic operations analysis with the Existing Specific Plans and for existing plus project conditions with the proposed One Beverly Hills Overlay Specific Plan.

5.1 Existing Plus Existing Specific Plans Traffic Volumes

This scenario accounts for the trip generation of the Existing Specific Plans to report traffic operations with the implementation of the entitled land uses. The traffic volumes are comprised of the existing 2019 traffic count volumes with the Existing Specific Plans in place. Traffic volumes for Existing plus Existing Specific Plans Conditions are provided in **Figure 6A** and **Figure 6B**.

5.2 Existing Plus Project Traffic Volumes

The traffic volumes for the proposed One Beverly Hills Overlay Specific Plan are comprised of the existing 2019 traffic count volumes with the proposed project land uses in place. The trip generation and trip distribution presented in the above chapter were used to generate the Existing Plus Project traffic volumes provided in **Figure 7A** and **Figure 7B**.

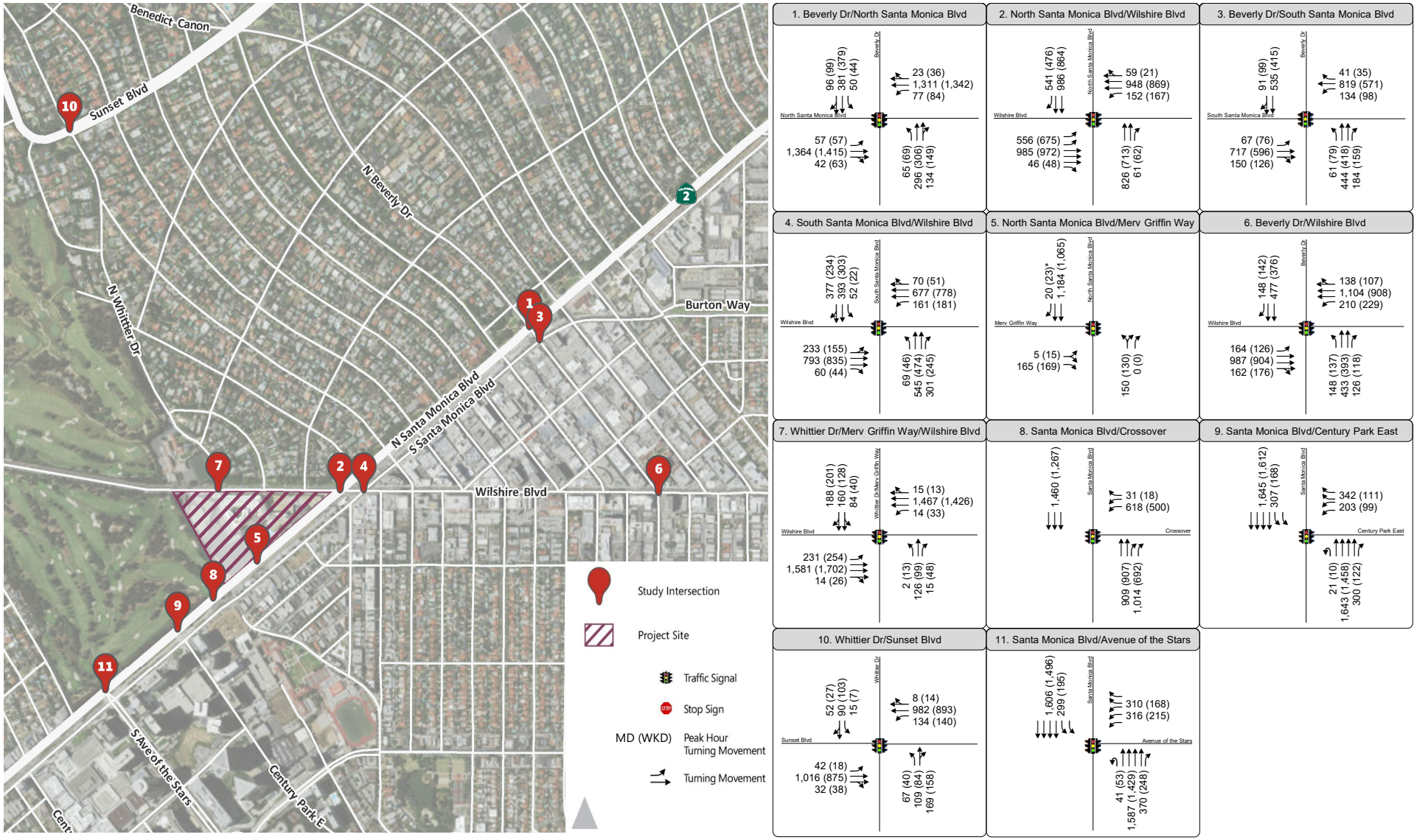


* At Intersection 5, the planned widening would accommodate either 2 southbound travel lanes with a buffered bike lane or 3 southbound travel lanes with a 5-foot bike lane.

Figure 6A

Traffic Volumes & Lane Configurations

Existing Plus Existing Specific Plans Conditions - AM & PM Peak Hours

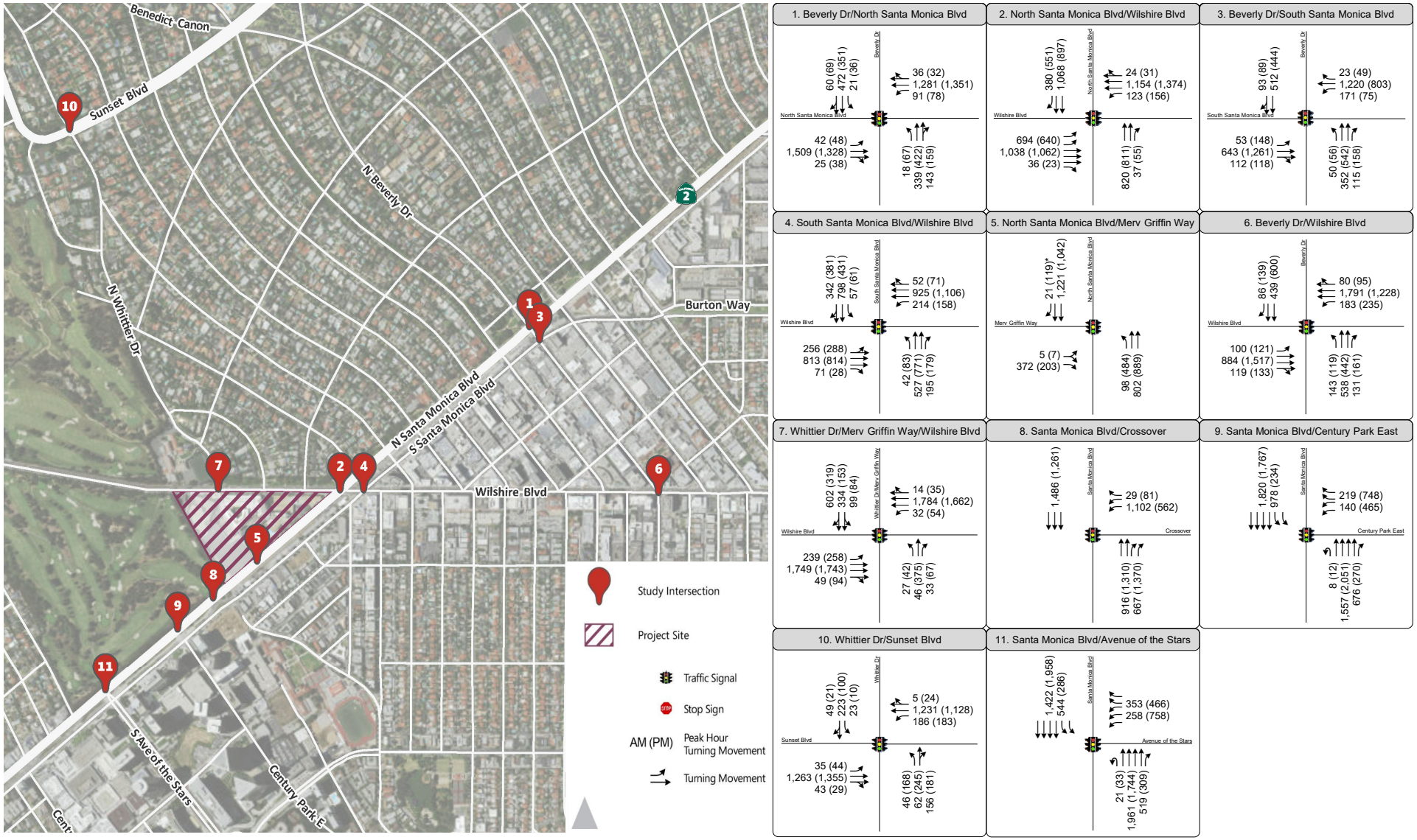


* At Intersection 5, the planned widening would accommodate either 2 southbound travel lanes with a buffered bike lane or 3 southbound travel lanes with a 5-foot bike lane.

Figure 6B

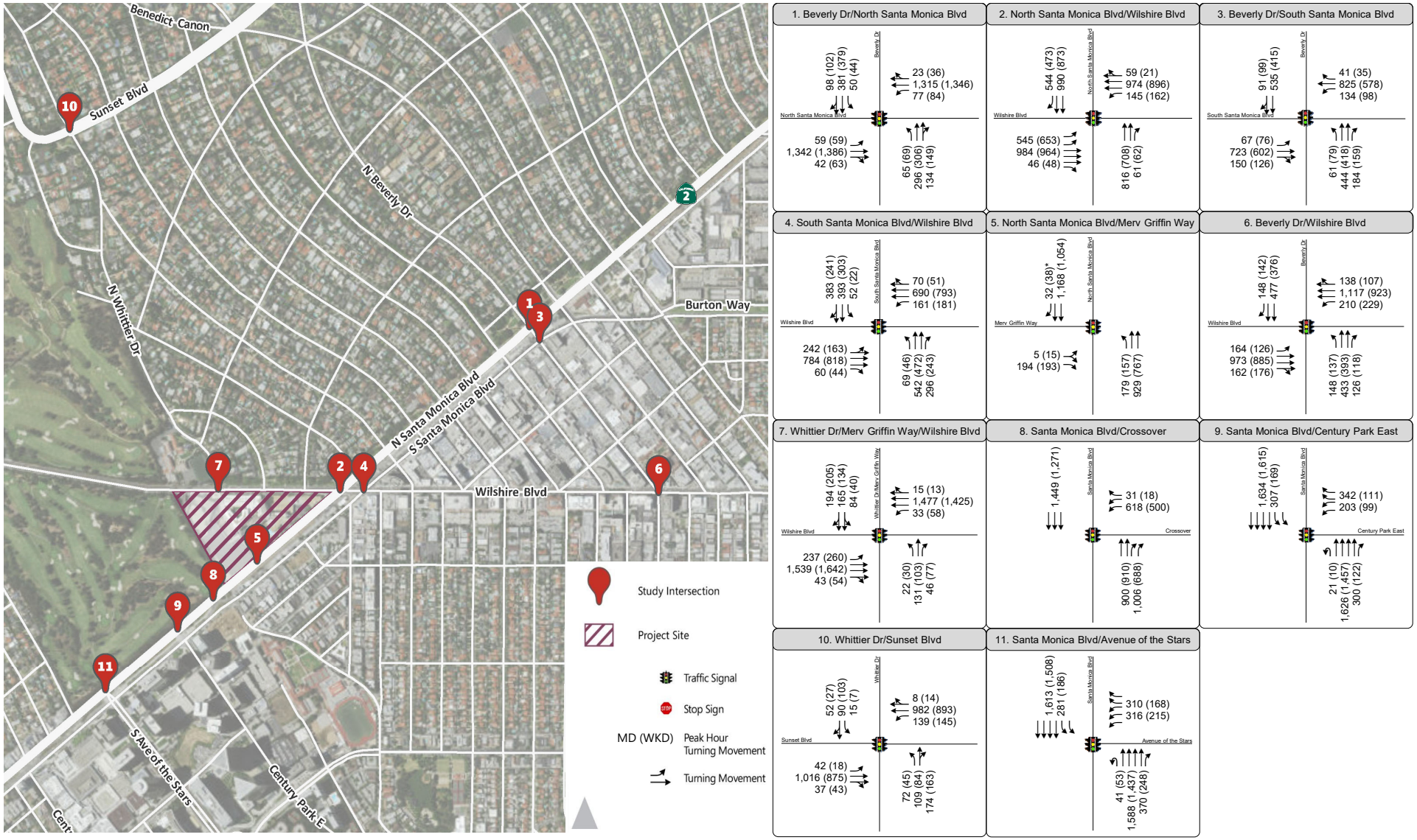
Traffic Volumes & Lane Configurations

Existing Plus Existing Specific Plans Conditions - Midday and Weekend Peak Hours



* At Intersection 5, the planned widening would accommodate either 2 southbound travel lanes with a buffered bike lane or 3 southbound travel lanes with a 5-foot bike lane.

Figure 7A
Traffic Volumes & Lane Configurations
Existing Plus Proposed Project - AM & PM Peak Hours



* At Intersection 5, the planned widening would accommodate either 2 southbound travel lanes with a buffered bike lane or 3 southbound travel lanes with a 5-foot bike lane.

Figure 7B
Traffic Volumes & Lane Configurations
Existing Plus Proposed Project - Midday and Weekend Peak Hours

5.3 Existing Specific Plans and Plus Project Intersection Operations

As shown in **Table 11**, when comparing Existing plus Existing Specific Plans to the Existing plus Proposed intersection operations, some of the intersections experience a decrease in V/C with the One Beverly Hills Overlay Specific Plan land use and site access changes in place. Those intersections that experience an increase in V/C are below the criteria that were in place at the time the Existing Specific Plans were adopted.

The traffic operations analysis considers both: 1) the traffic operations with the widening of North Santa Monica Boulevard to maintain the two southbound travel lanes and extend the buffered bike lane along the frontage of the Overlay Specific Plan site, which is consistent with the City's current striping of the roadway, and 2) the roadway striping the applicant has included in their application, which consists of three southbound travel lanes and a five-foot wide bike lane. The LOS results with the additional third lane on southbound North Santa Monica Boulevard are shown in parentheses in Table 11, next to the results for the current two-lane configuration. Intersection operations under both configurations do not exceed the V/C criteria that were in place at the time the Existing Specific Plans were adopted.

Table 11: Existing Specific Plans and Existing plus Project Intersection Operations

Intersection	Control	Peak Hour	Existing + Existing Specific Plans		Existing + Project		V/C Change	Criteria Exceeded?
			V/C	LOS[1,2]	V/C	LOS[1,2]		
1. North Santa Monica Boulevard & Beverly Drive	SIGNAL	AM	0.947	**E**	0.940	**E**	-0.007	NO
		MD	0.897	D	0.889	D	-0.008	NO
		PM	0.910	**E**	0.900	D	-0.010	NO
		WKND	0.932	**E**	0.922	**E**	-0.010	NO
2. North Santa Monica Boulevard & Wilshire Boulevard	SIGNAL	AM	1.036	**F**	1.037	**F**	0.001	NO
		MD	0.914	**E**	0.918	**E**	0.004	NO
		PM	1.009	**F**	1.010	**F**	0.001	NO
		WKND	0.884	D	0.886	D	0.002	NO
3. South Santa Monica Boulevard & Beverly Drive	SIGNAL	AM	0.854	D	0.855	D	0.001	NO
		MD	0.792	C	0.794	C	0.002	NO
		PM	0.898	D	0.899	D	0.001	NO
		WKND	0.685	B	0.687	B	0.002	NO
4. South Santa Monica Boulevard & Wilshire Boulevard	SIGNAL	AM	0.969	**E**	0.969	**E**	0.000	NO
		MD	0.804	D	0.806	D	0.002	NO
		PM	0.845	D	0.846	D	0.001	NO
		WKND	0.707	C	0.707	C	0.000	NO
5. North Santa Monica Boulevard & Merv Griffin Way[3]	SIGNAL	AM	0.743 (0.595)	C (A)	0.760 (0.615)	C (A)	0.017 (0.020)	NO (NO)
		MD	0.708 (0.568)	C (A)	0.734 (0.599)	C (A)	0.026 (0.031)	NO (NO)
		PM	0.900 (0.795)	D (C)	0.916 (0.818)	**E** (D)	0.016 (0.023)	NO (NO)
		WKND	0.655 (0.530)	B (A)	0.678 (0.558)	B (B)	0.023 (0.028)	NO (NO)
6. Beverly Drive & Wilshire Boulevard	SIGNAL	AM	0.896	D	0.899	D	0.003	NO
		MD	0.820	D	0.817	D	-0.003	NO
		PM	0.990	**E**	0.985	**E**	-0.005	NO
		WKND	0.772	C	0.767	C	-0.005	NO
7. Whittier Drive/Merv Griffin Way & Wilshire Boulevard	SIGNAL	AM	1.183	**F**	1.193	**F**	0.010	NO
		MD	0.885	D	0.899	D	0.014	NO
		PM	1.203	**F**	1.216	**F**	0.013	NO
		WKND	0.860	D	0.870	D	0.010	NO
8. Santa Monica Boulevard & Crossover	SIGNAL	AM	0.769	C	0.769	C	0.000	NO
		MD	0.585	A	0.582	A	-0.003	NO
		PM	0.694	B	0.688	B	-0.006	NO



Table 11: Existing Specific Plans and Existing plus Project Intersection Operations

Intersection	Control	Peak Hour	Existing + Existing Specific Plans		Existing + Project		V/C Change	Criteria Exceeded?
			V/C	LOS[1,2]	V/C	LOS[1,2]		
		WKND	0.517	A	0.518	A	0.001	NO
9. Santa Monica Boulevard & Century Park East	SIGNAL	AM	0.782	C	0.783	C	0.001	NO
		MD	0.403	A	0.400	A	-0.003	NO
		PM	0.576	A	0.572	A	-0.004	NO
		WKND	0.330	A	0.375	A	0.045	NO
10. Whittier Drive & Sunset Boulevard	SIGNAL	AM	0.944	**E**	0.951	**E**	0.007	NO
		MD	0.799	C	0.808	D	0.009	NO
		PM	1.054	**F**	1.064	**F**	0.010	NO
		WKND	0.722	C	0.731	C	0.009	NO
11. Santa Monica Boulevard & Avenue of the Stars	SIGNAL	AM	0.543	A	0.539	A	-0.004	NO
		MD	0.400	A	0.359	A	-0.041	NO
		PM	0.592	A	0.592	A	0.000	NO
		WKND	0.356	A	0.400	A	0.044	NO

Source: Fehr & Peers, 2020.

Notes:

[1] LOS calculations for Beverly Hills signalized intersections were performed using the ICU methodology and LOS for Los Angeles signalized intersections were performed using the CMA methodology.

[2] Unacceptable seconds of delay per vehicle or volume-to-capacity (V/C) ratios and LOS highlighted in bold.

[3] LOS results reported for 1) the traffic operations with the widening of North Santa Monica Boulevard to maintain the two southbound travel lanes and extend the buffered bike lane along the frontage of the Overlay Specific Plan site, which is consistent with the City's current striping of the roadway, and in ( ) show 2) the roadway striping the applicant has included in their application, which consists of three southbound travel lanes and a five-foot wide bike lane.

6. Cumulative Conditions

This chapter addresses the traffic operations with the proposed project under cumulative conditions, which represents conditions as they are expected to occur with the buildout of the One Beverly Hills Overlay Specific Plan.

6.1 Cumulative Traffic Volume Forecasts

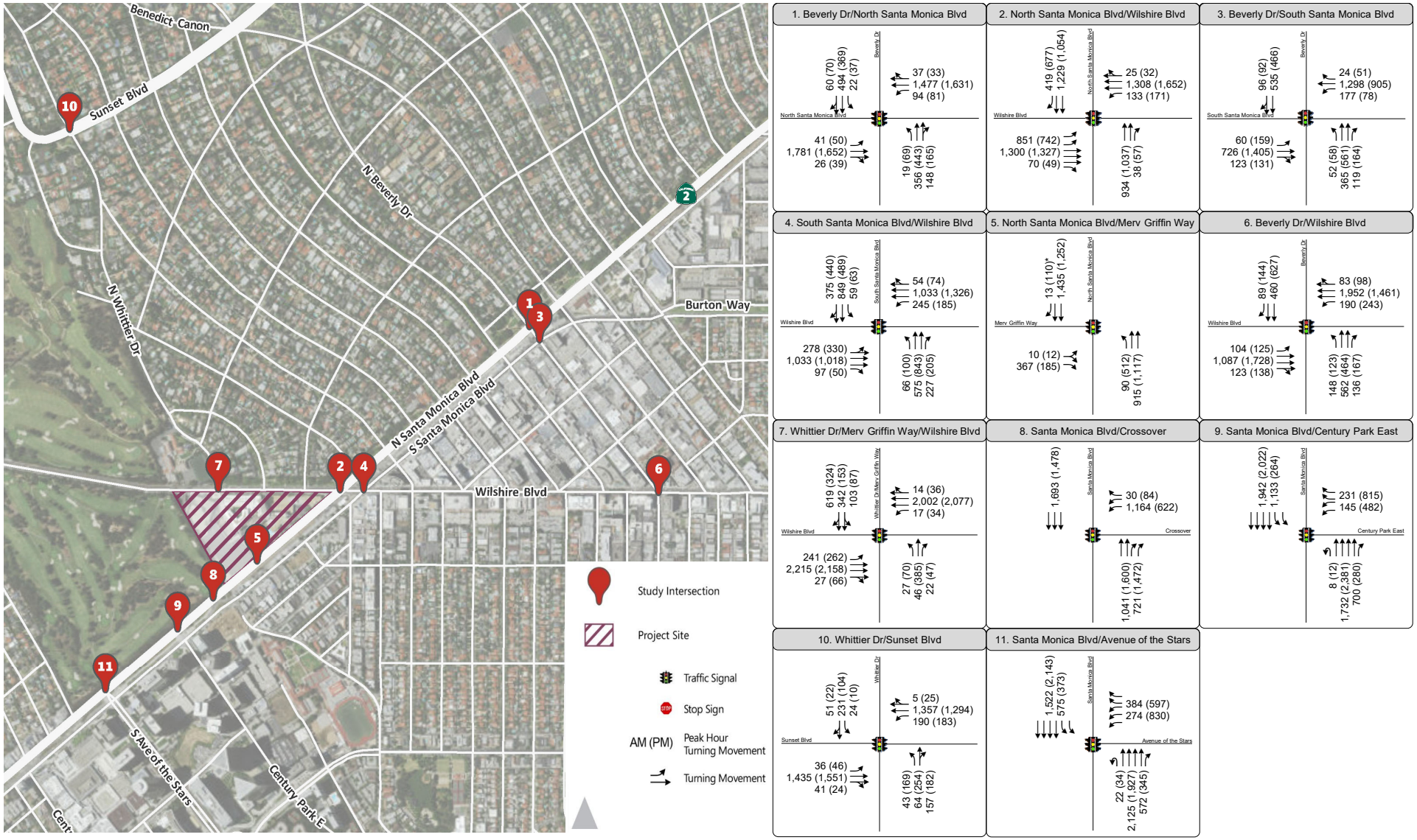
Future traffic projections with the approved Existing Specific Plans were developed to reflect cumulative conditions. The year 2026 was used to forecast cumulative conditions to reflect the expected opening year of the proposed project. The growth in traffic in the study area reflects future travel demands from regional growth and related projects in the vicinity of the project site. A variety of sources were consulted to develop the cumulative traffic forecasts. These sources include:

- Existing traffic counts as collected in fall 2015 and 2019
- Traffic generated by the approved Existing Specific Plans
- Traffic from approved and pending projects in the City of Beverly Hills, City of Los Angeles, and City of West Hollywood
- Ambient growth in existing traffic volumes to reflect growth in regional traffic (a growth rate of 0.5% per year was applied to the 2019 traffic volumes to reflect this ambient growth)

The related projects and their expected trip generation were obtained from the Cities of Beverly Hills, West Hollywood, and Los Angeles. The list of related projects used to develop the cumulative traffic forecasts is provided in the *One Beverly Hills Overlay Specific Plan Transportation Impact Report* (Fehr & Peers, December 2020).

Traffic volumes for Cumulative Conditions (with the Existing Specific Plans) are shown on **Figure 8A** and **Figure 8B**.

The traffic volumes for Cumulative plus Project Conditions (with the proposed One Beverly Hills Overlay Specific Plan) are shown on **Figure 9A** and **Figure 9B**.

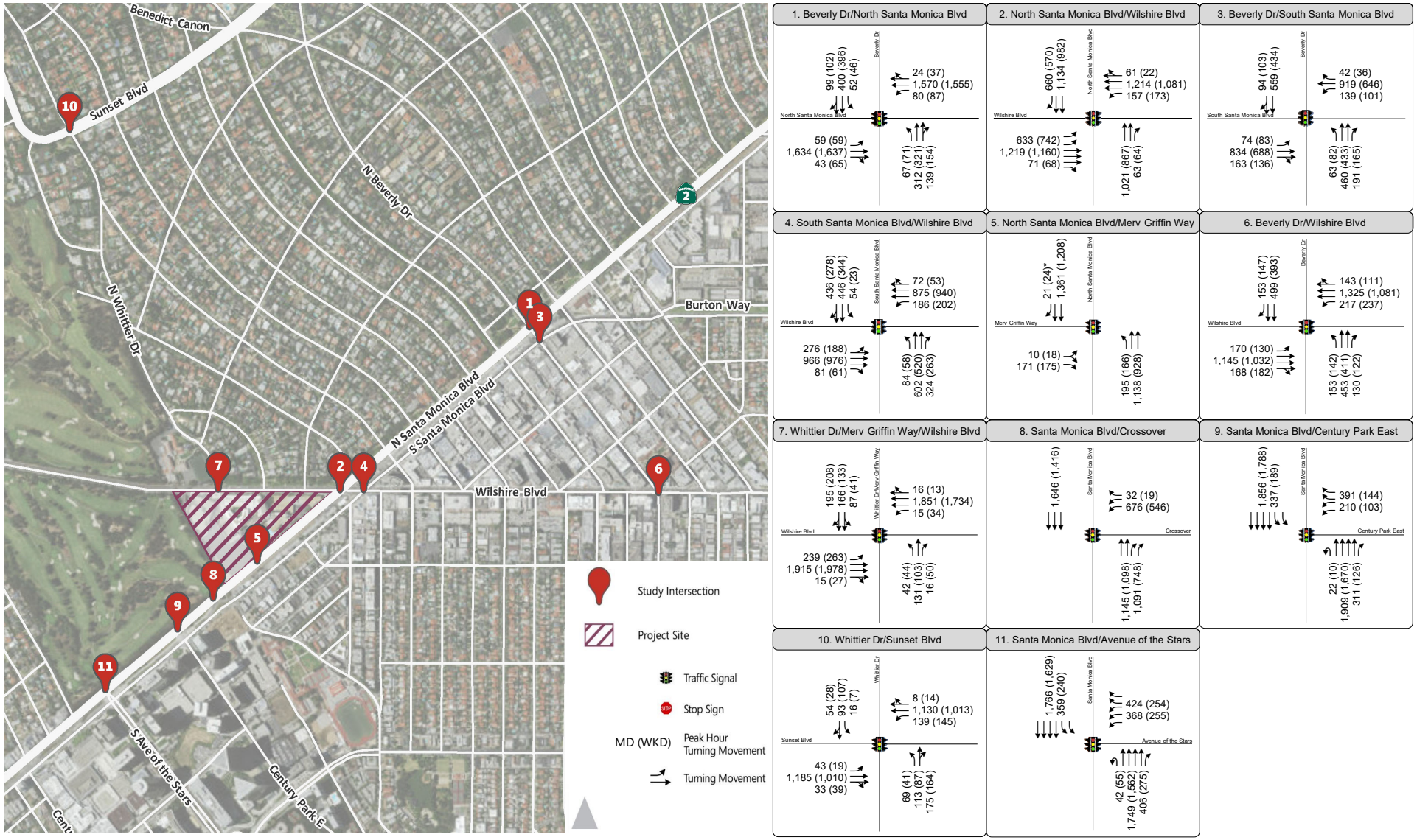


* At Intersection 5, the planned widening would accommodate either 2 southbound travel lanes with a buffered bike lane or 3 southbound travel lanes with a 5-foot bike lane.

Figure 8A

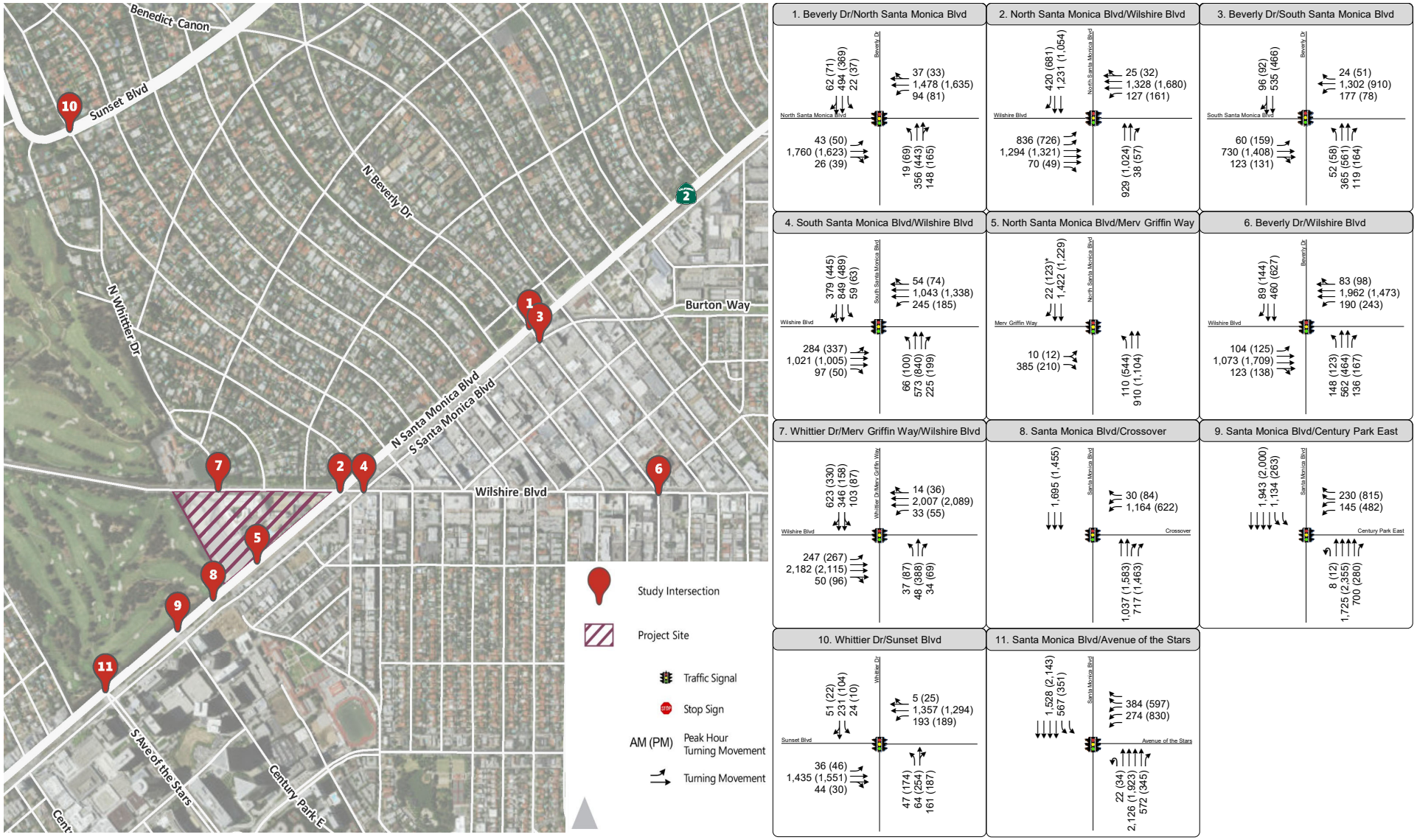
Traffic Volumes & Lane Configurations

Cumulative Conditions - AM & PM Peak Hours



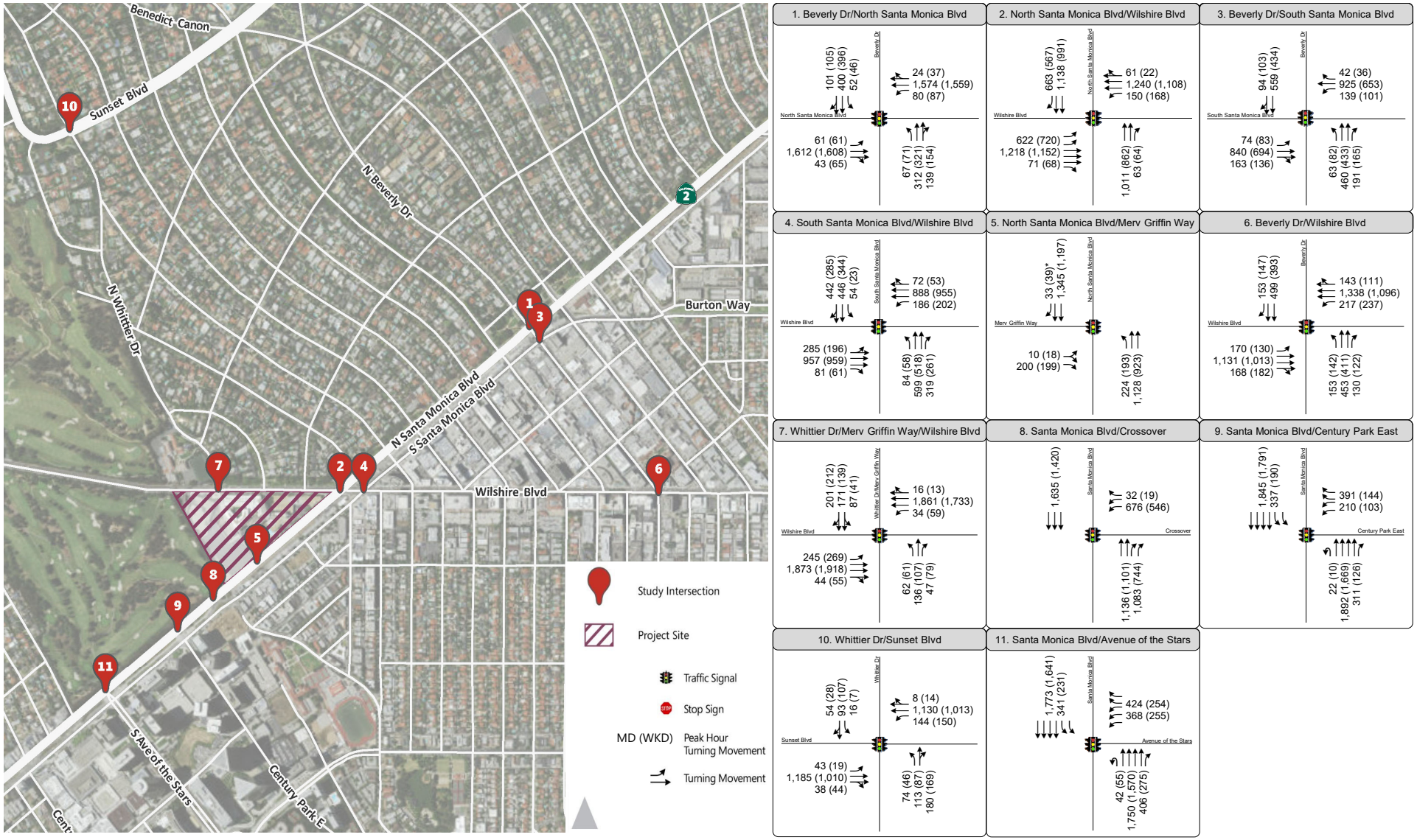
* At Intersection 5, the planned widening would accommodate either 2 southbound travel lanes with a buffered bike lane or 3 southbound travel lanes with a 5-foot bike lane.

Figure 8B
Traffic Volumes & Lane Configurations
Cumulative Conditions - Midday and Weekend Peak Hours



* At Intersection 5, the planned widening would accommodate either 2 southbound travel lanes with a buffered bike lane or 3 southbound travel lanes with a 5-foot bike lane.

Figure 9A
Traffic Volumes & Lane Configurations
Cumulative Plus Proposed Project - AM & PM Peak Hours



* At Intersection 5, the planned widening would accommodate either 2 southbound travel lanes with a buffered bike lane or 3 southbound travel lanes with a 5-foot bike lane.

Figure 9B
Traffic Volumes & Lane Configurations
Cumulative Plus Proposed Project - Midday and Weekend Peak Hours

6.2 Cumulative Intersection Operations

The results of the cumulative LOS analysis are presented in **Table 8** and the corresponding LOS calculation sheets are included in **Appendix C**. As shown, with the Existing Specific Plans the majority of the study intersections will be operating at an LOS of E or F in year 2026 for at least one of the peak periods. With the project in place, some intersections will experience a further decrease in V/C while others will experience an improvement in V/C. The lower trip generation of the proposed One Beverly Hills Overlay Specific Plan during some peak hours results in a decrease in V/C at several of the study intersections. The instances in which there is an increase of V/C for intersections already operating at LOS E or F, the increase is not expected to exceed the criteria in place at the time the Existing Specific Plans were approved.

The lane configurations analyzed under existing conditions were also tested under cumulative and cumulative plus project conditions for Intersection 5: North Santa Monica Boulevard & Merv Griffin Way. The cumulative analysis considers both: 1) the traffic operations with the widening of North Santa Monica Boulevard to maintain the two southbound travel lanes and extend the buffered bike lane along the frontage of the Overlay Specific Plan site, which is consistent with the City's current striping of the roadway, and 2) the roadway striping the applicant has included in their application, which consists of three southbound travel lanes and a five-foot wide bike lane. The results with the third travel lane on southbound North Santa Monica Boulevard are shown in parentheses in Table 12, next to the results analyzed using the current two-lane configuration to provide a buffered bike lane. Intersection operations under both configurations are below the City's V/C criteria.

Table 12: Cumulative (2026) Intersection Operations

Intersection	Control	Peak Hour	Cumulative		Cumulative + Project		V/C Change	Criteria Exceeded?
			V/C	LOS[1,2]	V/C	LOS[1,2]		
1. North Santa Monica Boulevard & Beverly Drive	SIGNAL	AM	0.998	**E**	0.992	**E**	-0.006	NO
		MD	0.958	**E**	0.951	**E**	-0.007	NO
		PM	0.980	**E**	0.970	**E**	-0.01	NO
		WKND	0.974	**E**	0.965	**E**	-0.009	NO
2. North Santa Monica Boulevard & Wilshire Boulevard	SIGNAL	AM	1.131	**F**	1.131	**F**	0.000	NO
		MD	1.009	**F**	1.013	**F**	0.004	NO
		PM	1.114	**F**	1.115	**F**	0.001	NO
		WKND	0.954	**E**	0.956	**E**	0.002	NO
3. South Santa Monica Boulevard & Beverly Drive	SIGNAL	AM	0.856	D	0.857	D	0.001	NO
		MD	0.813	D	0.815	D	0.002	NO
		PM	0.922	**E**	0.923	**E**	0.001	NO
		WKND	0.700	B	0.702	C	0.002	NO
4. South Santa Monica Boulevard & Wilshire Boulevard	SIGNAL	AM	1.044	**F**	1.044	**F**	0.000	NO
		MD	0.881	D	0.883	D	0.002	NO
		PM	0.933	**E**	0.933	**E**	0.000	NO
		WKND	0.766	C	0.766	C	0.000	NO
5. North Santa Monica Boulevard & Merv Griffin Way[3]	SIGNAL	AM	0.792 (0.629)	C (B)	0.807 (0.648)	D (B)	0.015 (0.019)	NO (NO)
		MD	0.771 (0.618)	C (B)	0.795 (0.647)	C (B)	0.024 (0.029)	NO (NO)
		PM	0.966 (0.846)	**E** (D)	0.982 (0.868)	**E** (D)	0.016 (0.022)	NO (NO)
		WKND	0.699 (0.565)	B (A)	0.725 (0.595)	C (A)	0.026 (0.030)	NO (NO)
6. Beverly Drive & Wilshire Boulevard	SIGNAL	AM	0.906	**E**	0.908	**E**	0.002	NO
		MD	0.837	D	0.840	D	0.003	NO
		PM	1.004	**F**	0.999	**E**	-0.005	NO
		WKND	0.781	C	0.776	C	-0.005	NO
7. Whittier Drive/Merv Griffin Way & Wilshire Boulevard	SIGNAL	AM	1.196	**F**	1.205	**F**	0.009	NO
		MD	0.945	**E**	0.958	**E**	0.013	NO
		PM	1.263	**F**	1.276	**F**	0.013	NO
		WKND	0.903	**E**	0.913	**E**	0.01	NO
8. Santa Monica Boulevard & Crossover	SIGNAL	AM	0.796	C	0.797	C	0.001	NO
		MD	0.632	B	0.629	B	-0.003	NO
		PM	0.772	C	0.766	C	-0.006	NO
		WKND	0.571	A	0.572	A	0.001	NO



Table 12: Cumulative (2026) Intersection Operations

Intersection	Control	Peak Hour	Cumulative		Cumulative + Project		V/C Change	Criteria Exceeded?
			V/C	LOS[1,2]	V/C	LOS[1,2]		
9. Santa Monica Boulevard & Century Park East	SIGNAL	AM	0.862	D	0.863	D	0.001	NO
		MD	0.466	A	0.463	A	-0.003	NO
		PM	0.659	B	0.654	B	-0.005	NO
		WKND	0.375	A	0.376	A	0.001	NO
10. Whittier Drive & Sunset Boulevard	SIGNAL	AM	0.970	**E**	0.976	**E**	0.006	NO
		MD	0.831	D	0.839	D	0.008	NO
		PM	1.084	**F**	1.093	**F**	0.009	NO
		WKND	0.744	C	0.753	C	0.009	NO
11. Santa Monica Boulevard & Avenue of the Stars	SIGNAL	AM	0.586	A	0.584	A	-0.002	NO
		MD	0.455	A	0.454	A	-0.001	NO
		PM	0.656	B	0.656	B	0.000	NO
		WKND	0.400	A	0.403	A	0.003	NO

Source: Fehr & Peers, 2020.

Notes:

[1] LOS calculations for Beverly Hills signalized intersections were performed using the ICU methodology and LOS for Los Angeles signalized intersections were performed using the CMA methodology.

[2] Unacceptable seconds of delay per vehicle or volume-to-capacity (V/C) ratios and LOS highlighted in bold.

[3] LOS results reported for 1) the traffic operations with the widening of North Santa Monica Boulevard to maintain the two southbound travel lanes and extend the buffered bike lane along the frontage of the Overlay Specific Plan site, which is consistent with the City's current striping of the roadway, and in ( ) show 2) the roadway striping the applicant has included in their application, which consists of three southbound travel lanes and a five-foot wide bike lane.

7. Residential Roadway Analysis

Fehr & Peers evaluated the effect of the project on several nearby residential streets. The purpose of this analysis is to verify the potential increases in project-related trips in comparison to the City's criteria.

7.1 Residential Roadway Criteria

To determine whether the addition of project-generated trips to a residential street segment results in a significant project effect, the City of Beverly Hills has established criteria for residential roadway segments as documented in Chapter 2.

7.2 Analysis Results

The study residential roadway segments were analyzed under Existing and Cumulative Conditions with the implementation of the One Beverly Hills Overlay Specific Plan in comparison to the Existing Specific Plans. The results of the residential analysis are presented in **Table 13** and **Table 14**. As shown, the project would not exceed the City's criteria at the study residential roadway segments.

Table 13: Residential Street Analysis
Existing Specific Plans and Existing plus Project Conditions

Roadway Segment	Time of Day	Existing + Existing Specific Plans	Existing + Project	Change	% Change	Criteria Exceeded?
Whittier Drive between Wilshire Boulevard & Elevado Avenue	ADT	14,226	14,424	198	1.4%	NO
	AM	1,318	1,334	16	1.2%	NO
	MD	804	826	22	2.7%	NO
	PM	1,205	1,224	19	1.6%	NO
	WKND	735	755	20	2.7%	NO
Whittier Drive between Elevado Avenue & Lomitas Avenue	ADT	10,384	10,521	137	1.3%	NO
	AM	841	851	10	1.2%	NO
	MD	598	614	16	2.7%	NO
	PM	881	895	14	1.6%	NO
	WKND	439	451	12	2.7%	NO
Elevado Avenue between Whittier Drive & Beverly Drive	ADT	4,634	4,701	67	1.4%	NO
	AM	508	514	6	1.2%	NO
	MD	230	236	6	2.6%	NO
	PM	489	497	8	1.6%	NO
	WKND	241	248	7	2.9%	NO

Source: Fehr & Peers, 2020.
ADT = Average Daily Traffic

Table 14: Residential Street Analysis Cumulative and Cumulative plus Project Conditions

Roadway Segment	Time of Day	Cumulative	Cumulative + Project	Change	% Change	Criteria Exceeded?
Whittier Drive between Wilshire Boulevard & Elevado Avenue	ADT	14,734	14,932	198	1.3%	NO
	AM	1,365	1,381	16	1.2%	NO
	MD	834	856	22	2.6%	NO
	PM	1,247	1,266	19	1.5%	NO
	WKND	761	781	20	2.6%	NO
Whittier Drive between Elevado Avenue & Lomitas Avenue	ADT	10,761	10,898	137	1.3%	NO
	AM	871	881	10	1.1%	NO
	MD	621	637	16	2.6%	NO
	PM	912	926	14	1.5%	NO
	WKND	455	467	12	2.6%	NO
Elevado Avenue between Whittier Drive & Beverly Drive	ADT	4,792	4,859	67	1.4%	NO
	AM	526	532	6	1.1%	NO
	MD	238	244	6	2.5%	NO
	PM	506	514	8	1.6%	NO
	WKND	250	257	7	2.8%	NO

Source: Fehr & Peers, 2020.
ADT = Average Daily Traffic

Appendix A:
Site Access Alternative

One Beverly Hills Overlay Specific Plan

Site Access Alternative

Prepared for:
Rincon Consultants, Inc.

December 2020

LA20-3207

FEHR PEERS

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Appendix A: LOS Worksheets Site Access Alternative Conditions

1. Site Access Alternative Analysis

This study presents the results of the traffic operations analysis conducted by Fehr & Peers for the potential Site Access Alternative for the proposed One Beverly Hills Overlay Specific Plan ("proposed project" or "project") in the City of Beverly Hills. The purpose of this additional analysis is to identify traffic operations in the project vicinity if the Site Access Alternative is considered for implementation. This report relies on data contained in the transportation studies[1] prepared for the One Beverly Hills Overlay Specific Plan.

1.1 Site Access Alternative

The One Beverly Hills Overlay Specific Plan is proposing a new traffic signal at the intersection of Wilshire Boulevard & North-South Road. In the event that the new traffic signal was not constructed, then the Wilshire Boulevard & North-South Roadway intersection would be a two-way stop-controlled intersection with inbound and outbound right-turn movements only. A left-turn pocket would no longer be provided on Wilshire Boulevard and only a right-turn lane would be provided on the North-South Road. The Site Access Alternative analyzes operations with two-way stop control and right-turn only access in consideration of vehicle rerouting that would occur if left-turn movements to and from the North-South Road are not permitted.

The site plan for the Site Access Alternative is shown in **Figure 1**. Other than the elimination of the traffic signal and turning movement restrictions at Driveway A, no other changes would be made to the proposed site access.

[1] *One Beverly Hills Overlay Specific Plan Transportation Impact Report* (Fehr & Peers, December 2020) and *One Beverly Hills Overlay Specific Plan Local Transportation Assessment Report* (Fehr & Peers, December 2020).



Figure 1

One Beverly Hills

Potential Site Access Alternative

1.2 Travel Patterns and Traffic Volumes

The Wilshire Boulevard & North-South Road intersection (Driveway A) will serve all residential uses and provide inbound access to the Wilshire Building. If the traffic signal is eliminated, residents could enter the project site from the south where the North-South Road connects to North Santa Monica Boulevard. However, since the North-South Road provides gated access for residents only, hotel visitors arriving to the Wilshire Building would not be able to utilize the southern access point. Instead, hotel visitors traveling to the project site on westbound Wilshire Boulevard would need to make a U-turn at the next downstream signalized intersection at Comstock Avenue in the City of Los Angeles and then travel eastbound on Wilshire Boulevard back to the project site.

Vehicles exiting the Wilshire Building are already utilizing a right-out only driveway on Wilshire Boulevard just west of the traffic signal at Whittier Drive/Merv Griffin Way. Therefore, the Site Access Alternative would not impact outbound vehicles for the Wilshire Building. Residents exiting the project site could use the southern driveway to travel west on Santa Monica Boulevard and then head towards Wilshire Boulevard on one of the north/south roadways in West Los Angeles, such as Beverly Glenn Boulevard.

Based on the expected distribution of project trips, the permitted turning movements and the number of vehicles entering and exiting the project site at each driveway (not including existing land uses that will remain) under the Site Access Alternative are shown in **Figures 2A and 2B**.

1.3 Existing Plus Site Access Alternative Conditions

The traffic volumes for the Site Access Alternative account for the elimination of the traffic signal at Driveway A and the land uses proposed in the One Beverly Hills Overlay Specific Plan. The project's trip generation, trip distribution, and permitted turning movements at project driveways were used to generate the Existing Plus Site Access Alternative traffic volumes provided in **Figure 3A** and **Figure 3B**.

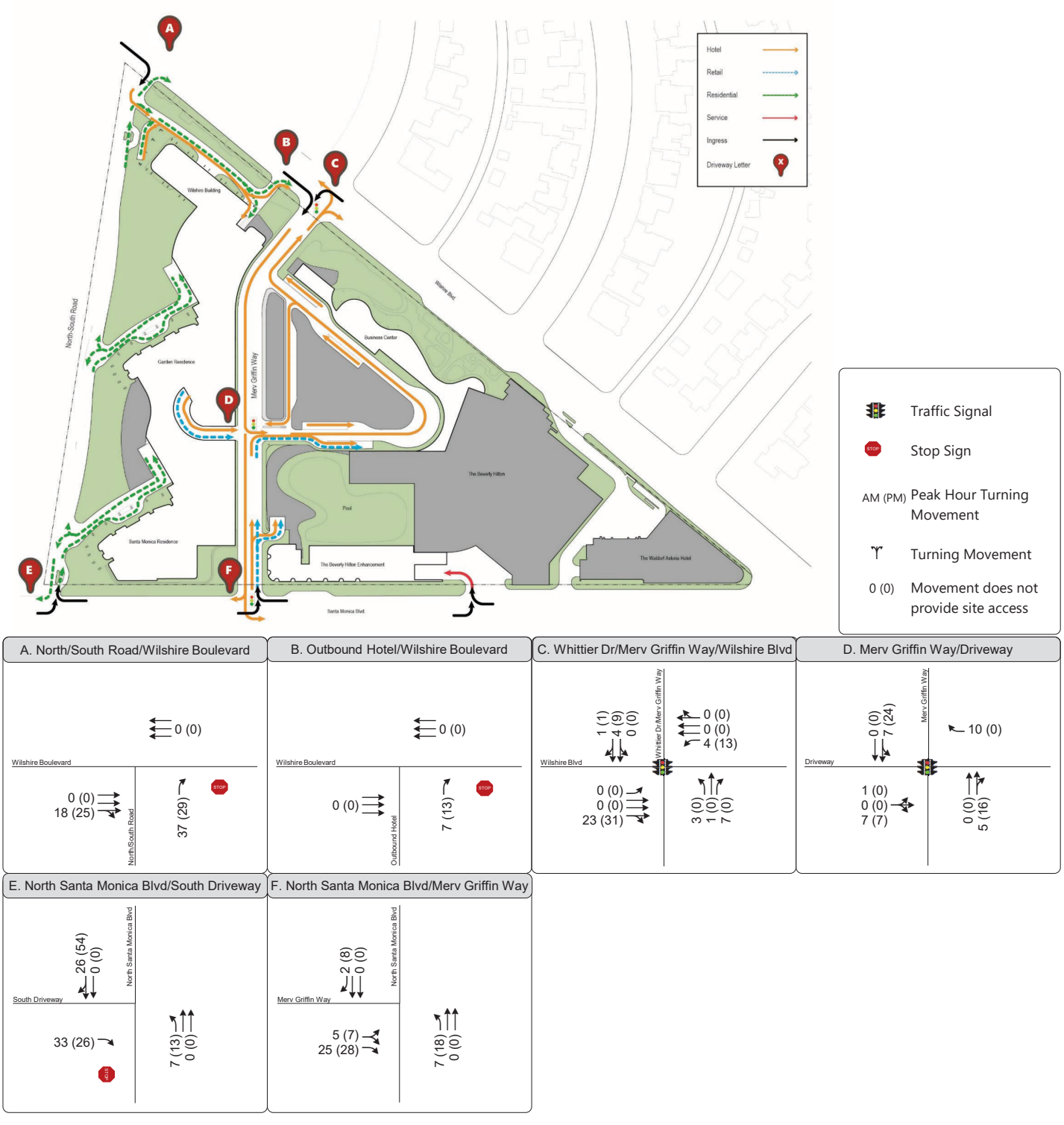


Figure 2A

Peak Hour Traffic Volumes and Lane Configurations - Plus Project Only with Access Alternative Driveway Trips - AM and PM Peak Hours

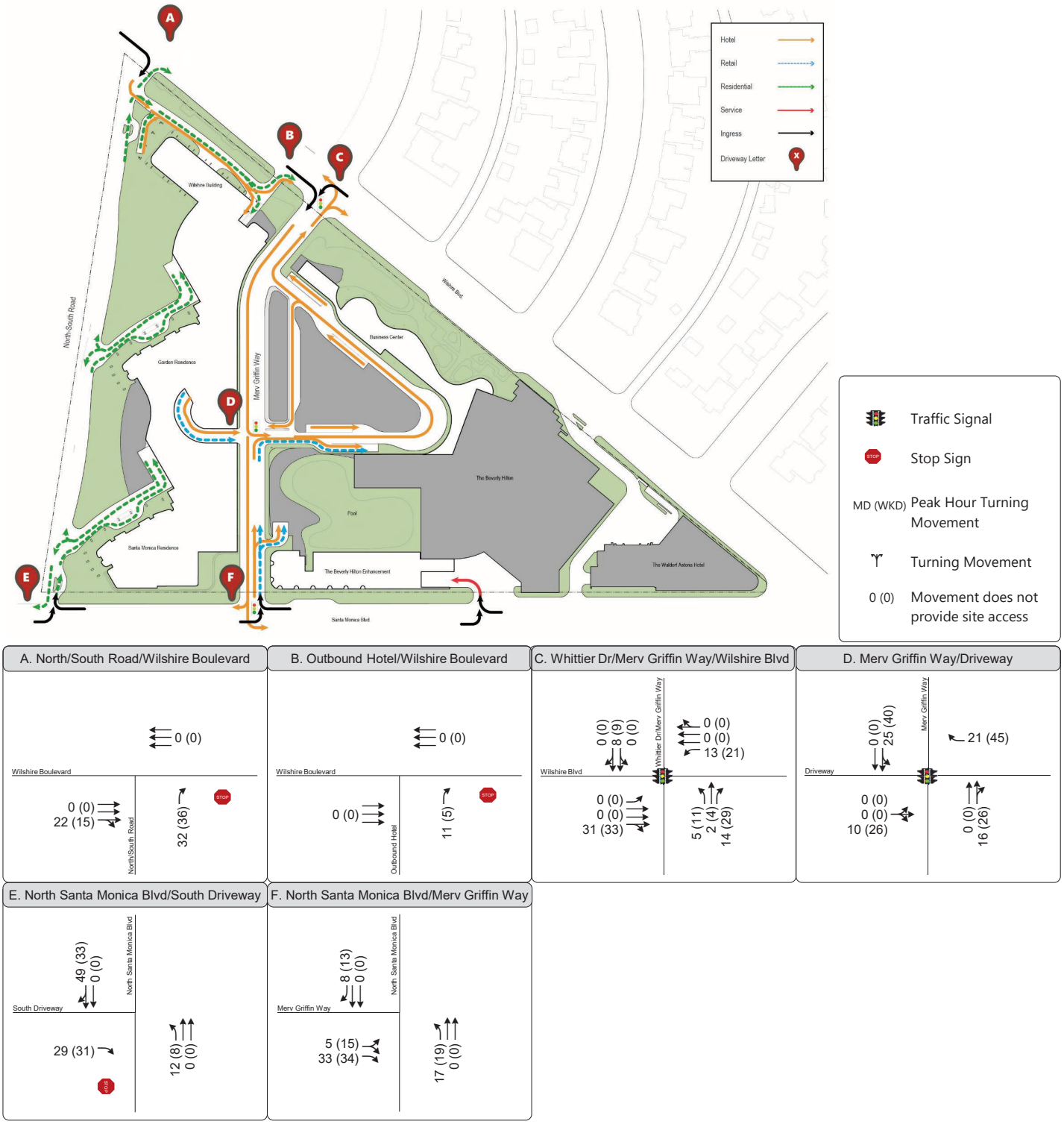
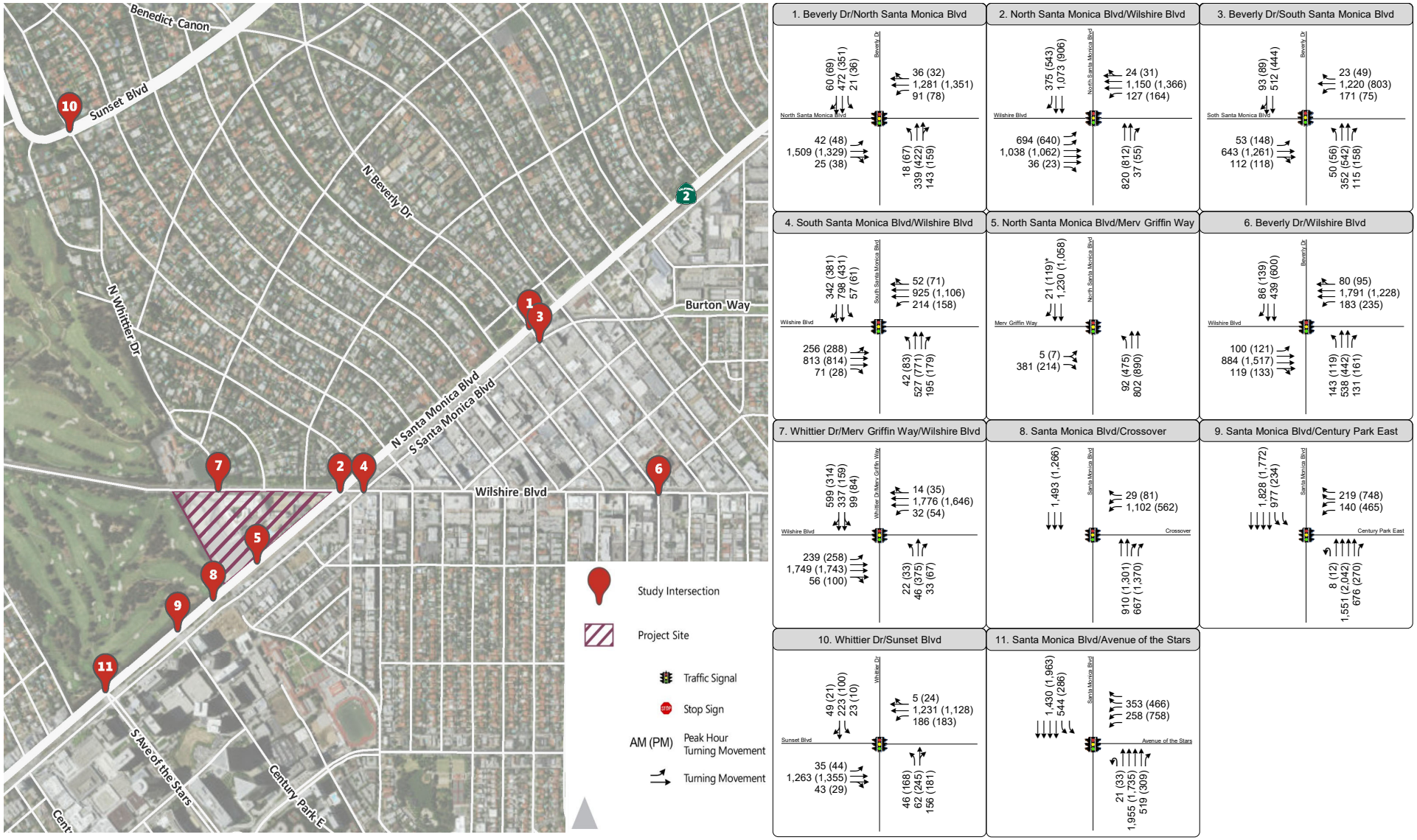


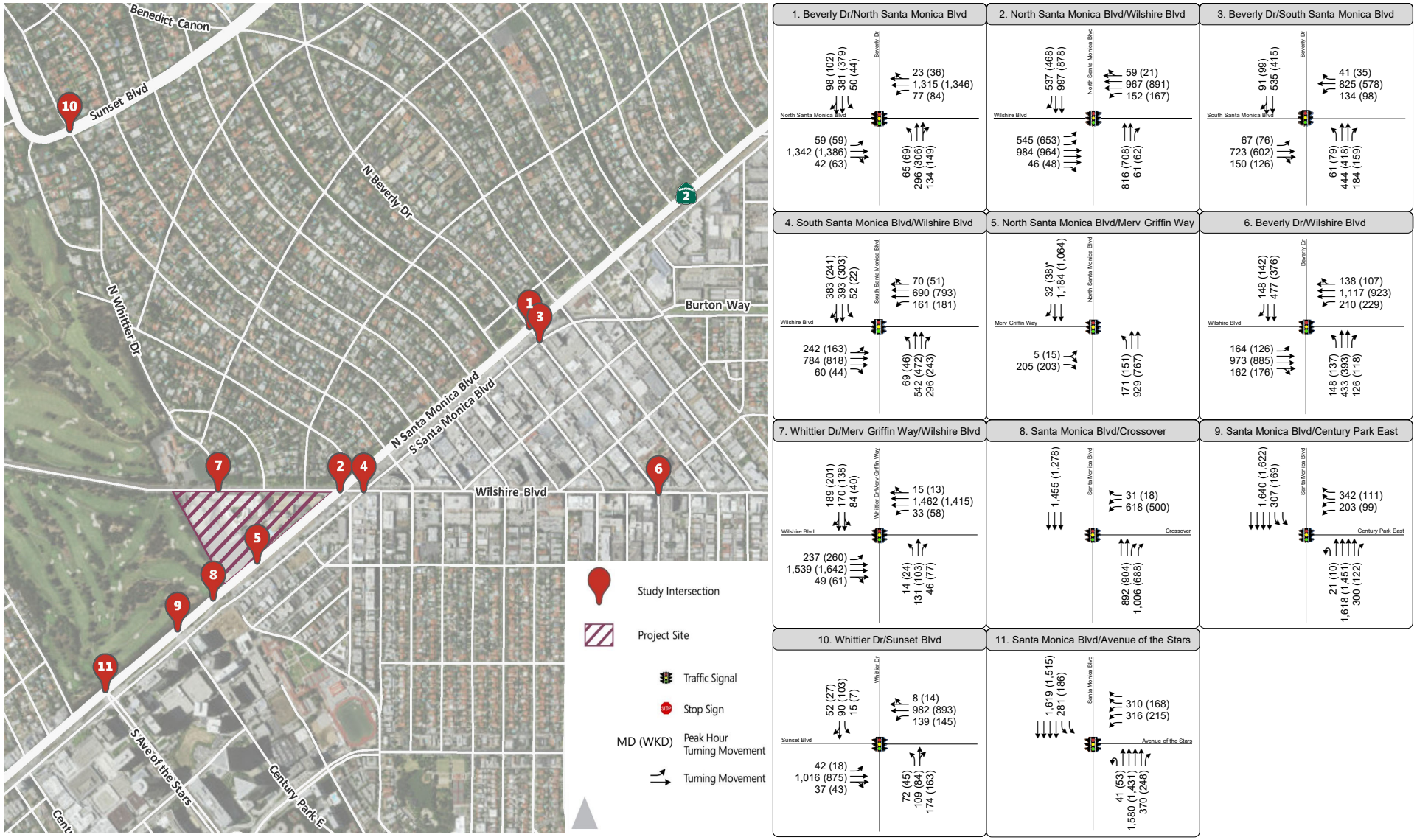
Figure 2B

Peak Hour Traffic Volumes and Lane Configurations - Plus Project Only with Access Alternative Driveway Trips - Midday and Weekend Peak Hours



* At Intersection 5, the planned widening would accommodate either 2 southbound travel lanes with a buffered bike lane or 3 southbound travel lanes with a 5-foot bike lane.

Figure 3A
Traffic Volumes & Lane Configurations
Existing Plus Site Access Alternative - AM & PM Peak Hours



* At Intersection 5, the planned widening would accommodate either 2 southbound travel lanes with a buffered bike lane or 3 southbound travel lanes with a 5-foot bike lane.

Figure 3B

Traffic Volumes & Lane Configurations

Existing Plus Site Access Alternative - Midday and Weekend Peak Hours

As shown in **Table 1**, when comparing Existing plus Existing Specific Plans to the Existing plus Site Access Alternative intersection operations, some of the intersections experience a decrease in V/C with the One Beverly Hills Overlay Specific Plan land use and site access changes in place. Those intersections that experience an increase in V/C are below the City's criteria that were in place at the time the Existing Specific Plans were adopted.

For Intersection 5: North Santa Monica Boulevard & Merv Griffin Way, the analysis considers both: 1) the traffic operations with the widening of North Santa Monica Boulevard to maintain the two southbound travel lanes and extend the buffered bike lane along the frontage of the Overlay Specific Plan site, which is consistent with the City's current striping of the roadway, and 2) the roadway striping the applicant has included in their application, which consists of three southbound travel lanes and a five-foot wide bike lane. The results with the third travel lane on southbound North Santa Monica Boulevard are shown in parentheses in Table 1, next to the results analyzed using the current two-lane configuration to provide a buffered bike lane. Intersection operations under both configurations are below the City's V/C criteria.

Table 1: Existing Specific Plans and Existing plus Site Access Alternative Intersection Operations

Intersection	Control	Peak Hour	Existing + Existing Specific Plans		Existing + Site Access Alternative		V/C Change	Criteria Exceeded?
			V/C	LOS[1,2]	V/C	LOS[1,2]		
1. North Santa Monica Boulevard & Beverly Drive	SIGNAL	AM	0.947	**E**	0.940	**E**	-0.007	NO
		MD	0.897	D	0.889	D	-0.008	NO
		PM	0.910	**E**	0.900	D	-0.010	NO
		WKND	0.932	**E**	0.922	**E**	-0.010	NO
2. North Santa Monica Boulevard & Wilshire Boulevard	SIGNAL	AM	1.036	**F**	1.037	**F**	0.001	NO
		MD	0.914	**E**	0.919	**E**	0.005	NO
		PM	1.009	**F**	1.012	**F**	0.003	NO
		WKND	0.884	D	0.886	D	0.002	NO
3. South Santa Monica Boulevard & Beverly Drive	SIGNAL	AM	0.854	D	0.855	D	0.001	NO
		MD	0.792	C	0.794	C	0.002	NO
		PM	0.898	D	0.899	D	0.001	NO
		WKND	0.685	B	0.687	B	0.002	NO
4. South Santa Monica Boulevard & Wilshire Boulevard	SIGNAL	AM	0.969	**E**	0.969	**E**	0.000	NO
		MD	0.804	D	0.806	D	0.002	NO
		PM	0.845	D	0.846	D	0.001	NO
		WKND	0.707	C	0.707	C	0.000	NO
5. North Santa Monica Boulevard & Merv Griffin Way[3]	SIGNAL	AM	0.743 (0.595)	C (A)	0.764 (0.618)	C (B)	0.021 (0.023)	NO (NO)
		MD	0.708 (0.568)	C (A)	0.738 (0.601)	C (B)	0.030 (0.033)	NO (NO)
		PM	0.900 (0.795)	D (C)	0.919 (0.819)	**E** (D)	0.019 (0.024)	NO (NO)
		WKND	0.655 (0.530)	B (A)	0.682 (0.561)	B (A)	0.027 (0.031)	NO (NO)
6. Beverly Drive & Wilshire Boulevard	SIGNAL	AM	0.896	D	0.899	D	0.003	NO
		MD	0.820	D	0.817	D	-0.003	NO
		PM	0.990	**E**	0.985	**E**	-0.005	NO
		WKND	0.772	C	0.767	C	-0.005	NO
7. Whittier Drive/Merv Griffin Way & Wilshire Boulevard	SIGNAL	AM	1.183	**F**	1.189	**F**	0.006	NO
		MD	0.885	D	0.895	D	0.01	NO
		PM	1.203	**F**	1.208	**F**	0.005	NO
		WKND	0.860	D	0.865	D	0.005	NO
8. Santa Monica Boulevard & Crossover	SIGNAL	AM	0.769	C	0.771	C	0.002	NO
		MD	0.585	A	0.584	A	-0.001	NO
		PM	0.694	B	0.685	B	-0.009	NO

Table 1: Existing Specific Plans and Existing plus Site Access Alternative Intersection Operations

Intersection	Control	Peak Hour	Existing + Existing Specific Plans		Existing + Site Access Alternative		V/C Change	Criteria Exceeded?
			V/C	LOS[1,2]	V/C	LOS[1,2]		
		WKND	0.517	A	0.516	A	-0.001	NO
9. Santa Monica Boulevard & Century Park East	SIGNAL	AM	0.782	C	0.782	C	0	NO
		MD	0.403	A	0.399	A	-0.004	NO
		PM	0.576	A	0.571	A	-0.005	NO
		WKND	0.330	A	0.333	A	0.003	NO
10. Whittier Drive & Sunset Boulevard	SIGNAL	AM	0.944	**E**	0.951	**E**	0.007	NO
		MD	0.799	C	0.808	D	0.009	NO
		PM	1.054	**F**	1.064	**F**	0.01	NO
		WKND	0.722	C	0.731	C	0.009	NO
11. Santa Monica Boulevard & Avenue of the Stars	SIGNAL	AM	0.543	A	0.539	A	-0.004	NO
		MD	0.400	A	0.403	A	0.003	NO
		PM	0.592	A	0.592	A	0.000	NO
		WKND	0.356	A	0.360	A	0.004	NO

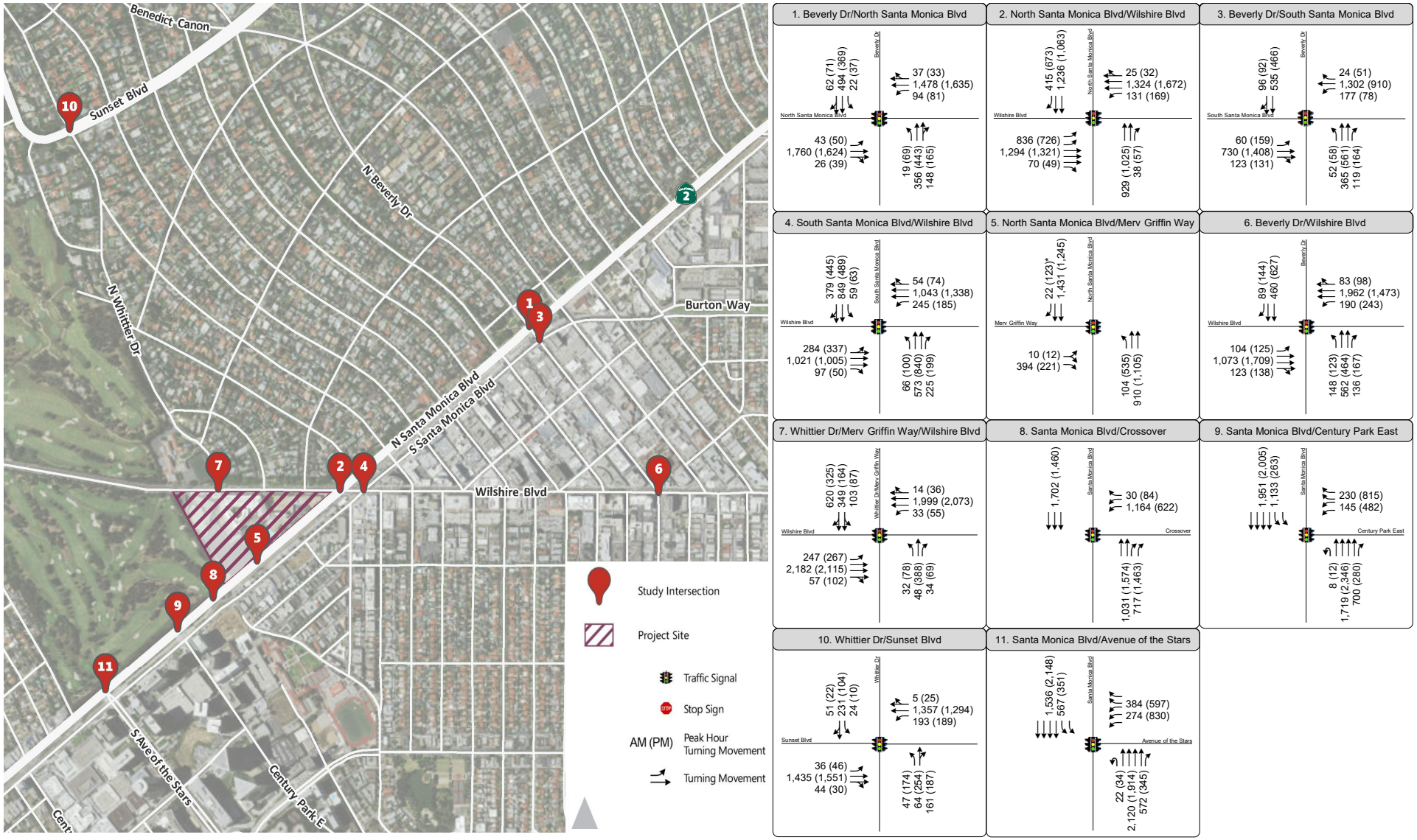
Source: Fehr & Peers, 2020.
Notes:
[1] LOS calculations for Beverly Hills signalized intersections were performed using the ICU methodology and LOS for Los Angeles signalized intersections were performed using the CMA methodology.
[2] Unacceptable seconds of delay per vehicle or volume-to-capacity (V/C) ratios and LOS highlighted in bold.
[3] LOS results reported for 1) the traffic operations with the widening of North Santa Monica Boulevard to maintain the two southbound travel lanes and extend the buffered bike lane along the frontage of the Overlay Specific Plan site, which is consistent with the City's current striping of the roadway, and in ( ) show 2) the roadway striping the applicant has included in their application, which consists of three southbound travel lanes and a five-foot wide bike lane.

1.4 Cumulative Conditions

Future traffic projections with the approved Existing Specific Plans were developed to reflect cumulative conditions. The year 2026 was used to forecast cumulative conditions to reflect the expected opening year of the proposed project. The traffic volumes for Cumulative plus Site Access Alternative Conditions (with the proposed One Beverly Hills Overlay Specific Plan and site access changes) are shown on **Figure 4A** and **Figure 4B**.

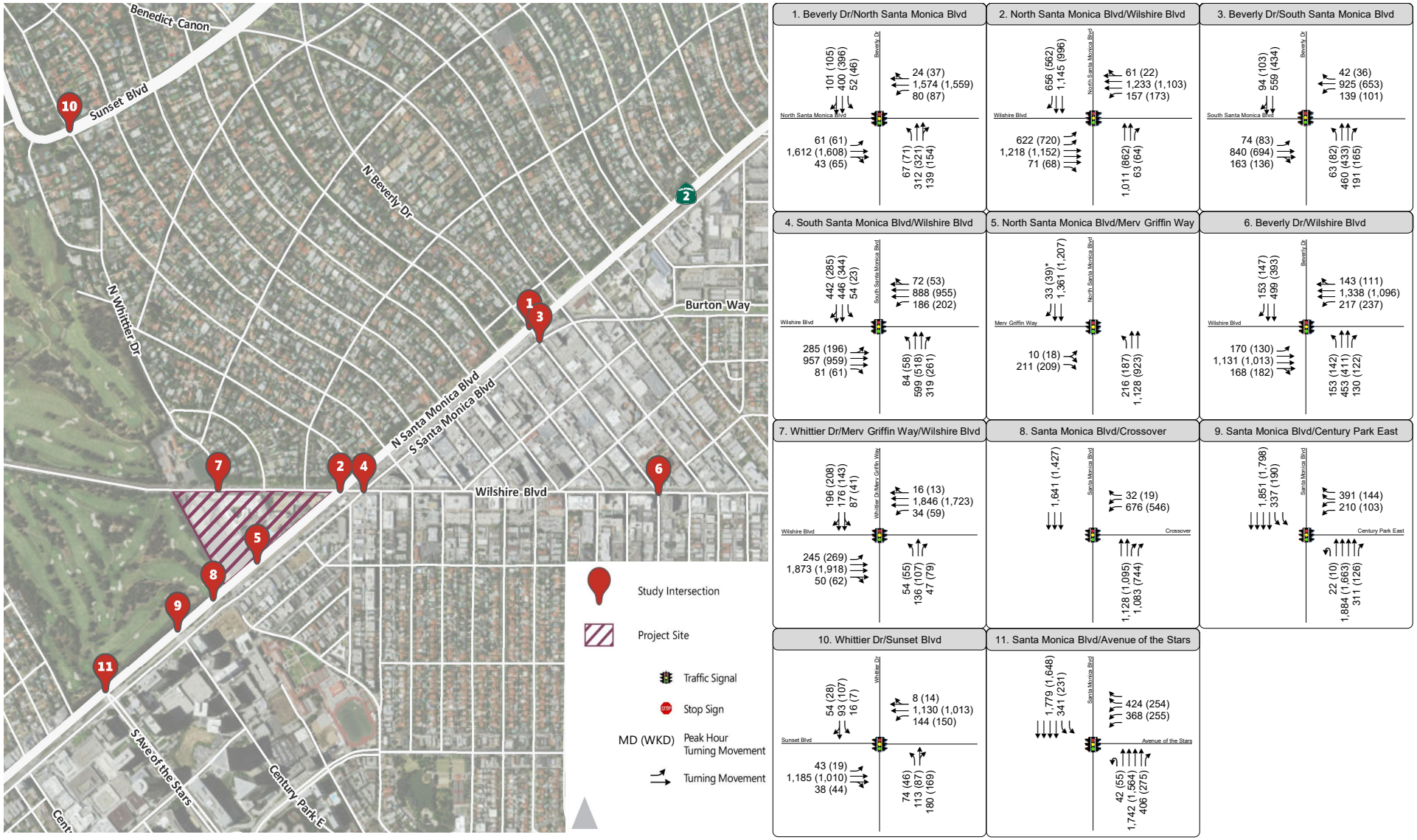
As shown in **Table 2**, with the Existing Specific Plans the majority of the study intersections will be operating at an LOS of E or F in year 2026 for at least one of the peak periods. With the Site Access Alternative, some intersections will experience a further decrease in V/C while others will experience an improvement in V/C. The instances in which there is an increase of V/C for intersections already operating at LOS E or F, the increase is not expected to exceed the criteria in place at the time the Existing Specific Plans were approved.

The lane configurations analyzed under existing conditions were also tested under cumulative and cumulative plus project conditions for Intersection 5: North Santa Monica Boulevard & Merv Griffin Way. The cumulative analysis considers both: 1) the traffic operations with the widening of North Santa Monica Boulevard to maintain the two southbound travel lanes and extend the buffered bike lane along the frontage of the Overlay Specific Plan site, which is consistent with the City's current striping of the roadway, and 2) the roadway striping the applicant has included in their application, which consists of three southbound travel lanes and a five-foot wide bike lane. The results with the third travel lane on southbound North Santa Monica Boulevard are shown in parentheses in Table 2, next to the results analyzed using the current two-lane configuration to provide a buffered bike lane. Intersection operations under both configurations are below the City's V/C criteria.



* At Intersection 5, the planned widening would accommodate either 2 southbound travel lanes with a buffered bike lane or 3 southbound travel lanes with a 5-foot bike lane.

Figure 4A
Traffic Volumes & Lane Configurations
Cumulative Plus Site Access Alternative - AM & PM Peak Hours



* At Intersection 5, the planned widening would accommodate either 2 southbound travel lanes with a buffered bike lane or 3 southbound travel lanes with a 5-foot bike lane.

Figure 4B
Traffic Volumes & Lane Configurations
Cumulative Plus Site Access Alternative - Midday and Weekend Peak Hours

Table 2: Cumulative (2026) Intersection Operations

Intersection	Control	Peak Hour	Cumulative		Cumulative + Site Access Alternative		V/C Change	Criteria Exceeded?
			V/C	LOS[1,2]	V/C	LOS[1,2]		
1. North Santa Monica Boulevard & Beverly Drive	SIGNAL	AM	0.998	**E**	0.992	**E**	-0.006	NO
		MD	0.958	**E**	0.951	**E**	-0.007	NO
		PM	0.980	**E**	0.970	**E**	-0.01	NO
		WKND	0.974	**E**	0.965	**E**	-0.009	NO
2. North Santa Monica Boulevard & Wilshire Boulevard	SIGNAL	AM	1.131	**F**	1.132	**F**	0.001	NO
		MD	1.009	**F**	1.014	**F**	0.005	NO
		PM	1.114	**F**	1.116	**F**	0.002	NO
		WKND	0.954	**E**	0.956	**E**	0.002	NO
3. South Santa Monica Boulevard & Beverly Drive	SIGNAL	AM	0.856	D	0.857	D	0.001	NO
		MD	0.813	D	0.815	D	0.002	NO
		PM	0.922	**E**	0.923	**E**	0.001	NO
		WKND	0.700	B	0.702	C	0.002	NO
4. South Santa Monica Boulevard & Wilshire Boulevard	SIGNAL	AM	1.044	**F**	1.044	**F**	0	NO
		MD	0.881	D	0.883	D	0.002	NO
		PM	0.933	**E**	0.933	**E**	0	NO
		WKND	0.766	C	0.766	C	0	NO
5. North Santa Monica Boulevard & Merv Griffin Way[3]	SIGNAL	AM	0.792 (0.629)	C (B)	0.809 (0.649)	D (B)	0.017 (0.020)	NO (NO)
		MD	0.771 (0.618)	C (B)	0.799 (0.649)	C (B)	0.028 (0.031)	NO (NO)
		PM	0.966 (0.846)	**E** (D)	0.985 (0.869)	**E** (D)	0.019 (0.023)	NO (NO)
		WKND	0.699 (0.565)	B (A)	0.728 (0.597)	C (A)	0.029 (0.032)	NO (NO)

Table 2: Cumulative (2026) Intersection Operations

Intersection	Control	Peak Hour	Cumulative		Cumulative + Site Access Alternative		V/C Change	Criteria Exceeded?
			V/C	LOS[1,2]	V/C	LOS[1,2]		
6. Beverly Drive & Wilshire Boulevard	SIGNAL	AM	0.906	**E**	0.908	**E**	0.002	NO
		MD	0.837	D	0.840	D	0.003	NO
		PM	1.004	**F**	0.999	**E**	-0.005	NO
		WKND	0.781	C	0.776	C	-0.005	NO
7. Whittier Drive/Merv Griffin Way & Wilshire Boulevard	SIGNAL	AM	1.196	**F**	1.201	**F**	0.005	NO
		MD	0.945	**E**	0.955	**E**	0.01	NO
		PM	1.263	**F**	1.269	**F**	0.006	NO
		WKND	0.903	**E**	0.907	**E**	0.004	NO
8. Santa Monica Boulevard & Crossover	SIGNAL	AM	0.796	C	0.798	C	0.002	NO
		MD	0.632	B	0.626	B	-0.006	NO
		PM	0.772	C	0.763	C	-0.009	NO
		WKND	0.571	A	0.570	A	-0.001	NO
9. Santa Monica Boulevard & Century Park East	SIGNAL	AM	0.862	D	0.862	D	0	NO
		MD	0.466	A	0.461	A	-0.005	NO
		PM	0.659	B	0.653	B	-0.006	NO
		WKND	0.375	A	0.376	A	0.001	NO
10. Whittier Drive & Sunset Boulevard	SIGNAL	AM	0.970	**E**	0.976	**E**	0.006	NO
		MD	0.831	D	0.839	D	0.008	NO
		PM	1.084	**F**	1.093	**F**	0.009	NO
		WKND	0.744	C	0.753	C	0.009	NO
11. Santa Monica Boulevard & Avenue of the Stars	SIGNAL	AM	0.586	A	0.582	A	-0.004	NO
		MD	0.455	A	0.456	A	0.001	NO
		PM	0.656	B	0.657	B	0.001	NO
		WKND	0.400	A	0.403	A	0.003	NO

Source: Fehr & Peers, 2020.

Notes:

[1] LOS calculations for Beverly Hills signalized intersections were performed using the ICU methodology and LOS for Los Angeles signalized intersections were performed using the CMA methodology.

[2] Unacceptable seconds of delay per vehicle or volume-to-capacity (V/C) ratios and LOS highlighted in bold.

[3] LOS results reported for 1) the traffic operations with the widening of North Santa Monica Boulevard to maintain the two southbound travel lanes and extend the buffered bike lane along the frontage of the Overlay Specific Plan site, which is consistent with the City's current striping of the roadway, and in ( ) show 2) the roadway striping the applicant has included in their application, which consists of three southbound travel lanes and a five-foot wide bike lane.

1.5 Conclusion

The project is proposing that Driveway A be controlled by a new traffic signal at Wilshire Boulevard and the North-South Road to permit full access (i.e., both inbound and outbound right and left-turning movements) to the project site. This intersection will serve all residential uses and also provide inbound access to the Wilshire Building. The traffic signal proposed at this location was not previously envisioned under the Existing Specific Plans.

In the event that the new traffic signal was not constructed, then the Wilshire Boulevard & North-South Roadway intersection would be a two-way stop-controlled intersection with inbound and outbound right-turn movements only. A left-turn pocket would no longer be provided on Wilshire Boulevard and only a right-turn lane would be provided on the North-South Road. The Site Access Alternative analyzes operations with two-way stop control and right-turn only access in consideration of vehicle rerouting that would occur if left-turn movements to and from the North-South Road are not permitted. Operations at the study intersections are below the City's V/C criteria with the Site Access Alternative.

Appendix A:
LOS Worksheets Site Access Alternative Conditions

EXISTING PLUS SITE ACCESS ALTERNATIVE

One Beverly Hills Overlay Specific Plan
Existing plus Project Conditions - AM Peak Hour

Scenario Report
Scenario: EP_Alt_Access_AM

Command: EP_AM
Volume: EP_AM
Geometry: plus Project
Impact Fee: Default Impact Fee
Trip Generation: Default
Trip Distribution: Default
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration

One Beverly Hills Overlay Specific Plan
Existing plus Project Conditions - AM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base Del/ LOS	V/ Veh	C	Future Del/ LOS	V/ Veh	C	Change in V/C
# 1 Beverly Drive/Santa Monica Bou	E xxxxx	0.940		E xxxxx	0.940		+ 0.000
# 2 Santa Monica Boulevard North/W	F xxxxx	1.037		F xxxxx	1.037		+ 0.000
# 3 Beverly Drive/Santa Monica Bou	D xxxxx	0.855		D xxxxx	0.855		+ 0.000
# 4 Santa Monica Boulevard South/W	E xxxxx	0.969		E xxxxx	0.969		+ 0.000
# 5 Santa Monica Boulevard North/M	C xxxxx	0.764		C xxxxx	0.764		+ 0.000
# 6 Wilshire Boulevard/Beverly Dri	D xxxxx	0.899		D xxxxx	0.899		+ 0.000
# 7 Wilshire Boulevard/Whittier Dr	F xxxxx	1.189		F xxxxx	1.189		+ 0.000
# 8 Santa Monica Boulevard/Crossov	C xxxxx	0.771		C xxxxx	0.771		+ 0.000
# 9 Santa Monica Boulevard/Century	E xxxxx	0.956		E xxxxx	0.956		+ 0.000
# 10 Sunset Boulevard/Whittier Driv	E xxxxx	0.951		E xxxxx	0.951		+ 0.000

One Beverly Hills Overlay Specific Plan
Existing plus Project Conditions - AM Peak Hour

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

Intersection #1 Beverly Drive/Santa Monica Boulevard North

Cycle (sec): 100 Critical Vol./Cap.(X): 0.940
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 125 Level Of Service: E

Street Name:	Beverly Drive			Santa Monica Boulevard North							
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
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	18	339	143	21	472	60	42	1509	25	91	1281	36
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:	18	339	143	21	472	60	42	1509	25	91	1281	36
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:	18	339	143	21	472	60	42	1509	25	91	1281	36
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:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	21	399	168	25	555	71	49	1775	29	107	1507	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	399	168	25	555	71	49	1775	29	107	1507	42
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:	21	399	168	25	555	71	49	1775	29	107	1507	42
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.41	0.59	1.00	1.77	0.23	1.00	1.97	0.03	1.00	1.95	0.05
Final Sat.:	1600	2251	949	1600	2839	361	1600	3148	52	1600	3113	87
Capacity Analysis Module:												
Vol/Sat:	0.01	0.18	0.18	0.02	0.20	0.20	0.03	0.56	0.56	0.07	0.48	0.48
Crit Moves:	****			****			****			****		

One Beverly Hills Overlay Specific Plan
Existing plus Project Conditions - AM Peak Hour

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

Intersection #2 Santa Monica Boulevard North/Wilshire Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 1.037
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	Santa Monica Boulevard North			Wilshire Boulevard			
Approach:	North Bound			South Bound			
Movement:	L	T	R	L	T	R	
Control:	Permitted			Permitted			
Rights:	Include			Ovl			
Min. Green:	0	0	0	0	0	0	
Lanes:	0	0	2	0	1	0	
Volume Module:							
Base Vol:	0	820	37	0	1073	375	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	0	820	37	0	1073	375	
Added Vol:	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	
Initial Fut:	0	820	37	0	1073	375	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	
PHF Volume:	0	965	44	0	1262	441	
Reduct Vol:	0	0	0	0	0	0	
Reduced Vol:	0	965	44	0	1262	441	
PCE Adj:	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	
FinalVolume:	0	965	44	0	1262	441	
OvlAdjVol:					33		
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.00	2.00	1.00	0.00	2.00	1.00	
Final Sat.:	0	3200	1600	0	3200	1600	
Capacity Analysis Module:							
Vol/Sat:	0.00	0.30	0.03	0.00	0.39	0.28	
OvlAdjV/S:					0.02		
Crit Moves:	****			****			

Street Name:	Santa Monica Boulevard North			Wilshire Boulevard			
Approach:	North Bound			South Bound			
Movement:	L	T	R	L	T	R	
Control:	Prot+Permit			Prot+Permit			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	2	0	1	2	0	3	0 1
Volume Module:							
Base Vol:	694	1038	36	127	1150	24	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	694	1038	36	127	1150	24	
Added Vol:	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	
Initial Fut:	694	1038	36	127	1150	24	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	
PHF Volume:	816	1221	42	149	1353	28	
Reduct Vol:	0	0	0	0	0	0	
Reduced Vol:	816	1221	42	149	1353	28	
PCE Adj:	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	
FinalVolume:	816	1221	42	149	1353	28	
OvlAdjVol:							
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00	1.00	2.94	0.06	
Final Sat.:	3200	4800	1600	1600	4702	98	
Capacity Analysis Module:							
Vol/Sat:	0.26	0.25	0.03	0.09	0.29	0.29	
OvlAdjV/S:							
Crit Moves:		****			****		

One Beverly Hills Overlay Specific Plan
Existing plus Project Conditions - AM Peak Hour

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

Intersection #3 Beverly Drive/Santa Monica Boulevard South

Cycle (sec): 100 Critical Vol./Cap.(X): 0.855
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 82 Level Of Service: D

Street Name:	Beverly Drive			Santa Monica Boulevard South							
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
Lanes:	1	0	2	0	1	0	0	1	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:												
Base Vol:	50	352	115	0	512	93	53	643	112	171	1220	23
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:	50	352	115	0	512	93	53	643	112	171	1220	23
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:	50	352	115	0	512	93	53	643	112	171	1220	23
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:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	59	414	135	0	602	109	62	756	132	201	1435	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	414	135	0	602	109	62	756	132	201	1435	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	59	414	135	0	602	109	62	756	132	201	1435	27
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	0.00	1.69	0.31	1.00	1.70	0.30	1.00	1.96	0.04
Final Sat.:	1600	3200	1600	0	2708	492	1600	2725	475	1600	3141	59
Capacity Analysis Module:												
Vol/Sat:	0.04	0.13	0.08	0.00	0.22	0.22	0.04	0.28	0.28	0.13	0.46	0.46
Crit Moves:	****			****			****			****		

One Beverly Hills Overlay Specific Plan
Existing plus Project Conditions - AM Peak Hour

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

Intersection #4 Santa Monica Boulevard South/Wilshire Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.969
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 153 Level Of Service: E

Street Name:	Santa Monica Boulevard South						Wilshire Boulevard					
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			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	1	1	0	0	1	2	0	1	1	0	2	1	0
Volume Module:												
Base Vol:	42	527	195	57	798	342	256	813	71	214	925	52
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:	42	527	195	57	798	342	256	813	71	214	925	52
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:	42	527	195	57	798	342	256	813	71	214	925	52
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:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	49	620	229	67	939	402	301	956	84	252	1088	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	620	229	67	939	402	301	956	84	252	1088	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:	49	620	229	67	939	402	301	956	84	252	1088	61
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.40	0.60	0.72	2.28	1.00	1.00	2.84	0.16
Final Sat.:	1600	3200	1600	1600	2240	960	1149	3651	1600	1600	4545	255
Capacity Analysis Module:												
Vol/Sat:	0.03	0.19	0.14	0.04	0.42	0.42	0.19	0.26	0.05	0.16	0.24	0.24
Crit Moves:	****			****			****			****		

One Beverly Hills Overlay Specific Plan
Existing plus Project Conditions - AM Peak Hour

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

Intersection #5 Santa Monica Boulevard North/Merv Griffin Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.764
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 59 Level Of Service: C

Street Name:	Santa Monica Boulevard North			Santa Monica Boulevard North			Merv Griffin Way			Merv Griffin Way		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	0	2	0	1	0	1!	0
Volume Module:												
Base Vol:	92	802	0	0	1230	21	10	0	381	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:	92	802	0	0	1230	21	10	0	381	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:	92	802	0	0	1230	21	10	0	381	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:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	108	944	0	0	1447	25	12	0	448	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	944	0	0	1447	25	12	0	448	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:	108	944	0	0	1447	25	12	0	448	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:	1.00	2.00	0.00	0.00	2.00	1.00	0.05	0.00	1.95	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	3200	1600	82	0	3118	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.29	0.00	0.00	0.45	0.02	0.14	0.00	0.14	0.00	0.00	0.00
Crit Moves:	****				****			****				

One Beverly Hills Overlay Specific Plan
Existing plus Project Conditions - AM Peak Hour

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

Intersection #6 Wilshire Boulevard/Beverly Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.899
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 99 Level Of Service: D

Street Name:	Beverly Drive			Wilshire Boulevard			
Approach:	North Bound			South Bound			
Movement:	L - T - R			L - T - R			
Control:	Protected			Permitted			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0	2	0	1	0	
Volume Module:							
Base Vol:	143	538	131	0	439	86	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	143	538	131	0	439	86	
Added Vol:	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	
Initial Fut:	143	538	131	0	439	86	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	
PHF Volume:	168	633	154	0	516	101	
Reduct Vol:	0	0	0	0	0	0	
Reduced Vol:	168	633	154	0	516	101	
PCE Adj:	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	
FinalVolume:	168	633	154	0	516	101	
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00	0.00	2.00	1.00	
Final Sat.:	1600	3200	1600	0	3200	1600	
Capacity Analysis Module:							
Vol/Sat:	0.11	0.20	0.10	0.00	0.16	0.06	
Crit Moves:	****				****		

Approach:	East Bound			West Bound			
Movement:	L - T - R			L - T - R			
Control:	Prot+Permit			Prot+Permit			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0	2	1	0	1	
Volume Module:							
Base Vol:	100	884	119	183	1791	80	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	100	884	119	183	1791	80	
Added Vol:	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	
Initial Fut:	100	884	119	183	1791	80	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	
PHF Volume:	118	1040	140	215	2107	94	
Reduct Vol:	0	0	0	0	0	0	
Reduced Vol:	118	1040	140	215	2107	94	
PCE Adj:	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	
FinalVolume:	118	1040	140	215	2107	94	
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	2.64	0.36	1.00	2.87	0.13	
Final Sat.:	1600	4231	569	1600	4595	205	
Capacity Analysis Module:							
Vol/Sat:	0.07	0.25	0.25	0.13	0.46	0.46	
Crit Moves:		****				****	

One Beverly Hills Overlay Specific Plan
Existing plus Project Conditions - AM Peak Hour

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

Intersection #7 Wilshire Boulevard/Whittier Drive/Merv Griffin Way

Cycle (sec): 100 Critical Vol./Cap.(X): 1.189
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	Whittier Drive/Merv Griffin Way				Wilshire Boulevard							
Approach:	North Bound				South Bound				East Bound			
Movement:	L	T	R		L	T	R		L	T	R	
Control:	Split Phase				Split Phase				Prot+Permit			
Rights:	Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0	
Lanes:	1	0	1	0	1	0	1	0	1	0	2	1
Volume Module:												
Base Vol:	22	46	33		99	337	599		239	1749	56	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	22	46	33		99	337	599		239	1749	56	
Added Vol:	0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0	
Initial Fut:	22	46	33		99	337	599		239	1749	56	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.85	0.85	0.85		0.85	0.85	0.85		0.85	0.85	0.85	
PHF Volume:	26	54	39		116	396	705		281	2058	66	
Reduct Vol:	0	0	0		0	0	0		0	0	0	
Reduced Vol:	26	54	39		116	396	705		281	2058	66	
PCE Adj:	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	
FinalVolume:	26	54	39		116	396	705		281	2058	66	
Saturation Flow Module:												
Sat/Lane:	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	
Lanes:	1.00	1.00	1.00	0.19	0.81	1.00	1.00	2.91	0.09	1.00	2.98	0.02
Final Sat.:	1600	1600	1600	306	1294	1600	1600	4651	149	1600	4762	38
Capacity Analysis Module:												
Vol/Sat:	0.02	0.03	0.02	0.38	0.31	0.44	0.18	0.44	0.44	0.02	0.44	0.44
Crit Moves:	****				****	****			****			

One Beverly Hills Overlay Specific Plan
Existing plus Project Conditions - AM Peak Hour

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

Intersection #8 Santa Monica Boulevard/Crossover

Cycle (sec): 100 Critical Vol./Cap.(X): 0.771
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 81 Level Of Service: C

Street Name:	Santa Monica Boulevard			Crossover			
Approach:	North Bound			South Bound			
Movement:	L	T	R	L	T	R	
Control:	Permitted			Permitted			
Rights:	Ignore			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	0	0	2	0	2	0	
Volume Module:							
Base Vol:	0	910	667	0	1493	0	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	0	910	667	0	1493	0	
Added Vol:	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	
Initial Fut:	0	910	667	0	1493	0	
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	
PHF Adj:	0.85	0.85	0.00	0.85	0.85	0.85	
PHF Volume:	0	1071	0	0	1756	0	
Reduct Vol:	0	0	0	0	0	0	
Reduced Vol:	0	1071	0	0	1756	0	
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	
FinalVolume:	0	1071	0	0	1756	0	
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.00	2.00	2.00	0.00	3.00	0.00	
Final Sat.:	0	3200	3200	0	4800	0	
Capacity Analysis Module:							
Vol/Sat:	0.00	0.33	0.00	0.00	0.37	0.00	
Crit Moves:	****			****			

Street Name:	Santa Monica Boulevard			Crossover			
Approach:	East Bound			West Bound			
Movement:	L	T	R	L	T	R	
Control:	Split Phase			Split Phase			
Rights:	Include			Ovl			
Min. Green:	0	0	0	0	0	0	
Lanes:	0	0	0	0	2	0	
Volume Module:							
Base Vol:	0	1102	0	29			
Growth Adj:	1.00	1.00	1.00	1.00			
Initial Bse:	0	1102	0	29			
Added Vol:	0	0	0	0			
PasserByVol:	0	0	0	0			
Initial Fut:	0	1102	0	29			
User Adj:	1.00	1.00	1.00	1.00			
PHF Adj:	0.85	0.85	0.85	0.85			
PHF Volume:	0	1296	0	34			
Reduct Vol:	0	0	0	0			
Reduced Vol:	0	1296	0	34			
PCE Adj:	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00			
FinalVolume:	0	1296	0	34			
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600			
Adjustment:	1.00	1.00	1.00	1.00			
Lanes:	0.00	3.00	0.00	0.00			
Final Sat.:	0	4800	0	0			
Capacity Analysis Module:							
Vol/Sat:	0.00	0.27	0.00	0.00			
Crit Moves:		****					

One Beverly Hills Overlay Specific Plan
Existing plus Project Conditions - AM Peak Hour

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

Intersection #9 Santa Monica Boulevard/Century Park East

Cycle (sec): 100 Critical Vol./Cap.(X): 0.956
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 139 Level Of Service: E

Street Name:	Santa Monica Boulevard			Century Park East			
Approach:	North Bound			South Bound			
Movement:	L	T	R	L	T	R	
Control:	Protected			Protected			
Rights:	Ovl			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0	4	0	1	2	0
Volume Module:							
Base Vol:	8	1551	676		977	1828	0
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00
Initial Bse:	8	1551	676		977	1828	0
Added Vol:	0	0	0		0	0	0
PasserByVol:	0	0	0		0	0	0
Initial Fut:	8	1551	676		977	1828	0
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85		0.85	0.85	0.85
PHF Volume:	9	1825	795		1149	2151	0
Reduct Vol:	0	0	0		0	0	0
Reduced Vol:	9	1825	795		1149	2151	0
PCE Adj:	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
FinalVolume:	9	1825	795		1149	2151	0
OvlAdjVol:			713				
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600		1600	1600	1600
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00
Lanes:	1.00	4.00	1.00		2.00	3.00	0.00
Final Sat.:	1600	6400	1600		3200	4800	0
Capacity Analysis Module:							
Vol/Sat:	0.01	0.29	0.50		0.36	0.45	0.00
OvlAdjV/S:			0.45				
Crit Moves:			****			****	

Street Name:	Century Park East						
Approach:	East Bound			West Bound			
Movement:	L	T	R	L	T	R	
Control:	Split Phase			Split Phase			
Rights:	Include			Ovl			
Min. Green:	0	0	0	0	0	0	
Lanes:	0	0	0	0	2	0	2
Volume Module:							
Base Vol:	0	0	0		140	0	219
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00
Initial Bse:	0	0	0		140	0	219
Added Vol:	0	0	0		0	0	0
PasserByVol:	0	0	0		0	0	0
Initial Fut:	0	0	0		140	0	219
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85		0.85	0.85	0.85
PHF Volume:	0	0	0		165	0	258
Reduct Vol:	0	0	0		0	0	0
Reduced Vol:	0	0	0		165	0	258
PCE Adj:	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
FinalVolume:	0	0	0		165	0	258
OvlAdjVol:			0				
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600		1600	1600	1600
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00
Lanes:	0.00	0.00	0.00		2.00	0.00	2.00
Final Sat.:	0	0	0		3200	0	3200
Capacity Analysis Module:							
Vol/Sat:	0.00	0.00	0.00		0.05	0.00	0.08
OvlAdjV/S:			0.00				
Crit Moves:			****				

One Beverly Hills Overlay Specific Plan
Existing plus Project Conditions - AM Peak Hour

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

Intersection #10 Sunset Boulevard/Whittier Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.951
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 134 Level Of Service: E

Street Name:	Whittier Drive			Sunset Boulevard			
Approach:	North Bound			South Bound			
Movement:	L	T	R	L	T	R	
Control:	Permitted			Permitted			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0	0 1	0	1	0	0 1
Volume Module:							
Base Vol:	46	62	156	23	223	49	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	62	156	23	223	49	35
Added Vol:	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0
Initial Fut:	46	62	156	23	223	49	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	54	73	184	27	262	58	41
Reduct Vol:	0	0	0	0	0	0	0
Reduced Vol:	54	73	184	27	262	58	41
PCE Adj:	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
FinalVolume:	54	73	184	27	262	58	41
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.28	0.72	1.00	0.82	0.18	1.00
Final Sat.:	1600	455	1145	1600	1312	288	1600
Capacity Analysis Module:							
Vol/Sat:	0.03	0.16	0.16	0.02	0.20	0.20	0.03
Crit Moves:	****			****			

Street Name:	Whittier Drive			Sunset Boulevard			
Approach:	North Bound			South Bound			
Movement:	L	T	R	L	T	R	
Control:	Permitted			Permitted			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0	0 1	0	1	0	0 1
Volume Module:							
Base Vol:	46	62	156	23	223	49	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	62	156	23	223	49	35
Added Vol:	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0
Initial Fut:	46	62	156	23	223	49	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	54	73	184	27	262	58	41
Reduct Vol:	0	0	0	0	0	0	0
Reduced Vol:	54	73	184	27	262	58	41
PCE Adj:	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
FinalVolume:	54	73	184	27	262	58	41
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.28	0.72	1.00	0.82	0.18	1.00
Final Sat.:	1600	455	1145	1600	1312	288	1600
Capacity Analysis Module:							
Vol/Sat:	0.03	0.16	0.16	0.02	0.20	0.20	0.03
Crit Moves:	****			****			

Street Name:	Sunset Boulevard			Whittier Drive			
Approach:	East Bound			West Bound			
Movement:	L	T	R	L	T	R	
Control:	Protected			Protected			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0	1 1	0	1	0	1 1
Volume Module:							
Base Vol:	1263	43	186	1231	5		
Growth Adj:	1.00	1.00	1.00	1.00	1.00		
Initial Bse:	1263	43	186	1231	5		
Added Vol:	0	0	0	0	0		
PasserByVol:	0	0	0	0	0		
Initial Fut:	1263	43	186	1231	5		
User Adj:	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	0.85	0.85	0.85	0.85	0.85		
PHF Volume:	1486	51	219	1448	6		
Reduct Vol:	0	0	0	0	0		
Reduced Vol:	1486	51	219	1448	6		
PCE Adj:	1.00	1.00	1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00	1.00	1.00		
FinalVolume:	1486	51	219	1448	6		
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600		
Adjustment:	1.00	1.00	1.00	1.00	1.00		
Lanes:	1.93	0.07	1.00	1.99	0.01		
Final Sat.:	3095	105	1600	3187	13		
Capacity Analysis Module:							
Vol/Sat:	0.48	0.48	0.14	0.45	0.45		
Crit Moves:		****			****		

Street Name:	Sunset Boulevard			Whittier Drive			
Approach:	East Bound			West Bound			
Movement:	L	T	R	L	T	R	
Control:	Protected			Protected			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0	1 1	0	1	0	1 1
Volume Module:							
Base Vol:	1263	43	186	1231	5		
Growth Adj:	1.00	1.00	1.00	1.00	1.00		
Initial Bse:	1263	43	186	1231	5		
Added Vol:	0	0	0	0	0		
PasserByVol:	0	0	0	0	0		
Initial Fut:	1263	43	186	1231	5		
User Adj:	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	0.85	0.85	0.85	0.85	0.85		
PHF Volume:	1486	51	219	1448	6		
Reduct Vol:	0	0	0	0	0		
Reduced Vol:	1486	51	219	1448	6		
PCE Adj:	1.00	1.00	1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00	1.00	1.00		
FinalVolume:	1486	51	219	1448	6		
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600		
Adjustment:	1.00	1.00	1.00	1.00	1.00		
Lanes:	1.93	0.07	1.00	1.99	0.01		
Final Sat.:	3095	105	1600	3187	13		
Capacity Analysis Module:							
Vol/Sat:	0.48	0.48	0.14	0.45	0.45		
Crit Moves:		****			****		

One Beverly Hills Overlay Specific Plan
Existing plus Project Conditions - PM Peak Hour

Scenario Report
Scenario: EP_Alt_Access_PM

Command: EP_PM
Volume: EP_PM
Geometry: plus Project
Impact Fee: Default Impact Fee
Trip Generation: Default
Trip Distribution: Default
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration

One Beverly Hills Overlay Specific Plan
Existing plus Project Conditions - PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base Del/ LOS	V/ Veh	C	Future Del/ LOS	V/ Veh	C	Change in
# 1 Beverly Drive/Santa Monica Bou	D	xxxxx	0.900	D	xxxxx	0.900	+ 0.000 V/C
# 2 Santa Monica Boulevard North/W	F	xxxxx	1.012	F	xxxxx	1.012	+ 0.000 V/C
# 3 Beverly Drive/Santa Monica Bou	D	xxxxx	0.899	D	xxxxx	0.899	+ 0.000 V/C
# 4 Santa Monica Boulevard South/W	D	xxxxx	0.846	D	xxxxx	0.846	+ 0.000 V/C
# 5 Santa Monica Boulevard North/M	E	xxxxx	0.919	E	xxxxx	0.919	+ 0.000 V/C
# 6 Wilshire Boulevard/Beverly Dri	E	xxxxx	0.985	E	xxxxx	0.985	+ 0.000 V/C
# 7 Wilshire Boulevard/Whittier Dr	F	xxxxx	1.208	F	xxxxx	1.208	+ 0.000 V/C
# 8 Santa Monica Boulevard/Crossov	B	xxxxx	0.685	B	xxxxx	0.685	+ 0.000 V/C
# 9 Santa Monica Boulevard/Century	C	xxxxx	0.750	C	xxxxx	0.750	+ 0.000 V/C
# 10 Sunset Boulevard/Whittier Driv	F	xxxxx	1.064	F	xxxxx	1.064	+ 0.000 V/C

One Beverly Hills Overlay Specific Plan
Existing plus Project Conditions - PM Peak Hour

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

Intersection #1 Beverly Drive/Santa Monica Boulevard North

Cycle (sec): 100 Critical Vol./Cap.(X): 0.900
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: D

Street Name:	Beverly Drive			Santa Monica Boulevard North							
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
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	67	422	159	36	351	69	48	1329	38	78	1351	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:	67	422	159	36	351	69	48	1329	38	78	1351	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:	67	422	159	36	351	69	48	1329	38	78	1351	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:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	79	496	187	42	413	81	56	1564	45	92	1589	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	496	187	42	413	81	56	1564	45	92	1589	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	79	496	187	42	413	81	56	1564	45	92	1589	38
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.45	0.55	1.00	1.67	0.33	1.00	1.94	0.06	1.00	1.95	0.05
Final Sat.:	1600	2324	876	1600	2674	526	1600	3111	89	1600	3126	74
Capacity Analysis Module:												
Vol/Sat:	0.05	0.21	0.21	0.03	0.15	0.15	0.04	0.50	0.50	0.06	0.51	0.51
Crit Moves:	****			****			****			****		

One Beverly Hills Overlay Specific Plan
Existing plus Project Conditions - PM Peak Hour

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

Intersection #2 Santa Monica Boulevard North/Wilshire Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 1.012
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	Santa Monica Boulevard North			Wilshire Boulevard			
Approach:	North Bound			South Bound			
Movement:	L - T - R			L - T - R			
Control:	Permitted			Permitted			
Rights:	Include			Ovl			
Min. Green:	0	0	0	0	0	0	
Lanes:	0	1	1	0	1	0	
Volume Module:							
Base Vol:	1	812	55	0	906	543	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	1	812	55	0	906	543	
Added Vol:	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	
Initial Fut:	1	812	55	0	906	543	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	
PHF Volume:	1	955	65	0	1066	639	
Reduct Vol:	0	0	0	0	0	0	
Reduced Vol:	1	955	65	0	1066	639	
PCE Adj:	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	
FinalVolume:	1	955	65	0	1066	639	
OvlAdjVol:				262			
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.01	1.99	1.00	0.00	2.00	1.00	
Final Sat.:	4	3196	1600	0	3200	1600	
Capacity Analysis Module:							
Vol/Sat:	0.00	0.30	0.04	0.00	0.33	0.40	
OvlAdjV/S:				0.16			
Crit Moves:	****			****			

Approach:	East Bound			West Bound			
Movement:	L - T - R			L - T - R			
Control:	Prot+Permit			Prot+Permit			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	2	0	3	0	1	1	
Volume Module:							
Base Vol:	640	1062	23	164	1366	31	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	640	1062	23	164	1366	31	
Added Vol:	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	
Initial Fut:	640	1062	23	164	1366	31	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	
PHF Volume:	753	1249	27	193	1607	36	
Reduct Vol:	0	0	0	0	0	0	
Reduced Vol:	753	1249	27	193	1607	36	
PCE Adj:	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	
FinalVolume:	753	1249	27	193	1607	36	
OvlAdjVol:							
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00	1.00	2.93	0.07	
Final Sat.:	3200	4800	1600	1600	4693	107	
Capacity Analysis Module:							
Vol/Sat:	0.24	0.26	0.02	0.12	0.34	0.34	
OvlAdjV/S:							
Crit Moves:		****		****			

One Beverly Hills Overlay Specific Plan
Existing plus Project Conditions - PM Peak Hour

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

Intersection #3 Beverly Drive/Santa Monica Boulevard South

Cycle (sec): 100 Critical Vol./Cap.(X): 0.899
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: D

Street Name:	Beverly Drive			Santa Monica Boulevard South							
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
Lanes:	1	0	2	0	1	0	0	1	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:												
Base Vol:	56	542	158	0	444	89	148	1261	118	75	803	49
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:	56	542	158	0	444	89	148	1261	118	75	803	49
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:	56	542	158	0	444	89	148	1261	118	75	803	49
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:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	66	638	186	0	522	105	174	1484	139	88	945	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	638	186	0	522	105	174	1484	139	88	945	58
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	66	638	186	0	522	105	174	1484	139	88	945	58
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	0.00	1.67	0.33	1.00	1.83	0.17	1.00	1.88	0.12
Final Sat.:	1600	3200	1600	0	2666	534	1600	2926	274	1600	3016	184
Capacity Analysis Module:												
Vol/Sat:	0.04	0.20	0.12	0.00	0.20	0.20	0.11	0.51	0.51	0.06	0.31	0.31
Crit Moves:	****			****			****			****		

One Beverly Hills Overlay Specific Plan
Existing plus Project Conditions - PM Peak Hour

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

Intersection #4 Santa Monica Boulevard South/Wilshire Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.846
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 79 Level Of Service: D

Street Name:	Santa Monica Boulevard South								Wilshire Boulevard							
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				Protected			
Rights:	Include				Include				Ovl				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	0	1	1	0	1	1	0	0	1	2	0	1	
Volume Module:																
Base Vol:	83	771	179		61	431	381		288	814	28		158	1106	71	
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:	83	771	179		61	431	381		288	814	28		158	1106	71	
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:	83	771	179		61	431	381		288	814	28		158	1106	71	
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:	0.85	0.85	0.85		0.85	0.85	0.85		0.85	0.85	0.85		0.85	0.85	0.85	
PHF Volume:	98	907	211		72	507	448		339	958	33		186	1301	84	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	98	907	211		72	507	448		339	958	33		186	1301	84	
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:	98	907	211		72	507	448		339	958	33		186	1301	84	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	1.06	0.94		0.78	2.22	1.00		1.00	2.82	0.18	
Final Sat.:	1600	3200	1600		1600	1699	1501		1254	3546	1600		1600	4510	290	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.28	0.13		0.04	0.30	0.30		0.21	0.27	0.02		0.12	0.29	0.29	
Crit Moves:	****				****				****				****			

One Beverly Hills Overlay Specific Plan
Existing plus Project Conditions - PM Peak Hour

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

Intersection #5 Santa Monica Boulevard North/Merv Griffin Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.919
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 111 Level Of Service: E

Street Name:	Santa Monica Boulevard North			Merv Griffin Way			
Approach:	North Bound			South Bound			
Movement:	L - T - R			L - T - R			
Control:	Protected			Protected			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0	2	0	0	0	
Volume Module:							
Base Vol:	475	890	0	0	1058	119	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	475	890	0	0	1058	119	
Added Vol:	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	
Initial Fut:	475	890	0	0	1058	119	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	
PHF Volume:	559	1047	0	0	1245	140	
Reduct Vol:	0	0	0	0	0	0	
Reduced Vol:	559	1047	0	0	1245	140	
PCE Adj:	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	
FinalVolume:	559	1047	0	0	1245	140	
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	
Final Sat.:	1600	3200	0	0	3200	1600	
Capacity Analysis Module:							
Vol/Sat:	0.35	0.33	0.00	0.00	0.39	0.09	
Crit Moves:	****			****			

Street Name:	Merv Griffin Way						
Approach:	East Bound			West Bound			
Movement:	L - T - R			L - T - R			
Control:	Protected			Protected			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	0	0	1!	0	1	0	
Volume Module:							
Base Vol:	214	0	0	0			
Growth Adj:	1.00	1.00	1.00	1.00			
Initial Bse:	214	0	0	0			
Added Vol:	0	0	0	0			
PasserByVol:	0	0	0	0			
Initial Fut:	214	0	0	0			
User Adj:	1.00	1.00	1.00	1.00			
PHF Adj:	0.85	0.85	0.85	0.85			
PHF Volume:	252	0	0	0			
Reduct Vol:	0	0	0	0			
Reduced Vol:	252	0	0	0			
PCE Adj:	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00			
FinalVolume:	252	0	0	0			
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600			
Adjustment:	1.00	1.00	1.00	1.00			
Lanes:	1.94	0.00	0.00	0.00			
Final Sat.:	3099	0	0	0			
Capacity Analysis Module:							
Vol/Sat:	0.08	0.00	0.00	0.00			
Crit Moves:		****					

One Beverly Hills Overlay Specific Plan
Existing plus Project Conditions - PM Peak Hour

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

```
********************************************************************************
Intersection #6 Wilshire Boulevard/Beverly Drive
********************************************************************************
Cycle (sec):        100              Critical Vol./Cap.(X):        0.985
Loss Time (sec):     10 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      174              Level Of Service:                E
********************************************************************************
Street Name:         Beverly Drive                Wilshire Boulevard
Approach:     North Bound     South Bound      East Bound       West Bound
Movement:    L - T - R   L - T - R   L - T - R   L - T - R
------------|---------------||---------------||---------------||---------------|
Control:       Protected       Permitted      Prot+Permit     Prot+Permit
Rights:          Include         Include         Include         Include
Min. Green:    0   0    0    0   0    0    0   0    0    0   0    0
Lanes:       1  0  2  0  1   0  0  2  0  1   1  0  2  1  0   1  0  2  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:    119  442   161    0  600   139   121 1517   133   235 1228    95
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: 119  442   161    0  600   139   121 1517   133   235 1228    95
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: 119  442   161    0  600   139   121 1517   133   235 1228    95
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:     0.85 0.85  0.85  0.85 0.85  0.85  0.85 0.85  0.85  0.85 0.85  0.85
PHF Volume:  140  520   189    0  706   164   142 1785   156   276 1445   112
Reduct Vol:    0    0     0    0    0     0     0    0     0     0    0     0
Reduced Vol: 140  520   189    0  706   164   142 1785   156   276 1445   112
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: 140  520   189    0  706   164   142 1785   156   276 1445   112
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600  1600 1600  1600  1600 1600  1600  1600 1600  1600
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.00  1.00  0.00 2.00  1.00  1.00 2.76  0.24  1.00 2.78  0.22
Final Sat.:  1600 3200  1600     0 3200  1600  1600 4413   387  1600 4455   345
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.09 0.16  0.12  0.00 0.22  0.10  0.09 0.40  0.40  0.17 0.32  0.32
Crit Moves:  ****              ****             ****        ****
********************************************************************************
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One Beverly Hills Overlay Specific Plan
Existing plus Project Conditions - PM Peak Hour

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

Intersection #7 Wilshire Boulevard/Whittier Drive/Merv Griffin Way

Cycle (sec): 100 Critical Vol./Cap.(X): 1.208
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	Whittier Drive/Merv Griffin Way				Wilshire Boulevard							
Approach:	North Bound				South Bound				East Bound			
Movement:	L	T	R		L	T	R		L	T	R	
Control:	Split Phase				Split Phase				Prot+Permit			
Rights:	Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0	
Lanes:	1	0	1	0	1	0	1	0	1	0	2	1
Volume Module:												
Base Vol:	33	375	67		84	159	314		258	1743	100	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	33	375	67		84	159	314		258	1743	100	
Added Vol:	0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0	
Initial Fut:	33	375	67		84	159	314		258	1743	100	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.85	0.85	0.85		0.85	0.85	0.85		0.85	0.85	0.85	
PHF Volume:	39	441	79		99	187	369		304	2051	118	
Reduct Vol:	0	0	0		0	0	0		0	0	0	
Reduced Vol:	39	441	79		99	187	369		304	2051	118	
PCE Adj:	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	
FinalVolume:	39	441	79		99	187	369		304	2051	118	
Saturation Flow Module:												
Sat/Lane:	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	
Lanes:	1.00	1.00	1.00	0.30	0.70	1.00	1.00	2.84	0.16	1.00	2.94	0.06
Final Sat.:	1600	1600	1600		483	1117	1600	1600	4540		260	1600	4700	100
Capacity Analysis Module:												
Vol/Sat:	0.02	0.28	0.05		0.20	0.17	0.23		0.19	0.45	0.45	
Crit Moves:	****					****	****				****	

One Beverly Hills Overlay Specific Plan
Existing plus Project Conditions - PM Peak Hour

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

Intersection #8 Santa Monica Boulevard/Crossover

Cycle (sec): 100 Critical Vol./Cap.(X): 0.685
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 59 Level Of Service: B

Street Name:	Santa Monica Boulevard							Crossover							
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:	Ignore				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	2	0	2	0	0	3	0	0	0	0	0	0	1	
Volume Module:																
Base Vol:	0	1301	1370		0	1266	0	0	0	0	562	0	81			
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	1.00	1.00	
Initial Bse:	0	1301	1370		0	1266	0	0	0	0	562	0	81			
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	1301	1370		0	1266	0	0	0	0	562	0	81			
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	0.85	0.85	0.00		0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85			
PHF Volume:	0	1531	0		0	1489	0	0	0	0	661	0	95			
Reduct Vol:	0	0	0		0	0	0	0	0	0	0	0	0			
Reduced Vol:	0	1531	0		0	1489	0	0	0	0	661	0	95			
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	0	1531	0		0	1489	0	0	0	0	661	0	95			
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	2.00	2.00		0.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00			
Final Sat.:	0	3200	3200		0	4800	0	0	0	0	3200	0	1600			
Capacity Analysis Module:																
Vol/Sat:	0.00	0.48	0.00		0.00	0.31	0.00	0.00	0.00	0.00	0.21	0.00	0.06			
Crit Moves:	****		****						****							

One Beverly Hills Overlay Specific Plan
Existing plus Project Conditions - PM Peak Hour

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

Intersection #9 Santa Monica Boulevard/Century Park East

Cycle (sec): 100 Critical Vol./Cap.(X): 0.750
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: C

Street Name:	Santa Monica Boulevard			Century Park East			
Approach:	North Bound			South Bound			
Movement:	L - T - R			L - T - R			
Control:	Protected			Protected			
Rights:	Ovl			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0	4	0	1	2	0
Volume Module:							
Base Vol:	12	2042	270	234	1772	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	2042	270	234	1772	0	0
Added Vol:	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0
Initial Fut:	12	2042	270	234	1772	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	14	2402	318	275	2085	0	0
Reduct Vol:	0	0	0	0	0	0	0
Reduced Vol:	14	2402	318	275	2085	0	0
PCE Adj:	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
FinalVolume:	14	2402	318	275	2085	0	0
OvlAdjVol:			44				
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	4.00	1.00	2.00	3.00	0.00	0.00
Final Sat.:	1600	6400	1600	3200	4800	0	0
Capacity Analysis Module:							
Vol/Sat:	0.01	0.38	0.20	0.09	0.43	0.00	0.00
OvlAdjV/S:			0.03				
Crit Moves:	****		****				

Street Name:	Century Park East								
Approach:	East Bound				West Bound				
Movement:	L - T - R				L - T - R				
Control:	Split Phase				Split Phase				
Rights:	Include				Ovl				
Min. Green:	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	2	0	0	2
Volume Module:									
Base Vol:	0	0	0	0	465	0	748		
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Initial Bse:	0	0	0	0	465	0	748		
Added Vol:	0	0	0	0	0	0	0		
PasserByVol:	0	0	0	0	0	0	0		
Initial Fut:	0	0	0	0	465	0	748		
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85		
PHF Volume:	0	0	0	0	547	0	880		
Reduct Vol:	0	0	0	0	0	0	0		
Reduced Vol:	0	0	0	0	547	0	880		
PCE Adj:	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		
FinalVolume:	0	0	0	0	547	0	880		
OvlAdjVol:					605				
Saturation Flow Module:									
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Lanes:	0.00	0.00	0.00	0.00	2.00	0.00	2.00		
Final Sat.:	0	0	0	0	3200	0	3200		
Capacity Analysis Module:									
Vol/Sat:	0.00	0.00	0.00	0.00	0.17	0.00	0.28		
OvlAdjV/S:					0.19				
Crit Moves:					****				

One Beverly Hills Overlay Specific Plan
Existing plus Project Conditions - PM Peak Hour

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

Intersection #10 Sunset Boulevard/Whittier Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 1.064
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	Whittier Drive			Sunset Boulevard			
Approach:	North Bound			South Bound			
Movement:	L	T	R	L	T	R	
Control:	Permitted			Permitted			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0	0 1	0	1	0	0 1
Volume Module:							
Base Vol:	168	245	181	10	100	21	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	168	245	181	10	100	21	44
Added Vol:	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0
Initial Fut:	168	245	181	10	100	21	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	198	288	213	12	118	25	52
Reduct Vol:	0	0	0	0	0	0	0
Reduced Vol:	198	288	213	12	118	25	52
PCE Adj:	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
FinalVolume:	198	288	213	12	118	25	52
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.58	0.42	1.00	0.83	0.17	1.00
Final Sat.:	1600	920	680	1600	1322	278	1600
Capacity Analysis Module:							
Vol/Sat:	0.12	0.31	0.31	0.01	0.09	0.09	0.03
Crit Moves:	****		****			****	

Street Name:	Sunset Boulevard							
Approach:	East Bound			West Bound				
Movement:	L	T	R	L	T	R		
Control:	Protected			Protected				
Rights:	Include			Include				
Min. Green:	0	0	0	0	0	0		
Lanes:	1	0	1 1	0	1	0	1	0
Volume Module:								
Base Vol:	1355	29	183	1128	24			
Growth Adj:	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	1355	29	183	1128	24			
Added Vol:	0	0	0	0	0			
PasserByVol:	0	0	0	0	0			
Initial Fut:	1355	29	183	1128	24			
User Adj:	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	0.85	0.85	0.85	0.85	0.85			
PHF Volume:	1594	34	215	1327	28			
Reduct Vol:	0	0	0	0	0			
Reduced Vol:	1594	34	215	1327	28			
PCE Adj:	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	1594	34	215	1327	28			
Saturation Flow Module:								
Sat/Lane:	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
Lanes:	1.00	0.04	1.00	1.96	0.04	1.00	1.96	0.04
Final Sat.:	1600	67	1600	3133	67	1600	3133	67
Capacity Analysis Module:								
Vol/Sat:	0.51	0.51	0.13	0.42	0.42			
Crit Moves:		****			****			

One Beverly Hills Overlay Specific Plan
Existing plus Project Conditions - Midday Peak Hour

Scenario Report
Scenario: EP_Alt_Access_Midday

Command: EP_Mid
Volume: EP_Mid
Geometry: plus Project
Impact Fee: Default Impact Fee
Trip Generation: Default
Trip Distribution: Default
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration

One Beverly Hills Overlay Specific Plan
Existing plus Project Conditions - Midday Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base Del/ LOS	V/ Veh	C	Future Del/ LOS	V/ Veh	C	Change in V/C
# 1 Beverly Drive/Santa Monica Bou	D xxxxx	0.889		D xxxxx	0.889		+ 0.000
# 2 Santa Monica Boulevard North/W	E xxxxx	0.919		E xxxxx	0.919		+ 0.000
# 3 Beverly Drive/Santa Monica Bou	C xxxxx	0.794		C xxxxx	0.794		+ 0.000
# 4 Santa Monica Boulevard South/W	D xxxxx	0.806		D xxxxx	0.806		+ 0.000
# 5 Santa Monica Boulevard North/M	C xxxxx	0.738		C xxxxx	0.738		+ 0.000
# 6 Wilshire Boulevard/Beverly Dri	D xxxxx	0.817		D xxxxx	0.817		+ 0.000
# 7 Wilshire Boulevard/Whittier Dr	D xxxxx	0.895		D xxxxx	0.895		+ 0.000
# 8 Santa Monica Boulevard/Crossov	A xxxxx	0.584		A xxxxx	0.584		+ 0.000
# 9 Santa Monica Boulevard/Century	A xxxxx	0.592		A xxxxx	0.592		+ 0.000
# 10 Sunset Boulevard/Whittier Driv	D xxxxx	0.808		D xxxxx	0.808		+ 0.000

One Beverly Hills Overlay Specific Plan
Existing plus Project Conditions - Midday Peak Hour

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

Intersection #1 Beverly Drive/Santa Monica Boulevard North

Cycle (sec): 100 Critical Vol./Cap.(X): 0.889
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 95 Level Of Service: D

Street Name:	Beverly Drive			Santa Monica Boulevard North			
Approach:	North Bound			South Bound			
Movement:	L - T - R			L - T - R			
Control:	Permitted			Permitted			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0 1	1 0	1	0 1	1 0	
Volume Module:							
Base Vol:	65	296	134	50	381	98	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	65	296	134	50	381	98	
Added Vol:	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	
Initial Fut:	65	296	134	50	381	98	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	
PHF Volume:	76	348	158	59	448	115	
Reduct Vol:	0	0	0	0	0	0	
Reduced Vol:	76	348	158	59	448	115	
PCE Adj:	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	
FinalVolume:	76	348	158	59	448	115	
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	1.38	0.62	1.00	1.59	0.41	
Final Sat.:	1600	2203	997	1600	2545	655	
Capacity Analysis Module:							
Vol/Sat:	0.05	0.16	0.16	0.04	0.18	0.18	
Crit Moves:	****			****			

Street Name:	Santa Monica Boulevard North			Beverly Drive			
Approach:	East Bound			West Bound			
Movement:	L - T - R			L - T - R			
Control:	Permitted			Permitted			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0 1	1 0	1	0 1	1 0	
Volume Module:							
Base Vol:	59	1342	42	77	1315	23	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	59	1342	42	77	1315	23	
Added Vol:	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	
Initial Fut:	59	1342	42	77	1315	23	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	
PHF Volume:	69	1579	49	91	1547	27	
Reduct Vol:	0	0	0	0	0	0	
Reduced Vol:	69	1579	49	91	1547	27	
PCE Adj:	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	
FinalVolume:	69	1579	49	91	1547	27	
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	1.94	0.06	1.00	1.97	0.03	
Final Sat.:	1600	3103	97	1600	3145	55	
Capacity Analysis Module:							
Vol/Sat:	0.04	0.51	0.51	0.06	0.49	0.49	
Crit Moves:		****			****		

One Beverly Hills Overlay Specific Plan
Existing plus Project Conditions - Midday Peak Hour

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

Intersection #2 Santa Monica Boulevard North/Wilshire Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.919
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 111 Level Of Service: E

Street Name:	Santa Monica Boulevard North			Wilshire Boulevard			
Approach:	North Bound			South Bound			
Movement:	L	T	R	L	T	R	
Control:	Permitted			Permitted			
Rights:	Include			Ovl			
Min. Green:	0	0	0	0	0	0	
Lanes:	0	0	2	0	1	0	
Volume Module:							
Base Vol:	0	816	61	2	997	537	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	0	816	61	2	997	537	
Added Vol:	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	
Initial Fut:	0	816	61	2	997	537	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	
PHF Volume:	0	960	72	2	1173	632	
Reduct Vol:	0	0	0	0	0	0	
Reduced Vol:	0	960	72	2	1173	632	
PCE Adj:	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	
FinalVolume:	0	960	72	2	1173	632	
OvlAdjVol:					311		
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.00	2.00	1.00	0.01	1.99	1.00	
Final Sat.:	0	3200	1600	6	3194	1600	
Capacity Analysis Module:							
Vol/Sat:	0.00	0.30	0.04	0.00	0.37	0.39	
OvlAdjV/S:					0.19		
Crit Moves:	****			****			

Street Name:	Santa Monica Boulevard North			Wilshire Boulevard			
Approach:	East Bound			West Bound			
Movement:	L	T	R	L	T	R	
Control:	Prot+Permit			Prot+Permit			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	2	0	3	0	1	1	
Volume Module:							
Base Vol:	537	545	984	46	152	967	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	537	545	984	46	152	967	59
Added Vol:	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0
Initial Fut:	537	545	984	46	152	967	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	632	641	1158	54	179	1138	69
Reduct Vol:	0	0	0	0	0	0	0
Reduced Vol:	632	641	1158	54	179	1138	69
PCE Adj:	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
FinalVolume:	632	641	1158	54	179	1138	69
OvlAdjVol:							
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	0.01	1.99	1.00	1.00	2.83	0.17
Final Sat.:	3200	1600	6	3194	1600	1600	4524	276
Capacity Analysis Module:							
Vol/Sat:	0.20	0.24	0.03	0.11	0.25	0.25	
OvlAdjV/S:							
Crit Moves:		****			****		

One Beverly Hills Overlay Specific Plan
Existing plus Project Conditions - Midday Peak Hour

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

Intersection #3 Beverly Drive/Santa Monica Boulevard South

Cycle (sec): 100 Critical Vol./Cap.(X): 0.794
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 65 Level Of Service: C

Street Name:	Beverly Drive			Santa Monica Boulevard South			
Approach:	North Bound			South Bound			
Movement:	L - T - R			L - T - R			
Control:	Permitted			Permitted			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0	2	0	1	0	
Volume Module:							
Base Vol:	61	444	184	0	535	91	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	61	444	184	0	535	91	
Added Vol:	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	
Initial Fut:	61	444	184	0	535	91	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	
PHF Volume:	72	522	216	0	629	107	
Reduct Vol:	0	0	0	0	0	0	
Reduced Vol:	72	522	216	0	629	107	
PCE Adj:	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	
FinalVolume:	72	522	216	0	629	107	
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00	0.00	1.71	0.29	
Final Sat.:	1600	3200	1600	0	2735	465	
Capacity Analysis Module:							
Vol/Sat:	0.04	0.16	0.14	0.00	0.23	0.23	
Crit Moves:	****				****		

Street Name:	Santa Monica Boulevard South							
Approach:	East Bound			West Bound				
Movement:	L - T - R			L - T - R				
Control:	Permitted			Permitted				
Rights:	Include			Include				
Min. Green:	0	0	0	0	0	0		
Lanes:	1	0	1	1	0	1	0	1
Volume Module:								
Base Vol:	67	723	150	134	825	41		
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00		
Initial Bse:	67	723	150	134	825	41		
Added Vol:	0	0	0	0	0	0		
PasserByVol:	0	0	0	0	0	0		
Initial Fut:	67	723	150	134	825	41		
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85		
PHF Volume:	79	851	176	158	971	48		
Reduct Vol:	0	0	0	0	0	0		
Reduced Vol:	79	851	176	158	971	48		
PCE Adj:	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		
FinalVolume:	79	851	176	158	971	48		
Saturation Flow Module:								
Sat/Lane:	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
Lanes:	1.00	1.66	0.34	1.00	1.91	0.09		
Final Sat.:	1600	2650	550	1600	3048	152		
Capacity Analysis Module:								
Vol/Sat:	0.05	0.32	0.32	0.10	0.32	0.32		
Crit Moves:		****			****			

One Beverly Hills Overlay Specific Plan
Existing plus Project Conditions - Midday Peak Hour

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

Intersection #4 Santa Monica Boulevard South/Wilshire Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.806
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 68 Level Of Service: D

Street Name:	Santa Monica Boulevard South				Wilshire Boulevard							
Approach:	North Bound				South Bound				East Bound			
Movement:	L	T	R		L	T	R		L	T	R	
Control:	Permitted				Permitted				Permitted			Protected
Rights:	Include				Include				Ovl			Include
Min. Green:	0	0	0		0	0	0		0	0	0	0
Lanes:	1	0	2	0	1	1	0	1	1	0	0	1
Volume Module:												
Base Vol:	69	542	296		52	393	383		242	784	60	161
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00
Initial Bse:	69	542	296		52	393	383		242	784	60	161
Added Vol:	0	0	0		0	0	0		0	0	0	0
PasserByVol:	0	0	0		0	0	0		0	0	0	0
Initial Fut:	69	542	296		52	393	383		242	784	60	161
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85		0.85	0.85	0.85		0.85	0.85	0.85	0.85
PHF Volume:	81	638	348		61	462	451		285	922	71	189
Reduct Vol:	0	0	0		0	0	0		0	0	0	0
Reduced Vol:	81	638	348		61	462	451		285	922	71	189
PCE Adj:	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
FinalVolume:	81	638	348		61	462	451		285	922	71	189
Saturation Flow Module:												
Sat/Lane:	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
Lanes:	1.00	2.00	1.00		1.00	1.01	0.99		0.71	2.29	1.00	1.00
Final Sat.:	1600	3200	1600		1600	1621	1579		1132	3668	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.20	0.22		0.04	0.29	0.29		0.18	0.25	0.04	0.12
Crit Moves:	****				****				****			

4358	442		
0.19	0.19		

One Beverly Hills Overlay Specific Plan
Existing plus Project Conditions - Midday Peak Hour

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

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Intersection #5 Santa Monica Boulevard North/Merv Griffin Way

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Cycle (sec): 100 Critical Vol./Cap.(X): 0.738
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: C

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Street Name:	Santa Monica Boulevard North			Merv Griffin Way			
Approach:	North Bound			South Bound			
Movement:	L - T - R			L - T - R			
Control:	Protected			Protected			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0	2	0	0	0	
Volume Module:							
Base Vol:	171	929	0	0	1184	32	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	171	929	0	0	1184	32	
Added Vol:	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	
Initial Fut:	171	929	0	0	1184	32	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	
PHF Volume:	201	1093	0	0	1393	38	
Reduct Vol:	0	0	0	0	0	0	
Reduced Vol:	201	1093	0	0	1393	38	
PCE Adj:	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	
FinalVolume:	201	1093	0	0	1393	38	
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	
Final Sat.:	1600	3200	0	0	3200	1600	
Capacity Analysis Module:							
Vol/Sat:	0.13	0.34	0.00	0.00	0.44	0.02	
Crit Moves:	****				****		

Street Name:	Merv Griffin Way						
Approach:	East Bound			West Bound			
Movement:	L - T - R			L - T - R			
Control:	Protected			Protected			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	0	0	1!	0	1	0	0 0 0
Volume Module:							
Base Vol:	205	0	0	0			
Growth Adj:	1.00	1.00	1.00	1.00			
Initial Bse:	205	0	0	0			
Added Vol:	0	0	0	0			
PasserByVol:	0	0	0	0			
Initial Fut:	205	0	0	0			
User Adj:	1.00	1.00	1.00	1.00			
PHF Adj:	0.85	0.85	0.85	0.85			
PHF Volume:	241	0	0	0			
Reduct Vol:	0	0	0	0			
Reduced Vol:	241	0	0	0			
PCE Adj:	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00			
FinalVolume:	241	0	0	0			
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.95	0.00	0.00	0.00	0.00	0.00	
Final Sat.:	3124	0	0	0	0	0	
Capacity Analysis Module:							
Vol/Sat:	0.08	0.00	0.08	0.00	0.00	0.00	
Crit Moves:			****				

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One Beverly Hills Overlay Specific Plan
Existing plus Project Conditions - Midday Peak Hour

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

Intersection #6 Wilshire Boulevard/Beverly Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.817
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 71 Level Of Service: D

Street Name:	Beverly Drive			Wilshire Boulevard			
Approach:	North Bound			South Bound			
Movement:	L - T - R			L - T - R			
Control:	Protected			Permitted			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0	2	0	1	0	
Volume Module:							
Base Vol:	148	433	126	0	477	148	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	148	433	126	0	477	148	
Added Vol:	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	
Initial Fut:	148	433	126	0	477	148	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	
PHF Volume:	174	509	148	0	561	174	
Reduct Vol:	0	0	0	0	0	0	
Reduced Vol:	174	509	148	0	561	174	
PCE Adj:	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	
FinalVolume:	174	509	148	0	561	174	
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00	0.00	2.00	1.00	
Final Sat.:	1600	3200	1600	0	3200	1600	
Capacity Analysis Module:							
Vol/Sat:	0.11	0.16	0.09	0.00	0.18	0.11	
Crit Moves:	****				****		

Street Name:	Beverly Drive			Wilshire Boulevard			
Approach:	East Bound			West Bound			
Movement:	L - T - R			L - T - R			
Control:	Prot+Permit			Prot+Permit			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0	2	1	0	2	
Volume Module:							
Base Vol:	164	973	162	210	1117	138	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	164	973	162	210	1117	138	
Added Vol:	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	
Initial Fut:	164	973	162	210	1117	138	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	
PHF Volume:	193	1145	191	247	1314	162	
Reduct Vol:	0	0	0	0	0	0	
Reduced Vol:	193	1145	191	247	1314	162	
PCE Adj:	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	
FinalVolume:	193	1145	191	247	1314	162	
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	2.57	0.43	1.00	2.67	0.33		
Final Sat.:	4115	685	1600	4272	528		
Capacity Analysis Module:							
Vol/Sat:	0.28	0.28	0.15	0.31	0.31		
Crit Moves:		****		****			

One Beverly Hills Overlay Specific Plan
Existing plus Project Conditions - Midday Peak Hour

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

Intersection #7 Wilshire Boulevard/Whittier Drive/Merv Griffin Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.895
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 98 Level Of Service: D

Street Name:	Whittier Drive/Merv Griffin Way			Wilshire Boulevard								
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	0 1	0	1 0	1 0	1	0 2	1 0	1	0 2	1 0
Volume Module:												
Base Vol:	14	131	46	84	170	189	237	1539	49	33	1462	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	131	46	84	170	189	237	1539	49	33	1462	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	131	46	84	170	189	237	1539	49	33	1462	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	16	154	54	99	200	222	279	1811	58	39	1720	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	154	54	99	200	222	279	1811	58	39	1720	18
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:	16	154	54	99	200	222	279	1811	58	39	1720	18
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	0.38	0.77	0.85	1.00	2.91	0.09	1.00	2.97	0.03
Final Sat.:	1600	1600	1600	607	1228	1365	1600	4652	148	1600	4751	49
Capacity Analysis Module:												
Vol/Sat:	0.01	0.10	0.03	0.16	0.16	0.16	0.17	0.39	0.39	0.02	0.36	0.36
Crit Moves:	****			****			****			****		

One Beverly Hills Overlay Specific Plan
Existing plus Project Conditions - Midday Peak Hour

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

Intersection #8 Santa Monica Boulevard/Crossover

Cycle (sec): 100 Critical Vol./Cap.(X): 0.584
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Street Name:	Santa Monica Boulevard			Crossover			
Approach:	North Bound			South Bound			
Movement:	L	T	R	L	T	R	
Control:	Permitted			Permitted			
Rights:	Ignore			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	0	0	2	0	2	0	
Volume Module:							
Base Vol:	0	892	1006	0	1455	0	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	0	892	1006	0	1455	0	
Added Vol:	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	
Initial Fut:	0	892	1006	0	1455	0	
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	
PHF Adj:	0.85	0.85	0.00	0.85	0.85	0.85	
PHF Volume:	0	1049	0	0	1712	0	
Reduct Vol:	0	0	0	0	0	0	
Reduced Vol:	0	1049	0	0	1712	0	
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	
FinalVolume:	0	1049	0	0	1712	0	
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.00	2.00	2.00	0.00	3.00	0.00	
Final Sat.:	0	3200	3200	0	4800	0	
Capacity Analysis Module:							
Vol/Sat:	0.00	0.33	0.00	0.00	0.36	0.00	
Crit Moves:	****			****			

Street Name:	Santa Monica Boulevard			Crossover			
Approach:	East Bound			West Bound			
Movement:	L	T	R	L	T	R	
Control:	Split Phase			Split Phase			
Rights:	Include			Ovl			
Min. Green:	0	0	0	0	0	0	
Lanes:	0	0	0	0	2	0	
Volume Module:							
Base Vol:	0	618	0	31			
Growth Adj:	1.00	1.00	1.00	1.00			
Initial Bse:	0	618	0	31			
Added Vol:	0	0	0	0			
PasserByVol:	0	0	0	0			
Initial Fut:	0	618	0	31			
User Adj:	1.00	1.00	1.00	1.00			
PHF Adj:	0.85	0.85	0.85	0.85			
PHF Volume:	0	727	0	36			
Reduct Vol:	0	0	0	0			
Reduced Vol:	0	727	0	36			
PCE Adj:	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00			
FinalVolume:	0	727	0	36			
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600			
Adjustment:	1.00	1.00	1.00	1.00			
Lanes:	0.00	2.00	0.00	1.00			
Final Sat.:	0	3200	0	1600			
Capacity Analysis Module:							
Vol/Sat:	0.00	0.23	0.00	0.02			
Crit Moves:		****					

One Beverly Hills Overlay Specific Plan
Existing plus Project Conditions - Midday Peak Hour

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

Intersection #9 Santa Monica Boulevard/Century Park East

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

Street Name:	Santa Monica Boulevard						Century Park East					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	4	0	1	2	0	3	0	0	0	2
Volume Module:												
Base Vol:	21	1618	300		307	1640	0	0	0	0	203	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
Initial Bse:	21	1618	300		307	1640	0	0	0	0	203	0
Added Vol:	0	0	0		0	0	0	0	0	0	0	0
PasserByVol:	0	0	0		0	0	0	0	0	0	0	0
Initial Fut:	21	1618	300		307	1640	0	0	0	0	203	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
PHF Adj:	0.85	0.85	0.85		0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	25	1904	353		361	1929	0	0	0	0	239	0
Reduct Vol:	0	0	0		0	0	0	0	0	0	0	0
Reduced Vol:	25	1904	353		361	1929	0	0	0	0	239	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
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	1904	353		361	1929	0	0	0	0	239	0
OvlAdjVol:	234						41					
Saturation Flow Module:												
Sat/Lane:	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
Lanes:	1.00	4.00	1.00		2.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00
Final Sat.:	1600	6400	1600		3200	4800	0	0	0	0	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.30	0.22		0.11	0.40	0.00	0.00	0.00	0.00	0.07	0.00
OvlAdjV/S:	0.15						0.01					
Crit Moves:	****				****			****				

One Beverly Hills Overlay Specific Plan
Existing plus Project Conditions - Midday Peak Hour

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

Intersection #10 Sunset Boulevard/Whittier Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.808
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 69 Level Of Service: D

Street Name:	Whittier Drive			Sunset Boulevard			
Approach:	North Bound			South Bound			
Movement:	L	T	R	L	T	R	
Control:	Permitted			Permitted			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0	0 1	0	1	0	0 1
Volume Module:							
Base Vol:	72	109	174	15	90	52	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	72	109	174	15	90	52	42
Added Vol:	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0
Initial Fut:	72	109	174	15	90	52	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	85	128	205	18	106	61	49
Reduct Vol:	0	0	0	0	0	0	0
Reduced Vol:	85	128	205	18	106	61	49
PCE Adj:	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
FinalVolume:	85	128	205	18	106	61	49
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.39	0.61	1.00	0.63	0.37	1.00
Final Sat.:	1600	616	984	1600	1014	586	1600
Capacity Analysis Module:							
Vol/Sat:	0.05	0.21	0.21	0.01	0.10	0.10	0.03
Crit Moves:	****		****			****	

Street Name:	Sunset Boulevard				Whittier Drive			
Approach:	East Bound				West Bound			
Movement:	L	T	R		L	T	R	
Control:	Protected				Protected			
Rights:	Include				Include			
Min. Green:	0	0	0		0	0	0	
Lanes:	1	0	1	1	0	1	0	1
Volume Module:								
Base Vol:	37	139	982	8	1016	37	139	982
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	139	982	8	1016	37	139	982
Added Vol:	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0
Initial Fut:	37	139	982	8	1016	37	139	982
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	44	164	1155	9	1195	44	164	1155
Reduct Vol:	0	0	0	0	0	0	0	0
Reduced Vol:	44	164	1155	9	1195	44	164	1155
PCE Adj:	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
FinalVolume:	44	164	1155	9	1195	44	164	1155
Saturation Flow Module:								
Sat/Lane:	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
Lanes:	1.00	0.07	1.00	1.98	0.02	1.00	0.07	1.00
Final Sat.:	1600	112	1600	3174	26	1600	112	1600
Capacity Analysis Module:								
Vol/Sat:	0.03	0.39	0.39	0.10	0.36	0.36		
Crit Moves:		****			****			

One Beverly Hills Overlay Specific Plan
Existing plus Project Conditions - Saturday Midday Peak Hour

Scenario Report
Scenario: EP_Alt_Access_Saturday_Midday

Command: EP_Sat
Volume: EP_Sat
Geometry: plus Project
Impact Fee: Default Impact Fee
Trip Generation: Default
Trip Distribution: Default
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration

One Beverly Hills Overlay Specific Plan
Existing plus Project Conditions - Saturday Midday Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base Del/ LOS	V/ Veh	C	Future Del/ LOS	V/ Veh	C	Change in V/C
# 1 Beverly Drive/Santa Monica Bou	E xxxxx	0.922		E xxxxx	0.922		+ 0.000
# 2 Santa Monica Boulevard North/W	D xxxxx	0.886		D xxxxx	0.886		+ 0.000
# 3 Beverly Drive/Santa Monica Bou	B xxxxx	0.687		B xxxxx	0.687		+ 0.000
# 4 Santa Monica Boulevard South/W	C xxxxx	0.707		C xxxxx	0.707		+ 0.000
# 5 Santa Monica Boulevard North/M	B xxxxx	0.682		B xxxxx	0.682		+ 0.000
# 6 Wilshire Boulevard/Beverly Dri	C xxxxx	0.767		C xxxxx	0.767		+ 0.000
# 7 Wilshire Boulevard/Whittier Dr	D xxxxx	0.865		D xxxxx	0.865		+ 0.000
# 8 Santa Monica Boulevard/Crossov	A xxxxx	0.516		A xxxxx	0.516		+ 0.000
# 9 Santa Monica Boulevard/Century	A xxxxx	0.541		A xxxxx	0.541		+ 0.000
# 10 Sunset Boulevard/Whittier Driv	C xxxxx	0.731		C xxxxx	0.731		+ 0.000

One Beverly Hills Overlay Specific Plan
Existing plus Project Conditions - Saturday Midday Peak Hour

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

Intersection #1 Beverly Drive/Santa Monica Boulevard North

Cycle (sec): 100 Critical Vol./Cap.(X): 0.922
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 112 Level Of Service: E

Street Name:	Beverly Drive			Santa Monica Boulevard North							
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
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	69	306	149	44	379	102	59	1386	63	84	1346	36
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:	69	306	149	44	379	102	59	1386	63	84	1346	36
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:	69	306	149	44	379	102	59	1386	63	84	1346	36
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:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	81	360	175	52	446	120	69	1631	74	99	1584	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	360	175	52	446	120	69	1631	74	99	1584	42
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:	81	360	175	52	446	120	69	1631	74	99	1584	42
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.35	0.65	1.00	1.58	0.42	1.00	1.91	0.09	1.00	1.95	0.05
Final Sat.:	1600	2152	1048	1600	2521	679	1600	3061	139	1600	3117	83
Capacity Analysis Module:												
Vol/Sat:	0.05	0.17	0.17	0.03	0.18	0.18	0.04	0.53	0.53	0.06	0.51	0.51
Crit Moves:	****			****			****			****		

One Beverly Hills Overlay Specific Plan
Existing plus Project Conditions - Saturday Midday Peak Hour

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

Intersection #2 Santa Monica Boulevard North/Wilshire Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.886
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 94 Level Of Service: D

Street Name:	Santa Monica Boulevard North			Santa Monica Boulevard North			Wilshire Boulevard			Wilshire Boulevard		
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			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	0	1	0	0	2	0	1	2	0	3	0	1	1	0	2	1	0
Volume Module:												
Base Vol:	0	708	62	0	878	468	653	964	48	167	891	21
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	708	62	0	878	468	653	964	48	167	891	21
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	708	62	0	878	468	653	964	48	167	891	21
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:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	0	833	73	0	1033	551	768	1134	56	196	1048	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	833	73	0	1033	551	768	1134	56	196	1048	25
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	833	73	0	1033	551	768	1134	56	196	1048	25
OvlAdjVol:					166							
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	2.00	1.00	0.00	2.00	1.00	2.00	3.00	1.00	1.00	2.93	0.07
Final Sat.:	0	3200	1600	0	3200	1600	3200	4800	1600	1600	4689	111
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.05	0.00	0.32	0.34	0.24	0.24	0.04	0.12	0.22	0.22
OvlAdjV/S:					0.10							
Crit Moves:	****			****			****			****		

One Beverly Hills Overlay Specific Plan
Existing plus Project Conditions - Saturday Midday Peak Hour

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

Intersection #3 Beverly Drive/Santa Monica Boulevard South

Cycle (sec): 100 Critical Vol./Cap.(X): 0.687
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: B

Street Name:	Beverly Drive			Santa Monica Boulevard South			
Approach:	North Bound			South Bound			
Movement:	L - T - R			L - T - R			
Control:	Permitted			Permitted			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0	2	0	1	0	
Volume Module:							
Base Vol:	79	418	159	0	415	99	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	79	418	159	0	415	99	
Added Vol:	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	
Initial Fut:	79	418	159	0	415	99	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	
PHF Volume:	93	492	187	0	488	116	
Reduct Vol:	0	0	0	0	0	0	
Reduced Vol:	93	492	187	0	488	116	
PCE Adj:	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	
FinalVolume:	93	492	187	0	488	116	
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00	0.00	1.61	0.39	
Final Sat.:	1600	3200	1600	0	2584	616	
Capacity Analysis Module:							
Vol/Sat:	0.06	0.15	0.12	0.00	0.19	0.19	
Crit Moves:	****			****			

Street Name:	Beverly Drive			Santa Monica Boulevard South			
Approach:	East Bound			West Bound			
Movement:	L - T - R			L - T - R			
Control:	Permitted			Permitted			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0	1	1	0	1	
Volume Module:							
Base Vol:	76	602	126	98	578	35	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	76	602	126	98	578	35	
Added Vol:	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	
Initial Fut:	76	602	126	98	578	35	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	
PHF Volume:	89	708	148	115	680	41	
Reduct Vol:	0	0	0	0	0	0	
Reduced Vol:	89	708	148	115	680	41	
PCE Adj:	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	
FinalVolume:	89	708	148	115	680	41	
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	1.65	0.35	1.00	1.89	0.11	
Final Sat.:	1600	2646	554	1600	3017	183	
Capacity Analysis Module:							
Vol/Sat:	0.06	0.27	0.27	0.07	0.23	0.23	
Crit Moves:		****			****		

One Beverly Hills Overlay Specific Plan
Existing plus Project Conditions - Saturday Midday Peak Hour

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

Intersection #4 Santa Monica Boulevard South/Wilshire Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.707
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: C

Street Name:	Santa Monica Boulevard South				Wilshire Boulevard							
Approach:	North Bound				South Bound				East Bound			
Movement:	L	T	R		L	T	R		L	T	R	
Control:	Permitted				Permitted				Permitted			Protected
Rights:	Include				Include				Ovl			Include
Min. Green:	0	0	0		0	0	0		0	0	0	0
Lanes:	1	0	2	0	1	1	0	1	1	0	0	1
Volume Module:												
Base Vol:	46	472	243		22	303	241		163	818	44	181
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00
Initial Bse:	46	472	243		22	303	241		163	818	44	181
Added Vol:	0	0	0		0	0	0		0	0	0	0
PasserByVol:	0	0	0		0	0	0		0	0	0	0
Initial Fut:	46	472	243		22	303	241		163	818	44	181
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85		0.85	0.85	0.85		0.85	0.85	0.85	0.85
PHF Volume:	54	555	286		26	356	284		192	962	52	213
Reduct Vol:	0	0	0		0	0	0		0	0	0	0
Reduced Vol:	54	555	286		26	356	284		192	962	52	213
PCE Adj:	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
FinalVolume:	54	555	286		26	356	284		192	962	52	213
Saturation Flow Module:												
Sat/Lane:	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
Lanes:	1.00	2.00	1.00		1.00	1.11	0.89		0.50	2.50	1.00	1.00
Final Sat.:	1600	3200	1600		1600	1782	1418		798	4002	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.17	0.18		0.02	0.20	0.20		0.12	0.24	0.03	0.13
Crit Moves:	****				****				****			

2.82	0.18		
4510	290		
0.21	0.21		

One Beverly Hills Overlay Specific Plan
Existing plus Project Conditions - Saturday Midday Peak Hour

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

Intersection #5 Santa Monica Boulevard North/Merv Griffin Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.682
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: B

Street Name:	Santa Monica Boulevard North			Santa Monica Boulevard North			Merv Griffin Way			Merv Griffin Way		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	0	2	0	1	0	1!	0
Volume Module:												
Base Vol:	151	767	0	0	1064	38	15	0	203	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:	151	767	0	0	1064	38	15	0	203	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:	151	767	0	0	1064	38	15	0	203	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:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	178	902	0	0	1252	45	18	0	239	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	178	902	0	0	1252	45	18	0	239	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:	178	902	0	0	1252	45	18	0	239	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:	1.00	2.00	0.00	0.00	2.00	1.00	0.14	0.00	1.86	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	3200	1600	220	0	2980	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.11	0.28	0.00	0.00	0.39	0.03	0.08	0.00	0.08	0.00	0.00	0.00
Crit Moves:	****				****			****				

One Beverly Hills Overlay Specific Plan
Existing plus Project Conditions - Saturday Midday Peak Hour

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

Intersection #6 Wilshire Boulevard/Beverly Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.767
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 60 Level Of Service: C

Street Name:	Beverly Drive			Wilshire Boulevard			
Approach:	North Bound			South Bound			
Movement:	L - T - R			L - T - R			
Control:	Protected			Permitted			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0	2	0	1	0	
Volume Module:							
Base Vol:	137	393	118	0	376	142	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	137	393	118	0	376	142	
Added Vol:	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	
Initial Fut:	137	393	118	0	376	142	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	
PHF Volume:	161	462	139	0	442	167	
Reduct Vol:	0	0	0	0	0	0	
Reduced Vol:	161	462	139	0	442	167	
PCE Adj:	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	
FinalVolume:	161	462	139	0	442	167	
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00	0.00	2.00	1.00	
Final Sat.:	1600	3200	1600	0	3200	1600	
Capacity Analysis Module:							
Vol/Sat:	0.10	0.14	0.09	0.00	0.14	0.10	
Crit Moves:	****				****		

Street Name:	Beverly Drive			Wilshire Boulevard			
Approach:	East Bound			West Bound			
Movement:	L - T - R			L - T - R			
Control:	Prot+Permit			Prot+Permit			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0	2	1	0	1	
Volume Module:							
Base Vol:	126	885	176	229	923	107	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	126	885	176	229	923	107	
Added Vol:	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	
Initial Fut:	126	885	176	229	923	107	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	
PHF Volume:	148	1041	207	269	1086	126	
Reduct Vol:	0	0	0	0	0	0	
Reduced Vol:	148	1041	207	269	1086	126	
PCE Adj:	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	
FinalVolume:	148	1041	207	269	1086	126	
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.50	1.00	2.69	0.31			
Final Sat.:	796	1600	4301	499			
Capacity Analysis Module:							
Vol/Sat:	0.26	0.26	0.17	0.25	0.25		
Crit Moves:		****		****			

One Beverly Hills Overlay Specific Plan
Existing plus Project Conditions - Saturday Midday Peak Hour

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

Intersection #7 Wilshire Boulevard/Whittier Drive/Merv Griffin Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.865
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 85 Level Of Service: D

Street Name:	Whittier Drive/Merv Griffin Way				Wilshire Boulevard							
Approach:	North Bound				South Bound				East Bound			
Movement:	L	T	R		L	T	R		L	T	R	
Control:	Split Phase				Split Phase				Prot+Permit			
Rights:	Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0	
Lanes:	1	0	1	0	1	0	1	0	1	0	2	1
Volume Module:												
Base Vol:	24	103	77		40	138	201		260	1642	61	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	24	103	77		40	138	201		260	1642	61	
Added Vol:	0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0	
Initial Fut:	24	103	77		40	138	201		260	1642	61	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.85	0.85	0.85		0.85	0.85	0.85		0.85	0.85	0.85	
PHF Volume:	28	121	91		47	162	236		306	1932	72	
Reduct Vol:	0	0	0		0	0	0		0	0	0	
Reduced Vol:	28	121	91		47	162	236		306	1932	72	
PCE Adj:	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	
FinalVolume:	28	121	91		47	162	236		306	1932	72	
Saturation Flow Module:												
Sat/Lane:	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	
Lanes:	1.00	1.00	1.00	0.21	0.79	1.00	1.00	2.89	0.11	1.00	2.97	0.03
Final Sat.:	1600	1600	1600		338	1262	1600	1600	4628	172	1600	4756
Capacity Analysis Module:												
Vol/Sat:	0.02	0.08	0.06		0.14	0.13	0.15		0.19	0.42	0.42	
Crit Moves:	****					****	****			****		

Street Name:	Whittier Drive/Merv Griffin Way				Wilshire Boulevard							
Approach:	North Bound				South Bound				East Bound			
Movement:	L	T	R		L	T	R		L	T	R	
Control:	Split Phase				Split Phase				Prot+Permit			
Rights:	Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0	
Lanes:	1	0	1	0	1	0	1	0	1	0	2	1
Volume Module:												
Base Vol:	24	103	77		40	138	201		260	1642	61	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	24	103	77		40	138	201		260	1642	61	
Added Vol:	0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0	
Initial Fut:	24	103	77		40	138	201		260	1642	61	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.85	0.85	0.85		0.85	0.85	0.85		0.85	0.85	0.85	
PHF Volume:	28	121	91		47	162	236		306	1932	72	
Reduct Vol:	0	0	0		0	0	0		0	0	0	
Reduced Vol:	28	121	91		47	162	236		306	1932	72	
PCE Adj:	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	
FinalVolume:	28	121	91		47	162	236		306	1932	72	
Saturation Flow Module:												
Sat/Lane:	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	
Lanes:	1.00	1.00	1.00	0.21	0.79	1.00	1.00	2.89	0.11	1.00	2.97	0.03
Final Sat.:	1600	1600	1600		338	1262	1600	1600	4628	172	1600	4756
Capacity Analysis Module:												
Vol/Sat:	0.02	0.08	0.06		0.14	0.13	0.15		0.19	0.42	0.42	
Crit Moves:	****					****	****			****		

One Beverly Hills Overlay Specific Plan
Existing plus Project Conditions - Saturday Midday Peak Hour

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

Intersection #8 Santa Monica Boulevard/Crossover

Cycle (sec): 100 Critical Vol./Cap.(X): 0.516
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Street Name:	Santa Monica Boulevard			Crossover			
Approach:	North Bound			South Bound			
Movement:	L	T	R	L	T	R	
Control:	Permitted			Permitted			
Rights:	Ignore			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	0	0	2	0	2	0	
Volume Module:							
Base Vol:	0	904	688	0	1278	0	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	0	904	688	0	1278	0	
Added Vol:	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	
Initial Fut:	0	904	688	0	1278	0	
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	
PHF Adj:	0.85	0.85	0.00	0.85	0.85	0.85	
PHF Volume:	0	1064	0	0	1504	0	
Reduct Vol:	0	0	0	0	0	0	
Reduced Vol:	0	1064	0	0	1504	0	
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	
FinalVolume:	0	1064	0	0	1504	0	
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.00	2.00	2.00	0.00	3.00	0.00	
Final Sat.:	0	3200	3200	0	4800	0	
Capacity Analysis Module:							
Vol/Sat:	0.00	0.33	0.00	0.00	0.31	0.00	
Crit Moves:	****		****			****	

Street Name:	Santa Monica Boulevard			Crossover			
Approach:	East Bound			West Bound			
Movement:	L	T	R	L	T	R	
Control:	Split Phase			Split Phase			
Rights:	Include			Ovl			
Min. Green:	0	0	0	0	0	0	
Lanes:	0	0	0	0	2	0	
Volume Module:							
Base Vol:	0	500	0	18			
Growth Adj:	1.00	1.00	1.00	1.00			
Initial Bse:	0	500	0	18			
Added Vol:	0	0	0	0			
PasserByVol:	0	0	0	0			
Initial Fut:	0	500	0	18			
User Adj:	1.00	1.00	1.00	1.00			
PHF Adj:	0.85	0.85	0.85	0.85			
PHF Volume:	0	588	0	21			
Reduct Vol:	0	0	0	0			
Reduced Vol:	0	588	0	21			
PCE Adj:	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00			
FinalVolume:	0	588	0	21			
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600			
Adjustment:	1.00	1.00	1.00	1.00			
Lanes:	0.00	2.00	0.00	1.00			
Final Sat.:	0	3200	0	1600			
Capacity Analysis Module:							
Vol/Sat:	0.00	0.18	0.00	0.01			
Crit Moves:		****					

One Beverly Hills Overlay Specific Plan
Existing plus Project Conditions - Saturday Midday Peak Hour

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

Intersection #9 Santa Monica Boulevard/Century Park East

Cycle (sec): 100 Critical Vol./Cap.(X): 0.541
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Street Name:	Santa Monica Boulevard			Century Park East			
Approach:	North Bound			South Bound			
Movement:	L - T - R			L - T - R			
Control:	Protected			Protected			
Rights:	Ovl			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0	4	0	1	2	0
Volume Module:							
Base Vol:	10	1451	122			169	1622
Growth Adj:	1.00	1.00	1.00			1.00	1.00
Initial Bse:	10	1451	122			169	1622
Added Vol:	0	0	0			0	0
PasserByVol:	0	0	0			0	0
Initial Fut:	10	1451	122			169	1622
User Adj:	1.00	1.00	1.00			1.00	1.00
PHF Adj:	0.85	0.85	0.85			0.85	0.85
PHF Volume:	12	1707	144			199	1908
Reduct Vol:	0	0	0			0	0
Reduced Vol:	12	1707	144			199	1908
PCE Adj:	1.00	1.00	1.00			1.00	1.00
MLF Adj:	1.00	1.00	1.00			1.00	1.00
FinalVolume:	12	1707	144			199	1908
OvlAdjVol:		85					
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600			1600	1600
Adjustment:	1.00	1.00	1.00			1.00	1.00
Lanes:	1.00	4.00	1.00			2.00	3.00
Final Sat.:	1600	6400	1600			3200	4800
Capacity Analysis Module:							
Vol/Sat:	0.01	0.27	0.09			0.06	0.40
OvlAdjV/S:		0.05					
Crit Moves:	****					****	

Street Name:	Century Park East				Century Park East			
Approach:	East Bound				West Bound			
Movement:	L - T - R				L - T - R			
Control:	Split Phase				Split Phase			
Rights:	Include				Ovl			
Min. Green:	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	2	0	0
Volume Module:								
Base Vol:	0	0	0	0	99	0	111	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	99	0	111	
Added Vol:	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	99	0	111	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	0	0	0	0	116	0	131	
Reduct Vol:	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	116	0	131	
PCE Adj:	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
FinalVolume:	0	0	0	0	116	0	131	
OvlAdjVol:					0			
Saturation Flow Module:								
Sat/Lane:	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
Lanes:	0.00	0.00	0.00	0.00	2.00	0.00	2.00	
Final Sat.:	0	0	0	0	3200	0	3200	
Capacity Analysis Module:								
Vol/Sat:	0.00	0.00	0.00	0.00	0.04	0.00	0.04	
OvlAdjV/S:					0.00			
Crit Moves:				****				

One Beverly Hills Overlay Specific Plan
Existing plus Project Conditions - Saturday Midday Peak Hour

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

Intersection #10 Sunset Boulevard/Whittier Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.731
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: C

Street Name:	Whittier Drive			Sunset Boulevard			
Approach:	North Bound			South Bound			
Movement:	L	T	R	L	T	R	
Control:	Permitted			Permitted			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0	0 1	0	1	0	0 1
Volume Module:							
Base Vol:	45	84	163	7	103	27	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	45	84	163	7	103	27	
Added Vol:	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	
Initial Fut:	45	84	163	7	103	27	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	
PHF Volume:	53	99	192	8	121	32	
Reduct Vol:	0	0	0	0	0	0	
Reduced Vol:	53	99	192	8	121	32	
PCE Adj:	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	
FinalVolume:	53	99	192	8	121	32	
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	0.34	0.66	1.00	0.79	0.21	
Final Sat.:	1600	544	1056	1600	1268	332	
Capacity Analysis Module:							
Vol/Sat:	0.03	0.18	0.18	0.01	0.10	0.10	
Crit Moves:	****		****		****		

Street Name:	Whittier Drive			Sunset Boulevard			
Approach:	East Bound			West Bound			
Movement:	L	T	R	L	T	R	
Control:	Protected			Protected			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0	1 1	0	1	0	1 1
Volume Module:							
Base Vol:	18	875	43	145	893	14	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	18	875	43	145	893	14	
Added Vol:	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	
Initial Fut:	18	875	43	145	893	14	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	
PHF Volume:	21	1029	51	171	1051	16	
Reduct Vol:	0	0	0	0	0	0	
Reduced Vol:	21	1029	51	171	1051	16	
PCE Adj:	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	
FinalVolume:	21	1029	51	171	1051	16	
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.09	1.00	1.91	0.09	1.00	1.97	0.03
Final Sat.:	150	1600	3050	150	1600	3151	49
Capacity Analysis Module:							
Vol/Sat:	0.11	0.64	0.34	0.33	0.33		
Crit Moves:		****		****			

EXISTING PLUS PROJECT
ALTERNATIVE LANE CONFIGURATION

One Beverly Hills Overlay Specific Plan
Existing plus Project Conditions - AM Peak Hour

Scenario Report
Scenario: EP_Alt_Access_AM

Command: EP_AM
Volume: EP_AM
Geometry: plus Project
Impact Fee: Default Impact Fee
Trip Generation: Default
Trip Distribution: Default
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration

One Beverly Hills Overlay Specific Plan
Existing plus Project Conditions - AM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base Del/ LOS	Base V/ Veh	Base C	Future Del/ LOS	Future V/ Veh	Future C	Change in V/C
# 5 Santa Monica Boulevard North/M	B	xxxxx	0.618	B	xxxxx	0.618	+ 0.000

One Beverly Hills Overlay Specific Plan
Existing plus Project Conditions - AM Peak Hour

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

Intersection #5 Santa Monica Boulevard North/Merv Griffin Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.618
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: B

Street Name:	Santa Monica Boulevard North			Merv Griffin Way			
Approach:	North Bound			South Bound			
Movement:	L - T - R			L - T - R			
Control:	Protected			Protected			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0	2	0	0	0	
Volume Module:							
Base Vol:	92	802	0	0	1230	21	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	92	802	0	0	1230	21	
Added Vol:	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	
Initial Fut:	92	802	0	0	1230	21	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	
PHF Volume:	108	944	0	0	1447	25	
Reduct Vol:	0	0	0	0	0	0	
Reduced Vol:	108	944	0	0	1447	25	
PCE Adj:	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	
FinalVolume:	108	944	0	0	1447	25	
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	2.00	0.00	0.00	2.95	0.05	
Final Sat.:	1600	3200	0	0	4719	81	
Capacity Analysis Module:							
Vol/Sat:	0.07	0.29	0.00	0.00	0.31	0.31	
Crit Moves:	****				****		

Street Name:	Merv Griffin Way							
Approach:	East Bound				West Bound			
Movement:	L - T - R				L - T - R			
Control:	Protected				Protected			
Rights:	Include				Include			
Min. Green:	0	0	0		0	0	0	
Lanes:	0	0	1!	0	1	0	0	0
Volume Module:								
Base Vol:	0	381	0	0	0			
Growth Adj:	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	0	381	0	0	0			
Added Vol:	0	0	0	0	0			
PasserByVol:	0	0	0	0	0			
Initial Fut:	0	381	0	0	0			
User Adj:	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	0.85	0.85	0.85	0.85	0.85			
PHF Volume:	0	448	0	0	0			
Reduct Vol:	0	0	0	0	0			
Reduced Vol:	0	448	0	0	0			
PCE Adj:	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	0	448	0	0	0			
Saturation Flow Module:								
Sat/Lane:	1600	1600	1600	1600	1600			
Adjustment:	1.00	1.00	1.00	1.00	1.00			
Lanes:	0.00	1.95	0.00	0.00	0.00			
Final Sat.:	0	3118	0	0	0			
Capacity Analysis Module:								
Vol/Sat:	0.00	0.14	0.00	0.00	0.00			
Crit Moves:		****						

One Beverly Hills Overlay Specific Plan
Existing plus Project Conditions - PM Peak Hour

Scenario Report
Scenario: EP_Alt_Access_PM

Command: EP_PM
Volume: EP_PM
Geometry: plus Project
Impact Fee: Default Impact Fee
Trip Generation: Default
Trip Distribution: Default
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration

One Beverly Hills Overlay Specific Plan
Existing plus Project Conditions - PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base Del/ LOS	V/ Veh C	Future Del/ LOS	V/ Veh C	Change in
# 5 Santa Monica Boulevard North/M	D xxxxx	0.819	D xxxxx	0.819	+ 0.000 V/C

One Beverly Hills Overlay Specific Plan
Existing plus Project Conditions - PM Peak Hour

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

Intersection #5 Santa Monica Boulevard North/Merv Griffin Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.819
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 71 Level Of Service: D

Street Name:	Santa Monica Boulevard North			Santa Monica Boulevard North			Merv Griffin Way			Merv Griffin Way		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	0	2	1	0	0	1!	0
Volume Module:												
Base Vol:	475	890	0	0	1058	119	7	0	214	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:	475	890	0	0	1058	119	7	0	214	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:	475	890	0	0	1058	119	7	0	214	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:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	559	1047	0	0	1245	140	8	0	252	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	559	1047	0	0	1245	140	8	0	252	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:	559	1047	0	0	1245	140	8	0	252	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:	1.00	2.00	0.00	0.00	2.70	0.30	0.06	0.00	1.94	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	4315	485	101	0	3099	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.35	0.33	0.00	0.00	0.29	0.29	0.08	0.00	0.08	0.00	0.00	0.00
Crit Moves:	****			****			****					

One Beverly Hills Overlay Specific Plan
Existing plus Project Conditions - Midday Peak Hour

Scenario Report
Scenario: EP_Alt_Access_Midday

Command: EP_Mid
Volume: EP_Mid
Geometry: plus Project
Impact Fee: Default Impact Fee
Trip Generation: Default
Trip Distribution: Default
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration

One Beverly Hills Overlay Specific Plan
Existing plus Project Conditions - Midday Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base Del/ LOS	V/ Veh C	Future Del/ LOS	V/ Veh C	Change in V/C
# 5 Santa Monica Boulevard North/M	B xxxxx	0.601	B xxxxx	0.601	+ 0.000

One Beverly Hills Overlay Specific Plan
Existing plus Project Conditions - Midday Peak Hour

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

Intersection #5 Santa Monica Boulevard North/Merv Griffin Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.601
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: B

Street Name:	Santa Monica Boulevard North			Santa Monica Boulevard North			Merv Griffin Way			Merv Griffin Way		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	0	2	1	0	0	1!	0
Volume Module:												
Base Vol:	171	929	0	0	1184	32	5	0	205	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:	171	929	0	0	1184	32	5	0	205	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:	171	929	0	0	1184	32	5	0	205	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:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	201	1093	0	0	1393	38	6	0	241	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	201	1093	0	0	1393	38	6	0	241	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:	201	1093	0	0	1393	38	6	0	241	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:	1.00	2.00	0.00	0.00	2.92	0.08	0.05	0.00	1.95	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	4674	126	76	0	3124	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.13	0.34	0.00	0.00	0.30	0.30	0.08	0.00	0.08	0.00	0.00	0.00
Crit Moves:	****				****			****				

One Beverly Hills Overlay Specific Plan
Existing plus Project Conditions - Saturday Midday Peak Hour

Scenario Report
Scenario: EP_Alt_Access_Saturday_Midday

Command: EP_Sat
Volume: EP_Sat
Geometry: plus Project
Impact Fee: Default Impact Fee
Trip Generation: Default
Trip Distribution: Default
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration

One Beverly Hills Overlay Specific Plan
Existing plus Project Conditions - Saturday Midday Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base Del/ LOS	Base V/ Veh	Base C	Future Del/ LOS	Future V/ Veh	Future C	Change in
# 5 Santa Monica Boulevard North/M	A xxxxx	0.561		A xxxxx	0.561		+ 0.000 V/C

One Beverly Hills Overlay Specific Plan
Existing plus Project Conditions - Saturday Midday Peak Hour

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

Intersection #5 Santa Monica Boulevard North/Merv Griffin Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.561
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Street Name:	Santa Monica Boulevard North			Santa Monica Boulevard North			Merv Griffin Way			Merv Griffin Way		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	0	2	1	0	0	1!	0
Volume Module:												
Base Vol:	151	767	0	0	1064	38	15	0	203	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:	151	767	0	0	1064	38	15	0	203	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:	151	767	0	0	1064	38	15	0	203	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:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	178	902	0	0	1252	45	18	0	239	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	178	902	0	0	1252	45	18	0	239	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:	178	902	0	0	1252	45	18	0	239	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:	1.00	2.00	0.00	0.00	2.90	0.10	0.14	0.00	1.86	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	4634	166	220	0	2980	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.11	0.28	0.00	0.00	0.27	0.27	0.08	0.00	0.08	0.00	0.00	0.00
Crit Moves:	****				****			****				

CUMULATIVE PLUS SITE ACCESS ALTERNATIVE

One Beverly Hills Overlay Specific Plan
Cumulative plus Project Conditions - AM Peak Hour

Scenario Report
Scenario: CP_Alt_Access_AM

Command: CP_AM
Volume: CP_AM
Geometry: plus Project
Impact Fee: Default Impact Fee
Trip Generation: Default
Trip Distribution: Default
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration

One Beverly Hills Overlay Specific Plan
Cumulative plus Project Conditions - AM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base Del/ LOS	V/ Veh C	Future Del/ LOS	V/ Veh C	Change in V/C
# 1 Beverly Drive/Santa Monica Bou	E xxxxx	0.992	E xxxxx	0.992	+ 0.000
# 2 Santa Monica Boulevard North/W	F xxxxx	1.132	F xxxxx	1.132	+ 0.000
# 3 Beverly Drive/Santa Monica Bou	D xxxxx	0.857	D xxxxx	0.857	+ 0.000
# 4 Santa Monica Boulevard South/W	F xxxxx	1.044	F xxxxx	1.044	+ 0.000
# 5 Santa Monica Boulevard North/M	D xxxxx	0.809	D xxxxx	0.809	+ 0.000
# 6 Wilshire Boulevard/Beverly Dri	E xxxxx	0.908	E xxxxx	0.908	+ 0.000
# 7 Wilshire Boulevard/Whittier Dr	F xxxxx	1.201	F xxxxx	1.201	+ 0.000
# 8 Santa Monica Boulevard/Crossov	C xxxxx	0.798	C xxxxx	0.798	+ 0.000
# 9 Santa Monica Boulevard/Century	E xxxxx	0.980	E xxxxx	0.980	+ 0.000
# 10 Sunset Boulevard/Whittier Driv	E xxxxx	0.976	E xxxxx	0.976	+ 0.000

One Beverly Hills Overlay Specific Plan
Cumulative plus Project Conditions - AM Peak Hour

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

Intersection #1 Beverly Drive/Santa Monica Boulevard North

Cycle (sec): 100 Critical Vol./Cap.(X): 0.992
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	Beverly Drive			Santa Monica Boulevard North							
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
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	19	356	148	22	494	62	43	1760	26	94	1478	37
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:	19	356	148	22	494	62	43	1760	26	94	1478	37
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:	19	356	148	22	494	62	43	1760	26	94	1478	37
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:	21	396	164	24	549	69	48	1956	29	104	1642	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	396	164	24	549	69	48	1956	29	104	1642	41
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:	21	396	164	24	549	69	48	1956	29	104	1642	41
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.41	0.59	1.00	1.78	0.22	1.00	1.97	0.03	1.00	1.95	0.05
Final Sat.:	1600	2260	940	1600	2843	357	1600	3153	47	1600	3122	78
Capacity Analysis Module:												
Vol/Sat:	0.01	0.17	0.18	0.02	0.19	0.19	0.03	0.62	0.62	0.07	0.53	0.53
Crit Moves:	****			****			****			****		

One Beverly Hills Overlay Specific Plan
Cumulative plus Project Conditions - AM Peak Hour

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

Intersection #2 Santa Monica Boulevard North/Wilshire Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 1.132
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	Santa Monica Boulevard North			Wilshire Boulevard			
Approach:	North Bound			South Bound			
Movement:	L - T - R			L - T - R			
Control:	Permitted			Permitted			
Rights:	Include			Ovl			
Min. Green:	0	0	0	0	0	0	
Lanes:	0	0	2	0	1	0	
Volume Module:							
Base Vol:	0	929	38	0	1236	415	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	0	929	38	0	1236	415	
Added Vol:	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	
Initial Fut:	0	929	38	0	1236	415	
User Adj:	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	
PHF Volume:	0	1032	42	0	1373	461	
Reduct Vol:	0	0	0	0	0	0	
Reduced Vol:	0	1032	42	0	1373	461	
PCE Adj:	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	
FinalVolume:	0	1032	42	0	1373	461	
OvlAdjVol:				0			
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.00	2.00	1.00	0.00	2.00	1.00	
Final Sat.:	0	3200	1600	0	3200	1600	
Capacity Analysis Module:							
Vol/Sat:	0.00	0.32	0.03	0.00	0.43	0.29	
OvlAdjV/S:				0.00			
Crit Moves:	****			****			

Street Name:	Santa Monica Boulevard North			Wilshire Boulevard			
Approach:	East Bound			West Bound			
Movement:	L - T - R			L - T - R			
Control:	Prot+Permit			Prot+Permit			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	2	0	3	0	1	1	0 2 1 0
Volume Module:							
Base Vol:	70	131	1324	25			
Growth Adj:	1.00	1.00	1.00	1.00			
Initial Bse:	70	131	1324	25			
Added Vol:	0	0	0	0			
PasserByVol:	0	0	0	0			
Initial Fut:	70	131	1324	25			
User Adj:	1.00	1.00	1.00	1.00			
PHF Adj:	0.90	0.90	0.90	0.90			
PHF Volume:	78	146	1471	28			
Reduct Vol:	0	0	0	0			
Reduced Vol:	78	146	1471	28			
PCE Adj:	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00			
FinalVolume:	78	146	1471	28			
OvlAdjVol:							
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600			
Adjustment:	1.00	1.00	1.00	1.00			
Lanes:	1.00	2.94	0.06				
Final Sat.:	1600	1600	4711	89			
Capacity Analysis Module:							
Vol/Sat:	0.05	0.09	0.31	0.31			
OvlAdjV/S:							
Crit Moves:		****		****			

One Beverly Hills Overlay Specific Plan
Cumulative plus Project Conditions - AM Peak Hour

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

Intersection #3 Beverly Drive/Santa Monica Boulevard South

Cycle (sec): 100 Critical Vol./Cap.(X): 0.857
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 82 Level Of Service: D

Street Name:	Beverly Drive			Santa Monica Boulevard South							
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
Lanes:	1	0	2	0	1	0	0	1	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:												
Base Vol:	52	365	119	0	535	96	60	730	123	177	1302	24
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:	52	365	119	0	535	96	60	730	123	177	1302	24
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:	52	365	119	0	535	96	60	730	123	177	1302	24
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:	58	406	132	0	594	107	67	811	137	197	1447	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	406	132	0	594	107	67	811	137	197	1447	27
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:	58	406	132	0	594	107	67	811	137	197	1447	27
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	0.00	1.70	0.30	1.00	1.71	0.29	1.00	1.96	0.04
Final Sat.:	1600	3200	1600	0	2713	487	1600	2739	461	1600	3142	58
Capacity Analysis Module:												
Vol/Sat:	0.04	0.13	0.08	0.00	0.22	0.22	0.04	0.30	0.30	0.12	0.46	0.46
Crit Moves:	****			****			****			****		

One Beverly Hills Overlay Specific Plan
Cumulative plus Project Conditions - AM Peak Hour

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

Intersection #4 Santa Monica Boulevard South/Wilshire Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 1.044
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	Santa Monica Boulevard South								Wilshire Boulevard			
Approach:	North Bound				South Bound				East Bound			
Movement:	L	T	R		L	T	R		L	T	R	
Control:	Permitted				Permitted				Permitted			Protected
Rights:	Include				Include				Ovl			Include
Min. Green:	0	0	0		0	0	0		0	0	0	0
Lanes:	1	0	2	0	1	1	0	1	1	0	0	1
Volume Module:												
Base Vol:	66	573	225		59	849	379		284	1021	97	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	66	573	225		59	849	379		284	1021	97	
Added Vol:	0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0	
Initial Fut:	66	573	225		59	849	379		284	1021	97	
User Adj:	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	
PHF Volume:	73	637	250		66	943	421		316	1134	108	
Reduct Vol:	0	0	0		0	0	0		0	0	0	
Reduced Vol:	73	637	250		66	943	421		316	1134	108	
PCE Adj:	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	
FinalVolume:	73	637	250		66	943	421		316	1134	108	
Saturation Flow Module:												
Sat/Lane:	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	
Lanes:	1.00	2.00	1.00		1.00	1.38	0.62		0.65	2.35	1.00	
Final Sat.:	1600	3200	1600		1600	2212	988		1045	3755	1600	
Capacity Analysis Module:												
Vol/Sat:	0.05	0.20	0.16		0.04	0.43	0.43		0.20	0.30	0.07	
Crit Moves:	****				****				****			

Street Name:	Santa Monica Boulevard South								Wilshire Boulevard			
Approach:	North Bound				South Bound				East Bound			
Movement:	L	T	R		L	T	R		L	T	R	
Control:	Permitted				Permitted				Permitted			Protected
Rights:	Include				Include				Ovl			Include
Min. Green:	0	0	0		0	0	0		0	0	0	0
Lanes:	1	0	2	0	1	1	0	1	1	0	0	1
Volume Module:												
Base Vol:	66	573	225		59	849	379		284	1021	97	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	66	573	225		59	849	379		284	1021	97	
Added Vol:	0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0	
Initial Fut:	66	573	225		59	849	379		284	1021	97	
User Adj:	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	
PHF Volume:	73	637	250		66	943	421		316	1134	108	
Reduct Vol:	0	0	0		0	0	0		0	0	0	
Reduced Vol:	73	637	250		66	943	421		316	1134	108	
PCE Adj:	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	
FinalVolume:	73	637	250		66	943	421		316	1134	108	
Saturation Flow Module:												
Sat/Lane:	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	
Lanes:	1.00	2.00	1.00		1.00	1.38	0.62		0.65	2.35	1.00	
Final Sat.:	1600	3200	1600		1600	2212	988		1045	3755	1600	
Capacity Analysis Module:												
Vol/Sat:	0.05	0.20	0.16		0.04	0.43	0.43		0.20	0.30	0.07	
Crit Moves:	****				****				****			

One Beverly Hills Overlay Specific Plan
Cumulative plus Project Conditions - AM Peak Hour

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

Intersection #5 Santa Monica Boulevard North/Merv Griffin Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.809
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 69 Level Of Service: D

Street Name:	Santa Monica Boulevard North			Santa Monica Boulevard North			Merv Griffin Way			Merv Griffin Way		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	0	2	0	1	0	1!	0
Volume Module:												
Base Vol:	104	910	0	0	1431	22	10	0	394	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:	104	910	0	0	1431	22	10	0	394	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:	104	910	0	0	1431	22	10	0	394	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	116	1011	0	0	1590	24	11	0	438	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	1011	0	0	1590	24	11	0	438	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:	116	1011	0	0	1590	24	11	0	438	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:	1.00	2.00	0.00	0.00	2.00	1.00	0.05	0.00	1.95	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	3200	1600	79	0	3121	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.32	0.00	0.00	0.50	0.02	0.14	0.00	0.14	0.00	0.00	0.00
Crit Moves:	****				****			****				

One Beverly Hills Overlay Specific Plan
Cumulative plus Project Conditions - AM Peak Hour

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

Intersection #6 Wilshire Boulevard/Beverly Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.908
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 104 Level Of Service: E

Street Name:	Beverly Drive			Wilshire Boulevard			
Approach:	North Bound			South Bound			
Movement:	L - T - R			L - T - R			
Control:	Protected			Permitted			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0	2	0	1	0	
Volume Module:							
Base Vol:	148	562	136	0	460	89	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	148	562	136	0	460	89	
Added Vol:	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	
Initial Fut:	148	562	136	0	460	89	
User Adj:	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	
PHF Volume:	164	624	151	0	511	99	
Reduct Vol:	0	0	0	0	0	0	
Reduced Vol:	164	624	151	0	511	99	
PCE Adj:	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	
FinalVolume:	164	624	151	0	511	99	
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00	0.00	2.00	1.00	
Final Sat.:	1600	3200	1600	0	3200	1600	
Capacity Analysis Module:							
Vol/Sat:	0.10	0.20	0.09	0.00	0.16	0.06	
Crit Moves:	****				****		

Street Name:	Beverly Drive			Wilshire Boulevard			
Approach:	East Bound			West Bound			
Movement:	L - T - R			L - T - R			
Control:	Prot+Permit			Prot+Permit			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0	2	1	0	1	
Volume Module:							
Base Vol:	104	1073	123	190	1962	83	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	104	1073	123	190	1962	83	
Added Vol:	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	
Initial Fut:	104	1073	123	190	1962	83	
User Adj:	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	
PHF Volume:	116	1192	137	211	2180	92	
Reduct Vol:	0	0	0	0	0	0	
Reduced Vol:	116	1192	137	211	2180	92	
PCE Adj:	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	
FinalVolume:	116	1192	137	211	2180	92	
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	2.69	0.31	1.00	2.88	0.12	
Final Sat.:	1600	4306	494	1600	4605	195	
Capacity Analysis Module:							
Vol/Sat:	0.07	0.28	0.28	0.13	0.47	0.47	
Crit Moves:		****			****		

One Beverly Hills Overlay Specific Plan
Cumulative plus Project Conditions - AM Peak Hour

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

Intersection #7 Wilshire Boulevard/Whittier Drive/Merv Griffin Way

Cycle (sec): 100 Critical Vol./Cap.(X): 1.201
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	Whittier Drive/Merv Griffin Way				Wilshire Boulevard							
Approach:	North Bound				South Bound				East Bound			
Movement:	L	T	R		L	T	R		L	T	R	
Control:	Split Phase				Split Phase				Prot+Permit			
Rights:	Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0	
Lanes:	1	0	1	0	1	0	1	0	1	0	2	1
Volume Module:												
Base Vol:	32	48	34		103	349	620		247	2182	57	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	32	48	34		103	349	620		247	2182	57	
Added Vol:	0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0	
Initial Fut:	32	48	34		103	349	620		247	2182	57	
User Adj:	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	
PHF Volume:	36	53	38		114	388	689		274	2424	63	
Reduct Vol:	0	0	0		0	0	0		0	0	0	
Reduced Vol:	36	53	38		114	388	689		274	2424	63	
PCE Adj:	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	
FinalVolume:	36	53	38		114	388	689		274	2424	63	
Saturation Flow Module:												
Sat/Lane:	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	
Lanes:	1.00	1.00	1.00	0.19	0.81	1.00	1.00	2.92	0.08	1.00	2.98	0.02
Final Sat.:	1600	1600	1600		307	1293	1600		1600	4678	122	
Capacity Analysis Module:												
Vol/Sat:	0.02	0.03	0.02		0.37	0.30	0.43		0.17	0.52	0.52	
Crit Moves:	****				****		****			****		

Approach:	West Bound			
Movement:	L	T	R	
Control:	Prot+Permit			
Rights:	Include			
Min. Green:	0	0	0	
Lanes:	1	0	2	1
Volume Module:				
Base Vol:	1999		14	
Growth Adj:	1.00	1.00	1.00	
Initial Bse:	1999		14	
Added Vol:	0	0	0	
PasserByVol:	0	0	0	
Initial Fut:	1999		14	
User Adj:	1.00	1.00	1.00	
PHF Adj:	0.90	0.90	0.90	
PHF Volume:	2221		16	
Reduct Vol:	0	0	0	
Reduced Vol:	2221		16	
PCE Adj:	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	
FinalVolume:	2221		16	
Saturation Flow Module:				
Sat/Lane:	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	
Lanes:	1.00	1.00	2.98	0.02
Final Sat.:	1600	1600	4767	33
Capacity Analysis Module:				
Vol/Sat:	0.47	0.47		
Crit Moves:		****		

One Beverly Hills Overlay Specific Plan
Cumulative plus Project Conditions - AM Peak Hour

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

Intersection #8 Santa Monica Boulevard/Crossover

Cycle (sec): 100 Critical Vol./Cap.(X): 0.798
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 92 Level Of Service: C

Street Name:	Santa Monica Boulevard			Crossover			
Approach:	North Bound			South Bound			
Movement:	L	T	R	L	T	R	
Control:	Permitted			Permitted			
Rights:	Ignore			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	0	0	2	0	2	0	
Volume Module:							
Base Vol:	0	1031	717	0	1702	0	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	0	1031	717	0	1702	0	
Added Vol:	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	
Initial Fut:	0	1031	717	0	1702	0	
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	
PHF Adj:	0.90	0.90	0.00	0.90	0.90	0.90	
PHF Volume:	0	1146	0	0	1891	0	
Reduct Vol:	0	0	0	0	0	0	
Reduced Vol:	0	1146	0	0	1891	0	
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	
FinalVolume:	0	1146	0	0	1891	0	
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.00	2.00	2.00	0.00	3.00	0.00	
Final Sat.:	0	3200	3200	0	4800	0	
Capacity Analysis Module:							
Vol/Sat:	0.00	0.36	0.00	0.00	0.39	0.00	
Crit Moves:	****			****			

Street Name:	Santa Monica Boulevard			Crossover			
Approach:	East Bound			West Bound			
Movement:	L	T	R	L	T	R	
Control:	Split Phase			Split Phase			
Rights:	Include			Ovl			
Min. Green:	0	0	0	0	0	0	
Lanes:	0	0	3	0	0	2	
Volume Module:							
Base Vol:	0	0	0	0	1164	0	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	1164	0	30
Added Vol:	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	1164	0	30
User Adj:	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
PHF Volume:	0	0	0	0	1293	0	33
Reduct Vol:	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	1293	0	33
PCE Adj:	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
FinalVolume:	0	0	0	0	1293	0	33
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	3.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	4800	0	0	3200	0
Capacity Analysis Module:							
Vol/Sat:	0.00	0.00	0.39	0.00	0.00	0.40	0.00
Crit Moves:			****				

One Beverly Hills Overlay Specific Plan
Cumulative plus Project Conditions - AM Peak Hour

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

Intersection #9 Santa Monica Boulevard/Century Park East

Cycle (sec): 100 Critical Vol./Cap.(X): 0.980
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 166 Level Of Service: E

Street Name:	Santa Monica Boulevard			Century Park East			
Approach:	North Bound			South Bound			
Movement:	L - T - R			L - T - R			
Control:	Protected			Protected			
Rights:	Ovl			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0	4	0	1	2	0
Volume Module:							
Base Vol:	8	1719	700	1133	1951	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	1719	700	1133	1951	0	0
Added Vol:	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0
Initial Fut:	8	1719	700	1133	1951	0	0
User Adj:	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
PHF Volume:	9	1910	778	1259	2168	0	0
Reduct Vol:	0	0	0	0	0	0	0
Reduced Vol:	9	1910	778	1259	2168	0	0
PCE Adj:	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
FinalVolume:	9	1910	778	1259	2168	0	0
OvlAdjVol:	697						
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	4.00	1.00	2.00	3.00	0.00	0.00
Final Sat.:	1600	6400	1600	3200	4800	0	0
Capacity Analysis Module:							
Vol/Sat:	0.01	0.30	0.49	0.39	0.45	0.00	0.00
OvlAdjV/S:	0.44						
Crit Moves:	****	****					

Street Name:	Century Park East						
Approach:	East Bound			West Bound			
Movement:	L - T - R			L - T - R			
Control:	Split Phase			Split Phase			
Rights:	Include			Ovl			
Min. Green:	0	0	0	0	0	0	
Lanes:	0	0	0	0	0	2	0
Volume Module:							
Base Vol:	0	0	0	145	0	230	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	0	0	0	145	0	230	
Added Vol:	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	
Initial Fut:	0	0	0	145	0	230	
User Adj:	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	
PHF Volume:	0	0	0	161	0	256	
Reduct Vol:	0	0	0	0	0	0	
Reduced Vol:	0	0	0	161	0	256	
PCE Adj:	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	
FinalVolume:	0	0	0	161	0	256	
OvlAdjVol:	0						
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.00	2.00	0.00	2.00	0.00	2.00	
Final Sat.:	0	3200	0	3200			
Capacity Analysis Module:							
Vol/Sat:	0.00	0.05	0.00	0.08			
OvlAdjV/S:	0.00						
Crit Moves:	****						

One Beverly Hills Overlay Specific Plan
Cumulative plus Project Conditions - AM Peak Hour

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

Intersection #10 Sunset Boulevard/Whittier Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.976
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 161 Level Of Service: E

Street Name:	Whittier Drive			Sunset Boulevard			
Approach:	North Bound			South Bound			
Movement:	L - T - R			L - T - R			
Control:	Permitted			Permitted			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0	0 1	0	1	0	0 1
Volume Module:							
Base Vol:	47	64	161	24	231	51	36 1435
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00
Initial Bse:	47	64	161	24	231	51	36 1435
Added Vol:	0	0	0	0	0	0	0 0
PasserByVol:	0	0	0	0	0	0	0 0
Initial Fut:	47	64	161	24	231	51	36 1435
User Adj:	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
PHF Volume:	52	71	179	27	257	57	40 1594
Reduct Vol:	0	0	0	0	0	0	0 0
Reduced Vol:	52	71	179	27	257	57	40 1594
PCE Adj:	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
FinalVolume:	52	71	179	27	257	57	40 1594
Saturation Flow Module:							
Sat/Lane:	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
Lanes:	1.00	0.28	0.72	1.00	0.82	0.18	1.00 1.94
Final Sat.:	1600	455	1145	1600	1311	289	1600 3105
Capacity Analysis Module:							
Vol/Sat:	0.03	0.16	0.16	0.02	0.20	0.20	0.03 0.51
Crit Moves:	****			****			

Street Name:	Whittier Drive			Sunset Boulevard			
Approach:	North Bound			South Bound			
Movement:	L - T - R			L - T - R			
Control:	Permitted			Permitted			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0	0 1	0	1	0	0 1
Volume Module:							
Base Vol:	47	64	161	24	231	51	36 1435
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00
Initial Bse:	47	64	161	24	231	51	36 1435
Added Vol:	0	0	0	0	0	0	0 0
PasserByVol:	0	0	0	0	0	0	0 0
Initial Fut:	47	64	161	24	231	51	36 1435
User Adj:	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
PHF Volume:	52	71	179	27	257	57	40 1594
Reduct Vol:	0	0	0	0	0	0	0 0
Reduced Vol:	52	71	179	27	257	57	40 1594
PCE Adj:	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
FinalVolume:	52	71	179	27	257	57	40 1594
Saturation Flow Module:							
Sat/Lane:	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
Lanes:	1.00	0.28	0.72	1.00	0.82	0.18	1.00 1.94
Final Sat.:	1600	455	1145	1600	1311	289	1600 3105
Capacity Analysis Module:							
Vol/Sat:	0.03	0.16	0.16	0.02	0.20	0.20	0.03 0.51
Crit Moves:	****			****			

Street Name:	Whittier Drive			Sunset Boulevard			
Approach:	North Bound			South Bound			
Movement:	L - T - R			L - T - R			
Control:	Permitted			Permitted			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0	0 1	0	1	0	0 1
Volume Module:							
Base Vol:	47	64	161	24	231	51	36 1435
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00
Initial Bse:	47	64	161	24	231	51	36 1435
Added Vol:	0	0	0	0	0	0	0 0
PasserByVol:	0	0	0	0	0	0	0 0
Initial Fut:	47	64	161	24	231	51	36 1435
User Adj:	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
PHF Volume:	52	71	179	27	257	57	40 1594
Reduct Vol:	0	0	0	0	0	0	0 0
Reduced Vol:	52	71	179	27	257	57	40 1594
PCE Adj:	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
FinalVolume:	52	71	179	27	257	57	40 1594
Saturation Flow Module:							
Sat/Lane:	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
Lanes:	1.00	0.28	0.72	1.00	0.82	0.18	1.00 1.94
Final Sat.:	1600	455	1145	1600	1311	289	1600 3105
Capacity Analysis Module:							
Vol/Sat:	0.03	0.16	0.16	0.02	0.20	0.20	0.03 0.51
Crit Moves:	****			****			

One Beverly Hills Overlay Specific Plan
Cumulative plus Project Conditions - PM Peak Hour

Scenario Report
Scenario: CP_Alt_Access_PM

Command: CP_PM
Volume: CP_PM
Geometry: plus Project
Impact Fee: Default Impact Fee
Trip Generation: Default
Trip Distribution: Default
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration

One Beverly Hills Overlay Specific Plan
Cumulative plus Project Conditions - PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base Del/ LOS	Base V/ Veh	Base C	Future Del/ LOS	Future V/ Veh	Future C	Change in V/C
# 1 Beverly Drive/Santa Monica Bou	E	xxxxx	0.970	E	xxxxx	0.970	+ 0.000
# 2 Santa Monica Boulevard North/W	F	xxxxx	1.116	F	xxxxx	1.116	+ 0.000
# 3 Beverly Drive/Santa Monica Bou	E	xxxxx	0.923	E	xxxxx	0.923	+ 0.000
# 4 Santa Monica Boulevard South/W	E	xxxxx	0.933	E	xxxxx	0.933	+ 0.000
# 5 Santa Monica Boulevard North/M	E	xxxxx	0.985	E	xxxxx	0.985	+ 0.000
# 6 Wilshire Boulevard/Beverly Dri	E	xxxxx	0.999	E	xxxxx	0.999	+ 0.000
# 7 Wilshire Boulevard/Whittier Dr	F	xxxxx	1.269	F	xxxxx	1.269	+ 0.000
# 8 Santa Monica Boulevard/Crossov	C	xxxxx	0.763	C	xxxxx	0.763	+ 0.000
# 9 Santa Monica Boulevard/Century	C	xxxxx	0.790	C	xxxxx	0.790	+ 0.000
# 10 Sunset Boulevard/Whittier Driv	F	xxxxx	1.093	F	xxxxx	1.093	+ 0.000

One Beverly Hills Overlay Specific Plan
Cumulative plus Project Conditions - PM Peak Hour

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

Intersection #1 Beverly Drive/Santa Monica Boulevard North

Cycle (sec): 100 Critical Vol./Cap.(X): 0.970
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 154 Level Of Service: E

Street Name:	Beverly Drive			Santa Monica Boulevard North							
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
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:												
Base Vol:	69	443	165	37	369	71	50	1624	39	81	1635	33
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:	69	443	165	37	369	71	50	1624	39	81	1635	33
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:	69	443	165	37	369	71	50	1624	39	81	1635	33
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:	77	492	183	41	410	79	56	1804	43	90	1817	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	492	183	41	410	79	56	1804	43	90	1817	37
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:	77	492	183	41	410	79	56	1804	43	90	1817	37
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.46	0.54	1.00	1.68	0.32	1.00	1.95	0.05	1.00	1.96	0.04
Final Sat.:	1600	2332	868	1600	2684	516	1600	3125	75	1600	3137	63
Capacity Analysis Module:												
Vol/Sat:	0.05	0.21	0.21	0.03	0.15	0.15	0.03	0.58	0.58	0.06	0.58	0.58
Crit Moves:	****		****			****		****				

One Beverly Hills Overlay Specific Plan
Cumulative plus Project Conditions - PM Peak Hour

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

Intersection #2 Santa Monica Boulevard North/Wilshire Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 1.116
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	Santa Monica Boulevard North			Santa Monica Boulevard North			Wilshire Boulevard			Wilshire Boulevard		
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			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	1	0	1	0	0	2	0	1	2	0
Volume Module:												
Base Vol:	1	1025	57	0	1063	673	726	1321	49	169	1672	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:	1	1025	57	0	1063	673	726	1321	49	169	1672	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:	1	1025	57	0	1063	673	726	1321	49	169	1672	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:	1	1139	63	0	1181	748	807	1468	54	188	1858	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	1139	63	0	1181	748	807	1468	54	188	1858	36
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:	1	1139	63	0	1181	748	807	1468	54	188	1858	36
OvlAdjVol:					344							
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:	0.01	1.99	1.00	0.00	2.00	1.00	2.00	3.00	1.00	1.00	2.94	0.06
Final Sat.:	3	3197	1600	0	3200	1600	3200	4800	1600	1600	4710	90
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.04	0.00	0.37	0.47	0.25	0.31	0.03	0.12	0.39	0.39
OvlAdjV/S:					0.22							
Crit Moves:	****			****			****			****		

One Beverly Hills Overlay Specific Plan
Cumulative plus Project Conditions - PM Peak Hour

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

Intersection #3 Beverly Drive/Santa Monica Boulevard South

Cycle (sec): 100 Critical Vol./Cap.(X): 0.923
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 113 Level Of Service: E

Street Name:	Beverly Drive			Santa Monica Boulevard South							
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
Lanes:	1	0	2	0	1	0	0	1	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:												
Base Vol:	58	561	164	0	466	92	159	1408	131	78	910	51
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:	58	561	164	0	466	92	159	1408	131	78	910	51
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:	58	561	164	0	466	92	159	1408	131	78	910	51
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:	64	623	182	0	518	102	177	1564	146	87	1011	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	623	182	0	518	102	177	1564	146	87	1011	57
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:	64	623	182	0	518	102	177	1564	146	87	1011	57
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	0.00	1.67	0.33	1.00	1.83	0.17	1.00	1.89	0.11
Final Sat.:	1600	3200	1600	0	2672	528	1600	2928	272	1600	3030	170
Capacity Analysis Module:												
Vol/Sat:	0.04	0.19	0.11	0.00	0.19	0.19	0.11	0.53	0.53	0.05	0.33	0.33
Crit Moves:	****			****			****			****		

One Beverly Hills Overlay Specific Plan
Cumulative plus Project Conditions - PM Peak Hour

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

Intersection #4 Santa Monica Boulevard South/Wilshire Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.933
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 120 Level Of Service: E

Street Name:	Santa Monica Boulevard South						Wilshire Boulevard					
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			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	1	1	0	0	1	2	0	1	1	0	2	1	0
Volume Module:												
Base Vol:	100	840	199	63	489	445	337	1005	50	185	1338	74
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:	100	840	199	63	489	445	337	1005	50	185	1338	74
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:	100	840	199	63	489	445	337	1005	50	185	1338	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	111	933	221	70	543	494	374	1117	56	206	1487	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	933	221	70	543	494	374	1117	56	206	1487	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	111	933	221	70	543	494	374	1117	56	206	1487	82
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.05	0.95	0.75	2.25	1.00	1.00	2.84	0.16
Final Sat.:	1600	3200	1600	1600	1675	1525	1205	3595	1600	1600	4548	252
Capacity Analysis Module:												
Vol/Sat:	0.07	0.29	0.14	0.04	0.32	0.32	0.23	0.31	0.03	0.13	0.33	0.33
Crit Moves:	****			****			****			****		

One Beverly Hills Overlay Specific Plan
Cumulative plus Project Conditions - PM Peak Hour

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

Intersection #5 Santa Monica Boulevard North/Merv Griffin Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.985
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 173 Level Of Service: E

Street Name:	Santa Monica Boulevard North			Santa Monica Boulevard North			Merv Griffin Way			Merv Griffin Way		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	0	2	0	1	0	1!	0
Volume Module:												
Base Vol:	535	1105	0	0	1245	123	12	0	221	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:	535	1105	0	0	1245	123	12	0	221	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:	535	1105	0	0	1245	123	12	0	221	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	594	1228	0	0	1383	137	13	0	246	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	594	1228	0	0	1383	137	13	0	246	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:	594	1228	0	0	1383	137	13	0	246	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:	1.00	2.00	0.00	0.00	2.00	1.00	0.10	0.00	1.90	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	3200	1600	165	0	3035	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.37	0.38	0.00	0.00	0.43	0.09	0.08	0.00	0.08	0.00	0.00	0.00
Crit Moves:	****			****			****					

One Beverly Hills Overlay Specific Plan
Cumulative plus Project Conditions - PM Peak Hour

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

Intersection #6 Wilshire Boulevard/Beverly Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.999
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	Beverly Drive			Wilshire Boulevard			
Approach:	North Bound			South Bound			
Movement:	L - T - R			L - T - R			
Control:	Protected			Permitted			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0	2	0	1	0	
Volume Module:							
Base Vol:	123	464	167	0	627	144	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	123	464	167	0	627	144	
Added Vol:	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	
Initial Fut:	123	464	167	0	627	144	
User Adj:	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	
PHF Volume:	137	516	186	0	697	160	
Reduct Vol:	0	0	0	0	0	0	
Reduced Vol:	137	516	186	0	697	160	
PCE Adj:	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	
FinalVolume:	137	516	186	0	697	160	
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00	0.00	2.00	1.00	
Final Sat.:	1600	3200	1600	0	3200	1600	
Capacity Analysis Module:							
Vol/Sat:	0.09	0.16	0.12	0.00	0.22	0.10	
Crit Moves:	****				****		

Street Name:												
Approach:	East Bound			West Bound								
Movement:	L - T - R			L - T - R								
Control:	Prot+Permit			Prot+Permit								
Rights:	Include			Include								
Min. Green:	0	0	0	0	0	0						
Lanes:	1	0	2	1	0	1						
Volume Module:												
Base Vol:	125	1709	138	243	1473	98						
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00						
Initial Bse:	125	1709	138	243	1473	98						
Added Vol:	0	0	0	0	0	0						
PasserByVol:	0	0	0	0	0	0						
Initial Fut:	125	1709	138	243	1473	98						
User Adj:	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						
PHF Volume:	139	1899	153	270	1637	109						
Reduct Vol:	0	0	0	0	0	0						
Reduced Vol:	139	1899	153	270	1637	109						
PCE Adj:	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						
FinalVolume:	139	1899	153	270	1637	109						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600						
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00						
Lanes:	0.00	2.00	1.00	0.00	2.00	1.00						
Final Sat.:	0	3200	1600	1600	4441	359	1600	4501	299			
Capacity Analysis Module:												
Vol/Sat:	0.09	0.59	0.10	0.17	0.37	0.30						
Crit Moves:		****			****							

One Beverly Hills Overlay Specific Plan
Cumulative plus Project Conditions - PM Peak Hour

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

Intersection #7 Wilshire Boulevard/Whittier Drive/Merv Griffin Way

Cycle (sec): 100 Critical Vol./Cap.(X): 1.269
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	Whittier Drive/Merv Griffin Way				Wilshire Boulevard							
Approach:	North Bound				South Bound				East Bound			
Movement:	L	T	R		L	T	R		L	T	R	
Control:	Split Phase				Split Phase				Prot+Permit			
Rights:	Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0	
Lanes:	1	0	1	0	1	0	1	0	1	0	2	1
Volume Module:												
Base Vol:	78	388	69		87	164	325		267	2115	102	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	78	388	69		87	164	325		267	2115	102	
Added Vol:	0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0	
Initial Fut:	78	388	69		87	164	325		267	2115	102	
User Adj:	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	
PHF Volume:	87	431	77		97	182	361		297	2350	113	
Reduct Vol:	0	0	0		0	0	0		0	0	0	
Reduced Vol:	87	431	77		97	182	361		297	2350	113	
PCE Adj:	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	
FinalVolume:	87	431	77		97	182	361		297	2350	113	
Saturation Flow Module:												
Sat/Lane:	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	
Lanes:	1.00	1.00	1.00	0.30	0.70	1.00	1.00	2.86	0.14	1.00	2.95	0.05
Final Sat.:	1600	1600	1600		483	1117	1600	1600	4579		221	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.27	0.05		0.20	0.16	0.23		0.19	0.51	0.51	
Crit Moves:	****					****	****				****	

One Beverly Hills Overlay Specific Plan
Cumulative plus Project Conditions - PM Peak Hour

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

Intersection #8 Santa Monica Boulevard/Crossover

Cycle (sec): 100 Critical Vol./Cap.(X): 0.763
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 78 Level Of Service: C

Street Name:	Santa Monica Boulevard			Crossover			
Approach:	North Bound			South Bound			
Movement:	L - T - R			L - T - R			
Control:	Permitted			Permitted			
Rights:	Ignore			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	0	0	2	0	2	0	
Volume Module:							
Base Vol:	0	1574	1463	0	1460	0	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	0	1574	1463	0	1460	0	
Added Vol:	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	
Initial Fut:	0	1574	1463	0	1460	0	
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	
PHF Adj:	0.90	0.90	0.00	0.90	0.90	0.90	
PHF Volume:	0	1749	0	0	1622	0	
Reduct Vol:	0	0	0	0	0	0	
Reduced Vol:	0	1749	0	0	1622	0	
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	
FinalVolume:	0	1749	0	0	1622	0	
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.00	2.00	2.00	0.00	3.00	0.00	
Final Sat.:	0	3200	3200	0	4800	0	
Capacity Analysis Module:							
Vol/Sat:	0.00	0.55	0.00	0.00	0.34	0.00	
Crit Moves:	****		****			****	

Street Name:	Santa Monica Boulevard			Crossover			
Approach:	East Bound			West Bound			
Movement:	L - T - R			L - T - R			
Control:	Split Phase			Split Phase			
Rights:	Include			Ovl			
Min. Green:	0	0	0	0	0	0	
Lanes:	0	0	0	0	2	0	1
Volume Module:							
Base Vol:	0	0	0	0	622	0	84
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	622	0	84
Added Vol:	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	622	0	84
User Adj:	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
PHF Volume:	0	0	0	0	691	0	93
Reduct Vol:	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	691	0	93
PCE Adj:	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
FinalVolume:	0	0	0	0	691	0	93
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	0	0	0	3200	0	1600
Capacity Analysis Module:							
Vol/Sat:	0.00	0.00	0.00	0.00	0.22	0.00	0.06
Crit Moves:				****			

One Beverly Hills Overlay Specific Plan
Cumulative plus Project Conditions - PM Peak Hour

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

****

Intersection #9 Santa Monica Boulevard/Century Park East

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.790
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 65 Level Of Service: C

****

Street Name:	Santa Monica Boulevard						Century Park East					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	4	0 1	2 0	3	0 0	0 0	0	0 0	2 0	0	0 2
Volume Module:												
Base Vol:	12	2346	280	263	2005	0	0	0	0	482	0	815
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:	12	2346	280	263	2005	0	0	0	0	482	0	815
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:	12	2346	280	263	2005	0	0	0	0	482	0	815
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:	13	2607	311	292	2228	0	0	0	0	536	0	906
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	2607	311	292	2228	0	0	0	0	536	0	906
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:	13	2607	311	292	2228	0	0	0	0	536	0	906
OvlAdjVol:			43									613
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	4.00	1.00	2.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	1600	6400	1600	3200	4800	0	0	0	0	3200	0	3200
Capacity Analysis Module:												
Vol/Sat:	0.01	0.41	0.19	0.09	0.46	0.00	0.00	0.00	0.00	0.17	0.00	0.28
OvlAdjV/S:			0.03									0.19
Crit Moves:		****		****								****

****

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One Beverly Hills Overlay Specific Plan
Cumulative plus Project Conditions - PM Peak Hour

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

Intersection #10 Sunset Boulevard/Whittier Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 1.093
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	Whittier Drive			Sunset Boulevard			
Approach:	North Bound			South Bound			
Movement:	L	T	R	L	T	R	
Control:	Permitted			Permitted			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0	0 1	0	1	0	0 1
Volume Module:							
Base Vol:	174	254	187	10	104	22	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	174	254	187	10	104	22	46
Added Vol:	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0
Initial Fut:	174	254	187	10	104	22	46
User Adj:	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
PHF Volume:	193	282	208	11	116	24	51
Reduct Vol:	0	0	0	0	0	0	0
Reduced Vol:	193	282	208	11	116	24	51
PCE Adj:	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
FinalVolume:	193	282	208	11	116	24	51
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.58	0.42	1.00	0.83	0.17	1.00
Final Sat.:	1600	922	678	1600	1321	279	1600
Capacity Analysis Module:							
Vol/Sat:	0.12	0.31	0.31	0.01	0.09	0.09	0.03
Crit Moves:	****		****			****	

Street Name:	Sunset Boulevard				Whittier Drive			
Approach:	East Bound				West Bound			
Movement:	L	T	R		L	T	R	
Control:	Protected				Protected			
Rights:	Include				Include			
Min. Green:	0	0	0		0	0	0	
Lanes:	1	0	1	1	0	1	0	1
Volume Module:								
Base Vol:	1551	30	189	1294	25			
Growth Adj:	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	1551	30	189	1294	25			
Added Vol:	0	0	0	0	0			
PasserByVol:	0	0	0	0	0			
Initial Fut:	1551	30	189	1294	25			
User Adj:	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	0.90	0.90	0.90	0.90	0.90			
PHF Volume:	1723	33	210	1438	28			
Reduct Vol:	0	0	0	0	0			
Reduced Vol:	1723	33	210	1438	28			
PCE Adj:	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	1723	33	210	1438	28			
Saturation Flow Module:								
Sat/Lane:	1600	1600	1600	1600	1600			
Adjustment:	1.00	1.00	1.00	1.00	1.00			
Lanes:	1.96	0.04	1.00	1.96	0.04			
Final Sat.:	3139	61	1600	3139	61			
Capacity Analysis Module:								
Vol/Sat:	0.55	0.55	0.13	0.46	0.46			
Crit Moves:		****		****				

One Beverly Hills Overlay Specific Plan
Cumulative plus Project Conditions - Midday Peak Hour

Scenario Report
Scenario: CP_Alt_Access_Midday

Command: CP_Mid
Volume: CP_Mid
Geometry: plus Project
Impact Fee: Default Impact Fee
Trip Generation: Default
Trip Distribution: Default
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration

One Beverly Hills Overlay Specific Plan
Cumulative plus Project Conditions - Midday Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base Del/ LOS	V/ Veh	C	Future Del/ LOS	V/ Veh	C	Change in V/C
# 1 Beverly Drive/Santa Monica Bou	E	xxxxx	0.951	E	xxxxx	0.951	+ 0.000
# 2 Santa Monica Boulevard North/W	F	xxxxx	1.014	F	xxxxx	1.014	+ 0.000
# 3 Beverly Drive/Santa Monica Bou	D	xxxxx	0.815	D	xxxxx	0.815	+ 0.000
# 4 Santa Monica Boulevard South/W	D	xxxxx	0.883	D	xxxxx	0.883	+ 0.000
# 5 Santa Monica Boulevard North/M	C	xxxxx	0.799	C	xxxxx	0.799	+ 0.000
# 6 Wilshire Boulevard/Beverly Dri	D	xxxxx	0.840	D	xxxxx	0.840	+ 0.000
# 7 Wilshire Boulevard/Whittier Dr	E	xxxxx	0.955	E	xxxxx	0.955	+ 0.000
# 8 Santa Monica Boulevard/Crossov	B	xxxxx	0.626	B	xxxxx	0.626	+ 0.000
# 9 Santa Monica Boulevard/Century	B	xxxxx	0.617	B	xxxxx	0.617	+ 0.000
# 10 Sunset Boulevard/Whittier Driv	D	xxxxx	0.839	D	xxxxx	0.839	+ 0.000

One Beverly Hills Overlay Specific Plan
Cumulative plus Project Conditions - Midday Peak Hour

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

Intersection #1 Beverly Drive/Santa Monica Boulevard North

Cycle (sec): 100 Critical Vol./Cap.(X): 0.951
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 134 Level Of Service: E

Street Name:	Beverly Drive			Santa Monica Boulevard North							
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
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	67	312	139	52	400	101	61	1612	43	80	1574	24
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:	67	312	139	52	400	101	61	1612	43	80	1574	24
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:	67	312	139	52	400	101	61	1612	43	80	1574	24
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:	74	347	154	58	444	112	68	1791	48	89	1749	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	347	154	58	444	112	68	1791	48	89	1749	27
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:	74	347	154	58	444	112	68	1791	48	89	1749	27
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.38	0.62	1.00	1.60	0.40	1.00	1.95	0.05	1.00	1.97	0.03
Final Sat.:	1600	2214	986	1600	2555	645	1600	3117	83	1600	3152	48
Capacity Analysis Module:												
Vol/Sat:	0.05	0.16	0.16	0.04	0.17	0.17	0.04	0.57	0.57	0.06	0.55	0.55
Crit Moves:	****			****			****			****		

One Beverly Hills Overlay Specific Plan
Cumulative plus Project Conditions - Midday Peak Hour

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

Intersection #2 Santa Monica Boulevard North/Wilshire Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 1.014
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	Santa Monica Boulevard North			Wilshire Boulevard			
Approach:	North Bound			South Bound			
Movement:	L - T - R			L - T - R			
Control:	Permitted			Permitted			
Rights:	Include			Ovl			
Min. Green:	0	0	0	0	0	0	
Lanes:	0	0	2	0	1	0	
Volume Module:							
Base Vol:	0	1011	63	2	1145	656	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	0	1011	63	2	1145	656	
Added Vol:	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	
Initial Fut:	0	1011	63	2	1145	656	
User Adj:	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	
PHF Volume:	0	1123	70	2	1272	729	
Reduct Vol:	0	0	0	0	0	0	
Reduced Vol:	0	1123	70	2	1272	729	
PCE Adj:	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	
FinalVolume:	0	1123	70	2	1272	729	
OvlAdjVol:					383		
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.00	2.00	1.00	0.01	1.99	1.00	
Final Sat.:	0	3200	1600	6	3194	1600	
Capacity Analysis Module:							
Vol/Sat:	0.00	0.35	0.04	0.00	0.40	0.46	
OvlAdjV/S:					0.24		
Crit Moves:	****			****			

Street Name:	Santa Monica Boulevard North			Wilshire Boulevard			
Approach:	East Bound			West Bound			
Movement:	L - T - R			L - T - R			
Control:	Prot+Permit			Prot+Permit			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	2	0	3	0	1	1	0
Volume Module:							
Base Vol:	622	1218	71	157	1233	61	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	622	1218	71	157	1233	61	
Added Vol:	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	
Initial Fut:	622	1218	71	157	1233	61	
User Adj:	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	
PHF Volume:	691	1353	79	174	1370	68	
Reduct Vol:	0	0	0	0	0	0	
Reduced Vol:	691	1353	79	174	1370	68	
PCE Adj:	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	
FinalVolume:	691	1353	79	174	1370	68	
OvlAdjVol:							
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00	1.00	2.86	0.14	
Final Sat.:	3200	4800	1600	1600	4574	226	
Capacity Analysis Module:							
Vol/Sat:	0.22	0.28	0.05	0.11	0.30	0.30	
OvlAdjV/S:							
Crit Moves:		****			****		

One Beverly Hills Overlay Specific Plan
Cumulative plus Project Conditions - Midday Peak Hour

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

Intersection #3 Beverly Drive/Santa Monica Boulevard South

Cycle (sec): 100 Critical Vol./Cap.(X): 0.815
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 70 Level Of Service: D

Street Name:	Beverly Drive			Santa Monica Boulevard South							
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
Lanes:	1	0	2	0	1	0	0	1	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:												
Base Vol:	63	460	191	0	559	94	74	840	163	139	925	42
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:	63	460	191	0	559	94	74	840	163	139	925	42
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:	63	460	191	0	559	94	74	840	163	139	925	42
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:	70	511	212	0	621	104	82	933	181	154	1028	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	511	212	0	621	104	82	933	181	154	1028	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:	70	511	212	0	621	104	82	933	181	154	1028	47
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	0.00	1.71	0.29	1.00	1.67	0.33	1.00	1.91	0.09
Final Sat.:	1600	3200	1600	0	2739	461	1600	2680	520	1600	3061	139
Capacity Analysis Module:												
Vol/Sat:	0.04	0.16	0.13	0.00	0.23	0.23	0.05	0.35	0.35	0.10	0.34	0.34
Crit Moves:	****			****			****			****		

One Beverly Hills Overlay Specific Plan
Cumulative plus Project Conditions - Midday Peak Hour

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

Intersection #4 Santa Monica Boulevard South/Wilshire Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.883
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 92 Level Of Service: D

Street Name:	Santa Monica Boulevard South				Wilshire Boulevard							
Approach:	North Bound				South Bound				East Bound			
Movement:	L	T	R		L	T	R		L	T	R	
Control:	Permitted				Permitted				Permitted			Protected
Rights:	Include				Include				Ovl			Include
Min. Green:	0	0	0		0	0	0		0	0	0	0
Lanes:	1	0	2	0	1	1	0	1	1	0	0	1
Volume Module:												
Base Vol:	84	599	319		54	446	442		285	957	81	186
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00
Initial Bse:	84	599	319		54	446	442		285	957	81	186
Added Vol:	0	0	0		0	0	0		0	0	0	0
PasserByVol:	0	0	0		0	0	0		0	0	0	0
Initial Fut:	84	599	319		54	446	442		285	957	81	186
User Adj:	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
PHF Volume:	93	666	354		60	496	491		317	1063	90	207
Reduct Vol:	0	0	0		0	0	0		0	0	0	0
Reduced Vol:	93	666	354		60	496	491		317	1063	90	207
PCE Adj:	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
FinalVolume:	93	666	354		60	496	491		317	1063	90	207
Saturation Flow Module:												
Sat/Lane:	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
Lanes:	1.00	2.00	1.00		1.00	1.00	0.69		2.31	1.00	1.00	2.78
Final Sat.:	1600	3200	1600		1600	1607	1593		1101	3699	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.21	0.22		0.04	0.31	0.31		0.20	0.29	0.06	0.13
Crit Moves:	****				****				****			

0.22	0.22		
4440	360		
0.22	0.22		
****			

One Beverly Hills Overlay Specific Plan
Cumulative plus Project Conditions - Midday Peak Hour

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

Intersection #5 Santa Monica Boulevard North/Merv Griffin Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.799
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 67 Level Of Service: C

Street Name:	Santa Monica Boulevard North			Santa Monica Boulevard North			Merv Griffin Way			Merv Griffin Way		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	0	2	0	1	0	1!	0
Volume Module:												
Base Vol:	216	1128	0	0	1361	33	10	0	211	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:	216	1128	0	0	1361	33	10	0	211	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:	216	1128	0	0	1361	33	10	0	211	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	240	1253	0	0	1512	37	11	0	234	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	240	1253	0	0	1512	37	11	0	234	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:	240	1253	0	0	1512	37	11	0	234	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:	1.00	2.00	0.00	0.00	2.00	1.00	0.09	0.00	1.91	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	3200	1600	145	0	3055	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.15	0.39	0.00	0.00	0.47	0.02	0.08	0.00	0.08	0.00	0.00	0.00
Crit Moves:	****			****			****					

One Beverly Hills Overlay Specific Plan
Cumulative plus Project Conditions - Midday Peak Hour

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

Intersection #6 Wilshire Boulevard/Beverly Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.840
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 77 Level Of Service: D

Street Name:	Beverly Drive			Wilshire Boulevard			
Approach:	North Bound			South Bound			
Movement:	L - T - R			L - T - R			
Control:	Protected			Permitted			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0	2	0	1	0	
Volume Module:							
Base Vol:	153	453	130	0	499	153	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	153	453	130	0	499	153	
Added Vol:	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	
Initial Fut:	153	453	130	0	499	153	
User Adj:	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	
PHF Volume:	170	503	144	0	554	170	
Reduct Vol:	0	0	0	0	0	0	
Reduced Vol:	170	503	144	0	554	170	
PCE Adj:	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	
FinalVolume:	170	503	144	0	554	170	
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00	0.00	2.00	1.00	
Final Sat.:	1600	3200	1600	0	3200	1600	
Capacity Analysis Module:							
Vol/Sat:	0.11	0.16	0.09	0.00	0.17	0.11	
Crit Moves:	****				****		

Street Name:	Beverly Drive			Wilshire Boulevard								
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	0	0	2	0	1	1	0
Volume Module:												
Base Vol:	153	453	130	0	499	153	170	1131	168	217	1338	143
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:	153	453	130	0	499	153	170	1131	168	217	1338	143
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:	153	453	130	0	499	153	170	1131	168	217	1338	143
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:	170	503	144	0	554	170	189	1257	187	241	1487	159
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	503	144	0	554	170	189	1257	187	241	1487	159
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:	170	503	144	0	554	170	189	1257	187	241	1487	159
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	0.00	2.00	1.00	1.00	2.61	0.39	1.00	2.71	0.29
Final Sat.:	1600	3200	1600	0	3200	1600	1600	4179	621	1600	4337	463
Capacity Analysis Module:												
Vol/Sat:	0.11	0.16	0.09	0.00	0.17	0.11	0.12	0.30	0.30	0.15	0.34	0.34
Crit Moves:	****				****		****			****		

One Beverly Hills Overlay Specific Plan
Cumulative plus Project Conditions - Midday Peak Hour

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

Intersection #7 Wilshire Boulevard/Whittier Drive/Merv Griffin Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.955
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 138 Level Of Service: E

Street Name:	Whittier Drive/Merv Griffin Way				Wilshire Boulevard							
Approach:	North Bound				South Bound				East Bound			
Movement:	L	T	R		L	T	R		L	T	R	
Control:	Split Phase				Split Phase				Prot+Permit			
Rights:	Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0	
Lanes:	1	0	1	0	1	0	1	0	1	0	2	1
Volume Module:												
Base Vol:	54	136	47		87	176	196		245	1873	50	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	54	136	47		87	176	196		245	1873	50	
Added Vol:	0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0	
Initial Fut:	54	136	47		87	176	196		245	1873	50	
User Adj:	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	
PHF Volume:	60	151	52		97	196	218		272	2081	56	
Reduct Vol:	0	0	0		0	0	0		0	0	0	
Reduced Vol:	60	151	52		97	196	218		272	2081	56	
PCE Adj:	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	
FinalVolume:	60	151	52		97	196	218		272	2081	56	
Saturation Flow Module:												
Sat/Lane:	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	
Lanes:	1.00	1.00	1.00	0.38	0.77	0.85	1.00	2.92	0.08	1.00	2.97	0.03
Final Sat.:	1600	1600	1600		607	1227	1366		1600	4675	125	
Capacity Analysis Module:												
Vol/Sat:	0.04	0.09	0.03		0.16	0.16	0.16		0.17	0.45	0.45	
Crit Moves:	****				****				****			

Final Sat.:	1600	1600	1600		607	1227	1366		1600	4675	125	
Capacity Analysis Module:												
Vol/Sat:	0.04	0.09	0.03		0.16	0.16	0.16		0.17	0.45	0.45	
Crit Moves:	****				****				****			

One Beverly Hills Overlay Specific Plan
Cumulative plus Project Conditions - Midday Peak Hour

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

Intersection #8 Santa Monica Boulevard/Crossover

Cycle (sec): 100 Critical Vol./Cap.(X): 0.626
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: B

Street Name:	Santa Monica Boulevard						Crossover					
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:	Ignore			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	0	2	0	0	3	0	0	0	1
Volume Module:												
Base Vol:	0	1128	1083	0	1641	0	0	0	0	676	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	1128	1083	0	1641	0	0	0	0	676	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	1128	1083	0	1641	0	0	0	0	676	0	32
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.00	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	1253	0	0	1823	0	0	0	0	751	0	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1253	0	0	1823	0	0	0	0	751	0	36
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1253	0	0	1823	0	0	0	0	751	0	36
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	2.00	2.00	0.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3200	3200	0	4800	0	0	0	0	3200	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.39	0.00	0.00	0.38	0.00	0.00	0.00	0.00	0.23	0.00	0.02
Crit Moves:	****			****					****			

One Beverly Hills Overlay Specific Plan
Cumulative plus Project Conditions - Midday Peak Hour

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

Intersection #9 Santa Monica Boulevard/Century Park East

Cycle (sec): 100 Critical Vol./Cap.(X): 0.617
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: B

Street Name:	Santa Monica Boulevard			Century Park East			
Approach:	North Bound			South Bound			
Movement:	L - T - R			L - T - R			
Control:	Protected			Protected			
Rights:	Ovl			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0	4	0	1	2	0
Volume Module:							
Base Vol:	22	1884		311		337	1851
Growth Adj:	1.00	1.00		1.00		1.00	1.00
Initial Bse:	22	1884		311		337	1851
Added Vol:	0	0		0		0	0
PasserByVol:	0	0		0		0	0
Initial Fut:	22	1884		311		337	1851
User Adj:	1.00	1.00		1.00		1.00	1.00
PHF Adj:	0.90	0.90		0.90		0.90	0.90
PHF Volume:	24	2093		346		374	2057
Reduct Vol:	0	0		0		0	0
Reduced Vol:	24	2093		346		374	2057
PCE Adj:	1.00	1.00		1.00		1.00	1.00
MLF Adj:	1.00	1.00		1.00		1.00	1.00
FinalVolume:	24	2093		346		374	2057
OvlAdjVol:		229					
Saturation Flow Module:							
Sat/Lane:	1600	1600		1600		1600	1600
Adjustment:	1.00	1.00		1.00		1.00	1.00
Lanes:	1.00	4.00		1.00		2.00	3.00
Final Sat.:	1600	6400		1600		3200	4800
Capacity Analysis Module:							
Vol/Sat:	0.02	0.33		0.22		0.12	0.43
OvlAdjV/S:		0.14					
Crit Moves:	****			****			

Street Name:	Century Park East							Santa Monica Boulevard			
Approach:	East Bound				West Bound						
Movement:	L - T - R				L - T - R						
Control:	Split Phase				Split Phase						
Rights:	Include				Ovl						
Min. Green:	0	0	0		0	0	0				
Lanes:	0	0	0	0	0	2	0	0	0	2	
Volume Module:											
Base Vol:	0	0	0		0	210	0	391			
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00			
Initial Bse:	0	0	0		0	210	0	391			
Added Vol:	0	0	0		0	0	0	0			
PasserByVol:	0	0	0		0	0	0	0			
Initial Fut:	0	0	0		0	210	0	391			
User Adj:	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			
PHF Volume:	0	0	0		0	233	0	434			
Reduct Vol:	0	0	0		0	0	0	0			
Reduced Vol:	0	0	0		0	233	0	434			
PCE Adj:	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			
FinalVolume:	0	0	0		0	233	0	434			
OvlAdjVol:						60					
Saturation Flow Module:											
Sat/Lane:	1600	1600	1600		1600	1600	1600	1600			
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00	1.00			
Lanes:	0.00	0.00	0.00		0.00	2.00	0.00	2.00			
Final Sat.:	0	0	0		0	3200	0	3200			
Capacity Analysis Module:											
Vol/Sat:	0.00	0.00	0.00		0.07	0.00	0.14				
OvlAdjV/S:						0.02					
Crit Moves:					****						

One Beverly Hills Overlay Specific Plan
Cumulative plus Project Conditions - Midday Peak Hour

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

Intersection #10 Sunset Boulevard/Whittier Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.839
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 77 Level Of Service: D

Street Name:	Whittier Drive			Sunset Boulevard			
Approach:	North Bound			South Bound			
Movement:	L - T - R			L - T - R			
Control:	Permitted			Permitted			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0	0 1	0	1	0	0 1
Volume Module:							
Base Vol:	74	113	180	16	93	54	43 1185
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00
Initial Bse:	74	113	180	16	93	54	43 1185
Added Vol:	0	0	0	0	0	0	0 0
PasserByVol:	0	0	0	0	0	0	0 0
Initial Fut:	74	113	180	16	93	54	43 1185
User Adj:	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
PHF Volume:	82	126	200	18	103	60	48 1317
Reduct Vol:	0	0	0	0	0	0	0 0
Reduced Vol:	82	126	200	18	103	60	48 1317
PCE Adj:	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
FinalVolume:	82	126	200	18	103	60	48 1317
Saturation Flow Module:							
Sat/Lane:	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
Lanes:	1.00	0.39	0.61	1.00	0.63	0.37	1.00 1.94
Final Sat.:	1600	617	983	1600	1012	588	1600 3101
Capacity Analysis Module:							
Vol/Sat:	0.05	0.20	0.20	0.01	0.10	0.10	0.03 0.42
Crit Moves:	****		****			****	

Street Name:	Whittier Drive			Sunset Boulevard			
Approach:	North Bound			South Bound			
Movement:	L - T - R			L - T - R			
Control:	Permitted			Permitted			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0	0 1	0	1	0	0 1
Volume Module:							
Base Vol:	74	113	180	16	93	54	43 1185
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00
Initial Bse:	74	113	180	16	93	54	43 1185
Added Vol:	0	0	0	0	0	0	0 0
PasserByVol:	0	0	0	0	0	0	0 0
Initial Fut:	74	113	180	16	93	54	43 1185
User Adj:	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
PHF Volume:	82	126	200	18	103	60	48 1317
Reduct Vol:	0	0	0	0	0	0	0 0
Reduced Vol:	82	126	200	18	103	60	48 1317
PCE Adj:	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
FinalVolume:	82	126	200	18	103	60	48 1317
Saturation Flow Module:							
Sat/Lane:	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
Lanes:	1.00	0.39	0.61	1.00	0.63	0.37	1.00 1.94
Final Sat.:	1600	617	983	1600	1012	588	1600 3101
Capacity Analysis Module:							
Vol/Sat:	0.05	0.20	0.20	0.01	0.10	0.10	0.03 0.42
Crit Moves:	****		****			****	

Street Name:	Whittier Drive			Sunset Boulevard			
Approach:	North Bound			South Bound			
Movement:	L - T - R			L - T - R			
Control:	Permitted			Permitted			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0	0 1	0	1	0	0 1
Volume Module:							
Base Vol:	74	113	180	16	93	54	43 1185
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00
Initial Bse:	74	113	180	16	93	54	43 1185
Added Vol:	0	0	0	0	0	0	0 0
PasserByVol:	0	0	0	0	0	0	0 0
Initial Fut:	74	113	180	16	93	54	43 1185
User Adj:	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
PHF Volume:	82	126	200	18	103	60	48 1317
Reduct Vol:	0	0	0	0	0	0	0 0
Reduced Vol:	82	126	200	18	103	60	48 1317
PCE Adj:	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
FinalVolume:	82	126	200	18	103	60	48 1317
Saturation Flow Module:							
Sat/Lane:	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
Lanes:	1.00	0.39	0.61	1.00	0.63	0.37	1.00 1.94
Final Sat.:	1600	617	983	1600	1012	588	1600 3101
Capacity Analysis Module:							
Vol/Sat:	0.05	0.20	0.20	0.01	0.10	0.10	0.03 0.42
Crit Moves:	****		****			****	

Street Name:	Whittier Drive			Sunset Boulevard			
Approach:	North Bound			South Bound			
Movement:	L - T - R			L - T - R			
Control:	Permitted			Permitted			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0	0 1	0	1	0	0 1
Volume Module:							
Base Vol:	74	113	180	16	93	54	43 1185
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00
Initial Bse:	74	113	180	16	93	54	43 1185
Added Vol:	0	0	0	0	0	0	0 0
PasserByVol:	0	0	0	0	0	0	0 0
Initial Fut:	74	113	180	16	93	54	43 1185
User Adj:	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
PHF Volume:	82	126	200	18	103	60	48 1317
Reduct Vol:	0	0	0	0	0	0	0 0
Reduced Vol:	82	126	200	18	103	60	48 1317
PCE Adj:	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
FinalVolume:	82	126	200	18	103	60	48 1317
Saturation Flow Module:							
Sat/Lane:	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
Lanes:	1.00	0.39	0.61	1.00	0.63	0.37	1.00 1.94
Final Sat.:	1600	617	983	1600	1012	588	1600 3101
Capacity Analysis Module:							
Vol/Sat:	0.05	0.20	0.20	0.01	0.10	0.10	0.03 0.42
Crit Moves:	****		****			****	

One Beverly Hills Overlay Specific Plan
Cumulative plus Project Conditions - Saturday Midday Peak Hour

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Scenario Report
Scenario: CP_Alt_Access_Saturday_Midday

Command: CP_Sat
Volume: CP_Sat
Geometry: plus Project
Impact Fee: Default Impact Fee
Trip Generation: Default
Trip Distribution: Default
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration

One Beverly Hills Overlay Specific Plan
Cumulative plus Project Conditions - Saturday Midday Peak Hour

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Impact Analysis Report
Level Of Service

Intersection	Base Del/ LOS	V/ Veh	C	Future Del/ LOS	V/ Veh	C	Change in V/C
# 1 Beverly Drive/Santa Monica Bou	E	xxxxx	0.965	E	xxxxx	0.965	+ 0.000
# 2 Santa Monica Boulevard North/W	E	xxxxx	0.956	E	xxxxx	0.956	+ 0.000
# 3 Beverly Drive/Santa Monica Bou	C	xxxxx	0.702	C	xxxxx	0.702	+ 0.000
# 4 Santa Monica Boulevard South/W	C	xxxxx	0.766	C	xxxxx	0.766	+ 0.000
# 5 Santa Monica Boulevard North/M	C	xxxxx	0.728	C	xxxxx	0.728	+ 0.000
# 6 Wilshire Boulevard/Beverly Dri	C	xxxxx	0.776	C	xxxxx	0.776	+ 0.000
# 7 Wilshire Boulevard/Whittier Dr	E	xxxxx	0.907	E	xxxxx	0.907	+ 0.000
# 8 Santa Monica Boulevard/Crossov	A	xxxxx	0.570	A	xxxxx	0.570	+ 0.000
# 9 Santa Monica Boulevard/Century	A	xxxxx	0.559	A	xxxxx	0.559	+ 0.000
# 10 Sunset Boulevard/Whittier Driv	C	xxxxx	0.753	C	xxxxx	0.753	+ 0.000

One Beverly Hills Overlay Specific Plan
Cumulative plus Project Conditions - Saturday Midday Peak Hour

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

Intersection #1 Beverly Drive/Santa Monica Boulevard North

Cycle (sec): 100 Critical Vol./Cap.(X): 0.965
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 148 Level Of Service: E

Street Name:	Beverly Drive			Santa Monica Boulevard North			
Approach:	North Bound			South Bound			
Movement:	L - T - R			L - T - R			
Control:	Permitted			Permitted			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0 1	1 0	1	0 1	1 0	
Volume Module:							
Base Vol:	71	321	154	46	396	105	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	71	321	154	46	396	105	
Added Vol:	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	
Initial Fut:	71	321	154	46	396	105	
User Adj:	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	
PHF Volume:	79	357	171	51	440	117	
Reduct Vol:	0	0	0	0	0	0	
Reduced Vol:	79	357	171	51	440	117	
PCE Adj:	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	
FinalVolume:	79	357	171	51	440	117	
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	1.35	0.65	1.00	1.58	0.42	
Final Sat.:	1600	2163	1037	1600	2529	671	
Capacity Analysis Module:							
Vol/Sat:	0.05	0.16	0.16	0.03	0.17	0.17	
Crit Moves:	****			****			

Street Name:	Beverly Drive			Santa Monica Boulevard North			
Approach:	East Bound			West Bound			
Movement:	L - T - R			L - T - R			
Control:	Permitted			Permitted			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0 1	1 0	1	0 1	1 0	
Volume Module:							
Base Vol:	61	1608	65	87	1559	37	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	61	1608	65	87	1559	37	
Added Vol:	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	
Initial Fut:	61	1608	65	87	1559	37	
User Adj:	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	
PHF Volume:	68	1787	72	97	1732	41	
Reduct Vol:	0	0	0	0	0	0	
Reduced Vol:	68	1787	72	97	1732	41	
PCE Adj:	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	
FinalVolume:	68	1787	72	97	1732	41	
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	1.92	0.08	1.00	1.95	0.05	
Final Sat.:	1600	3076	124	1600	3126	74	
Capacity Analysis Module:							
Vol/Sat:	0.04	0.58	0.58	0.06	0.55	0.55	
Crit Moves:		****			****		

One Beverly Hills Overlay Specific Plan
Cumulative plus Project Conditions - Saturday Midday Peak Hour

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

Intersection #2 Santa Monica Boulevard North/Wilshire Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.956
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 139 Level Of Service: E

Street Name:	Santa Monica Boulevard North			Wilshire Boulevard			
Approach:	North Bound			South Bound			
Movement:	L - T - R			L - T - R			
Control:	Permitted			Permitted			
Rights:	Include			Ovl			
Min. Green:	0	0	0	0	0	0	
Lanes:	0	0	2	0	1	0	
Volume Module:							
Base Vol:	0	862	64	0	996	562	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	0	862	64	0	996	562	
Added Vol:	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	
Initial Fut:	0	862	64	0	996	562	
User Adj:	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	
PHF Volume:	0	958	71	0	1107	624	
Reduct Vol:	0	0	0	0	0	0	
Reduced Vol:	0	958	71	0	1107	624	
PCE Adj:	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	
FinalVolume:	0	958	71	0	1107	624	
OvlAdjVol:				224			
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.00	2.00	1.00	0.00	2.00	1.00	
Final Sat.:	0	3200	1600	0	3200	1600	
Capacity Analysis Module:							
Vol/Sat:	0.00	0.30	0.04	0.00	0.35	0.39	
OvlAdjV/S:				0.14			
Crit Moves:	****			****			

Approach:	West Bound			
Movement:	L - T - R			
Control:	Prot+Permit			
Rights:	Include			
Min. Green:	0	0	0	
Lanes:	2	0	3	0
Volume Module:				
Base Vol:	720	1152	68	173
Growth Adj:	1.00	1.00	1.00	1.00
Initial Bse:	720	1152	68	173
Added Vol:	0	0	0	0
PasserByVol:	0	0	0	0
Initial Fut:	720	1152	68	173
User Adj:	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90
PHF Volume:	800	1280	76	192
Reduct Vol:	0	0	0	0
Reduced Vol:	800	1280	76	192
PCE Adj:	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00
FinalVolume:	800	1280	76	192
OvlAdjVol:				
Saturation Flow Module:				
Sat/Lane:	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00
Lanes:	1.00	2.94	0.06	
Final Sat.:	1600	4706	94	
Capacity Analysis Module:				
Vol/Sat:	0.25	0.27	0.05	0.12
OvlAdjV/S:				
Crit Moves:		****		

Approach:	East Bound			
Movement:	L - T - R			
Control:	Prot+Permit			
Rights:	Include			
Min. Green:	0	0	0	
Lanes:	1	0	2	1
Volume Module:				
Base Vol:	1152	68	173	1103
Growth Adj:	1.00	1.00	1.00	1.00
Initial Bse:	1152	68	173	1103
Added Vol:	0	0	0	0
PasserByVol:	0	0	0	0
Initial Fut:	1152	68	173	1103
User Adj:	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90
PHF Volume:	1280	76	192	1226
Reduct Vol:	0	0	0	0
Reduced Vol:	1280	76	192	1226
PCE Adj:	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00
FinalVolume:	1280	76	192	1226
OvlAdjVol:				
Saturation Flow Module:				
Sat/Lane:	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00
Lanes:	1.00	2.94	0.06	
Final Sat.:	1600	4706	94	
Capacity Analysis Module:				
Vol/Sat:	0.25	0.27	0.05	0.12
OvlAdjV/S:				
Crit Moves:		****		

Approach:	North Bound			South Bound			
Movement:	L - T - R			L - T - R			
Control:	Permitted			Permitted			
Rights:	Include			Ovl			
Min. Green:	0	0	0	0	0	0	
Lanes:	0	0	2	0	1	0	
Volume Module:							
Base Vol:	0	862	64	0	996	562	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	0	862	64	0	996	562	
Added Vol:	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	
Initial Fut:	0	862	64	0	996	562	
User Adj:	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	
PHF Volume:	0	958	71	0	1107	624	
Reduct Vol:	0	0	0	0	0	0	
Reduced Vol:	0	958	71	0	1107	624	
PCE Adj:	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	
FinalVolume:	0	958	71	0	1107	624	
OvlAdjVol:				224			
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.00	2.00	1.00	0.00	2.00	1.00	
Final Sat.:	0	3200	1600	0	3200	1600	
Capacity Analysis Module:							
Vol/Sat:	0.00	0.30	0.04	0.00	0.35	0.39	
OvlAdjV/S:				0.14			
Crit Moves:	****			****			

Approach:	West Bound			
Movement:	L - T - R			
Control:	Prot+Permit			
Rights:	Include			
Min. Green:	0	0	0	
Lanes:	2	0	3	0
Volume Module:				
Base Vol:	720	1152	68	173
Growth Adj:	1.00	1.00	1.00	1.00
Initial Bse:	720	1152	68	173
Added Vol:	0	0	0	0
PasserByVol:	0	0	0	0
Initial Fut:	720	1152	68	173
User Adj:	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90
PHF Volume:	800	1280	76	192
Reduct Vol:	0	0	0	0
Reduced Vol:	800	1280	76	192
PCE Adj:	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00
FinalVolume:	800	1280	76	192
OvlAdjVol:				
Saturation Flow Module:				
Sat/Lane:	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00
Lanes:	1.00	2.94	0.06	
Final Sat.:	1600	4706	94	
Capacity Analysis Module:				
Vol/Sat:	0.25	0.27	0.05	0.12
OvlAdjV/S:				
Crit Moves:		****		

Approach:	East Bound			
Movement:	L - T - R			
Control:	Prot+Permit			
Rights:	Include			
Min. Green:	0	0	0	
Lanes:	1	0	2	1
Volume Module:				
Base Vol:	1152	68	173	1103
Growth Adj:	1.00	1.00	1.00	1.00
Initial Bse:	1152	68	173	1103
Added Vol:	0	0	0	0
PasserByVol:	0	0	0	0
Initial Fut:	1152	68	173	1103
User Adj:	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90
PHF Volume:	1280	76	192	1226
Reduct Vol:	0	0	0	0
Reduced Vol:	1280	76	192	1226
PCE Adj:	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00
FinalVolume:	1280	76	192	1226
OvlAdjVol:				
Saturation Flow Module:				
Sat/Lane:	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00
Lanes:	1.00	2.94	0.06	
Final Sat.:	1600	4706	94	
Capacity Analysis Module:				
Vol/Sat:	0.25	0.27	0.05	0.12
OvlAdjV/S:				
Crit Moves:		****		

One Beverly Hills Overlay Specific Plan
Cumulative plus Project Conditions - Saturday Midday Peak Hour

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

Intersection #3 Beverly Drive/Santa Monica Boulevard South

Cycle (sec): 100 Critical Vol./Cap.(X): 0.702
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: C

Street Name:	Beverly Drive			Santa Monica Boulevard South							
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
Lanes:	1	0	2	0	1	0	0	1	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:												
Base Vol:	82	433	165	0	434	103	83	694	136	101	653	36
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:	82	433	165	0	434	103	83	694	136	101	653	36
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:	82	433	165	0	434	103	83	694	136	101	653	36
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:	91	481	183	0	482	114	92	771	151	112	726	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	481	183	0	482	114	92	771	151	112	726	40
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:	91	481	183	0	482	114	92	771	151	112	726	40
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	0.00	1.62	0.38	1.00	1.67	0.33	1.00	1.90	0.10
Final Sat.:	1600	3200	1600	0	2586	614	1600	2676	524	1600	3033	167
Capacity Analysis Module:												
Vol/Sat:	0.06	0.15	0.11	0.00	0.19	0.19	0.06	0.29	0.29	0.07	0.24	0.24
Crit Moves:	****			****			****			****		

One Beverly Hills Overlay Specific Plan
Cumulative plus Project Conditions - Saturday Midday Peak Hour

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

Intersection #4 Santa Monica Boulevard South/Wilshire Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.766
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 60 Level Of Service: C

Street Name:	Santa Monica Boulevard South						Wilshire Boulevard					
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			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	1	1	0	1	2	0	1	1	0	2	1	0
Volume Module:												
Base Vol:	58	518	261	23	344	285	196	959	61	202	955	53
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:	58	518	261	23	344	285	196	959	61	202	955	53
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:	58	518	261	23	344	285	196	959	61	202	955	53
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:	64	576	290	26	382	317	218	1066	68	224	1061	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	576	290	26	382	317	218	1066	68	224	1061	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:	64	576	290	26	382	317	218	1066	68	224	1061	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:	1.00	2.00	1.00	1.00	1.09	0.91	0.51	2.49	1.00	1.00	2.84	0.16
Final Sat.:	1600	3200	1600	1600	1750	1450	815	3985	1600	1600	4548	252
Capacity Analysis Module:												
Vol/Sat:	0.04	0.18	0.18	0.02	0.22	0.22	0.14	0.27	0.04	0.14	0.23	0.23
Crit Moves:	****			****			****			****		

One Beverly Hills Overlay Specific Plan
Cumulative plus Project Conditions - Saturday Midday Peak Hour

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

Intersection #5 Santa Monica Boulevard North/Merv Griffin Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.728
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: C

Street Name:	Santa Monica Boulevard North			Santa Monica Boulevard North			Merv Griffin Way			Merv Griffin Way		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	0	2	0	1	0	1!	0
Volume Module:												
Base Vol:	187	923	0	0	1207	39	18	0	209	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:	187	923	0	0	1207	39	18	0	209	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:	187	923	0	0	1207	39	18	0	209	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	208	1026	0	0	1341	43	20	0	232	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	208	1026	0	0	1341	43	20	0	232	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:	208	1026	0	0	1341	43	20	0	232	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:	1.00	2.00	0.00	0.00	2.00	1.00	0.16	0.00	1.84	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	3200	1600	254	0	2946	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.13	0.32	0.00	0.00	0.42	0.03	0.08	0.00	0.08	0.00	0.00	0.00
Crit Moves:	****			****			****					

One Beverly Hills Overlay Specific Plan
Cumulative plus Project Conditions - Saturday Midday Peak Hour

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

Intersection #6 Wilshire Boulevard/Beverly Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.776
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 62 Level Of Service: C

Street Name:	Beverly Drive			Wilshire Boulevard			
Approach:	North Bound			South Bound			
Movement:	L - T - R			L - T - R			
Control:	Protected			Permitted			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0	2	0	1	0	
Volume Module:							
Base Vol:	142	411	122	0	393	147	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	142	411	122	0	393	147	
Added Vol:	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	
Initial Fut:	142	411	122	0	393	147	
User Adj:	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	
PHF Volume:	158	457	136	0	437	163	
Reduct Vol:	0	0	0	0	0	0	
Reduced Vol:	158	457	136	0	437	163	
PCE Adj:	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	
FinalVolume:	158	457	136	0	437	163	
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00	0.00	2.00	1.00	
Final Sat.:	1600	3200	1600	0	3200	1600	
Capacity Analysis Module:							
Vol/Sat:	0.10	0.14	0.08	0.00	0.14	0.10	
Crit Moves:	****				****		

Street Name:	Beverly Drive			Wilshire Boulevard								
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	0	0	2	0	1	1	0
Volume Module:												
Base Vol:	142	411	122	0	393	147	130	1013	182	237	1096	111
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:	142	411	122	0	393	147	130	1013	182	237	1096	111
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:	142	411	122	0	393	147	130	1013	182	237	1096	111
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:	158	457	136	0	437	163	144	1126	202	263	1218	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	158	457	136	0	437	163	144	1126	202	263	1218	123
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:	158	457	136	0	437	163	144	1126	202	263	1218	123
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	0.00	2.00	1.00	1.00	2.54	0.46	1.00	2.72	0.28
Final Sat.:	1600	3200	1600	0	3200	1600	1600	4069	731	1600	4359	441
Capacity Analysis Module:												
Vol/Sat:	0.10	0.14	0.08	0.00	0.14	0.10	0.09	0.28	0.28	0.16	0.28	0.28
Crit Moves:	****				****		****		****			

One Beverly Hills Overlay Specific Plan
Cumulative plus Project Conditions - Saturday Midday Peak Hour

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

Intersection #7 Wilshire Boulevard/Whittier Drive/Merv Griffin Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.907
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 104 Level Of Service: E

Street Name:	Whittier Drive/Merv Griffin Way				Wilshire Boulevard							
Approach:	North Bound				South Bound				East Bound			
Movement:	L	T	R		L	T	R		L	T	R	
Control:	Split Phase				Split Phase				Prot+Permit			
Rights:	Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0	
Lanes:	1	0	1	0	1	0	1	0	1	0	2	1
Volume Module:												
Base Vol:	55	107	79		41	143	208		269	1918	62	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	55	107	79		41	143	208		269	1918	62	
Added Vol:	0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0	
Initial Fut:	55	107	79		41	143	208		269	1918	62	
User Adj:	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	
PHF Volume:	61	119	88		46	159	231		299	2131	69	
Reduct Vol:	0	0	0		0	0	0		0	0	0	
Reduced Vol:	61	119	88		46	159	231		299	2131	69	
PCE Adj:	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	
FinalVolume:	61	119	88		46	159	231		299	2131	69	
Saturation Flow Module:												
Sat/Lane:	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	
Lanes:	1.00	1.00	1.00	0.21	0.79	1.00	1.00	2.91	0.09	1.00	2.98	0.02
Final Sat.:	1600	1600	1600		335	1265	1600	1600	4650		150	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.07	0.05		0.14	0.13	0.14		0.19	0.46	0.46	
Crit Moves:	****					****	****			****		

Street Name:	Whittier Drive/Merv Griffin Way				Wilshire Boulevard							
Approach:	North Bound				South Bound				East Bound			
Movement:	L	T	R		L	T	R		L	T	R	
Control:	Split Phase				Split Phase				Prot+Permit			
Rights:	Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0	
Lanes:	1	0	1	0	1	0	1	0	1	0	2	1
Volume Module:												
Base Vol:	55	107	79		41	143	208		269	1918	62	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	55	107	79		41	143	208		269	1918	62	
Added Vol:	0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0	
Initial Fut:	55	107	79		41	143	208		269	1918	62	
User Adj:	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	
PHF Volume:	61	119	88		46	159	231		299	2131	69	
Reduct Vol:	0	0	0		0	0	0		0	0	0	
Reduced Vol:	61	119	88		46	159	231		299	2131	69	
PCE Adj:	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	
FinalVolume:	61	119	88		46	159	231		299	2131	69	
Saturation Flow Module:												
Sat/Lane:	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	
Lanes:	1.00	1.00	1.00	0.21	0.79	1.00	1.00	2.91	0.09	1.00	2.98	0.02
Final Sat.:	1600	1600	1600		335	1265	1600	1600	4650		150	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.07	0.05		0.14	0.13	0.14		0.19	0.46	0.46	
Crit Moves:	****					****	****			****		

One Beverly Hills Overlay Specific Plan
Cumulative plus Project Conditions - Saturday Midday Peak Hour

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

Intersection #8 Santa Monica Boulevard/Crossover

Cycle (sec): 100 Critical Vol./Cap.(X): 0.570
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Street Name:	Santa Monica Boulevard			Crossover			
Approach:	North Bound			South Bound			
Movement:	L	T	R	L	T	R	
Control:	Permitted			Permitted			
Rights:	Ignore			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	0	0	2	0	2	0	
Volume Module:							
Base Vol:	0	1095	744	0	1427	0	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	0	1095	744	0	1427	0	
Added Vol:	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	
Initial Fut:	0	1095	744	0	1427	0	
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	
PHF Adj:	0.90	0.90	0.00	0.90	0.90	0.90	
PHF Volume:	0	1217	0	0	1586	0	
Reduct Vol:	0	0	0	0	0	0	
Reduced Vol:	0	1217	0	0	1586	0	
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	
FinalVolume:	0	1217	0	0	1586	0	
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.00	2.00	2.00	0.00	3.00	0.00	
Final Sat.:	0	3200	3200	0	4800	0	
Capacity Analysis Module:							
Vol/Sat:	0.00	0.38	0.00	0.00	0.33	0.00	
Crit Moves:	****		****			****	

Street Name:	Santa Monica Boulevard			Crossover			
Approach:	East Bound			West Bound			
Movement:	L	T	R	L	T	R	
Control:	Split Phase			Split Phase			
Rights:	Include			Ovl			
Min. Green:	0	0	0	0	0	0	
Lanes:	0	0	0	0	2	0	
Volume Module:							
Base Vol:	0	546	0	19			
Growth Adj:	1.00	1.00	1.00	1.00			
Initial Bse:	0	546	0	19			
Added Vol:	0	0	0	0			
PasserByVol:	0	0	0	0			
Initial Fut:	0	546	0	19			
User Adj:	1.00	1.00	1.00	1.00			
PHF Adj:	0.90	0.90	0.90	0.90			
PHF Volume:	0	607	0	21			
Reduct Vol:	0	0	0	0			
Reduced Vol:	0	607	0	21			
PCE Adj:	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00			
FinalVolume:	0	607	0	21			
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600			
Adjustment:	1.00	1.00	1.00	1.00			
Lanes:	0.00	2.00	0.00	1.00			
Final Sat.:	0	3200	0	1600			
Capacity Analysis Module:							
Vol/Sat:	0.00	0.19	0.00	0.01			
Crit Moves:		****					

One Beverly Hills Overlay Specific Plan
Cumulative plus Project Conditions - Saturday Midday Peak Hour

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

Intersection #9 Santa Monica Boulevard/Century Park East

Cycle (sec): 100 Critical Vol./Cap.(X): 0.559
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Street Name:	Santa Monica Boulevard				Century Park East							
Approach:	North Bound				South Bound				East Bound			
Movement:	L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Split Phase			
Rights:	Ovl				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0	
Lanes:	1	0	4	0	1	2	0	3	0	0	0	0
Volume Module:												
Base Vol:	10	1663	126		190	1798	0		0	0	103	0
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00
Initial Bse:	10	1663	126		190	1798	0		0	0	103	0
Added Vol:	0	0	0		0	0	0		0	0	0	0
PasserByVol:	0	0	0		0	0	0		0	0	0	0
Initial Fut:	10	1663	126		190	1798	0		0	0	103	0
User Adj:	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
PHF Volume:	11	1848	140		211	1998	0		0	0	114	0
Reduct Vol:	0	0	0		0	0	0		0	0	0	0
Reduced Vol:	11	1848	140		211	1998	0		0	0	114	0
PCE Adj:	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
FinalVolume:	11	1848	140		211	1998	0		0	0	114	0
OvlAdjVol:	83								0			
Saturation Flow Module:												
Sat/Lane:	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
Lanes:	1.00	4.00	1.00		2.00	3.00	0.00		0.00	0.00	2.00	0.00
Final Sat.:	1600	6400	1600		3200	4800	0		0	0	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.29	0.09		0.07	0.42	0.00		0.00	0.00	0.04	0.00
OvlAdjV/S:	0.05								0.00			
Crit Moves:	****				****				****			

Street Name:	Century Park East		
Approach:	West Bound		
Movement:	L	T	R
Control:	Split Phase		
Rights:	Ovl		
Min. Green:	0	0	0
Lanes:	2	0	0
Volume Module:			
Base Vol:	144		
Growth Adj:	1.00	1.00	1.00
Initial Bse:	144		
Added Vol:	0	0	0
PasserByVol:	0	0	0
Initial Fut:	144		
User Adj:	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90
PHF Volume:	160		
Reduct Vol:	0	0	0
Reduced Vol:	160		
PCE Adj:	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00
FinalVolume:	160		
Saturation Flow Module:			
Sat/Lane:	1600	1600	1600
Adjustment:	1.00	1.00	1.00
Lanes:	2.00	0.00	2.00
Final Sat.:	3200	0	3200
Capacity Analysis Module:			
Vol/Sat:	0.05		

One Beverly Hills Overlay Specific Plan
Cumulative plus Project Conditions - Saturday Midday Peak Hour

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

Intersection #10 Sunset Boulevard/Whittier Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.753
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 Level Of Service: C

Street Name:	Whittier Drive			Sunset Boulevard			
Approach:	North Bound			South Bound			
Movement:	L - T - R			L - T - R			
Control:	Permitted			Permitted			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0	0 1	0	1	0	0 1
Volume Module:							
Base Vol:	46	87	169	7	107	28	19 1010
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00
Initial Bse:	46	87	169	7	107	28	19 1010
Added Vol:	0	0	0	0	0	0	0 0
PasserByVol:	0	0	0	0	0	0	0 0
Initial Fut:	46	87	169	7	107	28	19 1010
User Adj:	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
PHF Volume:	51	97	188	8	119	31	21 1122
Reduct Vol:	0	0	0	0	0	0	0 0
Reduced Vol:	51	97	188	8	119	31	21 1122
PCE Adj:	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
FinalVolume:	51	97	188	8	119	31	21 1122
Saturation Flow Module:							
Sat/Lane:	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
Lanes:	1.00	0.34	0.66	1.00	0.79	0.21	1.00 1.92
Final Sat.:	1600	544	1056	1600	1268	332	1600 3066
Capacity Analysis Module:							
Vol/Sat:	0.03	0.18	0.18	0.00	0.09	0.09	0.01 0.37
Crit Moves:	****		****			****	

Street Name:	Whittier Drive			Sunset Boulevard			
Approach:	North Bound			South Bound			
Movement:	L - T - R			L - T - R			
Control:	Permitted			Permitted			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0	0 1	0	1	0	0 1
Volume Module:							
Base Vol:	46	87	169	7	107	28	19 1010
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00
Initial Bse:	46	87	169	7	107	28	19 1010
Added Vol:	0	0	0	0	0	0	0 0
PasserByVol:	0	0	0	0	0	0	0 0
Initial Fut:	46	87	169	7	107	28	19 1010
User Adj:	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
PHF Volume:	51	97	188	8	119	31	21 1122
Reduct Vol:	0	0	0	0	0	0	0 0
Reduced Vol:	51	97	188	8	119	31	21 1122
PCE Adj:	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
FinalVolume:	51	97	188	8	119	31	21 1122
Saturation Flow Module:							
Sat/Lane:	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
Lanes:	1.00	0.34	0.66	1.00	0.79	0.21	1.00 1.92
Final Sat.:	1600	544	1056	1600	1268	332	1600 3066
Capacity Analysis Module:							
Vol/Sat:	0.03	0.18	0.18	0.00	0.09	0.09	0.01 0.37
Crit Moves:	****		****			****	

Street Name:	Whittier Drive			Sunset Boulevard			
Approach:	North Bound			South Bound			
Movement:	L - T - R			L - T - R			
Control:	Permitted			Permitted			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0	0 1	0	1	0	0 1
Volume Module:							
Base Vol:	46	87	169	7	107	28	19 1010
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00
Initial Bse:	46	87	169	7	107	28	19 1010
Added Vol:	0	0	0	0	0	0	0 0
PasserByVol:	0	0	0	0	0	0	0 0
Initial Fut:	46	87	169	7	107	28	19 1010
User Adj:	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
PHF Volume:	51	97	188	8	119	31	21 1122
Reduct Vol:	0	0	0	0	0	0	0 0
Reduced Vol:	51	97	188	8	119	31	21 1122
PCE Adj:	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
FinalVolume:	51	97	188	8	119	31	21 1122
Saturation Flow Module:							
Sat/Lane:	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
Lanes:	1.00	0.34	0.66	1.00	0.79	0.21	1.00 1.92
Final Sat.:	1600	544	1056	1600	1268	332	1600 3066
Capacity Analysis Module:							
Vol/Sat:	0.03	0.18	0.18	0.00	0.09	0.09	0.01 0.37
Crit Moves:	****		****			****	

CUMULATIVE PLUS PROJECT
ALTERNATIVE LANE CONFIGURATION

One Beverly Hills Overlay Specific Plan
Cumulative plus Project Conditions - AM Peak Hour

Scenario Report
Scenario: CP_Alt_Access_AM

Command: CP_AM
Volume: CP_AM
Geometry: plus Project
Impact Fee: Default Impact Fee
Trip Generation: Default
Trip Distribution: Default
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration

One Beverly Hills Overlay Specific Plan
Cumulative plus Project Conditions - AM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base Del/ LOS	Base V/ Veh	Base C	Future Del/ LOS	Future V/ Veh	Future C	Change in V/C
# 5 Santa Monica Boulevard North/M	B	xxxxx	0.649	B	xxxxx	0.649	+ 0.000

One Beverly Hills Overlay Specific Plan
Cumulative plus Project Conditions - AM Peak Hour

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

Intersection #5 Santa Monica Boulevard North/Merv Griffin Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.649
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: B

Street Name:	Santa Monica Boulevard North			Santa Monica Boulevard North			Merv Griffin Way			Merv Griffin Way		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	0	2	1	0	0	1!	0
Volume Module:												
Base Vol:	104	910	0	0	1431	22	10	0	394	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:	104	910	0	0	1431	22	10	0	394	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:	104	910	0	0	1431	22	10	0	394	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	116	1011	0	0	1590	24	11	0	438	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	1011	0	0	1590	24	11	0	438	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:	116	1011	0	0	1590	24	11	0	438	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:	1.00	2.00	0.00	0.00	2.95	0.05	0.05	0.00	1.95	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	4727	73	79	0	3121	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.32	0.00	0.00	0.34	0.34	0.14	0.00	0.14	0.00	0.00	0.00
Crit Moves:	****				****			****				

One Beverly Hills Overlay Specific Plan
Cumulative plus Project Conditions - PM Peak Hour

Scenario Report
Scenario: CP_Alt_Access_PM

Command: CP_PM
Volume: CP_PM
Geometry: plus Project
Impact Fee: Default Impact Fee
Trip Generation: Default
Trip Distribution: Default
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration

One Beverly Hills Overlay Specific Plan
Cumulative plus Project Conditions - PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base Del/ LOS	Base V/ Veh C	Future Del/ LOS	Future V/ Veh C	Change in V/C
# 5 Santa Monica Boulevard North/M	D xxxxx	0.869	D xxxxx	0.869	+ 0.000

One Beverly Hills Overlay Specific Plan
Cumulative plus Project Conditions - PM Peak Hour

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

Intersection #5 Santa Monica Boulevard North/Merv Griffin Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.869
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 87 Level Of Service: D

Street Name:	Santa Monica Boulevard North			Santa Monica Boulevard North			Merv Griffin Way			Merv Griffin Way		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	0	2	1	0	0	1!	0
Volume Module:												
Base Vol:	535	1105	0	0	1245	123	12	0	221	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:	535	1105	0	0	1245	123	12	0	221	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:	535	1105	0	0	1245	123	12	0	221	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	594	1228	0	0	1383	137	13	0	246	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	594	1228	0	0	1383	137	13	0	246	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:	594	1228	0	0	1383	137	13	0	246	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:	1.00	2.00	0.00	0.00	2.73	0.27	0.10	0.00	1.90	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	4368	432	165	0	3035	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.37	0.38	0.00	0.00	0.32	0.32	0.08	0.00	0.08	0.00	0.00	0.00
Crit Moves:	****			****			****					

One Beverly Hills Overlay Specific Plan
Cumulative plus Project Conditions - Midday Peak Hour

Scenario Report
Scenario: CP_Alt_Access_Midday

Command: CP_Mid
Volume: CP_Mid
Geometry: plus Project
Impact Fee: Default Impact Fee
Trip Generation: Default
Trip Distribution: Default
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration

One Beverly Hills Overlay Specific Plan
Cumulative plus Project Conditions - Midday Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base Del/ LOS	Base V/ Veh C	Future Del/ LOS	Future V/ Veh C	Change in V/C
# 5 Santa Monica Boulevard North/M	B	xxxxx 0.649	B	xxxxx 0.649	+ 0.000

One Beverly Hills Overlay Specific Plan
Cumulative plus Project Conditions - Midday Peak Hour

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

Intersection #5 Santa Monica Boulevard North/Merv Griffin Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.649
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: B

Street Name:	Santa Monica Boulevard North			Santa Monica Boulevard North			Merv Griffin Way			Merv Griffin Way		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	0	2	1	0	0	1!	0
Volume Module:												
Base Vol:	216	1128	0	0	1361	33	10	0	211	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:	216	1128	0	0	1361	33	10	0	211	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:	216	1128	0	0	1361	33	10	0	211	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	240	1253	0	0	1512	37	11	0	234	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	240	1253	0	0	1512	37	11	0	234	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:	240	1253	0	0	1512	37	11	0	234	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:	1.00	2.00	0.00	0.00	2.93	0.07	0.09	0.00	1.91	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	4686	114	145	0	3055	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.15	0.39	0.00	0.00	0.32	0.32	0.08	0.00	0.08	0.00	0.00	0.00
Crit Moves:	****				****			****				

One Beverly Hills Overlay Specific Plan
Cumulative plus Project Conditions - Saturday Midday Peak Hour

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Scenario Report
Scenario: CP_Alt_Access_Saturday_Midday

Command: CP_Sat
Volume: CP_Sat
Geometry: plus Project
Impact Fee: Default Impact Fee
Trip Generation: Default
Trip Distribution: Default
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration

One Beverly Hills Overlay Specific Plan
Cumulative plus Project Conditions - Saturday Midday Peak Hour

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Impact Analysis Report
Level Of Service

Intersection	Base Del/ LOS	V/ Veh	C	Future Del/ LOS	V/ Veh	C	Change in V/C
# 5 Santa Monica Boulevard North/M	A xxxxx	0.597		A xxxxx	0.597		+ 0.000

One Beverly Hills Overlay Specific Plan
Cumulative plus Project Conditions - Saturday Midday Peak Hour

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

Intersection #5 Santa Monica Boulevard North/Merv Griffin Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.597
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Street Name:	Santa Monica Boulevard North			Merv Griffin Way							
Approach:	North Bound			South Bound			East Bound			West Bound	
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	0	2	1	0	0	1!	0	1	0	0	0	0	0
Volume Module:																		
Base Vol:	187	923	0	0	1207	39	18	0	209	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:	187	923	0	0	1207	39	18	0	209	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:	187	923	0	0	1207	39	18	0	209	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	208	1026	0	0	1341	43	20	0	232	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	208	1026	0	0	1341	43	20	0	232	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:	208	1026	0	0	1341	43	20	0	232	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:	1.00	2.00	0.00	0.00	2.91	0.09	0.16	0.00	1.84	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	4650	150	254	0	2946	0	0	0
Capacity Analysis Module:																		
Vol/Sat:	0.13	0.32	0.00	0.00	0.29	0.29	0.08	0.00	0.08	0.00	0.00	0.00
Crit Moves:	****			****			****					

Appendix B:
LOS Worksheets Existing, Existing Specific Plans, and Project Conditions

EXISTING

One Beverly Hills Overlay Specific Plan
Existing (2019) Conditions - AM Peak Hour

Scenario Report
Scenario: Existing_AM

Command: Existing_AM
Volume: Existing_AM
Geometry: Existing
Impact Fee: Default Impact Fee
Trip Generation: Default
Trip Distribution: Default
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration

One Beverly Hills Overlay Specific Plan
Existing (2019) Conditions - AM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base Del/ LOS	V/ Veh	C	Future Del/ LOS	V/ Veh	C	Change in V/C
# 1 Beverly Drive/Santa Monica Bou	E	xxxxx	0.942	E	xxxxx	0.942	+ 0.000
# 2 Santa Monica Boulevard North/W	F	xxxxx	1.036	F	xxxxx	1.036	+ 0.000
# 3 Beverly Drive/Santa Monica Bou	D	xxxxx	0.854	D	xxxxx	0.854	+ 0.000
# 4 Santa Monica Boulevard South/W	E	xxxxx	0.969	E	xxxxx	0.969	+ 0.000
# 6 Wilshire Boulevard/Beverly Dri	D	xxxxx	0.896	D	xxxxx	0.896	+ 0.000
# 7 Wilshire Boulevard/Whittier Dr	F	xxxxx	1.203	F	xxxxx	1.203	+ 0.000
# 8 Santa Monica Boulevard/Crossov	C	xxxxx	0.758	C	xxxxx	0.758	+ 0.000
# 9 Santa Monica Boulevard/Century	E	xxxxx	0.955	E	xxxxx	0.955	+ 0.000
# 10 Sunset Boulevard/Whittier Driv	E	xxxxx	0.946	E	xxxxx	0.946	+ 0.000

One Beverly Hills Overlay Specific Plan
Existing (2019) Conditions - AM Peak Hour

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

Intersection #1 Beverly Drive/Santa Monica Boulevard North

Cycle (sec): 100 Critical Vol./Cap.(X): 0.942
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 126 Level Of Service: E

Street Name:	Beverly Drive			Santa Monica Boulevard North							
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
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	18	339	143	21	472	57	37	1517	25	91	1279	36
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:	18	339	143	21	472	57	37	1517	25	91	1279	36
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:	18	339	143	21	472	57	37	1517	25	91	1279	36
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:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	21	399	168	25	555	67	44	1785	29	107	1505	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	399	168	25	555	67	44	1785	29	107	1505	42
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:	21	399	168	25	555	67	44	1785	29	107	1505	42
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.41	0.59	1.00	1.78	0.22	1.00	1.97	0.03	1.00	1.95	0.05
Final Sat.:	1600	2251	949	1600	2855	345	1600	3148	52	1600	3112	88
Capacity Analysis Module:												
Vol/Sat:	0.01	0.18	0.18	0.02	0.19	0.19	0.03	0.57	0.57	0.07	0.48	0.48
Crit Moves:	****			****			****			****		

```
--------------------------------------------------------------------------------
               One Beverly Hills Overlay Specific Plan
              Existing (2019) Conditions - AM Peak Hour
--------------------------------------------------------------------------------
                 Level Of Service Computation Report
     ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
********************************************************************************
Intersection #2 Santa Monica Boulevard North/Wilshire Boulevard
********************************************************************************
Cycle (sec):        100              Critical Vol./Cap.(X):        1.036
Loss Time (sec):     10 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180              Level Of Service:                F
********************************************************************************
Street Name:  Santa Monica Boulevard North         Wilshire Boulevard
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     Prot+Permit     Prot+Permit
Rights:        Include          Ovl          Include         Include
Min. Green:    0   0    0    0   0    0    0   0    0    0   0    0
Lanes:      0  0  2  0  1   0  0  2  0  1   2  0  3  0  1   1  0  2  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      0  812    37    0 1062   381   706 1041    36   120 1144    24
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  812    37    0 1062   381   706 1041    36   120 1144    24
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  812    37    0 1062   381   706 1041    36   120 1144    24
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:     0.85 0.85  0.85  0.85 0.85  0.85  0.85 0.85  0.85  0.85 0.85  0.85
PHF Volume:    0  955    44    0 1249   448   831 1225    42   141 1346    28
Reduct Vol:    0    0     0    0    0     0     0    0     0     0    0     0
Reduced Vol:   0  955    44    0 1249   448   831 1225    42   141 1346    28
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  955    44    0 1249   448   831 1225    42   141 1346    28
OvlAdjVol:                                 33
------------|---------------||---------------||---------------||---------------|
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 2.00  1.00  0.00 2.00  1.00  2.00 3.00  1.00  1.00 2.94  0.06
Final Sat.:    0 3200  1600     0 3200  1600  3200 4800  1600  1600 4701    99
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.30  0.03  0.00 0.39  0.28  0.26 0.26  0.03  0.09 0.29  0.29
OvlAdjV/S:                                0.02
Crit Moves:  ****              ****       ****              ****
********************************************************************************
```

One Beverly Hills Overlay Specific Plan
Existing (2019) Conditions - AM Peak Hour

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

Intersection #3 Beverly Drive/Santa Monica Boulevard South

Cycle (sec): 100 Critical Vol./Cap.(X): 0.854
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 81 Level Of Service: D

Street Name:	Beverly Drive			Santa Monica Boulevard South			
Approach:	North Bound			South Bound			
Movement:	L - T - R			L - T - R			
Control:	Permitted			Permitted			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0	2	0	1	0	
Volume Module:							
Base Vol:	50	352	115	0	512	93	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	50	352	115	0	512	93	
Added Vol:	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	
Initial Fut:	50	352	115	0	512	93	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	
PHF Volume:	59	414	135	0	602	109	
Reduct Vol:	0	0	0	0	0	0	
Reduced Vol:	59	414	135	0	602	109	
PCE Adj:	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	
FinalVolume:	59	414	135	0	602	109	
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00	0.00	1.69	0.31	
Final Sat.:	1600	3200	1600	0	2708	492	
Capacity Analysis Module:							
Vol/Sat:	0.04	0.13	0.08	0.00	0.22	0.22	
Crit Moves:	****				****		

Street Name:	Santa Monica Boulevard South			Beverly Drive			
Approach:	East Bound			West Bound			
Movement:	L - T - R			L - T - R			
Control:	Permitted			Permitted			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0	1	1	0	1	
Volume Module:							
Base Vol:	53	636	112	171	1216	23	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	53	636	112	171	1216	23	
Added Vol:	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	
Initial Fut:	53	636	112	171	1216	23	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	
PHF Volume:	62	748	132	201	1431	27	
Reduct Vol:	0	0	0	0	0	0	
Reduced Vol:	62	748	132	201	1431	27	
PCE Adj:	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	
FinalVolume:	62	748	132	201	1431	27	
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	1.70	0.30	1.00	1.96	0.04	
Final Sat.:	1600	2721	479	1600	3141	59	
Capacity Analysis Module:							
Vol/Sat:	0.04	0.28	0.28	0.13	0.46	0.46	
Crit Moves:		****		****			

One Beverly Hills Overlay Specific Plan
Existing (2019) Conditions - AM Peak Hour

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

Intersection #4 Santa Monica Boulevard South/Wilshire Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.969
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 152 Level Of Service: E

Street Name:	Santa Monica Boulevard South				Wilshire Boulevard							
Approach:	North Bound				South Bound				East Bound			
Movement:	L	T	R		L	T	R		L	T	R	
Control:	Permitted				Permitted				Permitted			Protected
Rights:	Include				Include				Ovl			Include
Min. Green:	0	0	0		0	0	0		0	0	0	0
Lanes:	1	0	2	0	1	1	0	1	1	0	0	1
Volume Module:												
Base Vol:	42	525	190		57	798	338		251	821	71	214
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00
Initial Bse:	42	525	190		57	798	338		251	821	71	214
Added Vol:	0	0	0		0	0	0		0	0	0	0
PasserByVol:	0	0	0		0	0	0		0	0	0	0
Initial Fut:	42	525	190		57	798	338		251	821	71	214
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85		0.85	0.85	0.85		0.85	0.85	0.85	0.85
PHF Volume:	49	618	224		67	939	398		295	966	84	252
Reduct Vol:	0	0	0		0	0	0		0	0	0	0
Reduced Vol:	49	618	224		67	939	398		295	966	84	252
PCE Adj:	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
FinalVolume:	49	618	224		67	939	398		295	966	84	252
Saturation Flow Module:												
Sat/Lane:	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
Lanes:	1.00	2.00	1.00		1.00	1.40	0.60		0.70	2.30	1.00	1.00
Final Sat.:	1600	3200	1600		1600	2248	952		1124	3676	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.19	0.14		0.04	0.42	0.42		0.18	0.26	0.05	0.16
Crit Moves:	****				****				****			

2.84	0.16											
4542	258											
0.24	0.24											
****												

One Beverly Hills Overlay Specific Plan
Existing (2019) Conditions - AM Peak Hour

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

Intersection #6 Wilshire Boulevard/Beverly Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.896
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 98 Level Of Service: D

Street Name:	Beverly Drive			Wilshire Boulevard			
Approach:	North Bound			South Bound			
Movement:	L - T - R			L - T - R			
Control:	Protected			Permitted			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0	2	0	1	0	
Volume Module:							
Base Vol:	143	538	131	0	439	86	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	143	538	131	0	439	86	
Added Vol:	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	
Initial Fut:	143	538	131	0	439	86	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	
PHF Volume:	168	633	154	0	516	101	
Reduct Vol:	0	0	0	0	0	0	
Reduced Vol:	168	633	154	0	516	101	
PCE Adj:	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	
FinalVolume:	168	633	154	0	516	101	
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00	0.00	2.00	1.00	
Final Sat.:	1600	3200	1600	0	3200	1600	
Capacity Analysis Module:							
Vol/Sat:	0.11	0.20	0.10	0.00	0.16	0.06	
Crit Moves:	****				****		

Approach:	East Bound			West Bound			
Movement:	L - T - R			L - T - R			
Control:	Prot+Permit			Prot+Permit			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0	2	1	0	1	
Volume Module:							
Base Vol:	100	887	119	183	1782	80	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	100	887	119	183	1782	80	
Added Vol:	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	
Initial Fut:	100	887	119	183	1782	80	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	
PHF Volume:	118	1044	140	215	2096	94	
Reduct Vol:	0	0	0	0	0	0	
Reduced Vol:	118	1044	140	215	2096	94	
PCE Adj:	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	
FinalVolume:	118	1044	140	215	2096	94	
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00	0.35	2.87	0.13	
Final Sat.:	1600	3200	1600	568	4594	206	
Capacity Analysis Module:							
Vol/Sat:	0.07	0.25	0.25	0.13	0.46	0.46	
Crit Moves:		****					

One Beverly Hills Overlay Specific Plan
Existing (2019) Conditions - AM Peak Hour

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

Intersection #7 Wilshire Boulevard/Whittier Drive/Merv Griffin Way

Cycle (sec): 100 Critical Vol./Cap.(X): 1.203
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name: Whittier Drive/Merv Griffin Way Wilshire Boulevard

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0 1	0	0 1	0 1	0	1	0 2	1	0	1 0 2 1 0
Volume Module:												
Base Vol:	19	45	26	99	333	598	233	1771	33	28	1779	14
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:	19	45	26	99	333	598	233	1771	33	28	1779	14
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:	19	45	26	99	333	598	233	1771	33	28	1779	14
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:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	22	53	31	116	392	704	274	2084	39	33	2093	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	53	31	116	392	704	274	2084	39	33	2093	16
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:	22	53	31	116	392	704	274	2084	39	33	2093	16
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.63	0.37	0.19	0.81	1.00	1.00	2.95	0.05	1.00	2.98	0.02
Final Sat.:	1600	1014	586	308	1292	1600	1600	4712	88	1600	4763	37
Capacity Analysis Module:												
Vol/Sat:	0.01	0.05	0.05	0.38	0.30	0.44	0.17	0.44	0.44	0.02	0.44	0.44
Crit Moves:	****			****			****			****		

One Beverly Hills Overlay Specific Plan
Existing (2019) Conditions - AM Peak Hour

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

Intersection #8 Santa Monica Boulevard/Crossover

Cycle (sec): 100 Critical Vol./Cap.(X): 0.758
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 77 Level Of Service: C

Street Name:	Santa Monica Boulevard			Crossover			
Approach:	North Bound			South Bound			
Movement:	L	T	R	L	T	R	
Control:	Permitted			Permitted			
Rights:	Ignore			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	0	0	2	0	2	0	
Volume Module:							
Base Vol:	0	895	660	0	1441	0	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	0	895	660	0	1441	0	
Added Vol:	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	
Initial Fut:	0	895	660	0	1441	0	
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	
PHF Adj:	0.85	0.85	0.00	0.85	0.85	0.85	
PHF Volume:	0	1053	0	0	1695	0	
Reduct Vol:	0	0	0	0	0	0	
Reduced Vol:	0	1053	0	0	1695	0	
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	
FinalVolume:	0	1053	0	0	1695	0	
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.00	2.00	2.00	0.00	3.00	0.00	
Final Sat.:	0	3200	3200	0	4800	0	
Capacity Analysis Module:							
Vol/Sat:	0.00	0.33	0.00	0.00	0.35	0.00	
Crit Moves:	****			****			

Street Name:	Santa Monica Boulevard			Crossover			
Approach:	East Bound			West Bound			
Movement:	L	T	R	L	T	R	
Control:	Split Phase			Split Phase			
Rights:	Include			Ovl			
Min. Green:	0	0	0	0	0	0	
Lanes:	0	0	0	0	2	0	
Volume Module:							
Base Vol:	0	1102	0	29			
Growth Adj:	1.00	1.00	1.00	1.00			
Initial Bse:	0	1102	0	29			
Added Vol:	0	0	0	0			
PasserByVol:	0	0	0	0			
Initial Fut:	0	1102	0	29			
User Adj:	1.00	1.00	1.00	1.00			
PHF Adj:	0.85	0.85	0.85	0.85			
PHF Volume:	0	1296	0	34			
Reduct Vol:	0	0	0	0			
Reduced Vol:	0	1296	0	34			
PCE Adj:	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00			
FinalVolume:	0	1296	0	34			
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600			
Adjustment:	1.00	1.00	1.00	1.00			
Lanes:	0.00	2.00	0.00	1.00			
Final Sat.:	0	3200	0	1600			
Capacity Analysis Module:							
Vol/Sat:	0.00	0.41	0.00	0.02			
Crit Moves:		****					

One Beverly Hills Overlay Specific Plan
Existing (2019) Conditions - AM Peak Hour

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

Intersection #9 Santa Monica Boulevard/Century Park East

Cycle (sec): 100 Critical Vol./Cap.(X): 0.955
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 138 Level Of Service: E

Street Name:	Santa Monica Boulevard			Century Park East			
Approach:	North Bound			South Bound			
Movement:	L - T - R			L - T - R			
Control:	Protected			Protected			
Rights:	Ovl			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0	4	0	1	2	0
Volume Module:							
Base Vol:	8	1531	676		974	1779	0
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00
Initial Bse:	8	1531	676		974	1779	0
Added Vol:	0	0	0		0	0	0
PasserByVol:	0	0	0		0	0	0
Initial Fut:	8	1531	676		974	1779	0
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85		0.85	0.85	0.85
PHF Volume:	9	1801	795		1146	2093	0
Reduct Vol:	0	0	0		0	0	0
Reduced Vol:	9	1801	795		1146	2093	0
PCE Adj:	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
FinalVolume:	9	1801	795		1146	2093	0
OvlAdjVol:			713				
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600		1600	1600	1600
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00
Lanes:	1.00	4.00	1.00		2.00	3.00	0.00
Final Sat.:	1600	6400	1600		3200	4800	0
Capacity Analysis Module:							
Vol/Sat:	0.01	0.28	0.50		0.36	0.44	0.00
OvlAdjV/S:			0.45				
Crit Moves:			****			****	

Approach:	East Bound				West Bound			
Movement:	L - T - R				L - T - R			
Control:	Split Phase				Split Phase			
Rights:	Include				Ovl			
Min. Green:	0	0	0		0	0	0	
Lanes:	0	0	0	0	0	2	0	0
Volume Module:								
Base Vol:	0	0	0		0	140	0	217
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00
Initial Bse:	0	0	0		0	140	0	217
Added Vol:	0	0	0		0	0	0	0
PasserByVol:	0	0	0		0	0	0	0
Initial Fut:	0	0	0		0	140	0	217
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85		0.85	0.85	0.85	0.85
PHF Volume:	0	0	0		0	165	0	255
Reduct Vol:	0	0	0		0	0	0	0
Reduced Vol:	0	0	0		0	165	0	255
PCE Adj:	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
FinalVolume:	0	0	0		0	165	0	255
OvlAdjVol:					0			
Saturation Flow Module:								
Sat/Lane:	1600	1600	1600		1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00		0.00	2.00	0.00	2.00
Final Sat.:	0	0	0		0	3200	0	3200
Capacity Analysis Module:								
Vol/Sat:	0.00	0.00	0.00		0.00	0.05	0.00	0.08
OvlAdjV/S:					0.00			
Crit Moves:					****			

One Beverly Hills Overlay Specific Plan
Existing (2019) Conditions - AM Peak Hour

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

Intersection #10 Sunset Boulevard/Whittier Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.946
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 130 Level Of Service: E

Street Name:	Whittier Drive			Sunset Boulevard			
Approach:	North Bound			South Bound			
Movement:	L	T	R	L	T	R	
Control:	Permitted			Permitted			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0	0 1	0	1	0	0 1
Volume Module:							
Base Vol:	42	62	152	23	223	49	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	62	152	23	223	49	35
Added Vol:	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0
Initial Fut:	42	62	152	23	223	49	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	49	73	179	27	262	58	41
Reduct Vol:	0	0	0	0	0	0	0
Reduced Vol:	49	73	179	27	262	58	41
PCE Adj:	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
FinalVolume:	49	73	179	27	262	58	41
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.29	0.71	1.00	0.82	0.18	1.00
Final Sat.:	1600	464	1136	1600	1312	288	1600
Capacity Analysis Module:							
Vol/Sat:	0.03	0.16	0.16	0.02	0.20	0.20	0.03
Crit Moves:	****			****			

Street Name:	Whittier Drive			Sunset Boulevard			
Approach:	North Bound			South Bound			
Movement:	L	T	R	L	T	R	
Control:	Permitted			Permitted			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0	0 1	0	1	0	0 1
Volume Module:							
Base Vol:	3099	101	1600	3187	13		
Growth Adj:	1.00	1.00	1.00	1.00	1.00		
Initial Bse:	3099	101	1600	3187	13		
Added Vol:	0	0	0	0	0		
PasserByVol:	0	0	0	0	0		
Initial Fut:	3099	101	1600	3187	13		
User Adj:	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	0.85	0.85	0.85	0.85	0.85		
PHF Volume:	3646	119	1882	3749	15		
Reduct Vol:	0	0	0	0	0		
Reduced Vol:	3646	119	1882	3749	15		
PCE Adj:	1.00	1.00	1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00	1.00	1.00		
FinalVolume:	3646	119	1882	3749	15		
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600		
Adjustment:	1.00	1.00	1.00	1.00	1.00		
Lanes:	1.94	0.06	1.00	1.99	0.01		
Final Sat.:	3099	101	1600	3187	13		
Capacity Analysis Module:							
Vol/Sat:	0.48	0.48	0.14	0.45	0.45		
Crit Moves:		****		****			

One Beverly Hills Overlay Specific Plan
Existing (2019) Conditions - Midday Peak Hour

Scenario Report
Scenario: Existing_Midday

Command: Existing_Mid
Volume: Existing_Mid
Geometry: Existing
Impact Fee: Default Impact Fee
Trip Generation: Default
Trip Distribution: Default
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration

One Beverly Hills Overlay Specific Plan
Existing (2019) Conditions - Midday Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base Del/ LOS	V/ Veh	C	Future Del/ LOS	V/ Veh	C	Change in V/C
# 1 Beverly Drive/Santa Monica Bou	D	xxxxx	0.890	D	xxxxx	0.890	+ 0.000
# 2 Santa Monica Boulevard North/W	E	xxxxx	0.912	E	xxxxx	0.912	+ 0.000
# 3 Beverly Drive/Santa Monica Bou	C	xxxxx	0.792	C	xxxxx	0.792	+ 0.000
# 4 Santa Monica Boulevard South/W	D	xxxxx	0.803	D	xxxxx	0.803	+ 0.000
# 6 Wilshire Boulevard/Beverly Dri	D	xxxxx	0.818	D	xxxxx	0.818	+ 0.000
# 7 Wilshire Boulevard/Whittier Dr	E	xxxxx	0.911	E	xxxxx	0.911	+ 0.000
# 8 Santa Monica Boulevard/Crossov	A	xxxxx	0.572	A	xxxxx	0.572	+ 0.000
# 9 Santa Monica Boulevard/Century	A	xxxxx	0.581	A	xxxxx	0.581	+ 0.000
# 10 Sunset Boulevard/Whittier Driv	D	xxxxx	0.801	D	xxxxx	0.801	+ 0.000

One Beverly Hills Overlay Specific Plan
Existing (2019) Conditions - Midday Peak Hour

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

Intersection #1 Beverly Drive/Santa Monica Boulevard North

Cycle (sec): 100 Critical Vol./Cap.(X): 0.890
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 95 Level Of Service: D

Street Name:	Beverly Drive			Santa Monica Boulevard North			
Approach:	North Bound			South Bound			
Movement:	L - T - R			L - T - R			
Control:	Permitted			Permitted			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0	1 1 0	1	0	1 1 0	
Volume Module:							
Base Vol:	65	296	134	50	381	92	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	65	296	134	50	381	92	
Added Vol:	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	
Initial Fut:	65	296	134	50	381	92	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	
PHF Volume:	76	348	158	59	448	108	
Reduct Vol:	0	0	0	0	0	0	
Reduced Vol:	76	348	158	59	448	108	
PCE Adj:	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	
FinalVolume:	76	348	158	59	448	108	
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	1.38	0.62	1.00	1.61	0.39	
Final Sat.:	1600	2203	997	1600	2578	622	
Capacity Analysis Module:							
Vol/Sat:	0.05	0.16	0.16	0.04	0.17	0.17	
Crit Moves:	****			****			

Street Name:	Santa Monica Boulevard North						
Approach:	East Bound			West Bound			
Movement:	L - T - R			L - T - R			
Control:	Permitted			Permitted			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0	1 1 0	1	0	1 1 0	
Volume Module:							
Base Vol:	54	1351	42	77	1303	23	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	54	1351	42	77	1303	23	
Added Vol:	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	
Initial Fut:	54	1351	42	77	1303	23	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	
PHF Volume:	64	1589	49	91	1533	27	
Reduct Vol:	0	0	0	0	0	0	
Reduced Vol:	64	1589	49	91	1533	27	
PCE Adj:	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	
FinalVolume:	64	1589	49	91	1533	27	
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	1.94	0.06	1.00	1.97	0.03	
Final Sat.:	1600	3104	96	1600	3144	56	
Capacity Analysis Module:							
Vol/Sat:	0.04	0.51	0.51	0.06	0.49	0.49	
Crit Moves:		****			****		

One Beverly Hills Overlay Specific Plan
Existing (2019) Conditions - Midday Peak Hour

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

Intersection #2 Santa Monica Boulevard North/Wilshire Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.912
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 106 Level Of Service: E

Street Name:	Santa Monica Boulevard North			Wilshire Boulevard			
Approach:	North Bound			South Bound			
Movement:	L	T	R	L	T	R	
Control:	Permitted			Permitted			
Rights:	Include			Ovl			
Min. Green:	0	0	0	0	0	0	
Lanes:	0	0	2	0	1	0	
Volume Module:							
Base Vol:	0	809	61	2	974	542	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	0	809	61	2	974	542	
Added Vol:	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	
Initial Fut:	0	809	61	2	974	542	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	
PHF Volume:	0	952	72	2	1146	638	
Reduct Vol:	0	0	0	0	0	0	
Reduced Vol:	0	952	72	2	1146	638	
PCE Adj:	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	
FinalVolume:	0	952	72	2	1146	638	
OvlAdjVol:				310			
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.00	2.00	1.00	0.01	1.99	1.00	
Final Sat.:	0	3200	1600	7	3193	1600	
Capacity Analysis Module:							
Vol/Sat:	0.00	0.30	0.04	0.00	0.36	0.40	
OvlAdjV/S:				0.19			
Crit Moves:	****			****			

Street Name:	Santa Monica Boulevard North			Wilshire Boulevard			
Approach:	East Bound			West Bound			
Movement:	L	T	R	L	T	R	
Control:	Prot+Permit			Prot+Permit			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	2	0	3	0	1	1	0
Volume Module:							
Base Vol:	557	986	46	139	953	59	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	557	986	46	139	953	59	
Added Vol:	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	
Initial Fut:	557	986	46	139	953	59	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	
PHF Volume:	655	1160	54	164	1121	69	
Reduct Vol:	0	0	0	0	0	0	
Reduced Vol:	655	1160	54	164	1121	69	
PCE Adj:	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	
FinalVolume:	655	1160	54	164	1121	69	
OvlAdjVol:							
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00	1.00	2.83	0.17	
Final Sat.:	3200	4800	1600	1600	4520	280	
Capacity Analysis Module:							
Vol/Sat:	0.20	0.24	0.03	0.10	0.25	0.25	
OvlAdjV/S:							
Crit Moves:		****			****		

One Beverly Hills Overlay Specific Plan
Existing (2019) Conditions - Midday Peak Hour

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

Intersection #3 Beverly Drive/Santa Monica Boulevard South

Cycle (sec): 100 Critical Vol./Cap.(X): 0.792
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 65 Level Of Service: C

Street Name:	Beverly Drive			Santa Monica Boulevard South			
Approach:	North Bound			South Bound			
Movement:	L - T - R			L - T - R			
Control:	Permitted			Permitted			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0	2	0	1	0	
Volume Module:							
Base Vol:	61	444	184	0	535	91	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	61	444	184	0	535	91	
Added Vol:	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	
Initial Fut:	61	444	184	0	535	91	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	
PHF Volume:	72	522	216	0	629	107	
Reduct Vol:	0	0	0	0	0	0	
Reduced Vol:	72	522	216	0	629	107	
PCE Adj:	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	
FinalVolume:	72	522	216	0	629	107	
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00	0.00	1.71	0.29	
Final Sat.:	1600	3200	1600	0	2735	465	
Capacity Analysis Module:							
Vol/Sat:	0.04	0.16	0.14	0.00	0.23	0.23	
Crit Moves:	****				****		

Street Name:	Santa Monica Boulevard South			Beverly Drive			
Approach:	East Bound			West Bound			
Movement:	L - T - R			L - T - R			
Control:	Permitted			Permitted			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0	1	1	0	1	
Volume Module:							
Base Vol:	715	150	134	816	41		
Growth Adj:	1.00	1.00	1.00	1.00	1.00		
Initial Bse:	715	150	134	816	41		
Added Vol:	0	0	0	0	0		
PasserByVol:	0	0	0	0	0		
Initial Fut:	715	150	134	816	41		
User Adj:	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	0.85	0.85	0.85	0.85	0.85		
PHF Volume:	841	176	158	960	48		
Reduct Vol:	0	0	0	0	0		
Reduced Vol:	841	176	158	960	48		
PCE Adj:	1.00	1.00	1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00	1.00	1.00		
FinalVolume:	841	176	158	960	48		
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600		
Adjustment:	1.00	1.00	1.00	1.00	1.00		
Lanes:	1.65	0.35	1.00	1.90	0.10		
Final Sat.:	2645	555	1600	3047	153		
Capacity Analysis Module:							
Vol/Sat:	0.32	0.32	0.10	0.32	0.32		
Crit Moves:		****			****		

One Beverly Hills Overlay Specific Plan
Existing (2019) Conditions - Midday Peak Hour

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

Intersection #4 Santa Monica Boulevard South/Wilshire Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.803
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 67 Level Of Service: D

Street Name:	Santa Monica Boulevard South								Wilshire Boulevard							
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				Protected			
Rights:	Include				Include				Ovl				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	0 1	1	0	1	1 0	0	1	2	0 1	1	0	2	1 0
Volume Module:																
Base Vol:	69	540	292		52	393	374		236	792			60	161	672	70
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	1.00
Initial Bse:	69	540	292		52	393	374		236	792			60	161	672	70
Added Vol:	0	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	0
Initial Fut:	69	540	292		52	393	374		236	792			60	161	672	70
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	1.00
PHF Adj:	0.85	0.85	0.85		0.85	0.85	0.85		0.85	0.85	0.85		0.85	0.85	0.85	0.85
PHF Volume:	81	635	344		61	462	440		278	932			71	189	791	82
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	0
Reduced Vol:	81	635	344		61	462	440		278	932			71	189	791	82
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	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	1.00
FinalVolume:	81	635	344		61	462	440		278	932			71	189	791	82
Saturation Flow Module:																
Sat/Lane:	1600	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	1.00
Lanes:	1.00	2.00	1.00		1.00	1.02	0.98		0.69	2.31	1.00		1.00	2.72	0.28	
Final Sat.:	1600	3200	1600		1600	1640	1560		1102	3698	1600		1600	4347	453	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.20	0.21		0.04	0.28	0.28		0.17	0.25	0.04		0.12	0.18	0.18	
Crit Moves:	****				****				****				****			

One Beverly Hills Overlay Specific Plan
Existing (2019) Conditions - Midday Peak Hour

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

Intersection #6 Wilshire Boulevard/Beverly Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.818
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 71 Level Of Service: D

Street Name:	Beverly Drive			Wilshire Boulevard			
Approach:	North Bound			South Bound			
Movement:	L - T - R			L - T - R			
Control:	Protected			Permitted			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0	2	0	1	0	
Volume Module:							
Base Vol:	148	433	126	0	477	148	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	148	433	126	0	477	148	
Added Vol:	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	
Initial Fut:	148	433	126	0	477	148	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	
PHF Volume:	174	509	148	0	561	174	
Reduct Vol:	0	0	0	0	0	0	
Reduced Vol:	174	509	148	0	561	174	
PCE Adj:	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	
FinalVolume:	174	509	148	0	561	174	
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00	0.00	2.00	1.00	
Final Sat.:	1600	3200	1600	0	3200	1600	
Capacity Analysis Module:							
Vol/Sat:	0.11	0.16	0.09	0.00	0.18	0.11	
Crit Moves:	****				****		

Street Name:	Beverly Drive			Wilshire Boulevard								
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	0	0	2	0	1	1	0
Volume Module:												
Base Vol:	148	433	126	0	477	148	164	976	162	210	1099	138
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:	148	433	126	0	477	148	164	976	162	210	1099	138
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:	148	433	126	0	477	148	164	976	162	210	1099	138
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:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	174	509	148	0	561	174	193	1148	191	247	1293	162
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	174	509	148	0	561	174	193	1148	191	247	1293	162
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:	174	509	148	0	561	174	193	1148	191	247	1293	162
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	0.00	2.00	1.00	1.00	2.57	0.43	1.00	2.67	0.33
Final Sat.:	1600	3200	1600	0	3200	1600	1600	4117	683	1600	4265	535
Capacity Analysis Module:												
Vol/Sat:	0.11	0.16	0.09	0.00	0.18	0.11	0.12	0.28	0.28	0.15	0.30	0.30
Crit Moves:	****				****		****		****			

One Beverly Hills Overlay Specific Plan
Existing (2019) Conditions - Midday Peak Hour

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

Intersection #7 Wilshire Boulevard/Whittier Drive/Merv Griffin Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.911
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 106 Level Of Service: E

Street Name: Whittier Drive/Merv Griffin Way Wilshire Boulevard

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Split Phase	Split Phase	Prot+Permit	Prot+Permit
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 0 1 0	0 1 0 1 0	1 0 2 1 0	1 0 2 1 0
Volume Module:				
Base Vol:	9 129 32	84 162 188	231 1566 18	20 1467 15
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	9 129 32	84 162 188	231 1566 18	20 1467 15
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0
Initial Fut:	9 129 32	84 162 188	231 1566 18	20 1467 15
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	0.85 0.85 0.85	0.85 0.85 0.85	0.85 0.85 0.85	0.85 0.85 0.85
PHF Volume:	11 152 38	99 191 221	272 1842 21	24 1726 18
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	11 152 38	99 191 221	272 1842 21	24 1726 18
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:	11 152 38	99 191 221	272 1842 21	24 1726 18
Saturation Flow Module:				
Sat/Lane:	1600 1600 1600	1600 1600 1600	1600 1600 1600	1600 1600 1600
Adjustment:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Lanes:	1.00 0.80 0.20	0.39 0.75 0.86	1.00 2.97 0.03	1.00 2.97 0.03
Final Sat.:	1600 1282 318	619 1194 1386	1600 4745 55	1600 4751 49
Capacity Analysis Module:				
Vol/Sat:	0.01 0.12 0.12	0.16 0.16 0.16	0.17 0.39 0.39	0.01 0.36 0.36
Crit Moves:	****	****	****	****

One Beverly Hills Overlay Specific Plan
Existing (2019) Conditions - Midday Peak Hour

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

Intersection #8 Santa Monica Boulevard/Crossover

Cycle (sec): 100 Critical Vol./Cap.(X): 0.572
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Street Name: Santa Monica Boulevard Crossover

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:	Ignore			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	0	2	0	0	3	0	0	0	1
Volume Module:												
Base Vol:	0	868	1000	0	1405	0	0	0	0	618	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	868	1000	0	1405	0	0	0	0	618	0	31
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	868	1000	0	1405	0	0	0	0	618	0	31
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.00	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	0	1021	0	0	1653	0	0	0	0	727	0	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1021	0	0	1653	0	0	0	0	727	0	36
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1021	0	0	1653	0	0	0	0	727	0	36
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	2.00	2.00	0.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3200	3200	0	4800	0	0	0	0	3200	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.00	0.00	0.34	0.00	0.00	0.00	0.00	0.23	0.00	0.02
Crit Moves:	****			****			****					

One Beverly Hills Overlay Specific Plan
Existing (2019) Conditions - Midday Peak Hour

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

Intersection #9 Santa Monica Boulevard/Century Park East

Cycle (sec): 100 Critical Vol./Cap.(X): 0.581
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Street Name:	Santa Monica Boulevard				Century Park East							
Approach:	North Bound				South Bound				East Bound			
Movement:	L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Split Phase			
Rights:	Ovl				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0	
Lanes:	1	0	4	0 1	2	0	3	0 0	0	0	0	0 0
Volume Module:												
Base Vol:	21	1591	300		304	1593	0		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	21	1591	300		304	1593	0		0	0	0	
Added Vol:	0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0	
Initial Fut:	21	1591	300		304	1593	0		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.85	0.85	0.85		0.85	0.85	0.85		0.85	0.85	0.85	
PHF Volume:	25	1872	353		358	1874	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0	
Reduced Vol:	25	1872	353		358	1874	0		0	0	0	
PCE Adj:	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	
FinalVolume:	25	1872	353		358	1874	0		0	0	0	
OvlAdjVol:	234								41			
Saturation Flow Module:												
Sat/Lane:	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	
Lanes:	1.00	4.00	1.00		2.00	3.00	0.00		0.00	0.00	2.00	
Final Sat.:	1600	6400	1600		3200	4800	0		0	0	0	
Capacity Analysis Module:												
Vol/Sat:	0.02	0.29	0.22		0.11	0.39	0.00		0.00	0.00	0.07	
OvlAdjV/S:	0.15								0.01			
Crit Moves:	****				****				****			

One Beverly Hills Overlay Specific Plan
Existing (2019) Conditions - Midday Peak Hour

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

Intersection #10 Sunset Boulevard/Whittier Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.801
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 67 Level Of Service: D

Street Name:	Whittier Drive			Sunset Boulevard			
Approach:	North Bound			South Bound			
Movement:	L	T	R	L	T	R	
Control:	Permitted			Permitted			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0	0 1	0	1	0	0 1
Volume Module:							
Base Vol:	68	109	170	15	90	52	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	68	109	170	15	90	52	42
Added Vol:	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0
Initial Fut:	68	109	170	15	90	52	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	80	128	200	18	106	61	49
Reduct Vol:	0	0	0	0	0	0	0
Reduced Vol:	80	128	200	18	106	61	49
PCE Adj:	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
FinalVolume:	80	128	200	18	106	61	49
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.39	0.61	1.00	0.63	0.37	1.00
Final Sat.:	1600	625	975	1600	1014	586	1600
Capacity Analysis Module:							
Vol/Sat:	0.05	0.21	0.21	0.01	0.10	0.10	0.03
Crit Moves:	****		****			****	

Street Name:	Whittier Drive			Sunset Boulevard			
Approach:	North Bound			South Bound			
Movement:	L	T	R	L	T	R	
Control:	Permitted			Permitted			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0	0 1	0	1	0	0 1
Volume Module:							
Base Vol:	68	109	170	15	90	52	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	68	109	170	15	90	52	42
Added Vol:	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0
Initial Fut:	68	109	170	15	90	52	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	80	128	200	18	106	61	49
Reduct Vol:	0	0	0	0	0	0	0
Reduced Vol:	80	128	200	18	106	61	49
PCE Adj:	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
FinalVolume:	80	128	200	18	106	61	49
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.39	0.61	1.00	0.63	0.37	1.00
Final Sat.:	1600	625	975	1600	1014	586	1600
Capacity Analysis Module:							
Vol/Sat:	0.05	0.21	0.21	0.01	0.10	0.10	0.03
Crit Moves:	****		****			****	

Street Name:	Sunset Boulevard			Sunset Boulevard			
Approach:	East Bound			West Bound			
Movement:	L	T	R	L	T	R	
Control:	Protected			Protected			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0	1 1	0	1	0	1 1
Volume Module:							
Base Vol:	33	135	982	8			
Growth Adj:	1.00	1.00	1.00	1.00			
Initial Bse:	33	135	982	8			
Added Vol:	0	0	0	0			
PasserByVol:	0	0	0	0			
Initial Fut:	33	135	982	8			
User Adj:	1.00	1.00	1.00	1.00			
PHF Adj:	0.85	0.85	0.85	0.85			
PHF Volume:	39	159	1155	9			
Reduct Vol:	0	0	0	0			
Reduced Vol:	39	159	1155	9			
PCE Adj:	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00			
FinalVolume:	39	159	1155	9			
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600			
Adjustment:	1.00	1.00	1.00	1.00			
Lanes:	1.00	0.06	1.00	1.98	0.02		
Final Sat.:	1600	101	1600	3174	26		
Capacity Analysis Module:							
Vol/Sat:	0.02	0.39	0.39	0.10	0.36	0.36	
Crit Moves:		****		****			

One Beverly Hills Overlay Specific Plan
Existing (2019) Conditions - PM Peak Hour

Scenario Report
Scenario: Existing_PM

Command: Existing_PM
Volume: Existing_PM
Geometry: Existing
Impact Fee: Default Impact Fee
Trip Generation: Default
Trip Distribution: Default
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration

One Beverly Hills Overlay Specific Plan
Existing (2019) Conditions - PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base Del/ LOS	V/ Veh	C	Future Del/ LOS	V/ Veh	C	Change in V/C
# 1 Beverly Drive/Santa Monica Bou	E xxxxx	0.906		E xxxxx	0.906		+ 0.000
# 2 Santa Monica Boulevard North/W	F xxxxx	1.006		F xxxxx	1.006		+ 0.000
# 3 Beverly Drive/Santa Monica Bou	D xxxxx	0.897		D xxxxx	0.897		+ 0.000
# 4 Santa Monica Boulevard South/W	D xxxxx	0.845		D xxxxx	0.845		+ 0.000
# 6 Wilshire Boulevard/Beverly Dri	E xxxxx	0.988		E xxxxx	0.988		+ 0.000
# 7 Wilshire Boulevard/Whittier Dr	F xxxxx	1.254		F xxxxx	1.254		+ 0.000
# 8 Santa Monica Boulevard/Crossov	B xxxxx	0.676		B xxxxx	0.676		+ 0.000
# 9 Santa Monica Boulevard/Century	C xxxxx	0.744		C xxxxx	0.744		+ 0.000
# 10 Sunset Boulevard/Whittier Driv	F xxxxx	1.056		F xxxxx	1.056		+ 0.000

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One Beverly Hills Overlay Specific Plan
Existing (2019) Conditions - PM Peak Hour

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

Intersection #1 Beverly Drive/Santa Monica Boulevard North

Cycle (sec): 100 Critical Vol./Cap.(X): 0.906
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 103 Level Of Service: E

Street Name:	Beverly Drive			Santa Monica Boulevard North							
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
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:												
Base Vol:	67	422	159	36	351	63	45	1344	38	78	1337	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:	67	422	159	36	351	63	45	1344	38	78	1337	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:	67	422	159	36	351	63	45	1344	38	78	1337	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:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	79	496	187	42	413	74	53	1581	45	92	1573	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	496	187	42	413	74	53	1581	45	92	1573	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	79	496	187	42	413	74	53	1581	45	92	1573	38
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.45	0.55	1.00	1.70	0.30	1.00	1.95	0.05	1.00	1.95	0.05
Final Sat.:	1600	2324	876	1600	2713	487	1600	3112	88	1600	3125	75
Capacity Analysis Module:												
Vol/Sat:	0.05	0.21	0.21	0.03	0.15	0.15	0.03	0.51	0.51	0.06	0.50	0.50
Crit Moves:	****			****			****			****		

One Beverly Hills Overlay Specific Plan
Existing (2019) Conditions - PM Peak Hour

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

Intersection #2 Santa Monica Boulevard North/Wilshire Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 1.006
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	Santa Monica Boulevard North			Santa Monica Boulevard North			Wilshire Boulevard			Wilshire Boulevard		
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			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	1	0	1	0	0	2	0	1	2	0	3	0	1	1	0	2	1	0
Volume Module:												
Base Vol:	1	805	55	0	881	548	659	1071	23	149	1352	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:	1	805	55	0	881	548	659	1071	23	149	1352	31
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:	1	805	55	0	881	548	659	1071	23	149	1352	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:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	1	947	65	0	1036	645	775	1260	27	175	1591	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	947	65	0	1036	645	775	1260	27	175	1591	36
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:	1	947	65	0	1036	645	775	1260	27	175	1591	36
OvlAdjVol:					257							
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:	0.01	1.99	1.00	0.00	2.00	1.00	2.00	3.00	1.00	1.00	2.93	0.07
Final Sat.:	4	3196	1600	0	3200	1600	3200	4800	1600	1600	4692	108
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.04	0.00	0.32	0.40	0.24	0.26	0.02	0.11	0.34	0.34
OvlAdjV/S:					0.16							
Crit Moves:	****				****		****				****	

One Beverly Hills Overlay Specific Plan
Existing (2019) Conditions - PM Peak Hour

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

Intersection #3 Beverly Drive/Santa Monica Boulevard South

Cycle (sec): 100 Critical Vol./Cap.(X): 0.897
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 99 Level Of Service: D

Street Name:	Beverly Drive			Santa Monica Boulevard South							
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
Lanes:	1	0	2	0	1	0	0	1	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:												
Base Vol:	56	542	158	0	444	89	148	1256	118	75	794	49
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:	56	542	158	0	444	89	148	1256	118	75	794	49
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:	56	542	158	0	444	89	148	1256	118	75	794	49
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:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	66	638	186	0	522	105	174	1478	139	88	934	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	638	186	0	522	105	174	1478	139	88	934	58
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	66	638	186	0	522	105	174	1478	139	88	934	58
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	0.00	1.67	0.33	1.00	1.83	0.17	1.00	1.88	0.12
Final Sat.:	1600	3200	1600	0	2666	534	1600	2925	275	1600	3014	186
Capacity Analysis Module:												
Vol/Sat:	0.04	0.20	0.12	0.00	0.20	0.20	0.11	0.51	0.51	0.06	0.31	0.31
Crit Moves:	****			****			****			****		

One Beverly Hills Overlay Specific Plan
Existing (2019) Conditions - PM Peak Hour

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

Intersection #4 Santa Monica Boulevard South/Wilshire Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.845
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 78 Level Of Service: D

Street Name:	Santa Monica Boulevard South								Wilshire Boulevard			
Approach:	North Bound				South Bound				East Bound			
Movement:	L	T	R		L	T	R		L	T	R	
Control:	Permitted				Permitted				Permitted			Protected
Rights:	Include				Include				Ovl			Include
Min. Green:	0	0	0		0	0	0		0	0	0	0
Lanes:	1	0	2	0	1	1	0	1	1	0	0	1
Volume Module:												
Base Vol:	83	769	175		61	431	372		284	827	28	158
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00
Initial Bse:	83	769	175		61	431	372		284	827	28	158
Added Vol:	0	0	0		0	0	0		0	0	0	0
PasserByVol:	0	0	0		0	0	0		0	0	0	0
Initial Fut:	83	769	175		61	431	372		284	827	28	158
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85		0.85	0.85	0.85		0.85	0.85	0.85	0.85
PHF Volume:	98	905	206		72	507	438		334	973	33	186
Reduct Vol:	0	0	0		0	0	0		0	0	0	0
Reduced Vol:	98	905	206		72	507	438		334	973	33	186
PCE Adj:	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
FinalVolume:	98	905	206		72	507	438		334	973	33	186
Saturation Flow Module:												
Sat/Lane:	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
Lanes:	1.00	2.00	1.00		1.00	1.07	0.93		0.77	2.23	1.00	1.00
Final Sat.:	1600	3200	1600		1600	1718	1482		1227	3573	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.28	0.13		0.04	0.30	0.30		0.21	0.27	0.02	0.12
Crit Moves:	****				****				****			

2.82	0.18		
4506	294		
0.28	0.28		

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--------------------------------------------------------------------------------
                One Beverly Hills Overlay Specific Plan
               Existing (2019) Conditions - PM Peak Hour
--------------------------------------------------------------------------------
                 Level Of Service Computation Report
     ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
********************************************************************************
Intersection #6 Wilshire Boulevard/Beverly Drive
********************************************************************************
Cycle (sec):        100             Critical Vol./Cap.(X):        0.988
Loss Time (sec):     10 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      178             Level Of Service:                 E
********************************************************************************
Street Name:         Beverly Drive              Wilshire Boulevard
Approach:     North Bound     South Bound      East Bound       West Bound
Movement:    L - T - R   L - T - R   L - T - R   L - T - R
------------|---------------||---------------||---------------||---------------|
Control:       Protected       Permitted     Prot+Permit     Prot+Permit
Rights:          Include         Include         Include         Include
Min. Green:    0   0    0    0   0    0    0   0    0    0   0    0
Lanes:       1  0  2  0  1   0  0  2  0  1   1  0  2  1  0   1  0  2  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:    119  442   161    0  600   139   121 1526   133   235 1209    95
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:  119  442   161    0  600   139   121 1526   133   235 1209    95
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:  119  442   161    0  600   139   121 1526   133   235 1209    95
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:     0.85 0.85  0.85  0.85 0.85  0.85  0.85 0.85  0.85  0.85 0.85  0.85
PHF Volume:   140  520   189    0  706   164   142 1795   156   276 1422   112
Reduct Vol:    0    0     0    0    0     0     0    0     0     0    0     0
Reduced Vol:  140  520   189    0  706   164   142 1795   156   276 1422   112
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:  140  520   189    0  706   164   142 1795   156   276 1422   112
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600  1600 1600  1600  1600 1600  1600  1600 1600  1600
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.00  1.00  0.00 2.00  1.00  1.00 2.76  0.24  1.00 2.78  0.22
Final Sat.:  1600 3200  1600     0 3200  1600  1600 4415   385  1600 4450   350
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.09 0.16  0.12  0.00 0.22  0.10  0.09 0.41  0.41  0.17 0.32  0.32
Crit Moves:  ****              ****             ****        ****
********************************************************************************
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One Beverly Hills Overlay Specific Plan
Existing (2019) Conditions - PM Peak Hour

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

Intersection #7 Wilshire Boulevard/Whittier Drive/Merv Griffin Way

Cycle (sec): 100 Critical Vol./Cap.(X): 1.254
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	Whittier Drive/Merv Griffin Way				Wilshire Boulevard							
Approach:	North Bound				South Bound				East Bound			
Movement:	L	T	R		L	T	R		L	T	R	
Control:	Split Phase				Split Phase				Prot+Permit			
Rights:	Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0	
Lanes:	1	0	0	1	0	0	1	0	1	0	2	1
Volume Module:												
Base Vol:	33	375	67		84	150	313		253	1770	69	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	33	375	67		84	150	313		253	1770	69	
Added Vol:	0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0	
Initial Fut:	33	375	67		84	150	313		253	1770	69	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.85	0.85	0.85		0.85	0.85	0.85		0.85	0.85	0.85	
PHF Volume:	39	441	79		99	176	368		298	2082	81	
Reduct Vol:	0	0	0		0	0	0		0	0	0	
Reduced Vol:	39	441	79		99	176	368		298	2082	81	
PCE Adj:	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	
FinalVolume:	39	441	79		99	176	368		298	2082	81	
Saturation Flow Module:												
Sat/Lane:	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	
Lanes:	1.00	0.85	0.15		0.31	0.69	1.00		1.00	2.89	0.11	
Final Sat.:	1600	1357	243		491	1109	1600		1600	4620	180	
Capacity Analysis Module:												
Vol/Sat:	0.02	0.33	0.32		0.20	0.16	0.23		0.19	0.45	0.45	
Crit Moves:	****					****	****				****	

Street Name:	Whittier Drive/Merv Griffin Way				Wilshire Boulevard							
Approach:	North Bound				South Bound				East Bound			
Movement:	L	T	R		L	T	R		L	T	R	
Control:	Split Phase				Split Phase				Prot+Permit			
Rights:	Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0	
Lanes:	1	0	0	1	0	0	1	0	1	0	2	1
Volume Module:												
Base Vol:	33	375	67		84	150	313		253	1770	69	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	33	375	67		84	150	313		253	1770	69	
Added Vol:	0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0	
Initial Fut:	33	375	67		84	150	313		253	1770	69	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.85	0.85	0.85		0.85	0.85	0.85		0.85	0.85	0.85	
PHF Volume:	39	441	79		99	176	368		298	2082	81	
Reduct Vol:	0	0	0		0	0	0		0	0	0	
Reduced Vol:	39	441	79		99	176	368		298	2082	81	
PCE Adj:	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	
FinalVolume:	39	441	79		99	176	368		298	2082	81	
Saturation Flow Module:												
Sat/Lane:	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	
Lanes:	1.00	0.85	0.15		0.31	0.69	1.00		1.00	2.89	0.11	
Final Sat.:	1600	1357	243		491	1109	1600		1600	4620	180	
Capacity Analysis Module:												
Vol/Sat:	0.02	0.33	0.32		0.20	0.16	0.23		0.19	0.45	0.45	
Crit Moves:	****					****	****				****	

One Beverly Hills Overlay Specific Plan
Existing (2019) Conditions - PM Peak Hour

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

Intersection #8 Santa Monica Boulevard/Crossover

Cycle (sec): 100 Critical Vol./Cap.(X): 0.676
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: B

Street Name:	Santa Monica Boulevard							Crossover							
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:	Ignore				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	2	0	2	0	0	3	0	0	0	0	0	0	1	
Volume Module:																
Base Vol:	0	1277	1364		0	1224		0	0	0		0	562	0	81	
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	1277	1364		0	1224		0	0	0		0	562	0	81	
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	1277	1364		0	1224		0	0	0		0	562	0	81	
User Adj:	1.00	1.00	0.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00	
PHF Adj:	0.85	0.85	0.00		0.85	0.85		0.85	0.85	0.85		0.85	0.85	0.85	0.85	
PHF Volume:	0	1502	0		0	1440		0	0	0		0	661	0	95	
Reduct Vol:	0	0	0		0	0		0	0	0		0	0	0	0	
Reduced Vol:	0	1502	0		0	1440		0	0	0		0	661	0	95	
PCE Adj:	1.00	1.00	0.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00	
FinalVolume:	0	1502	0		0	1440		0	0	0		0	661	0	95	
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	2.00	2.00		0.00	3.00		0.00	0.00	0.00		0.00	2.00	0.00	1.00	
Final Sat.:	0	3200	3200		0	4800		0	0	0		0	3200	0	1600	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.47	0.00		0.00	0.30		0.00	0.00	0.00		0.00	0.21	0.00	0.06	
Crit Moves:	****		****						****							

One Beverly Hills Overlay Specific Plan
Existing (2019) Conditions - PM Peak Hour

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

Intersection #9 Santa Monica Boulevard/Century Park East

Cycle (sec): 100 Critical Vol./Cap.(X): 0.744
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: C

Street Name:	Santa Monica Boulevard			Century Park East			
Approach:	North Bound			South Bound			
Movement:	L - T - R			L - T - R			
Control:	Protected			Protected			
Rights:	Ovl			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0	4	0	1	2	0
Volume Module:							
Base Vol:	12	2015	270	231	1733	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	2015	270	231	1733	0	0
Added Vol:	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0
Initial Fut:	12	2015	270	231	1733	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	14	2371	318	272	2039	0	0
Reduct Vol:	0	0	0	0	0	0	0
Reduced Vol:	14	2371	318	272	2039	0	0
PCE Adj:	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
FinalVolume:	14	2371	318	272	2039	0	0
OvlAdjVol:			44				
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	4.00	1.00	2.00	3.00	0.00	0.00
Final Sat.:	1600	6400	1600	3200	4800	0	0
Capacity Analysis Module:							
Vol/Sat:	0.01	0.37	0.20	0.08	0.42	0.00	0.00
OvlAdjV/S:			0.03				
Crit Moves:	****		****				

Street Name:	Century Park East								
Approach:	East Bound			West Bound					
Movement:	L - T - R			L - T - R					
Control:	Split Phase			Split Phase					
Rights:	Include			Ovl					
Min. Green:	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	2	0	0	2
Volume Module:									
Base Vol:	0	0	0	0	465	0	745		
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Initial Bse:	0	0	0	0	465	0	745		
Added Vol:	0	0	0	0	0	0	0		
PasserByVol:	0	0	0	0	0	0	0		
Initial Fut:	0	0	0	0	465	0	745		
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85		
PHF Volume:	0	0	0	0	547	0	876		
Reduct Vol:	0	0	0	0	0	0	0		
Reduced Vol:	0	0	0	0	547	0	876		
PCE Adj:	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		
FinalVolume:	0	0	0	0	547	0	876		
OvlAdjVol:					605				
Saturation Flow Module:									
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Lanes:	0.00	0.00	0.00	0.00	2.00	0.00	2.00		
Final Sat.:	0	0	0	0	3200	0	3200		
Capacity Analysis Module:									
Vol/Sat:	0.00	0.00	0.00	0.00	0.17	0.00	0.27		
OvlAdjV/S:					0.19				
Crit Moves:					****				

One Beverly Hills Overlay Specific Plan
Existing (2019) Conditions - PM Peak Hour

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

Intersection #10 Sunset Boulevard/Whittier Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 1.056
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	Whittier Drive			Sunset Boulevard			
Approach:	North Bound			South Bound			
Movement:	L	T	R	L	T	R	
Control:	Permitted			Permitted			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0	0 1	0	1	0	0 1
Volume Module:							
Base Vol:	165	245	178	10	100	21	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	165	245	178	10	100	21	44
Added Vol:	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0
Initial Fut:	165	245	178	10	100	21	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	194	288	209	12	118	25	52
Reduct Vol:	0	0	0	0	0	0	0
Reduced Vol:	194	288	209	12	118	25	52
PCE Adj:	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
FinalVolume:	194	288	209	12	118	25	52
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.58	0.42	1.00	0.83	0.17	1.00
Final Sat.:	1600	927	673	1600	1322	278	1600
Capacity Analysis Module:							
Vol/Sat:	0.12	0.31	0.31	0.01	0.09	0.09	0.03
Crit Moves:	****		****			****	

Street Name:	Sunset Boulevard							
Approach:	East Bound				West Bound			
Movement:	L	T	R		L	T	R	
Control:	Protected				Protected			
Rights:	Include				Include			
Min. Green:	0	0	0		0	0	0	
Lanes:	1	0	1	1	0	1	0	1
Volume Module:								
Base Vol:	1355	24	178	1128	24			
Growth Adj:	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	1355	24	178	1128	24			
Added Vol:	0	0	0	0	0			
PasserByVol:	0	0	0	0	0			
Initial Fut:	1355	24	178	1128	24			
User Adj:	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	0.85	0.85	0.85	0.85	0.85			
PHF Volume:	1594	28	209	1327	28			
Reduct Vol:	0	0	0	0	0			
Reduced Vol:	1594	28	209	1327	28			
PCE Adj:	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	1594	28	209	1327	28			
Saturation Flow Module:								
Sat/Lane:	1600	1600	1600	1600	1600			
Adjustment:	1.00	1.00	1.00	1.00	1.00			
Lanes:	1.00	1.97	0.03	1.00	1.96	0.04		
Final Sat.:	1600	3144	56	1600	3133	67		
Capacity Analysis Module:								
Vol/Sat:	0.51	0.51	0.13	0.42	0.42			
Crit Moves:		****			****			

One Beverly Hills Overlay Specific Plan
Existing (2019) Conditions - Saturday Midday Peak Hour

Scenario Report
Scenario: Existing_Saturday_Midday

Command: Existing_Sat
Volume: Existing_Sat
Geometry: Existing
Impact Fee: Default Impact Fee
Trip Generation: Default
Trip Distribution: Default
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration

One Beverly Hills Overlay Specific Plan
Existing (2019) Conditions - Saturday Midday Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base Del/ LOS	V/ Veh	C	Future Del/ LOS	V/ Veh	C	Change in V/C
# 1 Beverly Drive/Santa Monica Bou	E	xxxxx	0.925	E	xxxxx	0.925	+ 0.000
# 2 Santa Monica Boulevard North/W	D	xxxxx	0.880	D	xxxxx	0.880	+ 0.000
# 3 Beverly Drive/Santa Monica Bou	B	xxxxx	0.683	B	xxxxx	0.683	+ 0.000
# 4 Santa Monica Boulevard South/W	C	xxxxx	0.705	C	xxxxx	0.705	+ 0.000
# 6 Wilshire Boulevard/Beverly Dri	C	xxxxx	0.769	C	xxxxx	0.769	+ 0.000
# 7 Wilshire Boulevard/Whittier Dr	D	xxxxx	0.895	D	xxxxx	0.895	+ 0.000
# 8 Santa Monica Boulevard/Crossov	A	xxxxx	0.506	A	xxxxx	0.506	+ 0.000
# 9 Santa Monica Boulevard/Century	A	xxxxx	0.528	A	xxxxx	0.528	+ 0.000
# 10 Sunset Boulevard/Whittier Driv	C	xxxxx	0.722	C	xxxxx	0.722	+ 0.000

One Beverly Hills Overlay Specific Plan
Existing (2019) Conditions - Saturday Midday Peak Hour

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

Intersection #1 Beverly Drive/Santa Monica Boulevard North

Cycle (sec): 100 Critical Vol./Cap.(X): 0.925
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 115 Level Of Service: E

Street Name:	Beverly Drive			Santa Monica Boulevard North							
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
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	69	306	149	44	379	96	53	1401	63	84	1337	36
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:	69	306	149	44	379	96	53	1401	63	84	1337	36
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:	69	306	149	44	379	96	53	1401	63	84	1337	36
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:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	81	360	175	52	446	113	62	1648	74	99	1573	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	360	175	52	446	113	62	1648	74	99	1573	42
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:	81	360	175	52	446	113	62	1648	74	99	1573	42
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.35	0.65	1.00	1.60	0.40	1.00	1.91	0.09	1.00	1.95	0.05
Final Sat.:	1600	2152	1048	1600	2553	647	1600	3062	138	1600	3116	84
Capacity Analysis Module:												
Vol/Sat:	0.05	0.17	0.17	0.03	0.17	0.17	0.04	0.54	0.54	0.06	0.50	0.50
Crit Moves:	****			****			****			****		

One Beverly Hills Overlay Specific Plan
Existing (2019) Conditions - Saturday Midday Peak Hour

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

Intersection #2 Santa Monica Boulevard North/Wilshire Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.880
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 91 Level Of Service: D

Street Name:	Santa Monica Boulevard North			Wilshire Boulevard			
Approach:	North Bound			South Bound			
Movement:	L	T	R	L	T	R	
Control:	Permitted			Permitted			
Rights:	Include			Ovl			
Min. Green:	0	0	0	0	0	0	
Lanes:	0	0	2	0	1	0	
Volume Module:							
Base Vol:	0	700	62	0	855	477	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	0	700	62	0	855	477	
Added Vol:	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	
Initial Fut:	0	700	62	0	855	477	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	
PHF Volume:	0	824	73	0	1006	561	
Reduct Vol:	0	0	0	0	0	0	
Reduced Vol:	0	824	73	0	1006	561	
PCE Adj:	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	
FinalVolume:	0	824	73	0	1006	561	
OvlAdjVol:					167		
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.00	2.00	1.00	0.00	2.00	1.00	
Final Sat.:	0	3200	1600	0	3200	1600	
Capacity Analysis Module:							
Vol/Sat:	0.00	0.26	0.05	0.00	0.31	0.35	
OvlAdjV/S:					0.10		
Crit Moves:	****			****			

Street Name:	Santa Monica Boulevard North			Wilshire Boulevard			
Approach:	North Bound			South Bound			
Movement:	L	T	R	L	T	R	
Control:	Prot+Permit			Prot+Permit			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	2	0	1	2	0	3	0 1
Volume Module:							
Base Vol:	48	158	872	21			
Growth Adj:	1.00	1.00	1.00	1.00			
Initial Bse:	48	158	872	21			
Added Vol:	0	0	0	0			
PasserByVol:	0	0	0	0			
Initial Fut:	48	158	872	21			
User Adj:	1.00	1.00	1.00	1.00			
PHF Adj:	0.85	0.85	0.85	0.85			
PHF Volume:	56	186	1026	25			
Reduct Vol:	0	0	0	0			
Reduced Vol:	56	186	1026	25			
PCE Adj:	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00			
FinalVolume:	56	186	1026	25			
OvlAdjVol:							
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600			
Adjustment:	1.00	1.00	1.00	1.00			
Lanes:	1.00	1.00	2.93	0.07			
Final Sat.:	1600	1600	4687	113			
Capacity Analysis Module:							
Vol/Sat:	0.04	0.12	0.22	0.22			
OvlAdjV/S:							
Crit Moves:		****		****			

One Beverly Hills Overlay Specific Plan
Existing (2019) Conditions - Saturday Midday Peak Hour

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

Intersection #3 Beverly Drive/Santa Monica Boulevard South

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

Street Name:	Beverly Drive			Santa Monica Boulevard South							
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
Lanes:	1	0	2	0	1	0	0	1	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:												
Base Vol:	79	418	159	0	415	99	76	592	126	98	569	35
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:	79	418	159	0	415	99	76	592	126	98	569	35
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:	79	418	159	0	415	99	76	592	126	98	569	35
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:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	93	492	187	0	488	116	89	696	148	115	669	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	492	187	0	488	116	89	696	148	115	669	41
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:	93	492	187	0	488	116	89	696	148	115	669	41
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	0.00	1.61	0.39	1.00	1.65	0.35	1.00	1.88	0.12
Final Sat.:	1600	3200	1600	0	2584	616	1600	2638	562	1600	3015	185
Capacity Analysis Module:												
Vol/Sat:	0.06	0.15	0.12	0.00	0.19	0.19	0.06	0.26	0.26	0.07	0.22	0.22
Crit Moves:	****			****			****			****		

One Beverly Hills Overlay Specific Plan
Existing (2019) Conditions - Saturday Midday Peak Hour

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

Intersection #4 Santa Monica Boulevard South/Wilshire Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.705
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: C

Street Name:	Santa Monica Boulevard South						Wilshire Boulevard					
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			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	1	1	0	0	1	2	0	1	1	0	2	1	0
Volume Module:												
Base Vol:	46	470	238	22	303	232	155	829	44	181	774	51
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:	46	470	238	22	303	232	155	829	44	181	774	51
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:	46	470	238	22	303	232	155	829	44	181	774	51
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:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	54	553	280	26	356	273	182	975	52	213	911	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	553	280	26	356	273	182	975	52	213	911	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:	54	553	280	26	356	273	182	975	52	213	911	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:	1.00	2.00	1.00	1.00	1.13	0.87	0.47	2.53	1.00	1.00	2.81	0.19
Final Sat.:	1600	3200	1600	1600	1812	1388	756	4044	1600	1600	4503	297
Capacity Analysis Module:												
Vol/Sat:	0.03	0.17	0.17	0.02	0.20	0.20	0.11	0.24	0.03	0.13	0.20	0.20
Crit Moves:	****			****			****			****		

One Beverly Hills Overlay Specific Plan
Existing (2019) Conditions - Saturday Midday Peak Hour

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

Intersection #6 Wilshire Boulevard/Beverly Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.769
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 60 Level Of Service: C

Street Name:	Beverly Drive			Wilshire Boulevard			
Approach:	North Bound			South Bound			
Movement:	L - T - R			L - T - R			
Control:	Protected			Permitted			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0	2	0	1	0	
Volume Module:							
Base Vol:	137	393	118	0	376	142	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	137	393	118	0	376	142	
Added Vol:	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	
Initial Fut:	137	393	118	0	376	142	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	
PHF Volume:	161	462	139	0	442	167	
Reduct Vol:	0	0	0	0	0	0	
Reduced Vol:	161	462	139	0	442	167	
PCE Adj:	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	
FinalVolume:	161	462	139	0	442	167	
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00	0.00	2.00	1.00	
Final Sat.:	1600	3200	1600	0	3200	1600	
Capacity Analysis Module:							
Vol/Sat:	0.10	0.14	0.09	0.00	0.14	0.10	
Crit Moves:	****				****		

Street Name:	Wilshire Boulevard											
Approach:	East Bound			West Bound								
Movement:	L - T - R			L - T - R								
Control:	Prot+Permit			Prot+Permit								
Rights:	Include			Include								
Min. Green:	0	0	0	0	0	0						
Lanes:	1	0	2	1	0	1						
Volume Module:												
Base Vol:	126	891	176	229	904	107						
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00						
Initial Bse:	126	891	176	229	904	107						
Added Vol:	0	0	0	0	0	0						
PasserByVol:	0	0	0	0	0	0						
Initial Fut:	126	891	176	229	904	107						
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00						
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85						
PHF Volume:	148	1048	207	269	1064	126						
Reduct Vol:	0	0	0	0	0	0						
Reduced Vol:	148	1048	207	269	1064	126						
PCE Adj:	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						
FinalVolume:	148	1048	207	269	1064	126						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600						
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00						
Lanes:	0.00	2.51	0.49	1.00	2.68	0.32						
Final Sat.:	0	4008	792	1600	4292	508						
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.26	0.17	0.25	0.25						
Crit Moves:		****			****							

One Beverly Hills Overlay Specific Plan
Existing (2019) Conditions - Saturday Midday Peak Hour

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

Intersection #7 Wilshire Boulevard/Whittier Drive/Merv Griffin Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.895
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 98 Level Of Service: D

Street Name:	Whittier Drive/Merv Griffin Way				Wilshire Boulevard							
Approach:	North Bound				South Bound				East Bound			
Movement:	L	T	R		L	T	R		L	T	R	
Control:	Split Phase				Split Phase				Prot+Permit			
Rights:	Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0	
Lanes:	1	0	0	1	0	0	1	0	1	0	2	1
Volume Module:												
Base Vol:	13	99	48		40	129	201		254	1691	28	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	13	99	48		40	129	201		254	1691	28	
Added Vol:	0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0	
Initial Fut:	13	99	48		40	129	201		254	1691	28	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.85	0.85	0.85		0.85	0.85	0.85		0.85	0.85	0.85	
PHF Volume:	15	116	56		47	152	236		299	1989	33	
Reduct Vol:	0	0	0		0	0	0		0	0	0	
Reduced Vol:	15	116	56		47	152	236		299	1989	33	
PCE Adj:	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	
FinalVolume:	15	116	56		47	152	236		299	1989	33	
Saturation Flow Module:												
Sat/Lane:	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	
Lanes:	1.00	0.67	0.33		0.22	0.78	1.00		1.00	2.95	0.05	
Final Sat.:	1600	1078	522		346	1254	1600		1600	4722	78	
Capacity Analysis Module:												
Vol/Sat:	0.01	0.11	0.11		0.14	0.12	0.15		0.19	0.42	0.42	
Crit Moves:	****					****	****				****	

Street Name:	Wilshire Boulevard											
Approach:	West Bound											
Movement:	L	T	R									
Control:	Prot+Permit											
Rights:	Include											
Min. Green:	0	0	0									
Lanes:	1	0	2	1	0							
Volume Module:												
Base Vol:	37	1426	13									
Growth Adj:	1.00	1.00	1.00									
Initial Bse:	37	1426	13									
Added Vol:	0	0	0									
PasserByVol:	0	0	0									
Initial Fut:	37	1426	13									
User Adj:	1.00	1.00	1.00									
PHF Adj:	0.85	0.85	0.85									
PHF Volume:	44	1678	15									
Reduct Vol:	0	0	0									
Reduced Vol:	44	1678	15									
PCE Adj:	1.00	1.00	1.00									
MLF Adj:	1.00	1.00	1.00									
FinalVolume:	44	1678	15									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600									
Adjustment:	1.00	1.00	1.00									
Lanes:	1.00	2.97	0.03									
Final Sat.:	1600	4757	43									
Capacity Analysis Module:												
Vol/Sat:	0.03	0.35	0.35									
Crit Moves:			****									

One Beverly Hills Overlay Specific Plan
Existing (2019) Conditions - Saturday Midday Peak Hour

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

Intersection #8 Santa Monica Boulevard/Crossover

Cycle (sec): 100 Critical Vol./Cap.(X): 0.506
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Street Name:	Santa Monica Boulevard			Crossover			
Approach:	North Bound			South Bound			
Movement:	L	T	R	L	T	R	
Control:	Permitted			Permitted			
Rights:	Ignore			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	0	0	2	0	2	0	
Volume Module:							
Base Vol:	0	877	681	0	1220	0	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	0	877	681	0	1220	0	
Added Vol:	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	
Initial Fut:	0	877	681	0	1220	0	
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	
PHF Adj:	0.85	0.85	0.00	0.85	0.85	0.85	
PHF Volume:	0	1032	0	0	1435	0	
Reduct Vol:	0	0	0	0	0	0	
Reduced Vol:	0	1032	0	0	1435	0	
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	
FinalVolume:	0	1032	0	0	1435	0	
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.00	2.00	2.00	0.00	3.00	0.00	
Final Sat.:	0	3200	3200	0	4800	0	
Capacity Analysis Module:							
Vol/Sat:	0.00	0.32	0.00	0.00	0.30	0.00	
Crit Moves:		****			****		

Street Name:	Santa Monica Boulevard			Crossover			
Approach:	East Bound			West Bound			
Movement:	L	T	R	L	T	R	
Control:	Split Phase			Split Phase			
Rights:	Include			Ovl			
Min. Green:	0	0	0	0	0	0	
Lanes:	0	0	0	0	2	0	
Volume Module:							
Base Vol:	0	500	0	18			
Growth Adj:	1.00	1.00	1.00	1.00			
Initial Bse:	0	500	0	18			
Added Vol:	0	0	0	0			
PasserByVol:	0	0	0	0			
Initial Fut:	0	500	0	18			
User Adj:	1.00	1.00	1.00	1.00			
PHF Adj:	0.85	0.85	0.85	0.85			
PHF Volume:	0	588	0	21			
Reduct Vol:	0	0	0	0			
Reduced Vol:	0	588	0	21			
PCE Adj:	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00			
FinalVolume:	0	588	0	21			
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600			
Adjustment:	1.00	1.00	1.00	1.00			
Lanes:	0.00	2.00	0.00	1.00			
Final Sat.:	0	3200	0	1600			
Capacity Analysis Module:							
Vol/Sat:	0.00	0.18	0.00	0.01			
Crit Moves:		****					

One Beverly Hills Overlay Specific Plan
Existing (2019) Conditions - Saturday Midday Peak Hour

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

Intersection #9 Santa Monica Boulevard/Century Park East

Cycle (sec): 100 Critical Vol./Cap.(X): 0.528
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Street Name:	Santa Monica Boulevard							Century Park East							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Ovl				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	4	0 1	2	0	3	0 0	0	0	0	0 0	2	0	0	0 2
Volume Module:																
Base Vol:	10		1419	122	166		1567	0	0	0	0	99	0		109	
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:	10		1419	122	166		1567	0	0	0	0	99	0		109	
Added Vol:	0	0	0	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	0	0	0	
Initial Fut:	10		1419	122	166		1567	0	0	0	0	99	0		109	
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:	0.85		0.85	0.85	0.85		0.85	0.85	0.85		0.85	0.85	0.85		0.85	0.85
PHF Volume:	12		1669	144	195		1844	0	0	0	0	116	0		128	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	12		1669	144	195		1844	0	0	0	0	116	0		128	
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:	12		1669	144	195		1844	0	0	0	0	116	0		128	
OvlAdjVol:			85								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:	1.00		4.00	1.00	2.00		3.00	0.00	0.00		0.00	0.00	2.00		0.00	2.00
Final Sat.:	1600		6400	1600	3200		4800	0	0	0	0	3200	0		3200	
Capacity Analysis Module:																
Vol/Sat:	0.01		0.26	0.09	0.06		0.38	0.00	0.00		0.00	0.00	0.04		0.00	0.04
OvlAdjV/S:			0.05								0.00					
Crit Moves:	****				****				****							

One Beverly Hills Overlay Specific Plan
Existing (2019) Conditions - Saturday Midday Peak Hour

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

Intersection #10 Sunset Boulevard/Whittier Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.722
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: C

Street Name:	Whittier Drive			Sunset Boulevard			
Approach:	North Bound			South Bound			
Movement:	L -	T -	R	L -	T -	R	
Control:	Permitted			Permitted			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0	0 1	0	1	0	0 1
Volume Module:							
Base Vol:	40	84	158	7	103	27	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	40	84	158	7	103	27	
Added Vol:	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	
Initial Fut:	40	84	158	7	103	27	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	
PHF Volume:	47	99	186	8	121	32	
Reduct Vol:	0	0	0	0	0	0	
Reduced Vol:	47	99	186	8	121	32	
PCE Adj:	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	
FinalVolume:	47	99	186	8	121	32	
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	0.35	0.65	1.00	0.79	0.21	
Final Sat.:	1600	555	1045	1600	1268	332	
Capacity Analysis Module:							
Vol/Sat:	0.03	0.18	0.18	0.01	0.10	0.10	
Crit Moves:	****		****		****		

Street Name:	Sunset Boulevard				Whittier Drive			
Approach:	East Bound				West Bound			
Movement:	L -	T -	R		L -	T -	R	
Control:	Protected				Protected			
Rights:	Include				Include			
Min. Green:	0	0	0		0	0	0	
Lanes:	1	0	1	1	0	1	0	1
Volume Module:								
Base Vol:	18	875	38	140	893	14		
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00		
Initial Bse:	18	875	38	140	893	14		
Added Vol:	0	0	0	0	0	0		
PasserByVol:	0	0	0	0	0	0		
Initial Fut:	18	875	38	140	893	14		
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85		
PHF Volume:	21	1029	45	165	1051	16		
Reduct Vol:	0	0	0	0	0	0		
Reduced Vol:	21	1029	45	165	1051	16		
PCE Adj:	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		
FinalVolume:	21	1029	45	165	1051	16		
Saturation Flow Module:								
Sat/Lane:	1600	1600	1600	1600	1600	1600		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00		
Lanes:	1.00	1.92	0.08	1.00	1.97	0.03		
Final Sat.:	1600	3067	133	1600	3151	49		
Capacity Analysis Module:								
Vol/Sat:	0.01	0.34	0.34	0.10	0.33	0.33		
Crit Moves:		****			****			

EXISTING SPECIFIC PLAN

One Beverly Hills Overlay Specific Plan
Existing Baseline Conditions - AM Peak Hour

Scenario Report
Scenario: Existing_Baseline_AM

Command: Existing_Baseline_AM
Volume: Existing_Baseline_AM
Geometry: plus Project
Impact Fee: Default Impact Fee
Trip Generation: Default
Trip Distribution: Default
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration

One Beverly Hills Overlay Specific Plan
Existing Baseline Conditions - AM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base Del/ LOS	V/ Veh	C	Future Del/ LOS	V/ Veh	C	Change in V/C
# 1 Beverly Drive/Santa Monica Bou	E xxxxx	0.947		E xxxxx	0.947		+ 0.000
# 2 Santa Monica Boulevard North/W	F xxxxx	1.036		F xxxxx	1.036		+ 0.000
# 3 Beverly Drive/Santa Monica Bou	D xxxxx	0.854		D xxxxx	0.854		+ 0.000
# 4 Santa Monica Boulevard South/W	E xxxxx	0.969		E xxxxx	0.969		+ 0.000
# 5 Santa Monica Boulevard North/M	C xxxxx	0.743		C xxxxx	0.743		+ 0.000
# 6 Wilshire Boulevard/Beverly Dri	D xxxxx	0.896		D xxxxx	0.896		+ 0.000
# 7 Wilshire Boulevard/Whittier Dr	F xxxxx	1.183		F xxxxx	1.183		+ 0.000
# 8 Santa Monica Boulevard/Crossov	C xxxxx	0.769		C xxxxx	0.769		+ 0.000
# 9 Santa Monica Boulevard/Century	E xxxxx	0.956		E xxxxx	0.956		+ 0.000
# 10 Sunset Boulevard/Whittier Driv	E xxxxx	0.944		E xxxxx	0.944		+ 0.000

One Beverly Hills Overlay Specific Plan
Existing Baseline Conditions - AM Peak Hour

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

Intersection #1 Beverly Drive/Santa Monica Boulevard North

Cycle (sec): 100 Critical Vol./Cap.(X): 0.947
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 130 Level Of Service: E

Street Name:	Beverly Drive			Santa Monica Boulevard North			
Approach:	North Bound			South Bound			
Movement:	L - T - R			L - T - R			
Control:	Permitted			Permitted			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0 1	1 0	1	0 1	1 0	
Volume Module:							
Base Vol:	18	339	143	21	472	58	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	18	339	143	21	472	58	
Added Vol:	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	
Initial Fut:	18	339	143	21	472	58	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	
PHF Volume:	21	399	168	25	555	68	
Reduct Vol:	0	0	0	0	0	0	
Reduced Vol:	21	399	168	25	555	68	
PCE Adj:	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	
FinalVolume:	21	399	168	25	555	68	
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	1.41	0.59	1.00	1.78	0.22	
Final Sat.:	1600	2251	949	1600	2850	350	
Capacity Analysis Module:							
Vol/Sat:	0.01	0.18	0.18	0.02	0.19	0.19	
Crit Moves:	****			****			

Street Name:	Santa Monica Boulevard North			Beverly Drive			
Approach:	East Bound			West Bound			
Movement:	L - T - R			L - T - R			
Control:	Permitted			Permitted			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0 1	1 0	1	0 1	1 0	
Volume Module:							
Base Vol:	40	1530	25	91	1280	36	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	40	1530	25	91	1280	36	
Added Vol:	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	
Initial Fut:	40	1530	25	91	1280	36	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	
PHF Volume:	47	1800	29	107	1506	42	
Reduct Vol:	0	0	0	0	0	0	
Reduced Vol:	47	1800	29	107	1506	42	
PCE Adj:	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	
FinalVolume:	47	1800	29	107	1506	42	
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	1.95	0.05	1.00	1.97	0.03	
Final Sat.:	1600	3149	51	1600	3112	88	
Capacity Analysis Module:							
Vol/Sat:	0.03	0.57	0.57	0.07	0.48	0.48	
Crit Moves:		****			****		

One Beverly Hills Overlay Specific Plan
Existing Baseline Conditions - AM Peak Hour

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

****

Intersection #2 Santa Monica Boulevard North/Wilshire Boulevard

****

Cycle (sec): 100 Critical Vol./Cap.(X): 1.036
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

****

Street Name: Santa Monica Boulevard North / Wilshire Boulevard

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			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 1	0 0	2	0 1	2 0	3	0 1	1 0	2	1 0
Volume Module:												
Base Vol:	0	825	37	0	1066	379	709	1044	36	129	1134	24
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	825	37	0	1066	379	709	1044	36	129	1134	24
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	825	37	0	1066	379	709	1044	36	129	1134	24
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:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	0	971	44	0	1254	446	834	1228	42	152	1334	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	971	44	0	1254	446	834	1228	42	152	1334	28
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	971	44	0	1254	446	834	1228	42	152	1334	28
OvlAdjVol:						29						
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	2.00	1.00	0.00	2.00	1.00	2.00	3.00	1.00	1.00	2.94	0.06
Final Sat.:	0	3200	1600	0	3200	1600	3200	4800	1600	1600	4701	99
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.03	0.00	0.39	0.28	0.26	0.26	0.03	0.09	0.28	0.28
OvlAdjV/S:						0.02						
Crit Moves:		****			****		****				****	

****

One Beverly Hills Overlay Specific Plan
Existing Baseline Conditions - AM Peak Hour

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

Intersection #3 Beverly Drive/Santa Monica Boulevard South

Cycle (sec): 100 Critical Vol./Cap.(X): 0.854
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 81 Level Of Service: D

Street Name:	Beverly Drive			Santa Monica Boulevard South							
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
Lanes:	1	0	2	0	1	0	0	1	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:												
Base Vol:	50	352	115	0	512	93	53	639	112	171	1216	23
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:	50	352	115	0	512	93	53	639	112	171	1216	23
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:	50	352	115	0	512	93	53	639	112	171	1216	23
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:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	59	414	135	0	602	109	62	752	132	201	1431	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	414	135	0	602	109	62	752	132	201	1431	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	59	414	135	0	602	109	62	752	132	201	1431	27
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	0.00	1.69	0.31	1.00	1.70	0.30	1.00	1.96	0.04
Final Sat.:	1600	3200	1600	0	2708	492	1600	2723	477	1600	3141	59
Capacity Analysis Module:												
Vol/Sat:	0.04	0.13	0.08	0.00	0.22	0.22	0.04	0.28	0.28	0.13	0.46	0.46
Crit Moves:	****			****			****			****		

One Beverly Hills Overlay Specific Plan
Existing Baseline Conditions - AM Peak Hour

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

Intersection #4 Santa Monica Boulevard South/Wilshire Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.969
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 153 Level Of Service: E

Street Name:	Santa Monica Boulevard South						Wilshire Boulevard					
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			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	1	1	0	0	1	2	0	1	1	0	2	1	0
Volume Module:												
Base Vol:	42	529	197	57	798	338	250	825	71	214	915	52
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:	42	529	197	57	798	338	250	825	71	214	915	52
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:	42	529	197	57	798	338	250	825	71	214	915	52
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:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	49	622	232	67	939	398	294	971	84	252	1076	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	622	232	67	939	398	294	971	84	252	1076	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:	49	622	232	67	939	398	294	971	84	252	1076	61
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.40	0.60	0.70	2.30	1.00	1.00	2.84	0.16
Final Sat.:	1600	3200	1600	1600	2248	952	1116	3684	1600	1600	4542	258
Capacity Analysis Module:												
Vol/Sat:	0.03	0.19	0.14	0.04	0.42	0.42	0.18	0.26	0.05	0.16	0.24	0.24
Crit Moves:	****			****			****			****		

One Beverly Hills Overlay Specific Plan
Existing Baseline Conditions - AM Peak Hour

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

Intersection #5 Santa Monica Boulevard North/Merv Griffin Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.743
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: C

Street Name:	Santa Monica Boulevard North			Santa Monica Boulevard North			Merv Griffin Way			Merv Griffin Way		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	0	2	0	1	0	1!	0
Volume Module:												
Base Vol:	78	807	0	0	1234	12	5	0	354	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:	78	807	0	0	1234	12	5	0	354	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:	78	807	0	0	1234	12	5	0	354	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:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	92	949	0	0	1452	14	6	0	416	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	949	0	0	1452	14	6	0	416	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:	92	949	0	0	1452	14	6	0	416	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:	1.00	2.00	0.00	0.00	2.00	1.00	0.03	xxxx	1.97	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	3200	1600	45	0	3155	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.30	0.00	0.00	0.45	0.01	0.00	0.00	0.13	0.00	0.00	0.00
Crit Moves:	****			****			****					

One Beverly Hills Overlay Specific Plan
Existing Baseline Conditions - AM Peak Hour

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

Intersection #6 Wilshire Boulevard/Beverly Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.896
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 98 Level Of Service: D

Street Name:	Beverly Drive			Wilshire Boulevard			
Approach:	North Bound			South Bound			
Movement:	L - T - R			L - T - R			
Control:	Protected			Permitted			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0	2	0	1	0	
Volume Module:							
Base Vol:	143	538	131	0	439	86	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	143	538	131	0	439	86	
Added Vol:	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	
Initial Fut:	143	538	131	0	439	86	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	
PHF Volume:	168	633	154	0	516	101	
Reduct Vol:	0	0	0	0	0	0	
Reduced Vol:	168	633	154	0	516	101	
PCE Adj:	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	
FinalVolume:	168	633	154	0	516	101	
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00	0.00	2.00	1.00	
Final Sat.:	1600	3200	1600	0	3200	1600	
Capacity Analysis Module:							
Vol/Sat:	0.11	0.20	0.10	0.00	0.16	0.06	
Crit Moves:	****				****		

Approach:	East Bound			West Bound			
Movement:	L - T - R			L - T - R			
Control:	Prot+Permit			Prot+Permit			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0	2	1	0	1	
Volume Module:							
Base Vol:	100	898	119	183	1781	80	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	100	898	119	183	1781	80	
Added Vol:	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	
Initial Fut:	100	898	119	183	1781	80	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	
PHF Volume:	118	1056	140	215	2095	94	
Reduct Vol:	0	0	0	0	0	0	
Reduced Vol:	118	1056	140	215	2095	94	
PCE Adj:	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	
FinalVolume:	118	1056	140	215	2095	94	
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00	0.35	2.87	0.13	
Final Sat.:	1600	3200	1600	562	4594	206	
Capacity Analysis Module:							
Vol/Sat:	0.07	0.25	0.25	0.13	0.46	0.46	
Crit Moves:		****				****	

One Beverly Hills Overlay Specific Plan
Existing Baseline Conditions - AM Peak Hour

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

Intersection #7 Wilshire Boulevard/Whittier Drive/Merv Griffin Way

Cycle (sec): 100 Critical Vol./Cap.(X): 1.183
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	Whittier Drive/Merv Griffin Way				Wilshire Boulevard							
Approach:	North Bound				South Bound				East Bound			
Movement:	L	T	R		L	T	R		L	T	R	
Control:	Split Phase				Split Phase				Prot+Permit			
Rights:	Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0	
Lanes:	1	0	1	0	1	0	1	0	1	0	2	1
Volume Module:												
Base Vol:	17	44	21		99	330	598		233	1782	26	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	17	44	21		99	330	598		233	1782	26	
Added Vol:	0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0	
Initial Fut:	17	44	21		99	330	598		233	1782	26	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.85	0.85	0.85		0.85	0.85	0.85		0.85	0.85	0.85	
PHF Volume:	20	52	25		116	388	704		274	2096	31	
Reduct Vol:	0	0	0		0	0	0		0	0	0	
Reduced Vol:	20	52	25		116	388	704		274	2096	31	
PCE Adj:	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	
FinalVolume:	20	52	25		116	388	704		274	2096	31	
Saturation Flow Module:												
Sat/Lane:	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	
Lanes:	1.00	1.00	1.00	0.19	0.81	1.00	1.00	2.96	0.04	1.00	2.98	0.02
Final Sat.:	1600	1600	1600		308	1292	1600	1600	4731	69	1600	4763
Capacity Analysis Module:												
Vol/Sat:	0.01	0.03	0.02		0.38	0.30	0.44		0.17	0.44	0.44	
Crit Moves:	****					****	****				****	

Final Sat.:	1600 1600 1600	308 1292	1600 1600 4731 69 1600 4763 37
Capacity Analysis Module:			
Vol/Sat:	0.01 0.03 0.02	0.38 0.30	0.44 0.17 0.44 0.44 0.01 0.44 0.44
Crit Moves:	****	**** ****	****

One Beverly Hills Overlay Specific Plan
Existing Baseline Conditions - AM Peak Hour

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

Intersection #8 Santa Monica Boulevard/Crossover

Cycle (sec): 100 Critical Vol./Cap.(X): 0.769
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 80 Level Of Service: C

Street Name:	Santa Monica Boulevard			Crossover			
Approach:	North Bound			South Bound			
Movement:	L	T	R	L	T	R	
Control:	Permitted			Permitted			
Rights:	Ignore			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	0	0	2	0	2	0	
Volume Module:							
Base Vol:	0	920	671	0	1484	0	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	0	920	671	0	1484	0	
Added Vol:	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	
Initial Fut:	0	920	671	0	1484	0	
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	
PHF Adj:	0.85	0.85	0.00	0.85	0.85	0.85	
PHF Volume:	0	1082	0	0	1746	0	
Reduct Vol:	0	0	0	0	0	0	
Reduced Vol:	0	1082	0	0	1746	0	
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	
FinalVolume:	0	1082	0	0	1746	0	
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.00	2.00	2.00	0.00	3.00	0.00	
Final Sat.:	0	3200	3200	0	4800	0	
Capacity Analysis Module:							
Vol/Sat:	0.00	0.34	0.00	0.00	0.36	0.00	
Crit Moves:	****			****			

Street Name:	Santa Monica Boulevard			Crossover			
Approach:	East Bound			West Bound			
Movement:	L	T	R	L	T	R	
Control:	Split Phase			Split Phase			
Rights:	Include			Ovl			
Min. Green:	0	0	0	0	0	0	
Lanes:	0	0	0	0	2	1	
Volume Module:							
Base Vol:	0	1102	0	29			
Growth Adj:	1.00	1.00	1.00	1.00			
Initial Bse:	0	1102	0	29			
Added Vol:	0	0	0	0			
PasserByVol:	0	0	0	0			
Initial Fut:	0	1102	0	29			
User Adj:	1.00	1.00	1.00	1.00			
PHF Adj:	0.85	0.85	0.85	0.85			
PHF Volume:	0	1296	0	34			
Reduct Vol:	0	0	0	0			
Reduced Vol:	0	1296	0	34			
PCE Adj:	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00			
FinalVolume:	0	1296	0	34			
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600			
Adjustment:	1.00	1.00	1.00	1.00			
Lanes:	0.00	2.00	0.00	1.00			
Final Sat.:	0	3200	0	1600			
Capacity Analysis Module:							
Vol/Sat:	0.00	0.41	0.00	0.02			
Crit Moves:		****					

One Beverly Hills Overlay Specific Plan
Existing Baseline Conditions - AM Peak Hour

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

Intersection #9 Santa Monica Boulevard/Century Park East

Cycle (sec): 100 Critical Vol./Cap.(X): 0.956
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 139 Level Of Service: E

Street Name:	Santa Monica Boulevard			Century Park East			
Approach:	North Bound			South Bound			
Movement:	L - T - R			L - T - R			
Control:	Protected			Protected			
Rights:	Ovl			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0	4	0	1	2	0
Volume Module:							
Base Vol:	8	1564	676	977	1819	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	1564	676	977	1819	0	0
Added Vol:	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0
Initial Fut:	8	1564	676	977	1819	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	9	1840	795	1149	2140	0	0
Reduct Vol:	0	0	0	0	0	0	0
Reduced Vol:	9	1840	795	1149	2140	0	0
PCE Adj:	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
FinalVolume:	9	1840	795	1149	2140	0	0
OvlAdjVol:	713					0	
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	4.00	1.00	2.00	3.00	0.00	0.00
Final Sat.:	1600	6400	1600	3200	4800	0	0
Capacity Analysis Module:							
Vol/Sat:	0.01	0.29	0.50	0.36	0.45	0.00	0.00
OvlAdjV/S:	0.45					0.00	
Crit Moves:	****	****				****	

Street Name:	Century Park East							
Approach:	East Bound				West Bound			
Movement:	L - T - R				L - T - R			
Control:	Split Phase				Split Phase			
Rights:	Include				Ovl			
Min. Green:	0	0	0		0	0	0	
Lanes:	0	0	0	0	2	0	0	2
Volume Module:								
Base Vol:	0	0	0	0	140	0	220	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	140	0	220	
Added Vol:	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	
Initial Fut:	0	0	0	0	140	0	220	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	0	0	0	0	165	0	259	
Reduct Vol:	0	0	0	0	0	0	0	
Reduced Vol:	0	0	0	0	165	0	259	
PCE Adj:	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
FinalVolume:	0	0	0	0	165	0	259	
OvlAdjVol:								
Saturation Flow Module:								
Sat/Lane:	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
Lanes:	0.00	0.00	0.00	0.00	2.00	0.00	2.00	
Final Sat.:	0	0	0	0	3200	0	3200	
Capacity Analysis Module:								
Vol/Sat:	0.00	0.00	0.00	0.00	0.05	0.00	0.08	
OvlAdjV/S:								
Crit Moves:					****			

One Beverly Hills Overlay Specific Plan
Existing Baseline Conditions - AM Peak Hour

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

Intersection #10 Sunset Boulevard/Whittier Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.944
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 129 Level Of Service: E

Street Name:	Whittier Drive			Sunset Boulevard			
Approach:	North Bound			South Bound			
Movement:	L - T - R			L - T - R			
Control:	Permitted			Permitted			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0	0 1	0	1	0	0 1
Volume Module:							
Base Vol:	42	62	152	23	223	49	35 1263
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00
Initial Bse:	42	62	152	23	223	49	35 1263
Added Vol:	0	0	0	0	0	0	0 0
PasserByVol:	0	0	0	0	0	0	0 0
Initial Fut:	42	62	152	23	223	49	35 1263
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85 0.85
PHF Volume:	49	73	179	27	262	58	41 1486
Reduct Vol:	0	0	0	0	0	0	0 0
Reduced Vol:	49	73	179	27	262	58	41 1486
PCE Adj:	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
FinalVolume:	49	73	179	27	262	58	41 1486
Saturation Flow Module:							
Sat/Lane:	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
Lanes:	1.00	0.29	0.71	1.00	0.82	0.18	1.00 1.94
Final Sat.:	1600	464	1136	1600	1312	288	1600 3102
Capacity Analysis Module:							
Vol/Sat:	0.03	0.16	0.16	0.02	0.20	0.20	0.03 0.48
Crit Moves:	****			****			****

Street Name:	Whittier Drive			Sunset Boulevard			
Approach:	North Bound			South Bound			
Movement:	L - T - R			L - T - R			
Control:	Permitted			Permitted			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0	0 1	0	1	0	0 1
Volume Module:							
Base Vol:	42	62	152	23	223	49	35 1263
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00
Initial Bse:	42	62	152	23	223	49	35 1263
Added Vol:	0	0	0	0	0	0	0 0
PasserByVol:	0	0	0	0	0	0	0 0
Initial Fut:	42	62	152	23	223	49	35 1263
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85 0.85
PHF Volume:	49	73	179	27	262	58	41 1486
Reduct Vol:	0	0	0	0	0	0	0 0
Reduced Vol:	49	73	179	27	262	58	41 1486
PCE Adj:	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
FinalVolume:	49	73	179	27	262	58	41 1486
Saturation Flow Module:							
Sat/Lane:	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
Lanes:	1.00	0.29	0.71	1.00	0.82	0.18	1.00 1.94
Final Sat.:	1600	464	1136	1600	1312	288	1600 3102
Capacity Analysis Module:							
Vol/Sat:	0.03	0.16	0.16	0.02	0.20	0.20	0.03 0.48
Crit Moves:	****			****			****

Street Name:	Whittier Drive			Sunset Boulevard			
Approach:	North Bound			South Bound			
Movement:	L - T - R			L - T - R			
Control:	Permitted			Permitted			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0	0 1	0	1	0	0 1
Volume Module:							
Base Vol:	42	62	152	23	223	49	35 1263
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00
Initial Bse:	42	62	152	23	223	49	35 1263
Added Vol:	0	0	0	0	0	0	0 0
PasserByVol:	0	0	0	0	0	0	0 0
Initial Fut:	42	62	152	23	223	49	35 1263
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85 0.85
PHF Volume:	49	73	179	27	262	58	41 1486
Reduct Vol:	0	0	0	0	0	0	0 0
Reduced Vol:	49	73	179	27	262	58	41 1486
PCE Adj:	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
FinalVolume:	49	73	179	27	262	58	41 1486
Saturation Flow Module:							
Sat/Lane:	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
Lanes:	1.00	0.29	0.71	1.00	0.82	0.18	1.00 1.94
Final Sat.:	1600	464	1136	1600	1312	288	1600 3102
Capacity Analysis Module:							
Vol/Sat:	0.03	0.16	0.16	0.02	0.20	0.20	0.03 0.48
Crit Moves:	****			****			****

One Beverly Hills Overlay Specific Plan
Existing Baseline Conditions - PM Peak Hour

Scenario Report
Scenario: Existing_Baseline_PM

Command: Existing_Baseline_PM
Volume: Existing_Baseline_PM
Geometry: plus Project
Impact Fee: Default Impact Fee
Trip Generation: Default
Trip Distribution: Default
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration

One Beverly Hills Overlay Specific Plan
Existing Baseline Conditions - PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base Del/ LOS	V/ Veh	C	Future Del/ LOS	V/ Veh	C	Change in V/C
# 1 Beverly Drive/Santa Monica Bou	E	xxxxx	0.910	E	xxxxx	0.910	+ 0.000
# 2 Santa Monica Boulevard North/W	F	xxxxx	1.009	F	xxxxx	1.009	+ 0.000
# 3 Beverly Drive/Santa Monica Bou	D	xxxxx	0.898	D	xxxxx	0.898	+ 0.000
# 4 Santa Monica Boulevard South/W	D	xxxxx	0.845	D	xxxxx	0.845	+ 0.000
# 5 Santa Monica Boulevard North/M	D	xxxxx	0.900	D	xxxxx	0.900	+ 0.000
# 6 Wilshire Boulevard/Beverly Dri	E	xxxxx	0.990	E	xxxxx	0.990	+ 0.000
# 7 Wilshire Boulevard/Whittier Dr	F	xxxxx	1.203	F	xxxxx	1.203	+ 0.000
# 8 Santa Monica Boulevard/Crossov	B	xxxxx	0.694	B	xxxxx	0.694	+ 0.000
# 9 Santa Monica Boulevard/Century	C	xxxxx	0.757	C	xxxxx	0.757	+ 0.000
# 10 Sunset Boulevard/Whittier Driv	F	xxxxx	1.054	F	xxxxx	1.054	+ 0.000

One Beverly Hills Overlay Specific Plan
Existing Baseline Conditions - PM Peak Hour

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

Intersection #1 Beverly Drive/Santa Monica Boulevard North

Cycle (sec): 100 Critical Vol./Cap.(X): 0.910
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 105 Level Of Service: E

Street Name:	Beverly Drive			Santa Monica Boulevard North			
Approach:	North Bound			South Bound			
Movement:	L - T - R			L - T - R			
Control:	Permitted			Permitted			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0 1	1 0	1	0 1	1 0	
Volume Module:							
Base Vol:	67	422	159	36	351	68	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	67	422	159	36	351	68	
Added Vol:	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	
Initial Fut:	67	422	159	36	351	68	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	
PHF Volume:	79	496	187	42	413	80	
Reduct Vol:	0	0	0	0	0	0	
Reduced Vol:	79	496	187	42	413	80	
PCE Adj:	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	
FinalVolume:	79	496	187	42	413	80	
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	1.45	0.55	1.00	1.68	0.32	
Final Sat.:	1600	2324	876	1600	2681	519	
Capacity Analysis Module:							
Vol/Sat:	0.05	0.21	0.21	0.03	0.15	0.15	
Crit Moves:	****			****			

Street Name:	Santa Monica Boulevard North						
Approach:	East Bound			West Bound			
Movement:	L - T - R			L - T - R			
Control:	Permitted			Permitted			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0 1	1 0	1	0 1	1 0	
Volume Module:							
Base Vol:	48	1357	38	78	1347	32	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	48	1357	38	78	1347	32	
Added Vol:	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	
Initial Fut:	48	1357	38	78	1347	32	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	
PHF Volume:	56	1596	45	92	1585	38	
Reduct Vol:	0	0	0	0	0	0	
Reduced Vol:	56	1596	45	92	1585	38	
PCE Adj:	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	
FinalVolume:	56	1596	45	92	1585	38	
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	1.95	0.05	1.00	1.95	0.05	
Final Sat.:	1600	3113	87	1600	3126	74	
Capacity Analysis Module:							
Vol/Sat:	0.04	0.51	0.51	0.06	0.51	0.51	
Crit Moves:		****			****		

One Beverly Hills Overlay Specific Plan
Existing Baseline Conditions - PM Peak Hour

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

Intersection #2 Santa Monica Boulevard North/Wilshire Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 1.009
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	Santa Monica Boulevard North			Wilshire Boulevard			
Approach:	North Bound			South Bound			
Movement:	L	T	R	L	T	R	
Control:	Permitted			Permitted			
Rights:	Include			Ovl			
Min. Green:	0	0	0	0	0	0	
Lanes:	0	1	1	0	1	0	
Volume Module:							
Base Vol:	1	824	55	0	897	547	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	1	824	55	0	897	547	
Added Vol:	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	
Initial Fut:	1	824	55	0	897	547	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	
PHF Volume:	1	969	65	0	1055	644	
Reduct Vol:	0	0	0	0	0	0	
Reduced Vol:	1	969	65	0	1055	644	
PCE Adj:	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	
FinalVolume:	1	969	65	0	1055	644	
OvlAdjVol:					258		
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.01	1.99	1.00	0.00	2.00	1.00	
Final Sat.:	4	3196	1600	0	3200	1600	
Capacity Analysis Module:							
Vol/Sat:	0.00	0.30	0.04	0.00	0.33	0.40	
OvlAdjV/S:					0.16		
Crit Moves:	****			****			

Street Name:	Santa Monica Boulevard North			Wilshire Boulevard			
Approach:	East Bound			West Bound			
Movement:	L	T	R	L	T	R	
Control:	Prot+Permit			Prot+Permit			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	2	0	3	0	1	1	0	2	1	0
Volume Module:										
Base Vol:	656	1068	23	166	1346	31				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	656	1068	23	166	1346	31				
Added Vol:	0	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0				
Initial Fut:	656	1068	23	166	1346	31				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85				
PHF Volume:	772	1256	27	195	1584	36				
Reduct Vol:	0	0	0	0	0	0				
Reduced Vol:	772	1256	27	195	1584	36				
PCE Adj:	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				
FinalVolume:	772	1256	27	195	1584	36				
OvlAdjVol:										
Saturation Flow Module:										
Sat/Lane:	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	2.00	3.00	1.00	1.00	2.93	0.07				
Final Sat.:	3200	4800	1600	1600	4692	108				
Capacity Analysis Module:										
Vol/Sat:	0.24	0.26	0.02	0.12	0.34	0.34				
OvlAdjV/S:										
Crit Moves:		****				****				

One Beverly Hills Overlay Specific Plan
Existing Baseline Conditions - PM Peak Hour

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

Intersection #3 Beverly Drive/Santa Monica Boulevard South

Cycle (sec): 100 Critical Vol./Cap.(X): 0.898
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 99 Level Of Service: D

Street Name:	Beverly Drive			Santa Monica Boulevard South							
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
Lanes:	1	0	2	0	1	0	0	1	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:												
Base Vol:	56	542	158	0	444	89	148	1258	118	75	798	49
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:	56	542	158	0	444	89	148	1258	118	75	798	49
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:	56	542	158	0	444	89	148	1258	118	75	798	49
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:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	66	638	186	0	522	105	174	1480	139	88	939	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	638	186	0	522	105	174	1480	139	88	939	58
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	66	638	186	0	522	105	174	1480	139	88	939	58
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	0.00	1.67	0.33	1.00	1.83	0.17	1.00	1.88	0.12
Final Sat.:	1600	3200	1600	0	2666	534	1600	2926	274	1600	3015	185
Capacity Analysis Module:												
Vol/Sat:	0.04	0.20	0.12	0.00	0.20	0.20	0.11	0.51	0.51	0.06	0.31	0.31
Crit Moves:	****			****			****			****		

One Beverly Hills Overlay Specific Plan
Existing Baseline Conditions - PM Peak Hour

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

Intersection #4 Santa Monica Boulevard South/Wilshire Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.845
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 79 Level Of Service: D

Street Name:	Santa Monica Boulevard South								Wilshire Boulevard							
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				Protected			
Rights:	Include				Include				Ovl				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	0	1	1	0	1	1	0	0	1	2	0	1	
Volume Module:																
Base Vol:	83	774	185		61	431	376		281	827	28		158	1094	71	
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:	83	774	185		61	431	376		281	827	28		158	1094	71	
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:	83	774	185		61	431	376		281	827	28		158	1094	71	
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:	0.85	0.85	0.85		0.85	0.85	0.85		0.85	0.85	0.85		0.85	0.85	0.85	
PHF Volume:	98	911	218		72	507	442		331	973	33		186	1287	84	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	98	911	218		72	507	442		331	973	33		186	1287	84	
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:	98	911	218		72	507	442		331	973	33		186	1287	84	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	1.07	0.93		0.76	2.24	1.00		1.00	2.82	0.18	
Final Sat.:	1600	3200	1600		1600	1709	1491		1217	3583	1600		1600	4507	293	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.28	0.14		0.04	0.30	0.30		0.21	0.27	0.02		0.12	0.29	0.29	
Crit Moves:	****				****				****				****			

One Beverly Hills Overlay Specific Plan
Existing Baseline Conditions - PM Peak Hour

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

Intersection #5 Santa Monica Boulevard North/Merv Griffin Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.900
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: D

Street Name:	Santa Monica Boulevard North			Santa Monica Boulevard North			Merv Griffin Way			Merv Griffin Way		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	0	2	0	1	0	1!	0
Volume Module:												
Base Vol:	462	902	0	0	1065	106	8	0	178	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:	462	902	0	0	1065	106	8	0	178	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:	462	902	0	0	1065	106	8	0	178	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:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	544	1061	0	0	1253	125	9	0	209	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	544	1061	0	0	1253	125	9	0	209	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:	544	1061	0	0	1253	125	9	0	209	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:	1.00	2.00	0.00	0.00	2.00	1.00	0.09	xxxx	1.91	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	3200	1600	138	0	3062	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.34	0.33	0.00	0.00	0.39	0.08	0.01	0.00	0.07	0.00	0.00	0.00
Crit Moves:	****			****			****					

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--------------------------------------------------------------------------------
          One Beverly Hills Overlay Specific Plan
         Existing Baseline Conditions - PM Peak Hour
--------------------------------------------------------------------------------
           Level Of Service Computation Report
   ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
********************************************************************************
Intersection #6 Wilshire Boulevard/Beverly Drive
********************************************************************************
Cycle (sec):       100            Critical Vol./Cap.(X):        0.990
Loss Time (sec):    10 (Y+R=4.0 sec)  Average Delay (sec/veh):    xxxxxx
Optimal Cycle:     180            Level Of Service:               E
********************************************************************************
Street Name:        Beverly Drive             Wilshire Boulevard
Approach:     North Bound    South Bound    East Bound     West Bound
Movement:    L - T - R   L - T - R   L - T - R   L - T - R
------------|---------------||---------------||---------------||---------------|
Control:     Protected      Permitted     Prot+Permit     Prot+Permit
Rights:        Include        Include        Include        Include
Min. Green:   0   0    0    0   0    0    0   0    0    0   0    0
Lanes:      1  0  2  0  1   0  0  2  0  1   1  0  2  1  0   1  0  2  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:    119  442   161     0  600   139   121 1536   133   235 1216    95
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: 119  442   161     0  600   139   121 1536   133   235 1216    95
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: 119  442   161     0  600   139   121 1536   133   235 1216    95
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:     0.85 0.85  0.85  0.85 0.85  0.85  0.85 0.85  0.85  0.85 0.85  0.85
PHF Volume:  140  520   189     0  706   164   142 1807   156   276 1431   112
Reduct Vol:    0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol: 140  520   189     0  706   164   142 1807   156   276 1431   112
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: 140  520   189     0  706   164   142 1807   156   276 1431   112
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600  1600 1600  1600  1600 1600  1600  1600 1600  1600
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.00  1.00  0.00 2.00  1.00  1.00 2.76  0.24  1.00 2.78  0.22
Final Sat.:  1600 3200  1600     0 3200  1600  1600 4417   383  1600 4452   348
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.09 0.16  0.12  0.00 0.22  0.10  0.09 0.41  0.41  0.17 0.32  0.32
Crit Moves:  ****                   ****        ****        ****
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One Beverly Hills Overlay Specific Plan
Existing Baseline Conditions - PM Peak Hour

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

Intersection #7 Wilshire Boulevard/Whittier Drive/Merv Griffin Way

Cycle (sec): 100 Critical Vol./Cap.(X): 1.203
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name: Whittier Drive/Merv Griffin Way Wilshire Boulevard

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Split Phase	Split Phase	Prot+Permit	Prot+Permit
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 1 0 1	0 1 0 1 0	1 0 2 1 0	1 0 2 1 0
Volume Module:				
Base Vol:	25 372 45	84 148 313	253 1786 64	33 1650 35
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:	25 372 45	84 148 313	253 1786 64	33 1650 35
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:	25 372 45	84 148 313	253 1786 64	33 1650 35
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:	0.85 0.85 0.85	0.85 0.85 0.85	0.85 0.85 0.85	0.85 0.85 0.85
PHF Volume:	29 438 53	99 174 368	298 2101 75	39 1941 41
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	29 438 53	99 174 368	298 2101 75	39 1941 41
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:	29 438 53	99 174 368	298 2101 75	39 1941 41
Saturation Flow Module:				
Sat/Lane:	1600 1600 1600	1600 1600 1600	1600 1600 1600	1600 1600 1600
Adjustment:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Lanes:	1.00 1.00 1.00	0.31 0.69 1.00	1.00 2.90 0.10	1.00 2.94 0.06
Final Sat.:	1600 1600 1600	493 1107 1600	1600 4634 166	1600 4700 100
Capacity Analysis Module:				
Vol/Sat:	0.02 0.27 0.03	0.20 0.16 0.23	0.19 0.45 0.45	0.02 0.41 0.41
Crit Moves:	****	**** ****	****	

One Beverly Hills Overlay Specific Plan
Existing Baseline Conditions - PM Peak Hour

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

Intersection #8 Santa Monica Boulevard/Crossover

Cycle (sec): 100 Critical Vol./Cap.(X): 0.694
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 61 Level Of Service: B

Street Name:	Santa Monica Boulevard						Crossover				
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:	Ignore			Include			Include			Ovl	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	0	2	0	0	3	0	0	0	1
Volume Module:												
Base Vol:	0	1327	1379	0	1284	0	0	0	0	562	0	81
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	1327	1379	0	1284	0	0	0	0	562	0	81
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	1327	1379	0	1284	0	0	0	0	562	0	81
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.00	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	0	1561	0	0	1511	0	0	0	0	661	0	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1561	0	0	1511	0	0	0	0	661	0	95
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1561	0	0	1511	0	0	0	0	661	0	95
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	2.00	2.00	0.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3200	3200	0	4800	0	0	0	0	3200	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.49	0.00	0.00	0.31	0.00	0.00	0.00	0.00	0.21	0.00	0.06
Crit Moves:	****			****					****			

One Beverly Hills Overlay Specific Plan
Existing Baseline Conditions - PM Peak Hour

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

Intersection #9 Santa Monica Boulevard/Century Park East

Cycle (sec): 100 Critical Vol./Cap.(X): 0.757
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 Level Of Service: C

Street Name:	Santa Monica Boulevard			Century Park East			
Approach:	North Bound			South Bound			
Movement:	L - T - R			L - T - R			
Control:	Protected			Protected			
Rights:	Ovl			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0	4	0	1	2	0
Volume Module:							
Base Vol:	12	2077	270	235	1789	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	2077	270	235	1789	0	0
Added Vol:	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0
Initial Fut:	12	2077	270	235	1789	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	14	2444	318	276	2105	0	0
Reduct Vol:	0	0	0	0	0	0	0
Reduced Vol:	14	2444	318	276	2105	0	0
PCE Adj:	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
FinalVolume:	14	2444	318	276	2105	0	0
OvlAdjVol:			44				

Control:	Split Phase											
Rights:	Include											
Min. Green:	0	0	0									
Lanes:	0	0	0	0	0	0	0	2	0	0	0	2
Volume Module:												
Base Vol:	0	0	0	0	465	0	748					
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Initial Bse:	0	0	0	0	465	0	748					
Added Vol:	0	0	0	0	0	0	0					
PasserByVol:	0	0	0	0	0	0	0					
Initial Fut:	0	0	0	0	465	0	748					
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85					
PHF Volume:	0	0	0	0	547	0	880					
Reduct Vol:	0	0	0	0	0	0	0					
Reduced Vol:	0	0	0	0	547	0	880					
PCE Adj:	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					
FinalVolume:	0	0	0	0	547	0	880					
OvlAdjVol:					604							

Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	4.00	1.00	2.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	1600	6400	1600	3200	4800	0	0	0	0	3200	0	3200

Capacity Analysis Module:												
Vol/Sat:	0.01	0.38	0.20	0.09	0.44	0.00	0.00	0.00	0.00	0.17	0.00	0.28
OvlAdjV/S:			0.03							0.19		
Crit Moves:	****		****							****		

One Beverly Hills Overlay Specific Plan
Existing Baseline Conditions - PM Peak Hour

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

Intersection #10 Sunset Boulevard/Whittier Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 1.054
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	Whittier Drive			Sunset Boulevard			
Approach:	North Bound			South Bound			
Movement:	L - T - R			L - T - R			
Control:	Permitted			Permitted			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0	0 1	0	1	0	0 1
Volume Module:							
Base Vol:	163	245	176	10	100	21	44 1355
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00
Initial Bse:	163	245	176	10	100	21	44 1355
Added Vol:	0	0	0	0	0	0	0 0
PasserByVol:	0	0	0	0	0	0	0 0
Initial Fut:	163	245	176	10	100	21	44 1355
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85 0.85
PHF Volume:	192	288	207	12	118	25	52 1594
Reduct Vol:	0	0	0	0	0	0	0 0
Reduced Vol:	192	288	207	12	118	25	52 1594
PCE Adj:	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
FinalVolume:	192	288	207	12	118	25	52 1594
Saturation Flow Module:							
Sat/Lane:	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
Lanes:	1.00	0.58	0.42	1.00	0.83	0.17	1.00 1.97
Final Sat.:	1600	931	669	1600	1322	278	1600 3147
Capacity Analysis Module:							
Vol/Sat:	0.12	0.31	0.31	0.01	0.09	0.09	0.03 0.51
Crit Moves:	****		****			****	

Street Name:	Whittier Drive			Sunset Boulevard			
Approach:	North Bound			South Bound			
Movement:	L - T - R			L - T - R			
Control:	Permitted			Permitted			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0	0 1	0	1	0	0 1
Volume Module:							
Base Vol:	163	245	176	10	100	21	44 1355
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00
Initial Bse:	163	245	176	10	100	21	44 1355
Added Vol:	0	0	0	0	0	0	0 0
PasserByVol:	0	0	0	0	0	0	0 0
Initial Fut:	163	245	176	10	100	21	44 1355
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85 0.85
PHF Volume:	192	288	207	12	118	25	52 1594
Reduct Vol:	0	0	0	0	0	0	0 0
Reduced Vol:	192	288	207	12	118	25	52 1594
PCE Adj:	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
FinalVolume:	192	288	207	12	118	25	52 1594
Saturation Flow Module:							
Sat/Lane:	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
Lanes:	1.00	0.58	0.42	1.00	0.83	0.17	1.00 1.97
Final Sat.:	1600	931	669	1600	1322	278	1600 3147
Capacity Analysis Module:							
Vol/Sat:	0.12	0.31	0.31	0.01	0.09	0.09	0.03 0.51
Crit Moves:	****		****			****	

Street Name:	Whittier Drive			Sunset Boulevard			
Approach:	North Bound			South Bound			
Movement:	L - T - R			L - T - R			
Control:	Permitted			Permitted			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0	0 1	0	1	0	0 1
Volume Module:							
Base Vol:	163	245	176	10	100	21	44 1355
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00
Initial Bse:	163	245	176	10	100	21	44 1355
Added Vol:	0	0	0	0	0	0	0 0
PasserByVol:	0	0	0	0	0	0	0 0
Initial Fut:	163	245	176	10	100	21	44 1355
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85 0.85
PHF Volume:	192	288	207	12	118	25	52 1594
Reduct Vol:	0	0	0	0	0	0	0 0
Reduced Vol:	192	288	207	12	118	25	52 1594
PCE Adj:	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
FinalVolume:	192	288	207	12	118	25	52 1594
Saturation Flow Module:							
Sat/Lane:	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
Lanes:	1.00	0.58	0.42	1.00	0.83	0.17	1.00 1.97
Final Sat.:	1600	931	669	1600	1322	278	1600 3147
Capacity Analysis Module:							
Vol/Sat:	0.12	0.31	0.31	0.01	0.09	0.09	0.03 0.51
Crit Moves:	****		****			****	

One Beverly Hills Overlay Specific Plan
Existing Baseline Conditions - Midday Peak Hour

Scenario Report

Scenario: Existing_Baseline_Midday

Command: Existing_Baseline_Mid
Volume: Existing_Baseline_Mid
Geometry: plus Project
Impact Fee: Default Impact Fee
Trip Generation: Default
Trip Distribution: Default
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration

One Beverly Hills Overlay Specific Plan
Existing Baseline Conditions - Midday Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base Del/ LOS	V/ Veh	C	Future Del/ LOS	V/ Veh	C	Change in V/C
# 1 Beverly Drive/Santa Monica Bou	D	xxxxx	0.897	D	xxxxx	0.897	+ 0.000
# 2 Santa Monica Boulevard North/W	E	xxxxx	0.914	E	xxxxx	0.914	+ 0.000
# 3 Beverly Drive/Santa Monica Bou	C	xxxxx	0.792	C	xxxxx	0.792	+ 0.000
# 4 Santa Monica Boulevard South/W	D	xxxxx	0.804	D	xxxxx	0.804	+ 0.000
# 5 Santa Monica Boulevard North/M	C	xxxxx	0.708	C	xxxxx	0.708	+ 0.000
# 6 Wilshire Boulevard/Beverly Dri	D	xxxxx	0.820	D	xxxxx	0.820	+ 0.000
# 7 Wilshire Boulevard/Whittier Dr	D	xxxxx	0.885	D	xxxxx	0.885	+ 0.000
# 8 Santa Monica Boulevard/Crossov	A	xxxxx	0.585	A	xxxxx	0.585	+ 0.000
# 9 Santa Monica Boulevard/Century	A	xxxxx	0.593	A	xxxxx	0.593	+ 0.000
# 10 Sunset Boulevard/Whittier Driv	C	xxxxx	0.799	C	xxxxx	0.799	+ 0.000

One Beverly Hills Overlay Specific Plan
Existing Baseline Conditions - Midday Peak Hour

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

Intersection #1 Beverly Drive/Santa Monica Boulevard North

Cycle (sec): 100 Critical Vol./Cap.(X): 0.897
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 98 Level Of Service: D

Street Name:	Beverly Drive			Santa Monica Boulevard North							
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
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:												
Base Vol:	65	296	134	50	381	96	57	1364	42	77	1311	23
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:	65	296	134	50	381	96	57	1364	42	77	1311	23
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:	65	296	134	50	381	96	57	1364	42	77	1311	23
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:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	76	348	158	59	448	113	67	1605	49	91	1542	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	348	158	59	448	113	67	1605	49	91	1542	27
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:	76	348	158	59	448	113	67	1605	49	91	1542	27
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.38	0.62	1.00	1.60	0.40	1.00	1.94	0.06	1.00	1.97	0.03
Final Sat.:	1600	2203	997	1600	2556	644	1600	3104	96	1600	3145	55
Capacity Analysis Module:												
Vol/Sat:	0.05	0.16	0.16	0.04	0.18	0.18	0.04	0.52	0.52	0.06	0.49	0.49
Crit Moves:	****			****			****			****		

One Beverly Hills Overlay Specific Plan
Existing Baseline Conditions - Midday Peak Hour

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

Intersection #2 Santa Monica Boulevard North/Wilshire Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.914
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 108 Level Of Service: E

Street Name:	Santa Monica Boulevard North			Wilshire Boulevard			
Approach:	North Bound			South Bound			
Movement:	L	T	R	L	T	R	
Control:	Permitted			Permitted			
Rights:	Include			Ovl			
Min. Green:	0	0	0	0	0	0	
Lanes:	0	0	2	0	1	0	
Volume Module:							
Base Vol:	0	826	61	2	986	541	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	0	826	61	2	986	541	
Added Vol:	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	
Initial Fut:	0	826	61	2	986	541	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	
PHF Volume:	0	972	72	2	1160	636	
Reduct Vol:	0	0	0	0	0	0	
Reduced Vol:	0	972	72	2	1160	636	
PCE Adj:	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	
FinalVolume:	0	972	72	2	1160	636	
OvlAdjVol:					309		
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.00	2.00	1.00	0.01	1.99	1.00	
Final Sat.:	0	3200	1600	6	3194	1600	
Capacity Analysis Module:							
Vol/Sat:	0.00	0.30	0.04	0.00	0.36	0.40	
OvlAdjV/S:					0.19		
Crit Moves:	****			****			

Street Name:	Santa Monica Boulevard North			Wilshire Boulevard			
Approach:	East Bound			West Bound			
Movement:	L	T	R	L	T	R	
Control:	Prot+Permit			Prot+Permit			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	2	0	3	0	1	1	
Volume Module:							
Base Vol:	556	985	46	152	948	59	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	556	985	46	152	948	59	
Added Vol:	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	
Initial Fut:	556	985	46	152	948	59	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	
PHF Volume:	654	1159	54	179	1115	69	
Reduct Vol:	0	0	0	0	0	0	
Reduced Vol:	654	1159	54	179	1115	69	
PCE Adj:	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	
FinalVolume:	654	1159	54	179	1115	69	
OvlAdjVol:							
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00	1.00	2.82	0.18	
Final Sat.:	3200	4800	1600	1600	4519	281	
Capacity Analysis Module:							
Vol/Sat:	0.20	0.24	0.03	0.11	0.25	0.25	
OvlAdjV/S:							
Crit Moves:		****			****		

One Beverly Hills Overlay Specific Plan
Existing Baseline Conditions - Midday Peak Hour

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

Intersection #3 Beverly Drive/Santa Monica Boulevard South

Cycle (sec): 100 Critical Vol./Cap.(X): 0.792
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 65 Level Of Service: C

Street Name:	Beverly Drive			Santa Monica Boulevard South							
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
Lanes:	1	0	2	0	1	0	0	1	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:												
Base Vol:	61	444	184	0	535	91	67	717	150	134	819	41
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:	61	444	184	0	535	91	67	717	150	134	819	41
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:	61	444	184	0	535	91	67	717	150	134	819	41
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:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	72	522	216	0	629	107	79	844	176	158	964	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	522	216	0	629	107	79	844	176	158	964	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:	72	522	216	0	629	107	79	844	176	158	964	48
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	0.00	1.71	0.29	1.00	1.65	0.35	1.00	1.90	0.10
Final Sat.:	1600	3200	1600	0	2735	465	1600	2646	554	1600	3047	153
Capacity Analysis Module:												
Vol/Sat:	0.04	0.16	0.14	0.00	0.23	0.23	0.05	0.32	0.32	0.10	0.32	0.32
Crit Moves:	****			****			****			****		

One Beverly Hills Overlay Specific Plan
Existing Baseline Conditions - Midday Peak Hour

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

Intersection #4 Santa Monica Boulevard South/Wilshire Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.804
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 67 Level Of Service: D

Street Name:	Santa Monica Boulevard South						Wilshire Boulevard					
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			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	1	1	0	1	2	0	1	1	0	2	1	0
Volume Module:												
Base Vol:	69	545	301	52	393	377	233	793	60	161	677	70
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:	69	545	301	52	393	377	233	793	60	161	677	70
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:	69	545	301	52	393	377	233	793	60	161	677	70
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:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	81	641	354	61	462	444	274	933	71	189	796	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	641	354	61	462	444	274	933	71	189	796	82
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:	81	641	354	61	462	444	274	933	71	189	796	82
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.02	0.98	0.68	2.32	1.00	1.00	2.72	0.28
Final Sat.:	1600	3200	1600	1600	1633	1567	1090	3710	1600	1600	4350	450
Capacity Analysis Module:												
Vol/Sat:	0.05	0.20	0.22	0.04	0.28	0.28	0.17	0.25	0.04	0.12	0.18	0.18
Crit Moves:	****			****			****			****		

One Beverly Hills Overlay Specific Plan
Existing Baseline Conditions - Midday Peak Hour

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

Intersection #5 Santa Monica Boulevard North/Merv Griffin Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.708
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: C

Street Name:	Santa Monica Boulevard North			Santa Monica Boulevard North			Merv Griffin Way			Merv Griffin Way		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	0	0	2	0	1	0	0
Volume Module:												
Base Vol:	150	939	0	0	1184	20	5	0	165	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:	150	939	0	0	1184	20	5	0	165	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:	150	939	0	0	1184	20	5	0	165	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:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	176	1105	0	0	1393	24	6	0	194	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	176	1105	0	0	1393	24	6	0	194	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:	176	1105	0	0	1393	24	6	0	194	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:	1.00	2.00	0.00	0.00	2.00	1.00	0.06	0.00	1.94	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	3200	1600	94	0	3106	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.11	0.35	0.00	0.00	0.44	0.01	0.00	0.00	0.06	0.00	0.00	0.00
Crit Moves:	****			****			****					

One Beverly Hills Overlay Specific Plan
Existing Baseline Conditions - Midday Peak Hour

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

Intersection #6 Wilshire Boulevard/Beverly Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.820
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 71 Level Of Service: D

Street Name:	Beverly Drive			Wilshire Boulevard											
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Protected			Permitted			Prot+Permit			Prot+Permit					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	0	2	0	1	0	0	2	0	1	1	0	2	1	0
Volume Module:															
Base Vol:	148	433	126	0	477	148	164	987	162	210	1104	138			
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:	148	433	126	0	477	148	164	987	162	210	1104	138			
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:	148	433	126	0	477	148	164	987	162	210	1104	138			
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:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85			
PHF Volume:	174	509	148	0	561	174	193	1161	191	247	1299	162			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	174	509	148	0	561	174	193	1161	191	247	1299	162			
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:	174	509	148	0	561	174	193	1161	191	247	1299	162			
Saturation Flow Module:															
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	1.00	2.00	1.00	0.00	2.00	1.00	1.00	2.58	0.42	1.00	2.67	0.33			
Final Sat.:	1600	3200	1600	0	3200	1600	1600	4123	677	1600	4267	533			
Capacity Analysis Module:															
Vol/Sat:	0.11	0.16	0.09	0.00	0.18	0.11	0.12	0.28	0.28	0.15	0.30	0.30			
Crit Moves:	****			****			****			****					

One Beverly Hills Overlay Specific Plan
Existing Baseline Conditions - Midday Peak Hour

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

Intersection #7 Wilshire Boulevard/Whittier Drive/Merv Griffin Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.885
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 93 Level Of Service: D

Street Name: Whittier Drive/Merv Griffin Way Wilshire Boulevard

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Split Phase	Split Phase	Prot+Permit	Prot+Permit
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 1 0 1	0 1 0 1 0	1 0 2 1 0	1 0 2 1 0
Volume Module:				
Base Vol:	2 126 15	84 160 188	231 1581 14	14 1467 15
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	2 126 15	84 160 188	231 1581 14	14 1467 15
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0
Initial Fut:	2 126 15	84 160 188	231 1581 14	14 1467 15
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	0.85 0.85 0.85	0.85 0.85 0.85	0.85 0.85 0.85	0.85 0.85 0.85
PHF Volume:	2 148 18	99 188 221	272 1860 16	16 1726 18
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	2 148 18	99 188 221	272 1860 16	16 1726 18
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:	2 148 18	99 188 221	272 1860 16	16 1726 18
Saturation Flow Module:				
Sat/Lane:	1600 1600 1600	1600 1600 1600	1600 1600 1600	1600 1600 1600
Adjustment:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Lanes:	1.00 1.00 0.39	0.74 0.87 1.00	2.97 0.03 1.00	2.97 0.03
Final Sat.:	1600 1600 622	1185 1393 1600	4758 42 1600	4751 49
Capacity Analysis Module:				
Vol/Sat:	0.00 0.09 0.01	0.16 0.16 0.16	0.17 0.39 0.39	0.01 0.36 0.36
Crit Moves:	****	****	****	****

One Beverly Hills Overlay Specific Plan
Existing Baseline Conditions - Midday Peak Hour

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

Intersection #8 Santa Monica Boulevard/Crossover

Cycle (sec): 100 Critical Vol./Cap.(X): 0.585
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Street Name:	Santa Monica Boulevard			Crossover			
Approach:	North Bound			South Bound			
Movement:	L	T	R	L	T	R	
Control:	Permitted			Permitted			
Rights:	Ignore			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	0	0	2	0	2	0	
Volume Module:							
Base Vol:	0	909	1014	0	1460	0	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	0	909	1014	0	1460	0	
Added Vol:	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	
Initial Fut:	0	909	1014	0	1460	0	
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	
PHF Adj:	0.85	0.85	0.00	0.85	0.85	0.85	
PHF Volume:	0	1069	0	0	1718	0	
Reduct Vol:	0	0	0	0	0	0	
Reduced Vol:	0	1069	0	0	1718	0	
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	
FinalVolume:	0	1069	0	0	1718	0	
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.00	2.00	2.00	0.00	3.00	0.00	
Final Sat.:	0	3200	3200	0	4800	0	
Capacity Analysis Module:							
Vol/Sat:	0.00	0.33	0.00	0.00	0.36	0.00	
Crit Moves:	****			****			

Street Name:	Santa Monica Boulevard			Crossover			
Approach:	East Bound			West Bound			
Movement:	L	T	R	L	T	R	
Control:	Split Phase			Split Phase			
Rights:	Include			Ovl			
Min. Green:	0	0	0	0	0	0	
Lanes:	0	0	0	0	2	0	
Volume Module:							
Base Vol:	0	618	0	31			
Growth Adj:	1.00	1.00	1.00	1.00			
Initial Bse:	0	618	0	31			
Added Vol:	0	0	0	0			
PasserByVol:	0	0	0	0			
Initial Fut:	0	618	0	31			
User Adj:	1.00	1.00	1.00	1.00			
PHF Adj:	0.85	0.85	0.85	0.85			
PHF Volume:	0	727	0	36			
Reduct Vol:	0	0	0	0			
Reduced Vol:	0	727	0	36			
PCE Adj:	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00			
FinalVolume:	0	727	0	36			
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600			
Adjustment:	1.00	1.00	1.00	1.00			
Lanes:	0.00	2.00	0.00	1.00			
Final Sat.:	0	3200	0	1600			
Capacity Analysis Module:							
Vol/Sat:	0.00	0.23	0.00	0.02			
Crit Moves:		****					

One Beverly Hills Overlay Specific Plan
Existing Baseline Conditions - Midday Peak Hour

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

Intersection #9 Santa Monica Boulevard/Century Park East

Cycle (sec): 100 Critical Vol./Cap.(X): 0.593
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Street Name:	Santa Monica Boulevard				Century Park East							
Approach:	North Bound				South Bound				East Bound			
Movement:	L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Split Phase			
Rights:	Ovl				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0	
Lanes:	1	0	4	0 1	2	0	3	0 0	0	0	0	0 0
Volume Module:												
Base Vol:	21	1643	300		307	1645	0		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	21	1643	300		307	1645	0		0	0	0	
Added Vol:	0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0	
Initial Fut:	21	1643	300		307	1645	0		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.85	0.85	0.85		0.85	0.85	0.85		0.85	0.85	0.85	
PHF Volume:	25	1933	353		361	1935	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0	
Reduced Vol:	25	1933	353		361	1935	0		0	0	0	
PCE Adj:	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	
FinalVolume:	25	1933	353		361	1935	0		0	0	0	
OvlAdjVol:	234								41			
Saturation Flow Module:												
Sat/Lane:	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	
Lanes:	1.00	4.00	1.00		2.00	3.00	0.00		0.00	0.00	2.00	
Final Sat.:	1600	6400	1600		3200	4800	0		0	0	3200	
Capacity Analysis Module:												
Vol/Sat:	0.02	0.30	0.22		0.11	0.40	0.00		0.00	0.00	0.07	
OvlAdjV/S:	0.15								0.01			
Crit Moves:	****				****				****			

One Beverly Hills Overlay Specific Plan
Existing Baseline Conditions - Midday Peak Hour

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

Intersection #10 Sunset Boulevard/Whittier Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.799
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 67 Level Of Service: C

Street Name:	Whittier Drive			Sunset Boulevard			
Approach:	North Bound			South Bound			
Movement:	L	T	R	L	T	R	
Control:	Permitted			Permitted			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0	0 1	0	1	0	0 1
Volume Module:							
Base Vol:	67	109	169	15	90	52	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	67	109	169	15	90	52	42
Added Vol:	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0
Initial Fut:	67	109	169	15	90	52	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	79	128	199	18	106	61	49
Reduct Vol:	0	0	0	0	0	0	0
Reduced Vol:	79	128	199	18	106	61	49
PCE Adj:	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
FinalVolume:	79	128	199	18	106	61	49
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.39	0.61	1.00	0.63	0.37	1.00
Final Sat.:	1600	627	973	1600	1014	586	1600
Capacity Analysis Module:							
Vol/Sat:	0.05	0.20	0.20	0.01	0.10	0.10	0.03
Crit Moves:	****		****			****	

Street Name:	Whittier Drive			Sunset Boulevard			
Approach:	North Bound			South Bound			
Movement:	L	T	R	L	T	R	
Control:	Permitted			Permitted			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0	0 1	0	1	0	0 1
Volume Module:							
Base Vol:	67	109	169	15	90	52	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	67	109	169	15	90	52	42
Added Vol:	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0
Initial Fut:	67	109	169	15	90	52	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	79	128	199	18	106	61	49
Reduct Vol:	0	0	0	0	0	0	0
Reduced Vol:	79	128	199	18	106	61	49
PCE Adj:	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
FinalVolume:	79	128	199	18	106	61	49
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.39	0.61	1.00	0.63	0.37	1.00
Final Sat.:	1600	627	973	1600	1014	586	1600
Capacity Analysis Module:							
Vol/Sat:	0.05	0.20	0.20	0.01	0.10	0.10	0.03
Crit Moves:	****		****			****	

Street Name:	Sunset Boulevard			Whittier Drive			
Approach:	East Bound			West Bound			
Movement:	L	T	R	L	T	R	
Control:	Protected			Protected			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0	1 1	0	1	0	1 1
Volume Module:							
Base Vol:	1016	32	134	982	8		
Growth Adj:	1.00	1.00	1.00	1.00	1.00		
Initial Bse:	1016	32	134	982	8		
Added Vol:	0	0	0	0	0		
PasserByVol:	0	0	0	0	0		
Initial Fut:	1016	32	134	982	8		
User Adj:	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	0.85	0.85	0.85	0.85	0.85		
PHF Volume:	1195	38	158	1155	9		
Reduct Vol:	0	0	0	0	0		
Reduced Vol:	1195	38	158	1155	9		
PCE Adj:	1.00	1.00	1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00	1.00	1.00		
FinalVolume:	1195	38	158	1155	9		
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600		
Adjustment:	1.00	1.00	1.00	1.00	1.00		
Lanes:	1.94	0.06	1.00	1.98	0.02		
Final Sat.:	3102	98	1600	3174	26		
Capacity Analysis Module:							
Vol/Sat:	0.39	0.39	0.10	0.36	0.36		
Crit Moves:		****		****			

One Beverly Hills Overlay Specific Plan
Existing Baseline Conditions - Saturday Midday Peak Hour

Scenario Report
Scenario: Existing_Baseline_Saturday_Midday

Command: Existing_Baseline_Sat
Volume: Existing_Baseline_Sat
Geometry: plus Project
Impact Fee: Default Impact Fee
Trip Generation: Default
Trip Distribution: Default
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration

One Beverly Hills Overlay Specific Plan
Existing Baseline Conditions - Saturday Midday Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base Del/ LOS	V/ Veh	C	Future Del/ LOS	V/ Veh	C	Change in V/C
# 1 Beverly Drive/Santa Monica Bou	E	xxxxx	0.932	E	xxxxx	0.932	+ 0.000
# 2 Santa Monica Boulevard North/W	D	xxxxx	0.884	D	xxxxx	0.884	+ 0.000
# 3 Beverly Drive/Santa Monica Bou	B	xxxxx	0.685	B	xxxxx	0.685	+ 0.000
# 4 Santa Monica Boulevard South/W	C	xxxxx	0.707	C	xxxxx	0.707	+ 0.000
# 5 Santa Monica Boulevard North/M	B	xxxxx	0.655	B	xxxxx	0.655	+ 0.000
# 6 Wilshire Boulevard/Beverly Dri	C	xxxxx	0.772	C	xxxxx	0.772	+ 0.000
# 7 Wilshire Boulevard/Whittier Dr	D	xxxxx	0.860	D	xxxxx	0.860	+ 0.000
# 8 Santa Monica Boulevard/Crossov	A	xxxxx	0.517	A	xxxxx	0.517	+ 0.000
# 9 Santa Monica Boulevard/Century	A	xxxxx	0.539	A	xxxxx	0.539	+ 0.000
# 10 Sunset Boulevard/Whittier Driv	C	xxxxx	0.722	C	xxxxx	0.722	+ 0.000

One Beverly Hills Overlay Specific Plan
Existing Baseline Conditions - Saturday Midday Peak Hour

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

Intersection #1 Beverly Drive/Santa Monica Boulevard North

Cycle (sec): 100 Critical Vol./Cap.(X): 0.932
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 119 Level Of Service: E

Street Name:	Beverly Drive			Santa Monica Boulevard North							
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
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	69	306	149	44	379	99	57	1415	63	84	1342	36
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:	69	306	149	44	379	99	57	1415	63	84	1342	36
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:	69	306	149	44	379	99	57	1415	63	84	1342	36
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:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	81	360	175	52	446	116	67	1665	74	99	1579	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	360	175	52	446	116	67	1665	74	99	1579	42
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:	81	360	175	52	446	116	67	1665	74	99	1579	42
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.35	0.65	1.00	1.59	0.41	1.00	1.91	0.09	1.00	1.95	0.05
Final Sat.:	1600	2152	1048	1600	2537	663	1600	3064	136	1600	3116	84
Capacity Analysis Module:												
Vol/Sat:	0.05	0.17	0.17	0.03	0.18	0.18	0.04	0.54	0.54	0.06	0.51	0.51
Crit Moves:	****			****			****			****		

One Beverly Hills Overlay Specific Plan
Existing Baseline Conditions - Saturday Midday Peak Hour

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

Intersection #2 Santa Monica Boulevard North/Wilshire Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.884
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 93 Level Of Service: D

Street Name:	Santa Monica Boulevard North			Wilshire Boulevard			
Approach:	North Bound			South Bound			
Movement:	L - T - R			L - T - R			
Control:	Permitted			Permitted			
Rights:	Include			Ovl			
Min. Green:	0	0	0	0	0	0	
Lanes:	0	0	2	0	1	0	
Volume Module:							
Base Vol:	0	713	62	0	864	476	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	0	713	62	0	864	476	
Added Vol:	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	
Initial Fut:	0	713	62	0	864	476	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	
PHF Volume:	0	839	73	0	1016	560	
Reduct Vol:	0	0	0	0	0	0	
Reduced Vol:	0	839	73	0	1016	560	
PCE Adj:	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	
FinalVolume:	0	839	73	0	1016	560	
OvlAdjVol:				163			
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.00	2.00	1.00	0.00	2.00	1.00	
Final Sat.:	0	3200	1600	0	3200	1600	
Capacity Analysis Module:							
Vol/Sat:	0.00	0.26	0.05	0.00	0.32	0.35	
OvlAdjV/S:				0.10			
Crit Moves:	****			****			

Street Name:	Santa Monica Boulevard North			Wilshire Boulevard			
Approach:	East Bound			West Bound			
Movement:	L - T - R			L - T - R			
Control:	Prot+Permit			Prot+Permit			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	2	0	3	0	1	1	0	2	1	0
Volume Module:										
Base Vol:	675	972	48	167	869	21				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	675	972	48	167	869	21				
Added Vol:	0	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0				
Initial Fut:	675	972	48	167	869	21				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85				
PHF Volume:	794	1144	56	196	1022	25				
Reduct Vol:	0	0	0	0	0	0				
Reduced Vol:	794	1144	56	196	1022	25				
PCE Adj:	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				
FinalVolume:	794	1144	56	196	1022	25				
OvlAdjVol:										
Saturation Flow Module:										
Sat/Lane:	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	2.00	3.00	1.00	1.00	2.93	0.07				
Final Sat.:	3200	4800	1600	1600	4687	113				
Capacity Analysis Module:										
Vol/Sat:	0.24	0.24	0.04	0.12	0.22	0.22				
OvlAdjV/S:										
Crit Moves:		****			****					

One Beverly Hills Overlay Specific Plan
Existing Baseline Conditions - Saturday Midday Peak Hour

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

Intersection #3 Beverly Drive/Santa Monica Boulevard South

Cycle (sec): 100 Critical Vol./Cap.(X): 0.685
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: B

Street Name:	Beverly Drive			Santa Monica Boulevard South							
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
Lanes:	1	0	2	0	1	0	0	1	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:												
Base Vol:	79	418	159	0	415	99	76	596	126	98	571	35
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:	79	418	159	0	415	99	76	596	126	98	571	35
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:	79	418	159	0	415	99	76	596	126	98	571	35
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:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	93	492	187	0	488	116	89	701	148	115	672	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	492	187	0	488	116	89	701	148	115	672	41
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:	93	492	187	0	488	116	89	701	148	115	672	41
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	0.00	1.61	0.39	1.00	1.65	0.35	1.00	1.88	0.12
Final Sat.:	1600	3200	1600	0	2584	616	1600	2642	558	1600	3015	185
Capacity Analysis Module:												
Vol/Sat:	0.06	0.15	0.12	0.00	0.19	0.19	0.06	0.27	0.27	0.07	0.22	0.22
Crit Moves:	****			****			****			****		

One Beverly Hills Overlay Specific Plan
Existing Baseline Conditions - Saturday Midday Peak Hour

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

Intersection #4 Santa Monica Boulevard South/Wilshire Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.707
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: C

Street Name:	Santa Monica Boulevard South								Wilshire Boulevard							
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				Protected			
Rights:	Include				Include				Ovl				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	0	1	1	0	1	1	0	0	1	2	0	1	1	0	2	1	0
Volume Module:																
Base Vol:	46	474	245		22	303	234		155	835	44		181	778	51	
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:	46	474	245		22	303	234		155	835	44		181	778	51	
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:	46	474	245		22	303	234		155	835	44		181	778	51	
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:	0.85	0.85	0.85		0.85	0.85	0.85		0.85	0.85	0.85		0.85	0.85	0.85	
PHF Volume:	54	558	288		26	356	275		182	982	52		213	915	60	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	54	558	288		26	356	275		182	982	52		213	915	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:	54	558	288		26	356	275		182	982	52		213	915	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:	1.00	2.00	1.00		1.00	1.13	0.87		0.47	2.53	1.00		1.00	2.82	0.18	
Final Sat.:	1600	3200	1600		1600	1806	1394		752	4048	1600		1600	4505	295	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.17	0.18		0.02	0.20	0.20		0.11	0.24	0.03		0.13	0.20	0.20	
Crit Moves:	****				****				****				****			

One Beverly Hills Overlay Specific Plan
Existing Baseline Conditions - Saturday Midday Peak Hour

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

Intersection #5 Santa Monica Boulevard North/Merv Griffin Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.655
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: B

Street Name:	Santa Monica Boulevard North			Santa Monica Boulevard North			Merv Griffin Way			Merv Griffin Way		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	0	2	0	1	0	1!	0
Volume Module:												
Base Vol:	130	772	0	0	1065	23	15	0	169	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:	130	772	0	0	1065	23	15	0	169	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:	130	772	0	0	1065	23	15	0	169	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:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	153	908	0	0	1253	27	18	0	199	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	153	908	0	0	1253	27	18	0	199	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:	153	908	0	0	1253	27	18	0	199	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:	1.00	2.00	0.00	0.00	2.00	1.00	0.16	0.01	1.83	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	3200	1600	261	0	2939	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.28	0.00	0.00	0.39	0.02	0.01	0.00	0.07	0.00	0.00	0.00
Crit Moves:	****			****			****					

```
--------------------------------------------------------------------------------
                One Beverly Hills Overlay Specific Plan
        Existing Baseline Conditions - Saturday Midday Peak Hour
--------------------------------------------------------------------------------
                   Level Of Service Computation Report
     ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
********************************************************************************
Intersection #6 Wilshire Boulevard/Beverly Drive
********************************************************************************
Cycle (sec):        100              Critical Vol./Cap.(X):        0.772
Loss Time (sec):     10 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       61              Level Of Service:               C
********************************************************************************
Street Name:         Beverly Drive                Wilshire Boulevard
Approach:     North Bound     South Bound      East Bound       West Bound
Movement:    L - T - R   L - T - R   L - T - R   L - T - R
------------|---------------||---------------||---------------||---------------|
Control:      Protected       Permitted      Prot+Permit      Prot+Permit
Rights:        Include         Include         Include         Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       1  0  2  0  1    0  0  2  0  1    1  0  2  1  0    1  0  2  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:    137  393   118     0  376   142   126  904   176   229  908   107
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: 137  393   118     0  376   142   126  904   176   229  908   107
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: 137  393   118     0  376   142   126  904   176   229  908   107
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:     0.85 0.85  0.85  0.85 0.85  0.85  0.85 0.85  0.85  0.85 0.85  0.85
PHF Volume:  161  462   139     0  442   167   148 1064   207   269 1068   126
Reduct Vol:    0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol: 161  462   139     0  442   167   148 1064   207   269 1068   126
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: 161  462   139     0  442   167   148 1064   207   269 1068   126
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600  1600 1600  1600  1600 1600  1600  1600 1600  1600
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.00  1.00  0.00 2.00  1.00  1.00 2.51  0.49  1.00 2.68  0.32
Final Sat.:  1600 3200  1600     0 3200  1600  1600 4018   782  1600 4294   506
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.10 0.14  0.09  0.00 0.14  0.10  0.09 0.26  0.26  0.17 0.25  0.25
Crit Moves:  ****                  ****        ****        ****
********************************************************************************
```

One Beverly Hills Overlay Specific Plan
Existing Baseline Conditions - Saturday Midday Peak Hour

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

Intersection #7 Wilshire Boulevard/Whittier Drive/Merv Griffin Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.860
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 83 Level Of Service: D

Street Name:	Whittier Drive/Merv Griffin Way				Wilshire Boulevard							
Approach:	North Bound				South Bound				East Bound			
Movement:	L	T	R		L	T	R		L	T	R	
Control:	Split Phase				Split Phase				Prot+Permit			
Rights:	Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0	
Lanes:	1	0	1	0	1	0	1	0	1	0	2	1
Volume Module:												
Base Vol:	13	99	48		40	128	201		254	1702	26	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	13	99	48		40	128	201		254	1702	26	
Added Vol:	0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0	
Initial Fut:	13	99	48		40	128	201		254	1702	26	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.85	0.85	0.85		0.85	0.85	0.85		0.85	0.85	0.85	
PHF Volume:	15	116	56		47	151	236		299	2002	31	
Reduct Vol:	0	0	0		0	0	0		0	0	0	
Reduced Vol:	15	116	56		47	151	236		299	2002	31	
PCE Adj:	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	
FinalVolume:	15	116	56		47	151	236		299	2002	31	
Saturation Flow Module:												
Sat/Lane:	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	
Lanes:	1.00	1.00	1.00	0.22	0.78	1.00	1.00	2.95	0.05	1.00	2.97	0.03
Final Sat.:	1600	1600	1600		347	1253	1600		1600	4728	72	
Capacity Analysis Module:												
Vol/Sat:	0.01	0.07	0.04		0.14	0.12	0.15		0.19	0.42	0.42	
Crit Moves:	****					****	****				****	

Street Name:	Whittier Drive/Merv Griffin Way				Wilshire Boulevard							
Approach:	North Bound				South Bound				East Bound			
Movement:	L	T	R		L	T	R		L	T	R	
Control:	Split Phase				Split Phase				Prot+Permit			
Rights:	Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0	
Lanes:	1	0	1	0	1	0	1	0	1	0	2	1
Volume Module:												
Base Vol:	13	99	48		40	128	201		254	1702	26	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	13	99	48		40	128	201		254	1702	26	
Added Vol:	0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0	
Initial Fut:	13	99	48		40	128	201		254	1702	26	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.85	0.85	0.85		0.85	0.85	0.85		0.85	0.85	0.85	
PHF Volume:	15	116	56		47	151	236		299	2002	31	
Reduct Vol:	0	0	0		0	0	0		0	0	0	
Reduced Vol:	15	116	56		47	151	236		299	2002	31	
PCE Adj:	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	
FinalVolume:	15	116	56		47	151	236		299	2002	31	
Saturation Flow Module:												
Sat/Lane:	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	
Lanes:	1.00	1.00	1.00	0.22	0.78	1.00	1.00	2.95	0.05	1.00	2.97	0.03
Final Sat.:	1600	1600	1600		347	1253	1600		1600	4728	72	
Capacity Analysis Module:												
Vol/Sat:	0.01	0.07	0.04		0.14	0.12	0.15		0.19	0.42	0.42	
Crit Moves:	****					****	****				****	

One Beverly Hills Overlay Specific Plan
Existing Baseline Conditions - Saturday Midday Peak Hour

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

Intersection #8 Santa Monica Boulevard/Crossover

Cycle (sec): 100 Critical Vol./Cap.(X): 0.517
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Street Name:	Santa Monica Boulevard			Crossover			
Approach:	North Bound			South Bound			
Movement:	L	T	R	L	T	R	
Control:	Permitted			Permitted			
Rights:	Ignore			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	0	0	2	0	2	0	
Volume Module:							
Base Vol:	0	907	692	0	1267	0	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	0	907	692	0	1267	0	
Added Vol:	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	
Initial Fut:	0	907	692	0	1267	0	
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	
PHF Adj:	0.85	0.85	0.00	0.85	0.85	0.85	
PHF Volume:	0	1067	0	0	1491	0	
Reduct Vol:	0	0	0	0	0	0	
Reduced Vol:	0	1067	0	0	1491	0	
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	
FinalVolume:	0	1067	0	0	1491	0	
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.00	2.00	2.00	0.00	3.00	0.00	
Final Sat.:	0	3200	3200	0	4800	0	
Capacity Analysis Module:							
Vol/Sat:	0.00	0.33	0.00	0.00	0.31	0.00	
Crit Moves:	****		****			****	

Street Name:	Santa Monica Boulevard			Crossover			
Approach:	East Bound			West Bound			
Movement:	L	T	R	L	T	R	
Control:	Split Phase			Split Phase			
Rights:	Include			Ovl			
Min. Green:	0	0	0	0	0	0	
Lanes:	0	0	0	0	2	0	
Volume Module:							
Base Vol:	0	500	0	18			
Growth Adj:	1.00	1.00	1.00	1.00			
Initial Bse:	0	500	0	18			
Added Vol:	0	0	0	0			
PasserByVol:	0	0	0	0			
Initial Fut:	0	500	0	18			
User Adj:	1.00	1.00	1.00	1.00			
PHF Adj:	0.85	0.85	0.85	0.85			
PHF Volume:	0	588	0	21			
Reduct Vol:	0	0	0	0			
Reduced Vol:	0	588	0	21			
PCE Adj:	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00			
FinalVolume:	0	588	0	21			
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600			
Adjustment:	1.00	1.00	1.00	1.00			
Lanes:	0.00	2.00	0.00	0.00			
Final Sat.:	0	3200	0	1600			
Capacity Analysis Module:							
Vol/Sat:	0.00	0.18	0.00	0.01			
Crit Moves:		****					

One Beverly Hills Overlay Specific Plan
Existing Baseline Conditions - Saturday Midday Peak Hour

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

Intersection #9 Santa Monica Boulevard/Century Park East

Cycle (sec): 100 Critical Vol./Cap.(X): 0.539
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Street Name:	Santa Monica Boulevard			Century Park East			
Approach:	North Bound			South Bound			
Movement:	L - T - R			L - T - R			
Control:	Protected			Protected			
Rights:	Ovl			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0	4	0	1	2	0
Volume Module:							
Base Vol:	10	1458	122		168	1612	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	
Initial Bse:	10	1458	122		168	1612	
Added Vol:	0	0	0		0	0	
PasserByVol:	0	0	0		0	0	
Initial Fut:	10	1458	122		168	1612	
User Adj:	1.00	1.00	1.00		1.00	1.00	
PHF Adj:	0.85	0.85	0.85		0.85	0.85	
PHF Volume:	12	1715	144		198	1896	
Reduct Vol:	0	0	0		0	0	
Reduced Vol:	12	1715	144		198	1896	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	
FinalVolume:	12	1715	144		198	1896	
OvlAdjVol:			85				
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600		1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	
Lanes:	1.00	4.00	1.00		2.00	3.00	
Final Sat.:	1600	6400	1600		3200	4800	
Capacity Analysis Module:							
Vol/Sat:	0.01	0.27	0.09		0.06	0.40	
OvlAdjV/S:			0.05				
Crit Moves:	****				****		

Street Name:	Century Park East				Century Park East			
Approach:	East Bound				West Bound			
Movement:	L - T - R				L - T - R			
Control:	Split Phase				Split Phase			
Rights:	Include				Ovl			
Min. Green:	0	0	0		0	0	0	
Lanes:	0	0	0	0	0	2	0	0
Volume Module:								
Base Vol:	0	0	0		99	0	111	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		99	0	111	
Added Vol:	0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0	
Initial Fut:	0	0	0		99	0	111	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.85	0.85	0.85		0.85	0.85	0.85	
PHF Volume:	0	0	0		116	0	131	
Reduct Vol:	0	0	0		0	0	0	
Reduced Vol:	0	0	0		116	0	131	
PCE Adj:	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	
FinalVolume:	0	0	0		116	0	131	
OvlAdjVol:				0				
Saturation Flow Module:								
Sat/Lane:	1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		0.00	2.00	0.00	
Final Sat.:	0	0	0		0	3200	0	3200
Capacity Analysis Module:								
Vol/Sat:	0.00	0.00	0.00		0.04	0.00	0.04	
OvlAdjV/S:				0.00				
Crit Moves:				****				

One Beverly Hills Overlay Specific Plan
Existing Baseline Conditions - Saturday Midday Peak Hour

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

Intersection #10 Sunset Boulevard/Whittier Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.722
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: C

Street Name:	Whittier Drive			Sunset Boulevard			
Approach:	North Bound			South Bound			
Movement:	L	T	R	L	T	R	
Control:	Permitted			Permitted			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0	0 1	0	1	0	0 1
Volume Module:							
Base Vol:	40	84	158	7	103	27	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	40	84	158	7	103	27	
Added Vol:	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	
Initial Fut:	40	84	158	7	103	27	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	
PHF Volume:	47	99	186	8	121	32	
Reduct Vol:	0	0	0	0	0	0	
Reduced Vol:	47	99	186	8	121	32	
PCE Adj:	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	
FinalVolume:	47	99	186	8	121	32	
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	0.35	0.65	1.00	0.79	0.21	
Final Sat.:	1600	555	1045	1600	1268	332	
Capacity Analysis Module:							
Vol/Sat:	0.03	0.18	0.18	0.01	0.10	0.10	
Crit Moves:	****		****			****	

Street Name:	Whittier Drive			Sunset Boulevard			
Approach:	East Bound			West Bound			
Movement:	L	T	R	L	T	R	
Control:	Protected			Protected			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0	1 1	0	1	0	1 1
Volume Module:							
Base Vol:	18	875	38	140	893	14	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	18	875	38	140	893	14	
Added Vol:	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	
Initial Fut:	18	875	38	140	893	14	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	
PHF Volume:	21	1029	45	165	1051	16	
Reduct Vol:	0	0	0	0	0	0	
Reduced Vol:	21	1029	45	165	1051	16	
PCE Adj:	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	
FinalVolume:	21	1029	45	165	1051	16	
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	1.92	0.08	1.00	1.97	0.03	
Final Sat.:	1600	3067	133	1600	3151	49	
Capacity Analysis Module:							
Vol/Sat:	0.01	0.34	0.34	0.10	0.33	0.33	
Crit Moves:		****			****		

EXISTING SPECIFIC PLAN
ALTERNATIVE LANE CONFIGURATION

One Beverly Hills Overlay Specific Plan
Existing Baseline Conditions - AM Peak Hour

Scenario Report
Scenario: Existing_Baseline_AM

Command: Existing_Baseline_AM
Volume: Existing_Baseline_AM
Geometry: plus Project
Impact Fee: Default Impact Fee
Trip Generation: Default
Trip Distribution: Default
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration

One Beverly Hills Overlay Specific Plan
Existing Baseline Conditions - AM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base Del/ LOS	Base V/ Veh	Base C	Future Del/ LOS	Future V/ Veh	Future C	Change in V/C
# 5 Santa Monica Boulevard North/M	A xxxxx	0.595		A xxxxx	0.595		+ 0.000

One Beverly Hills Overlay Specific Plan
Existing Baseline Conditions - AM Peak Hour

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

Intersection #5 Santa Monica Boulevard North/Merv Griffin Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.595
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Street Name:	Santa Monica Boulevard North			Santa Monica Boulevard North			Merv Griffin Way			Merv Griffin Way		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	0	0	2	1	0	0	1! 0 1 0 0 0 0 0
Volume Module:												
Base Vol:	78	807	0	0	1234	12	5	0	354	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:	78	807	0	0	1234	12	5	0	354	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:	78	807	0	0	1234	12	5	0	354	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:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	92	949	0	0	1452	14	6	0	416	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	949	0	0	1452	14	6	0	416	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:	92	949	0	0	1452	14	6	0	416	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:	1.00	2.00	0.00	0.00	2.97	0.03	0.03	xxxx	1.97	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	4754	46	45	0	3155	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.30	0.00	0.00	0.31	0.31	0.00	0.00	0.13	0.00	0.00	0.00
Crit Moves:	****			****			****					

One Beverly Hills Overlay Specific Plan
Existing Baseline Conditions - PM Peak Hour

Scenario Report
Scenario: Existing_Baseline_PM

Command: Existing_Baseline_PM
Volume: Existing_Baseline_PM
Geometry: plus Project
Impact Fee: Default Impact Fee
Trip Generation: Default
Trip Distribution: Default
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration

One Beverly Hills Overlay Specific Plan
Existing Baseline Conditions - PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base Del/ LOS	Base V/ Veh	Base C	Future Del/ LOS	Future V/ Veh	Future C	Change in V/C
# 5 Santa Monica Boulevard North/M	C	xxxxx	0.795	C	xxxxx	0.795	+ 0.000

One Beverly Hills Overlay Specific Plan
Existing Baseline Conditions - PM Peak Hour

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

Intersection #5 Santa Monica Boulevard North/Merv Griffin Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.795
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 66 Level Of Service: C

Street Name:	Santa Monica Boulevard North			Santa Monica Boulevard North			Merv Griffin Way			Merv Griffin Way		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	0	2	1	0	0	1!	0
Volume Module:												
Base Vol:	462	902	0	0	1065	106	8	0	178	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:	462	902	0	0	1065	106	8	0	178	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:	462	902	0	0	1065	106	8	0	178	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:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	544	1061	0	0	1253	125	9	0	209	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	544	1061	0	0	1253	125	9	0	209	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:	544	1061	0	0	1253	125	9	0	209	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:	1.00	2.00	0.00	0.00	2.73	0.27	0.09	xxxx	1.91	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	4365	435	138	0	3062	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.34	0.33	0.00	0.00	0.29	0.29	0.01	0.00	0.07	0.00	0.00	0.00
Crit Moves:	****			****			****					

One Beverly Hills Overlay Specific Plan
Existing Baseline Conditions - Midday Peak Hour

Scenario Report

Scenario: Existing_Baseline_Midday

Command: Existing_Baseline_Mid
Volume: Existing_Baseline_Mid
Geometry: plus Project
Impact Fee: Default Impact Fee
Trip Generation: Default
Trip Distribution: Default
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration

One Beverly Hills Overlay Specific Plan
Existing Baseline Conditions - Midday Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base Del/ LOS	V/ Veh	C	Future Del/ LOS	V/ Veh	C	Change in V/C
# 5 Santa Monica Boulevard North/M	A xxxxx	0.568		A xxxxx	0.568		+ 0.000

One Beverly Hills Overlay Specific Plan
Existing Baseline Conditions - Midday Peak Hour

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

Intersection #5 Santa Monica Boulevard North/Merv Griffin Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.568
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Street Name:	Santa Monica Boulevard North			Santa Monica Boulevard North			Merv Griffin Way			Merv Griffin Way		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	0	0	2	1	0	0	1! 0 1 0 0 0 0 0
Volume Module:												
Base Vol:	150	939	0	0	1184	20	5	0	165	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:	150	939	0	0	1184	20	5	0	165	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:	150	939	0	0	1184	20	5	0	165	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:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	176	1105	0	0	1393	24	6	0	194	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	176	1105	0	0	1393	24	6	0	194	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:	176	1105	0	0	1393	24	6	0	194	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:	1.00	2.00	0.00	0.00	2.95	0.05	0.06	0.00	1.94	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	4720	80	94	0	3106	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.11	0.35	0.00	0.00	0.30	0.30	0.00	0.00	0.06	0.00	0.00	0.00
Crit Moves:	****			****			****					

One Beverly Hills Overlay Specific Plan
Existing Baseline Conditions - Saturday Midday Peak Hour

Scenario Report
Scenario: Existing_Baseline_Saturday_Midday

Command: Existing_Baseline_Sat
Volume: Existing_Baseline_Sat
Geometry: plus Project
Impact Fee: Default Impact Fee
Trip Generation: Default
Trip Distribution: Default
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration

One Beverly Hills Overlay Specific Plan
Existing Baseline Conditions - Saturday Midday Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base Del/ LOS	V/ Veh	C	Future Del/ LOS	V/ Veh	C	Change in V/C
# 5 Santa Monica Boulevard North/M	A xxxxx	0.530		A xxxxx	0.530		+ 0.000

One Beverly Hills Overlay Specific Plan
Existing Baseline Conditions - Saturday Midday Peak Hour

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

Intersection #5 Santa Monica Boulevard North/Merv Griffin Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.530
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Street Name:	Santa Monica Boulevard North			Santa Monica Boulevard North			Merv Griffin Way			Merv Griffin Way		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	0	2	1	0	0	1!	0
Volume Module:												
Base Vol:	130	772	0	0	1065	23	15	0	169	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:	130	772	0	0	1065	23	15	0	169	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:	130	772	0	0	1065	23	15	0	169	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:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	153	908	0	0	1253	27	18	0	199	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	153	908	0	0	1253	27	18	0	199	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:	153	908	0	0	1253	27	18	0	199	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:	1.00	2.00	0.00	0.00	2.94	0.06	0.16	0.01	1.83	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	4699	101	261	0	2939	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.28	0.00	0.00	0.27	0.27	0.01	0.00	0.07	0.00	0.00	0.00
Crit Moves:	****			****			****					

EXISTING PLUS PROJECT

One Beverly Hills Overlay Specific Plan
Existing plus Project Conditions - AM Peak Hour

Scenario Report

Scenario: EP_AM

Command: EP_AM
Volume: EP_AM
Geometry: plus Project
Impact Fee: Default Impact Fee
Trip Generation: Default
Trip Distribution: Default
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration

One Beverly Hills Overlay Specific Plan
Existing plus Project Conditions - AM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base Del/ LOS	V/ Veh	C	Future Del/ LOS	V/ Veh	C	Change in V/C
# 1 Beverly Drive/Santa Monica Bou	E xxxxx	0.940		E xxxxx	0.940		+ 0.000
# 2 Santa Monica Boulevard North/W	F xxxxx	1.037		F xxxxx	1.037		+ 0.000
# 3 Beverly Drive/Santa Monica Bou	D xxxxx	0.855		D xxxxx	0.855		+ 0.000
# 4 Santa Monica Boulevard South/W	E xxxxx	0.969		E xxxxx	0.969		+ 0.000
# 5 Santa Monica Boulevard North/M	C xxxxx	0.760		C xxxxx	0.760		+ 0.000
# 6 Wilshire Boulevard/Beverly Dri	D xxxxx	0.899		D xxxxx	0.899		+ 0.000
# 7 Wilshire Boulevard/Whittier Dr	F xxxxx	1.193		F xxxxx	1.193		+ 0.000
# 8 Santa Monica Boulevard/Crossov	C xxxxx	0.769		C xxxxx	0.769		+ 0.000
# 9 Santa Monica Boulevard/Century	E xxxxx	0.957		E xxxxx	0.957		+ 0.000
# 10 Sunset Boulevard/Whittier Driv	E xxxxx	0.951		E xxxxx	0.951		+ 0.000

One Beverly Hills Overlay Specific Plan
Existing plus Project Conditions - AM Peak Hour

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

Intersection #1 Beverly Drive/Santa Monica Boulevard North

Cycle (sec): 100 Critical Vol./Cap.(X): 0.940
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 125 Level Of Service: E

Street Name:	Beverly Drive			Santa Monica Boulevard North			
Approach:	North Bound			South Bound			
Movement:	L - T - R			L - T - R			
Control:	Permitted			Permitted			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0	1	1	0	1	
Volume Module:							
Base Vol:	18	339	143	21	472	60	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	18	339	143	21	472	60	
Added Vol:	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	
Initial Fut:	18	339	143	21	472	60	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	
PHF Volume:	21	399	168	25	555	71	
Reduct Vol:	0	0	0	0	0	0	
Reduced Vol:	21	399	168	25	555	71	
PCE Adj:	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	
FinalVolume:	21	399	168	25	555	71	
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	1.41	0.59	1.00	1.77	0.23	
Final Sat.:	1600	2251	949	1600	2839	361	
Capacity Analysis Module:							
Vol/Sat:	0.01	0.18	0.18	0.02	0.20	0.20	
Crit Moves:	****			****			

Street Name:	Santa Monica Boulevard North						
Approach:	East Bound			West Bound			
Movement:	L - T - R			L - T - R			
Control:	Permitted			Permitted			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0	1	1	0	1	
Volume Module:							
Base Vol:	42	1509	25	91	1281	36	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	42	1509	25	91	1281	36	
Added Vol:	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	
Initial Fut:	42	1509	25	91	1281	36	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	
PHF Volume:	49	1775	29	107	1507	42	
Reduct Vol:	0	0	0	0	0	0	
Reduced Vol:	49	1775	29	107	1507	42	
PCE Adj:	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	
FinalVolume:	49	1775	29	107	1507	42	
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	1.95	0.05	1.00	1.97	0.03	
Final Sat.:	1600	3148	52	1600	3113	87	
Capacity Analysis Module:							
Vol/Sat:	0.03	0.56	0.56	0.07	0.48	0.48	
Crit Moves:		****			****		

One Beverly Hills Overlay Specific Plan
Existing plus Project Conditions - AM Peak Hour

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

Intersection #2 Santa Monica Boulevard North/Wilshire Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 1.037
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	Santa Monica Boulevard North			Wilshire Boulevard			
Approach:	North Bound			South Bound			
Movement:	L - T - R			L - T - R			
Control:	Permitted			Permitted			
Rights:	Include			Ovl			
Min. Green:	0	0	0	0	0	0	
Lanes:	0	0	2	0	1	0	
Volume Module:							
Base Vol:	0	820	37	0	1068	380	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	0	820	37	0	1068	380	
Added Vol:	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	
Initial Fut:	0	820	37	0	1068	380	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	
PHF Volume:	0	965	44	0	1256	447	
Reduct Vol:	0	0	0	0	0	0	
Reduced Vol:	0	965	44	0	1256	447	
PCE Adj:	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	
FinalVolume:	0	965	44	0	1256	447	
OvlAdjVol:					39		
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.00	2.00	1.00	0.00	2.00	1.00	
Final Sat.:	0	3200	1600	0	3200	1600	
Capacity Analysis Module:							
Vol/Sat:	0.00	0.30	0.03	0.00	0.39	0.28	
OvlAdjV/S:					0.02		
Crit Moves:	****			****			

Street Name:	Santa Monica Boulevard North			Wilshire Boulevard			
Approach:	East Bound			West Bound			
Movement:	L - T - R			L - T - R			
Control:	Prot+Permit			Prot+Permit			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	2	0	3	0	1	1	0	2	1	0
Volume Module:										
Base Vol:	694	1038	36	123	1154	24				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	694	1038	36	123	1154	24				
Added Vol:	0	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0				
Initial Fut:	694	1038	36	123	1154	24				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85				
PHF Volume:	816	1221	42	145	1358	28				
Reduct Vol:	0	0	0	0	0	0				
Reduced Vol:	816	1221	42	145	1358	28				
PCE Adj:	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				
FinalVolume:	816	1221	42	145	1358	28				
OvlAdjVol:										
Saturation Flow Module:										
Sat/Lane:	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	2.00	3.00	1.00	1.00	2.94	0.06				
Final Sat.:	3200	4800	1600	1600	4702	98				
Capacity Analysis Module:										
Vol/Sat:	0.26	0.25	0.03	0.09	0.29	0.29				
OvlAdjV/S:										
Crit Moves:		****			****					

One Beverly Hills Overlay Specific Plan
Existing plus Project Conditions - AM Peak Hour

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

Intersection #3 Beverly Drive/Santa Monica Boulevard South

Cycle (sec): 100 Critical Vol./Cap.(X): 0.855
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 82 Level Of Service: D

Street Name:	Beverly Drive			Santa Monica Boulevard South							
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
Lanes:	1	0	2	0	1	0	0	1	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:												
Base Vol:	50	352	115	0	512	93	53	643	112	171	1220	23
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:	50	352	115	0	512	93	53	643	112	171	1220	23
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:	50	352	115	0	512	93	53	643	112	171	1220	23
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:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	59	414	135	0	602	109	62	756	132	201	1435	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	414	135	0	602	109	62	756	132	201	1435	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	59	414	135	0	602	109	62	756	132	201	1435	27
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	0.00	1.69	0.31	1.00	1.70	0.30	1.00	1.96	0.04
Final Sat.:	1600	3200	1600	0	2708	492	1600	2725	475	1600	3141	59
Capacity Analysis Module:												
Vol/Sat:	0.04	0.13	0.08	0.00	0.22	0.22	0.04	0.28	0.28	0.13	0.46	0.46
Crit Moves:	****			****			****			****		

One Beverly Hills Overlay Specific Plan
Existing plus Project Conditions - AM Peak Hour

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

Intersection #4 Santa Monica Boulevard South/Wilshire Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.969
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 153 Level Of Service: E

Street Name:	Santa Monica Boulevard South								Wilshire Boulevard							
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				Protected			
Rights:	Include				Include				Ovl				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	0	1	1	0	1	1	0	0	1	2	0	1	
Volume Module:																
Base Vol:	42	527	195		57	798	342		256	813	71		214	925	52	
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:	42	527	195		57	798	342		256	813	71		214	925	52	
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:	42	527	195		57	798	342		256	813	71		214	925	52	
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:	0.85	0.85	0.85		0.85	0.85	0.85		0.85	0.85	0.85		0.85	0.85	0.85	
PHF Volume:	49	620	229		67	939	402		301	956	84		252	1088	61	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	49	620	229		67	939	402		301	956	84		252	1088	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:	49	620	229		67	939	402		301	956	84		252	1088	61	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	1.40	0.60		0.72	2.28	1.00		1.00	2.84	0.16	
Final Sat.:	1600	3200	1600		1600	2240	960		1149	3651	1600		1600	4545	255	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.19	0.14		0.04	0.42	0.42		0.19	0.26	0.05		0.16	0.24	0.24	
Crit Moves:	****				****				****				****			

One Beverly Hills Overlay Specific Plan
Existing plus Project Conditions - AM Peak Hour

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

Intersection #5 Santa Monica Boulevard North/Merv Griffin Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.760
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 59 Level Of Service: C

Street Name:	Santa Monica Boulevard North			Santa Monica Boulevard North			Merv Griffin Way			Merv Griffin Way		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	0	2	0	1	0	1!	0
Volume Module:												
Base Vol:	98	802	0	0	1221	21	5	0	372	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:	98	802	0	0	1221	21	5	0	372	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:	98	802	0	0	1221	21	5	0	372	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:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	115	944	0	0	1436	25	6	0	438	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	944	0	0	1436	25	6	0	438	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:	115	944	0	0	1436	25	6	0	438	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:	1.00	2.00	0.00	0.00	2.00	1.00	0.03	xxxx	1.97	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	3200	1600	42	0	3158	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.29	0.00	0.00	0.45	0.02	0.00	0.00	0.14	0.00	0.00	0.00
Crit Moves:	****			****			****					

One Beverly Hills Overlay Specific Plan
Existing plus Project Conditions - AM Peak Hour

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

Intersection #6 Wilshire Boulevard/Beverly Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.899
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 99 Level Of Service: D

Street Name:	Beverly Drive			Wilshire Boulevard			
Approach:	North Bound			South Bound			
Movement:	L - T - R			L - T - R			
Control:	Protected			Permitted			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0	2	0	1	0	
Volume Module:							
Base Vol:	143	538	131	0	439	86	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	143	538	131	0	439	86	
Added Vol:	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	
Initial Fut:	143	538	131	0	439	86	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	
PHF Volume:	168	633	154	0	516	101	
Reduct Vol:	0	0	0	0	0	0	
Reduced Vol:	168	633	154	0	516	101	
PCE Adj:	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	
FinalVolume:	168	633	154	0	516	101	
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00	0.00	2.00	1.00	
Final Sat.:	1600	3200	1600	0	3200	1600	
Capacity Analysis Module:							
Vol/Sat:	0.11	0.20	0.10	0.00	0.16	0.06	
Crit Moves:	****				****		

Approach:	East Bound			West Bound			
Movement:	L - T - R			L - T - R			
Control:	Prot+Permit			Prot+Permit			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0	2	1	0	1	
Volume Module:							
Base Vol:	100	884	119	183	1791	80	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	100	884	119	183	1791	80	
Added Vol:	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	
Initial Fut:	100	884	119	183	1791	80	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	
PHF Volume:	118	1040	140	215	2107	94	
Reduct Vol:	0	0	0	0	0	0	
Reduced Vol:	118	1040	140	215	2107	94	
PCE Adj:	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	
FinalVolume:	118	1040	140	215	2107	94	
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	2.64	0.36	1.00	2.87	0.13	
Final Sat.:	1600	4231	569	1600	4595	205	
Capacity Analysis Module:							
Vol/Sat:	0.07	0.25	0.25	0.13	0.46	0.46	
Crit Moves:		****	****			****	

One Beverly Hills Overlay Specific Plan
Existing plus Project Conditions - AM Peak Hour

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

Intersection #7 Wilshire Boulevard/Whittier Drive/Merv Griffin Way

Cycle (sec): 100 Critical Vol./Cap.(X): 1.193
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	Whittier Drive/Merv Griffin Way				Wilshire Boulevard							
Approach:	North Bound				South Bound				East Bound			
Movement:	L	T	R		L	T	R		L	T	R	
Control:	Split Phase				Split Phase				Prot+Permit			
Rights:	Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0	
Lanes:	1	0	1	0	1	0	1	0	1	0	2	1
Volume Module:												
Base Vol:	27	46	33		99	334	602		239	1749	49	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	27	46	33		99	334	602		239	1749	49	
Added Vol:	0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0	
Initial Fut:	27	46	33		99	334	602		239	1749	49	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.85	0.85	0.85		0.85	0.85	0.85		0.85	0.85	0.85	
PHF Volume:	32	54	39		116	393	708		281	2058	58	
Reduct Vol:	0	0	0		0	0	0		0	0	0	
Reduced Vol:	32	54	39		116	393	708		281	2058	58	
PCE Adj:	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	
FinalVolume:	32	54	39		116	393	708		281	2058	58	
Saturation Flow Module:												
Sat/Lane:	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	
Lanes:	1.00	1.00	1.00	0.19	0.81	1.00	1.00	2.92	0.08	1.00	2.98	0.02
Final Sat.:	1600	1600	1600		306	1294	1600		1600	4669	131	
Capacity Analysis Module:												
Vol/Sat:	0.02	0.03	0.02		0.38	0.30	0.44		0.18	0.44	0.44	
Crit Moves:	****					****	****			****		

Street Name:	Whittier Drive/Merv Griffin Way				Wilshire Boulevard							
Approach:	North Bound				South Bound				East Bound			
Movement:	L	T	R		L	T	R		L	T	R	
Control:	Split Phase				Split Phase				Prot+Permit			
Rights:	Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0	
Lanes:	1	0	1	0	1	0	1	0	1	0	2	1
Volume Module:												
Base Vol:	27	46	33		99	334	602		239	1749	49	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	27	46	33		99	334	602		239	1749	49	
Added Vol:	0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0	
Initial Fut:	27	46	33		99	334	602		239	1749	49	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.85	0.85	0.85		0.85	0.85	0.85		0.85	0.85	0.85	
PHF Volume:	32	54	39		116	393	708		281	2058	58	
Reduct Vol:	0	0	0		0	0	0		0	0	0	
Reduced Vol:	32	54	39		116	393	708		281	2058	58	
PCE Adj:	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	
FinalVolume:	32	54	39		116	393	708		281	2058	58	
Saturation Flow Module:												
Sat/Lane:	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	
Lanes:	1.00	1.00	1.00	0.19	0.81	1.00	1.00	2.92	0.08	1.00	2.98	0.02
Final Sat.:	1600	1600	1600		306	1294	1600		1600	4669	131	
Capacity Analysis Module:												
Vol/Sat:	0.02	0.03	0.02		0.38	0.30	0.44		0.18	0.44	0.44	
Crit Moves:	****					****	****			****		

One Beverly Hills Overlay Specific Plan
Existing plus Project Conditions - AM Peak Hour

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

Intersection #8 Santa Monica Boulevard/Crossover

Cycle (sec): 100 Critical Vol./Cap.(X): 0.769
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 81 Level Of Service: C

Street Name:	Santa Monica Boulevard			Crossover			
Approach:	North Bound			South Bound			
Movement:	L	T	R	L	T	R	
Control:	Permitted			Permitted			
Rights:	Ignore			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	0	0	2	0	2	0	
Volume Module:							
Base Vol:	0	916	667	0	1486	0	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	0	916	667	0	1486	0	
Added Vol:	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	
Initial Fut:	0	916	667	0	1486	0	
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	
PHF Adj:	0.85	0.85	0.00	0.85	0.85	0.85	
PHF Volume:	0	1078	0	0	1748	0	
Reduct Vol:	0	0	0	0	0	0	
Reduced Vol:	0	1078	0	0	1748	0	
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	
FinalVolume:	0	1078	0	0	1748	0	
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.00	2.00	2.00	0.00	3.00	0.00	
Final Sat.:	0	3200	3200	0	4800	0	
Capacity Analysis Module:							
Vol/Sat:	0.00	0.34	0.00	0.00	0.36	0.00	
Crit Moves:	****			****			

Street Name:	Santa Monica Boulevard			Crossover			
Approach:	East Bound			West Bound			
Movement:	L	T	R	L	T	R	
Control:	Split Phase			Split Phase			
Rights:	Include			Ovl			
Min. Green:	0	0	0	0	0	0	
Lanes:	0	0	0	0	2	0	
Volume Module:							
Base Vol:	0	1102	0	29			
Growth Adj:	1.00	1.00	1.00	1.00			
Initial Bse:	0	1102	0	29			
Added Vol:	0	0	0	0			
PasserByVol:	0	0	0	0			
Initial Fut:	0	1102	0	29			
User Adj:	1.00	1.00	1.00	1.00			
PHF Adj:	0.85	0.85	0.85	0.85			
PHF Volume:	0	1296	0	34			
Reduct Vol:	0	0	0	0			
Reduced Vol:	0	1296	0	34			
PCE Adj:	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00			
FinalVolume:	0	1296	0	34			
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600			
Adjustment:	1.00	1.00	1.00	1.00			
Lanes:	0.00	2.00	0.00	1.00			
Final Sat.:	0	3200	0	1600			
Capacity Analysis Module:							
Vol/Sat:	0.00	0.41	0.00	0.02			
Crit Moves:		****					

One Beverly Hills Overlay Specific Plan
Existing plus Project Conditions - AM Peak Hour

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

Intersection #9 Santa Monica Boulevard/Century Park East

Cycle (sec): 100 Critical Vol./Cap.(X): 0.957
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 139 Level Of Service: E

Street Name:	Santa Monica Boulevard			Century Park East			
Approach:	North Bound			South Bound			
Movement:	L - T - R			L - T - R			
Control:	Protected			Protected			
Rights:	Ovl			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0	4	0	1	2	0
Volume Module:							
Base Vol:	8	1557	676	978	1820	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	1557	676	978	1820	0	0
Added Vol:	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0
Initial Fut:	8	1557	676	978	1820	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	9	1832	795	1151	2141	0	0
Reduct Vol:	0	0	0	0	0	0	0
Reduced Vol:	9	1832	795	1151	2141	0	0
PCE Adj:	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
FinalVolume:	9	1832	795	1151	2141	0	0
OvlAdjVol:	713						
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	4.00	1.00	2.00	3.00	0.00	0.00
Final Sat.:	1600	6400	1600	3200	4800	0	0
Capacity Analysis Module:							
Vol/Sat:	0.01	0.29	0.50	0.36	0.45	0.00	0.00
OvlAdjV/S:	0.45						
Crit Moves:	****	****					

Street Name:	Century Park East						
Approach:	East Bound			West Bound			
Movement:	L - T - R			L - T - R			
Control:	Split Phase			Split Phase			
Rights:	Include			Ovl			
Min. Green:	0	0	0	0	0	0	
Lanes:	0	0	0	0	0	2	0
Volume Module:							
Base Vol:	0	0	0	0	140	0	219
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	140	0	219
Added Vol:	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	140	0	219
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	0	0	0	0	165	0	258
Reduct Vol:	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	165	0	258
PCE Adj:	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
FinalVolume:	0	0	0	0	165	0	258
OvlAdjVol:	0						
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	0	0	0	3200	0	3200
Capacity Analysis Module:							
Vol/Sat:	0.00	0.00	0.00	0.00	0.05	0.00	0.08
OvlAdjV/S:	0.00						
Crit Moves:	****						

One Beverly Hills Overlay Specific Plan
Existing plus Project Conditions - AM Peak Hour

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

Intersection #10 Sunset Boulevard/Whittier Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.951
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 134 Level Of Service: E

Street Name:	Whittier Drive			Sunset Boulevard			
Approach:	North Bound			South Bound			
Movement:	L - T - R			L - T - R			
Control:	Permitted			Permitted			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0	0 1	0	1	0	0 1
Volume Module:							
Base Vol:	46	62	156	23	223	49	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	62	156	23	223	49	35
Added Vol:	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0
Initial Fut:	46	62	156	23	223	49	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	54	73	184	27	262	58	41
Reduct Vol:	0	0	0	0	0	0	0
Reduced Vol:	54	73	184	27	262	58	41
PCE Adj:	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
FinalVolume:	54	73	184	27	262	58	41
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.28	0.72	1.00	0.82	0.18	1.00
Final Sat.:	1600	455	1145	1600	1312	288	1600
Capacity Analysis Module:							
Vol/Sat:	0.03	0.16	0.16	0.02	0.20	0.20	0.03
Crit Moves:	****			****			

Street Name:	Whittier Drive			Sunset Boulevard			
Approach:	North Bound			South Bound			
Movement:	L - T - R			L - T - R			
Control:	Permitted			Permitted			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0	0 1	0	1	0	0 1
Volume Module:							
Base Vol:	46	62	156	23	223	49	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	62	156	23	223	49	35
Added Vol:	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0
Initial Fut:	46	62	156	23	223	49	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	54	73	184	27	262	58	41
Reduct Vol:	0	0	0	0	0	0	0
Reduced Vol:	54	73	184	27	262	58	41
PCE Adj:	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
FinalVolume:	54	73	184	27	262	58	41
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.28	0.72	1.00	0.82	0.18	1.00
Final Sat.:	1600	455	1145	1600	1312	288	1600
Capacity Analysis Module:							
Vol/Sat:	0.03	0.16	0.16	0.02	0.20	0.20	0.03
Crit Moves:	****			****			

Street Name:	Whittier Drive			Sunset Boulevard			
Approach:	North Bound			South Bound			
Movement:	L - T - R			L - T - R			
Control:	Permitted			Permitted			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0	0 1	0	1	0	0 1
Volume Module:							
Base Vol:	46	62	156	23	223	49	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	62	156	23	223	49	35
Added Vol:	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0
Initial Fut:	46	62	156	23	223	49	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	54	73	184	27	262	58	41
Reduct Vol:	0	0	0	0	0	0	0
Reduced Vol:	54	73	184	27	262	58	41
PCE Adj:	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
FinalVolume:	54	73	184	27	262	58	41
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.28	0.72	1.00	0.82	0.18	1.00
Final Sat.:	1600	455	1145	1600	1312	288	1600
Capacity Analysis Module:							
Vol/Sat:	0.03	0.16	0.16	0.02	0.20	0.20	0.03
Crit Moves:	****			****			

One Beverly Hills Overlay Specific Plan
Existing plus Project Conditions - PM Peak Hour

Scenario Report
Scenario: EP_PM

Command: EP_PM
Volume: EP_PM
Geometry: plus Project
Impact Fee: Default Impact Fee
Trip Generation: Default
Trip Distribution: Default
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration

One Beverly Hills Overlay Specific Plan
Existing plus Project Conditions - PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base Del/ LOS	V/ Veh	C	Future Del/ LOS	V/ Veh	C	Change in V/C
# 1 Beverly Drive/Santa Monica Bou	D	xxxxx	0.900	D	xxxxx	0.900	+ 0.000
# 2 Santa Monica Boulevard North/W	F	xxxxx	1.010	F	xxxxx	1.010	+ 0.000
# 3 Beverly Drive/Santa Monica Bou	D	xxxxx	0.899	D	xxxxx	0.899	+ 0.000
# 4 Santa Monica Boulevard South/W	D	xxxxx	0.846	D	xxxxx	0.846	+ 0.000
# 5 Santa Monica Boulevard North/M	E	xxxxx	0.916	E	xxxxx	0.916	+ 0.000
# 6 Wilshire Boulevard/Beverly Dri	E	xxxxx	0.985	E	xxxxx	0.985	+ 0.000
# 7 Wilshire Boulevard/Whittier Dr	F	xxxxx	1.216	F	xxxxx	1.216	+ 0.000
# 8 Santa Monica Boulevard/Crossov	B	xxxxx	0.688	B	xxxxx	0.688	+ 0.000
# 9 Santa Monica Boulevard/Century	C	xxxxx	0.752	C	xxxxx	0.752	+ 0.000
# 10 Sunset Boulevard/Whittier Driv	F	xxxxx	1.064	F	xxxxx	1.064	+ 0.000

One Beverly Hills Overlay Specific Plan
Existing plus Project Conditions - PM Peak Hour

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

Intersection #1 Beverly Drive/Santa Monica Boulevard North

Cycle (sec): 100 Critical Vol./Cap.(X): 0.900
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: D

Street Name:	Beverly Drive			Santa Monica Boulevard North							
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
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	67	422	159	36	351	69	48	1328	38	78	1351	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:	67	422	159	36	351	69	48	1328	38	78	1351	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:	67	422	159	36	351	69	48	1328	38	78	1351	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:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	79	496	187	42	413	81	56	1562	45	92	1589	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	496	187	42	413	81	56	1562	45	92	1589	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	79	496	187	42	413	81	56	1562	45	92	1589	38
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.45	0.55	1.00	1.67	0.33	1.00	1.94	0.06	1.00	1.95	0.05
Final Sat.:	1600	2324	876	1600	2674	526	1600	3111	89	1600	3126	74
Capacity Analysis Module:												
Vol/Sat:	0.05	0.21	0.21	0.03	0.15	0.15	0.04	0.50	0.50	0.06	0.51	0.51
Crit Moves:	****			****			****			****		

One Beverly Hills Overlay Specific Plan
Existing plus Project Conditions - PM Peak Hour

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

Intersection #2 Santa Monica Boulevard North/Wilshire Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 1.010
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	Santa Monica Boulevard North			Wilshire Boulevard			
Approach:	North Bound			South Bound			
Movement:	L	T	R	L	T	R	
Control:	Permitted			Permitted			
Rights:	Include			Ovl			
Min. Green:	0	0	0	0	0	0	
Lanes:	0	1	1	0	1	0	
Volume Module:							
Base Vol:	1	811	55	0	897	551	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	1	811	55	0	897	551	
Added Vol:	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	
Initial Fut:	1	811	55	0	897	551	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	
PHF Volume:	1	954	65	0	1055	648	
Reduct Vol:	0	0	0	0	0	0	
Reduced Vol:	1	954	65	0	1055	648	
PCE Adj:	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	
FinalVolume:	1	954	65	0	1055	648	
OvlAdjVol:				272			
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.01	1.99	1.00	0.00	2.00	1.00	
Final Sat.:	4	3196	1600	0	3200	1600	
Capacity Analysis Module:							
Vol/Sat:	0.00	0.30	0.04	0.00	0.33	0.41	
OvlAdjV/S:				0.17			
Crit Moves:	****			****			

Approach:	South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit					
Rights:	Include			Include					
Min. Green:	0	0	0	0	0	0			
Lanes:	2	0	3	0	1	1	0	2	1
Volume Module:									
Base Vol:	640	1062	23	156	1374	31			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	640	1062	23	156	1374	31			
Added Vol:	0	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0			
Initial Fut:	640	1062	23	156	1374	31			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85			
PHF Volume:	753	1249	27	184	1616	36			
Reduct Vol:	0	0	0	0	0	0			
Reduced Vol:	753	1249	27	184	1616	36			
PCE Adj:	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			
FinalVolume:	753	1249	27	184	1616	36			
OvlAdjVol:									
Saturation Flow Module:									
Sat/Lane:	1600	1600	1600	1600	1600	1600			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	2.00	3.00	1.00	1.00	2.93	0.07			
Final Sat.:	3200	4800	1600	1600	4694	106			
Capacity Analysis Module:									
Vol/Sat:	0.24	0.26	0.02	0.11	0.34	0.34			
OvlAdjV/S:									
Crit Moves:		****			****				

One Beverly Hills Overlay Specific Plan
Existing plus Project Conditions - PM Peak Hour

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

Intersection #3 Beverly Drive/Santa Monica Boulevard South

Cycle (sec): 100 Critical Vol./Cap.(X): 0.899
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: D

Street Name:	Beverly Drive			Santa Monica Boulevard South							
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
Lanes:	1	0	2	0	1	0	0	1	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:												
Base Vol:	56	542	158	0	444	89	148	1261	118	75	803	49
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:	56	542	158	0	444	89	148	1261	118	75	803	49
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:	56	542	158	0	444	89	148	1261	118	75	803	49
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:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	66	638	186	0	522	105	174	1484	139	88	945	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	638	186	0	522	105	174	1484	139	88	945	58
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	66	638	186	0	522	105	174	1484	139	88	945	58
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	0.00	1.67	0.33	1.00	1.83	0.17	1.00	1.88	0.12
Final Sat.:	1600	3200	1600	0	2666	534	1600	2926	274	1600	3016	184
Capacity Analysis Module:												
Vol/Sat:	0.04	0.20	0.12	0.00	0.20	0.20	0.11	0.51	0.51	0.06	0.31	0.31
Crit Moves:	****			****			****			****		

One Beverly Hills Overlay Specific Plan
Existing plus Project Conditions - PM Peak Hour

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

Intersection #4 Santa Monica Boulevard South/Wilshire Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.846
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 79 Level Of Service: D

Street Name:	Santa Monica Boulevard South								Wilshire Boulevard							
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				Protected			
Rights:	Include				Include				Ovl				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	0	1	1	0	1	1	0	0	1	2	0	1	
Volume Module:																
Base Vol:	83	771	179		61	431	381		288	814	28		158	1106	71	
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:	83	771	179		61	431	381		288	814	28		158	1106	71	
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:	83	771	179		61	431	381		288	814	28		158	1106	71	
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:	0.85	0.85	0.85		0.85	0.85	0.85		0.85	0.85	0.85		0.85	0.85	0.85	
PHF Volume:	98	907	211		72	507	448		339	958	33		186	1301	84	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	98	907	211		72	507	448		339	958	33		186	1301	84	
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:	98	907	211		72	507	448		339	958	33		186	1301	84	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	1.06	0.94		0.78	2.22	1.00		1.00	2.82	0.18	
Final Sat.:	1600	3200	1600		1600	1699	1501		1254	3546	1600		1600	4510	290	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.28	0.13		0.04	0.30	0.30		0.21	0.27	0.02		0.12	0.29	0.29	
Crit Moves:	****				****				****				****			

One Beverly Hills Overlay Specific Plan
Existing plus Project Conditions - PM Peak Hour

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

Intersection #5 Santa Monica Boulevard North/Merv Griffin Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.916
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 109 Level Of Service: E

Street Name:	Santa Monica Boulevard North			Santa Monica Boulevard North			Merv Griffin Way			Merv Griffin Way		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	0	2	0	1	0	1!	0
Volume Module:												
Base Vol:	484	889	0	0	1042	119	7	0	203	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:	484	889	0	0	1042	119	7	0	203	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:	484	889	0	0	1042	119	7	0	203	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:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	569	1046	0	0	1226	140	8	0	239	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	569	1046	0	0	1226	140	8	0	239	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:	569	1046	0	0	1226	140	8	0	239	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:	1.00	2.00	0.00	0.00	2.00	1.00	0.07	0.00	1.93	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	3200	1600	107	0	3093	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.36	0.33	0.00	0.00	0.38	0.09	0.01	0.00	0.08	0.00	0.00	0.00
Crit Moves:	****			****			****					

One Beverly Hills Overlay Specific Plan
Existing plus Project Conditions - PM Peak Hour

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

Intersection #6 Wilshire Boulevard/Beverly Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.985
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 174 Level Of Service: E

Street Name:	Beverly Drive			Wilshire Boulevard			
Approach:	North Bound			South Bound			
Movement:	L - T - R			L - T - R			
Control:	Protected			Permitted			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0	2	0	1	0	
Volume Module:							
Base Vol:	119	442	161	0	600	139	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	119	442	161	0	600	139	
Added Vol:	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	
Initial Fut:	119	442	161	0	600	139	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	
PHF Volume:	140	520	189	0	706	164	
Reduct Vol:	0	0	0	0	0	0	
Reduced Vol:	140	520	189	0	706	164	
PCE Adj:	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	
FinalVolume:	140	520	189	0	706	164	
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00	0.00	2.00	1.00	
Final Sat.:	1600	3200	1600	0	3200	1600	
Capacity Analysis Module:							
Vol/Sat:	0.09	0.16	0.12	0.00	0.22	0.10	
Crit Moves:	****				****		

Approach:	East Bound			West Bound			
Movement:	L - T - R			L - T - R			
Control:	Prot+Permit			Prot+Permit			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0	2	1	0	1	
Volume Module:							
Base Vol:	121	1517	133	235	1228	95	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	121	1517	133	235	1228	95	
Added Vol:	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	
Initial Fut:	121	1517	133	235	1228	95	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	
PHF Volume:	142	1785	156	276	1445	112	
Reduct Vol:	0	0	0	0	0	0	
Reduced Vol:	142	1785	156	276	1445	112	
PCE Adj:	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	
FinalVolume:	142	1785	156	276	1445	112	
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	2.76	0.24	1.00	2.78	0.22	
Final Sat.:	1600	4413	387	1600	4455	345	
Capacity Analysis Module:							
Vol/Sat:	0.09	0.40	0.40	0.17	0.32	0.32	
Crit Moves:		****			****		

One Beverly Hills Overlay Specific Plan
Existing plus Project Conditions - PM Peak Hour

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

Intersection #7 Wilshire Boulevard/Whittier Drive/Merv Griffin Way

Cycle (sec): 100 Critical Vol./Cap.(X): 1.216
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	Whittier Drive/Merv Griffin Way				Wilshire Boulevard							
Approach:	North Bound				South Bound				East Bound			
Movement:	L	T	R		L	T	R		L	T	R	
Control:	Split Phase				Split Phase				Prot+Permit			
Rights:	Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0	
Lanes:	1	0	1	0	1	0	1	0	1	0	2	1
Volume Module:												
Base Vol:	42	375	67		84	153	319		258	1743	94	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	42	375	67		84	153	319		258	1743	94	
Added Vol:	0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0	
Initial Fut:	42	375	67		84	153	319		258	1743	94	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.85	0.85	0.85		0.85	0.85	0.85		0.85	0.85	0.85	
PHF Volume:	49	441	79		99	180	375		304	2051	111	
Reduct Vol:	0	0	0		0	0	0		0	0	0	
Reduced Vol:	49	441	79		99	180	375		304	2051	111	
PCE Adj:	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	
FinalVolume:	49	441	79		99	180	375		304	2051	111	
Saturation Flow Module:												
Sat/Lane:	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	
Lanes:	1.00	1.00	1.00	0.30	0.70	1.00	1.00	2.85	0.15	1.00	2.94	0.06
Final Sat.:	1600	1600	1600		483	1117	1600		1600	4554	246	
Capacity Analysis Module:												
Vol/Sat:	0.03	0.28	0.05		0.20	0.16	0.23		0.19	0.45	0.45	
Crit Moves:	****					****	****				****	

One Beverly Hills Overlay Specific Plan
Existing plus Project Conditions - PM Peak Hour

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

Intersection #8 Santa Monica Boulevard/Crossover

Cycle (sec): 100 Critical Vol./Cap.(X): 0.688
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 60 Level Of Service: B

Street Name:	Santa Monica Boulevard			Crossover			
Approach:	North Bound			South Bound			
Movement:	L	T	R	L	T	R	
Control:	Permitted			Permitted			
Rights:	Ignore			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	0	0	2	0	2	0	
Volume Module:							
Base Vol:	0	1310	1370	0	1261	0	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	0	1310	1370	0	1261	0	
Added Vol:	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	
Initial Fut:	0	1310	1370	0	1261	0	
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	
PHF Adj:	0.85	0.85	0.00	0.85	0.85	0.85	
PHF Volume:	0	1541	0	0	1484	0	
Reduct Vol:	0	0	0	0	0	0	
Reduced Vol:	0	1541	0	0	1484	0	
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	
FinalVolume:	0	1541	0	0	1484	0	
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.00	2.00	2.00	0.00	3.00	0.00	
Final Sat.:	0	3200	3200	0	4800	0	
Capacity Analysis Module:							
Vol/Sat:	0.00	0.48	0.00	0.00	0.31	0.00	
Crit Moves:	****		****			****	

Street Name:	Santa Monica Boulevard			Crossover			
Approach:	East Bound			West Bound			
Movement:	L	T	R	L	T	R	
Control:	Split Phase			Split Phase			
Rights:	Include			Ovl			
Min. Green:	0	0	0	0	0	0	
Lanes:	0	0	0	0	2	0	
Volume Module:							
Base Vol:	0	562	0	81			
Growth Adj:	1.00	1.00	1.00	1.00			
Initial Bse:	0	562	0	81			
Added Vol:	0	0	0	0			
PasserByVol:	0	0	0	0			
Initial Fut:	0	562	0	81			
User Adj:	1.00	1.00	1.00	1.00			
PHF Adj:	0.85	0.85	0.85	0.85			
PHF Volume:	0	661	0	95			
Reduct Vol:	0	0	0	0			
Reduced Vol:	0	661	0	95			
PCE Adj:	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00			
FinalVolume:	0	661	0	95			
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600			
Adjustment:	1.00	1.00	1.00	1.00			
Lanes:	0.00	2.00	0.00	1.00			
Final Sat.:	0	3200	0	1600			
Capacity Analysis Module:							
Vol/Sat:	0.00	0.21	0.00	0.06			
Crit Moves:		****					

One Beverly Hills Overlay Specific Plan
Existing plus Project Conditions - PM Peak Hour

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

Intersection #9 Santa Monica Boulevard/Century Park East

Cycle (sec): 100 Critical Vol./Cap.(X): 0.752
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: C

Street Name:	Santa Monica Boulevard			Century Park East			
Approach:	North Bound			South Bound			
Movement:	L - T - R			L - T - R			
Control:	Protected			Protected			
Rights:	Ovl			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0	4	0	1	2	0
Volume Module:							
Base Vol:	12	2051	270		234	1767	0
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00
Initial Bse:	12	2051	270		234	1767	0
Added Vol:	0	0	0		0	0	0
PasserByVol:	0	0	0		0	0	0
Initial Fut:	12	2051	270		234	1767	0
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85		0.85	0.85	0.85
PHF Volume:	14	2413	318		275	2079	0
Reduct Vol:	0	0	0		0	0	0
Reduced Vol:	14	2413	318		275	2079	0
PCE Adj:	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
FinalVolume:	14	2413	318		275	2079	0
OvlAdjVol:			44				
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600		1600	1600	1600
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00
Lanes:	1.00	4.00	1.00		2.00	3.00	0.00
Final Sat.:	1600	6400	1600		3200	4800	0
Capacity Analysis Module:							
Vol/Sat:	0.01	0.38	0.20		0.09	0.43	0.00
OvlAdjV/S:			0.03				
Crit Moves:			****			****	

Street Name:	Century Park East							Santa Monica Boulevard						
Approach:	East Bound				West Bound									
Movement:	L - T - R				L - T - R									
Control:	Split Phase				Split Phase									
Rights:	Include				Ovl									
Min. Green:	0	0	0		0	0	0							
Lanes:	0	0	0	0	2	0	0							
Volume Module:														
Base Vol:	0	0	0		0	465	0							
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00							
Initial Bse:	0	0	0		0	465	0							
Added Vol:	0	0	0		0	0	0							
PasserByVol:	0	0	0		0	0	0							
Initial Fut:	0	0	0		0	465	0							
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00							
PHF Adj:	0.85	0.85	0.85		0.85	0.85	0.85							
PHF Volume:	0	0	0		0	547	0							
Reduct Vol:	0	0	0		0	0	0							
Reduced Vol:	0	0	0		0	547	0							
PCE Adj:	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							
FinalVolume:	0	0	0		0	547	0							
OvlAdjVol:						605								
Saturation Flow Module:														
Sat/Lane:	1600	1600	1600		1600	1600	1600							
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00							
Lanes:	0.00	0.00	0.00		0.00	2.00	0.00							
Final Sat.:	0	0	0		0	3200	0							
Capacity Analysis Module:														
Vol/Sat:	0.00	0.00	0.00		0.00	0.17	0.00							
OvlAdjV/S:						0.19								
Crit Moves:						****								

One Beverly Hills Overlay Specific Plan
Existing plus Project Conditions - PM Peak Hour

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

Intersection #10 Sunset Boulevard/Whittier Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 1.064
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	Whittier Drive			Sunset Boulevard			
Approach:	North Bound			South Bound			
Movement:	L - T - R			L - T - R			
Control:	Permitted			Permitted			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0	0 1	0	1	0	0 1
Volume Module:							
Base Vol:	168	245	181	10	100	21	44 1355
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00
Initial Bse:	168	245	181	10	100	21	44 1355
Added Vol:	0	0	0	0	0	0	0 0
PasserByVol:	0	0	0	0	0	0	0 0
Initial Fut:	168	245	181	10	100	21	44 1355
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85 0.85
PHF Volume:	198	288	213	12	118	25	52 1594
Reduct Vol:	0	0	0	0	0	0	0 0
Reduced Vol:	198	288	213	12	118	25	52 1594
PCE Adj:	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
FinalVolume:	198	288	213	12	118	25	52 1594
Saturation Flow Module:							
Sat/Lane:	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
Lanes:	1.00	0.58	0.42	1.00	0.83	0.17	1.00 1.96
Final Sat.:	1600	920	680	1600	1322	278	1600 3133
Capacity Analysis Module:							
Vol/Sat:	0.12	0.31	0.31	0.01	0.09	0.09	0.03 0.51
Crit Moves:	****		****			****	

Street Name:	Sunset Boulevard											
Approach:	East Bound				West Bound							
Movement:	L - T - R				L - T - R							
Control:	Protected				Protected							
Rights:	Include				Include							
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0
Volume Module:												
Base Vol:	29	183	1128	24								
Growth Adj:	1.00	1.00	1.00	1.00								
Initial Bse:	29	183	1128	24								
Added Vol:	0	0	0	0								
PasserByVol:	0	0	0	0								
Initial Fut:	29	183	1128	24								
User Adj:	1.00	1.00	1.00	1.00								
PHF Adj:	0.85	0.85	0.85	0.85								
PHF Volume:	34	215	1327	28								
Reduct Vol:	0	0	0	0								
Reduced Vol:	34	215	1327	28								
PCE Adj:	1.00	1.00	1.00	1.00								
MLF Adj:	1.00	1.00	1.00	1.00								
FinalVolume:	34	215	1327	28								
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600								
Adjustment:	1.00	1.00	1.00	1.00								
Lanes:	1.00	0.13	0.42	0.42								
Final Sat.:	1600	213	680	680								
Capacity Analysis Module:												
Vol/Sat:	0.02	1.01	1.95	0.04								
Crit Moves:		****	****									

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One Beverly Hills Overlay Specific Plan
Existing plus Project Conditions - Midday Peak Hour

Scenario Report
Scenario: EP_Midday

Command: EP_Mid
Volume: EP_Mid
Geometry: plus Project
Impact Fee: Default Impact Fee
Trip Generation: Default
Trip Distribution: Default
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration

One Beverly Hills Overlay Specific Plan
Existing plus Project Conditions - Midday Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base Del/ LOS	V/ Veh	C	Future Del/ LOS	V/ Veh	C	Change in V/C
# 1 Beverly Drive/Santa Monica Bou	D	xxxxx	0.889	D	xxxxx	0.889	+ 0.000
# 2 Santa Monica Boulevard North/W	E	xxxxx	0.918	E	xxxxx	0.918	+ 0.000
# 3 Beverly Drive/Santa Monica Bou	C	xxxxx	0.794	C	xxxxx	0.794	+ 0.000
# 4 Santa Monica Boulevard South/W	D	xxxxx	0.806	D	xxxxx	0.806	+ 0.000
# 5 Santa Monica Boulevard North/M	C	xxxxx	0.734	C	xxxxx	0.734	+ 0.000
# 6 Wilshire Boulevard/Beverly Dri	D	xxxxx	0.817	D	xxxxx	0.817	+ 0.000
# 7 Wilshire Boulevard/Whittier Dr	D	xxxxx	0.899	D	xxxxx	0.899	+ 0.000
# 8 Santa Monica Boulevard/Crossov	A	xxxxx	0.582	A	xxxxx	0.582	+ 0.000
# 9 Santa Monica Boulevard/Century	A	xxxxx	0.591	A	xxxxx	0.591	+ 0.000
# 10 Sunset Boulevard/Whittier Driv	D	xxxxx	0.808	D	xxxxx	0.808	+ 0.000

One Beverly Hills Overlay Specific Plan
Existing plus Project Conditions - Midday Peak Hour

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

Intersection #1 Beverly Drive/Santa Monica Boulevard North

Cycle (sec): 100 Critical Vol./Cap.(X): 0.889
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 95 Level Of Service: D

Street Name:	Beverly Drive			Santa Monica Boulevard North							
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
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	65	296	134	50	381	98	59	1342	42	77	1315	23
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:	65	296	134	50	381	98	59	1342	42	77	1315	23
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:	65	296	134	50	381	98	59	1342	42	77	1315	23
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:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	76	348	158	59	448	115	69	1579	49	91	1547	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	348	158	59	448	115	69	1579	49	91	1547	27
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:	76	348	158	59	448	115	69	1579	49	91	1547	27
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.38	0.62	1.00	1.59	0.41	1.00	1.94	0.06	1.00	1.97	0.03
Final Sat.:	1600	2203	997	1600	2545	655	1600	3103	97	1600	3145	55
Capacity Analysis Module:												
Vol/Sat:	0.05	0.16	0.16	0.04	0.18	0.18	0.04	0.51	0.51	0.06	0.49	0.49
Crit Moves:	****			****			****			****		

One Beverly Hills Overlay Specific Plan
Existing plus Project Conditions - Midday Peak Hour

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

Intersection #2 Santa Monica Boulevard North/Wilshire Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.918
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 110 Level Of Service: E

Street Name:	Santa Monica Boulevard North			Santa Monica Boulevard North			Wilshire Boulevard			Wilshire Boulevard		
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			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	0	1	0	1	1	0	1	2	0	3	0	1	1	0	2	1	0
Volume Module:																				
Base Vol:	0	816	61	2	990	544	545	984	46	145	974	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:	0	816	61	2	990	544	545	984	46	145	974	59
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	816	61	2	990	544	545	984	46	145	974	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:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	0	960	72	2	1165	640	641	1158	54	171	1146	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	960	72	2	1165	640	641	1158	54	171	1146	69
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	960	72	2	1165	640	641	1158	54	171	1146	69
OvlAdjVol:					319							
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	2.00	1.00	0.01	1.99	1.00	2.00	3.00	1.00	1.00	2.83	0.17
Final Sat.:	0	3200	1600	6	3194	1600	3200	4800	1600	1600	4526	274
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.04	0.00	0.36	0.40	0.20	0.24	0.03	0.11	0.25	0.25
OvlAdjV/S:					0.20							
Crit Moves:	****				****		****			****		

One Beverly Hills Overlay Specific Plan
Existing plus Project Conditions - Midday Peak Hour

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

Intersection #3 Beverly Drive/Santa Monica Boulevard South

Cycle (sec): 100 Critical Vol./Cap.(X): 0.794
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 65 Level Of Service: C

Street Name:	Beverly Drive			Santa Monica Boulevard South							
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
Lanes:	1	0	2	0	1	0	0	1	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:												
Base Vol:	61	444	184	0	535	91	67	723	150	134	825	41
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:	61	444	184	0	535	91	67	723	150	134	825	41
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:	61	444	184	0	535	91	67	723	150	134	825	41
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:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	72	522	216	0	629	107	79	851	176	158	971	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	522	216	0	629	107	79	851	176	158	971	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:	72	522	216	0	629	107	79	851	176	158	971	48
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	0.00	1.71	0.29	1.00	1.66	0.34	1.00	1.91	0.09
Final Sat.:	1600	3200	1600	0	2735	465	1600	2650	550	1600	3048	152
Capacity Analysis Module:												
Vol/Sat:	0.04	0.16	0.14	0.00	0.23	0.23	0.05	0.32	0.32	0.10	0.32	0.32
Crit Moves:	****			****			****			****		

One Beverly Hills Overlay Specific Plan
Existing plus Project Conditions - Midday Peak Hour

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

Intersection #4 Santa Monica Boulevard South/Wilshire Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.806
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 68 Level Of Service: D

Street Name:	Santa Monica Boulevard South						Wilshire Boulevard					
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			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	1	1	0	0	1	2	0	1	1	0	2	1	0
Volume Module:												
Base Vol:	69	542	296	52	393	383	242	784	60	161	690	70
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:	69	542	296	52	393	383	242	784	60	161	690	70
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:	69	542	296	52	393	383	242	784	60	161	690	70
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:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	81	638	348	61	462	451	285	922	71	189	812	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	638	348	61	462	451	285	922	71	189	812	82
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:	81	638	348	61	462	451	285	922	71	189	812	82
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.01	0.99	0.71	2.29	1.00	1.00	2.72	0.28
Final Sat.:	1600	3200	1600	1600	1621	1579	1132	3668	1600	1600	4358	442
Capacity Analysis Module:												
Vol/Sat:	0.05	0.20	0.22	0.04	0.29	0.29	0.18	0.25	0.04	0.12	0.19	0.19
Crit Moves:	****			****			****			****		

One Beverly Hills Overlay Specific Plan
Existing plus Project Conditions - Midday Peak Hour

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

Intersection #5 Santa Monica Boulevard North/Merv Griffin Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.734
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: C

Street Name:	Santa Monica Boulevard North			Santa Monica Boulevard North			Merv Griffin Way			Merv Griffin Way		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	0	2	0	1	0	1!	0
Volume Module:												
Base Vol:	179	929	0	0	1168	32	5	0	194	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:	179	929	0	0	1168	32	5	0	194	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:	179	929	0	0	1168	32	5	0	194	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:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	211	1093	0	0	1374	38	6	0	228	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	211	1093	0	0	1374	38	6	0	228	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:	211	1093	0	0	1374	38	6	0	228	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:	1.00	2.00	0.00	0.00	2.00	1.00	0.05	0.00	1.95	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	3200	1600	80	0	3120	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.13	0.34	0.00	0.00	0.43	0.02	0.00	0.00	0.07	0.00	0.00	0.00
Crit Moves:	****			****			****					

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              One Beverly Hills Overlay Specific Plan
          Existing plus Project Conditions - Midday Peak Hour
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                   Level Of Service Computation Report
     ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
********************************************************************************
Intersection #6 Wilshire Boulevard/Beverly Drive
********************************************************************************
Cycle (sec):        100              Critical Vol./Cap.(X):        0.817
Loss Time (sec):     10 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       71              Level Of Service:                 D
********************************************************************************
Street Name:         Beverly Drive                Wilshire Boulevard
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L - T - R   L - T - R   L - T - R   L - T - R
------------|---------------||---------------||---------------||---------------|
Control:      Protected       Permitted      Prot+Permit     Prot+Permit
Rights:        Include         Include         Include         Include
Min. Green:   0   0    0    0   0    0    0   0    0    0   0    0
Lanes:       1  0  2  0  1   0  0  2  0  1   1  0  2  1  0   1  0  2  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     148  433   126     0  477   148   164  973   162   210 1117   138
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:  148  433   126     0  477   148   164  973   162   210 1117   138
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:  148  433   126     0  477   148   164  973   162   210 1117   138
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:     0.85 0.85  0.85  0.85 0.85  0.85  0.85 0.85  0.85  0.85 0.85  0.85
PHF Volume:   174  509   148     0  561   174   193 1145   191   247 1314   162
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  174  509   148     0  561   174   193 1145   191   247 1314   162
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:  174  509   148     0  561   174   193 1145   191   247 1314   162
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600  1600 1600  1600  1600 1600  1600  1600 1600  1600
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.00  1.00  0.00 2.00  1.00  1.00 2.57  0.43  1.00 2.67  0.33
Final Sat.:  1600 3200  1600     0 3200  1600  1600 4115   685  1600 4272   528
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.11 0.16  0.09  0.00 0.18  0.11  0.12 0.28  0.28  0.15 0.31  0.31
Crit Moves:  ****             ****             ****       ****
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One Beverly Hills Overlay Specific Plan
Existing plus Project Conditions - Midday Peak Hour

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

Intersection #7 Wilshire Boulevard/Whittier Drive/Merv Griffin Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.899
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: D

Street Name:	Whittier Drive/Merv Griffin Way						Wilshire Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	0 1	0	1 0	1 0	1	0 2	1 0	1	0 2	1 0
Volume Module:												
Base Vol:	22	131	46	84	165	194	237	1539	43	33	1477	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	131	46	84	165	194	237	1539	43	33	1477	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	131	46	84	165	194	237	1539	43	33	1477	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	26	154	54	99	194	228	279	1811	51	39	1738	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	154	54	99	194	228	279	1811	51	39	1738	18
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:	26	154	54	99	194	228	279	1811	51	39	1738	18
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	0.38	0.74	0.88	1.00	2.92	0.08	1.00	2.97	0.03
Final Sat.:	1600	1600	1600	607	1192	1401	1600	4670	130	1600	4752	48
Capacity Analysis Module:												
Vol/Sat:	0.02	0.10	0.03	0.16	0.16	0.16	0.17	0.39	0.39	0.02	0.37	0.37
Crit Moves:	****			****			****			****		

One Beverly Hills Overlay Specific Plan
Existing plus Project Conditions - Midday Peak Hour

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

Intersection #8 Santa Monica Boulevard/Crossover

Cycle (sec): 100 Critical Vol./Cap.(X): 0.582
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Street Name:	Santa Monica Boulevard							Crossover							
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:	Ignore				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	2	0	2	0	0	3	0	0	0	0	0	0	1	
Volume Module:																
Base Vol:	0	900	1006		0	1449	0		0	0	0		618	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	900	1006		0	1449	0		0	0	0		618	0	31	
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	900	1006		0	1449	0		0	0	0		618	0	31	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.85	0.85	0.00		0.85	0.85	0.85		0.85	0.85	0.85		0.85	0.85	0.85	
PHF Volume:	0	1059	0		0	1705	0		0	0	0		727	0	36	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1059	0		0	1705	0		0	0	0		727	0	36	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	1059	0		0	1705	0		0	0	0		727	0	36	
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	2.00	2.00		0.00	3.00	0.00		0.00	0.00	0.00		2.00	0.00	1.00	
Final Sat.:	0	3200	3200		0	4800	0		0	0	0		3200	0	1600	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.33	0.00		0.00	0.36	0.00		0.00	0.00	0.00		0.23	0.00	0.02	
Crit Moves:	****				****				****							

One Beverly Hills Overlay Specific Plan
Existing plus Project Conditions - Midday Peak Hour

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

Intersection #9 Santa Monica Boulevard/Century Park East

Cycle (sec): 100 Critical Vol./Cap.(X): 0.591
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Street Name:	Santa Monica Boulevard			Century Park East			
Approach:	North Bound			South Bound			
Movement:	L - T - R			L - T - R			
Control:	Protected			Protected			
Rights:	Ovl			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0	4	0	1	2	0
Volume Module:							
Base Vol:	21	1626	300		307	1634	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	
Initial Bse:	21	1626	300		307	1634	
Added Vol:	0	0	0		0	0	
PasserByVol:	0	0	0		0	0	
Initial Fut:	21	1626	300		307	1634	
User Adj:	1.00	1.00	1.00		1.00	1.00	
PHF Adj:	0.85	0.85	0.85		0.85	0.85	
PHF Volume:	25	1913	353		361	1922	
Reduct Vol:	0	0	0		0	0	
Reduced Vol:	25	1913	353		361	1922	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	
FinalVolume:	25	1913	353		361	1922	
OvlAdjVol:	234						
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600		1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	
Lanes:	1.00	4.00	1.00		2.00	3.00	
Final Sat.:	1600	6400	1600		3200	4800	
Capacity Analysis Module:							
Vol/Sat:	0.02	0.30	0.22		0.11	0.40	
OvlAdjV/S:	0.15						
Crit Moves:	****				****		

Street Name:	Santa Monica Boulevard			Century Park East			
Approach:	East Bound			West Bound			
Movement:	L - T - R			L - T - R			
Control:	Split Phase			Split Phase			
Rights:	Include			Ovl			
Min. Green:	0	0	0	0	0	0	
Lanes:	0	0	0	0	0	2	0
Volume Module:							
Base Vol:	0	0	0		203	0	342
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00
Initial Bse:	0	0	0		203	0	342
Added Vol:	0	0	0		0	0	0
PasserByVol:	0	0	0		0	0	0
Initial Fut:	0	0	0		203	0	342
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85		0.85	0.85	0.85
PHF Volume:	0	0	0		239	0	402
Reduct Vol:	0	0	0		0	0	0
Reduced Vol:	0	0	0		239	0	402
PCE Adj:	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
FinalVolume:	0	0	0		239	0	402
OvlAdjVol:						41	
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600		1600	1600	1600
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00
Lanes:	0.00	0.00	0.00		2.00	0.00	2.00
Final Sat.:	0	0	0		3200	0	3200
Capacity Analysis Module:							
Vol/Sat:	0.00	0.00	0.00		0.07	0.00	0.13
OvlAdjV/S:						0.01	
Crit Moves:			****				

One Beverly Hills Overlay Specific Plan
Existing plus Project Conditions - Midday Peak Hour

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

Intersection #10 Sunset Boulevard/Whittier Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.808
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 69 Level Of Service: D

Street Name:	Whittier Drive			Sunset Boulevard			
Approach:	North Bound			South Bound			
Movement:	L	T	R	L	T	R	
Control:	Permitted			Permitted			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0	0 1	0	1	0	0 1
Volume Module:							
Base Vol:	72	109	174	15	90	52	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	72	109	174	15	90	52	42
Added Vol:	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0
Initial Fut:	72	109	174	15	90	52	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	85	128	205	18	106	61	49
Reduct Vol:	0	0	0	0	0	0	0
Reduced Vol:	85	128	205	18	106	61	49
PCE Adj:	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
FinalVolume:	85	128	205	18	106	61	49
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.39	0.61	1.00	0.63	0.37	1.00
Final Sat.:	1600	616	984	1600	1014	586	1600
Capacity Analysis Module:							
Vol/Sat:	0.05	0.21	0.21	0.01	0.10	0.10	0.03
Crit Moves:	****		****			****	

Street Name:	Whittier Drive			Sunset Boulevard			
Approach:	North Bound			South Bound			
Movement:	L	T	R	L	T	R	
Control:	Permitted			Permitted			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0	0 1	0	1	0	0 1
Volume Module:							
Base Vol:	72	109	174	15	90	52	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	72	109	174	15	90	52	42
Added Vol:	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0
Initial Fut:	72	109	174	15	90	52	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	85	128	205	18	106	61	49
Reduct Vol:	0	0	0	0	0	0	0
Reduced Vol:	85	128	205	18	106	61	49
PCE Adj:	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
FinalVolume:	85	128	205	18	106	61	49
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.39	0.61	1.00	0.63	0.37	1.00
Final Sat.:	1600	616	984	1600	1014	586	1600
Capacity Analysis Module:							
Vol/Sat:	0.05	0.21	0.21	0.01	0.10	0.10	0.03
Crit Moves:	****		****			****	

One Beverly Hills Overlay Specific Plan
Existing plus Project Conditions - Saturday Midday Peak Hour

Scenario Report
Scenario: EP_Saturday_Midday

Command: EP_Sat
Volume: EP_Sat
Geometry: plus Project
Impact Fee: Default Impact Fee
Trip Generation: Default
Trip Distribution: Default
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration

One Beverly Hills Overlay Specific Plan
Existing plus Project Conditions - Saturday Midday Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base Del/ LOS	V/ Veh	C	Future Del/ LOS	V/ Veh	C	Change in V/C
# 1 Beverly Drive/Santa Monica Bou	E	xxxxx	0.922	E	xxxxx	0.922	+ 0.000
# 2 Santa Monica Boulevard North/W	D	xxxxx	0.886	D	xxxxx	0.886	+ 0.000
# 3 Beverly Drive/Santa Monica Bou	B	xxxxx	0.687	B	xxxxx	0.687	+ 0.000
# 4 Santa Monica Boulevard South/W	C	xxxxx	0.707	C	xxxxx	0.707	+ 0.000
# 5 Santa Monica Boulevard North/M	B	xxxxx	0.678	B	xxxxx	0.678	+ 0.000
# 6 Wilshire Boulevard/Beverly Dri	C	xxxxx	0.767	C	xxxxx	0.767	+ 0.000
# 7 Wilshire Boulevard/Whittier Dr	D	xxxxx	0.870	D	xxxxx	0.870	+ 0.000
# 8 Santa Monica Boulevard/Crossov	A	xxxxx	0.518	A	xxxxx	0.518	+ 0.000
# 9 Santa Monica Boulevard/Century	A	xxxxx	0.540	A	xxxxx	0.540	+ 0.000
# 10 Sunset Boulevard/Whittier Driv	C	xxxxx	0.731	C	xxxxx	0.731	+ 0.000

One Beverly Hills Overlay Specific Plan
Existing plus Project Conditions - Saturday Midday Peak Hour

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

Intersection #1 Beverly Drive/Santa Monica Boulevard North

Cycle (sec): 100 Critical Vol./Cap.(X): 0.922
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 112 Level Of Service: E

Street Name:	Beverly Drive			Santa Monica Boulevard North			
Approach:	North Bound			South Bound			
Movement:	L - T - R			L - T - R			
Control:	Permitted			Permitted			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0 1	1 0	1	0 1	1 0	
Volume Module:							
Base Vol:	69	306	149	44	379	102	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	69	306	149	44	379	102	
Added Vol:	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	
Initial Fut:	69	306	149	44	379	102	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	
PHF Volume:	81	360	175	52	446	120	
Reduct Vol:	0	0	0	0	0	0	
Reduced Vol:	81	360	175	52	446	120	
PCE Adj:	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	
FinalVolume:	81	360	175	52	446	120	
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	1.35	0.65	1.00	1.58	0.42	
Final Sat.:	1600	2152	1048	1600	2521	679	
Capacity Analysis Module:							
Vol/Sat:	0.05	0.17	0.17	0.03	0.18	0.18	
Crit Moves:	****			****			

Street Name:	Santa Monica Boulevard North			Beverly Drive			
Approach:	East Bound			West Bound			
Movement:	L - T - R			L - T - R			
Control:	Permitted			Permitted			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0 1	1 0	1	0 1	1 0	
Volume Module:							
Base Vol:	59	1386	63	84	1346	36	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	59	1386	63	84	1346	36	
Added Vol:	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	
Initial Fut:	59	1386	63	84	1346	36	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	
PHF Volume:	69	1631	74	99	1584	42	
Reduct Vol:	0	0	0	0	0	0	
Reduced Vol:	69	1631	74	99	1584	42	
PCE Adj:	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	
FinalVolume:	69	1631	74	99	1584	42	
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	1.95	0.05	1.00	1.95	0.05	
Final Sat.:	1600	3061	139	1600	3117	83	
Capacity Analysis Module:							
Vol/Sat:	0.04	0.53	0.53	0.06	0.51	0.51	
Crit Moves:		****			****		

One Beverly Hills Overlay Specific Plan
Existing plus Project Conditions - Saturday Midday Peak Hour

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

Intersection #2 Santa Monica Boulevard North/Wilshire Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.886
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 93 Level Of Service: D

Street Name:	Santa Monica Boulevard North			Santa Monica Boulevard North			Wilshire Boulevard			Wilshire Boulevard		
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			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	0	1	0	0	2	0	1	2	0	3	0	1	1	0	2	1	0
Volume Module:												
Base Vol:	0	708	62	0	873	473	653	964	48	162	896	21
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	708	62	0	873	473	653	964	48	162	896	21
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	708	62	0	873	473	653	964	48	162	896	21
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:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	0	833	73	0	1027	556	768	1134	56	191	1054	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	833	73	0	1027	556	768	1134	56	191	1054	25
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	833	73	0	1027	556	768	1134	56	191	1054	25
OvlAdjVol:					172							
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	2.00	1.00	0.00	2.00	1.00	2.00	3.00	1.00	1.00	2.93	0.07
Final Sat.:	0	3200	1600	0	3200	1600	3200	4800	1600	1600	4690	110
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.05	0.00	0.32	0.35	0.24	0.24	0.04	0.12	0.22	0.22
OvlAdjV/S:					0.11							
Crit Moves:	****			****			****			****		

One Beverly Hills Overlay Specific Plan
Existing plus Project Conditions - Saturday Midday Peak Hour

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

Intersection #3 Beverly Drive/Santa Monica Boulevard South

Cycle (sec): 100 Critical Vol./Cap.(X): 0.687
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: B

Street Name:	Beverly Drive			Santa Monica Boulevard South							
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
Lanes:	1	0	2	0	1	0	0	1	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:												
Base Vol:	79	418	159	0	415	99	76	602	126	98	578	35
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:	79	418	159	0	415	99	76	602	126	98	578	35
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:	79	418	159	0	415	99	76	602	126	98	578	35
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:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	93	492	187	0	488	116	89	708	148	115	680	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	492	187	0	488	116	89	708	148	115	680	41
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:	93	492	187	0	488	116	89	708	148	115	680	41
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	0.00	1.61	0.39	1.00	1.65	0.35	1.00	1.89	0.11
Final Sat.:	1600	3200	1600	0	2584	616	1600	2646	554	1600	3017	183
Capacity Analysis Module:												
Vol/Sat:	0.06	0.15	0.12	0.00	0.19	0.19	0.06	0.27	0.27	0.07	0.23	0.23
Crit Moves:	****			****			****			****		

One Beverly Hills Overlay Specific Plan
Existing plus Project Conditions - Saturday Midday Peak Hour

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

Intersection #4 Santa Monica Boulevard South/Wilshire Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.707
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: C

Street Name:	Santa Monica Boulevard South								Wilshire Boulevard							
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				Protected			
Rights:	Include				Include				Ovl				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	0 1	1	0	1	1 0	0	1	2	0 1	1	0	2	1 0
Volume Module:																
Base Vol:	46	472	243		22	303	241		163	818	44		181	793	51	
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:	46	472	243		22	303	241		163	818	44		181	793	51	
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:	46	472	243		22	303	241		163	818	44		181	793	51	
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:	0.85	0.85	0.85		0.85	0.85	0.85		0.85	0.85	0.85		0.85	0.85	0.85	
PHF Volume:	54	555	286		26	356	284		192	962	52		213	933	60	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	54	555	286		26	356	284		192	962	52		213	933	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:	54	555	286		26	356	284		192	962	52		213	933	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:	1.00	2.00	1.00		1.00	1.11	0.89		0.50	2.50	1.00		1.00	2.82	0.18	
Final Sat.:	1600	3200	1600		1600	1782	1418		798	4002	1600		1600	4510	290	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.17	0.18		0.02	0.20	0.20		0.12	0.24	0.03		0.13	0.21	0.21	
Crit Moves:	****				****				****				****			

One Beverly Hills Overlay Specific Plan
Existing plus Project Conditions - Saturday Midday Peak Hour

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

Intersection #5 Santa Monica Boulevard North/Merv Griffin Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.678
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: B

Street Name:	Santa Monica Boulevard North			Santa Monica Boulevard North			Merv Griffin Way			Merv Griffin Way		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	0	2	0	1	0	1!	0
Volume Module:												
Base Vol:	157	767	0	0	1054	38	11	0	193	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:	157	767	0	0	1054	38	11	0	193	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:	157	767	0	0	1054	38	11	0	193	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:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	185	902	0	0	1240	45	13	0	227	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	185	902	0	0	1240	45	13	0	227	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:	185	902	0	0	1240	45	13	0	227	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:	1.00	2.00	0.00	0.00	2.00	1.00	0.11	0.00	1.89	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	3200	1600	173	0	3027	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.12	0.28	0.00	0.00	0.39	0.03	0.01	0.00	0.08	0.00	0.00	0.00
Crit Moves:	****			****			****					

One Beverly Hills Overlay Specific Plan
Existing plus Project Conditions - Saturday Midday Peak Hour

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

****

Intersection #6 Wilshire Boulevard/Beverly Drive

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.767
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 60 Level Of Service: C

****

Street Name:	Beverly Drive						Wilshire Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 1	0 0	2	0 1	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	137	393	118	0	376	142	126	885	176	229	923	107
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:	137	393	118	0	376	142	126	885	176	229	923	107
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:	137	393	118	0	376	142	126	885	176	229	923	107
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:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	161	462	139	0	442	167	148	1041	207	269	1086	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	161	462	139	0	442	167	148	1041	207	269	1086	126
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:	161	462	139	0	442	167	148	1041	207	269	1086	126
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	0.00	2.00	1.00	1.00	2.50	0.50	1.00	2.69	0.31
Final Sat.:	1600	3200	1600	0	3200	1600	1600	4004	796	1600	4301	499
Capacity Analysis Module:												
Vol/Sat:	0.10	0.14	0.09	0.00	0.14	0.10	0.09	0.26	0.26	0.17	0.25	0.25
Crit Moves:	****				****			****		****		

****

One Beverly Hills Overlay Specific Plan
Existing plus Project Conditions - Saturday Midday Peak Hour

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

Intersection #7 Wilshire Boulevard/Whittier Drive/Merv Griffin Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.870
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 87 Level Of Service: D

Street Name:	Whittier Drive/Merv Griffin Way				Wilshire Boulevard							
Approach:	North Bound				South Bound				East Bound			
Movement:	L	T	R		L	T	R		L	T	R	
Control:	Split Phase				Split Phase				Prot+Permit			
Rights:	Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0	
Lanes:	1	0	1	0	1	0	1	0	1	0	2	1
Volume Module:												
Base Vol:	30	103	77		40	134	205		260	1642	54	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	30	103	77		40	134	205		260	1642	54	
Added Vol:	0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0	
Initial Fut:	30	103	77		40	134	205		260	1642	54	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.85	0.85	0.85		0.85	0.85	0.85		0.85	0.85	0.85	
PHF Volume:	35	121	91		47	158	241		306	1932	64	
Reduct Vol:	0	0	0		0	0	0		0	0	0	
Reduced Vol:	35	121	91		47	158	241		306	1932	64	
PCE Adj:	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	
FinalVolume:	35	121	91		47	158	241		306	1932	64	
Saturation Flow Module:												
Sat/Lane:	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	
Lanes:	1.00	1.00	1.00	0.21	0.79	1.00	1.00	2.90	0.10	1.00	2.97	0.03
Final Sat.:	1600	1600	1600		338	1262	1600		1600	4647	153	
Capacity Analysis Module:												
Vol/Sat:	0.02	0.08	0.06		0.14	0.12	0.15		0.19	0.42	0.42	
Crit Moves:	****					****	****				****	

Street Name:	Wilshire Boulevard											
Approach:	West Bound											
Movement:	L	T	R									
Control:	Prot+Permit											
Rights:	Include											
Min. Green:	0	0	0									
Lanes:	1	0	2	1	0							
Volume Module:												
Base Vol:	40	1425	13									
Growth Adj:	1.00	1.00	1.00									
Initial Bse:	40	1425	13									
Added Vol:	0	0	0									
PasserByVol:	0	0	0									
Initial Fut:	40	1425	13									
User Adj:	1.00	1.00	1.00									
PHF Adj:	0.85	0.85	0.85									
PHF Volume:	47	1676	15									
Reduct Vol:	0	0	0									
Reduced Vol:	47	1676	15									
PCE Adj:	1.00	1.00	1.00									
MLF Adj:	1.00	1.00	1.00									
FinalVolume:	47	1676	15									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600									
Adjustment:	1.00	1.00	1.00									
Lanes:	1.00	2.90	0.10									
Final Sat.:	1600	4647	153									
Capacity Analysis Module:												
Vol/Sat:	0.04	0.35	0.35									
Crit Moves:			****									

One Beverly Hills Overlay Specific Plan
Existing plus Project Conditions - Saturday Midday Peak Hour

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

Intersection #8 Santa Monica Boulevard/Crossover

Cycle (sec): 100 Critical Vol./Cap.(X): 0.518
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Street Name:	Santa Monica Boulevard			Crossover			
Approach:	North Bound			South Bound			
Movement:	L	T	R	L	T	R	
Control:	Permitted			Permitted			
Rights:	Ignore			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	0	0	2	0	2	0	
Volume Module:							
Base Vol:	0	910	688	0	1271	0	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	0	910	688	0	1271	0	
Added Vol:	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	
Initial Fut:	0	910	688	0	1271	0	
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	
PHF Adj:	0.85	0.85	0.00	0.85	0.85	0.85	
PHF Volume:	0	1071	0	0	1495	0	
Reduct Vol:	0	0	0	0	0	0	
Reduced Vol:	0	1071	0	0	1495	0	
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	
FinalVolume:	0	1071	0	0	1495	0	
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.00	2.00	2.00	0.00	3.00	0.00	
Final Sat.:	0	3200	3200	0	4800	0	
Capacity Analysis Module:							
Vol/Sat:	0.00	0.33	0.00	0.00	0.31	0.00	
Crit Moves:	****		****			****	

Street Name:	Santa Monica Boulevard			Crossover			
Approach:	East Bound			West Bound			
Movement:	L	T	R	L	T	R	
Control:	Split Phase			Split Phase			
Rights:	Include			Ovl			
Min. Green:	0	0	0	0	0	0	
Lanes:	0	0	3	0	0	2	
Volume Module:							
Base Vol:	0	500	0	18			
Growth Adj:	1.00	1.00	1.00	1.00			
Initial Bse:	0	500	0	18			
Added Vol:	0	0	0	0			
PasserByVol:	0	0	0	0			
Initial Fut:	0	500	0	18			
User Adj:	1.00	1.00	1.00	1.00			
PHF Adj:	0.85	0.85	0.85	0.85			
PHF Volume:	0	588	0	21			
Reduct Vol:	0	0	0	0			
Reduced Vol:	0	588	0	21			
PCE Adj:	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00			
FinalVolume:	0	588	0	21			
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600			
Adjustment:	1.00	1.00	1.00	1.00			
Lanes:	0.00	2.00	0.00	1.00			
Final Sat.:	0	3200	0	1600			
Capacity Analysis Module:							
Vol/Sat:	0.00	0.18	0.00	0.01			
Crit Moves:		****					

One Beverly Hills Overlay Specific Plan
Existing plus Project Conditions - Saturday Midday Peak Hour

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

Intersection #9 Santa Monica Boulevard/Century Park East

Cycle (sec): 100 Critical Vol./Cap.(X): 0.540
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Street Name:	Santa Monica Boulevard			Century Park East			
Approach:	North Bound			South Bound			
Movement:	L - T - R			L - T - R			
Control:	Protected			Protected			
Rights:	Ovl			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0	4	0	1	2	0
Volume Module:							
Base Vol:	10	1457	122	169	1615	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	1457	122	169	1615	0	0
Added Vol:	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0
Initial Fut:	10	1457	122	169	1615	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	12	1714	144	199	1900	0	0
Reduct Vol:	0	0	0	0	0	0	0
Reduced Vol:	12	1714	144	199	1900	0	0
PCE Adj:	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
FinalVolume:	12	1714	144	199	1900	0	0
OvlAdjVol:	85					0	
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	4.00	1.00	2.00	3.00	0.00	0.00
Final Sat.:	1600	6400	1600	3200	4800	0	0
Capacity Analysis Module:							
Vol/Sat:	0.01	0.27	0.09	0.06	0.40	0.00	0.00
OvlAdjV/S:	0.05					0.00	
Crit Moves:	****			****			

Street Name:	Century Park East							
Approach:	East Bound				West Bound			
Movement:	L - T - R				L - T - R			
Control:	Split Phase				Split Phase			
Rights:	Include				Ovl			
Min. Green:	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	2	0	0
Volume Module:								
Base Vol:	0	0	0	0	99	0	111	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	99	0	111	
Added Vol:	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	99	0	111	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	0	0	0	0	116	0	131	
Reduct Vol:	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	116	0	131	
PCE Adj:	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
FinalVolume:	0	0	0	0	116	0	131	
OvlAdjVol:								
Saturation Flow Module:								
Sat/Lane:	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
Lanes:	0.00	0.00	0.00	0.00	2.00	0.00	2.00	
Final Sat.:	0	0	0	0	3200	0	3200	
Capacity Analysis Module:								
Vol/Sat:	0.00	0.00	0.00	0.00	0.04	0.00	0.04	
OvlAdjV/S:								
Crit Moves:					****			

One Beverly Hills Overlay Specific Plan
Existing plus Project Conditions - Saturday Midday Peak Hour

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

Intersection #10 Sunset Boulevard/Whittier Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.731
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: C

Street Name:	Whittier Drive			Sunset Boulevard			
Approach:	North Bound			South Bound			
Movement:	L	T	R	L	T	R	
Control:	Permitted			Permitted			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0	0 1	0	1	0	0 1
Volume Module:							
Base Vol:	45	84	163	7	103	27	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	45	84	163	7	103	27	
Added Vol:	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	
Initial Fut:	45	84	163	7	103	27	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	
PHF Volume:	53	99	192	8	121	32	
Reduct Vol:	0	0	0	0	0	0	
Reduced Vol:	53	99	192	8	121	32	
PCE Adj:	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	
FinalVolume:	53	99	192	8	121	32	
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	0.34	0.66	1.00	0.79	0.21	
Final Sat.:	1600	544	1056	1600	1268	332	
Capacity Analysis Module:							
Vol/Sat:	0.03	0.18	0.18	0.01	0.10	0.10	
Crit Moves:	****		****			****	

Street Name:	Whittier Drive			Sunset Boulevard			
Approach:	East Bound			West Bound			
Movement:	L	T	R	L	T	R	
Control:	Protected			Protected			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0	1 1	0	1	0	1 1
Volume Module:							
Base Vol:	18	875	43	145	893	14	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	18	875	43	145	893	14	
Added Vol:	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	
Initial Fut:	18	875	43	145	893	14	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	
PHF Volume:	21	1029	51	171	1051	16	
Reduct Vol:	0	0	0	0	0	0	
Reduced Vol:	21	1029	51	171	1051	16	
PCE Adj:	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	
FinalVolume:	21	1029	51	171	1051	16	
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.09	1.00	1.91	0.09	1.00	1.97	0.03
Final Sat.:	150	1600	3050	150	1600	3151	49
Capacity Analysis Module:							
Vol/Sat:	0.11	0.64	0.34	0.33	0.33		
Crit Moves:		****		****			

EXISTING PLUS PROJECT
ALTERNATIVE LANE CONFIGURATION

One Beverly Hills Overlay Specific Plan
Existing plus Project Conditions - AM Peak Hour

Scenario Report
Scenario: EP_AM

Command: EP_AM
Volume: EP_AM
Geometry: plus Project
Impact Fee: Default Impact Fee
Trip Generation: Default
Trip Distribution: Default
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration

One Beverly Hills Overlay Specific Plan
Existing plus Project Conditions - AM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base Del/ LOS	Base V/ Veh	Base C	Future Del/ LOS	Future V/ Veh	Future C	Change in V/C
# 5 Santa Monica Boulevard North/M	B	xxxxx	0.615	B	xxxxx	0.615	+ 0.000

One Beverly Hills Overlay Specific Plan
Existing plus Project Conditions - AM Peak Hour

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

Intersection #5 Santa Monica Boulevard North/Merv Griffin Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.615
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: B

Street Name:	Santa Monica Boulevard North			Santa Monica Boulevard North			Merv Griffin Way			Merv Griffin Way		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	0	2	1	0	0	1!	0
Volume Module:												
Base Vol:	98	802	0	0	1221	21	5	0	372	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:	98	802	0	0	1221	21	5	0	372	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:	98	802	0	0	1221	21	5	0	372	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:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	115	944	0	0	1436	25	6	0	438	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	944	0	0	1436	25	6	0	438	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:	115	944	0	0	1436	25	6	0	438	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:	1.00	2.00	0.00	0.00	2.95	0.05	0.03	xxxx	1.97	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	4719	81	42	0	3158	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.29	0.00	0.00	0.30	0.30	0.00	0.00	0.14	0.00	0.00	0.00
Crit Moves:	****			****			****					

One Beverly Hills Overlay Specific Plan
Existing plus Project Conditions - PM Peak Hour

Scenario Report
Scenario: EP_PM

Command: EP_PM
Volume: EP_PM
Geometry: plus Project
Impact Fee: Default Impact Fee
Trip Generation: Default
Trip Distribution: Default
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration

One Beverly Hills Overlay Specific Plan
Existing plus Project Conditions - PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base		Future		Change
	Del/ LOS	V/ Veh C	Del/ LOS	V/ Veh C	in
# 5 Santa Monica Boulevard North/M	D xxxxx	0.818	D xxxxx	0.818	+ 0.000 V/C

One Beverly Hills Overlay Specific Plan
Existing plus Project Conditions - PM Peak Hour

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

Intersection #5 Santa Monica Boulevard North/Merv Griffin Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.818
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 71 Level Of Service: D

Street Name:	Santa Monica Boulevard North			Santa Monica Boulevard North			Merv Griffin Way			Merv Griffin Way		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	0	2	1	0	0	1!	0
Volume Module:												
Base Vol:	484	889	0	0	1042	119	7	0	203	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:	484	889	0	0	1042	119	7	0	203	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:	484	889	0	0	1042	119	7	0	203	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:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	569	1046	0	0	1226	140	8	0	239	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	569	1046	0	0	1226	140	8	0	239	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:	569	1046	0	0	1226	140	8	0	239	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:	1.00	2.00	0.00	0.00	2.69	0.31	0.07	0.00	1.93	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	4308	492	107	0	3093	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.36	0.33	0.00	0.00	0.28	0.28	0.01	0.00	0.08	0.00	0.00	0.00
Crit Moves:	****			****			****					

One Beverly Hills Overlay Specific Plan
Existing plus Project Conditions - Midday Peak Hour

Scenario Report
Scenario: EP_Midday

Command: EP_Mid
Volume: EP_Mid
Geometry: plus Project
Impact Fee: Default Impact Fee
Trip Generation: Default
Trip Distribution: Default
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration

One Beverly Hills Overlay Specific Plan
Existing plus Project Conditions - Midday Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base Del/ LOS	Base V/ Veh	Base C	Future Del/ LOS	Future V/ Veh	Future C	Change in V/C
# 5 Santa Monica Boulevard North/M	A xxxxx	0.599		A xxxxx	0.599		+ 0.000

One Beverly Hills Overlay Specific Plan
Existing plus Project Conditions - Midday Peak Hour

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

Intersection #5 Santa Monica Boulevard North/Merv Griffin Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.599
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Street Name:	Santa Monica Boulevard North			Merv Griffin Way							
Approach:	North Bound			South Bound			East Bound			West Bound	
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	0	2	1	0	0	1!	0 1 0 0 0 0
Volume Module:												
Base Vol:	179	929	0	0	1168	32	5	0	194	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:	179	929	0	0	1168	32	5	0	194	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:	179	929	0	0	1168	32	5	0	194	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:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	211	1093	0	0	1374	38	6	0	228	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	211	1093	0	0	1374	38	6	0	228	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:	211	1093	0	0	1374	38	6	0	228	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:	1.00	2.00	0.00	0.00	2.92	0.08	0.05	0.00	1.95	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	4672	128	80	0	3120	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.13	0.34	0.00	0.00	0.29	0.29	0.00	0.00	0.07	0.00	0.00	0.00
Crit Moves:	****			****			****					

One Beverly Hills Overlay Specific Plan
Existing plus Project Conditions - Saturday Midday Peak Hour

Scenario Report
Scenario: EP_Saturday_Midday

Command: EP_Sat
Volume: EP_Sat
Geometry: plus Project
Impact Fee: Default Impact Fee
Trip Generation: Default
Trip Distribution: Default
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration

One Beverly Hills Overlay Specific Plan
Existing plus Project Conditions - Saturday Midday Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base Del/ LOS	V/ Veh	C	Future Del/ LOS	V/ Veh	C	Change in V/C
# 5 Santa Monica Boulevard North/M	A xxxxx	0.558		A xxxxx	0.558		+ 0.000

One Beverly Hills Overlay Specific Plan
Existing plus Project Conditions - Saturday Midday Peak Hour

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

Intersection #5 Santa Monica Boulevard North/Merv Griffin Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.558
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Street Name:	Santa Monica Boulevard North			Santa Monica Boulevard North			Merv Griffin Way			Merv Griffin Way		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	0	2	1	0	0	1!	0
Volume Module:												
Base Vol:	157	767	0	0	1054	38	11	0	193	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:	157	767	0	0	1054	38	11	0	193	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:	157	767	0	0	1054	38	11	0	193	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:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	185	902	0	0	1240	45	13	0	227	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	185	902	0	0	1240	45	13	0	227	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:	185	902	0	0	1240	45	13	0	227	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:	1.00	2.00	0.00	0.00	2.90	0.10	0.11	0.00	1.89	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	4633	167	173	0	3027	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.12	0.28	0.00	0.00	0.27	0.27	0.01	0.00	0.08	0.00	0.00	0.00
Crit Moves:	****			****			****					

Appendix C:
LOS Worksheets Cumulative and Project Conditions

CUMULATIVE BASE

One Beverly Hills Overlay Specific Plan
Cumulative (2026) Conditions - AM Peak Hour

Scenario Report
Scenario: Cumulative_AM

Command: Cumulative_AM
Volume: Cumulative_AM
Geometry: Cumulative
Impact Fee: Default Impact Fee
Trip Generation: Default
Trip Distribution: Default
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration

One Beverly Hills Overlay Specific Plan
Cumulative (2026) Conditions - AM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base Del/ LOS	V/ Veh	C	Future Del/ LOS	V/ Veh	C	Change in V/C
# 1 Beverly Drive/Santa Monica Bou	E xxxxx	0.998		E xxxxx	0.998		+ 0.000
# 2 Santa Monica Boulevard North/W	F xxxxx	1.131		F xxxxx	1.131		+ 0.000
# 3 Beverly Drive/Santa Monica Bou	D xxxxx	0.856		D xxxxx	0.856		+ 0.000
# 4 Santa Monica Boulevard South/W	F xxxxx	1.044		F xxxxx	1.044		+ 0.000
# 5 Santa Monica Boulevard North/M	C xxxxx	0.792		C xxxxx	0.792		+ 0.000
# 6 Wilshire Boulevard/Beverly Dri	E xxxxx	0.906		E xxxxx	0.906		+ 0.000
# 7 Wilshire Boulevard/Whittier Dr	F xxxxx	1.196		F xxxxx	1.196		+ 0.000
# 8 Santa Monica Boulevard/Crossov	C xxxxx	0.796		C xxxxx	0.796		+ 0.000
# 9 Santa Monica Boulevard/Century	E xxxxx	0.980		E xxxxx	0.980		+ 0.000
# 10 Sunset Boulevard/Whittier Driv	E xxxxx	0.970		E xxxxx	0.970		+ 0.000

One Beverly Hills Overlay Specific Plan
Cumulative (2026) Conditions - AM Peak Hour

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

Intersection #1 Beverly Drive/Santa Monica Boulevard North

Cycle (sec): 100 Critical Vol./Cap.(X): 0.998
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	Beverly Drive			Santa Monica Boulevard North							
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
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:												
Base Vol:	19	356	148	22	494	60	41	1781	26	94	1477	37
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:	19	356	148	22	494	60	41	1781	26	94	1477	37
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:	19	356	148	22	494	60	41	1781	26	94	1477	37
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:	21	396	164	24	549	67	46	1979	29	104	1641	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	396	164	24	549	67	46	1979	29	104	1641	41
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:	21	396	164	24	549	67	46	1979	29	104	1641	41
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.41	0.59	1.00	1.78	0.22	1.00	1.97	0.03	1.00	1.95	0.05
Final Sat.:	1600	2260	940	1600	2853	347	1600	3154	46	1600	3122	78
Capacity Analysis Module:												
Vol/Sat:	0.01	0.17	0.18	0.02	0.19	0.19	0.03	0.63	0.63	0.07	0.53	0.53
Crit Moves:	****			****			****			****		

One Beverly Hills Overlay Specific Plan
Cumulative (2026) Conditions - AM Peak Hour

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

Intersection #2 Santa Monica Boulevard North/Wilshire Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 1.131
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	Santa Monica Boulevard North			Wilshire Boulevard			
Approach:	North Bound			South Bound			
Movement:	L - T - R			L - T - R			
Control:	Permitted			Permitted			
Rights:	Include			Ovl			
Min. Green:	0	0	0	0	0	0	
Lanes:	0	0	2	0	1	0	
Volume Module:							
Base Vol:	0	934	38	0	1229	419	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	0	934	38	0	1229	419	
Added Vol:	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	
Initial Fut:	0	934	38	0	1229	419	
User Adj:	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	
PHF Volume:	0	1038	42	0	1366	466	
Reduct Vol:	0	0	0	0	0	0	
Reduced Vol:	0	1038	42	0	1366	466	
PCE Adj:	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	
FinalVolume:	0	1038	42	0	1366	466	
OvlAdjVol:				0			
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.00	2.00	1.00	0.00	2.00	1.00	
Final Sat.:	0	3200	1600	0	3200	1600	
Capacity Analysis Module:							
Vol/Sat:	0.00	0.32	0.03	0.00	0.43	0.29	
OvlAdjV/S:				0.00			
Crit Moves:	****			****			

Street Name:	Wilshire Boulevard							
Approach:	East Bound				West Bound			
Movement:	L - T - R				L - T - R			
Control:	Prot+Permit				Prot+Permit			
Rights:	Include				Include			
Min. Green:	0	0	0		0	0	0	
Lanes:	2	0	3	0	1	1	0	2
Volume Module:								
Base Vol:	851	1300	70	133	1308	25		
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00		
Initial Bse:	851	1300	70	133	1308	25		
Added Vol:	0	0	0	0	0	0		
PasserByVol:	0	0	0	0	0	0		
Initial Fut:	851	1300	70	133	1308	25		
User Adj:	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		
PHF Volume:	946	1444	78	148	1453	28		
Reduct Vol:	0	0	0	0	0	0		
Reduced Vol:	946	1444	78	148	1453	28		
PCE Adj:	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		
FinalVolume:	946	1444	78	148	1453	28		
Saturation Flow Module:								
Sat/Lane:	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
Lanes:	1.00	3.00	1.00	1.00	2.94	0.06		
Final Sat.:	1600	4800	1600	1600	4710	90		
Capacity Analysis Module:								
Vol/Sat:	0.59	0.30	0.05	0.09	0.31	0.31		
OvlAdjV/S:			0.00					
Crit Moves:		****			****			

One Beverly Hills Overlay Specific Plan
Cumulative (2026) Conditions - AM Peak Hour

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

Intersection #3 Beverly Drive/Santa Monica Boulevard South

Cycle (sec): 100 Critical Vol./Cap.(X): 0.856
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 82 Level Of Service: D

Street Name:	Beverly Drive			Santa Monica Boulevard South							
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
Lanes:	1	0	2	0	1	0	0	1	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:												
Base Vol:	52	365	119	0	535	96	60	726	123	177	1298	24
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:	52	365	119	0	535	96	60	726	123	177	1298	24
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:	52	365	119	0	535	96	60	726	123	177	1298	24
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:	58	406	132	0	594	107	67	807	137	197	1442	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	406	132	0	594	107	67	807	137	197	1442	27
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:	58	406	132	0	594	107	67	807	137	197	1442	27
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	0.00	1.70	0.30	1.00	1.71	0.29	1.00	1.96	0.04
Final Sat.:	1600	3200	1600	0	2713	487	1600	2736	464	1600	3142	58
Capacity Analysis Module:												
Vol/Sat:	0.04	0.13	0.08	0.00	0.22	0.22	0.04	0.29	0.29	0.12	0.46	0.46
Crit Moves:	****			****			****			****		

One Beverly Hills Overlay Specific Plan
Cumulative (2026) Conditions - AM Peak Hour

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

Intersection #4 Santa Monica Boulevard South/Wilshire Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 1.044
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	Santa Monica Boulevard South								Wilshire Boulevard							
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				Protected			
Rights:	Include				Include				Ovl				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	0	1	1	0	1	1	0	0	1	2	0	1	1	0	2	1	0
Volume Module:																
Base Vol:	66	575	227		59	849	375		278	1033	97		245	1033	54	
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:	66	575	227		59	849	375		278	1033	97		245	1033	54	
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:	66	575	227		59	849	375		278	1033	97		245	1033	54	
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:	73	639	252		66	943	417		309	1148	108		272	1148	60	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	73	639	252		66	943	417		309	1148	108		272	1148	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:	73	639	252		66	943	417		309	1148	108		272	1148	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:	1.00	2.00	1.00		1.00	1.39	0.61		0.64	2.36	1.00		1.00	2.85	0.15	
Final Sat.:	1600	3200	1600		1600	2220	980		1018	3782	1600		1600	4562	238	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.20	0.16		0.04	0.42	0.43		0.19	0.30	0.07		0.17	0.25	0.25	
Crit Moves:	****					****			****				****			

One Beverly Hills Overlay Specific Plan
Cumulative (2026) Conditions - AM Peak Hour

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

Intersection #5 Santa Monica Boulevard North/Merv Griffin Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.792
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 65 Level Of Service: C

Street Name:	Santa Monica Boulevard North			Santa Monica Boulevard North			Merv Griffin Way			Merv Griffin Way		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	0	2	0	1	0	1!	0
Volume Module:												
Base Vol:	90	915	0	0	1435	13	10	0	367	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:	90	915	0	0	1435	13	10	0	367	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:	90	915	0	0	1435	13	10	0	367	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	100	1017	0	0	1594	14	11	0	408	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	1017	0	0	1594	14	11	0	408	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:	100	1017	0	0	1594	14	11	0	408	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:	1.00	2.00	0.00	0.00	2.00	1.00	0.05	0.00	1.95	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	3200	1600	85	0	3115	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.32	0.00	0.00	0.50	0.01	0.13	0.00	0.13	0.00	0.00	0.00
Crit Moves:	****			****			****					

One Beverly Hills Overlay Specific Plan
Cumulative (2026) Conditions - AM Peak Hour

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

Intersection #6 Wilshire Boulevard/Beverly Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.906
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 103 Level Of Service: E

Street Name:	Beverly Drive			Wilshire Boulevard			
Approach:	North Bound			South Bound			
Movement:	L	T	R	L	T	R	
Control:	Protected			Permitted			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0	2	0	1	0	
Volume Module:							
Base Vol:	148	562	136	0	460	89	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	148	562	136	0	460	89	
Added Vol:	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	
Initial Fut:	148	562	136	0	460	89	
User Adj:	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	
PHF Volume:	164	624	151	0	511	99	
Reduct Vol:	0	0	0	0	0	0	
Reduced Vol:	164	624	151	0	511	99	
PCE Adj:	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	
FinalVolume:	164	624	151	0	511	99	
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00	0.00	2.00	1.00	
Final Sat.:	1600	3200	1600	0	3200	1600	
Capacity Analysis Module:							
Vol/Sat:	0.10	0.20	0.09	0.00	0.16	0.06	
Crit Moves:	****			****			

Street Name:	Beverly Drive			Wilshire Boulevard			
Approach:	East Bound			West Bound			
Movement:	L	T	R	L	T	R	
Control:	Prot+Permit			Prot+Permit			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0	2	1	0	1	
Volume Module:							
Base Vol:	104	1087	123	190	1952	83	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	104	1087	123	190	1952	83	
Added Vol:	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	
Initial Fut:	104	1087	123	190	1952	83	
User Adj:	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	
PHF Volume:	116	1208	137	211	2169	92	
Reduct Vol:	0	0	0	0	0	0	
Reduced Vol:	116	1208	137	211	2169	92	
PCE Adj:	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	
FinalVolume:	116	1208	137	211	2169	92	
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	2.70	0.30	1.00	2.88	0.12	
Final Sat.:	1600	4312	488	1600	4604	196	
Capacity Analysis Module:							
Vol/Sat:	0.07	0.28	0.28	0.13	0.47	0.47	
Crit Moves:		****			****		

One Beverly Hills Overlay Specific Plan
Cumulative (2026) Conditions - AM Peak Hour

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

Intersection #7 Wilshire Boulevard/Whittier Drive/Merv Griffin Way

Cycle (sec): 100 Critical Vol./Cap.(X): 1.196
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	Whittier Drive/Merv Griffin Way				Wilshire Boulevard							
Approach:	North Bound				South Bound				East Bound			
Movement:	L	T	R		L	T	R		L	T	R	
Control:	Split Phase				Split Phase				Prot+Permit			
Rights:	Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0	
Lanes:	1	0	1	0	1	0	1	0	1	0	2	1
Volume Module:												
Base Vol:	27	46	22		103	342	619		241	2215	27	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	27	46	22		103	342	619		241	2215	27	
Added Vol:	0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0	
Initial Fut:	27	46	22		103	342	619		241	2215	27	
User Adj:	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	
PHF Volume:	30	51	24		114	380	688		268	2461	30	
Reduct Vol:	0	0	0		0	0	0		0	0	0	
Reduced Vol:	30	51	24		114	380	688		268	2461	30	
PCE Adj:	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	
FinalVolume:	30	51	24		114	380	688		268	2461	30	
Saturation Flow Module:												
Sat/Lane:	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	
Lanes:	1.00	1.00	1.00	0.19	0.81	1.00	1.00	2.96	0.04	1.00	2.98	0.02
Final Sat.:	1600	1600	1600		310	1290	1600	1600	4742	58	1600	4767
Capacity Analysis Module:												
Vol/Sat:	0.02	0.03	0.02		0.37	0.29	0.43		0.17	0.52	0.52	
Crit Moves:	****				****		****				****	

Street Name:	Wilshire Boulevard											
Approach:	West Bound											
Movement:	L	T	R									
Control:	Prot+Permit											
Rights:	Include											
Min. Green:	0	0	0									
Lanes:	1	0	2	1	0							
Volume Module:												
Base Vol:	17	2002	14									
Growth Adj:	1.00	1.00	1.00									
Initial Bse:	17	2002	14									
Added Vol:	0	0	0									
PasserByVol:	0	0	0									
Initial Fut:	17	2002	14									
User Adj:	1.00	1.00	1.00									
PHF Adj:	0.90	0.90	0.90									
PHF Volume:	19	2224	16									
Reduct Vol:	0	0	0									
Reduced Vol:	19	2224	16									
PCE Adj:	1.00	1.00	1.00									
MLF Adj:	1.00	1.00	1.00									
FinalVolume:	19	2224	16									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600									
Adjustment:	1.00	1.00	1.00									
Lanes:	0.01	0.47	0.47									
Final Sat.:	33	1600	4767									
Capacity Analysis Module:												
Vol/Sat:	0.01	0.47	0.47									
Crit Moves:			****									

One Beverly Hills Overlay Specific Plan
Cumulative (2026) Conditions - AM Peak Hour

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

Intersection #8 Santa Monica Boulevard/Crossover

Cycle (sec): 100 Critical Vol./Cap.(X): 0.796
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 91 Level Of Service: C

Street Name:	Santa Monica Boulevard			Crossover			
Approach:	North Bound			South Bound			
Movement:	L	T	R	L	T	R	
Control:	Permitted			Permitted			
Rights:	Ignore			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	0	0	2	0	2	0	
Volume Module:							
Base Vol:	0	1041	721	0	1693	0	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	0	1041	721	0	1693	0	
Added Vol:	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	
Initial Fut:	0	1041	721	0	1693	0	
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	
PHF Adj:	0.90	0.90	0.00	0.90	0.90	0.90	
PHF Volume:	0	1157	0	0	1881	0	
Reduct Vol:	0	0	0	0	0	0	
Reduced Vol:	0	1157	0	0	1881	0	
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	
FinalVolume:	0	1157	0	0	1881	0	
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.00	2.00	2.00	0.00	3.00	0.00	
Final Sat.:	0	3200	3200	0	4800	0	
Capacity Analysis Module:							
Vol/Sat:	0.00	0.36	0.00	0.00	0.39	0.00	
Crit Moves:	****			****			

Street Name:	Santa Monica Boulevard			Crossover			
Approach:	East Bound			West Bound			
Movement:	L	T	R	L	T	R	
Control:	Split Phase			Split Phase			
Rights:	Include			Ovl			
Min. Green:	0	0	0	0	0	0	
Lanes:	0	0	3	0	0	2	
Volume Module:							
Base Vol:	0	1164	0	30			
Growth Adj:	1.00	1.00	1.00	1.00			
Initial Bse:	0	1164	0	30			
Added Vol:	0	0	0	0			
PasserByVol:	0	0	0	0			
Initial Fut:	0	1164	0	30			
User Adj:	1.00	1.00	1.00	1.00			
PHF Adj:	0.90	0.90	0.90	0.90			
PHF Volume:	0	1293	0	33			
Reduct Vol:	0	0	0	0			
Reduced Vol:	0	1293	0	33			
PCE Adj:	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00			
FinalVolume:	0	1293	0	33			
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600			
Adjustment:	1.00	1.00	1.00	1.00			
Lanes:	0.00	2.00	0.00	1.00			
Final Sat.:	0	3200	0	1600			
Capacity Analysis Module:							
Vol/Sat:	0.00	0.40	0.00	0.02			
Crit Moves:		****					

One Beverly Hills Overlay Specific Plan
Cumulative (2026) Conditions - AM Peak Hour

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

Intersection #9 Santa Monica Boulevard/Century Park East

Cycle (sec): 100 Critical Vol./Cap.(X): 0.980
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 166 Level Of Service: E

Street Name:	Santa Monica Boulevard			Century Park East			
Approach:	North Bound			South Bound			
Movement:	L - T - R			L - T - R			
Control:	Protected			Protected			
Rights:	Ovl			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0	4	0	1	2	0
Volume Module:							
Base Vol:	8	1732	700	1133	1942	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	1732	700	1133	1942	0	0
Added Vol:	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0
Initial Fut:	8	1732	700	1133	1942	0	0
User Adj:	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
PHF Volume:	9	1924	778	1259	2158	0	0
Reduct Vol:	0	0	0	0	0	0	0
Reduced Vol:	9	1924	778	1259	2158	0	0
PCE Adj:	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
FinalVolume:	9	1924	778	1259	2158	0	0
OvlAdjVol:	697						
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	4.00	1.00	2.00	3.00	0.00	0.00
Final Sat.:	1600	6400	1600	3200	4800	0	0
Capacity Analysis Module:							
Vol/Sat:	0.01	0.30	0.49	0.39	0.45	0.00	0.00
OvlAdjV/S:	0.44						
Crit Moves:	****	****					

Street Name:	Century Park East						
Approach:	East Bound			West Bound			
Movement:	L - T - R			L - T - R			
Control:	Split Phase			Split Phase			
Rights:	Include			Ovl			
Min. Green:	0	0	0	0	0	0	
Lanes:	0	0	0	0	0	2	0
Volume Module:							
Base Vol:	0	0	0	145	0	231	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	145	0	231	
Added Vol:	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0
Initial Fut:	0	0	0	145	0	231	
User Adj:	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
PHF Volume:	0	0	0	161	0	257	
Reduct Vol:	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	161	0	257	
PCE Adj:	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
FinalVolume:	0	0	0	161	0	257	
OvlAdjVol:	0						
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	2.00	0.00	2.00	
Final Sat.:	0	0	0	3200	0	3200	
Capacity Analysis Module:							
Vol/Sat:	0.00	0.05	0.00	0.08			
OvlAdjV/S:	0.00						
Crit Moves:	****						

One Beverly Hills Overlay Specific Plan
Cumulative (2026) Conditions - AM Peak Hour

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

Intersection #10 Sunset Boulevard/Whittier Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.970
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 154 Level Of Service: E

Street Name:	Whittier Drive			Sunset Boulevard			
Approach:	North Bound			South Bound			
Movement:	L - T - R			L - T - R			
Control:	Permitted			Permitted			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0	0 1	0	1	0	0 1
Volume Module:							
Base Vol:	43	64	157	24	231	51	36 1435
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00
Initial Bse:	43	64	157	24	231	51	36 1435
Added Vol:	0	0	0	0	0	0	0 0
PasserByVol:	0	0	0	0	0	0	0 0
Initial Fut:	43	64	157	24	231	51	36 1435
User Adj:	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
PHF Volume:	48	71	174	27	257	57	40 1594
Reduct Vol:	0	0	0	0	0	0	0 0
Reduced Vol:	48	71	174	27	257	57	40 1594
PCE Adj:	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
FinalVolume:	48	71	174	27	257	57	40 1594
Saturation Flow Module:							
Sat/Lane:	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
Lanes:	1.00	0.29	0.71	1.00	0.82	0.18	1.00 1.94
Final Sat.:	1600	463	1137	1600	1311	289	1600 3111
Capacity Analysis Module:							
Vol/Sat:	0.03	0.15	0.15	0.02	0.20	0.20	0.03 0.51
Crit Moves:	****			****			****

Street Name:	Whittier Drive			Sunset Boulevard			
Approach:	East Bound			West Bound			
Movement:	L - T - R			L - T - R			
Control:	Protected			Protected			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0	1 1	0	1	0	1 1 0
Volume Module:							
Base Vol:	51	190	1357	5			
Growth Adj:	1.00	1.00	1.00	1.00			
Initial Bse:	51	190	1357	5			
Added Vol:	0	0	0	0			
PasserByVol:	0	0	0	0			
Initial Fut:	51	190	1357	5			
User Adj:	1.00	1.00	1.00	1.00			
PHF Adj:	0.90	0.90	0.90	0.90			
PHF Volume:	57	211	1508	6			
Reduct Vol:	0	0	0	0			
Reduced Vol:	57	211	1508	6			
PCE Adj:	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00			
FinalVolume:	57	211	1508	6			
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600			
Adjustment:	1.00	1.00	1.00	1.00			
Lanes:	1.00	0.06	1.00	1.99	0.01		
Final Sat.:	1600	89	1600	3188	12		
Capacity Analysis Module:							
Vol/Sat:	0.03	0.51	0.51	0.13	0.47	0.47	
Crit Moves:		****			****		

One Beverly Hills Overlay Specific Plan
Cumulative (2026) Conditions - PM Peak Hour

Scenario Report
Scenario: Cumulative_PM

Command: Cumulative_PM
Volume: Cumulative_PM
Geometry: Cumulative
Impact Fee: Default Impact Fee
Trip Generation: Default
Trip Distribution: Default
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration

One Beverly Hills Overlay Specific Plan
Cumulative (2026) Conditions - PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base Del/ LOS	V/ Veh	C	Future Del/ LOS	V/ Veh	C	Change in V/C
# 1 Beverly Drive/Santa Monica Bou	E xxxxx	0.980		E xxxxx	0.980		+ 0.000
# 2 Santa Monica Boulevard North/W	F xxxxx	1.114		F xxxxx	1.114		+ 0.000
# 3 Beverly Drive/Santa Monica Bou	E xxxxx	0.922		E xxxxx	0.922		+ 0.000
# 4 Santa Monica Boulevard South/W	E xxxxx	0.933		E xxxxx	0.933		+ 0.000
# 5 Santa Monica Boulevard North/M	E xxxxx	0.966		E xxxxx	0.966		+ 0.000
# 6 Wilshire Boulevard/Beverly Dri	F xxxxx	1.004		F xxxxx	1.004		+ 0.000
# 7 Wilshire Boulevard/Whittier Dr	F xxxxx	1.263		F xxxxx	1.263		+ 0.000
# 8 Santa Monica Boulevard/Crossov	C xxxxx	0.772		C xxxxx	0.772		+ 0.000
# 9 Santa Monica Boulevard/Century	C xxxxx	0.796		C xxxxx	0.796		+ 0.000
# 10 Sunset Boulevard/Whittier Driv	F xxxxx	1.084		F xxxxx	1.084		+ 0.000

One Beverly Hills Overlay Specific Plan
Cumulative (2026) Conditions - PM Peak Hour

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

Intersection #1 Beverly Drive/Santa Monica Boulevard North

Cycle (sec): 100 Critical Vol./Cap.(X): 0.980
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 167 Level Of Service: E

Street Name:	Beverly Drive			Santa Monica Boulevard North			
Approach:	North Bound			South Bound			
Movement:	L - T - R			L - T - R			
Control:	Permitted			Permitted			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0 1	1 0	1	0 1	1 0	
Volume Module:							
Base Vol:	69	443	165	37	369	70	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	69	443	165	37	369	70	
Added Vol:	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	
Initial Fut:	69	443	165	37	369	70	
User Adj:	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	
PHF Volume:	77	492	183	41	410	78	
Reduct Vol:	0	0	0	0	0	0	
Reduced Vol:	77	492	183	41	410	78	
PCE Adj:	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	
FinalVolume:	77	492	183	41	410	78	
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	1.46	0.54	1.00	1.68	0.32	
Final Sat.:	1600	2332	868	1600	2690	510	
Capacity Analysis Module:							
Vol/Sat:	0.05	0.21	0.21	0.03	0.15	0.15	
Crit Moves:	****		****			****	

Street Name:	Santa Monica Boulevard North			Beverly Drive			
Approach:	East Bound			West Bound			
Movement:	L - T - R			L - T - R			
Control:	Permitted			Permitted			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0 1	1 0	1	0 1	1 0	
Volume Module:							
Base Vol:	50	1652	39	81	1631	33	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	50	1652	39	81	1631	33	
Added Vol:	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	
Initial Fut:	50	1652	39	81	1631	33	
User Adj:	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	
PHF Volume:	56	1836	43	90	1812	37	
Reduct Vol:	0	0	0	0	0	0	
Reduced Vol:	56	1836	43	90	1812	37	
PCE Adj:	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	
FinalVolume:	56	1836	43	90	1812	37	
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	1.95	0.05	1.00	1.96	0.04	
Final Sat.:	1600	3126	74	1600	3137	63	
Capacity Analysis Module:							
Vol/Sat:	0.03	0.59	0.59	0.06	0.58	0.58	
Crit Moves:		****			****		

One Beverly Hills Overlay Specific Plan
Cumulative (2026) Conditions - PM Peak Hour

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

Intersection #2 Santa Monica Boulevard North/Wilshire Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 1.114
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	Santa Monica Boulevard North			Wilshire Boulevard			
Approach:	North Bound			South Bound			
Movement:	L - T - R			L - T - R			
Control:	Permitted			Permitted			
Rights:	Include			Ovl			
Min. Green:	0	0	0	0	0	0	
Lanes:	0	1	1	0	1	0	
Volume Module:							
Base Vol:	1	1037	57	0	1054	677	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	1	1037	57	0	1054	677	
Added Vol:	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	
Initial Fut:	1	1037	57	0	1054	677	
User Adj:	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	
PHF Volume:	1	1152	63	0	1171	752	
Reduct Vol:	0	0	0	0	0	0	
Reduced Vol:	1	1152	63	0	1171	752	
PCE Adj:	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	
FinalVolume:	1	1152	63	0	1171	752	
OvlAdjVol:							
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.01	1.99	1.00	0.00	2.00	1.00	
Final Sat.:	3	3197	1600	0	3200	1600	
Capacity Analysis Module:							
Vol/Sat:	0.00	0.36	0.04	0.00	0.37	0.47	
OvlAdjV/S:							
Crit Moves:	****						

Street Name:	Santa Monica Boulevard North			Wilshire Boulevard			
Approach:	East Bound			West Bound			
Movement:	L - T - R			L - T - R			
Control:	Prot+Permit			Prot+Permit			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	2	0	1	1	0	2	1	0
Volume Module:								
Base Vol:	742	1327	49	171	1652	32		
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00		
Initial Bse:	742	1327	49	171	1652	32		
Added Vol:	0	0	0	0	0	0		
PasserByVol:	0	0	0	0	0	0		
Initial Fut:	742	1327	49	171	1652	32		
User Adj:	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		
PHF Volume:	824	1474	54	190	1836	36		
Reduct Vol:	0	0	0	0	0	0		
Reduced Vol:	824	1474	54	190	1836	36		
PCE Adj:	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		
FinalVolume:	824	1474	54	190	1836	36		
OvlAdjVol:	340							
Saturation Flow Module:								
Sat/Lane:	1600	1600	1600	1600	1600	1600		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00		
Lanes:	2.00	3.00	1.00	1.00	2.94	0.06		
Final Sat.:	3200	4800	1600	1600	4709	91		
Capacity Analysis Module:								
Vol/Sat:	0.26	0.31	0.03	0.12	0.39	0.39		
OvlAdjV/S:	0.21							
Crit Moves:		****		****			****	

One Beverly Hills Overlay Specific Plan
Cumulative (2026) Conditions - PM Peak Hour

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

Intersection #3 Beverly Drive/Santa Monica Boulevard South

Cycle (sec): 100 Critical Vol./Cap.(X): 0.922
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 112 Level Of Service: E

Street Name:	Beverly Drive			Santa Monica Boulevard South							
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
Lanes:	1	0	2	0	1	0	0	1	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:												
Base Vol:	58	561	164	0	466	92	159	1405	131	78	905	51
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:	58	561	164	0	466	92	159	1405	131	78	905	51
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:	58	561	164	0	466	92	159	1405	131	78	905	51
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:	64	623	182	0	518	102	177	1561	146	87	1006	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	623	182	0	518	102	177	1561	146	87	1006	57
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:	64	623	182	0	518	102	177	1561	146	87	1006	57
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	0.00	1.67	0.33	1.00	1.83	0.17	1.00	1.89	0.11
Final Sat.:	1600	3200	1600	0	2672	528	1600	2927	273	1600	3029	171
Capacity Analysis Module:												
Vol/Sat:	0.04	0.19	0.11	0.00	0.19	0.19	0.11	0.53	0.53	0.05	0.33	0.33
Crit Moves:	****			****			****			****		

One Beverly Hills Overlay Specific Plan
Cumulative (2026) Conditions - PM Peak Hour

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

Intersection #4 Santa Monica Boulevard South/Wilshire Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.933
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 119 Level Of Service: E

Street Name:	Santa Monica Boulevard South						Wilshire Boulevard					
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			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	1	1	0	0	1	2	0	1	1	0	2	1	0
Volume Module:												
Base Vol:	100	843	205	63	489	440	330	1018	50	185	1326	74
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:	100	843	205	63	489	440	330	1018	50	185	1326	74
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:	100	843	205	63	489	440	330	1018	50	185	1326	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	111	937	228	70	543	489	367	1131	56	206	1473	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	937	228	70	543	489	367	1131	56	206	1473	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	111	937	228	70	543	489	367	1131	56	206	1473	82
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.05	0.95	0.73	2.27	1.00	1.00	2.84	0.16
Final Sat.:	1600	3200	1600	1600	1684	1516	1175	3625	1600	1600	4546	254
Capacity Analysis Module:												
Vol/Sat:	0.07	0.29	0.14	0.04	0.32	0.32	0.23	0.31	0.03	0.13	0.32	0.32
Crit Moves:	****			****			****			****		

One Beverly Hills Overlay Specific Plan
Cumulative (2026) Conditions - PM Peak Hour

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

Intersection #5 Santa Monica Boulevard North/Merv Griffin Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.966
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 149 Level Of Service: E

Street Name:	Santa Monica Boulevard North			Santa Monica Boulevard North			Merv Griffin Way			Merv Griffin Way		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	0	2	0	1	0	1!	0
Volume Module:												
Base Vol:	522	1117	0	0	1252	110	12	0	185	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:	522	1117	0	0	1252	110	12	0	185	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:	522	1117	0	0	1252	110	12	0	185	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	580	1241	0	0	1391	122	13	0	206	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	580	1241	0	0	1391	122	13	0	206	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:	580	1241	0	0	1391	122	13	0	206	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:	1.00	2.00	0.00	0.00	2.00	1.00	0.12	0.00	1.88	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	3200	1600	195	0	3005	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.36	0.39	0.00	0.00	0.43	0.08	0.07	0.00	0.07	0.00	0.00	0.00
Crit Moves:	****			****			****					

One Beverly Hills Overlay Specific Plan
Cumulative (2026) Conditions - PM Peak Hour

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

Intersection #6 Wilshire Boulevard/Beverly Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 1.004
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	Beverly Drive			Wilshire Boulevard			
Approach:	North Bound			South Bound			
Movement:	L - T - R			L - T - R			
Control:	Protected			Permitted			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0	2	0	1	0	
Volume Module:							
Base Vol:	123	464	167	0	627	144	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	123	464	167	0	627	144	
Added Vol:	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	
Initial Fut:	123	464	167	0	627	144	
User Adj:	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	
PHF Volume:	137	516	186	0	697	160	
Reduct Vol:	0	0	0	0	0	0	
Reduced Vol:	137	516	186	0	697	160	
PCE Adj:	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	
FinalVolume:	137	516	186	0	697	160	
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00	0.00	2.00	1.00	
Final Sat.:	1600	3200	1600	0	3200	1600	
Capacity Analysis Module:							
Vol/Sat:	0.09	0.16	0.12	0.00	0.22	0.10	
Crit Moves:	****				****		

Street Name:	Beverly Drive			Wilshire Boulevard			
Approach:	East Bound			West Bound			
Movement:	L - T - R			L - T - R			
Control:	Prot+Permit			Prot+Permit			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0	2	1	0	1	
Volume Module:							
Base Vol:	125	1728	138	243	1461	98	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	125	1728	138	243	1461	98	
Added Vol:	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	
Initial Fut:	125	1728	138	243	1461	98	
User Adj:	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	
PHF Volume:	139	1920	153	270	1623	109	
Reduct Vol:	0	0	0	0	0	0	
Reduced Vol:	139	1920	153	270	1623	109	
PCE Adj:	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	
FinalVolume:	139	1920	153	270	1623	109	
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	2.78	0.22	1.00	2.81	0.19	
Final Sat.:	1600	4445	355	1600	4498	302	
Capacity Analysis Module:							
Vol/Sat:	0.09	0.43	0.43	0.17	0.36	0.36	
Crit Moves:		****			****		

One Beverly Hills Overlay Specific Plan
Cumulative (2026) Conditions - PM Peak Hour

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

Intersection #7 Wilshire Boulevard/Whittier Drive/Merv Griffin Way

Cycle (sec): 100 Critical Vol./Cap.(X): 1.263
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	Whittier Drive/Merv Griffin Way				Wilshire Boulevard							
Approach:	North Bound				South Bound				East Bound			
Movement:	L	T	R		L	T	R		L	T	R	
Control:	Split Phase				Split Phase				Prot+Permit			
Rights:	Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0	
Lanes:	1	0	1	0	1	0	1	0	1	0	2	1
Volume Module:												
Base Vol:	70	385	47		87	153	324		262	2158	66	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	70	385	47		87	153	324		262	2158	66	
Added Vol:	0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0	
Initial Fut:	70	385	47		87	153	324		262	2158	66	
User Adj:	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	
PHF Volume:	78	428	52		97	170	360		291	2398	73	
Reduct Vol:	0	0	0		0	0	0		0	0	0	
Reduced Vol:	78	428	52		97	170	360		291	2398	73	
PCE Adj:	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	
FinalVolume:	78	428	52		97	170	360		291	2398	73	
Saturation Flow Module:												
Sat/Lane:	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	
Lanes:	1.00	1.00	1.00	0.31	0.69	1.00	1.00	2.91	0.09	1.00	2.95	0.05
Final Sat.:	1600	1600	1600		494	1106	1600		1600	4658	142	
Capacity Analysis Module:												
Vol/Sat:	0.05	0.27	0.03		0.20	0.15	0.23		0.18	0.51	0.51	
Crit Moves:	****					****	****				****	

Street Name:	Whittier Drive/Merv Griffin Way				Wilshire Boulevard							
Approach:	North Bound				South Bound				East Bound			
Movement:	L	T	R		L	T	R		L	T	R	
Control:	Split Phase				Split Phase				Prot+Permit			
Rights:	Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0	
Lanes:	1	0	1	0	1	0	1	0	1	0	2	1
Volume Module:												
Base Vol:	70	385	47		87	153	324		262	2158	66	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	70	385	47		87	153	324		262	2158	66	
Added Vol:	0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0	
Initial Fut:	70	385	47		87	153	324		262	2158	66	
User Adj:	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	
PHF Volume:	78	428	52		97	170	360		291	2398	73	
Reduct Vol:	0	0	0		0	0	0		0	0	0	
Reduced Vol:	78	428	52		97	170	360		291	2398	73	
PCE Adj:	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	
FinalVolume:	78	428	52		97	170	360		291	2398	73	
Saturation Flow Module:												
Sat/Lane:	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	
Lanes:	1.00	1.00	1.00	0.31	0.69	1.00	1.00	2.91	0.09	1.00	2.95	0.05
Final Sat.:	1600	1600	1600		494	1106	1600		1600	4658	142	
Capacity Analysis Module:												
Vol/Sat:	0.05	0.27	0.03		0.20	0.15	0.23		0.18	0.51	0.51	
Crit Moves:	****					****	****				****	

One Beverly Hills Overlay Specific Plan
Cumulative (2026) Conditions - PM Peak Hour

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

Intersection #8 Santa Monica Boulevard/Crossover

Cycle (sec): 100 Critical Vol./Cap.(X): 0.772
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 81 Level Of Service: C

Street Name:	Santa Monica Boulevard			Crossover			
Approach:	North Bound			South Bound			
Movement:	L - T - R			L - T - R			
Control:	Permitted			Permitted			
Rights:	Ignore			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	0	0	2	0	2	0	
Volume Module:							
Base Vol:	0	1600	1472	0	1478	0	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	0	1600	1472	0	1478	0	
Added Vol:	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	
Initial Fut:	0	1600	1472	0	1478	0	
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	
PHF Adj:	0.90	0.90	0.00	0.90	0.90	0.90	
PHF Volume:	0	1778	0	0	1642	0	
Reduct Vol:	0	0	0	0	0	0	
Reduced Vol:	0	1778	0	0	1642	0	
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	
FinalVolume:	0	1778	0	0	1642	0	
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.00	2.00	2.00	0.00	3.00	0.00	
Final Sat.:	0	3200	3200	0	4800	0	
Capacity Analysis Module:							
Vol/Sat:	0.00	0.56	0.00	0.00	0.34	0.00	
Crit Moves:	****		****				

Street Name:	Santa Monica Boulevard			Crossover			
Approach:	East Bound			West Bound			
Movement:	L - T - R			L - T - R			
Control:	Split Phase			Split Phase			
Rights:	Include			Ovl			
Min. Green:	0	0	0	0	0	0	
Lanes:	0	0	0	0	2	0	
Volume Module:							
Base Vol:	0	0	0	0	622	0	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	0	0	0	0	622	0	
Added Vol:	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	
Initial Fut:	0	0	0	0	622	0	
User Adj:	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	
PHF Volume:	0	0	0	0	691	0	
Reduct Vol:	0	0	0	0	0	0	
Reduced Vol:	0	0	0	0	691	0	
PCE Adj:	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	
FinalVolume:	0	0	0	0	691	0	
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00	0.00	2.00	0.00	
Final Sat.:	0	0	0	0	3200	0	
Capacity Analysis Module:							
Vol/Sat:	0.00	0.00	0.00	0.00	0.22	0.00	
Crit Moves:				****			

One Beverly Hills Overlay Specific Plan
Cumulative (2026) Conditions - PM Peak Hour

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

Intersection #9 Santa Monica Boulevard/Century Park East

Cycle (sec): 100 Critical Vol./Cap.(X): 0.796
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 66 Level Of Service: C

Street Name:	Santa Monica Boulevard			Century Park East			
Approach:	North Bound			South Bound			
Movement:	L - T - R			L - T - R			
Control:	Protected			Protected			
Rights:	Ovl			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0	4	0	1	2	0
Volume Module:							
Base Vol:	12	2381	280	264	2022	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	2381	280	264	2022	0	0
Added Vol:	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0
Initial Fut:	12	2381	280	264	2022	0	0
User Adj:	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
PHF Volume:	13	2646	311	293	2247	0	0
Reduct Vol:	0	0	0	0	0	0	0
Reduced Vol:	13	2646	311	293	2247	0	0
PCE Adj:	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
FinalVolume:	13	2646	311	293	2247	0	0
OvlAdjVol:			43				
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	4.00	1.00	2.00	3.00	0.00	0.00
Final Sat.:	1600	6400	1600	3200	4800	0	0
Capacity Analysis Module:							
Vol/Sat:	0.01	0.41	0.19	0.09	0.47	0.00	0.00
OvlAdjV/S:			0.03				
Crit Moves:	****		****				

Street Name:	Santa Monica Boulevard			Century Park East			
Approach:	North Bound			South Bound			
Movement:	L - T - R			L - T - R			
Control:	Protected			Protected			
Rights:	Ovl			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0	4	0	1	2	0
Volume Module:							
Base Vol:	12	2381	280	264	2022	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	2381	280	264	2022	0	0
Added Vol:	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0
Initial Fut:	12	2381	280	264	2022	0	0
User Adj:	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
PHF Volume:	13	2646	311	293	2247	0	0
Reduct Vol:	0	0	0	0	0	0	0
Reduced Vol:	13	2646	311	293	2247	0	0
PCE Adj:	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
FinalVolume:	13	2646	311	293	2247	0	0
OvlAdjVol:			43				
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	4.00	1.00	2.00	3.00	0.00	0.00
Final Sat.:	1600	6400	1600	3200	4800	0	0
Capacity Analysis Module:							
Vol/Sat:	0.01	0.41	0.19	0.09	0.47	0.00	0.00
OvlAdjV/S:			0.03				
Crit Moves:	****		****				

Street Name:	Santa Monica Boulevard			Century Park East			
Approach:	North Bound			South Bound			
Movement:	L - T - R			L - T - R			
Control:	Protected			Protected			
Rights:	Ovl			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0	4	0	1	2	0
Volume Module:							
Base Vol:	12	2381	280	264	2022	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	2381	280	264	2022	0	0
Added Vol:	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0
Initial Fut:	12	2381	280	264	2022	0	0
User Adj:	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
PHF Volume:	13	2646	311	293	2247	0	0
Reduct Vol:	0	0	0	0	0	0	0
Reduced Vol:	13	2646	311	293	2247	0	0
PCE Adj:	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
FinalVolume:	13	2646	311	293	2247	0	0
OvlAdjVol:			43				
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	4.00	1.00	2.00	3.00	0.00	0.00
Final Sat.:	1600	6400	1600	3200	4800	0	0
Capacity Analysis Module:							
Vol/Sat:	0.01	0.41	0.19	0.09	0.47	0.00	0.00
OvlAdjV/S:			0.03				
Crit Moves:	****		****				

One Beverly Hills Overlay Specific Plan
Cumulative (2026) Conditions - PM Peak Hour

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

Intersection #10 Sunset Boulevard/Whittier Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 1.084
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	Whittier Drive			Sunset Boulevard			
Approach:	North Bound			South Bound			
Movement:	L - T - R			L - T - R			
Control:	Permitted			Permitted			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0	0 1	0	1	0	0 1
Volume Module:							
Base Vol:	169	254	182	10	104	22	46 1551
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00
Initial Bse:	169	254	182	10	104	22	46 1551
Added Vol:	0	0	0	0	0	0	0 0
PasserByVol:	0	0	0	0	0	0	0 0
Initial Fut:	169	254	182	10	104	22	46 1551
User Adj:	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
PHF Volume:	188	282	202	11	116	24	51 1723
Reduct Vol:	0	0	0	0	0	0	0 0
Reduced Vol:	188	282	202	11	116	24	51 1723
PCE Adj:	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
FinalVolume:	188	282	202	11	116	24	51 1723
Saturation Flow Module:							
Sat/Lane:	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
Lanes:	1.00	0.58	0.42	1.00	0.83	0.17	1.00 1.97
Final Sat.:	1600	932	668	1600	1321	279	1600 3151
Capacity Analysis Module:							
Vol/Sat:	0.12	0.30	0.30	0.01	0.09	0.09	0.03 0.55
Crit Moves:	****		****			****	

Street Name:	Whittier Drive			Sunset Boulevard			
Approach:	North Bound			South Bound			
Movement:	L - T - R			L - T - R			
Control:	Permitted			Permitted			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0	0 1	0	1	0	0 1
Volume Module:							
Base Vol:	169	254	182	10	104	22	46 1551
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00
Initial Bse:	169	254	182	10	104	22	46 1551
Added Vol:	0	0	0	0	0	0	0 0
PasserByVol:	0	0	0	0	0	0	0 0
Initial Fut:	169	254	182	10	104	22	46 1551
User Adj:	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
PHF Volume:	188	282	202	11	116	24	51 1723
Reduct Vol:	0	0	0	0	0	0	0 0
Reduced Vol:	188	282	202	11	116	24	51 1723
PCE Adj:	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
FinalVolume:	188	282	202	11	116	24	51 1723
Saturation Flow Module:							
Sat/Lane:	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
Lanes:	1.00	0.58	0.42	1.00	0.83	0.17	1.00 1.97
Final Sat.:	1600	932	668	1600	1321	279	1600 3151
Capacity Analysis Module:							
Vol/Sat:	0.12	0.30	0.30	0.01	0.09	0.09	0.03 0.55
Crit Moves:	****		****			****	

Street Name:	Whittier Drive			Sunset Boulevard			
Approach:	North Bound			South Bound			
Movement:	L - T - R			L - T - R			
Control:	Permitted			Permitted			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0	0 1	0	1	0	0 1
Volume Module:							
Base Vol:	169	254	182	10	104	22	46 1551
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00
Initial Bse:	169	254	182	10	104	22	46 1551
Added Vol:	0	0	0	0	0	0	0 0
PasserByVol:	0	0	0	0	0	0	0 0
Initial Fut:	169	254	182	10	104	22	46 1551
User Adj:	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
PHF Volume:	188	282	202	11	116	24	51 1723
Reduct Vol:	0	0	0	0	0	0	0 0
Reduced Vol:	188	282	202	11	116	24	51 1723
PCE Adj:	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
FinalVolume:	188	282	202	11	116	24	51 1723
Saturation Flow Module:							
Sat/Lane:	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
Lanes:	1.00	0.58	0.42	1.00	0.83	0.17	1.00 1.97
Final Sat.:	1600	932	668	1600	1321	279	1600 3151
Capacity Analysis Module:							
Vol/Sat:	0.12	0.30	0.30	0.01	0.09	0.09	0.03 0.55
Crit Moves:	****		****			****	

One Beverly Hills Overlay Specific Plan
Cumulative (2026) Conditions - Midday Peak Hour

Scenario Report
Scenario: Cumulative_Midday

Command: Cumulative_Mid
Volume: Cumulative_Mid
Geometry: Cumulative
Impact Fee: Default Impact Fee
Trip Generation: Default
Trip Distribution: Default
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration

One Beverly Hills Overlay Specific Plan
Cumulative (2026) Conditions - Midday Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base Del/ LOS	V/ Veh	C	Future Del/ LOS	V/ Veh	C	Change in V/C
# 1 Beverly Drive/Santa Monica Bou	E	xxxxx	0.958	E	xxxxx	0.958	+ 0.000
# 2 Santa Monica Boulevard North/W	F	xxxxx	1.009	F	xxxxx	1.009	+ 0.000
# 3 Beverly Drive/Santa Monica Bou	D	xxxxx	0.813	D	xxxxx	0.813	+ 0.000
# 4 Santa Monica Boulevard South/W	D	xxxxx	0.881	D	xxxxx	0.881	+ 0.000
# 5 Santa Monica Boulevard North/M	C	xxxxx	0.771	C	xxxxx	0.771	+ 0.000
# 6 Wilshire Boulevard/Beverly Dri	D	xxxxx	0.837	D	xxxxx	0.837	+ 0.000
# 7 Wilshire Boulevard/Whittier Dr	E	xxxxx	0.945	E	xxxxx	0.945	+ 0.000
# 8 Santa Monica Boulevard/Crossov	B	xxxxx	0.632	B	xxxxx	0.632	+ 0.000
# 9 Santa Monica Boulevard/Century	B	xxxxx	0.621	B	xxxxx	0.621	+ 0.000
# 10 Sunset Boulevard/Whittier Driv	D	xxxxx	0.831	D	xxxxx	0.831	+ 0.000

One Beverly Hills Overlay Specific Plan
Cumulative (2026) Conditions - Midday Peak Hour

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

Intersection #1 Beverly Drive/Santa Monica Boulevard North

Cycle (sec): 100 Critical Vol./Cap.(X): 0.958
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 140 Level Of Service: E

Street Name:	Beverly Drive			Santa Monica Boulevard North							
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
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	67	312	139	52	400	99	59	1634	43	80	1570	24
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:	67	312	139	52	400	99	59	1634	43	80	1570	24
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:	67	312	139	52	400	99	59	1634	43	80	1570	24
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:	74	347	154	58	444	110	66	1816	48	89	1744	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	347	154	58	444	110	66	1816	48	89	1744	27
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:	74	347	154	58	444	110	66	1816	48	89	1744	27
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.38	0.62	1.00	1.60	0.40	1.00	1.95	0.05	1.00	1.97	0.03
Final Sat.:	1600	2214	986	1600	2565	635	1600	3118	82	1600	3152	48
Capacity Analysis Module:												
Vol/Sat:	0.05	0.16	0.16	0.04	0.17	0.17	0.04	0.58	0.58	0.06	0.55	0.55
Crit Moves:	****			****			****			****		

One Beverly Hills Overlay Specific Plan
Cumulative (2026) Conditions - Midday Peak Hour

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

Intersection #2 Santa Monica Boulevard North/Wilshire Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 1.009
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	Santa Monica Boulevard North			Wilshire Boulevard			
Approach:	North Bound			South Bound			
Movement:	L - T - R			L - T - R			
Control:	Permitted			Permitted			
Rights:	Include			Ovl			
Min. Green:	0	0	0	0	0	0	
Lanes:	0	0	2	0	1	0	
Volume Module:							
Base Vol:	0	1021	63	2	1134	660	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	0	1021	63	2	1134	660	
Added Vol:	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	
Initial Fut:	0	1021	63	2	1134	660	
User Adj:	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	
PHF Volume:	0	1134	70	2	1260	733	
Reduct Vol:	0	0	0	0	0	0	
Reduced Vol:	0	1134	70	2	1260	733	
PCE Adj:	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	
FinalVolume:	0	1134	70	2	1260	733	
OvlAdjVol:					382		
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.00	2.00	1.00	0.01	1.99	1.00	
Final Sat.:	0	3200	1600	6	3194	1600	
Capacity Analysis Module:							
Vol/Sat:	0.00	0.35	0.04	0.00	0.39	0.46	
OvlAdjV/S:					0.24		
Crit Moves:	****			****			

Street Name:	Santa Monica Boulevard North			Wilshire Boulevard			
Approach:	East Bound			West Bound			
Movement:	L - T - R			L - T - R			
Control:	Prot+Permit			Prot+Permit			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	2	0	3	0	1	1	0
Volume Module:							
Base Vol:	633	1219	71	157	1214	61	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	633	1219	71	157	1214	61	
Added Vol:	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	
Initial Fut:	633	1219	71	157	1214	61	
User Adj:	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	
PHF Volume:	703	1354	79	174	1349	68	
Reduct Vol:	0	0	0	0	0	0	
Reduced Vol:	703	1354	79	174	1349	68	
PCE Adj:	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	
FinalVolume:	703	1354	79	174	1349	68	
OvlAdjVol:							
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00	1.00	2.86	0.14	
Final Sat.:	3200	4800	1600	1600	4570	230	
Capacity Analysis Module:							
Vol/Sat:	0.22	0.28	0.05	0.11	0.30	0.30	
OvlAdjV/S:							
Crit Moves:		****			****		

One Beverly Hills Overlay Specific Plan
Cumulative (2026) Conditions - Midday Peak Hour

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

Intersection #3 Beverly Drive/Santa Monica Boulevard South

Cycle (sec): 100 Critical Vol./Cap.(X): 0.813
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 70 Level Of Service: D

Street Name:	Beverly Drive			Santa Monica Boulevard South							
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
Lanes:	1	0	2	0	1	0	0	1	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:												
Base Vol:	63	460	191	0	559	94	74	834	163	139	919	42
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:	63	460	191	0	559	94	74	834	163	139	919	42
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:	63	460	191	0	559	94	74	834	163	139	919	42
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:	70	511	212	0	621	104	82	927	181	154	1021	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	511	212	0	621	104	82	927	181	154	1021	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:	70	511	212	0	621	104	82	927	181	154	1021	47
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	0.00	1.71	0.29	1.00	1.67	0.33	1.00	1.91	0.09
Final Sat.:	1600	3200	1600	0	2739	461	1600	2677	523	1600	3060	140
Capacity Analysis Module:												
Vol/Sat:	0.04	0.16	0.13	0.00	0.23	0.23	0.05	0.35	0.35	0.10	0.33	0.33
Crit Moves:	****			****			****			****		

One Beverly Hills Overlay Specific Plan
Cumulative (2026) Conditions - Midday Peak Hour

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

Intersection #4 Santa Monica Boulevard South/Wilshire Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.881
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 91 Level Of Service: D

Street Name:	Santa Monica Boulevard South								Wilshire Boulevard			
Approach:	North Bound				South Bound				East Bound			
Movement:	L	T	R		L	T	R		L	T	R	
Control:	Permitted				Permitted				Permitted			Protected
Rights:	Include				Include				Ovl			Include
Min. Green:	0	0	0		0	0	0		0	0	0	0
Lanes:	1	0	2	0	1	1	0	1	1	0	0	1
Volume Module:												
Base Vol:	84	602	324		54	446	436		276	966	81	186
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00
Initial Bse:	84	602	324		54	446	436		276	966	81	186
Added Vol:	0	0	0		0	0	0		0	0	0	0
PasserByVol:	0	0	0		0	0	0		0	0	0	0
Initial Fut:	84	602	324		54	446	436		276	966	81	186
User Adj:	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
PHF Volume:	93	669	360		60	496	484		307	1073	90	207
Reduct Vol:	0	0	0		0	0	0		0	0	0	0
Reduced Vol:	93	669	360		60	496	484		307	1073	90	207
PCE Adj:	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
FinalVolume:	93	669	360		60	496	484		307	1073	90	207
Saturation Flow Module:												
Sat/Lane:	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
Lanes:	1.00	2.00	1.00		1.00	1.01	0.99		0.67	2.33	1.00	1.00
Final Sat.:	1600	3200	1600		1600	1618	1582		1067	3733	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.21	0.23		0.04	0.31	0.31		0.19	0.29	0.06	0.13
Crit Moves:	****				****				****			

Street Name:	Santa Monica Boulevard South				Wilshire Boulevard			
Approach:	North Bound				South Bound			
Movement:	L	T	R		L	T	R	
Control:	Permitted				Permitted			Protected
Rights:	Include				Include			Ovl
Min. Green:	0	0	0		0	0	0	0
Lanes:	1	0	2	0	1	1	0	1
Volume Module:								
Base Vol:	84	602	324		54	446	436	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	84	602	324		54	446	436	
Added Vol:	0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0	
Initial Fut:	84	602	324		54	446	436	
User Adj:	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	
PHF Volume:	93	669	360		60	496	484	
Reduct Vol:	0	0	0		0	0	0	
Reduced Vol:	93	669	360		60	496	484	
PCE Adj:	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	
FinalVolume:	93	669	360		60	496	484	
Saturation Flow Module:								
Sat/Lane:	1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	1.01	0.99	
Final Sat.:	1600	3200	1600		1600	1618	1582	
Capacity Analysis Module:								
Vol/Sat:	0.06	0.21	0.23		0.04	0.31	0.31	
Crit Moves:	****				****			

One Beverly Hills Overlay Specific Plan
Cumulative (2026) Conditions - Midday Peak Hour

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

Intersection #5 Santa Monica Boulevard North/Merv Griffin Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.771
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 61 Level Of Service: C

Street Name:	Santa Monica Boulevard North			Santa Monica Boulevard North			Merv Griffin Way			Merv Griffin Way		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	0	2	0	1	0	1!	0
Volume Module:												
Base Vol:	195	1138	0	0	1361	21	10	0	171	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:	195	1138	0	0	1361	21	10	0	171	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:	195	1138	0	0	1361	21	10	0	171	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	217	1264	0	0	1512	23	11	0	190	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	217	1264	0	0	1512	23	11	0	190	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:	217	1264	0	0	1512	23	11	0	190	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:	1.00	2.00	0.00	0.00	2.00	1.00	0.11	0.00	1.89	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	3200	1600	177	0	3023	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.14	0.40	0.00	0.00	0.47	0.01	0.06	0.00	0.06	0.00	0.00	0.00
Crit Moves:	****			****			****					

One Beverly Hills Overlay Specific Plan
Cumulative (2026) Conditions - Midday Peak Hour

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

Intersection #6 Wilshire Boulevard/Beverly Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.837
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 76 Level Of Service: D

Street Name:	Beverly Drive			Wilshire Boulevard			
Approach:	North Bound			South Bound			
Movement:	L - T - R			L - T - R			
Control:	Protected			Permitted			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0	2	0	1	0	
Volume Module:							
Base Vol:	153	453	130	0	499	153	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	153	453	130	0	499	153	
Added Vol:	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	
Initial Fut:	153	453	130	0	499	153	
User Adj:	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	
PHF Volume:	170	503	144	0	554	170	
Reduct Vol:	0	0	0	0	0	0	
Reduced Vol:	170	503	144	0	554	170	
PCE Adj:	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	
FinalVolume:	170	503	144	0	554	170	
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00	0.00	2.00	1.00	
Final Sat.:	1600	3200	1600	0	3200	1600	
Capacity Analysis Module:							
Vol/Sat:	0.11	0.16	0.09	0.00	0.17	0.11	
Crit Moves:	****				****		

Street Name:	Beverly Drive			Wilshire Boulevard			
Approach:	East Bound			West Bound			
Movement:	L - T - R			L - T - R			
Control:	Prot+Permit			Prot+Permit			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0	2	1	0	1	
Volume Module:							
Base Vol:	168	217	1325	143			
Growth Adj:	1.00	1.00	1.00	1.00			
Initial Bse:	168	217	1325	143			
Added Vol:	0	0	0	0			
PasserByVol:	0	0	0	0			
Initial Fut:	168	217	1325	143			
User Adj:	1.00	1.00	1.00	1.00			
PHF Adj:	0.90	0.90	0.90	0.90			
PHF Volume:	187	241	1472	159			
Reduct Vol:	0	0	0	0			
Reduced Vol:	187	241	1472	159			
PCE Adj:	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00			
FinalVolume:	187	241	1472	159			
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600			
Adjustment:	1.00	1.00	1.00	1.00			
Lanes:	1.00	0.38	2.71	0.29			
Final Sat.:	1600	614	4332	468			
Capacity Analysis Module:							
Vol/Sat:	0.12	0.30	0.30	0.15	0.34	0.34	
Crit Moves:		****		****			

One Beverly Hills Overlay Specific Plan
Cumulative (2026) Conditions - Midday Peak Hour

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

Intersection #7 Wilshire Boulevard/Whittier Drive/Merv Griffin Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.945
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 129 Level Of Service: E

Street Name:	Whittier Drive/Merv Griffin Way				Wilshire Boulevard							
Approach:	North Bound				South Bound				East Bound			
Movement:	L	T	R		L	T	R		L	T	R	
Control:	Split Phase				Split Phase				Prot+Permit			
Rights:	Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0	
Lanes:	1	0	1	0	1	0	1	0	1	0	2	1
Volume Module:												
Base Vol:	42	131	16		87	166	195		239	1915	15	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	42	131	16		87	166	195		239	1915	15	
Added Vol:	0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0	
Initial Fut:	42	131	16		87	166	195		239	1915	15	
User Adj:	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	
PHF Volume:	47	146	18		97	184	217		266	2128	17	
Reduct Vol:	0	0	0		0	0	0		0	0	0	
Reduced Vol:	47	146	18		97	184	217		266	2128	17	
PCE Adj:	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	
FinalVolume:	47	146	18		97	184	217		266	2128	17	
Saturation Flow Module:												
Sat/Lane:	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	
Lanes:	1.00	1.00	1.00	0.39	0.74	0.87	1.00		2.98	0.02	1.00	
Final Sat.:	1600	1600	1600		621	1186	1393		1600	4763	37	
Capacity Analysis Module:												
Vol/Sat:	0.03	0.09	0.01		0.16	0.16	0.16		0.17	0.45	0.45	
Crit Moves:	****				****				****			

Street Name:	Whittier Drive/Merv Griffin Way				Wilshire Boulevard							
Approach:	North Bound				South Bound				East Bound			
Movement:	L	T	R		L	T	R		L	T	R	
Control:	Split Phase				Split Phase				Prot+Permit			
Rights:	Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0	
Lanes:	1	0	1	0	1	0	1	0	1	0	2	1
Volume Module:												
Base Vol:	42	131	16		87	166	195		239	1915	15	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	42	131	16		87	166	195		239	1915	15	
Added Vol:	0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0	
Initial Fut:	42	131	16		87	166	195		239	1915	15	
User Adj:	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	
PHF Volume:	47	146	18		97	184	217		266	2128	17	
Reduct Vol:	0	0	0		0	0	0		0	0	0	
Reduced Vol:	47	146	18		97	184	217		266	2128	17	
PCE Adj:	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	
FinalVolume:	47	146	18		97	184	217		266	2128	17	
Saturation Flow Module:												
Sat/Lane:	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	
Lanes:	1.00	1.00	1.00	0.39	0.74	0.87	1.00		2.98	0.02	1.00	
Final Sat.:	1600	1600	1600		621	1186	1393		1600	4763	37	
Capacity Analysis Module:												
Vol/Sat:	0.03	0.09	0.01		0.16	0.16	0.16		0.17	0.45	0.45	
Crit Moves:	****				****				****			

One Beverly Hills Overlay Specific Plan
Cumulative (2026) Conditions - Midday Peak Hour

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

Intersection #8 Santa Monica Boulevard/Crossover

Cycle (sec): 100 Critical Vol./Cap.(X): 0.632
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: B

Street Name:	Santa Monica Boulevard						Crossover					
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:	Ignore			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	0	2	0	0	3	0	0	0	1
Volume Module:												
Base Vol:	0	1145	1091	0	1646	0	0	0	0	676	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	1145	1091	0	1646	0	0	0	0	676	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	1145	1091	0	1646	0	0	0	0	676	0	32
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.00	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	1272	0	0	1829	0	0	0	0	751	0	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1272	0	0	1829	0	0	0	0	751	0	36
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1272	0	0	1829	0	0	0	0	751	0	36
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	2.00	2.00	0.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3200	3200	0	4800	0	0	0	0	3200	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.40	0.00	0.00	0.38	0.00	0.00	0.00	0.00	0.23	0.00	0.02
Crit Moves:	****			****					****			

One Beverly Hills Overlay Specific Plan
Cumulative (2026) Conditions - Midday Peak Hour

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

Intersection #9 Santa Monica Boulevard/Century Park East

Cycle (sec): 100 Critical Vol./Cap.(X): 0.621
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: B

Street Name:	Santa Monica Boulevard				Century Park East							
Approach:	North Bound				South Bound				East Bound			
Movement:	L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Split Phase			
Rights:	Ovl				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0	
Lanes:	1	0	4	0	1	2	0	3	0	0	0	0
Volume Module:												
Base Vol:	22	1909	311		337	1856	0		0	0	210	0
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00
Initial Bse:	22	1909	311		337	1856	0		0	0	210	0
Added Vol:	0	0	0		0	0	0		0	0	0	0
PasserByVol:	0	0	0		0	0	0		0	0	0	0
Initial Fut:	22	1909	311		337	1856	0		0	0	210	0
User Adj:	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
PHF Volume:	24	2121	346		374	2062	0		0	0	233	0
Reduct Vol:	0	0	0		0	0	0		0	0	0	0
Reduced Vol:	24	2121	346		374	2062	0		0	0	233	0
PCE Adj:	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
FinalVolume:	24	2121	346		374	2062	0		0	0	233	0
OvlAdjVol:	229								60			
Saturation Flow Module:												
Sat/Lane:	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
Lanes:	1.00	4.00	1.00		2.00	3.00	0.00		0.00	0.00	2.00	0.00
Final Sat.:	1600	6400	1600		3200	4800	0		0	0	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.33	0.22		0.12	0.43	0.00		0.00	0.00	0.07	0.00
OvlAdjV/S:	0.14								0.02			
Crit Moves:	****		****						****			

One Beverly Hills Overlay Specific Plan
Cumulative (2026) Conditions - Midday Peak Hour

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

Intersection #10 Sunset Boulevard/Whittier Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.831
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 74 Level Of Service: D

Street Name:	Whittier Drive			Sunset Boulevard			
Approach:	North Bound			South Bound			
Movement:	L	T	R	L	T	R	
Control:	Permitted			Permitted			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0	0 1	0	1	0	0 1
Volume Module:							
Base Vol:	69	113	175	16	93	54	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	69	113	175	16	93	54	43
Added Vol:	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0
Initial Fut:	69	113	175	16	93	54	43
User Adj:	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
PHF Volume:	77	126	194	18	103	60	48
Reduct Vol:	0	0	0	0	0	0	0
Reduced Vol:	77	126	194	18	103	60	48
PCE Adj:	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
FinalVolume:	77	126	194	18	103	60	48
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.39	0.61	1.00	0.63	0.37	1.00
Final Sat.:	1600	628	972	1600	1012	588	1600
Capacity Analysis Module:							
Vol/Sat:	0.05	0.20	0.20	0.01	0.10	0.10	0.03
Crit Moves:	****		****			****	

Street Name:	Whittier Drive			Sunset Boulevard			
Approach:	North Bound			South Bound			
Movement:	L	T	R	L	T	R	
Control:	Permitted			Permitted			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0	0 1	0	1	0	0 1
Volume Module:							
Base Vol:	69	113	175	16	93	54	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	69	113	175	16	93	54	43
Added Vol:	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0
Initial Fut:	69	113	175	16	93	54	43
User Adj:	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
PHF Volume:	77	126	194	18	103	60	48
Reduct Vol:	0	0	0	0	0	0	0
Reduced Vol:	77	126	194	18	103	60	48
PCE Adj:	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
FinalVolume:	77	126	194	18	103	60	48
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.39	0.61	1.00	0.63	0.37	1.00
Final Sat.:	1600	628	972	1600	1012	588	1600
Capacity Analysis Module:							
Vol/Sat:	0.05	0.20	0.20	0.01	0.10	0.10	0.03
Crit Moves:	****		****			****	

Street Name:	Sunset Boulevard			Whittier Drive			
Approach:	East Bound			West Bound			
Movement:	L	T	R	L	T	R	
Control:	Protected			Protected			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0	1 1	0	1	0	1 1
Volume Module:							
Base Vol:	1185	33	139	1130	8		
Growth Adj:	1.00	1.00	1.00	1.00	1.00		
Initial Bse:	1185	33	139	1130	8		
Added Vol:	0	0	0	0	0		
PasserByVol:	0	0	0	0	0		
Initial Fut:	1185	33	139	1130	8		
User Adj:	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	0.90	0.90	0.90	0.90	0.90		
PHF Volume:	1317	37	154	1256	9		
Reduct Vol:	0	0	0	0	0		
Reduced Vol:	1317	37	154	1256	9		
PCE Adj:	1.00	1.00	1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00	1.00	1.00		
FinalVolume:	1317	37	154	1256	9		
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600		
Adjustment:	1.00	1.00	1.00	1.00	1.00		
Lanes:	1.95	0.05	1.00	1.99	0.01		
Final Sat.:	3113	87	1600	3178	22		
Capacity Analysis Module:							
Vol/Sat:	0.42	0.42	0.10	0.40	0.40		
Crit Moves:		****		****			

One Beverly Hills Overlay Specific Plan
Cumulative (2026) Conditions - Saturday Midday Peak Hour

Scenario Report
Scenario: Cumulative_Saturday_Midday

Command: Cumulative_Sat
Volume: Cumulative_Sat
Geometry: Cumulative
Impact Fee: Default Impact Fee
Trip Generation: Default
Trip Distribution: Default
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration

One Beverly Hills Overlay Specific Plan
Cumulative (2026) Conditions - Saturday Midday Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base Del/ LOS	V/ Veh	C	Future Del/ LOS	V/ Veh	C	Change in V/C
# 1 Beverly Drive/Santa Monica Bou	E	xxxxx	0.974	E	xxxxx	0.974	+ 0.000
# 2 Santa Monica Boulevard North/W	E	xxxxx	0.954	E	xxxxx	0.954	+ 0.000
# 3 Beverly Drive/Santa Monica Bou	B	xxxxx	0.700	B	xxxxx	0.700	+ 0.000
# 4 Santa Monica Boulevard South/W	C	xxxxx	0.766	C	xxxxx	0.766	+ 0.000
# 5 Santa Monica Boulevard North/M	B	xxxxx	0.699	B	xxxxx	0.699	+ 0.000
# 6 Wilshire Boulevard/Beverly Dri	C	xxxxx	0.781	C	xxxxx	0.781	+ 0.000
# 7 Wilshire Boulevard/Whittier Dr	E	xxxxx	0.903	E	xxxxx	0.903	+ 0.000
# 8 Santa Monica Boulevard/Crossov	A	xxxxx	0.571	A	xxxxx	0.571	+ 0.000
# 9 Santa Monica Boulevard/Century	A	xxxxx	0.557	A	xxxxx	0.557	+ 0.000
# 10 Sunset Boulevard/Whittier Driv	C	xxxxx	0.744	C	xxxxx	0.744	+ 0.000

One Beverly Hills Overlay Specific Plan
Cumulative (2026) Conditions - Saturday Midday Peak Hour

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

Intersection #1 Beverly Drive/Santa Monica Boulevard North

Cycle (sec): 100 Critical Vol./Cap.(X): 0.974
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 158 Level Of Service: E

Street Name:	Beverly Drive			Santa Monica Boulevard North							
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
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:												
Base Vol:	71	321	154	46	396	102	59	1637	65	87	1555	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	71	321	154	46	396	102	59	1637	65	87	1555	37
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:	71	321	154	46	396	102	59	1637	65	87	1555	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	79	357	171	51	440	113	66	1819	72	97	1728	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	357	171	51	440	113	66	1819	72	97	1728	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	79	357	171	51	440	113	66	1819	72	97	1728	41
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.35	0.65	1.00	1.59	0.41	1.00	1.92	0.08	1.00	1.95	0.05
Final Sat.:	1600	2163	1037	1600	2545	655	1600	3078	122	1600	3126	74
Capacity Analysis Module:												
Vol/Sat:	0.05	0.16	0.16	0.03	0.17	0.17	0.04	0.59	0.59	0.06	0.55	0.55
Crit Moves:	****			****			****			****		

One Beverly Hills Overlay Specific Plan
Cumulative (2026) Conditions - Saturday Midday Peak Hour

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

Intersection #2 Santa Monica Boulevard North/Wilshire Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.954
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 137 Level Of Service: E

Street Name:	Santa Monica Boulevard North			Wilshire Boulevard			
Approach:	North Bound			South Bound			
Movement:	L - T - R			L - T - R			
Control:	Permitted			Permitted			
Rights:	Include			Ovl			
Min. Green:	0	0	0	0	0	0	
Lanes:	0	0	2	0	1	0	
Volume Module:							
Base Vol:	0	867	64	0	982	570	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	0	867	64	0	982	570	
Added Vol:	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	
Initial Fut:	0	867	64	0	982	570	
User Adj:	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	
PHF Volume:	0	963	71	0	1091	633	
Reduct Vol:	0	0	0	0	0	0	
Reduced Vol:	0	963	71	0	1091	633	
PCE Adj:	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	
FinalVolume:	0	963	71	0	1091	633	
OvlAdjVol:				221			
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.00	2.00	1.00	0.00	2.00	1.00	
Final Sat.:	0	3200	1600	0	3200	1600	
Capacity Analysis Module:							
Vol/Sat:	0.00	0.30	0.04	0.00	0.34	0.40	
OvlAdjV/S:				0.14			
Crit Moves:	****			****			

Street Name:	Santa Monica Boulevard North			Wilshire Boulevard			
Approach:	East Bound			West Bound			
Movement:	L - T - R			L - T - R			
Control:	Prot+Permit			Prot+Permit			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	2	0	3	0	1	1	0	2	1	0
Volume Module:										
Base Vol:	1160	68	173	1081	22					
Growth Adj:	1.00	1.00	1.00	1.00	1.00					
Initial Bse:	1160	68	173	1081	22					
Added Vol:	0	0	0	0	0					
PasserByVol:	0	0	0	0	0					
Initial Fut:	1160	68	173	1081	22					
User Adj:	1.00	1.00	1.00	1.00	1.00					
PHF Adj:	0.90	0.90	0.90	0.90	0.90					
PHF Volume:	1289	76	192	1201	24					
Reduct Vol:	0	0	0	0	0					
Reduced Vol:	1289	76	192	1201	24					
PCE Adj:	1.00	1.00	1.00	1.00	1.00					
MLF Adj:	1.00	1.00	1.00	1.00	1.00					
FinalVolume:	1289	76	192	1201	24					
OvlAdjVol:										
Saturation Flow Module:										
Sat/Lane:	1600	1600	1600	1600	1600					
Adjustment:	1.00	1.00	1.00	1.00	1.00					
Lanes:	2.00	1.00	2.00	3.00	1.00	1.00	2.94	0.06		
Final Sat.:	3200	1600	3200	4800	1600	1600	4704	96		
Capacity Analysis Module:										
Vol/Sat:	0.40	0.26	0.27	0.05	0.12	0.26	0.26			
OvlAdjV/S:										
Crit Moves:		****			****					

One Beverly Hills Overlay Specific Plan
Cumulative (2026) Conditions - Saturday Midday Peak Hour

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

Intersection #3 Beverly Drive/Santa Monica Boulevard South

Cycle (sec): 100 Critical Vol./Cap.(X): 0.700
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: B

Street Name:	Beverly Drive			Santa Monica Boulevard South							
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
Lanes:	1	0	2	0	1	0	0	1	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:												
Base Vol:	82	433	165	0	434	103	83	688	136	101	646	36
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:	82	433	165	0	434	103	83	688	136	101	646	36
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:	82	433	165	0	434	103	83	688	136	101	646	36
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:	91	481	183	0	482	114	92	764	151	112	718	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	481	183	0	482	114	92	764	151	112	718	40
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:	91	481	183	0	482	114	92	764	151	112	718	40
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	0.00	1.62	0.38	1.00	1.67	0.33	1.00	1.89	0.11
Final Sat.:	1600	3200	1600	0	2586	614	1600	2672	528	1600	3031	169
Capacity Analysis Module:												
Vol/Sat:	0.06	0.15	0.11	0.00	0.19	0.19	0.06	0.29	0.29	0.07	0.24	0.24
Crit Moves:	****			****			****			****		

One Beverly Hills Overlay Specific Plan
Cumulative (2026) Conditions - Saturday Midday Peak Hour

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

Intersection #4 Santa Monica Boulevard South/Wilshire Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.766
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 60 Level Of Service: C

Street Name:	Santa Monica Boulevard South							Wilshire Boulevard							
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				Protected			
Rights:	Include				Include				Ovl				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	0 1	1	0	1	1 0	0	1	2	0 1	1	0	2	1 0
Volume Module:																
Base Vol:	58	520	263		23	344	278		188	976	61		202	940	53	
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:	58	520	263		23	344	278		188	976	61		202	940	53	
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:	58	520	263		23	344	278		188	976	61		202	940	53	
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:	64	578	292		26	382	309		209	1084	68		224	1044	59	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	64	578	292		26	382	309		209	1084	68		224	1044	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:	64	578	292		26	382	309		209	1084	68		224	1044	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:	1.00	2.00	1.00		1.00	1.11	0.89		0.48	2.52	1.00		1.00	2.84	0.16	
Final Sat.:	1600	3200	1600		1600	1770	1430		775	4025	1600		1600	4544	256	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.18	0.18		0.02	0.22	0.22		0.13	0.27	0.04		0.14	0.23	0.23	
Crit Moves:	****				****				****				****			

One Beverly Hills Overlay Specific Plan
Cumulative (2026) Conditions - Saturday Midday Peak Hour

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

Intersection #5 Santa Monica Boulevard North/Merv Griffin Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.699
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: B

Street Name:	Santa Monica Boulevard North			Santa Monica Boulevard North			Merv Griffin Way			Merv Griffin Way		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	0	2	0	1	0	1!	0
Volume Module:												
Base Vol:	166	928	0	0	1208	24	11	0	175	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:	166	928	0	0	1208	24	11	0	175	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:	166	928	0	0	1208	24	11	0	175	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	184	1031	0	0	1342	27	12	0	194	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	184	1031	0	0	1342	27	12	0	194	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:	184	1031	0	0	1342	27	12	0	194	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:	1.00	2.00	0.00	0.00	2.00	1.00	0.12	0.00	1.88	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	3200	1600	189	0	3011	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.12	0.32	0.00	0.00	0.42	0.02	0.06	0.00	0.06	0.00	0.00	0.00
Crit Moves:	****				****			****				

One Beverly Hills Overlay Specific Plan
Cumulative (2026) Conditions - Saturday Midday Peak Hour

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

Intersection #6 Wilshire Boulevard/Beverly Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.781
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 63 Level Of Service: C

Street Name:	Beverly Drive			Wilshire Boulevard			
Approach:	North Bound			South Bound			
Movement:	L - T - R			L - T - R			
Control:	Protected			Permitted			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0	2	0	1	0	
Volume Module:							
Base Vol:	142	411	122	0	393	147	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	142	411	122	0	393	147	
Added Vol:	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	
Initial Fut:	142	411	122	0	393	147	
User Adj:	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	
PHF Volume:	158	457	136	0	437	163	
Reduct Vol:	0	0	0	0	0	0	
Reduced Vol:	158	457	136	0	437	163	
PCE Adj:	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	
FinalVolume:	158	457	136	0	437	163	
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00	0.00	2.00	1.00	
Final Sat.:	1600	3200	1600	0	3200	1600	
Capacity Analysis Module:							
Vol/Sat:	0.10	0.14	0.08	0.00	0.14	0.10	
Crit Moves:	****				****		

Street Name:	Beverly Drive			Wilshire Boulevard								
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	0	0	2	0	1	1	0
Volume Module:												
Base Vol:	142	411	122	0	393	147	130	1032	182	237	1081	111
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:	142	411	122	0	393	147	130	1032	182	237	1081	111
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:	142	411	122	0	393	147	130	1032	182	237	1081	111
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:	158	457	136	0	437	163	144	1147	202	263	1201	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	158	457	136	0	437	163	144	1147	202	263	1201	123
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:	158	457	136	0	437	163	144	1147	202	263	1201	123
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	0.00	2.00	1.00	1.00	2.55	0.45	1.00	2.72	0.28
Final Sat.:	1600	3200	1600	0	3200	1600	1600	4080	720	1600	4353	447
Capacity Analysis Module:												
Vol/Sat:	0.10	0.14	0.08	0.00	0.14	0.10	0.09	0.28	0.28	0.16	0.28	0.28
Crit Moves:	****				****		****		****			

One Beverly Hills Overlay Specific Plan
Cumulative (2026) Conditions - Saturday Midday Peak Hour

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

Intersection #7 Wilshire Boulevard/Whittier Drive/Merv Griffin Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.903
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 102 Level Of Service: E

Street Name: Whittier Drive/Merv Griffin Way Wilshire Boulevard

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	0 1	0	1 0	1 0	1	0 2	1 0	1	0 2	1 0
Volume Module:												
Base Vol:	44	103	50	41	133	208	263	1978	27	34	1734	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	103	50	41	133	208	263	1978	27	34	1734	13
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	103	50	41	133	208	263	1978	27	34	1734	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	49	114	56	46	148	231	292	2198	30	38	1927	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	114	56	46	148	231	292	2198	30	38	1927	14
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:	49	114	56	46	148	231	292	2198	30	38	1927	14
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	0.21	0.79	1.00	1.00	2.96	0.04	1.00	2.98	0.02
Final Sat.:	1600	1600	1600	343	1257	1600	1600	4735	65	1600	4764	36
Capacity Analysis Module:												
Vol/Sat:	0.03	0.07	0.03	0.13	0.12	0.14	0.18	0.46	0.46	0.02	0.40	0.40
Crit Moves:	****			****		****	****			****		

One Beverly Hills Overlay Specific Plan
Cumulative (2026) Conditions - Saturday Midday Peak Hour

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

Intersection #8 Santa Monica Boulevard/Crossover

Cycle (sec): 100 Critical Vol./Cap.(X): 0.571
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Street Name:	Santa Monica Boulevard			Crossover			
Approach:	North Bound			South Bound			
Movement:	L	T	R	L	T	R	
Control:	Permitted			Permitted			
Rights:	Ignore			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	0	0	2	0	2	0	
Volume Module:							
Base Vol:	0	1098	748	0	1416	0	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	0	1098	748	0	1416	0	
Added Vol:	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	
Initial Fut:	0	1098	748	0	1416	0	
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	
PHF Adj:	0.90	0.90	0.00	0.90	0.90	0.90	
PHF Volume:	0	1220	0	0	1573	0	
Reduct Vol:	0	0	0	0	0	0	
Reduced Vol:	0	1220	0	0	1573	0	
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	
FinalVolume:	0	1220	0	0	1573	0	
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.00	2.00	2.00	0.00	3.00	0.00	
Final Sat.:	0	3200	3200	0	4800	0	
Capacity Analysis Module:							
Vol/Sat:	0.00	0.38	0.00	0.00	0.33	0.00	
Crit Moves:	****		****			****	

Street Name:	Santa Monica Boulevard			Crossover			
Approach:	East Bound			West Bound			
Movement:	L	T	R	L	T	R	
Control:	Split Phase			Split Phase			
Rights:	Include			Ovl			
Min. Green:	0	0	0	0	0	0	
Lanes:	0	0	3	0	0	0	
Volume Module:							
Base Vol:	0	546	0	19			
Growth Adj:	1.00	1.00	1.00	1.00			
Initial Bse:	0	546	0	19			
Added Vol:	0	0	0	0			
PasserByVol:	0	0	0	0			
Initial Fut:	0	546	0	19			
User Adj:	1.00	1.00	1.00	1.00			
PHF Adj:	0.90	0.90	0.90	0.90			
PHF Volume:	0	607	0	21			
Reduct Vol:	0	0	0	0			
Reduced Vol:	0	607	0	21			
PCE Adj:	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00			
FinalVolume:	0	607	0	21			
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600			
Adjustment:	1.00	1.00	1.00	1.00			
Lanes:	0.00	2.00	0.00	1.00			
Final Sat.:	0	3200	0	1600			
Capacity Analysis Module:							
Vol/Sat:	0.00	0.19	0.00	0.01			
Crit Moves:		****					

One Beverly Hills Overlay Specific Plan
Cumulative (2026) Conditions - Saturday Midday Peak Hour

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

Intersection #9 Santa Monica Boulevard/Century Park East

Cycle (sec): 100 Critical Vol./Cap.(X): 0.557
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Street Name:	Santa Monica Boulevard				Century Park East							
Approach:	North Bound				South Bound				East Bound			
Movement:	L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Split Phase			
Rights:	Ovl				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0	
Lanes:	1	0	4	0	1	2	0	3	0	0	0	0
Volume Module:												
Base Vol:	10	1670	126		189	1788	0		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	10	1670	126		189	1788	0		0	0	0	
Added Vol:	0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0	
Initial Fut:	10	1670	126		189	1788	0		0	0	0	
User Adj:	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	
PHF Volume:	11	1856	140		210	1987	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0	
Reduced Vol:	11	1856	140		210	1987	0		0	0	0	
PCE Adj:	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	
FinalVolume:	11	1856	140		210	1987	0		0	0	0	
OvlAdjVol:	83								0			
Saturation Flow Module:												
Sat/Lane:	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	
Lanes:	1.00	4.00	1.00		2.00	3.00	0.00		0.00	0.00	2.00	
Final Sat.:	1600	6400	1600		3200	4800	0		0	0	3200	
Capacity Analysis Module:												
Vol/Sat:	0.01	0.29	0.09		0.07	0.41	0.00		0.00	0.00	0.04	
OvlAdjV/S:	0.05								0.00			
Crit Moves:	****				****				****			

One Beverly Hills Overlay Specific Plan
Cumulative (2026) Conditions - Saturday Midday Peak Hour

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

Intersection #10 Sunset Boulevard/Whittier Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.744
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: C

Street Name:	Whittier Drive			Sunset Boulevard			
Approach:	North Bound			South Bound			
Movement:	L	T	R	L	T	R	
Control:	Permitted			Permitted			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0	0 1	0	1	0	0 1
Volume Module:							
Base Vol:	41	87	164	7	107	28	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	41	87	164	7	107	28	
Added Vol:	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	
Initial Fut:	41	87	164	7	107	28	
User Adj:	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	
PHF Volume:	46	97	182	8	119	31	
Reduct Vol:	0	0	0	0	0	0	
Reduced Vol:	46	97	182	8	119	31	
PCE Adj:	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	
FinalVolume:	46	97	182	8	119	31	
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	0.35	0.65	1.00	0.79	0.21	
Final Sat.:	1600	555	1045	1600	1268	332	
Capacity Analysis Module:							
Vol/Sat:	0.03	0.17	0.17	0.00	0.09	0.09	
Crit Moves:	****		****			****	

Street Name:	Sunset Boulevard			Whittier Drive			
Approach:	East Bound			West Bound			
Movement:	L	T	R	L	T	R	
Control:	Protected			Protected			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0	1 1	0	1	0	1 1
Volume Module:							
Base Vol:	19	1010	39	145	1013	14	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	19	1010	39	145	1013	14	
Added Vol:	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	
Initial Fut:	19	1010	39	145	1013	14	
User Adj:	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	
PHF Volume:	21	1122	43	161	1126	16	
Reduct Vol:	0	0	0	0	0	0	
Reduced Vol:	21	1122	43	161	1126	16	
PCE Adj:	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	
FinalVolume:	21	1122	43	161	1126	16	
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	1.93	0.07	1.00	1.97	0.03	
Final Sat.:	1600	3081	119	1600	3156	44	
Capacity Analysis Module:							
Vol/Sat:	0.01	0.36	0.36	0.10	0.36	0.36	
Crit Moves:		****		****			

CUMULATIVE BASE
ALTERNATIVE LANE CONFIGURATION

One Beverly Hills Overlay Specific Plan
Cumulative (2026) Conditions - AM Peak Hour

Scenario Report
Scenario: Cumulative_AM

Command: Cumulative_AM
Volume: Cumulative_AM
Geometry: Cumulative
Impact Fee: Default Impact Fee
Trip Generation: Default
Trip Distribution: Default
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration

One Beverly Hills Overlay Specific Plan
Cumulative (2026) Conditions - AM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base Del/ LOS	V/ Veh C	Future Del/ LOS	V/ Veh C	Change in V/C
# 5 Santa Monica Boulevard North/M	B xxxxx	0.629	B xxxxx	0.629	+ 0.000

One Beverly Hills Overlay Specific Plan
Cumulative (2026) Conditions - AM Peak Hour

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

Intersection #5 Santa Monica Boulevard North/Merv Griffin Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.629
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: B

Street Name:	Santa Monica Boulevard North			Santa Monica Boulevard North			Merv Griffin Way			Merv Griffin Way		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	0	2	1	0	0	1!	0
Volume Module:												
Base Vol:	90	915	0	0	1435	13	10	0	367	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:	90	915	0	0	1435	13	10	0	367	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:	90	915	0	0	1435	13	10	0	367	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	100	1017	0	0	1594	14	11	0	408	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	1017	0	0	1594	14	11	0	408	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:	100	1017	0	0	1594	14	11	0	408	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:	1.00	2.00	0.00	0.00	2.97	0.03	0.05	0.00	1.95	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	4757	43	85	0	3115	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.32	0.00	0.00	0.34	0.34	0.13	0.00	0.13	0.00	0.00	0.00
Crit Moves:	****				****			****				

One Beverly Hills Overlay Specific Plan
Cumulative (2026) Conditions - PM Peak Hour

Scenario Report
Scenario: Cumulative_PM

Command: Cumulative_PM
Volume: Cumulative_PM
Geometry: Cumulative
Impact Fee: Default Impact Fee
Trip Generation: Default
Trip Distribution: Default
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration

One Beverly Hills Overlay Specific Plan
Cumulative (2026) Conditions - PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base Del/ LOS	V/ Veh C	Future Del/ LOS	V/ Veh C	Change in V/C
# 5 Santa Monica Boulevard North/M	D xxxxx	0.846	D xxxxx	0.846	+ 0.000

One Beverly Hills Overlay Specific Plan
Cumulative (2026) Conditions - PM Peak Hour

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

Intersection #5 Santa Monica Boulevard North/Merv Griffin Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.846
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 79 Level Of Service: D

Street Name:	Santa Monica Boulevard North			Santa Monica Boulevard North			Merv Griffin Way			Merv Griffin Way		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	0	2	1	0	0	1!	0
Volume Module:												
Base Vol:	522	1117	0	0	1252	110	12	0	185	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:	522	1117	0	0	1252	110	12	0	185	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:	522	1117	0	0	1252	110	12	0	185	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	580	1241	0	0	1391	122	13	0	206	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	580	1241	0	0	1391	122	13	0	206	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:	580	1241	0	0	1391	122	13	0	206	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:	1.00	2.00	0.00	0.00	2.76	0.24	0.12	0.00	1.88	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	4412	388	195	0	3005	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.36	0.39	0.00	0.00	0.32	0.32	0.07	0.00	0.07	0.00	0.00	0.00
Crit Moves:	****			****			****					

One Beverly Hills Overlay Specific Plan
Cumulative (2026) Conditions - Midday Peak Hour

Scenario Report
Scenario: Cumulative_Midday

Command: Cumulative_Mid
Volume: Cumulative_Mid
Geometry: Cumulative
Impact Fee: Default Impact Fee
Trip Generation: Default
Trip Distribution: Default
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration

One Beverly Hills Overlay Specific Plan
Cumulative (2026) Conditions - Midday Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base Del/ LOS	Base V/ Veh	Base C	Future Del/ LOS	Future V/ Veh	Future C	Change in V/C
# 5 Santa Monica Boulevard North/M	B	xxxxx	0.618	B	xxxxx	0.618	+ 0.000

One Beverly Hills Overlay Specific Plan
Cumulative (2026) Conditions - Midday Peak Hour

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

Intersection #5 Santa Monica Boulevard North/Merv Griffin Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.618
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: B

Street Name:	Santa Monica Boulevard North			Merv Griffin Way			
Approach:	North Bound			South Bound			
Movement:	L - T - R			L - T - R			
Control:	Protected			Protected			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0	2	0	0	0	
Volume Module:							
Base Vol:	195	1138	0	0	1361	21	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	195	1138	0	0	1361	21	
Added Vol:	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	
Initial Fut:	195	1138	0	0	1361	21	
User Adj:	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	
PHF Volume:	217	1264	0	0	1512	23	
Reduct Vol:	0	0	0	0	0	0	
Reduced Vol:	217	1264	0	0	1512	23	
PCE Adj:	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	
FinalVolume:	217	1264	0	0	1512	23	
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	2.00	0.00	0.00	2.95	0.05	
Final Sat.:	1600	3200	0	0	4727	73	
Capacity Analysis Module:							
Vol/Sat:	0.14	0.40	0.00	0.00	0.32	0.32	
Crit Moves:	****			****			

Street Name:	Merv Griffin Way						
Approach:	East Bound			West Bound			
Movement:	L - T - R			L - T - R			
Control:	Protected			Protected			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	0	1!	0	1	0	0	
Volume Module:							
Base Vol:	10	0	171	0	0	0	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	10	0	171	0	0	0	
Added Vol:	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	
Initial Fut:	10	0	171	0	0	0	
User Adj:	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	
PHF Volume:	11	0	190	0	0	0	
Reduct Vol:	0	0	0	0	0	0	
Reduced Vol:	11	0	190	0	0	0	
PCE Adj:	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	
FinalVolume:	11	0	190	0	0	0	
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.00	0.00	1.89	0.00	0.00	0.00	
Final Sat.:	73	177	0	3023	0	0	0
Capacity Analysis Module:							
Vol/Sat:	0.06	0.00	0.06	0.00	0.00	0.00	
Crit Moves:			****				

One Beverly Hills Overlay Specific Plan
Cumulative (2026) Conditions - Saturday Midday Peak Hour

Scenario Report
Scenario: Cumulative_Saturday_Midday

Command: Cumulative_Sat
Volume: Cumulative_Sat
Geometry: Cumulative
Impact Fee: Default Impact Fee
Trip Generation: Default
Trip Distribution: Default
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration

One Beverly Hills Overlay Specific Plan
Cumulative (2026) Conditions - Saturday Midday Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base Del/ LOS	V/ Veh	C	Future Del/ LOS	V/ Veh	C	Change in V/C
# 5 Santa Monica Boulevard North/M	A xxxxx	0.565		A xxxxx	0.565		+ 0.000

One Beverly Hills Overlay Specific Plan
Cumulative (2026) Conditions - Saturday Midday Peak Hour

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

Intersection #5 Santa Monica Boulevard North/Merv Griffin Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.565
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Street Name:	Santa Monica Boulevard North			Santa Monica Boulevard North			Merv Griffin Way			Merv Griffin Way		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	0	2	1	0	0	1!	0
Volume Module:												
Base Vol:	166	928	0	0	1208	24	11	0	175	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:	166	928	0	0	1208	24	11	0	175	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:	166	928	0	0	1208	24	11	0	175	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	184	1031	0	0	1342	27	12	0	194	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	184	1031	0	0	1342	27	12	0	194	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:	184	1031	0	0	1342	27	12	0	194	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:	1.00	2.00	0.00	0.00	2.94	0.06	0.12	0.00	1.88	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	4706	94	189	0	3011	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.12	0.32	0.00	0.00	0.29	0.29	0.06	0.00	0.06	0.00	0.00	0.00
Crit Moves:	****				****			****				

CUMULATIVE PLUS PROJECT

One Beverly Hills Overlay Specific Plan
Cumulative plus Project Conditions - AM Peak Hour

Scenario Report
Scenario: CP_AM

Command: CP_AM
Volume: CP_AM
Geometry: plus Project
Impact Fee: Default Impact Fee
Trip Generation: Default
Trip Distribution: Default
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration

One Beverly Hills Overlay Specific Plan
Cumulative plus Project Conditions - AM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base Del/ LOS	V/ Veh	C	Future Del/ LOS	V/ Veh	C	Change in V/C
# 1 Beverly Drive/Santa Monica Bou	E xxxxx	0.992		E xxxxx	0.992		+ 0.000
# 2 Santa Monica Boulevard North/W	F xxxxx	1.131		F xxxxx	1.131		+ 0.000
# 3 Beverly Drive/Santa Monica Bou	D xxxxx	0.857		D xxxxx	0.857		+ 0.000
# 4 Santa Monica Boulevard South/W	F xxxxx	1.044		F xxxxx	1.044		+ 0.000
# 5 Santa Monica Boulevard North/M	D xxxxx	0.807		D xxxxx	0.807		+ 0.000
# 6 Wilshire Boulevard/Beverly Dri	E xxxxx	0.908		E xxxxx	0.908		+ 0.000
# 7 Wilshire Boulevard/Whittier Dr	F xxxxx	1.205		F xxxxx	1.205		+ 0.000
# 8 Santa Monica Boulevard/Crossov	C xxxxx	0.797		C xxxxx	0.797		+ 0.000
# 9 Santa Monica Boulevard/Century	E xxxxx	0.980		E xxxxx	0.980		+ 0.000
# 10 Sunset Boulevard/Whittier Driv	E xxxxx	0.976		E xxxxx	0.976		+ 0.000

One Beverly Hills Overlay Specific Plan
Cumulative plus Project Conditions - AM Peak Hour

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

Intersection #1 Beverly Drive/Santa Monica Boulevard North

Cycle (sec): 100 Critical Vol./Cap.(X): 0.992
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	Beverly Drive			Santa Monica Boulevard North			
Approach:	North Bound			South Bound			
Movement:	L - T - R			L - T - R			
Control:	Permitted			Permitted			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0 1	1 0	1	0 1	1 0	
Volume Module:							
Base Vol:	19	356	148	22	494	62	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	19	356	148	22	494	62	
Added Vol:	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	
Initial Fut:	19	356	148	22	494	62	
User Adj:	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	
PHF Volume:	21	396	164	24	549	69	
Reduct Vol:	0	0	0	0	0	0	
Reduced Vol:	21	396	164	24	549	69	
PCE Adj:	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	
FinalVolume:	21	396	164	24	549	69	
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	1.41	0.59	1.00	1.78	0.22	
Final Sat.:	1600	2260	940	1600	2843	357	
Capacity Analysis Module:							
Vol/Sat:	0.01	0.17	0.18	0.02	0.19	0.19	
Crit Moves:	****			****			

Street Name:	Santa Monica Boulevard North			Beverly Drive			
Approach:	East Bound			West Bound			
Movement:	L - T - R			L - T - R			
Control:	Permitted			Permitted			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0 1	1 0	1	0 1	1 0	
Volume Module:							
Base Vol:	43	1760	26	94	1478	37	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	43	1760	26	94	1478	37	
Added Vol:	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	
Initial Fut:	43	1760	26	94	1478	37	
User Adj:	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	
PHF Volume:	48	1956	29	104	1642	41	
Reduct Vol:	0	0	0	0	0	0	
Reduced Vol:	48	1956	29	104	1642	41	
PCE Adj:	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	
FinalVolume:	48	1956	29	104	1642	41	
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	1.78	0.22	1.00	1.97	0.03	
Final Sat.:	1600	2843	357	1600	3153	47	
Capacity Analysis Module:							
Vol/Sat:	0.03	0.62	0.62	0.07	0.53	0.53	
Crit Moves:		****			****		

One Beverly Hills Overlay Specific Plan
Cumulative plus Project Conditions - AM Peak Hour

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

Intersection #2 Santa Monica Boulevard North/Wilshire Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 1.131
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	Santa Monica Boulevard North			Wilshire Boulevard			
Approach:	North Bound			South Bound			
Movement:	L - T - R			L - T - R			
Control:	Permitted			Permitted			
Rights:	Include			Ovl			
Min. Green:	0	0	0	0	0	0	
Lanes:	0	0	2	0	1	0	
Volume Module:							
Base Vol:	0	929	38	0	1231	420	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	0	929	38	0	1231	420	
Added Vol:	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	
Initial Fut:	0	929	38	0	1231	420	
User Adj:	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	
PHF Volume:	0	1032	42	0	1368	467	
Reduct Vol:	0	0	0	0	0	0	
Reduced Vol:	0	1032	42	0	1368	467	
PCE Adj:	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	
FinalVolume:	0	1032	42	0	1368	467	
OvlAdjVol:							
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.00	2.00	1.00	0.00	2.00	1.00	
Final Sat.:	0	3200	1600	0	3200	1600	
Capacity Analysis Module:							
Vol/Sat:	0.00	0.32	0.03	0.00	0.43	0.29	
OvlAdjV/S:					0.00		
Crit Moves:	****				****		

Street Name:	Santa Monica Boulevard North			Wilshire Boulevard			
Approach:	East Bound			West Bound			
Movement:	L - T - R			L - T - R			
Control:	Prot+Permit			Prot+Permit			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	2	0	3	0	1	1	0	2	1	0
Volume Module:										
Base Vol:	70	127	1328	25						
Growth Adj:	1.00	1.00	1.00	1.00						
Initial Bse:	70	127	1328	25						
Added Vol:	0	0	0	0						
PasserByVol:	0	0	0	0						
Initial Fut:	70	127	1328	25						
User Adj:	1.00	1.00	1.00	1.00						
PHF Adj:	0.90	0.90	0.90	0.90						
PHF Volume:	78	141	1476	28						
Reduct Vol:	0	0	0	0						
Reduced Vol:	78	141	1476	28						
PCE Adj:	1.00	1.00	1.00	1.00						
MLF Adj:	1.00	1.00	1.00	1.00						
FinalVolume:	78	141	1476	28						
OvlAdjVol:			2							
Saturation Flow Module:										
Sat/Lane:	1600	1600	1600	1600						
Adjustment:	1.00	1.00	1.00	1.00						
Lanes:	1.00	1.00	2.94	0.06						
Final Sat.:	1600	1600	4711	89						
Capacity Analysis Module:										
Vol/Sat:	0.05	0.09	0.31	0.31						
OvlAdjV/S:										
Crit Moves:		****		****						

One Beverly Hills Overlay Specific Plan
Cumulative plus Project Conditions - AM Peak Hour

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

Intersection #3 Beverly Drive/Santa Monica Boulevard South

Cycle (sec): 100 Critical Vol./Cap.(X): 0.857
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 82 Level Of Service: D

Street Name:	Beverly Drive			Santa Monica Boulevard South							
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
Lanes:	1	0	2	0	1	0	0	1	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:												
Base Vol:	52	365	119	0	535	96	60	730	123	177	1302	24
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:	52	365	119	0	535	96	60	730	123	177	1302	24
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:	52	365	119	0	535	96	60	730	123	177	1302	24
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:	58	406	132	0	594	107	67	811	137	197	1447	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	406	132	0	594	107	67	811	137	197	1447	27
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:	58	406	132	0	594	107	67	811	137	197	1447	27
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	0.00	1.70	0.30	1.00	1.71	0.29	1.00	1.96	0.04
Final Sat.:	1600	3200	1600	0	2713	487	1600	2739	461	1600	3142	58
Capacity Analysis Module:												
Vol/Sat:	0.04	0.13	0.08	0.00	0.22	0.22	0.04	0.30	0.30	0.12	0.46	0.46
Crit Moves:	****			****			****			****		

One Beverly Hills Overlay Specific Plan
Cumulative plus Project Conditions - AM Peak Hour

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

Intersection #4 Santa Monica Boulevard South/Wilshire Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 1.044
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	Santa Monica Boulevard South				Wilshire Boulevard							
Approach:	North Bound				South Bound				East Bound			
Movement:	L	T	R		L	T	R		L	T	R	
Control:	Permitted				Permitted				Permitted			Protected
Rights:	Include				Include				Ovl			Include
Min. Green:	0	0	0		0	0	0		0	0	0	0
Lanes:	1	0	2	0	1	1	0	1	1	0	0	1
Volume Module:												
Base Vol:	66	573	225		59	849	379		284	1021	97	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	66	573	225		59	849	379		284	1021	97	
Added Vol:	0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0	
Initial Fut:	66	573	225		59	849	379		284	1021	97	
User Adj:	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	
PHF Volume:	73	637	250		66	943	421		316	1134	108	
Reduct Vol:	0	0	0		0	0	0		0	0	0	
Reduced Vol:	73	637	250		66	943	421		316	1134	108	
PCE Adj:	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	
FinalVolume:	73	637	250		66	943	421		316	1134	108	
Saturation Flow Module:												
Sat/Lane:	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	
Lanes:	1.00	2.00	1.00		1.00	1.38	0.62		0.65	2.35	1.00	
Final Sat.:	1600	3200	1600		1600	2212	988		1045	3755	1600	
Capacity Analysis Module:												
Vol/Sat:	0.05	0.20	0.16		0.04	0.43	0.43		0.20	0.30	0.07	
Crit Moves:	****				****				****			

Street Name:	Santa Monica Boulevard South				Wilshire Boulevard							
Approach:	North Bound				South Bound				East Bound			
Movement:	L	T	R		L	T	R		L	T	R	
Control:	Permitted				Permitted				Permitted			Protected
Rights:	Include				Include				Ovl			Include
Min. Green:	0	0	0		0	0	0		0	0	0	0
Lanes:	1	0	2	0	1	1	0	1	1	0	0	1
Volume Module:												
Base Vol:	66	573	225		59	849	379		284	1021	97	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	66	573	225		59	849	379		284	1021	97	
Added Vol:	0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0	
Initial Fut:	66	573	225		59	849	379		284	1021	97	
User Adj:	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	
PHF Volume:	73	637	250		66	943	421		316	1134	108	
Reduct Vol:	0	0	0		0	0	0		0	0	0	
Reduced Vol:	73	637	250		66	943	421		316	1134	108	
PCE Adj:	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	
FinalVolume:	73	637	250		66	943	421		316	1134	108	
Saturation Flow Module:												
Sat/Lane:	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	
Lanes:	1.00	2.00	1.00		1.00	1.38	0.62		0.65	2.35	1.00	
Final Sat.:	1600	3200	1600		1600	2212	988		1045	3755	1600	
Capacity Analysis Module:												
Vol/Sat:	0.05	0.20	0.16		0.04	0.43	0.43		0.20	0.30	0.07	
Crit Moves:	****				****				****			

One Beverly Hills Overlay Specific Plan
Cumulative plus Project Conditions - AM Peak Hour

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

Intersection #5 Santa Monica Boulevard North/Merv Griffin Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.807
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 68 Level Of Service: D

Street Name:	Santa Monica Boulevard North			Santa Monica Boulevard North			Merv Griffin Way			Merv Griffin Way		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	0	2	0	1	0	1!	0
Volume Module:												
Base Vol:	110	910	0	0	1422	22	10	0	385	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:	110	910	0	0	1422	22	10	0	385	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:	110	910	0	0	1422	22	10	0	385	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	122	1011	0	0	1580	24	11	0	428	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	122	1011	0	0	1580	24	11	0	428	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:	122	1011	0	0	1580	24	11	0	428	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:	1.00	2.00	0.00	0.00	2.00	1.00	0.05	0.00	1.95	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	3200	1600	81	0	3119	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.32	0.00	0.00	0.49	0.02	0.01	0.00	0.14	0.00	0.00	0.00
Crit Moves:	****			****			****					

One Beverly Hills Overlay Specific Plan
Cumulative plus Project Conditions - AM Peak Hour

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

Intersection #6 Wilshire Boulevard/Beverly Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.908
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 104 Level Of Service: E

Street Name:	Beverly Drive			Wilshire Boulevard			
Approach:	North Bound			South Bound			
Movement:	L - T - R			L - T - R			
Control:	Protected			Permitted			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0	2	0	1	0	
Volume Module:							
Base Vol:	148	562	136	0	460	89	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	148	562	136	0	460	89	
Added Vol:	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	
Initial Fut:	148	562	136	0	460	89	
User Adj:	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	
PHF Volume:	164	624	151	0	511	99	
Reduct Vol:	0	0	0	0	0	0	
Reduced Vol:	164	624	151	0	511	99	
PCE Adj:	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	
FinalVolume:	164	624	151	0	511	99	
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00	0.00	2.00	1.00	
Final Sat.:	1600	3200	1600	0	3200	1600	
Capacity Analysis Module:							
Vol/Sat:	0.10	0.20	0.09	0.00	0.16	0.06	
Crit Moves:	****			****			

Street Name:	Beverly Drive			Wilshire Boulevard			
Approach:	East Bound			West Bound			
Movement:	L - T - R			L - T - R			
Control:	Prot+Permit			Prot+Permit			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0	2	1	0	1	
Volume Module:							
Base Vol:	104	1073	123	190	1962	83	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	104	1073	123	190	1962	83	
Added Vol:	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	
Initial Fut:	104	1073	123	190	1962	83	
User Adj:	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	
PHF Volume:	116	1192	137	211	2180	92	
Reduct Vol:	0	0	0	0	0	0	
Reduced Vol:	116	1192	137	211	2180	92	
PCE Adj:	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	
FinalVolume:	116	1192	137	211	2180	92	
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	2.69	0.31	1.00	2.88	0.12	
Final Sat.:	1600	4306	494	1600	4605	195	
Capacity Analysis Module:							
Vol/Sat:	0.07	0.28	0.28	0.13	0.47	0.47	
Crit Moves:		****			****		

One Beverly Hills Overlay Specific Plan
Cumulative plus Project Conditions - AM Peak Hour

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

Intersection #7 Wilshire Boulevard/Whittier Drive/Merv Griffin Way

Cycle (sec): 100 Critical Vol./Cap.(X): 1.205
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	Whittier Drive/Merv Griffin Way				Wilshire Boulevard							
Approach:	North Bound				South Bound				East Bound			
Movement:	L	T	R		L	T	R		L	T	R	
Control:	Split Phase				Split Phase				Prot+Permit			
Rights:	Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0	
Lanes:	1	0	1	0	1	0	1	0	1	0	2	1
Volume Module:												
Base Vol:	37	48	34		103	346	623		247	2182	50	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	37	48	34		103	346	623		247	2182	50	
Added Vol:	0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0	
Initial Fut:	37	48	34		103	346	623		247	2182	50	
User Adj:	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	
PHF Volume:	41	53	38		114	384	692		274	2424	56	
Reduct Vol:	0	0	0		0	0	0		0	0	0	
Reduced Vol:	41	53	38		114	384	692		274	2424	56	
PCE Adj:	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	
FinalVolume:	41	53	38		114	384	692		274	2424	56	
Saturation Flow Module:												
Sat/Lane:	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	
Lanes:	1.00	1.00	1.00	0.19	0.81	1.00	1.00	2.93	0.07	1.00	2.98	0.02
Final Sat.:	1600	1600	1600		307	1293	1600	1600	4692		108	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.02		0.37	0.30	0.43		0.17	0.52	0.52	0.02
Crit Moves:	****					****	****				****	

One Beverly Hills Overlay Specific Plan
Cumulative plus Project Conditions - AM Peak Hour

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

Intersection #8 Santa Monica Boulevard/Crossover

Cycle (sec): 100 Critical Vol./Cap.(X): 0.797
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 91 Level Of Service: C

Street Name:	Santa Monica Boulevard							Crossover							
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:	Ignore				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	2	0	2	0	0	3	0	0	0	0	0	0	1	
Volume Module:																
Base Vol:	0	1037	717		0	1695	0		0	0	0		1164	0	30	
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	1037	717		0	1695	0		0	0	0		1164	0	30	
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	1037	717		0	1695	0		0	0	0		1164	0	30	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.90	0.90	0.00		0.90	0.90	0.90		0.90	0.90	0.90		0.90	0.90	0.90	
PHF Volume:	0	1152	0		0	1883	0		0	0	0		1293	0	33	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1152	0		0	1883	0		0	0	0		1293	0	33	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	1152	0		0	1883	0		0	0	0		1293	0	33	
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	2.00	2.00		0.00	3.00	0.00		0.00	0.00	0.00		2.00	0.00	1.00	
Final Sat.:	0	3200	3200		0	4800	0		0	0	0		3200	0	1600	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.36	0.00		0.00	0.39	0.00		0.00	0.00	0.00		0.40	0.00	0.02	
Crit Moves:	****				****				****							

One Beverly Hills Overlay Specific Plan
Cumulative plus Project Conditions - AM Peak Hour

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

Intersection #9 Santa Monica Boulevard/Century Park East

Cycle (sec): 100 Critical Vol./Cap.(X): 0.980
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 166 Level Of Service: E

Street Name:	Santa Monica Boulevard			Century Park East			
Approach:	North Bound			South Bound			
Movement:	L - T - R			L - T - R			
Control:	Protected			Protected			
Rights:	Ovl			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0	4	0	1	2	0
Volume Module:							
Base Vol:	8	1725	700	1134	1943	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	1725	700	1134	1943	0	0
Added Vol:	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0
Initial Fut:	8	1725	700	1134	1943	0	0
User Adj:	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
PHF Volume:	9	1917	778	1260	2159	0	0
Reduct Vol:	0	0	0	0	0	0	0
Reduced Vol:	9	1917	778	1260	2159	0	0
PCE Adj:	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
FinalVolume:	9	1917	778	1260	2159	0	0
OvlAdjVol:	697						
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	4.00	1.00	2.00	3.00	0.00	0.00
Final Sat.:	1600	6400	1600	3200	4800	0	0
Capacity Analysis Module:							
Vol/Sat:	0.01	0.30	0.49	0.39	0.45	0.00	0.00
OvlAdjV/S:	0.44						
Crit Moves:	****	****					

Street Name:	Century Park East						
Approach:	East Bound			West Bound			
Movement:	L - T - R			L - T - R			
Control:	Split Phase			Split Phase			
Rights:	Include			Ovl			
Min. Green:	0	0	0	0	0	0	
Lanes:	0	0	0	0	0	2	0
Volume Module:							
Base Vol:	0	0	0	145	0	230	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	145	0	230	
Added Vol:	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0
Initial Fut:	0	0	0	145	0	230	
User Adj:	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
PHF Volume:	0	0	0	161	0	256	
Reduct Vol:	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	161	0	256	
PCE Adj:	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
FinalVolume:	0	0	0	161	0	256	
OvlAdjVol:	0						
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	2.00	0.00	2.00	0.00	2.00
Final Sat.:	0	0	0	0	3200	0	3200
Capacity Analysis Module:							
Vol/Sat:	0.00	0.00	0.05	0.00	0.08		
OvlAdjV/S:	0.00						
Crit Moves:	****						

One Beverly Hills Overlay Specific Plan
Cumulative plus Project Conditions - AM Peak Hour

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

Intersection #10 Sunset Boulevard/Whittier Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.976
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 161 Level Of Service: E

Street Name:	Whittier Drive			Sunset Boulevard			
Approach:	North Bound			South Bound			
Movement:	L - T - R			L - T - R			
Control:	Permitted			Permitted			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0	0 1	0	1	0	0 1
Volume Module:							
Base Vol:	47	64	161	24	231	51	36 1435
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00
Initial Bse:	47	64	161	24	231	51	36 1435
Added Vol:	0	0	0	0	0	0	0 0
PasserByVol:	0	0	0	0	0	0	0 0
Initial Fut:	47	64	161	24	231	51	36 1435
User Adj:	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
PHF Volume:	52	71	179	27	257	57	40 1594
Reduct Vol:	0	0	0	0	0	0	0 0
Reduced Vol:	52	71	179	27	257	57	40 1594
PCE Adj:	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
FinalVolume:	52	71	179	27	257	57	40 1594
Saturation Flow Module:							
Sat/Lane:	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
Lanes:	1.00	0.28	0.72	1.00	0.82	0.18	1.00 1.94
Final Sat.:	1600	455	1145	1600	1311	289	1600 3105
Capacity Analysis Module:							
Vol/Sat:	0.03	0.16	0.16	0.02	0.20	0.20	0.03 0.51
Crit Moves:	****			****			****

Street Name:	Whittier Drive			Sunset Boulevard			
Approach:	North Bound			South Bound			
Movement:	L - T - R			L - T - R			
Control:	Permitted			Permitted			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0	0 1	0	1	0	0 1
Volume Module:							
Base Vol:	47	64	161	24	231	51	36 1435
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00
Initial Bse:	47	64	161	24	231	51	36 1435
Added Vol:	0	0	0	0	0	0	0 0
PasserByVol:	0	0	0	0	0	0	0 0
Initial Fut:	47	64	161	24	231	51	36 1435
User Adj:	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
PHF Volume:	52	71	179	27	257	57	40 1594
Reduct Vol:	0	0	0	0	0	0	0 0
Reduced Vol:	52	71	179	27	257	57	40 1594
PCE Adj:	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
FinalVolume:	52	71	179	27	257	57	40 1594
Saturation Flow Module:							
Sat/Lane:	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
Lanes:	1.00	0.28	0.72	1.00	0.82	0.18	1.00 1.94
Final Sat.:	1600	455	1145	1600	1311	289	1600 3105
Capacity Analysis Module:							
Vol/Sat:	0.03	0.16	0.16	0.02	0.20	0.20	0.03 0.51
Crit Moves:	****			****			****

Street Name:	Whittier Drive			Sunset Boulevard			
Approach:	North Bound			South Bound			
Movement:	L - T - R			L - T - R			
Control:	Permitted			Permitted			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0	0 1	0	1	0	0 1
Volume Module:							
Base Vol:	47	64	161	24	231	51	36 1435
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00
Initial Bse:	47	64	161	24	231	51	36 1435
Added Vol:	0	0	0	0	0	0	0 0
PasserByVol:	0	0	0	0	0	0	0 0
Initial Fut:	47	64	161	24	231	51	36 1435
User Adj:	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
PHF Volume:	52	71	179	27	257	57	40 1594
Reduct Vol:	0	0	0	0	0	0	0 0
Reduced Vol:	52	71	179	27	257	57	40 1594
PCE Adj:	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
FinalVolume:	52	71	179	27	257	57	40 1594
Saturation Flow Module:							
Sat/Lane:	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
Lanes:	1.00	0.28	0.72	1.00	0.82	0.18	1.00 1.94
Final Sat.:	1600	455	1145	1600	1311	289	1600 3105
Capacity Analysis Module:							
Vol/Sat:	0.03	0.16	0.16	0.02	0.20	0.20	0.03 0.51
Crit Moves:	****			****			****

One Beverly Hills Overlay Specific Plan
Cumulative plus Project Conditions - PM Peak Hour

Scenario Report
Scenario: CP_PM

Command: CP_PM
Volume: CP_PM
Geometry: plus Project
Impact Fee: Default Impact Fee
Trip Generation: Default
Trip Distribution: Default
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration

One Beverly Hills Overlay Specific Plan
Cumulative plus Project Conditions - PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base Del/ LOS	V/ Veh C	Future Del/ LOS	V/ Veh C	Change in V/C
# 1 Beverly Drive/Santa Monica Bou	E xxxxx	0.970	E xxxxx	0.970	+ 0.000
# 2 Santa Monica Boulevard North/W	F xxxxx	1.115	F xxxxx	1.115	+ 0.000
# 3 Beverly Drive/Santa Monica Bou	E xxxxx	0.923	E xxxxx	0.923	+ 0.000
# 4 Santa Monica Boulevard South/W	E xxxxx	0.933	E xxxxx	0.933	+ 0.000
# 5 Santa Monica Boulevard North/M	E xxxxx	0.982	E xxxxx	0.982	+ 0.000
# 6 Wilshire Boulevard/Beverly Dri	E xxxxx	0.999	E xxxxx	0.999	+ 0.000
# 7 Wilshire Boulevard/Whittier Dr	F xxxxx	1.276	F xxxxx	1.276	+ 0.000
# 8 Santa Monica Boulevard/Crossov	C xxxxx	0.766	C xxxxx	0.766	+ 0.000
# 9 Santa Monica Boulevard/Century	C xxxxx	0.792	C xxxxx	0.792	+ 0.000
# 10 Sunset Boulevard/Whittier Driv	F xxxxx	1.093	F xxxxx	1.093	+ 0.000

One Beverly Hills Overlay Specific Plan
Cumulative plus Project Conditions - PM Peak Hour

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

Intersection #1 Beverly Drive/Santa Monica Boulevard North

Cycle (sec): 100 Critical Vol./Cap.(X): 0.970
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 154 Level Of Service: E

Street Name:	Beverly Drive			Santa Monica Boulevard North			
Approach:	North Bound			South Bound			
Movement:	L - T - R			L - T - R			
Control:	Permitted			Permitted			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0 1	1 0	1	0 1	1 0	
Volume Module:							
Base Vol:	69	443	165	37	369	71	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	69	443	165	37	369	71	
Added Vol:	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	
Initial Fut:	69	443	165	37	369	71	
User Adj:	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	
PHF Volume:	77	492	183	41	410	79	
Reduct Vol:	0	0	0	0	0	0	
Reduced Vol:	77	492	183	41	410	79	
PCE Adj:	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	
FinalVolume:	77	492	183	41	410	79	
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	1.46	0.54	1.00	1.68	0.32	
Final Sat.:	1600	2332	868	1600	2684	516	
Capacity Analysis Module:							
Vol/Sat:	0.05	0.21	0.21	0.03	0.15	0.15	
Crit Moves:	****			****			

Street Name:	Santa Monica Boulevard North			Beverly Drive			
Approach:	East Bound			West Bound			
Movement:	L - T - R			L - T - R			
Control:	Permitted			Permitted			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0 1	1 0	1	0 1	1 0	
Volume Module:							
Base Vol:	50	1623	39	81	1635	33	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	50	1623	39	81	1635	33	
Added Vol:	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	
Initial Fut:	50	1623	39	81	1635	33	
User Adj:	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	
PHF Volume:	56	1803	43	90	1817	37	
Reduct Vol:	0	0	0	0	0	0	
Reduced Vol:	56	1803	43	90	1817	37	
PCE Adj:	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	
FinalVolume:	56	1803	43	90	1817	37	
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	1.95	0.05	1.00	1.96	0.04	
Final Sat.:	1600	3125	75	1600	3137	63	
Capacity Analysis Module:							
Vol/Sat:	0.03	0.58	0.58	0.06	0.58	0.58	
Crit Moves:		****			****		

One Beverly Hills Overlay Specific Plan
Cumulative plus Project Conditions - PM Peak Hour

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

Intersection #2 Santa Monica Boulevard North/Wilshire Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 1.115
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	Santa Monica Boulevard North			Wilshire Boulevard			
Approach:	North Bound			South Bound			
Movement:	L	T	R	L	T	R	
Control:	Permitted			Permitted			
Rights:	Include			Ovl			
Min. Green:	0	0	0	0	0	0	
Lanes:	0	1	1	0	1	0	
Volume Module:							
Base Vol:	1	1024	57	0	1054	681	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	1	1024	57	0	1054	681	
Added Vol:	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	
Initial Fut:	1	1024	57	0	1054	681	
User Adj:	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	
PHF Volume:	1	1138	63	0	1171	757	
Reduct Vol:	0	0	0	0	0	0	
Reduced Vol:	1	1138	63	0	1171	757	
PCE Adj:	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	
FinalVolume:	1	1138	63	0	1171	757	
OvlAdjVol:					353		
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.01	1.99	1.00	0.00	2.00	1.00	
Final Sat.:	3	3197	1600	0	3200	1600	
Capacity Analysis Module:							
Vol/Sat:	0.00	0.36	0.04	0.00	0.37	0.47	
OvlAdjV/S:					0.22		
Crit Moves:	****			****			

Street Name:	Santa Monica Boulevard North			Wilshire Boulevard			
Approach:	North Bound			South Bound			
Movement:	L	T	R	L	T	R	
Control:	Prot+Permit			Prot+Permit			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	0	2	0	1	2	0	
Volume Module:							
Base Vol:	49	161	1680	32			
Growth Adj:	1.00	1.00	1.00	1.00			
Initial Bse:	49	161	1680	32			
Added Vol:	0	0	0	0			
PasserByVol:	0	0	0	0			
Initial Fut:	49	161	1680	32			
User Adj:	1.00	1.00	1.00	1.00			
PHF Adj:	0.90	0.90	0.90	0.90			
PHF Volume:	54	179	1867	36			
Reduct Vol:	0	0	0	0			
Reduced Vol:	54	179	1867	36			
PCE Adj:	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00			
FinalVolume:	54	179	1867	36			
OvlAdjVol:							
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600			
Adjustment:	1.00	1.00	1.00	1.00			
Lanes:	1.00	2.94	0.06				
Final Sat.:	1600	4710	90				
Capacity Analysis Module:							
Vol/Sat:	0.03	0.11	0.40	0.40			
OvlAdjV/S:							
Crit Moves:		****					

One Beverly Hills Overlay Specific Plan
Cumulative plus Project Conditions - PM Peak Hour

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

Intersection #3 Beverly Drive/Santa Monica Boulevard South

Cycle (sec): 100 Critical Vol./Cap.(X): 0.923
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 113 Level Of Service: E

Street Name:	Beverly Drive			Santa Monica Boulevard South							
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
Lanes:	1	0	2	0	1	0	0	1	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:												
Base Vol:	58	561	164	0	466	92	159	1408	131	78	910	51
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:	58	561	164	0	466	92	159	1408	131	78	910	51
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:	58	561	164	0	466	92	159	1408	131	78	910	51
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:	64	623	182	0	518	102	177	1564	146	87	1011	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	623	182	0	518	102	177	1564	146	87	1011	57
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:	64	623	182	0	518	102	177	1564	146	87	1011	57
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	0.00	1.67	0.33	1.00	1.83	0.17	1.00	1.89	0.11
Final Sat.:	1600	3200	1600	0	2672	528	1600	2928	272	1600	3030	170
Capacity Analysis Module:												
Vol/Sat:	0.04	0.19	0.11	0.00	0.19	0.19	0.11	0.53	0.53	0.05	0.33	0.33
Crit Moves:	****			****			****			****		

One Beverly Hills Overlay Specific Plan
Cumulative plus Project Conditions - PM Peak Hour

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

Intersection #4 Santa Monica Boulevard South/Wilshire Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.933
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 120 Level Of Service: E

Street Name:	Santa Monica Boulevard South						Wilshire Boulevard					
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			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	1	1	0	0	1	2	0	1	1	0	2	1	0
Volume Module:												
Base Vol:	100	840	199	63	489	445	337	1005	50	185	1338	74
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:	100	840	199	63	489	445	337	1005	50	185	1338	74
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:	100	840	199	63	489	445	337	1005	50	185	1338	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	111	933	221	70	543	494	374	1117	56	206	1487	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	933	221	70	543	494	374	1117	56	206	1487	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	111	933	221	70	543	494	374	1117	56	206	1487	82
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.05	0.95	0.75	2.25	1.00	1.00	2.84	0.16
Final Sat.:	1600	3200	1600	1600	1675	1525	1205	3595	1600	1600	4548	252
Capacity Analysis Module:												
Vol/Sat:	0.07	0.29	0.14	0.04	0.32	0.32	0.23	0.31	0.03	0.13	0.33	0.33
Crit Moves:	****			****			****			****		

One Beverly Hills Overlay Specific Plan
Cumulative plus Project Conditions - PM Peak Hour

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

Intersection #5 Santa Monica Boulevard North/Merv Griffin Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.982
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 169 Level Of Service: E

Street Name:	Santa Monica Boulevard North			Santa Monica Boulevard North			Merv Griffin Way			Merv Griffin Way		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	0	2	0	1	0	1!	0
Volume Module:												
Base Vol:	544	1104	0	0	1229	123	12	0	210	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:	544	1104	0	0	1229	123	12	0	210	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:	544	1104	0	0	1229	123	12	0	210	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	604	1227	0	0	1366	137	13	0	233	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	604	1227	0	0	1366	137	13	0	233	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:	604	1227	0	0	1366	137	13	0	233	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:	1.00	2.00	0.00	0.00	2.00	1.00	0.11	0.00	1.89	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	3200	1600	173	0	3027	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.38	0.38	0.00	0.00	0.43	0.09	0.01	0.00	0.08	0.00	0.00	0.00
Crit Moves:	****			****			****					

One Beverly Hills Overlay Specific Plan
Cumulative plus Project Conditions - PM Peak Hour

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

Intersection #6 Wilshire Boulevard/Beverly Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.999
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	Beverly Drive			Wilshire Boulevard			
Approach:	North Bound			South Bound			
Movement:	L	T	R	L	T	R	
Control:	Protected			Permitted			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0	2	0	1	0	
Volume Module:							
Base Vol:	123	464	167	0	627	144	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	123	464	167	0	627	144	
Added Vol:	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	
Initial Fut:	123	464	167	0	627	144	
User Adj:	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	
PHF Volume:	137	516	186	0	697	160	
Reduct Vol:	0	0	0	0	0	0	
Reduced Vol:	137	516	186	0	697	160	
PCE Adj:	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	
FinalVolume:	137	516	186	0	697	160	
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00	0.00	2.00	1.00	
Final Sat.:	1600	3200	1600	0	3200	1600	
Capacity Analysis Module:							
Vol/Sat:	0.09	0.16	0.12	0.00	0.22	0.10	
Crit Moves:	****				****		

Street Name:	Beverly Drive			Wilshire Boulevard			
Approach:	East Bound			West Bound			
Movement:	L	T	R	L	T	R	
Control:	Prot+Permit			Prot+Permit			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0	2	1	0	1	
Volume Module:							
Base Vol:	125	1709	138	243	1473	98	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	125	1709	138	243	1473	98	
Added Vol:	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	
Initial Fut:	125	1709	138	243	1473	98	
User Adj:	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	
PHF Volume:	139	1899	153	270	1637	109	
Reduct Vol:	0	0	0	0	0	0	
Reduced Vol:	139	1899	153	270	1637	109	
PCE Adj:	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	
FinalVolume:	139	1899	153	270	1637	109	
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	2.78	0.22	1.00	2.81	0.19	
Final Sat.:	1600	4441	359	1600	4501	299	
Capacity Analysis Module:							
Vol/Sat:	0.09	0.43	0.43	0.17	0.36	0.36	
Crit Moves:		****			****		

One Beverly Hills Overlay Specific Plan
Cumulative plus Project Conditions - PM Peak Hour

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

Intersection #7 Wilshire Boulevard/Whittier Drive/Merv Griffin Way

Cycle (sec): 100 Critical Vol./Cap.(X): 1.276
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	Whittier Drive/Merv Griffin Way				Wilshire Boulevard							
Approach:	North Bound				South Bound				East Bound			
Movement:	L	T	R		L	T	R		L	T	R	
Control:	Split Phase				Split Phase				Prot+Permit			
Rights:	Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0	
Lanes:	1	0	1	0	1	0	1	0	1	0	2	1
Volume Module:												
Base Vol:	87	388	69		87	158	330		267	2115	96	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	87	388	69		87	158	330		267	2115	96	
Added Vol:	0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0	
Initial Fut:	87	388	69		87	158	330		267	2115	96	
User Adj:	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	
PHF Volume:	97	431	77		97	176	367		297	2350	107	
Reduct Vol:	0	0	0		0	0	0		0	0	0	
Reduced Vol:	97	431	77		97	176	367		297	2350	107	
PCE Adj:	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	
FinalVolume:	97	431	77		97	176	367		297	2350	107	
Saturation Flow Module:												
Sat/Lane:	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	
Lanes:	1.00	1.00	1.00	0.30	0.70	1.00	1.00	2.87	0.13	1.00	2.95	0.05
Final Sat.:	1600	1600	1600		484	1116	1600		1600	4592	208	
Capacity Analysis Module:												
Vol/Sat:	0.06	0.27	0.05		0.20	0.16	0.23		0.19	0.51	0.51	
Crit Moves:	****					****	****				****	

One Beverly Hills Overlay Specific Plan
Cumulative plus Project Conditions - PM Peak Hour

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

Intersection #8 Santa Monica Boulevard/Crossover

Cycle (sec): 100 Critical Vol./Cap.(X): 0.766
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 79 Level Of Service: C

Street Name:	Santa Monica Boulevard			Crossover			
Approach:	North Bound			South Bound			
Movement:	L	T	R	L	T	R	
Control:	Permitted			Permitted			
Rights:	Ignore			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	0	0	2	0	2	0	
Volume Module:							
Base Vol:	0	1583	1463	0	1455	0	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	0	1583	1463	0	1455	0	
Added Vol:	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	
Initial Fut:	0	1583	1463	0	1455	0	
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	
PHF Adj:	0.90	0.90	0.00	0.90	0.90	0.90	
PHF Volume:	0	1759	0	0	1617	0	
Reduct Vol:	0	0	0	0	0	0	
Reduced Vol:	0	1759	0	0	1617	0	
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	
FinalVolume:	0	1759	0	0	1617	0	
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.00	2.00	2.00	0.00	3.00	0.00	
Final Sat.:	0	3200	3200	0	4800	0	
Capacity Analysis Module:							
Vol/Sat:	0.00	0.55	0.00	0.00	0.34	0.00	
Crit Moves:	****		****			****	

Street Name:	Santa Monica Boulevard			Crossover			
Approach:	East Bound			West Bound			
Movement:	L	T	R	L	T	R	
Control:	Split Phase			Split Phase			
Rights:	Include			Ovl			
Min. Green:	0	0	0	0	0	0	
Lanes:	0	0	0	0	2	0	
Volume Module:							
Base Vol:	0	0	0	0	622	0	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	0	0	0	0	622	0	
Added Vol:	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	
Initial Fut:	0	0	0	0	622	0	
User Adj:	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	
PHF Volume:	0	0	0	0	691	0	
Reduct Vol:	0	0	0	0	0	0	
Reduced Vol:	0	0	0	0	691	0	
PCE Adj:	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	
FinalVolume:	0	0	0	0	691	0	
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00	0.00	2.00	0.00	
Final Sat.:	0	0	0	0	3200	0	
Capacity Analysis Module:							
Vol/Sat:	0.00	0.00	0.00	0.00	0.22	0.00	
Crit Moves:				****			

One Beverly Hills Overlay Specific Plan
Cumulative plus Project Conditions - PM Peak Hour

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

Intersection #9 Santa Monica Boulevard/Century Park East

Cycle (sec): 100 Critical Vol./Cap.(X): 0.792
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 65 Level Of Service: C

Street Name:	Santa Monica Boulevard			Century Park East			
Approach:	North Bound			South Bound			
Movement:	L - T - R			L - T - R			
Control:	Protected			Protected			
Rights:	Ovl			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0	4	0	1	2	0
Volume Module:							
Base Vol:	12	2355	280				
Growth Adj:	1.00	1.00	1.00				
Initial Bse:	12	2355	280				
Added Vol:	0	0	0				
PasserByVol:	0	0	0				
Initial Fut:	12	2355	280				
User Adj:	1.00	1.00	1.00				
PHF Adj:	0.90	0.90	0.90				
PHF Volume:	13	2617	311				
Reduct Vol:	0	0	0				
Reduced Vol:	13	2617	311				
PCE Adj:	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00				
FinalVolume:	13	2617	311				
OvlAdjVol:			43				
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600				
Adjustment:	1.00	1.00	1.00				
Lanes:	1.00	4.00	1.00				
Final Sat.:	1600	6400	1600				
Capacity Analysis Module:							
Vol/Sat:	0.01	0.41	0.19				
OvlAdjV/S:			0.03				
Crit Moves:			****				

Street Name:	Santa Monica Boulevard			Century Park East			
Approach:	North Bound			South Bound			
Movement:	L - T - R			L - T - R			
Control:	Protected			Protected			
Rights:	Include			Ovl			
Min. Green:	0	0	0	0	0	0	
Lanes:	2	0	3	0	0	0	
Volume Module:							
Base Vol:	263	2000	0				
Growth Adj:	1.00	1.00	1.00				
Initial Bse:	263	2000	0				
Added Vol:	0	0	0				
PasserByVol:	0	0	0				
Initial Fut:	263	2000	0				
User Adj:	1.00	1.00	1.00				
PHF Adj:	0.90	0.90	0.90				
PHF Volume:	292	2222	0				
Reduct Vol:	0	0	0				
Reduced Vol:	292	2222	0				
PCE Adj:	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00				
FinalVolume:	292	2222	0				
OvlAdjVol:							
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600				
Adjustment:	1.00	1.00	1.00				
Lanes:	3.00	0.00	0.00				
Final Sat.:	4800	0	0				
Capacity Analysis Module:							
Vol/Sat:	0.06	0.46	0.00				
OvlAdjV/S:							
Crit Moves:		****					

Street Name:	Century Park East						
Approach:	East Bound			West Bound			
Movement:	L - T - R			L - T - R			
Control:	Split Phase			Split Phase			
Rights:	Include			Ovl			
Min. Green:	0	0	0	0	0	0	
Lanes:	0	0	0	0	2	0	0
Volume Module:							
Base Vol:	0	0	0	482	0	815	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	0	0	0	482	0	815	
Added Vol:	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	
Initial Fut:	0	0	0	482	0	815	
User Adj:	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	
PHF Volume:	0	0	0	536	0	906	
Reduct Vol:	0	0	0	0	0	0	
Reduced Vol:	0	0	0	536	0	906	
PCE Adj:	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	
FinalVolume:	0	0	0	536	0	906	
OvlAdjVol:					613		
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	
Final Sat.:	0	0	0	3200	0	3200	
Capacity Analysis Module:							
Vol/Sat:	0.00	0.00	0.00	0.17	0.00	0.28	
OvlAdjV/S:					0.19		
Crit Moves:				****			

One Beverly Hills Overlay Specific Plan
Cumulative plus Project Conditions - PM Peak Hour

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

Intersection #10 Sunset Boulevard/Whittier Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 1.093
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	Whittier Drive			Whittier Drive			Sunset Boulevard			Sunset Boulevard		
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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0 1	0	1	0	0 1	0	1	0	1	1 0
Volume Module:												
Base Vol:	174	254	187	10	104	22	46	1551	30	189	1294	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	174	254	187	10	104	22	46	1551	30	189	1294	25
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	174	254	187	10	104	22	46	1551	30	189	1294	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	193	282	208	11	116	24	51	1723	33	210	1438	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	193	282	208	11	116	24	51	1723	33	210	1438	28
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:	193	282	208	11	116	24	51	1723	33	210	1438	28
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.58	0.42	1.00	0.83	0.17	1.00	1.96	0.04	1.00	1.96	0.04
Final Sat.:	1600	922	678	1600	1321	279	1600	3139	61	1600	3139	61
Capacity Analysis Module:												
Vol/Sat:	0.12	0.31	0.31	0.01	0.09	0.09	0.03	0.55	0.55	0.13	0.46	0.46
Crit Moves:	****		****			****			****			

One Beverly Hills Overlay Specific Plan
Cumulative plus Project Conditions - Midday Peak Hour

Scenario Report

Scenario: CP_Midday

Command: CP_Mid
Volume: CP_Mid
Geometry: plus Project
Impact Fee: Default Impact Fee
Trip Generation: Default
Trip Distribution: Default
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration

One Beverly Hills Overlay Specific Plan
Cumulative plus Project Conditions - Midday Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base Del/ LOS	V/ Veh	C	Future Del/ LOS	V/ Veh	C	Change in V/C
# 1 Beverly Drive/Santa Monica Bou	E	xxxxx	0.951	E	xxxxx	0.951	+ 0.000
# 2 Santa Monica Boulevard North/W	F	xxxxx	1.013	F	xxxxx	1.013	+ 0.000
# 3 Beverly Drive/Santa Monica Bou	D	xxxxx	0.815	D	xxxxx	0.815	+ 0.000
# 4 Santa Monica Boulevard South/W	D	xxxxx	0.883	D	xxxxx	0.883	+ 0.000
# 5 Santa Monica Boulevard North/M	C	xxxxx	0.795	C	xxxxx	0.795	+ 0.000
# 6 Wilshire Boulevard/Beverly Dri	D	xxxxx	0.840	D	xxxxx	0.840	+ 0.000
# 7 Wilshire Boulevard/Whittier Dr	E	xxxxx	0.958	E	xxxxx	0.958	+ 0.000
# 8 Santa Monica Boulevard/Crossov	B	xxxxx	0.629	B	xxxxx	0.629	+ 0.000
# 9 Santa Monica Boulevard/Century	B	xxxxx	0.618	B	xxxxx	0.618	+ 0.000
# 10 Sunset Boulevard/Whittier Driv	D	xxxxx	0.839	D	xxxxx	0.839	+ 0.000

One Beverly Hills Overlay Specific Plan
Cumulative plus Project Conditions - Midday Peak Hour

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

Intersection #1 Beverly Drive/Santa Monica Boulevard North

Cycle (sec): 100 Critical Vol./Cap.(X): 0.951
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 134 Level Of Service: E

Street Name:	Beverly Drive			Santa Monica Boulevard North							
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
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	67	312	139	52	400	101	61	1612	43	80	1574	24
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:	67	312	139	52	400	101	61	1612	43	80	1574	24
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:	67	312	139	52	400	101	61	1612	43	80	1574	24
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:	74	347	154	58	444	112	68	1791	48	89	1749	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	347	154	58	444	112	68	1791	48	89	1749	27
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:	74	347	154	58	444	112	68	1791	48	89	1749	27
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.38	0.62	1.00	1.60	0.40	1.00	1.95	0.05	1.00	1.97	0.03
Final Sat.:	1600	2214	986	1600	2555	645	1600	3117	83	1600	3152	48
Capacity Analysis Module:												
Vol/Sat:	0.05	0.16	0.16	0.04	0.17	0.17	0.04	0.57	0.57	0.06	0.55	0.55
Crit Moves:	****			****			****			****		

One Beverly Hills Overlay Specific Plan
Cumulative plus Project Conditions - Midday Peak Hour

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

Intersection #2 Santa Monica Boulevard North/Wilshire Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 1.013
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	Santa Monica Boulevard North			Wilshire Boulevard			
Approach:	North Bound			South Bound			
Movement:	L	T	R	L	T	R	
Control:	Permitted			Permitted			
Rights:	Include			Ovl			
Min. Green:	0	0	0	0	0	0	
Lanes:	0	0	2	0	1	0	
Volume Module:							
Base Vol:	0	1011	63	2	1138	663	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	0	1011	63	2	1138	663	
Added Vol:	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	
Initial Fut:	0	1011	63	2	1138	663	
User Adj:	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	
PHF Volume:	0	1123	70	2	1264	737	
Reduct Vol:	0	0	0	0	0	0	
Reduced Vol:	0	1123	70	2	1264	737	
PCE Adj:	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	
FinalVolume:	0	1123	70	2	1264	737	
OvlAdjVol:					391		
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.00	2.00	1.00	0.01	1.99	1.00	
Final Sat.:	0	3200	1600	6	3194	1600	
Capacity Analysis Module:							
Vol/Sat:	0.00	0.35	0.04	0.00	0.40	0.46	
OvlAdjV/S:					0.24		
Crit Moves:	****			****			

Street Name:	Santa Monica Boulevard North			Wilshire Boulevard			
Approach:	East Bound			West Bound			
Movement:	L	T	R	L	T	R	
Control:	Prot+Permit			Prot+Permit			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	2	0	3	0	1	1	0
Volume Module:							
Base Vol:	622	1218	71	150	1240	61	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	622	1218	71	150	1240	61	
Added Vol:	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	
Initial Fut:	622	1218	71	150	1240	61	
User Adj:	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	
PHF Volume:	691	1353	79	167	1378	68	
Reduct Vol:	0	0	0	0	0	0	
Reduced Vol:	691	1353	79	167	1378	68	
PCE Adj:	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	
FinalVolume:	691	1353	79	167	1378	68	
OvlAdjVol:							
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00	1.00	2.86	0.14	
Final Sat.:	3200	4800	1600	1600	4575	225	
Capacity Analysis Module:							
Vol/Sat:	0.22	0.28	0.05	0.10	0.30	0.30	
OvlAdjV/S:							
Crit Moves:		****			****		

One Beverly Hills Overlay Specific Plan
Cumulative plus Project Conditions - Midday Peak Hour

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

Intersection #3 Beverly Drive/Santa Monica Boulevard South

Cycle (sec): 100 Critical Vol./Cap.(X): 0.815
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 70 Level Of Service: D

Street Name:	Beverly Drive			Santa Monica Boulevard South							
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
Lanes:	1	0	2	0	1	0	0	1	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:												
Base Vol:	63	460	191	0	559	94	74	840	163	139	925	42
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:	63	460	191	0	559	94	74	840	163	139	925	42
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:	63	460	191	0	559	94	74	840	163	139	925	42
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:	70	511	212	0	621	104	82	933	181	154	1028	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	511	212	0	621	104	82	933	181	154	1028	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:	70	511	212	0	621	104	82	933	181	154	1028	47
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	0.00	1.71	0.29	1.00	1.67	0.33	1.00	1.91	0.09
Final Sat.:	1600	3200	1600	0	2739	461	1600	2680	520	1600	3061	139
Capacity Analysis Module:												
Vol/Sat:	0.04	0.16	0.13	0.00	0.23	0.23	0.05	0.35	0.35	0.10	0.34	0.34
Crit Moves:	****			****			****			****		

One Beverly Hills Overlay Specific Plan
Cumulative plus Project Conditions - Midday Peak Hour

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

Intersection #4 Santa Monica Boulevard South/Wilshire Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.883
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 92 Level Of Service: D

Street Name:	Santa Monica Boulevard South				Wilshire Boulevard							
Approach:	North Bound				South Bound				East Bound			
Movement:	L	T	R		L	T	R		L	T	R	
Control:	Permitted				Permitted				Permitted			Protected
Rights:	Include				Include				Ovl			Include
Min. Green:	0	0	0		0	0	0		0	0	0	0
Lanes:	1	0	2	0	1	1	0	1	1	0	0	1
Volume Module:												
Base Vol:	84	599	319		54	446	442		285	957	81	186
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00
Initial Bse:	84	599	319		54	446	442		285	957	81	186
Added Vol:	0	0	0		0	0	0		0	0	0	0
PasserByVol:	0	0	0		0	0	0		0	0	0	0
Initial Fut:	84	599	319		54	446	442		285	957	81	186
User Adj:	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
PHF Volume:	93	666	354		60	496	491		317	1063	90	207
Reduct Vol:	0	0	0		0	0	0		0	0	0	0
Reduced Vol:	93	666	354		60	496	491		317	1063	90	207
PCE Adj:	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
FinalVolume:	93	666	354		60	496	491		317	1063	90	207
Saturation Flow Module:												
Sat/Lane:	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
Lanes:	1.00	2.00	1.00		1.00	1.00	0.69		2.31	1.00	1.00	2.78
Final Sat.:	1600	3200	1600		1600	1607	1593		1101	3699	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.21	0.22		0.04	0.31	0.31		0.20	0.29	0.06	0.13
Crit Moves:	****				****				****			

0.22	0.22		
4440	360		
0.22	0.22		
****			

One Beverly Hills Overlay Specific Plan
Cumulative plus Project Conditions - Midday Peak Hour

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

Intersection #5 Santa Monica Boulevard North/Merv Griffin Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.795
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 66 Level Of Service: C

Street Name:	Santa Monica Boulevard North			Santa Monica Boulevard North			Merv Griffin Way			Merv Griffin Way		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	0	2	0	1	0	1!	0
Volume Module:												
Base Vol:	224	1128	0	0	1345	33	10	0	200	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:	224	1128	0	0	1345	33	10	0	200	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:	224	1128	0	0	1345	33	10	0	200	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	249	1253	0	0	1494	37	11	0	222	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	249	1253	0	0	1494	37	11	0	222	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:	249	1253	0	0	1494	37	11	0	222	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:	1.00	2.00	0.00	0.00	2.00	1.00	0.10	0.00	1.90	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	3200	1600	152	0	3048	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.16	0.39	0.00	0.00	0.47	0.02	0.01	0.00	0.07	0.00	0.00	0.00
Crit Moves:	****			****			****					

One Beverly Hills Overlay Specific Plan
Cumulative plus Project Conditions - Midday Peak Hour

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

Intersection #6 Wilshire Boulevard/Beverly Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.840
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 77 Level Of Service: D

Street Name:	Beverly Drive			Wilshire Boulevard			
Approach:	North Bound			South Bound			
Movement:	L - T - R			L - T - R			
Control:	Protected			Permitted			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0	2	0	1	0	0
Volume Module:							
Base Vol:	153	453	130	0	499	153	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	153	453	130	0	499	153	170
Added Vol:	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0
Initial Fut:	153	453	130	0	499	153	170
User Adj:	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
PHF Volume:	170	503	144	0	554	170	189
Reduct Vol:	0	0	0	0	0	0	0
Reduced Vol:	170	503	144	0	554	170	189
PCE Adj:	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
FinalVolume:	170	503	144	0	554	170	189
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	0.00	2.00	1.00	1.00
Final Sat.:	1600	3200	1600	0	3200	1600	1600
Capacity Analysis Module:							
Vol/Sat:	0.11	0.16	0.09	0.00	0.17	0.11	0.12
Crit Moves:	****				****		

Street Name:	Wilshire Boulevard						
Approach:	East Bound			West Bound			
Movement:	L - T - R			L - T - R			
Control:	Prot+Permit			Prot+Permit			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0	2	1	0	1	0
Volume Module:							
Base Vol:	1131	168	217	1338	143		
Growth Adj:	1.00	1.00	1.00	1.00	1.00		
Initial Bse:	1131	168	217	1338	143		
Added Vol:	0	0	0	0	0		
PasserByVol:	0	0	0	0	0		
Initial Fut:	1131	168	217	1338	143		
User Adj:	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	0.90	0.90	0.90	0.90	0.90		
PHF Volume:	1257	187	241	1487	159		
Reduct Vol:	0	0	0	0	0		
Reduced Vol:	1257	187	241	1487	159		
PCE Adj:	1.00	1.00	1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00	1.00	1.00		
FinalVolume:	1257	187	241	1487	159		
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600		
Adjustment:	1.00	1.00	1.00	1.00	1.00		
Lanes:	2.61	0.39	1.00	2.71	0.29		
Final Sat.:	4179	621	1600	4337	463		
Capacity Analysis Module:							
Vol/Sat:	0.30	0.30	0.15	0.34	0.34		
Crit Moves:		****		****			

One Beverly Hills Overlay Specific Plan
Cumulative plus Project Conditions - Midday Peak Hour

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

Intersection #7 Wilshire Boulevard/Whittier Drive/Merv Griffin Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.958
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 141 Level Of Service: E

Street Name:	Whittier Drive/Merv Griffin Way						Wilshire Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	0	1	0	1	0	1	0	2	1	0	1	0	2	1	0
Volume Module:												
Base Vol:	62	136	47	87	171	201	245	1873	44	34	1861	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	62	136	47	87	171	201	245	1873	44	34	1861	16
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	62	136	47	87	171	201	245	1873	44	34	1861	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	69	151	52	97	190	223	272	2081	49	38	2068	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	151	52	97	190	223	272	2081	49	38	2068	18
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:	69	151	52	97	190	223	272	2081	49	38	2068	18
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	0.38	0.74	0.88	1.00	2.93	0.07	1.00	2.97	0.03
Final Sat.:	1600	1600	1600	607	1192	1401	1600	4690	110	1600	4759	41
Capacity Analysis Module:												
Vol/Sat:	0.04	0.09	0.03	0.16	0.16	0.16	0.17	0.44	0.44	0.02	0.43	0.43
Crit Moves:	****			****			****			****		

One Beverly Hills Overlay Specific Plan
Cumulative plus Project Conditions - Midday Peak Hour

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

Intersection #8 Santa Monica Boulevard/Crossover

Cycle (sec): 100 Critical Vol./Cap.(X): 0.629
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: B

Street Name:	Santa Monica Boulevard							Crossover							
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:	Ignore				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	2	0	2	0	0	3	0	0	0	0	0	0	1	
Volume Module:																
Base Vol:	0	1136	1083		0	1635	0		0	0	0		676	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	1136	1083		0	1635	0		0	0	0		676	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	1136	1083		0	1635	0		0	0	0		676	0	32	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.90	0.90	0.00		0.90	0.90	0.90		0.90	0.90	0.90		0.90	0.90	0.90	
PHF Volume:	0	1262	0		0	1817	0		0	0	0		751	0	36	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1262	0		0	1817	0		0	0	0		751	0	36	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	1262	0		0	1817	0		0	0	0		751	0	36	
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	2.00	2.00		0.00	3.00	0.00		0.00	0.00	0.00		2.00	0.00	1.00	
Final Sat.:	0	3200	3200		0	4800	0		0	0	0		3200	0	1600	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.39	0.00		0.00	0.38	0.00		0.00	0.00	0.00		0.23	0.00	0.02	
Crit Moves:	****		****						****							

One Beverly Hills Overlay Specific Plan
Cumulative plus Project Conditions - Midday Peak Hour

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

Intersection #9 Santa Monica Boulevard/Century Park East

Cycle (sec): 100 Critical Vol./Cap.(X): 0.618
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: B

Street Name:	Santa Monica Boulevard			Century Park East			
Approach:	North Bound			South Bound			
Movement:	L - T - R			L - T - R			
Control:	Protected			Protected			
Rights:	Ovl			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0	4	0	1	2	0
Volume Module:							
Base Vol:	22	1892	311	337	1845	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	1892	311	337	1845	0	0
Added Vol:	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0
Initial Fut:	22	1892	311	337	1845	0	0
User Adj:	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
PHF Volume:	24	2102	346	374	2050	0	0
Reduct Vol:	0	0	0	0	0	0	0
Reduced Vol:	24	2102	346	374	2050	0	0
PCE Adj:	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
FinalVolume:	24	2102	346	374	2050	0	0
OvlAdjVol:	229						
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	4.00	1.00	2.00	3.00	0.00	0.00
Final Sat.:	1600	6400	1600	3200	4800	0	0
Capacity Analysis Module:							
Vol/Sat:	0.02	0.33	0.22	0.12	0.43	0.00	0.00
OvlAdjV/S:	0.14						
Crit Moves:	****		****				

Approach:	West Bound		
Movement:	L - T - R		
Control:	Split Phase		
Rights:	Ovl		
Min. Green:	0	0	0
Lanes:	2	0	0
Volume Module:			
Base Vol:	210	0	391
Growth Adj:	1.00	1.00	1.00
Initial Bse:	210	0	391
Added Vol:	0	0	0
PasserByVol:	0	0	0
Initial Fut:	210	0	391
User Adj:	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90
PHF Volume:	233	0	434
Reduct Vol:	0	0	0
Reduced Vol:	233	0	434
PCE Adj:	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00
FinalVolume:	233	0	434
OvlAdjVol:	60		
Saturation Flow Module:			
Sat/Lane:	1600	1600	1600
Adjustment:	1.00	1.00	1.00
Lanes:	2.00	0.00	2.00
Final Sat.:	3200	0	3200
Capacity Analysis Module:			
Vol/Sat:	0.07	0.00	0.14
OvlAdjV/S:	0.02		
Crit Moves:	****		

One Beverly Hills Overlay Specific Plan
Cumulative plus Project Conditions - Midday Peak Hour

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

Intersection #10 Sunset Boulevard/Whittier Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.839
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 77 Level Of Service: D

Street Name:	Whittier Drive			Sunset Boulevard			
Approach:	North Bound			South Bound			
Movement:	L	T	R	L	T	R	
Control:	Permitted			Permitted			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0	0	1	0	1	
Volume Module:							
Base Vol:	74	113	180	16	93	54	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	74	113	180	16	93	54	
Added Vol:	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	
Initial Fut:	74	113	180	16	93	54	
User Adj:	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	
PHF Volume:	82	126	200	18	103	60	
Reduct Vol:	0	0	0	0	0	0	
Reduced Vol:	82	126	200	18	103	60	
PCE Adj:	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	
FinalVolume:	82	126	200	18	103	60	
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	0.39	0.61	1.00	0.63	0.37	
Final Sat.:	1600	617	983	1600	1012	588	
Capacity Analysis Module:							
Vol/Sat:	0.05	0.20	0.20	0.01	0.10	0.10	
Crit Moves:	****			****			

Street Name:	Whittier Drive			Sunset Boulevard			
Approach:	East Bound			West Bound			
Movement:	L	T	R	L	T	R	
Control:	Protected			Protected			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0	1	1	0	1	
Volume Module:							
Base Vol:	43	1185	38	144	1130	8	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	43	1185	38	144	1130	8	
Added Vol:	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	
Initial Fut:	43	1185	38	144	1130	8	
User Adj:	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	
PHF Volume:	48	1317	42	160	1256	9	
Reduct Vol:	0	0	0	0	0	0	
Reduced Vol:	48	1317	42	160	1256	9	
PCE Adj:	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	
FinalVolume:	48	1317	42	160	1256	9	
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	0.06	1.00	1.00	1.99	0.01	
Final Sat.:	1600	99	1600	1600	3178	22	
Capacity Analysis Module:							
Vol/Sat:	0.03	0.42	0.42	0.10	0.40	0.40	
Crit Moves:		****			****		

One Beverly Hills Overlay Specific Plan
Cumulative plus Project Conditions - Saturday Midday Peak Hour

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Scenario Report
Scenario: CP_Saturday_Midday

Command: CP_Sat
Volume: CP_Sat
Geometry: plus Project
Impact Fee: Default Impact Fee
Trip Generation: Default
Trip Distribution: Default
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration

One Beverly Hills Overlay Specific Plan
Cumulative plus Project Conditions - Saturday Midday Peak Hour

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Impact Analysis Report
Level Of Service

Intersection	Base Del/ LOS	V/ Veh	C	Future Del/ LOS	V/ Veh	C	Change in V/C
# 1 Beverly Drive/Santa Monica Bou	E	xxxxx	0.965	E	xxxxx	0.965	+ 0.000
# 2 Santa Monica Boulevard North/W	E	xxxxx	0.956	E	xxxxx	0.956	+ 0.000
# 3 Beverly Drive/Santa Monica Bou	C	xxxxx	0.702	C	xxxxx	0.702	+ 0.000
# 4 Santa Monica Boulevard South/W	C	xxxxx	0.766	C	xxxxx	0.766	+ 0.000
# 5 Santa Monica Boulevard North/M	C	xxxxx	0.725	C	xxxxx	0.725	+ 0.000
# 6 Wilshire Boulevard/Beverly Dri	C	xxxxx	0.776	C	xxxxx	0.776	+ 0.000
# 7 Wilshire Boulevard/Whittier Dr	E	xxxxx	0.913	E	xxxxx	0.913	+ 0.000
# 8 Santa Monica Boulevard/Crossov	A	xxxxx	0.572	A	xxxxx	0.572	+ 0.000
# 9 Santa Monica Boulevard/Century	A	xxxxx	0.557	A	xxxxx	0.557	+ 0.000
# 10 Sunset Boulevard/Whittier Driv	C	xxxxx	0.753	C	xxxxx	0.753	+ 0.000

One Beverly Hills Overlay Specific Plan
Cumulative plus Project Conditions - Saturday Midday Peak Hour

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

Intersection #1 Beverly Drive/Santa Monica Boulevard North

Cycle (sec): 100 Critical Vol./Cap.(X): 0.965
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 148 Level Of Service: E

Street Name:	Beverly Drive			Santa Monica Boulevard North			
Approach:	North Bound			South Bound			
Movement:	L - T - R			L - T - R			
Control:	Permitted			Permitted			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0 1	1 0	1	0 1	1 0	
Volume Module:							
Base Vol:	71	321	154	46	396	105	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	71	321	154	46	396	105	
Added Vol:	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	
Initial Fut:	71	321	154	46	396	105	
User Adj:	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	
PHF Volume:	79	357	171	51	440	117	
Reduct Vol:	0	0	0	0	0	0	
Reduced Vol:	79	357	171	51	440	117	
PCE Adj:	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	
FinalVolume:	79	357	171	51	440	117	
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	1.35	0.65	1.00	1.58	0.42	
Final Sat.:	1600	2163	1037	1600	2529	671	
Capacity Analysis Module:							
Vol/Sat:	0.05	0.16	0.16	0.03	0.17	0.17	
Crit Moves:	****			****			

Street Name:	Beverly Drive			Santa Monica Boulevard North			
Approach:	East Bound			West Bound			
Movement:	L - T - R			L - T - R			
Control:	Permitted			Permitted			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0 1	1 0	1	0 1	1 0	
Volume Module:							
Base Vol:	61	1608	65	87	1559	37	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	61	1608	65	87	1559	37	
Added Vol:	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	
Initial Fut:	61	1608	65	87	1559	37	
User Adj:	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	
PHF Volume:	68	1787	72	97	1732	41	
Reduct Vol:	0	0	0	0	0	0	
Reduced Vol:	68	1787	72	97	1732	41	
PCE Adj:	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	
FinalVolume:	68	1787	72	97	1732	41	
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	1.92	0.08	1.00	1.95	0.05	
Final Sat.:	1600	3076	124	1600	3126	74	
Capacity Analysis Module:							
Vol/Sat:	0.04	0.58	0.58	0.06	0.55	0.55	
Crit Moves:		****			****		

One Beverly Hills Overlay Specific Plan
Cumulative plus Project Conditions - Saturday Midday Peak Hour

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

Intersection #2 Santa Monica Boulevard North/Wilshire Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.956
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 139 Level Of Service: E

Street Name:	Santa Monica Boulevard North			Wilshire Boulevard			
Approach:	North Bound			South Bound			
Movement:	L	T	R	L	T	R	
Control:	Permitted			Permitted			
Rights:	Include			Ovl			
Min. Green:	0	0	0	0	0	0	
Lanes:	0	0	2	0	1	0	
Volume Module:							
Base Vol:	0	862	64	0	991	567	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	0	862	64	0	991	567	
Added Vol:	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	
Initial Fut:	0	862	64	0	991	567	
User Adj:	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	
PHF Volume:	0	958	71	0	1101	630	
Reduct Vol:	0	0	0	0	0	0	
Reduced Vol:	0	958	71	0	1101	630	
PCE Adj:	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	
FinalVolume:	0	958	71	0	1101	630	
OvlAdjVol:				230			
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.00	2.00	1.00	0.00	2.00	1.00	
Final Sat.:	0	3200	1600	0	3200	1600	
Capacity Analysis Module:							
Vol/Sat:	0.00	0.30	0.04	0.00	0.34	0.39	
OvlAdjV/S:				0.14			
Crit Moves:	****			****			

Street Name:	Santa Monica Boulevard North			Wilshire Boulevard			
Approach:	East Bound			West Bound			
Movement:	L	T	R	L	T	R	
Control:	Prot+Permit			Prot+Permit			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	2	0	3	0	1	1	0 2 1 0
Volume Module:							
Base Vol:	720	1152	68	168	1108	22	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	720	1152	68	168	1108	22	
Added Vol:	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	
Initial Fut:	720	1152	68	168	1108	22	
User Adj:	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	
PHF Volume:	800	1280	76	187	1231	24	
Reduct Vol:	0	0	0	0	0	0	
Reduced Vol:	800	1280	76	187	1231	24	
PCE Adj:	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	
FinalVolume:	800	1280	76	187	1231	24	
OvlAdjVol:							
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00	1.00	2.94	0.06	
Final Sat.:	3200	4800	1600	1600	4707	93	
Capacity Analysis Module:							
Vol/Sat:	0.25	0.27	0.05	0.12	0.26	0.26	
OvlAdjV/S:							
Crit Moves:		****			****		

One Beverly Hills Overlay Specific Plan
Cumulative plus Project Conditions - Saturday Midday Peak Hour

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

Intersection #3 Beverly Drive/Santa Monica Boulevard South

Cycle (sec): 100 Critical Vol./Cap.(X): 0.702
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: C

Street Name:	Beverly Drive			Santa Monica Boulevard South							
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
Lanes:	1	0	2	0	1	0	0	1	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:												
Base Vol:	82	433	165	0	434	103	83	694	136	101	653	36
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:	82	433	165	0	434	103	83	694	136	101	653	36
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:	82	433	165	0	434	103	83	694	136	101	653	36
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:	91	481	183	0	482	114	92	771	151	112	726	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	481	183	0	482	114	92	771	151	112	726	40
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:	91	481	183	0	482	114	92	771	151	112	726	40
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	0.00	1.62	0.38	1.00	1.67	0.33	1.00	1.90	0.10
Final Sat.:	1600	3200	1600	0	2586	614	1600	2676	524	1600	3033	167
Capacity Analysis Module:												
Vol/Sat:	0.06	0.15	0.11	0.00	0.19	0.19	0.06	0.29	0.29	0.07	0.24	0.24
Crit Moves:	****			****			****			****		

One Beverly Hills Overlay Specific Plan
Cumulative plus Project Conditions - Saturday Midday Peak Hour

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

Intersection #4 Santa Monica Boulevard South/Wilshire Boulevard

Cycle (sec): 100 Critical Vol./Cap.(X): 0.766
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 60 Level Of Service: C

Street Name:	Santa Monica Boulevard South			Wilshire Boulevard			
Approach:	North Bound			South Bound			
Movement:	L	T	R	L	T	R	
Control:	Permitted			Permitted			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0	2	0	1	1	0
Volume Module:							
Base Vol:	58	518	261	23	344	285	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	58	518	261	23	344	285	
Added Vol:	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	
Initial Fut:	58	518	261	23	344	285	
User Adj:	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	
PHF Volume:	64	576	290	26	382	317	
Reduct Vol:	0	0	0	0	0	0	
Reduced Vol:	64	576	290	26	382	317	
PCE Adj:	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	
FinalVolume:	64	576	290	26	382	317	
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00	1.00	1.09	0.91	
Final Sat.:	1600	3200	1600	1600	1750	1450	
Capacity Analysis Module:							
Vol/Sat:	0.04	0.18	0.18	0.02	0.22	0.22	
Crit Moves:	****			****			

Approach:	East Bound			West Bound			
Movement:	L	T	R	L	T	R	
Control:	Permitted			Protected			
Rights:	Ovl			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	0	1	2	0	1	1	0
Volume Module:							
Base Vol:	196	959	61	202	955	53	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	196	959	61	202	955	53	
Added Vol:	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	
Initial Fut:	196	959	61	202	955	53	
User Adj:	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	
PHF Volume:	218	1066	68	224	1061	59	
Reduct Vol:	0	0	0	0	0	0	
Reduced Vol:	218	1066	68	224	1061	59	
PCE Adj:	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	
FinalVolume:	218	1066	68	224	1061	59	
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.51	2.49	1.00	1.00	2.84	0.16	
Final Sat.:	815	3985	1600	1600	4548	252	
Capacity Analysis Module:							
Vol/Sat:	0.27	0.27	0.04	0.14	0.23	0.23	
Crit Moves:		****			****		

One Beverly Hills Overlay Specific Plan
Cumulative plus Project Conditions - Saturday Midday Peak Hour

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

Intersection #5 Santa Monica Boulevard North/Merv Griffin Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.725
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: C

Street Name:	Santa Monica Boulevard North			Santa Monica Boulevard North			Merv Griffin Way			Merv Griffin Way		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	0	2	0	1	0	1!	0
Volume Module:												
Base Vol:	193	923	0	0	1197	39	18	0	199	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:	193	923	0	0	1197	39	18	0	199	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:	193	923	0	0	1197	39	18	0	199	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	214	1026	0	0	1330	43	20	0	221	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	214	1026	0	0	1330	43	20	0	221	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:	214	1026	0	0	1330	43	20	0	221	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:	1.00	2.00	0.00	0.00	2.00	1.00	0.17	0.00	1.83	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	3200	1600	265	0	2935	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.13	0.32	0.00	0.00	0.42	0.03	0.01	0.00	0.08	0.00	0.00	0.00
Crit Moves:	****			****			****					

One Beverly Hills Overlay Specific Plan
Cumulative plus Project Conditions - Saturday Midday Peak Hour

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

Intersection #6 Wilshire Boulevard/Beverly Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.776
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 62 Level Of Service: C

Street Name:	Beverly Drive			Wilshire Boulevard			
Approach:	North Bound			South Bound			
Movement:	L - T - R			L - T - R			
Control:	Protected			Permitted			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0	2	0	1	0	
Volume Module:							
Base Vol:	142	411	122	0	393	147	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	142	411	122	0	393	147	
Added Vol:	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	
Initial Fut:	142	411	122	0	393	147	
User Adj:	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	
PHF Volume:	158	457	136	0	437	163	
Reduct Vol:	0	0	0	0	0	0	
Reduced Vol:	158	457	136	0	437	163	
PCE Adj:	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	
FinalVolume:	158	457	136	0	437	163	
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00	0.00	2.00	1.00	
Final Sat.:	1600	3200	1600	0	3200	1600	
Capacity Analysis Module:							
Vol/Sat:	0.10	0.14	0.08	0.00	0.14	0.10	
Crit Moves:	****				****		

Street Name:	Beverly Drive			Wilshire Boulevard								
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	0	0	2	0	1	1	0
Volume Module:												
Base Vol:	142	411	122	0	393	147	130	1013	182	237	1096	111
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:	142	411	122	0	393	147	130	1013	182	237	1096	111
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:	142	411	122	0	393	147	130	1013	182	237	1096	111
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:	158	457	136	0	437	163	144	1126	202	263	1218	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	158	457	136	0	437	163	144	1126	202	263	1218	123
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:	158	457	136	0	437	163	144	1126	202	263	1218	123
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	0.00	2.00	1.00	1.00	2.54	0.46	1.00	2.72	0.28
Final Sat.:	1600	3200	1600	0	3200	1600	1600	4069	731	1600	4359	441
Capacity Analysis Module:												
Vol/Sat:	0.10	0.14	0.08	0.00	0.14	0.10	0.09	0.28	0.28	0.16	0.28	0.28
Crit Moves:	****				****		****		****			

One Beverly Hills Overlay Specific Plan
Cumulative plus Project Conditions - Saturday Midday Peak Hour

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

Intersection #7 Wilshire Boulevard/Whittier Drive/Merv Griffin Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.913
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 107 Level Of Service: E

Street Name:	Whittier Drive/Merv Griffin Way				Wilshire Boulevard							
Approach:	North Bound				South Bound				East Bound			
Movement:	L	T	R		L	T	R		L	T	R	
Control:	Split Phase				Split Phase				Prot+Permit			
Rights:	Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0	
Lanes:	1	0	1	0	1	0	1	0	1	0	2	1
Volume Module:												
Base Vol:	61	107	79		41	139	212		269	1918	55	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	61	107	79		41	139	212		269	1918	55	
Added Vol:	0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0	
Initial Fut:	61	107	79		41	139	212		269	1918	55	
User Adj:	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	
PHF Volume:	68	119	88		46	154	236		299	2131	61	
Reduct Vol:	0	0	0		0	0	0		0	0	0	
Reduced Vol:	68	119	88		46	154	236		299	2131	61	
PCE Adj:	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	
FinalVolume:	68	119	88		46	154	236		299	2131	61	
Saturation Flow Module:												
Sat/Lane:	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	
Lanes:	1.00	1.00	1.00	0.21	0.79	1.00	1.00	2.92	0.08	1.00	2.98	0.02
Final Sat.:	1600	1600	1600		335	1265	1600	1600	4666		134	1600	4764	36
Capacity Analysis Module:												
Vol/Sat:	0.04	0.07	0.05		0.14	0.12	0.15		0.19	0.46	0.46	
Crit Moves:	****					****	****				****	

Vol/Sat:	0.04	0.07	0.05	0.14	0.12	0.15	0.19	0.46	0.46	0.04	0.40	0.40
Crit Moves:	****			****	****			****				

One Beverly Hills Overlay Specific Plan
Cumulative plus Project Conditions - Saturday Midday Peak Hour

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

Intersection #8 Santa Monica Boulevard/Crossover

Cycle (sec): 100 Critical Vol./Cap.(X): 0.572
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Street Name:	Santa Monica Boulevard			Crossover			
Approach:	North Bound			South Bound			
Movement:	L	T	R	L	T	R	
Control:	Permitted			Permitted			
Rights:	Ignore			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	0	0	2	0	2	0	
Volume Module:							
Base Vol:	0	1101	744	0	1420	0	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	0	1101	744	0	1420	0	
Added Vol:	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	
Initial Fut:	0	1101	744	0	1420	0	
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	
PHF Adj:	0.90	0.90	0.00	0.90	0.90	0.90	
PHF Volume:	0	1223	0	0	1578	0	
Reduct Vol:	0	0	0	0	0	0	
Reduced Vol:	0	1223	0	0	1578	0	
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	
FinalVolume:	0	1223	0	0	1578	0	
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.00	2.00	2.00	0.00	3.00	0.00	
Final Sat.:	0	3200	3200	0	4800	0	
Capacity Analysis Module:							
Vol/Sat:	0.00	0.38	0.00	0.00	0.33	0.00	
Crit Moves:	****		****			****	

Street Name:	Santa Monica Boulevard			Crossover			
Approach:	East Bound			West Bound			
Movement:	L	T	R	L	T	R	
Control:	Split Phase			Split Phase			
Rights:	Include			Ovl			
Min. Green:	0	0	0	0	0	0	
Lanes:	0	0	0	0	2	0	1
Volume Module:							
Base Vol:	0	546	0	19			
Growth Adj:	1.00	1.00	1.00	1.00			
Initial Bse:	0	546	0	19			
Added Vol:	0	0	0	0			
PasserByVol:	0	0	0	0			
Initial Fut:	0	546	0	19			
User Adj:	1.00	1.00	1.00	1.00			
PHF Adj:	0.90	0.90	0.90	0.90			
PHF Volume:	0	607	0	21			
Reduct Vol:	0	0	0	0			
Reduced Vol:	0	607	0	21			
PCE Adj:	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00			
FinalVolume:	0	607	0	21			
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600			
Adjustment:	1.00	1.00	1.00	1.00			
Lanes:	0.00	2.00	0.00	1.00			
Final Sat.:	0	3200	0	1600			
Capacity Analysis Module:							
Vol/Sat:	0.00	0.19	0.00	0.01			
Crit Moves:		****					

One Beverly Hills Overlay Specific Plan
Cumulative plus Project Conditions - Saturday Midday Peak Hour

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

Intersection #9 Santa Monica Boulevard/Century Park East

Cycle (sec): 100 Critical Vol./Cap.(X): 0.557
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Street Name:	Santa Monica Boulevard			Century Park East			
Approach:	North Bound			South Bound			
Movement:	L - T - R			L - T - R			
Control:	Protected			Protected			
Rights:	Ovl			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0	4	0	1	2	0
Volume Module:							
Base Vol:	10	1669	126		190	1791	0
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00
Initial Bse:	10	1669	126		190	1791	0
Added Vol:	0	0	0		0	0	0
PasserByVol:	0	0	0		0	0	0
Initial Fut:	10	1669	126		190	1791	0
User Adj:	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
PHF Volume:	11	1854	140		211	1990	0
Reduct Vol:	0	0	0		0	0	0
Reduced Vol:	11	1854	140		211	1990	0
PCE Adj:	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
FinalVolume:	11	1854	140		211	1990	0
OvlAdjVol:	83						
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600		1600	1600	1600
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00
Lanes:	1.00	4.00	1.00		2.00	3.00	0.00
Final Sat.:	1600	6400	1600		3200	4800	0
Capacity Analysis Module:							
Vol/Sat:	0.01	0.29	0.09		0.07	0.41	0.00
OvlAdjV/S:	0.05						
Crit Moves:	****						

Approach:	East Bound				West Bound			
Movement:	L	-	T	-	R			
Control:	Split Phase				Split Phase			
Rights:	Include				Ovl			
Min. Green:	0	0	0		0	0	0	
Lanes:	0	0	0		0	2	0	0
Volume Module:								
Base Vol:	0	0	0		0	103	0	144
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00
Initial Bse:	0	0	0		0	103	0	144
Added Vol:	0	0	0		0	0	0	0
PasserByVol:	0	0	0		0	0	0	0
Initial Fut:	0	0	0		0	103	0	144
User Adj:	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
PHF Volume:	0	0	0		0	114	0	160
Reduct Vol:	0	0	0		0	0	0	0
Reduced Vol:	0	0	0		0	114	0	160
PCE Adj:	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
FinalVolume:	0	0	0		0	114	0	160
OvlAdjVol:	0							
Saturation Flow Module:								
Sat/Lane:	1600	1600	1600		1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00		0.00	2.00	0.00	2.00
Final Sat.:	0	0	0		0	3200	0	3200
Capacity Analysis Module:								
Vol/Sat:	0.00	0.00	0.00		0.00	0.04	0.00	0.05
OvlAdjV/S:	0.00							
Crit Moves:	****							

One Beverly Hills Overlay Specific Plan
Cumulative plus Project Conditions - Saturday Midday Peak Hour

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

Intersection #10 Sunset Boulevard/Whittier Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.753
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 Level Of Service: C

Street Name:	Whittier Drive			Sunset Boulevard			
Approach:	North Bound			South Bound			
Movement:	L -	T -	R	L -	T -	R	
Control:	Permitted			Permitted			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0	0 1	0	1	0	0 1
Volume Module:							
Base Vol:	46	87	169	7	107	28	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	46	87	169	7	107	28	
Added Vol:	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	
Initial Fut:	46	87	169	7	107	28	
User Adj:	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	
PHF Volume:	51	97	188	8	119	31	
Reduct Vol:	0	0	0	0	0	0	
Reduced Vol:	51	97	188	8	119	31	
PCE Adj:	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	
FinalVolume:	51	97	188	8	119	31	
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	0.34	0.66	1.00	0.79	0.21	
Final Sat.:	1600	544	1056	1600	1268	332	
Capacity Analysis Module:							
Vol/Sat:	0.03	0.18	0.18	0.00	0.09	0.09	
Crit Moves:	****			****			

Street Name:	Whittier Drive			Sunset Boulevard			
Approach:	East Bound			West Bound			
Movement:	L -	T -	R	L -	T -	R	
Control:	Protected			Protected			
Rights:	Include			Include			
Min. Green:	0	0	0	0	0	0	
Lanes:	1	0	1 1	0	1	0	1 1
Volume Module:							
Base Vol:	19	1010	44	150	1013	14	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	19	1010	44	150	1013	14	
Added Vol:	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	
Initial Fut:	19	1010	44	150	1013	14	
User Adj:	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	
PHF Volume:	21	1122	49	167	1126	16	
Reduct Vol:	0	0	0	0	0	0	
Reduced Vol:	21	1122	49	167	1126	16	
PCE Adj:	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	
FinalVolume:	21	1122	49	167	1126	16	
Saturation Flow Module:							
Sat/Lane:	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.08	1.00	1.92	0.08	1.00	1.97	0.03
Final Sat.:	134	1600	3066	134	1600	3156	44
Capacity Analysis Module:							
Vol/Sat:	0.01	0.37	0.37	0.10	0.36	0.36	
Crit Moves:			****			****	

CUMULATIVE PLUS PROJECT
ALTERNATIVE LANE CONFIGURATION

One Beverly Hills Overlay Specific Plan
Cumulative plus Project Conditions - AM Peak Hour

Scenario Report
Scenario: CP_AM

Command: CP_AM
Volume: CP_AM
Geometry: plus Project
Impact Fee: Default Impact Fee
Trip Generation: Default
Trip Distribution: Default
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration

One Beverly Hills Overlay Specific Plan
Cumulative plus Project Conditions - AM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base Del/ LOS	V/ Veh	C	Future Del/ LOS	V/ Veh	C	Change in V/C
# 5 Santa Monica Boulevard North/M	B	xxxxx	0.648	B	xxxxx	0.648	+ 0.000

One Beverly Hills Overlay Specific Plan
Cumulative plus Project Conditions - AM Peak Hour

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

Intersection #5 Santa Monica Boulevard North/Merv Griffin Way

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

Street Name:	Santa Monica Boulevard North			Santa Monica Boulevard North			Merv Griffin Way			Merv Griffin Way		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	0	2	1	0	0	1!	0
Volume Module:												
Base Vol:	110	910	0	0	1422	22	10	0	385	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:	110	910	0	0	1422	22	10	0	385	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:	110	910	0	0	1422	22	10	0	385	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	122	1011	0	0	1580	24	11	0	428	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	122	1011	0	0	1580	24	11	0	428	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:	122	1011	0	0	1580	24	11	0	428	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:	1.00	2.00	0.00	0.00	2.95	0.05	0.05	0.00	1.95	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	4727	73	81	0	3119	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.32	0.00	0.00	0.33	0.33	0.01	0.00	0.14	0.00	0.00	0.00
Crit Moves:	****			****			****					

One Beverly Hills Overlay Specific Plan
Cumulative plus Project Conditions - PM Peak Hour

Scenario Report
Scenario: CP_PM

Command: CP_PM
Volume: CP_PM
Geometry: plus Project
Impact Fee: Default Impact Fee
Trip Generation: Default
Trip Distribution: Default
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration

One Beverly Hills Overlay Specific Plan
Cumulative plus Project Conditions - PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base Del/ LOS	V/ Veh	C	Future Del/ LOS	V/ Veh	C	Change in V/C
# 5 Santa Monica Boulevard North/M	D xxxxx	0.868		D xxxxx	0.868		+ 0.000

One Beverly Hills Overlay Specific Plan
Cumulative plus Project Conditions - PM Peak Hour

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

Intersection #5 Santa Monica Boulevard North/Merv Griffin Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.868
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 86 Level Of Service: D

Street Name:	Santa Monica Boulevard North			Santa Monica Boulevard North			Merv Griffin Way			Merv Griffin Way		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	0	2	1	0	0	1!	0
Volume Module:												
Base Vol:	544	1104	0	0	1229	123	12	0	210	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:	544	1104	0	0	1229	123	12	0	210	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:	544	1104	0	0	1229	123	12	0	210	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	604	1227	0	0	1366	137	13	0	233	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	604	1227	0	0	1366	137	13	0	233	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:	604	1227	0	0	1366	137	13	0	233	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:	1.00	2.00	0.00	0.00	2.73	0.27	0.11	0.00	1.89	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	4363	437	173	0	3027	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.38	0.38	0.00	0.00	0.31	0.31	0.01	0.00	0.08	0.00	0.00	0.00
Crit Moves:	****			****			****					

One Beverly Hills Overlay Specific Plan
Cumulative plus Project Conditions - Midday Peak Hour

Scenario Report

Scenario: CP_Midday

Command: CP_Mid
Volume: CP_Mid
Geometry: plus Project
Impact Fee: Default Impact Fee
Trip Generation: Default
Trip Distribution: Default
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration

One Beverly Hills Overlay Specific Plan
Cumulative plus Project Conditions - Midday Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base		Future		Change
	Del/ LOS	V/ Veh C	Del/ LOS	V/ Veh C	in
# 5 Santa Monica Boulevard North/M	B xxxxx	0.647	B xxxxx	0.647	+ 0.000 V/C

One Beverly Hills Overlay Specific Plan
Cumulative plus Project Conditions - Midday Peak Hour

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

Intersection #5 Santa Monica Boulevard North/Merv Griffin Way

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

Street Name:	Santa Monica Boulevard North			Santa Monica Boulevard North			Merv Griffin Way			Merv Griffin Way		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	0	2	1	0	0	1!	0
Volume Module:												
Base Vol:	224	1128	0	0	1345	33	10	0	200	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:	224	1128	0	0	1345	33	10	0	200	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:	224	1128	0	0	1345	33	10	0	200	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	249	1253	0	0	1494	37	11	0	222	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	249	1253	0	0	1494	37	11	0	222	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:	249	1253	0	0	1494	37	11	0	222	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:	1.00	2.00	0.00	0.00	2.93	0.07	0.10	0.00	1.90	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	4685	115	152	0	3048	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.16	0.39	0.00	0.00	0.32	0.32	0.01	0.00	0.07	0.00	0.00	0.00
Crit Moves:	****			****			****					

One Beverly Hills Overlay Specific Plan
Cumulative plus Project Conditions - Saturday Midday Peak Hour

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Scenario Report
Scenario: CP_Saturday_Midday

Command: CP_Sat
Volume: CP_Sat
Geometry: plus Project
Impact Fee: Default Impact Fee
Trip Generation: Default
Trip Distribution: Default
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration

One Beverly Hills Overlay Specific Plan
Cumulative plus Project Conditions - Saturday Midday Peak Hour

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Impact Analysis Report
Level Of Service

Intersection	Base Del/ LOS	V/ Veh	C	Future Del/ LOS	V/ Veh	C	Change in V/C
# 5 Santa Monica Boulevard North/M	A xxxxx	0.595		A xxxxx	0.595		+ 0.000

One Beverly Hills Overlay Specific Plan
Cumulative plus Project Conditions - Saturday Midday Peak Hour

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

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Intersection #5 Santa Monica Boulevard North/Merv Griffin Way

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Cycle (sec): 100 Critical Vol./Cap.(X): 0.595
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

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Street Name:	Santa Monica Boulevard North						Merv Griffin Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	0	2	1	0	0	1!	0
Volume Module:												
Base Vol:	193	923	0	0	1197	39	18	0	199	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:	193	923	0	0	1197	39	18	0	199	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:	193	923	0	0	1197	39	18	0	199	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	214	1026	0	0	1330	43	20	0	221	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	214	1026	0	0	1330	43	20	0	221	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:	214	1026	0	0	1330	43	20	0	221	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:	1.00	2.00	0.00	0.00	2.91	0.09	0.17	0.00	1.83	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	4649	151	265	0	2935	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.13	0.32	0.00	0.00	0.29	0.29	0.01	0.00	0.08	0.00	0.00	0.00
Crit Moves:	****			****			****					

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