

Appendix IS-9

Alley Study



PD EXHIBIT 2 - Alley Study



Hirsch/Green Transportation Consulting, Inc.

April 28, 2020

Mr. Masa Alkire, AICP
Principal Planner
Department of Community Development, Planning Division
City of Beverly Hills
455 North Rexford Drive
Beverly Hills, California 90210

RE: Responses to April 10, 2020 City of Beverly Hills Department of Community Planning Initial Review Comment Letter Related to the Cheval Blanc Hotel Specific Plan Project Located at 468 North Rodeo Drive (PL2000138)

Dear Mr. Alkire,

This document provides responses to several traffic and/or access-related comments contained in the City of Beverly Hills April 10, 2020 Department of Community Planning initial review letter regarding the proposed Cheval Blanc Hotel Specific Plan Project at 468 North Rodeo Drive; a copy of the Department's letter (including applicable supporting comments from Fehr & Peers, the City's contract traffic engineering consultant) is provided in the attachments. Specifically, this letter addresses comments identified under the "Planning and Zoning Comments" heading ("Project Description Attachments" subheading, page 6) of the City's letter, including the request for a study of the operations of the north-south access alley currently bisecting the project site (which is proposed to be modified as part of the project), as well as other assorted comments related to the effects of the proposed project's access and construction activities on the alley.

Alley Study

The subject alley is an approximately 20-foot wide, one-way southbound facility located mid-block between Rodeo Drive and Beverly Drive that connects South Santa Monica Boulevard on the north with Wilshire Boulevard on the south, as shown in Figure 1. Within the immediate vicinity of the proposed project, the alley provides access to loading and employee/customer parking areas for a variety of commercial and retail businesses fronting along both Rodeo Drive and Beverly Drive between South Santa Monica Boulevard and Brighton Way, along with an exit-only driveway for a private/public parking garage at 421 North Beverly Drive. The subject project proposes to vacate the portion of the alley adjacent to its currently individual parcels (in order to merge the separate project sites) and relocate the alley entrance to Beverly Drive, as indicated in Figure 2. As part of the City's initial review comments on the proposed project, Fehr & Peers noted that a study of the current (and anticipated future) operations of the alley should be provided to identify whether the proposed alley reconfiguration would impact other businesses using the alley.

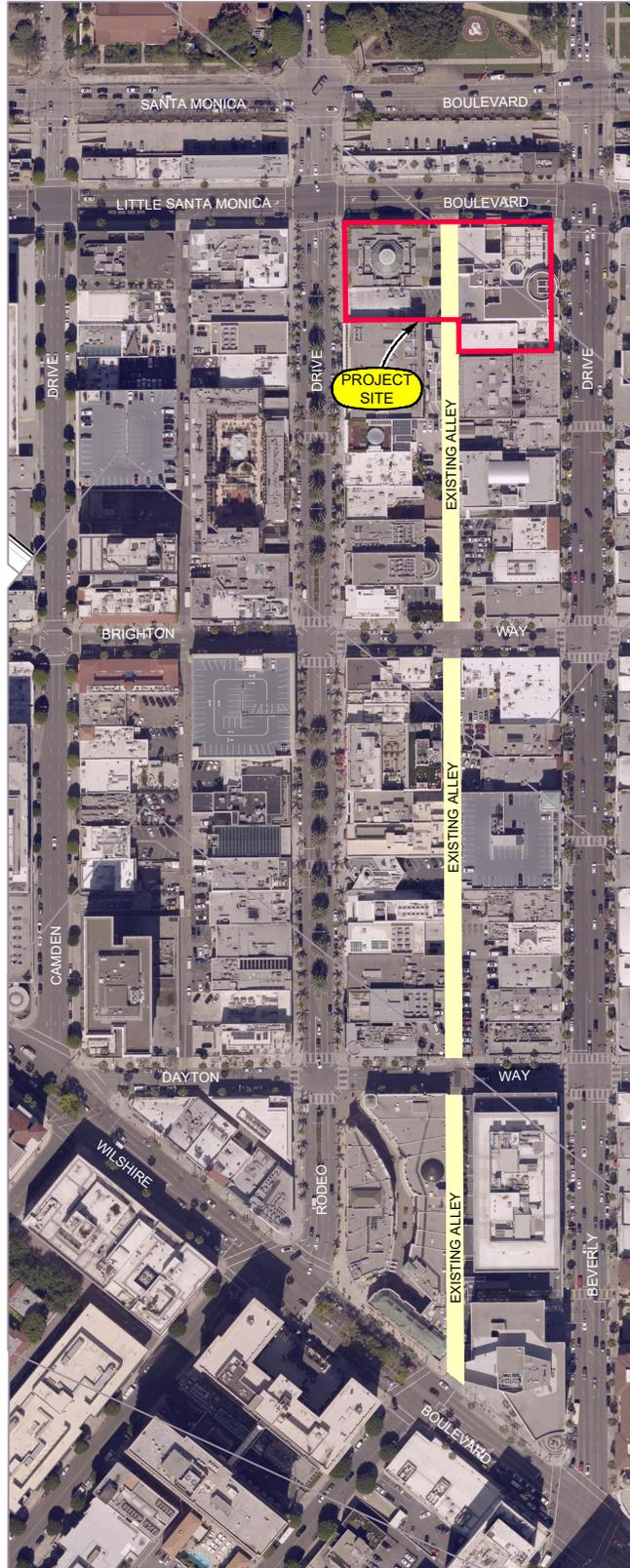


FIGURE 1

PROJECT SITE AND EXISTING ALLEY LOCATION





FIGURE 2

PROJECT SITE LAYOUT AND ALLEY ACCESS RECONFIGURATION

Alley Traffic Volumes

The amount of traffic currently using the alley was identified through a series of 24-hour counts conducted at the alley's South Santa Monica Boulevard entrance in April and May of 2019, including a total of eight weekdays, two Saturdays, and two Sundays. These counts represent typical weekday and weekend conditions during weeks with no holidays or other notable events, with area schools and businesses exhibiting normal operations, and seasonal weather conditions (temperatures, rainfall, etc.) throughout the count period.

The results of the counts indicate that on weekdays, the alley exhibited an eight-day average of approximately 718 total vehicles per day, including a maximum of about 801 vehicles per day. The majority (about 67 percent) of these vehicles entered the alley via an eastbound right turn from South Santa Monica Boulevard, with the remainder entering from the westbound direction via a left turn move. Further, most of the observed alley traffic consisted of typical automobiles (654 vehicles per day, or about 91 percent) and single-unit (SU-30 or SU-40) delivery trucks (58 vehicles per day, or about eight percent), with garbage trucks and motorcycles making up the rest of the traffic (each averaging three vehicles per day, or about 0.5 percent of the total).

These daily averages are generally maintained during each of the three weekday "peak periods" (morning, mid-day, and afternoon/evening) examined for the purposes of this study. Specifically, during the AM peak hour (which typically occurred within the period from 8:30 AM to 9:45 AM), the alley accommodated an average of 110 total vehicles (with a maximum of 123 vehicles), including 103 automobiles (approximately 94 percent), six delivery trucks (roughly five percent), and one motorcycle. During the mid-day peak hour (which varied widely for each individual day, but with all occurring between 12:00 noon and 2:00 PM), an average of about 59 total vehicles (maximum of 75 vehicles) accessed the alley, including 52 automobiles (about 88 percent) and seven delivery trucks (about 12 percent), while during the weekday afternoon/evening peak hour (which also varied by day, although all occurred during the period between 3:00 PM and 5:15 PM), an average of about 48 total vehicles (including a maximum of 63 vehicles) entered the alley, including 43 automobiles (about 90 percent) and five delivery trucks (about 10 percent). As with the overall daily conditions, most of the peak hour alley traffic (between about 56 and 73 percent) entered via a right turn from South Santa Monica Boulevard.

Overall traffic in the alley on weekends was substantially lower than during the weekdays, with two-day averages of about 597 total vehicles per day (maximum of 610 total vehicles per day) on Saturdays, and of about 279 total vehicles per day (maximum of 283 vehicles per day) on Sundays. Again, most of this traffic (around 70 percent for each day) entered the alley via a right turn from South Santa Monica Boulevard, and was comprised primarily of typical automobiles, including about 570 vehicles per day (about 95 percent) on Saturdays, and about 274 vehicles per day (about 98 percent) on Sundays. The remaining average daily Saturday traffic consisted primarily

of single-unit delivery trucks (23 vehicles, or approximately four percent of the total), although three garbage trucks and one semi-trailer truck were also observed. *However, while the averages suggest that a semi-trailer truck could be expected to access the alley on any typical Saturday, it is of note that only one semi-trailer truck used the alley during the 12-day observation period, on Saturday May 11, 2019 at 11:30 AM.* On Sundays, in addition to the 274 daily automobiles, an average of five single-unit delivery trucks per day were observed (about two percent of the total daily traffic for that day); no other types of vehicles utilized the subject alley on Sundays.

During the AM peak hour on Saturday (from 8:45 AM to 9:45 AM for both count days), the alley exhibited an average total traffic demand of about 98 vehicles (and a maximum of 100 vehicles), including 96 automobiles (approximately 98 percent), and two delivery trucks (about two percent), while during the mid-day peak hour (between 12:00 noon and 1:00 PM for both observed days), an average (and maximum) of about 61 total vehicles utilized the alley, including 58 automobiles (about 95 percent) and three single-unit delivery trucks (about five percent). During the Saturday afternoon/evening peak hour (which occurred from 3:00 PM to 4:00 PM on both of the count days), an average of approximately 53 total vehicles (with a maximum of 59 vehicles) used the alley, including 50 automobiles (about 94 percent) and three delivery trucks (about six percent). Again, the majority of the Saturday peak hour traffic (between about 58 and 74 percent) entered the alley via an eastbound right turn from South Santa Monica Boulevard.

Finally, on Sunday, during the AM peak hour (occurring generally between 8:00 AM and 9:30 AM), an average of approximately 14 total vehicles (maximum of 16 total vehicles) utilized the alley, including 13 automobiles (about 93 percent), and one delivery truck (about seven percent). During the Sunday mid-day peak hour (generally between 12:00 noon and 1:15 PM), an average (and maximum) of approximately 25 total vehicles, including 24 automobiles (about 96 percent) and one delivery truck (about four percent) used the alley, along with an average (and maximum) of about 38 total vehicles (all automobiles) during the Sunday afternoon/evening peak hour (which occurred during the overall time period between 3:15 PM to 4:45 PM). As with both the weekday and Saturday conditions described previously, most of the Sunday peak hour traffic (about 64 to 72 percent) entered the alley via a right turn from South Santa Monica Boulevard.

The average alley traffic volumes for the weekday daily (24-hour) and various peak hour periods are shown in Figure 3(a), while the average alley volumes during these same periods are shown for Saturday and Sunday conditions in Figures 3(b) and 3(c), respectively. The alley traffic counts for each of the individual surveyed days are provided in the attachments to this document.

As identified previously in Figure 2, the project's proposed relocation of the alley entrance from its existing location to Beverly Drive will require that vehicles currently making the right turn into the alley instead continue eastward on South Santa Monica Boulevard to Beverly Drive, where they would then turn right onto Beverly Drive in order to access the new alley entrance. However,

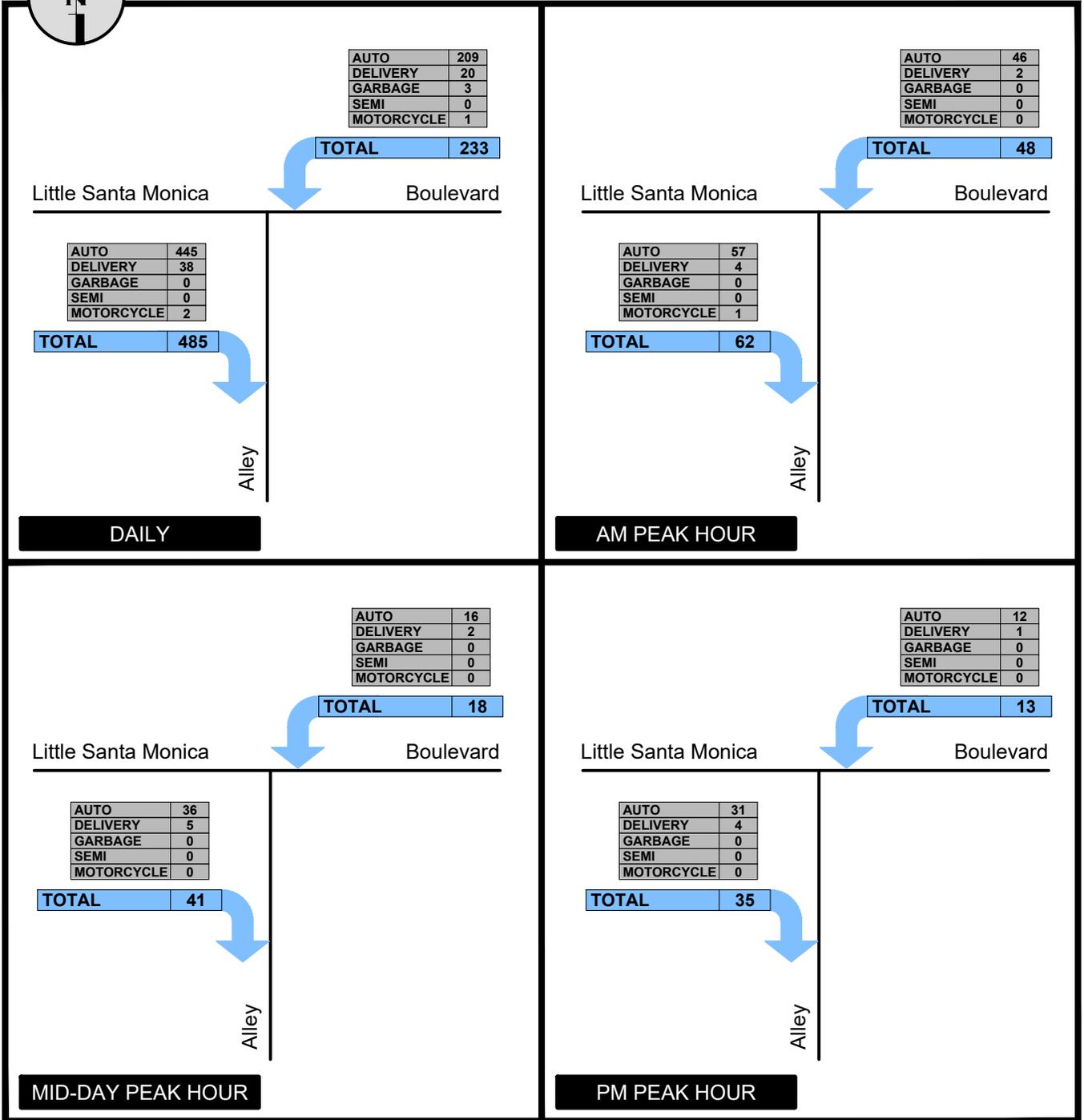


FIGURE 3(a)

EXISTING ALLEY TRAFFIC VOLUMES
WEEKDAY (8-DAY AVERAGE)



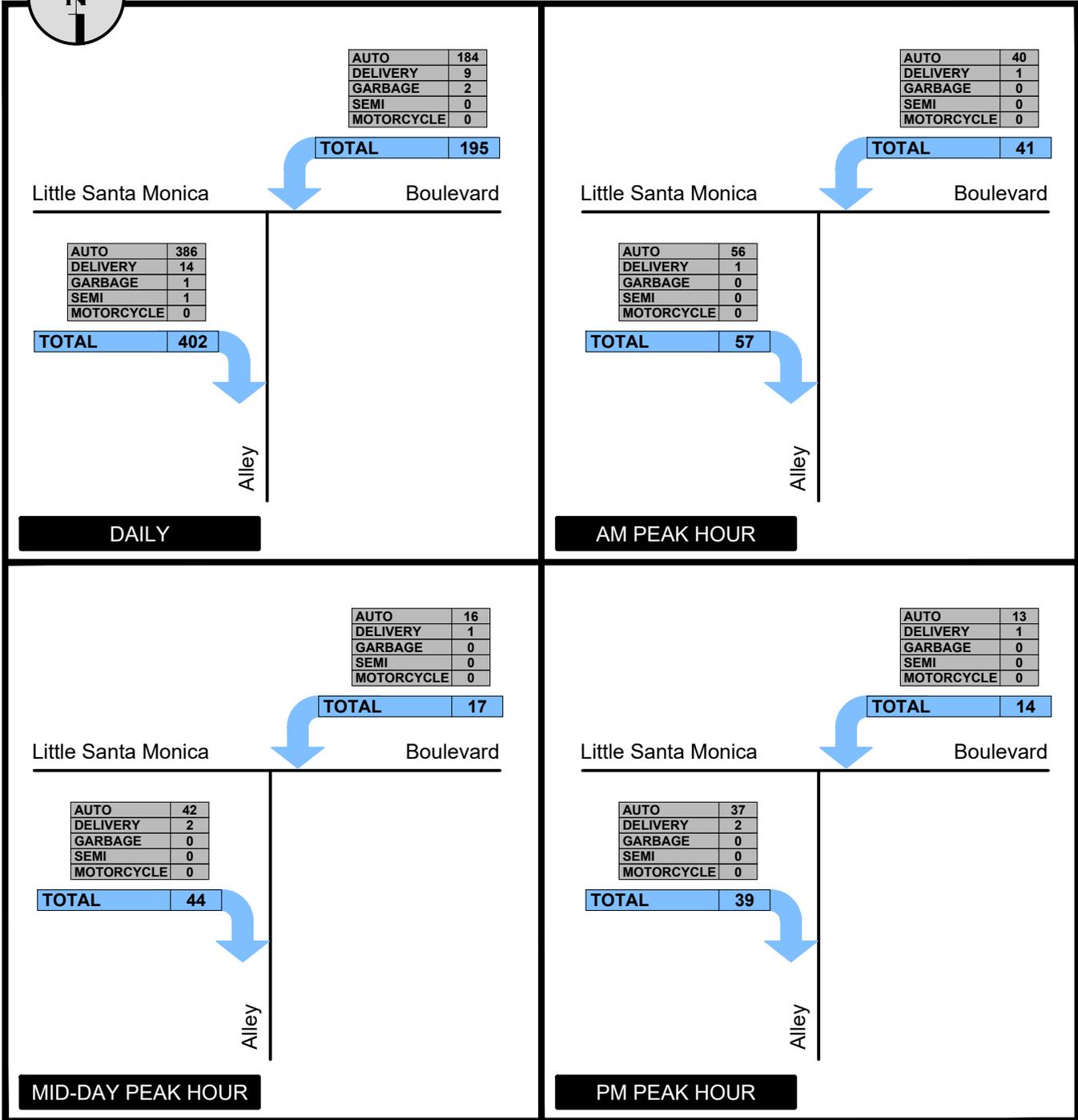


FIGURE 3(b)

EXISTING ALLEY TRAFFIC VOLUMES
SATURDAY (2-DAY AVERAGE)



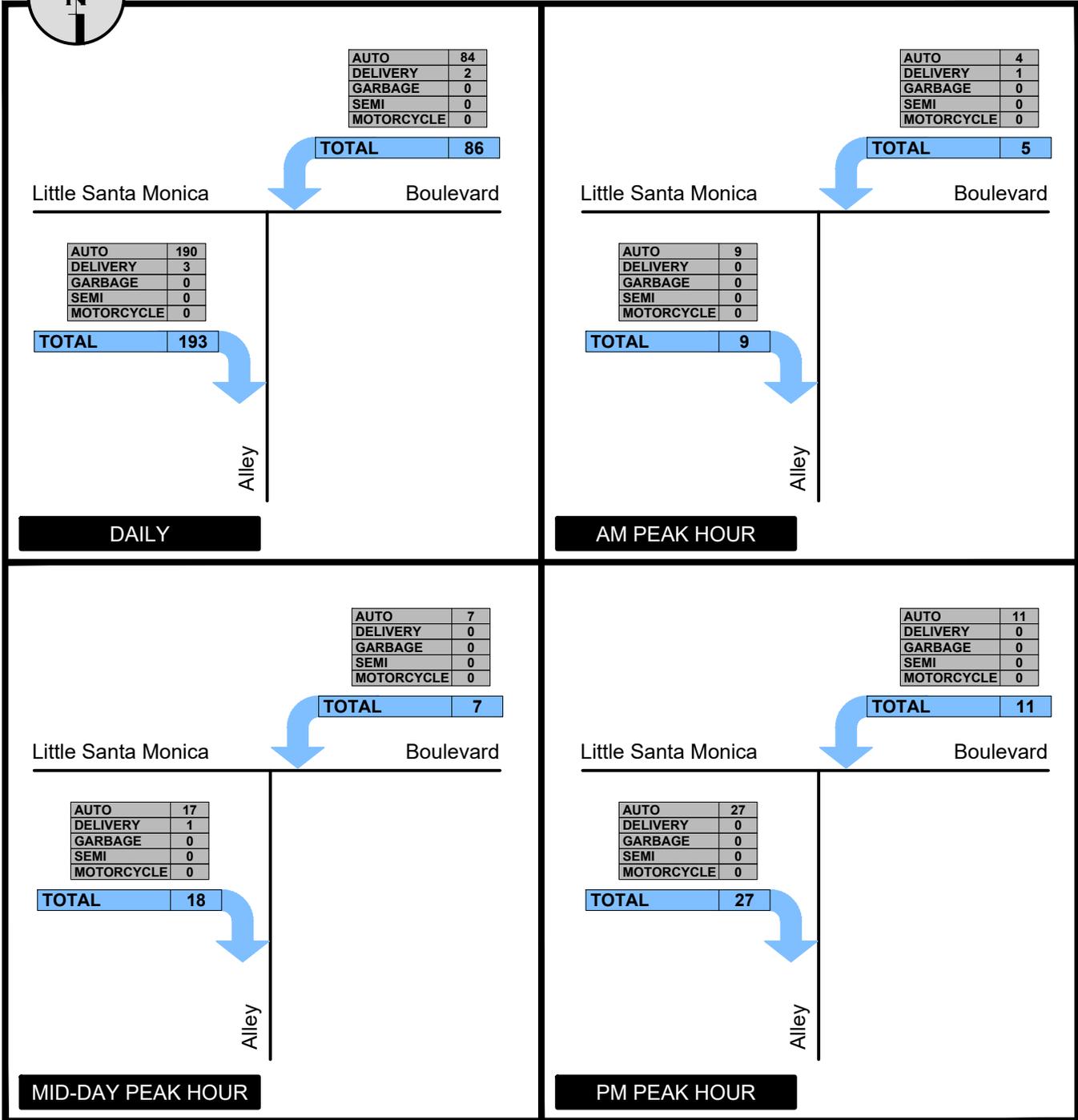


FIGURE 3(c)

EXISTING ALLEY TRAFFIC VOLUMES
SUNDAY (2-DAY AVERAGE)



while this “redistribution” of the eastbound traffic entering the alley would likely increase the number of vehicles travelling through the intersection of South Santa Monica Boulevard and Beverly Drive, as described earlier, any such additional traffic would be relatively nominal, with a maximum of about 72 vehicles per hour during any of the typical weekday “peak hour” periods (AM, Mid-day, PM), and a maximum of approximately 65 vehicles per hour during any of these time periods on typical weekends (specifically, on Saturdays). This potential increase in traffic at the subject intersection would equate to only about one or two new vehicles per signal cycle, assuming that none of the existing eastbound alley traffic diverts to other travel routes following the relocation of the alley entrance, and further, would be right turns, some of which could occur as a “right-turn on red” move when eastbound South Santa Monica Boulevard traffic is stopped. Changes to the number of vehicles passing through this intersection along the other approaches would be essentially unchanged, although they would exhibit somewhat different travel patterns (changing from southbound right turns to southbound through moves, and from westbound through to westbound left turn moves, and eliminating the northbound left turn movement). Therefore, the potential impacts of the proposed relocation of the alley entrance alone on the operations of the intersection of South Santa Monica Boulevard and Beverly Drive are expected to be minimal.

Alley Access and Operations

In addition to the relocation of the alley entrance, the proposed alley reconfiguration will require that vehicles using the alley make a 90-degree turn from the new east-west oriented portion of the alley (from Beverly Drive) in order to access the existing and unaffected north-south segment. Therefore, additional evaluations were performed to assure that all of the various vehicle types observed accessing the alley could make this move. As described earlier, the majority of the vehicles using the alley are typical automobiles (and light trucks, such as pickups and vans), although a number of larger single-unit delivery trucks and garbage trucks were also identified, along with one semi-trailer truck. Further, while not observed during the alley traffic counts, the reconfigured alley must also be able to accommodate emergency vehicles such as fire trucks.

The results of the supplemental vehicular turning movement evaluations for the reconfigured alley for each of the vehicle types directly observed or anticipated to utilize the alley are shown in the attachments to this document, and include typical single-unit delivery trucks (SU-30 and SU-40), a typical garbage truck, two types of single-body fire trucks (not large “hook and ladder” trucks), and a semi-trailer truck (WB-40) of the size typically used for deliveries in urban environments). The results of these evaluations indicate that all of these vehicle types will be able to make the required new left turn from the relocated (Beverly Drive) alley access to the remaining portions of the alley with little or no difficulty (no multi-point turns or other such maneuvers). As a result, the proposed reconfiguration of the alley would not limit its use (by the observed vehicle types), and since the portions of the alley south of the project site will be unaffected by its development, no significant impact to the existing operations of the alley for its other users are anticipated.

Additionally, vehicular access to the alley will be provided at all times during construction of the proposed project, so that no disruption in alley service for the existing businesses to the south of the project site will occur. As detailed in the proposed project's construction management plan (submitted under separate cover), the construction of the project will occur in multiple phases, with the first phase(s) involving the demolition of the eastern half of the project site, currently occupied by the Paley Center for Media building and adjacent 449 Beverly Drive building, and the subsequent excavation of that area in order to construct the project's subterranean levels. Vehicular access to the alley from its existing access location on South Santa Monica Boulevard will be maintained throughout this portion of the project's construction activities. This phase will also include the construction of the new segment of the alley, between Beverly Drive and the existing alley, atop the subterranean levels. Once the new alley segment has been completed, it will be connected to the remaining north-south portion of the alley, and the existing entrance from South Santa Monica Boulevard (along with the portions of the alley north of the new segment) will be closed and ultimately removed during subsequent phases of the project's construction. Note that the connection of the new alley segment with the remainder of the existing alley may require a temporary and short-duration closure of all access to the alley, although it is expected that this procedure can be accomplished during late weekday or weekend evening hours (with permission from the City) when alley activity is nominal to minimize impacts to alley operations.

As a result, based on these evaluations, the proposed alley reconfiguration will not affect access for any of the vehicle types observed to use that facility, up to and including semi-trailer trucks. Therefore, since neither the physical configuration nor the operational conditions of the portions of the alley south of the project site will be affected, the proposed relocation of the alley entrance is not anticipated to result in any significant impacts to other (non-project) users of the alley.

Alley Access to Proposed Project Loading Docks and Subterranean Parking

As also shown earlier in Figure 2, vehicular access to the proposed project's on-site loading bays will be provided from the relocated portion of the alley. Delivery vehicles using the loading bays will enter the project site from the (relocated) alley, and then back into either of the two bays; once the loading/unloading activity is completed, the trucks will then exit the site into the alley to continue southward through the remaining portion of the alley toward Brighton Way. A study of the configuration of the loading bays indicated that a typical SU-30 single-unit delivery truck, which is the type and size of vehicle anticipated to serve the proposed project, can accomplish the maneuvers necessary to access either of the loading bays entirely within the project site, although it is likely that multiple vehicle moves will be required for egress from "loading bay 2" when another vehicle is utilizing the adjacent "loading bay 1". Additionally, while larger trucks are not expected to use the project's loading bays, a supplemental evaluation identified that an SU-40 single-unit truck could also enter and exit both loading bays, although such vehicles could encounter somewhat more difficulty (due to their additional length and larger turning radii),

Letter to Mr. Masa Alkire
April 28, 2020
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and may temporarily encroach into the alley itself, particularly when exiting from “loading bay 2” if another vehicle is using “loading bay 1”; this move would require that the delivery truck exiting “loading bay 2” back up into the alleyway in order to correctly orient itself for southbound travel. Graphics illustrating the entry and exit maneuvers of both an SU-30 and SU-40 single-unit truck for each of the loading bays (when the other bay is being used) are provided in the attachments.

However, it is of note that the loading bays are located in an area that will be used by vehicles returning from the proposed project’s subterranean parking levels to the on-site porte cochere. Therefore, while adequate vehicular access to the project’s on-site loading bays will be provided, in order to avoid conflicts with both “internal” (on-site) project-related vehicular circulation and general (non-project) alley operations, it is recommended that all deliveries to the project site that require the use of the loading bays be scheduled during the “off-peak” periods of the day, when traffic activity at the project site and/or in the alley are expected to be reduced. Further, during the delivery truck loading dock “entering” and “exiting” maneuvers, attendants should be provided to direct and/or control project and alley traffic, to further ensure that potential conflicts do not occur, and that acceptable vehicular circulation in the alley on the project site is maintained.

Summary and Conclusions

The evaluations of the Cheval Blanc Hotel Specific Plan Project’s proposed relocation of the alley entry from its current location on South Santa Monica Boulevard to Beverly Drive indicate that no significant impacts to vehicular access or to the operations of the alley are expected. Further, the location and operations of the project’s loading bays will be acceptable, and will not significantly impact the alley, although it is recommended that the project schedule deliveries for off-peak times, and provide attendants to assure that conflicts with alley traffic do not occur.

Please review the preceding and attached information and analyses, and feel free to contact me if you have any questions or comments.

Sincerely,



Ron Hirsch, P.E.
Principal

Cc: Ms. Deborah Quick, Morgan, Lewis & Brockius

Attachments

ATTACHMENTS

**CITY OF BEVERLY HILLS DEPARTMENT OF COMMUNITY PLANNING
INITIAL REVIEW COMMENT LETTER (APRIL 10, 2020)
CHEVAL BLANC HOTEL SPECIFIC PLAN PROJECT (PL2000138)**



April 10, 2020

Deborah E. Quick
Morgan, Lewis & Bockius, LLP
One Market, Spear Street Tower
San Francisco, CA, 94105

RE: Initial Review of submitted application for the proposed Cheval Blanc Hotel Specific Plan Project (Specific Plan, Zoning Map and Zone Text Amendment, General Plan Amendment, Vesting Tentative Parcel Map, Encroachment Agreement, and Development Agreement) located at 468 North Rodeo Drive (PL2000138).

Dear Ms. Quick:

Staff has conducted a review of the above application, which was submitted to the City on March 12, 2020. At this time, the submitted application and plans have been deemed incomplete. Please note that due to the need for certain City staff to focus on providing essential City services during the on-going covid-19 pandemic, complete comments are not available from all City departments at this time. Responses to the following information requests and provided comments are required to continue evaluation of your application:

PLANNING AND ZONING COMMENTS

Project Plans

- 1) G001 – PARCEL, NUMBERS AND SITE AREA: Also identify the total parcel size of 55,606 SF as an additional line item as this is the size of the project site if the parcel map is approved.
- 2) G001 – FLOOR AREA AND FLOOR AREA RATIO: Add additional row “Gross Site Area – 55,606 SF”. In the ON PLANS column provide the actual PROPOSED MAX. FAR TOTAL SITE calculation (4.06?), move the 4.2 FAR calculation to the SPECIFIC PLAN MAX. column. Also move the 3.9 PROPOSED MAX. FAR ABOVE GRADE figure to the SPECIFIC PLAN MAX. column, provide the actual FAR (3.78?) in the ON PLANS column.
- 3) G001- Add a table that provides floor area by use type: “Hotel” (breakdown by subcategory, such as “Member Club”, “Public Restaurant”, “Hotel Restaurant”, “Spa/Wellness Center”), “Retail”, “Exempt Space” and “Total”. This table will be

used as a reference in the future regulation amendments proposed in the Draft Specific Plan.

- 4) G001- BUILDING HEIGHT – ZONING: delete ZONING from title. Retitle the text at the beginning of this section as “Current C-3 Height Requirement”. Modify the table REQUESTED HEIGHT/STORIES into ON PLANS column and SPECIFIC PLAN MAX. column. Create rows in this table to clearly identify the maximum height allowed for the various portions of the building. See comments in the height section of the attached Specific Plan markup for further information.
- 5) G001- BUILDING HEIGHT: The “calculation of the height of the building” paragraph needs to be substantially rewritten, as the proposed height measurement for this Project does not match the cited BHMC section. See the comments on the Draft Specific Plan, and update this section. The list of allowable height exemptions can reference the appropriate section of Cheval Blanc Specific Plan instead of being listed in their entirety on the cover sheet.
- 6) G001- CODE PARKING ANALYSIS: Retitle text at beginning of this section as “Current Requirements”. Retitle the table “Requested Parking Requirements”. Rename columns “Provided Spaces On Plans” and “Specific Plan Required Spaces” and fill the table in with applicable information. Rename “Ratio” column “Required Ratio”. Add rows to document parking credits the Project will utilize (in lieu parking, 50% hotel parking for retail credit, 15% project reduction credit). See comments in Draft Specific Plan regarding the 15% reduction credit. The credit rows should be filled in with negative numbers. The required and provided columns will then both have totals based on the sum of all rows included in the table.
- 7) G001- COMMERCIAL LOADING: Rename text at beginning of section “Current Requirements”. Change end of section to “Requested Loading Requirements”. Provide a table that includes columns: “Required Loading Space Type”, “Required Loading Space Size”, “Specific Plan Loading Space Requirement”, and “Provided Loading Spaces”.
- 8) G003- PLOT PLAN: Label location of height datum point. Provide elevation of height datum point. Label Pedestrian Plaza.
- 9) G003- PLOT PLAN: Clarify “Zero Lot Line No Setback” label. Is this a Specific Plan regulation, if so, include a setback regulation in the specific plan, and include a setback table on sheet G001 that identifies required and provided building setbacks. Identify the actual building distance from the lot line on the plot plan. There appears to be space between the lot line and the proposed building at both locations labeled “Zero Lot Line, No Setback”.
- 10) G004- SITE CROSS SECTION: On each section, provide depth measurements from the ground surface to the top of the underground encroachments. The depth

of these encroachments must meet or exceed the depth requirement proposed in the Draft Specific Plan (10 feet).

- 11)G004- SITE CROSS SECTION: Indicate the height datum elevation as a line across each elevation. Building height measurement should originate from this line. Provide a building height envelope line that visually represents the requested maximum building heights that are included in the Draft Specific Plan.
- 12)A101 to A103- BASEMENT LEVELS: Provide directional indicators for one way and two way drive aisles; provide dimension for drive aisle widths (one way and two way); on each sheet provide measurements for typical stall sizes for standard spaces, tandem spaces, compact spaces, and loading bays; provide measurements indicating additional required clearances from obstructions, such as building columns; label each tandem stall; provide ramp slope information for both transition slopes and main slopes.
- 13)A101 to A103- BASEMENT LEVELS: Revise the PARKING SUMMARY table on each sheet to identify tandem spaces on a per stall basis. This will double the number of spaces. This will allow the table to sum correctly and better mesh with the regulations requested in the draft Specific Plan.
- 14)A101 to A103- BASEMENT LEVELS: Provide electric vehicle charging information on applicable levels. The Green Building Code requires that a certain number of vehicle charging stations be provided. In addition vehicle charging was identified as a project feature in Section 4.9 of the draft Specific Plan.
- 15)A103- B1: Identify location of bicycle parking and bicycle amenities compliant with the Green Building Code and Sections 4.4.D and 4.9 of the draft Specific Plan.
- 16)A103- B1: The back-up area for Loading Bay 1 does not appear to be compliant with the loading space access requirements of 4.4.C. There appears to be a conflict with the most eastern parallel space.
- 17)A111- A192 All floor plans: Provide setback distances of the structure from property lines. At the ground level it appears that the building is setback from the southern interior property lines. Upper levels of the building are stepped back from the property line, provide information on those step back distances.
- 18)A111- GROUND LEVEL: Include directional information on vehicle drive aisles and ramps, provide width of drive vehicle drive aisles. Provide slope information for ramps.
- 19)A111- GROUND LEVEL: The configuration of the two truck loading bays appears to conflict with the draft Specific Plan's minimum drive aisle requirement for one way traffic.

- 20) CIRCULATION COMMENT: Provide a separate exhibit that provides turning radius information (AutoTURN) for vehicles that could access the site, such as identified delivery vehicle types, emergency vehicles and standard passenger vehicles.
- 21)A111- GROUND LEVEL: Label taxi/ride share spaces. Provide dimensions for all loading/drop-off and valet vehicle spaces in the motor court.
- 22)A121- SECOND LEVEL: Provide more detailed information regarding the dimensions and configuration of the Porte Cochere, as this sheet is referenced in draft Specific Plan Section 4.3 as the control on the size and attachment of this feature.
- 23) A151- 5th LEVEL: Provide height of glass guardrail and landscaped planter box located on guestroom balconies, provide height of operable awning.
- 24)A161- 6th LEVEL: Provide height for the following features: cabana shade structures, main shade structure, acoustic barrier, and exterior rooftop bar.
- 25)A171- 7th LEVEL: Provide building step back measurements; provide height of acoustic barrier, glass guardrail, and operable awnings on guestroom balconies.
- 26)A181- 8th LEVEL: Provide building step back measurements: provide height of acoustic barrier, glass guardrail, and operable awnings on guestroom balconies.
- 27) A191- 9th LEVEL: Provide building step back measurements: provide height of acoustic barrier, glass guardrail, planters for landscaping, trellis, shade structure, and operable awnings on guestroom balcony.
- 28)A192- LOW ROOF PLAN: Provide distance of mechanical enclosure from property lines. Provide height of screen wall.
- 29)A193- HIGH ROOF PLAN: Provide height of rooftop features.
- 30)ALL FLOOR AREA DIAGRAMS: Provide a floor area total for each of the use types that are color coded on each diagram sheet. Add an additional sheet that provides a table that tallies the floor area identified on each level. This new sheet should match the information in the new table requested on G001 (see Comment 3 above). Create a separate Outdoor Areas category, do not combine it with exempt space (MEP, Cores, shafts). Provide separate calculations for outdoor dining areas and other outdoor space. On each sheet provide the area of each elevator lobby exclusion.
- 31)ALL ELEVATIONS AND SECTIONS: Add the height datum as a line across the elevation. Provide a building height envelope that indicates the maximum allowable heights of the building. Include rooftop features on all elevations and indicate the height of the rooftop features. Include measurement on sections

identifying the depth of the portions of Level B2 that project beyond the property line.

Project Description

- 1) Provide more information on the Private Club use. This Project Description discussion should inform the regulations that you add to the draft Specific Plan that are applicable to the Private Club. The operation of the club within the hotel facilities, hours of operation, membership and guest policy should all be addressed. Questions include: the maximum number of members, the maximum occupancy of the club, the number of allowable guests per member, how will events be held at the club, and how does the lobby entrance on Beverly drive operate for pedestrians and vehicles? The operation of the Private Club could inform parking demand and should be directly addressed in the parking demand analysis.
- 2) Add information to the construction phasing discussion that address when the alley realignment will occur. This information will be an important consideration when construction related traffic impacts are analyzed. Also see the Public Works Engineering comments in this letter.
- 3) The appropriate recommended export hauling route will need to be discussed with the City's Traffic Engineer.
- 4) Provide specific in lieu parking information, including a copy of the covenant recorded against the property.
- 5) P.1 and P.5- Update to include proposed parcel size (1.275 acres), identify the 1.2 acres is exclusive of the alley area.
- 6) P.3- According to the plans the Private Club entrance is from Beverly Drive, not the alley.
- 7) P.8- Allowable construction hours in Beverly Hills start at 8 AM: BHMC 5-1-205. update Phase 1 information to reflect this requirement.
- 8) P.9- Provide a basis for the use of a 25% bulking/fluff factor.
- 9) P.11- Provide verification information that the cited privately owned sites have surplus parking available above the required parking for those sites, that can be used to provide construction employee parking for this Project.
- 10)P.11- Table 4: Why are operational hours identified as extended hours? That is a specific permit type in the BHMC that this Project does not require.

- 11) P.12- Application types: The application includes a submittal for a Vesting Tentative Parcel Map, not a Tract Map. Add Specific Plan to the list of requested entitlements.

Project Description Attachments

Exhibit 1 – Parking Demand Analysis

- 1) Please review the City's Traffic Engineer comments below and review the comments of the City's traffic peer reviewer (Attachment 2) regarding Parking Demand and the Motor Court.
- 2) Table 3 – Parking Tabulation: identify in lieu parking as a row in the table and include the number of in lieu spaces as a negative number. Include a row in the table for the 15% reduction and include a negative number of spaces to account for the reduction. The 170 space total identified in this table does not match the project plans.

Exhibit 2- Valet Parking Management Plan

- 3) Please review the comments of the City's traffic peer reviewer (Attachment 2) regarding the valet parking plan.
- 4) Please provide more information as to when drive aisle stacked parking will be used. Is this intended for occasional use, such as during events or other functions of the Private Club?

Additional Traffic Peer Review Comments

- 5) Submit an Alley Study. Please review the City's traffic peer reviewer comments regarding submittal of an alley study for the Project.

Exhibit 3- Loading and Deliveries Narrative

- 6) The 12' by 35' spaces located on the ground level appear to conflict with the required drive aisle for vehicles exiting the ramp from B1, please clarify whether there is a conflict.
- 7) Provide information to describe an SU-30 truck and proof that this would be the largest delivery vehicle that would visit the site. Provide information whether the provided spaces are large enough for an SU-30 truck.
- 8) Provide a weekly or monthly estimated delivery schedule that includes both retail and hotel deliveries. It should include delivery type, size of vehicle used, and number of deliveries per week/month.

- 9) Please clarify the statement “if the City of Beverly Hills is hosting a large event”. What does the statement refer to?

Exhibits 4 through 7

Thank you for providing two Historic Resource Assessments and building permit records for two of the sites. This information will be peer reviewed as part of the CEQA environmental review process.

- 10) Preliminary comment: The two assessments should analyze the National and California register criteria separately, and specifically with respect to the criteria relating to the significance of buildings that are less than 50 years old.

Exhibits 8 through 12

Thank you for providing the five geotechnical and seismic reports. These will be reviewed as part of the CEQA environmental review of the Project.

Draft Specific Plan

- 1) Please review the comments included in the attached marked-up Draft Specific Plan (Attachment 1) and resubmit a revised version of this document.

Draft Specific Plan Figures

- 1) Figure 3- EXISTING SITE CONDITIONS: Provide the boundaries of the existing parcels on the exhibit.
- 2) Figure 5- MODIFIED ZONING AND LAND USE: The zoning and general plan maps will need to be updated to also include the M-PD-5 zoning and land use designation.
- 3) Figure 6- SPECIFIC PLAN LAND USE CONCEPTS: The east elevation identifies retail at the corner of North Beverly Drive and South Santa Monica Boulevard. This appears to be inaccurate.
- 4) Figure 7- BUILDING PLACEMENT: This figure is cited on page 7 of the Draft Specific Plan as controlling the size and configuration of the pedestrian plaza. If the figure is used for this purpose additional information needs to be included regarding the plaza, including : plaza dimensions, art location, as well as distances from obstructions for the art piece location, and ADA paths of travel in plaza.
- 5) Figure 8-SURROUNDING CIRCULATION: Provide the City’s street classifications of the streets included in this exhibit.
- 6) Figure 9- SITE CIRCULATION: Provide directional information for alleys, on-site drive aisles and ramps.

- 7) Figures 10 to 12- PARKING PLANS: Update based on comments provided for the parking levels on the Plans.
- 8) Figure 13 to 18- UTILITY PLANS: These will need to be updated as more information becomes available.
- 9) Figure 29- AT-GRADE LOADING SPACES: Provide a separate exhibit to provide more detailed information regarding the utility yard and SCE capacitor yard. This exhibit should include screening information, access information, and provide information on the appearance from North Beverly Drive.
- 10) Figure 30- BUILDING HEIGHT: Identify 266' elevation as the height datum point for the project. Identify that all heights in exhibit are measured from the datum point. Label each height with the building feature that is measured (i.e. Rodeo Drive adjacent commercial, pool deck area, penthouse pool deck, etc.). Provide a table on this sheet that lists the height limitations of the Specific Plan.
- 11) Figure 31- OUTDOOR DINING GROUND FLOOR: Provide overall dimensions and area of outdoor dining area. Provide dimensions and area of outdoor dining on the public right of way and the outdoor dining on private property. Provide unobstructed width for adjacent sidewalk. Provide distance measurement between outdoor dining area and obstructions (i.e. tree well to the east)
- 12) Figure 32- OUTDOOR DINING LEVEL 6 & 7: Provide the area of each identified outdoor dining area, add a table that totals outdoor dining areas of the Project.
- 13) Figures 35 and 36- ELEVATIONS: Add a line that indicates project height datum. Provide height measurements to different features on each elevation. Identify the maximum height envelope. Show rooftop structures.
- 14) Figures 39 and 40- OUTDOOR LIVE ENTERTAINMENT: Identify height of acoustic barriers.

Vesting Tentative Parcel Map

- 1) Increase the differentiation between the lines used for "Existing Lot Line" and "Proposed Easement".
- 2) The area delineated by "Proposed Underground Building Limits" do not appear to match the configuration of underground parking as shown in the project plans.

Encroachment Permit (Subsurface Encroachment)

- 1) Add a request letter to the application requesting the encroachment and articulating why the encroachment is proposed.

- 2) Submit the encroachment fee (\$8490).
- 3) Submit the legal description and plat for the encroachment area for review.

Application

- 1) Attachment #4: Update to add Specific Plan and modify Vesting Tentative Tract Map to Vesting Tentative Parcel Map. Modify Encroachment Permit request to identify subsurface parking structure and remove above surface awnings.

Traffic Engineer Comments

1. Include an additional 1-FT width for parking spaces adjacent to obstructions/walls.
2. Include 26- foot-back up space for standard, compact, and tandem spaces.
3. Include “entrance” and “internal” ramp slopes.
4. Stack spaces shall meet the City’s parallel parking standard guideline.
5. Check with Community Development/ Public Works regarding statement: “[t]en (10) feet below grade, parking spaces and aisles may extend under the public sidewalk up to the existing curb.”
6. Reduce compacted parking limitation from 25% to 10%.
7. Provide more information regarding “In Lieu Parking” to ensure those spaces are allocated to the uses permitted by BHMC Title 10, Article 33.

Public Works Department Comments

- 1) Please review the attached April 2, 2020 Memorandum from the Civil Engineering Division of the Public Works Department (Attachment 3).

Urban Designer Comments

Historic Preservation and Preliminary Architectural Review Comments

General Comments – Technical Reports

1. At this time, materials related to the historic nature of the subject properties that has been provided by the applicant include:
 - a. Historic Resource Assessment Report for 461 North Beverly Drive (Paley Center)
 - b. Historic Resource Assessment Report for 468 North Rodeo Drive (formerly Brooks Brothers)
 - c. Overview building permit history

2. In the environmental document that will be prepared for the proposed project (whether an EIR or other), a comprehensive overview of all of the subject properties' architectural descriptions and histories should be provided.
 - a. Please explain the decision to provide Historic Assessment Reports on two properties only. An analysis should be provided initially studying each property and explaining why further historic analysis was not required.
 - b. Permit history documentation has been provided loosely by the applicant. This information should be reviewed and synthesized by the applicant's historic consultant and included in the comprehensive overview.
 - c. Additional background on 461 North Beverly Drive (Paley Center) should also be provided to conclude the evaluation of the Master Architect's work with an understanding of any publications in which the structure had appeared and/or any design awards received (See Section 6, etc.).
3. Based on the scope of the project and the historic assessment reports provided, a peer review will be required, to be conducted by the City's historic consultant, Ostashay & Associates Consulting, for which a deposit is required to be remitted. Additional peer review will be required of the environmental document when it is prepared (i.e. EIR or other).

Architectural Comments – Preview – Drawing Set

1. Consider closely vehicular circulation that extends beyond the building footprint and onto City streets, etc. A careful review of this component of the project, in conjunction with a traffic analysis, should be undertaken to ensure vehicular circulation does not negatively impact pedestrian circulation and busy existing traffic patterns at the site (south Santa Monica Boulevard and North Beverly Drive).

General Plan: CIR 1.4a Strive to maintain vehicle flow on City roadways and intersections. Congestion may be accepted, provided that provisions are made to improve the overall system and/or promote non-motorized transportation, such as bicycling and walking, as part of a development or City-initiated project. (Imp. 3.7)

General Plan: CIR 6.7 Multi-Modal Design. Require proposed development projects to implement site designs and on-site amenities that support alternative modes of transportation, and consider TDM programs with achievable trip reduction goals as partial mitigation for project traffic impacts. (Imp. 3.7)

General Plan: LU 2.8 Pedestrian-Active Streets. Require that buildings in business districts be oriented to, and actively engage the street through design features such as build-to lines, articulated and modulated façades, ground floor transparency such as large windows, and the limitation of parking entries directly on the street. Parking ingress and egress should be accessed from alleys where feasible. (Imp. 2.1)

General Plan: LU 11.4 Parking in Pedestrian-Oriented Districts. Require that driveways be minimized in pedestrian oriented commercial districts to avoid interruptions in the continuity of the pedestrian shopping experience, prioritizing driveway locations to side streets and alleys wherever feasible. (Imp. 2.1, 2.2)

2. In the current iteration of the design, the hotel lobby is sequestered within the massing at the ground level and accessible only through the vehicular circulation area off of South Santa Monica Boulevard. A pedestrian presence for the hotel may be considered off of the major City arterials, e.g., North Rodeo Drive to complement the proposed retail district and to afford general public access. Further consideration of a pedestrian friendly public entrance for the main programming of the project would also create a visual presence on the main street-facing elevation(s) and better inform the architecture as it addresses the public way.

General Plan: LU 11.3 Retail Street Frontages. Require that development and street frontages in districts containing retail uses be designed and developed to promote pedestrian activity including: (a) location and orientation of the building to the sidewalk; (b) transparency of and direct access to the ground floor elevation from the sidewalk; (c) articulation of street-facing elevations to promote interest and sense of quality; (d) inclusion of uses and public spaces that extend interior functions to the sidewalk such as cafes and plazas; and (e) use of pedestrian oriented signage and lighting. (Imp. 2.1, 2.2)

3. Further consideration may also be given to creating a more uniquely contemporary architectural expression in design and materiality that responds to our own time, while imbuing the sense of timeless elegance suggested in the current design iteration.

General Plan: LU 2.4 Architectural and Site Design. Require that new construction and renovation of existing buildings and properties exhibit a high level of excellence in site planning, architectural design, building materials, use of sustainable design and construction practices, landscaping, and amenities that contribute to the City's distinctive image and complement existing development. (Imp. 2.2, 2.3)

General Plan: LU 11.2 Site Planning and Architectural Design. Require that commercial and office properties and buildings are planned and designed to exhibit a high level of site and architectural design quality and excellence. (Imp. 2.1, 2.2)

Plan Review Engineer (Building Safety) Comments

The purpose of this review is for a high-level preliminary conceptual review only. This is not a comprehensive plan review and or concept review. Other corrections may follow, after complete plans are submitted that are suitable for a thorough review.

Additional comments will follow when complete and fully dimensioned plans are submitted for thorough plan review.

1. Since the proposed project is a high-rise building, it shall comply with all the applicable requirements of Section 403 of 2019 CBC including but not limited to:
 - 403.3.3 Secondary water supply
 - 403.5.1 Remoteness of interior exit stairways
 - 403.5.2 Additional interior exit stairway
 - 403.6 Elevators (including enclosed elevator lobbies)
2. Please clarify whether nonseparated occupancies are used per Section 508.3 of 2019 CBC.
3. The building elements shall have a fire-resistance rating not less than that specified in Table 601 and exterior walls shall have a fire-resistance rating not less than that specified in Table 602. Where required to have a fire-resistance rating by Table 601, building elements shall comply with the applicable provisions of Section 703.2. The protection of openings, ducts and air transfer openings in building elements shall not be required unless required by other provisions of this code.
4. The maximum area of unprotected and protected openings permitted in an exterior wall in any story of a building shall not exceed the percentages specified in Table 705.8. Please provide required calculation to verify the maximum area of openings on the south and west (facing alley) sides of the building.
5. Please provide complete egress analyses for each space, story and entire building and show compliance with the corresponding sections in CH 10 of CBC:
 - Occupant Load (Section 1004)
 - Means of egress sizing (Section 1005)
 - Number of exits and exit access doorways (Section 1006); Egress from each space (1006.2) and egress from stories or occupied roof (1006.3)
 - Separation between required exits (1007.1)
 - Accessible means of egress (Section 1009)
 - Exit access travel distance (Section 1017) and common path of egress travel distance (Table 1006.2.1)
 - Exit discharge (Section 1028)
6. Exits shall discharge directly to the exterior of the building. The exit discharge shall be at grade or shall provide a direct path of egress travel to grade. The exit discharge shall not reenter a building. The combined use of Exceptions 1 and 2 shall not exceed 50 percent of the number and minimum width or required capacity of the required exits. (Section 1028)
The exits discharge the occupants to a location where it is still under the building. Please clarify.

7. Provide required number of exits in the Members Club area at third level, Spa in 4th and 5th levels and the restaurant in 6th floor.
8. Guest rooms shall comply with the accessibility requirements of CH. 11B and minimum number of guest rooms with mobility features and with communication features shall comply with Tables 11B-224.2 and 11B-224.4, respectively.
9. A complete and detailed construction means and method is required to elaborate all construction phases in detail including but not limited to shoring, excavation, haul route, tower crane installation, traffic control plan, etc.
10. Please clarify and elaborate fire department access to all sides of the building specially in the south, west and south west sides from the alley.
11. Please show a complete accessible path of travel from public way AND accessible parking spaces to all floors.
12. Please delineate long-term and short-term bicycle parking spaces with the minimum required vs provided bicycle parking stalls.
13. Please clarify and show the location and number of EVCS and accessible EVCS spaces on plans.

Should you have any questions regarding the above comments, please feel free to contact me at (310) 285-1135, or by email at malkire@beverlyhills.org.

Sincerely,

Masa Alkire

Masa Alkire, AICP, Principal Planner

Attachments:

- Attachment 1: Draft Specific Plan Mark-up
- Attachment 2: City Traffic Peer Reviewer Memo
- Attachment 3: Public Works Engineering Memo



CHEVAL BLANC INITIAL REVIEW OF SITE PLAN, SITE ACCESS AND PARKING

Specific Plan (March 12, 2020)

No transportation comments on Specific Plan; noted items below that relate to the other studies submitted to ensure consistency and clarity on project description.

Luxury hotel with private club, restaurant, lounge, bar and other appurtenant uses, ground floor and second floor retail:

- Up to 115 hotel rooms
- Member's club – 7 KSF
- Restaurant – 20 KSF
- Retail - 24 KSF
- Parking – 172 spaces
- Motor Court – 9 pick-up/drop-off spaces (including 2 ridesharing spaces) + Truck loading may be used for pick-up/drop-off during peak event times
- Loading – Two truck loading spaces (35-feet)

Existing uses consist of approximately 57 KSF retail and 65 parking spaces:

- Brooks Brothers - 20,265 square feet and six surface parking spaces
- Celine - 6,895 square feet and nine surface parking spaces
- Formerly the Paley Center for Media - 23,351 square feet, five surface parking spaces and 45 underground parking spaces
- Three small retail shops (a beauty supply store, a jewelry store, and a pop-up shop) and a storage facility - 6,276 square feet

Parking Analysis Study (March 10, 2020)

Parking Demand

- Empirical Data for Beverly Hills and Vicinity: Confirm that 3 Year Trend of Luxury Hotel Overnight Drive-In Rates (page 6) reflects Hotels in Beverly Hills
- The method for estimating hotel overnight demand and guest demand is reasonable (page 7):
 - o 38 overnight guest parking spaces (25% of demand)



- 115 transient visitor parking spaces (74% of demand)
- 153 total parking spaces
- Comments on Table 2 – Parking Demand for the Cheval Blanc Project:
 - Total visitor parking demand of 153 spaces is reasonable based on data provided
 - The reduction of 94 parking spaces due to lack of banquet facilities may be unreasonable due to the following:
 - The study is assuming that 94 of the 264 parking spaces at the Peninsula are devoted to public assembly (36% of parking) for a 2,630 square foot banquet facility and reducing the demand at the Cheval Blanc by 94 spaces since it doesn't have banquet facilities.
 - The transient parking demand of 75% of total guest parking accounts for some banquet use but the extent of banquets/special events is unclear. Since this is based on average daily demand, the extent of banquet/special event parking may be low when averaged throughout the week, and therefore subtracting 94 spaces from this demand may not be reasonable.
 - The amount of public assembly parking required per BHMC (1 space per 28 SF) for each of the hotels may be misleading; in comparing the BHMC code requirements to the total amount of parking provided at the hotels, the percentage of parking demand being assigned to the assembly space is 36% at the Peninsula (94 of 264 total spaces) and 83% at the Waldorf Astoria (261 of 314 total spaces).
 - The proposed hotel has a 7,000 square foot private club. The parking demand for the club is not factored into the parking demand and could be similar to, or potentially higher, than the 2,630 square feet of public assembly space at the Peninsula Hotel.
 - It is unclear how the retail demand of 69 spaces is calculated.
 - Does the demand include retail and restaurant space?
 - Does the demand include the 50% credit for retail uses associated with hotels as noted in Table 1?
 - Does the demand factor in the in-lieu parking credits for existing retail uses?
 - No data is provided on how the employee parking demand of 30% of 120 employees per shift was developed.
- Comments on Table 3 – Parking Tabulations from Cheval Blanc Specific Plan



- It appears that the only difference in parking demand between Table 1 and Table 3 is the 23 additional parking spaces required for BOH in Table 1. It is unclear why the BOH operations were not included in Table 3.
- General Comment on Parking Demand: It appears that if the BHMC requirements were applied to the project as shown in Table 1 and the study clearly accounted for the in-lieu parking credits of 49 spaces noted in Table 3, then the project would be able to show that it is meeting its required parking demand through a combination of on-site supply and off-site in-lieu parking.

Motor Court

- Total demand is estimated at 11 spaces; project is proposing 9 spaces
- Total demand does not account for 7,000 sf private club
- In comparison to other hotels, the motor court appears to be sufficient to accommodate expected demand
- Point of clarification – Does motor court provide vehicle egress from underground parking onto South Santa Monica Boulevard? If so, vehicle queuing capacity in the motor court for vehicles exiting onto South Santa Monica Boulevard should also be shown on the site plan.

Valet Parking Management Plan

- The overall assumptions and conclusions of the valet management plan are reasonable
- The valet study includes additional detail on the number of standard and tandem spaces that would be helpful to incorporate into the overall parking study; more clarification on who is using the standard vs. tandem spaces in comparison to their anticipated parking demand should be incorporated into the parking study.
- In addition, the valet study shows how additional parking demand can be met, if needed, through stacked parking in the drive aisles. Stacked parking would provide 64 additional parking spaces. Given that the project is not meeting BHMC parking requirements, it would be helpful for the parking study to note that demand during peak periods or special events associated with the private club could be accommodated through this additional stacked parking.



Additional Comments

- Request Alley Study – An alley study should be prepared in consideration of the other existing uses that may be impacted by the realignment of the alley. The alley study should contain the following:
 - o Existing daily traffic volumes entering alley from S. Santa Monica Boulevard and exiting alley onto Brighton Way (including AM and PM peak hour turning movement volumes so that directionality of travel to/from the alley is known)
 - o Number and type/size of trucks utilizing existing alley
 - o Diagrams showing how trucks and emergency access vehicles will access realigned alley and turning movement radius for east/west to north/south alley transition
 - o Summary of any impacts to adjacent business resulting from alley realignment
 - o Maintaining alley access during construction

CHEVAL BLANC HOTEL
TRAFFIC VOLUME COUNTS
ONE-WAY (SOUTHBOUND) ALLEY BETWEEN RODEO DRIVE AND BEVERLY DRIVE
SOUTH SANTA MONICA BOULEVARD ENTRANCE

ALLEY ACCESS VEHICLE COUNT SUMMARIES

CHEVAL BLANC HOTEL PROJECT
SUMMARY OF CURRENT WEEKDAY ALLEY TRAFFIC ACTIVITY
ONE-WAY SOUTHBOUND ALLEY BETWEEN SANTA MONICA BOULEVARD (S) AND BRIGHTON WAY

DAY/DATE	EASTBOUND RIGHT-TURN ENTRY						WESTBOUND LEFT-TURN ENTRY						TOTAL ALLEY VOLUMES					
	AUTOS	DELIVERY	GARBAGE	SEMI	MC	TOTAL	AUTOS	DELIVERY	GARBAGE	SEMI	MC	TOTAL	AUTOS	DELIVERY	GARBAGE	SEMI	MC	TOTAL
Tuesday, April 23, 2019																		
Daily	483	30	1	0	2	516	208	13	3	0	2	226	691	43	4	0	4	742
AM Peak Hour (8:45 - 9:45 AM)	61	1	0	0	0	62	45	2	2	0	0	49	106	3	2	0	0	111
Mid-Day Peak Hour (12:00 N - 1:00 PM)	37	4	0	0	0	41	17	0	0	0	0	17	54	4	0	0	0	58
PM Peak Hour (3:30 - 4:30 PM)	36	8	0	0	1	45	10	1	0	0	0	11	46	9	0	0	1	56
Monday, May 13, 2019																		
Daily	369	39	0	0	1	409	164	23	3	0	0	190	533	62	3	0	1	599
AM Peak Hour (8:45 - 9:45 AM)	57	3	0	0	1	61	41	4	0	0	0	45	98	7	0	0	1	106
Mid-Day Peak Hour (12:00 N - 1:00 PM)	25	8	0	0	0	33	9	3	0	0	0	12	34	11	0	0	0	45
PM Peak Hour (3:30 - 4:30 PM)	24	4	0	0	0	28	8	1	0	0	0	9	32	5	0	0	0	37
Tuesday, May 14, 2019																		
Daily	440	44	0	0	4	488	226	19	2	0	1	248	666	63	2	0	5	736
AM Peak Hour (8:45 - 9:45 AM)	65	5	0	0	2	72	50	0	0	0	1	51	115	5	0	0	3	123
Mid-Day Peak Hour (1:00 - 2:00 PM)	35	7	0	0	0	42	17	1	0	0	0	18	52	8	0	0	0	60
PM Peak Hour (4:00 - 5:00 PM)	30	0	0	0	0	30	16	0	0	0	0	16	46	0	0	0	0	46
Monday, May 20, 2019																		
Daily	380	35	0	0	2	417	187	16	3	0	2	208	567	51	3	0	4	625
AM Peak Hour (8:45 - 9:45 AM)	53	7	0	0	1	61	36	1	0	0	0	37	89	8	0	0	1	98
Mid-Day Peak Hour (12:00 N - 1:00 PM)	29	5	0	0	0	34	14	3	0	0	0	17	43	8	0	0	0	51
PM Peak Hour (4:15 - 5:15 PM)	28	1	0	0	0	29	8	1	0	0	0	9	36	2	0	0	0	38
Tuesday, May 21, 2019																		
Daily	505	40	1	0	0	546	225	27	3	0	0	255	730	67	4	0	0	801
AM Peak Hour (8:45 - 9:45 AM)	51	4	1	0	0	56	53	3	0	0	0	56	104	7	1	0	0	112
Mid-Day Peak Hour (12:45 - 1:45 PM)	27	5	0	0	0	32	18	3	0	0	0	21	45	8	0	0	0	53
PM Peak Hour (3:00 - 4:00 PM)	30	4	0	0	0	34	12	2	0	0	0	14	42	6	0	0	0	48
Wednesday, May 22, 2019																		
Daily	435	49	1	1	1	487	211	23	2	0	0	236	646	72	3	1	1	723
AM Peak Hour (8:45 - 9:45 AM)	53	5	0	0	0	58	50	1	0	0	0	51	103	6	0	0	0	109
Mid-Day Peak Hour (1:00 - 2:00 PM)	36	2	0	0	1	39	18	2	0	0	0	20	54	4	0	0	1	59
PM Peak Hour (3:15 - 4:15 PM)	23	5	0	0	0	28	9	1	0	0	0	10	32	6	0	0	0	38
Thursday, May 23, 2019																		
Daily	485	38	0	0	0	523	230	24	2	0	0	256	715	62	2	0	0	779
AM Peak Hour (8:30 - 9:30 AM)	61	3	0	0	0	64	39	1	0	0	0	40	100	4	0	0	0	104
Mid-Day Peak Hour (12:45 - 1:45 PM)	46	3	0	0	0	49	20	1	0	0	0	21	66	4	0	0	0	70
PM Peak Hour (3:00 - 4:00 PM)	35	3	0	0	0	38	11	3	0	0	0	14	46	6	0	0	0	52
Friday, May 24, 2019																		
Daily	462	30	0	0	2	494	219	15	2	0	3	239	681	45	2	0	5	733
AM Peak Hour (8:45 - 9:45 AM)	56	4	0	0	1	61	50	1	0	0	1	52	106	5	0	0	2	113
Mid-Day Peak Hour (12:15 - 1:15 PM)	53	4	0	0	0	57	18	0	0	0	0	18	71	4	0	0	0	75
PM Peak Hour (3:00 - 4:00 PM)	39	3	0	0	0	42	20	1	0	0	0	21	59	4	0	0	0	63
Weekday Average (8 Days)																		
Daily	445	38	0	0	2	485	209	20	3	0	1	233	654	58	3	0	3	718
AM Peak Hour	57	4	0	0	1	62	46	2	0	0	0	48	103	6	0	0	1	110
Mid-Day Peak Hour	36	5	0	0	0	41	16	2	0	0	0	18	52	7	0	0	0	59
PM Peak Hour	31	4	0	0	0	35	12	1	0	0	0	13	43	5	0	0	0	48
Maximums (by category)																		
Daily	505	49	1	1	4		230	27	3	0	3		730	72	4	1	5	
AM Peak Hour	65	7	1	0	2		53	4	2	0	1		115	8	2	0	3	
Mid-Day Peak Hour	53	8	0	0	1		20	3	0	0	0		71	11	0	0	1	
PM Peak Hour	39	8	0	0	1		20	3	0	0	0		59	9	0	0	1	

CHEVAL BLANC HOTEL PROJECT
SUMMARY OF CURRENT SATURDAY ALLEY TRAFFIC ACTIVITY
ONE-WAY SOUTHBOUND ALLEY BETWEEN SANTA MONICA BOULEVARD (S) AND BRIGHTON WAY

DAY/DATE	EASTBOUND RIGHT-TURN ENTRY						WESTBOUND LEFT-TURN ENTRY						TOTAL ALLEY VOLUMES					
	AUTOS	DELIVERY	GARBAGE	SEMI	MC	TOTAL	AUTOS	DELIVERY	GARBAGE	SEMI	MC	TOTAL	AUTOS	DELIVERY	GARBAGE	SEMI	MC	TOTAL
Saturday, May 11, 2019																		
Daily	384	11	1	1	0	397	201	10	2	0	0	213	585	21	3	1	0	610
AM Peak Hour <small>(8:45 - 9:45 AM)</small>	49	0	0	0	0	49	50	1	0	0	0	51	99	1	0	0	0	100
Mid-Day Peak Hour <small>(12:00 N - 1:00 PM)</small>	42	1	0	0	0	43	14	1	0	0	0	15	56	2	0	0	0	58
PM Peak Hour <small>(3:00 - 4:00 PM)</small>	43	2	0	0	0	45	13	1	0	0	0	14	56	3	0	0	0	59
Saturday, May 18, 2019																		
Daily	387	16	1	0	0	404	166	8	2	0	0	176	553	24	3	0	0	580
AM Peak Hour <small>(8:45 - 9:45 AM)</small>	63	2	0	0	0	65	29	1	0	0	0	30	92	3	0	0	0	95
Mid-Day Peak Hour <small>(12:00 N - 1:00 PM)</small>	41	2	0	0	0	43	17	0	0	0	0	17	58	2	0	0	0	60
PM Peak Hour <small>(3:00 - 4:00 PM)</small>	30	2	0	0	0	32	13	0	0	0	0	13	43	2	0	0	0	45
Saturday Average (2 Days)																		
Daily	386	14	1	1	0	402	184	9	2	0	0	195	570	23	3	1	0	597
AM Peak Hour	56	1	0	0	0	57	40	1	0	0	0	41	96	2	0	0	0	98
Mid-Day Peak Hour	42	2	0	0	0	44	16	1	0	0	0	17	58	3	0	0	0	61
PM Peak Hour	37	2	0	0	0	39	13	1	0	0	0	14	50	3	0	0	0	53
Maximums (by category)																		
Daily	387	16	1	1	0		201	10	2	0	0		585	24	3	1	0	
AM Peak Hour	63	2	0	0	0		50	1	0	0	0		99	3	0	0	0	
Mid-Day Peak Hour	42	2	0	0	0		17	1	0	0	0		58	2	0	0	0	
PM Peak Hour	43	2	0	0	0		13	1	0	0	0		56	3	0	0	0	

CHEVAL BLANC HOTEL PROJECT
SUMMARY OF CURRENT SUNDAY ALLEY TRAFFIC ACTIVITY
ONE-WAY SOUTHBOUND ALLEY BETWEEN SANTA MONICA BOULEVARD (S) AND BRIGHTON WAY

DAY/DATE	EASTBOUND RIGHT-TURN ENTRY						WESTBOUND LEFT-TURN ENTRY						TOTAL ALLEY VOLUMES					
	AUTOS	DELIVERY	GARBAGE	SEMI	MC	TOTAL	AUTOS	DELIVERY	GARBAGE	SEMI	MC	TOTAL	AUTOS	DELIVERY	GARBAGE	SEMI	MC	TOTAL
Sunday, May 12, 2019																		
Daily	179	1	0	0	0	180	91	1	0	0	0	92	270	2	0	0	0	272
AM Peak Hour <small>(8:00 - 9:00 AM)</small>	8	0	0	0	0	8	3	0	0	0	0	3	11	0	0	0	0	11
Mid-Day Peak Hour <small>(12:00 N - 1:00 PM)</small>	16	1	0	0	0	17	7	0	0	0	0	7	23	1	0	0	0	24
PM Peak Hour <small>(3:45 - 4:45 PM)</small>	26	0	0	0	0	26	10	0	0	0	0	10	36	0	0	0	0	36
Sunday, May 19, 2019																		
Daily	201	4	0	0	0	205	76	2	0	0	0	78	277	6	0	0	0	283
AM Peak Hour <small>(8:30 - 9:30 AM)</small>	10	0	0	0	0	10	5	1	0	0	0	6	15	1	0	0	0	16
Mid-Day Peak Hour <small>(12:15 - 1:15 PM)</small>	18	0	0	0	0	18	6	0	0	0	0	6	24	0	0	0	0	24
PM Peak Hour <small>(3:15 - 4:15 PM)</small>	27	0	0	0	0	27	11	0	0	0	0	11	38	0	0	0	0	38
Sunday Average (2 Days)																		
Daily	190	3	0	0	0	193	84	2	0	0	0	86	274	5	0	0	0	279
AM Peak Hour	9	0	0	0	0	9	4	1	0	0	0	5	13	1	0	0	0	14
Mid-Day Peak Hour	17	1	0	0	0	18	7	0	0	0	0	7	24	1	0	0	0	25
PM Peak Hour	27	0	0	0	0	27	11	0	0	0	0	11	38	0	0	0	0	38
Maximums (by category)																		
Daily	201	4	0	0	0		91	2	0	0	0		277	6	0	0	0	
AM Peak Hour	10	0	0	0	0		5	1	0	0	0		15	1	0	0	0	
Mid-Day Peak Hour	18	1	0	0	0		7	0	0	0	0		24	1	0	0	0	
PM Peak Hour	27	0	0	0	0		11	0	0	0	0		38	0	0	0	0	

INDIVIDUAL ALLEY ACCESS VEHICLE COUNT DATA SHEETS

WEEKDAY COUNTS

Tuesday April 23, 2019

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: HIRSCH/GREEN TRANSPORTATION CONSULTING, INC.
PROJECT: CHEVAL BLANC HOTEL - BEVERLY HILLS
DATE: TUESDAY, APRIL 23, 2019
PERIOD: 24-HOUR
INTERSECTION: N/S ALLEY (ONE-WAY SB)
E/W SANTA MONICA BOULEVARD (S)

15 MINUTE (START TIME)	EASTBOUND RIGHT TURN ENTRY						WESTBOUND LEFT TURN ENTRY						TOTAL ENTRY					
	AUTOS	DELIVERY	GARBAGE	SEMI	MC	TOTAL	AUTOS	DELIVERY	GARBAGE	SEMI	MC	TOTAL	AUTOS	DELIVERY	GARBAGE	SEMI	MC	TOTAL
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	1
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	1
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	0	1
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1
4:30 AM	2	0	0	0	0	2	2	0	1	0	0	3	4	0	1	0	0	5
4:45 AM	2	0	0	0	0	2	1	0	0	0	0	1	3	0	0	0	0	3
5:00 AM	3	0	0	0	0	3	1	0	0	0	0	1	4	0	0	0	0	4
5:15 AM	1	0	0	0	0	1	1	0	0	0	0	1	2	0	0	0	0	2
5:30 AM	1	0	0	0	0	1	1	0	0	0	0	1	2	0	0	0	0	2
5:45 AM	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	1
6:00 AM	2	0	0	0	0	2	2	0	0	0	0	2	4	0	0	0	0	4
6:15 AM	3	0	1	0	0	4	1	0	0	0	0	1	4	0	1	0	0	5
6:30 AM	6	0	0	0	0	6	2	0	0	0	0	2	8	0	0	0	0	8
6:45 AM	6	0	0	0	0	6	1	0	0	0	0	1	7	0	0	0	0	7
7:00 AM	4	0	0	0	0	4	2	0	0	0	0	2	6	0	0	0	0	6
7:15 AM	6	0	0	0	0	6	4	0	0	0	0	4	10	0	0	0	0	10
7:30 AM	4	0	0	0	0	4	3	0	0	0	0	3	7	0	0	0	0	7
7:45 AM	6	0	0	0	0	6	7	0	0	0	0	7	13	0	0	0	0	13
8:00 AM	7	0	0	0	0	7	2	0	0	0	0	2	9	0	0	0	0	9
8:15 AM	7	0	0	0	0	7	3	0	0	0	0	3	10	0	0	0	0	10
8:30 AM	8	0	0	0	0	8	5	0	0	0	0	5	13	0	0	0	0	13
8:45 AM	13	1	0	0	0	14	10	1	1	0	0	12	23	2	1	0	0	26
9:00 AM	22	0	0	0	0	22	7	0	0	0	0	7	29	0	0	0	0	29
9:15 AM	14	0	0	0	0	14	17	1	0	0	0	18	31	1	0	0	0	32
9:30 AM	12	0	0	0	0	12	11	0	1	0	0	12	23	0	1	0	0	24
9:45 AM	13	1	0	0	0	14	6	0	0	0	0	6	19	1	0	0	0	20
10:00 AM	15	0	0	0	0	15	4	2	0	0	0	6	19	2	0	0	0	21
10:15 AM	9	1	0	0	0	10	8	0	0	0	0	8	17	1	0	0	0	18
10:30 AM	12	1	0	0	0	13	5	0	0	0	0	5	17	1	0	0	0	18
10:45 AM	12	2	0	0	0	14	2	0	0	0	0	2	14	2	0	0	0	16
11:00 AM	10	2	0	0	0	12	1	0	0	0	0	1	11	2	0	0	0	13
11:15 AM	11	0	0	0	0	11	4	1	0	0	0	5	15	1	0	0	0	16
11:30 AM	5	1	0	0	1	7	0	1	0	0	0	1	5	2	0	0	1	8
11:45 AM	7	0	0	0	0	7	3	0	0	0	0	3	10	0	0	0	0	10
12:00 PM	9	1	0	0	0	10	6	0	0	0	0	6	15	1	0	0	0	16
12:15 PM	9	1	0	0	0	10	7	0	0	0	0	7	16	1	0	0	0	17
12:30 PM	11	2	0	0	0	13	2	0	0	0	0	2	13	2	0	0	0	15
12:45 PM	8	0	0	0	0	8	2	0	0	0	0	2	10	0	0	0	0	10
1:00 PM	6	0	0	0	0	6	2	0	0	0	0	2	8	0	0	0	0	8
1:15 PM	12	2	0	0	0	14	3	2	0	0	0	5	15	4	0	0	0	19
1:30 PM	12	0	0	0	0	12	3	0	0	0	0	3	15	0	0	0	0	15
1:45 PM	8	0	0	0	0	8	3	0	0	0	0	3	11	0	0	0	0	11

DATA PROVIDED BY:

NATIONAL DATA AND SURVEYING SERVICES
 1535 S. LA CIENEGA BOULEVARD
 LOS ANGELES, CALIFORNIA 90035
 PH: (323) 782-0090
 WWW.NDSADATA.COM

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: HIRSCH/GREEN TRANSPORTATION CONSULTING, INC.
PROJECT: CHEVAL BLANC HOTEL - BEVERLY HILLS
DATE: TUESDAY, APRIL 23, 2019
PERIOD: 24-HOUR
INTERSECTION: N/S ALLEY (ONE-WAY SB)
E/W SANTA MONICA BOULEVARD (S)

15 MINUTE (START TIME)	EASTBOUND RIGHT TURN ENTRY						WESTBOUND LEFT TURN ENTRY						TOTAL ENTRY					
	AUTOS	DELIVERY	GARBAGE	SEMI	MC	TOTAL	AUTOS	DELIVERY	GARBAGE	SEMI	MC	TOTAL	AUTOS	DELIVERY	GARBAGE	SEMI	MC	TOTAL
2:00 PM	9	1	0	0	0	10	3	0	0	0	1	4	12	1	0	0	1	14
2:15 PM	5	2	0	0	0	7	4	0	0	0	0	4	9	2	0	0	0	11
2:30 PM	5	0	0	0	0	5	2	1	0	0	0	3	7	1	0	0	0	8
2:45 PM	6	0	0	0	0	6	4	0	0	0	1	5	10	0	0	0	1	11
3:00 PM	13	1	0	0	0	14	1	0	0	0	0	1	14	1	0	0	0	15
3:15 PM	8	1	0	0	0	9	1	0	0	0	0	1	9	1	0	0	0	10
3:30 PM	11	5	0	0	0	16	1	0	0	0	0	1	12	5	0	0	0	17
3:45 PM	7	1	0	0	0	8	3	0	0	0	0	3	10	1	0	0	0	11
4:00 PM	10	2	0	0	0	12	2	1	0	0	0	3	12	3	0	0	0	15
4:15 PM	8	0	0	0	1	9	4	0	0	0	0	4	12	0	0	0	1	13
4:30 PM	6	0	0	0	0	6	3	0	0	0	0	3	9	0	0	0	0	9
4:45 PM	7	0	0	0	0	7	4	0	0	0	0	4	11	0	0	0	0	11
5:00 PM	8	0	0	0	0	8	3	0	0	0	0	3	11	0	0	0	0	11
5:15 PM	10	0	0	0	0	10	5	0	0	0	0	5	15	0	0	0	0	15
5:30 PM	8	0	0	0	0	8	1	0	0	0	0	1	9	0	0	0	0	9
5:45 PM	7	1	0	0	0	8	2	0	0	0	0	2	9	1	0	0	0	10
6:00 PM	7	0	0	0	0	7	2	0	0	0	0	2	9	0	0	0	0	9
6:15 PM	9	0	0	0	0	9	1	0	0	0	0	1	10	0	0	0	0	10
6:30 PM	7	0	0	0	0	7	4	0	0	0	0	4	11	0	0	0	0	11
6:45 PM	6	0	0	0	0	6	2	1	0	0	0	3	8	1	0	0	0	9
7:00 PM	5	0	0	0	0	5	3	0	0	0	0	3	8	0	0	0	0	8
7:15 PM	5	0	0	0	0	5	0	0	0	0	0	0	5	0	0	0	0	5
7:30 PM	3	0	0	0	0	3	1	0	0	0	0	1	4	0	0	0	0	4
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	2	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	2
8:15 PM	1	1	0	0	0	2	1	0	0	0	0	1	2	1	0	0	0	3
8:30 PM	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1
8:45 PM	1	0	0	0	0	1	2	0	0	0	0	2	3	0	0	0	0	3
9:00 PM	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	2	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	2
9:45 PM	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1
10:00 PM	1	0	0	0	0	1	1	0	0	0	0	1	2	0	0	0	0	2
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1
10:45 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	0	1
11:00 PM	2	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	2
11:15 PM	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	1
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

TOTALS	EASTBOUND RIGHT TURN ENTRY						WESTBOUND LEFT TURN ENTRY						TOTAL ENTRY					
	AUTOS	DELIVERY	GARBAGE	SEMI	MC	TOTAL	AUTOS	DELIVERY	GARBAGE	SEMI	MC	TOTAL	AUTOS	DELIVERY	GARBAGE	SEMI	MC	TOTAL
AM	144	2	1	0	0	147	92	3	3	0	0	98	236	5	4	0	0	245
MIDDAY	156	13	0	0	1	170	55	6	0	0	0	61	211	19	0	0	1	231
PM	183	15	0	0	1	199	61	4	0	0	2	67	244	19	0	0	3	266
DAILY	483	30	1	0	2	516	208	13	3	0	2	226	691	43	4	0	4	742

DATA PROVIDED BY:

NATIONAL DATA AND SURVEYING SERVICES
 1535 S. LA CIENEGA BOULEVARD
 LOS ANGELES, CALIFORNIA 90035
 PH: (323) 782-0090
 WWW.NDSADATA.COM

Monday May 13, 2019

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: HIRSCH/GREEN TRANSPORTATION CONSULTING, INC.
PROJECT: CHEVAL BLANC HOTEL - BEVERLY HILLS
DATE: MONDAY, MAY 13, 2019
PERIOD: 24-HOUR
INTERSECTION: N/S ALLEY (ONE-WAY SB)
E/W SANTA MONICA BOULEVARD (S)

15 MINUTE (START TIME)	EASTBOUND RIGHT TURN ENTRY						WESTBOUND LEFT TURN ENTRY						TOTAL ENTRY					
	AUTOS	DELIVERY	GARBAGE	SEMI	MC	TOTAL	AUTOS	DELIVERY	GARBAGE	SEMI	MC	TOTAL	AUTOS	DELIVERY	GARBAGE	SEMI	MC	TOTAL
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	0	1
12:45 AM	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	1
2:15 AM	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1
2:30 AM	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	1	0	0	0	0	1	3	0	0	0	0	3	4	0	0	0	0	4
3:15 AM	0	0	0	0	0	0	1	1	0	0	0	2	1	1	0	0	0	2
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	1	0	0	0	0	1	0	1	0	0	0	1	1	1	0	0	0	2
4:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	0	1
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	2	0	0	0	0	2	2	0	0	0	0	2	4	0	0	0	0	4
5:00 AM	5	0	0	0	0	5	1	0	0	0	0	1	6	0	0	0	0	6
5:15 AM	2	0	0	0	0	2	2	0	0	0	0	2	4	0	0	0	0	4
5:30 AM	1	0	0	0	0	1	0	0	1	0	0	1	1	0	1	0	0	2
5:45 AM	3	0	0	0	0	3	2	0	0	0	0	2	5	0	0	0	0	5
6:00 AM	2	0	0	0	0	2	1	1	0	0	0	2	3	1	0	0	0	4
6:15 AM	1	0	0	0	0	1	2	0	0	0	0	2	3	0	0	0	0	3
6:30 AM	1	0	0	0	0	1	1	0	0	0	0	1	2	0	0	0	0	2
6:45 AM	2	1	0	0	0	3	1	1	1	0	0	3	3	2	1	0	0	6
7:00 AM	7	0	0	0	0	7	0	0	0	0	0	0	7	0	0	0	0	7
7:15 AM	4	0	0	0	0	4	2	0	0	0	0	2	6	0	0	0	0	6
7:30 AM	4	0	0	0	0	4	4	0	0	0	0	4	8	0	0	0	0	8
7:45 AM	7	0	0	0	0	7	5	0	0	0	0	5	12	0	0	0	0	12
8:00 AM	6	0	0	0	0	6	2	0	0	0	0	2	8	0	0	0	0	8
8:15 AM	7	2	0	0	0	9	1	0	0	0	0	1	8	2	0	0	0	10
8:30 AM	7	0	0	0	0	7	7	0	0	0	0	7	14	0	0	0	0	14
8:45 AM	18	0	0	0	1	19	8	0	0	0	0	8	26	0	0	0	1	27
9:00 AM	12	1	0	0	0	13	16	0	0	0	0	16	28	1	0	0	0	29
9:15 AM	19	2	0	0	0	21	12	2	0	0	0	14	31	4	0	0	0	35
9:30 AM	8	0	0	0	0	8	5	2	0	0	0	7	13	2	0	0	0	15
9:45 AM	6	1	0	0	0	7	9	1	0	0	0	10	15	2	0	0	0	17
10:00 AM	6	1	0	0	0	7	0	1	0	0	0	1	6	2	0	0	0	8
10:15 AM	11	2	0	0	0	13	8	1	0	0	0	9	19	3	0	0	0	22
10:30 AM	3	4	0	0	0	7	3	0	0	0	0	3	6	4	0	0	0	10
10:45 AM	17	1	0	0	0	18	1	0	0	0	0	1	18	1	0	0	0	19
11:00 AM	5	0	0	0	0	5	2	0	0	0	0	2	7	0	0	0	0	7
11:15 AM	6	0	0	0	0	6	1	0	0	0	0	1	7	0	0	0	0	7
11:30 AM	11	1	0	0	0	12	5	1	0	0	0	6	16	2	0	0	0	18
11:45 AM	9	0	0	0	0	9	0	1	0	0	0	1	9	1	0	0	0	10
12:00 PM	7	1	0	0	0	8	5	0	0	0	0	5	12	1	0	0	0	13
12:15 PM	8	5	0	0	0	13	2	0	0	0	0	2	10	5	0	0	0	15
12:30 PM	6	2	0	0	0	8	1	1	0	0	0	2	7	3	0	0	0	10
12:45 PM	4	0	0	0	0	4	1	2	0	0	0	3	5	2	0	0	0	7
1:00 PM	6	0	0	0	0	6	3	1	0	0	0	4	9	1	0	0	0	10
1:15 PM	2	0	0	0	0	2	2	0	0	0	0	2	4	0	0	0	0	4
1:30 PM	9	1	0	0	0	10	2	0	0	0	0	2	11	1	0	0	0	12
1:45 PM	3	1	0	0	0	4	4	0	0	0	0	4	7	1	0	0	0	8

DATA PROVIDED BY:

NATIONAL DATA AND SURVEYING SERVICES
 1535 S. LA CIENEGA BOULEVARD
 LOS ANGELES, CALIFORNIA 90035
 PH: (323) 782-0090
 WWW.NDSADATA.COM

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: HIRSCH/GREEN TRANSPORTATION CONSULTING, INC.
PROJECT: CHEVAL BLANC HOTEL - BEVERLY HILLS
DATE: MONDAY, MAY 13, 2019
PERIOD: 24-HOUR
INTERSECTION: N/S ALLEY (ONE-WAY SB)
E/W: SANTA MONICA BOULEVARD (S)

15 MINUTE (START TIME)	EASTBOUND RIGHT TURN ENTRY						WESTBOUND LEFT TURN ENTRY						TOTAL ENTRY					
	AUTOS	DELIVERY	GARBAGE	SEMI	MC	TOTAL	AUTOS	DELIVERY	GARBAGE	SEMI	MC	TOTAL	AUTOS	DELIVERY	GARBAGE	SEMI	MC	TOTAL
2:00 PM	8	1	0	0	0	9	3	0	0	0	0	3	11	1	0	0	0	12
2:15 PM	7	4	0	0	0	11	3	1	0	0	0	4	10	5	0	0	0	15
2:30 PM	10	1	0	0	0	11	4	1	0	0	0	5	14	2	0	0	0	16
2:45 PM	6	1	0	0	0	7	1	0	0	0	0	1	7	1	0	0	0	8
3:00 PM	6	0	0	0	0	6	0	1	0	0	0	1	6	1	0	0	0	7
3:15 PM	7	0	0	0	0	7	0	0	0	0	0	0	7	0	0	0	0	7
3:30 PM	9	1	0	0	0	10	4	1	0	0	0	5	13	2	0	0	0	15
3:45 PM	2	2	0	0	0	4	0	0	0	0	0	0	2	2	0	0	0	4
4:00 PM	6	0	0	0	0	6	1	0	0	0	0	1	7	0	0	0	0	7
4:15 PM	7	1	0	0	0	8	3	0	0	0	0	3	10	1	0	0	0	11
4:30 PM	7	1	0	0	0	8	1	0	0	0	0	1	8	1	0	0	0	9
4:45 PM	3	0	0	0	0	3	2	0	0	0	0	2	5	0	0	0	0	5
5:00 PM	4	0	0	0	0	4	3	0	0	0	0	3	7	0	0	0	0	7
5:15 PM	3	0	0	0	0	3	1	0	0	0	0	1	4	0	0	0	0	4
5:30 PM	6	0	0	0	0	6	1	0	0	0	0	1	7	0	0	0	0	7
5:45 PM	10	0	0	0	0	10	3	0	0	0	0	3	13	0	0	0	0	13
6:00 PM	2	0	0	0	0	2	1	0	0	0	0	1	3	0	0	0	0	3
6:15 PM	3	0	0	0	0	3	0	0	0	0	0	0	3	0	0	0	0	3
6:30 PM	3	1	0	0	0	4	3	0	0	0	0	3	6	1	0	0	0	7
6:45 PM	3	0	0	0	0	3	0	0	0	0	0	0	3	0	0	0	0	3
7:00 PM	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	1
7:15 PM	1	0	0	0	0	1	1	0	0	0	0	1	2	0	0	0	0	2
7:30 PM	3	0	0	0	0	3	0	0	0	0	0	0	3	0	0	0	0	3
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	2	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	2
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	2	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	2
10:30 PM	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1
10:45 PM	2	0	0	0	0	2	0	1	0	0	0	1	2	1	0	0	0	3
11:00 PM	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

TOTALS	EASTBOUND RIGHT TURN ENTRY						WESTBOUND LEFT TURN ENTRY						TOTAL ENTRY					
	AUTOS	DELIVERY	GARBAGE	SEMI	MC	TOTAL	AUTOS	DELIVERY	GARBAGE	SEMI	MC	TOTAL	AUTOS	DELIVERY	GARBAGE	SEMI	MC	TOTAL
AM	130	7	0	0	1	138	88	10	3	0	0	101	218	17	3	0	1	239
MIDDAY	113	19	0	0	0	132	40	8	0	0	0	48	153	27	0	0	0	180
PM	126	13	0	0	0	139	36	5	0	0	0	41	162	18	0	0	0	180
DAILY	369	39	0	0	1	409	164	23	3	0	0	190	533	62	3	0	1	599

DATA PROVIDED BY:

NATIONAL DATA AND SURVEYING SERVICES
 1535 S. LA CIENEGA BOULEVARD
 LOS ANGELES, CALIFORNIA 90035
 PH: (323) 782-0090
 WWW.NDSADATA.COM

Tuesday May 14, 2019

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: HIRSCH/GREEN TRANSPORTATION CONSULTING, INC.
PROJECT: CHEVAL BLANC HOTEL - BEVERLY HILLS
DATE: TUESDAY, MAY 14, 2019
PERIOD: 24-HOUR
INTERSECTION: N/S ALLEY (ONE-WAY SB)
E/W SANTA MONICA BOULEVARD (S)

15 MINUTE (START TIME)	EASTBOUND RIGHT TURN ENTRY						WESTBOUND LEFT TURN ENTRY						TOTAL ENTRY					
	AUTOS	DELIVERY	GARBAGE	SEMI	MC	TOTAL	AUTOS	DELIVERY	GARBAGE	SEMI	MC	TOTAL	AUTOS	DELIVERY	GARBAGE	SEMI	MC	TOTAL
12:00 AM	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1
12:15 AM	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1
1:15 AM	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	1	0	0	0	0	1	1	0	0	0	0	1	2	0	0	0	0	2
2:30 AM	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1
2:45 AM	2	0	0	0	0	2	1	0	0	0	0	1	3	0	0	0	0	3
3:00 AM	1	1	0	0	0	2	0	0	0	0	0	0	1	1	0	0	0	2
3:15 AM	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1
3:30 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	0	1
3:45 AM	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	1
4:00 AM	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1
4:15 AM	1	0	0	0	0	1	1	0	0	0	0	1	2	0	0	0	0	2
4:30 AM	1	0	0	0	0	1	0	0	1	0	0	1	1	0	1	0	0	2
4:45 AM	4	0	0	0	0	4	1	0	0	0	0	1	5	0	0	0	0	5
5:00 AM	3	0	0	0	1	4	4	0	0	0	0	4	7	0	0	0	1	8
5:15 AM	3	1	0	0	0	4	0	0	0	0	0	0	3	1	0	0	0	4
5:30 AM	4	0	0	0	0	4	0	0	0	0	0	0	4	0	0	0	0	4
5:45 AM	2	0	0	0	0	2	2	0	0	0	0	2	4	0	0	0	0	4
6:00 AM	2	0	0	0	0	2	1	0	0	0	0	1	3	0	0	0	0	3
6:15 AM	2	0	0	0	0	2	0	1	0	0	0	1	2	1	0	0	0	3
6:30 AM	4	0	0	0	0	4	0	0	0	0	0	0	4	0	0	0	0	4
6:45 AM	2	0	0	0	0	2	4	0	0	0	0	4	6	0	0	0	0	6
7:00 AM	4	0	0	0	0	4	2	0	0	0	0	2	6	0	0	0	0	6
7:15 AM	4	0	0	0	0	4	2	0	1	0	0	3	6	0	1	0	0	7
7:30 AM	10	0	0	0	0	10	8	0	0	0	0	8	18	0	0	0	0	18
7:45 AM	1	1	0	0	0	2	8	1	0	0	0	9	9	2	0	0	0	11
8:00 AM	5	1	0	0	0	6	4	1	0	0	0	5	9	2	0	0	0	11
8:15 AM	9	1	0	0	0	10	6	0	0	0	0	6	15	1	0	0	0	16
8:30 AM	12	0	0	0	0	12	5	0	0	0	0	5	17	0	0	0	0	17
8:45 AM	18	1	0	0	1	20	10	0	0	0	1	11	28	1	0	0	2	31
9:00 AM	22	2	0	0	0	24	18	0	0	0	0	18	40	2	0	0	0	42
9:15 AM	14	2	0	0	1	17	13	0	0	0	0	13	27	2	0	0	1	30
9:30 AM	11	0	0	0	0	11	9	0	0	0	0	9	20	0	0	0	0	20
9:45 AM	12	2	0	0	1	15	8	1	0	0	0	9	20	3	0	0	1	24
10:00 AM	8	1	0	0	0	9	10	1	0	0	0	11	18	2	0	0	0	20
10:15 AM	14	1	0	0	0	15	3	0	0	0	0	3	17	1	0	0	0	18
10:30 AM	4	1	0	0	0	5	4	1	0	0	0	5	8	2	0	0	0	10
10:45 AM	7	1	0	0	0	8	4	0	0	0	0	4	11	1	0	0	0	12
11:00 AM	10	0	0	0	0	10	5	0	0	0	0	5	15	0	0	0	0	15
11:15 AM	9	2	0	0	0	11	2	2	0	0	0	4	11	4	0	0	0	15
11:30 AM	9	2	0	0	0	11	2	0	0	0	0	2	11	2	0	0	0	13
11:45 AM	6	1	0	0	0	7	7	2	0	0	0	9	13	3	0	0	0	16
12:00 PM	5	1	0	0	0	6	5	0	0	0	0	5	10	1	0	0	0	11
12:15 PM	11	0	0	0	0	11	0	0	0	0	0	0	11	0	0	0	0	11
12:30 PM	7	2	0	0	0	9	3	0	0	0	0	3	10	2	0	0	0	12
12:45 PM	6	0	0	0	0	6	5	0	0	0	0	5	11	0	0	0	0	11
1:00 PM	10	0	0	0	0	10	2	1	0	0	0	3	12	1	0	0	0	13
1:15 PM	10	2	0	0	0	12	3	0	0	0	0	3	13	2	0	0	0	15
1:30 PM	8	3	0	0	0	11	8	0	0	0	0	8	16	3	0	0	0	19
1:45 PM	7	2	0	0	0	9	4	0	0	0	0	4	11	2	0	0	0	13

DATA PROVIDED BY:

NATIONAL DATA AND SURVEYING SERVICES
 1535 S. LA CIENEGA BOULEVARD
 LOS ANGELES, CALIFORNIA 90035
 PH: (323) 782-0090
 WWW.NDSADATA.COM

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: HIRSCH/GREEN TRANSPORTATION CONSULTING, INC.
PROJECT: CHEVAL BLANC HOTEL - BEVERLY HILLS
DATE: TUESDAY, MAY 14, 2019
PERIOD: 24-HOUR
INTERSECTION: N/S ALLEY (ONE-WAY SB)
E/W: SANTA MONICA BOULEVARD (S)

15 MINUTE (START TIME)	EASTBOUND RIGHT TURN ENTRY						WESTBOUND LEFT TURN ENTRY						TOTAL ENTRY					
	AUTOS	DELIVERY	GARBAGE	SEMI	MC	TOTAL	AUTOS	DELIVERY	GARBAGE	SEMI	MC	TOTAL	AUTOS	DELIVERY	GARBAGE	SEMI	MC	TOTAL
2:00 PM	6	3	0	0	0	9	3	1	0	0	0	4	9	4	0	0	0	13
2:15 PM	11	3	0	0	0	14	3	2	0	0	0	5	14	5	0	0	0	19
2:30 PM	7	0	0	0	0	7	6	1	0	0	0	7	13	1	0	0	0	14
2:45 PM	7	0	0	0	0	7	3	0	0	0	0	3	10	0	0	0	0	10
3:00 PM	5	1	0	0	0	6	5	0	0	0	0	5	10	1	0	0	0	11
3:15 PM	7	1	0	0	0	8	4	1	0	0	0	5	11	2	0	0	0	13
3:30 PM	2	1	0	0	0	3	3	0	0	0	0	3	5	1	0	0	0	6
3:45 PM	2	0	0	0	0	2	1	0	0	0	0	1	3	0	0	0	0	3
4:00 PM	8	0	0	0	0	8	5	0	0	0	0	5	13	0	0	0	0	13
4:15 PM	9	0	0	0	0	9	2	0	0	0	0	2	11	0	0	0	0	11
4:30 PM	9	0	0	0	0	9	7	0	0	0	0	7	16	0	0	0	0	16
4:45 PM	4	0	0	0	0	4	2	0	0	0	0	2	6	0	0	0	0	6
5:00 PM	7	0	0	0	0	7	1	0	0	0	0	1	8	0	0	0	0	8
5:15 PM	7	2	0	0	0	9	0	0	0	0	0	0	7	2	0	0	0	9
5:30 PM	6	1	0	0	0	7	0	0	0	0	0	0	6	1	0	0	0	7
5:45 PM	9	0	0	0	0	9	1	0	0	0	0	1	10	0	0	0	0	10
6:00 PM	5	0	0	0	0	5	1	0	0	0	0	1	6	0	0	0	0	6
6:15 PM	5	1	0	0	0	6	1	0	0	0	0	1	6	1	0	0	0	7
6:30 PM	3	0	0	0	0	3	0	0	0	0	0	0	3	0	0	0	0	3
6:45 PM	4	0	0	0	0	4	0	0	0	0	0	0	4	0	0	0	0	4
7:00 PM	2	0	0	0	0	2	1	0	0	0	0	1	3	0	0	0	0	3
7:15 PM	5	0	0	0	0	5	0	0	0	0	0	0	5	0	0	0	0	5
7:30 PM	2	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	2
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	3	0	0	0	0	3	0	0	0	0	0	0	3	0	0	0	0	3
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	1	0	0	0	0	1	1	0	0	0	0	1	2	0	0	0	0	2
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	2	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	2
10:30 PM	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1
10:45 PM	1	0	0	0	0	1	0	1	0	0	0	1	1	1	0	0	0	2
11:00 PM	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1
11:15 PM	2	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	2
11:30 PM	2	0	0	0	0	2	0	1	0	0	0	1	2	1	0	0	0	3
11:45 PM	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1

TOTALS	EASTBOUND RIGHT TURN ENTRY						WESTBOUND LEFT TURN ENTRY						TOTAL ENTRY					
	AUTOS	DELIVERY	GARBAGE	SEMI	MC	TOTAL	AUTOS	DELIVERY	GARBAGE	SEMI	MC	TOTAL	AUTOS	DELIVERY	GARBAGE	SEMI	MC	TOTAL
AM	161	12	0	0	4	177	109	5	2	0	1	117	270	17	2	0	5	294
MIDDAY	131	19	0	0	0	150	67	7	0	0	0	74	198	26	0	0	0	224
PM	148	13	0	0	0	161	50	7	0	0	0	57	198	20	0	0	0	218
DAILY	440	44	0	0	4	488	226	19	2	0	1	248	666	63	2	0	5	736

DATA PROVIDED BY:

NATIONAL DATA AND SURVEYING SERVICES
 1535 S. LA CIENEGA BOULEVARD
 LOS ANGELES, CALIFORNIA 90035
 PH: (323) 782-0090
 WWW.NDSDATA.COM

Monday May 20, 2019

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: HIRSCH/GREEN TRANSPORTATION CONSULTING, INC.
PROJECT: CHEVAL BLANC HOTEL - BEVERLY HILLS
DATE: MONDAY, MAY 20, 2019
PERIOD: 24-HOUR
INTERSECTION: N/S ALLEY (ONE-WAY SB)
E/W SANTA MONICA BOULEVARD (S)

15 MINUTE (START TIME)	EASTBOUND RIGHT TURN ENTRY						WESTBOUND LEFT TURN ENTRY						TOTAL ENTRY					
	AUTOS	DELIVERY	GARBAGE	SEMI	MC	TOTAL	AUTOS	DELIVERY	GARBAGE	SEMI	MC	TOTAL	AUTOS	DELIVERY	GARBAGE	SEMI	MC	TOTAL
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	0	1
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	1
2:15 AM	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1
2:30 AM	4	0	0	0	0	4	2	0	0	0	0	2	6	0	0	0	0	6
2:45 AM	2	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	2
3:00 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	6	0	0	0	0	6	0	0	0	0	0	0	6	0	0	0	0	6
4:30 AM	2	0	0	0	0	2	2	0	0	0	0	2	4	0	0	0	0	4
4:45 AM	5	0	0	0	0	5	0	0	1	0	0	1	5	0	1	0	0	6
5:00 AM	4	0	0	0	0	4	1	1	0	0	0	2	5	1	0	0	0	6
5:15 AM	2	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	2
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	1	0	0	0	0	1	1	0	0	0	0	1	2	0	0	0	0	2
6:00 AM	5	1	0	0	0	6	2	1	0	0	0	3	7	2	0	0	0	9
6:15 AM	2	0	0	0	0	2	1	0	0	0	0	1	3	0	0	0	0	3
6:30 AM	0	1	0	0	0	1	1	0	2	0	0	3	1	1	2	0	0	4
6:45 AM	5	0	0	0	0	5	1	0	0	0	0	1	6	0	0	0	0	6
7:00 AM	3	0	0	0	0	3	1	0	0	0	0	1	4	0	0	0	0	4
7:15 AM	5	0	0	0	0	5	0	0	0	0	0	0	5	0	0	0	0	5
7:30 AM	3	0	0	0	0	3	5	0	0	0	0	5	8	0	0	0	0	8
7:45 AM	9	0	0	0	0	9	5	0	0	0	0	5	14	0	0	0	0	14
8:00 AM	8	0	0	0	0	8	5	0	0	0	0	5	13	0	0	0	0	13
8:15 AM	7	2	0	0	0	9	5	0	0	0	0	5	12	2	0	0	0	14
8:30 AM	4	0	0	0	0	4	6	0	0	0	0	6	10	0	0	0	0	10
8:45 AM	13	1	0	0	1	15	12	0	0	0	0	12	25	1	0	0	1	27
9:00 AM	13	3	0	0	0	16	5	0	0	0	0	5	18	3	0	0	0	21
9:15 AM	16	3	0	0	0	19	12	1	0	0	0	13	28	4	0	0	0	32
9:30 AM	11	0	0	0	0	11	7	0	0	0	0	7	18	0	0	0	0	18
9:45 AM	10	0	0	0	0	10	5	0	0	0	0	5	15	0	0	0	0	15
10:00 AM	9	0	0	0	0	9	3	1	0	0	0	4	12	1	0	0	0	13
10:15 AM	9	1	0	0	0	10	9	1	0	0	0	10	18	2	0	0	0	20
10:30 AM	3	3	0	0	0	6	5	0	0	0	0	5	8	3	0	0	0	11
10:45 AM	6	0	0	0	0	6	2	0	0	0	0	2	8	0	0	0	0	8
11:00 AM	5	2	0	0	0	7	1	0	0	0	0	1	6	2	0	0	0	8
11:15 AM	6	0	0	0	0	6	3	0	0	0	0	3	9	0	0	0	0	9
11:30 AM	6	1	0	0	0	7	1	0	0	0	0	1	7	1	0	0	0	8
11:45 AM	17	0	0	0	0	17	3	1	0	0	0	4	20	1	0	0	0	21
12:00 PM	9	2	0	0	0	11	5	1	0	0	0	6	14	3	0	0	0	17
12:15 PM	5	1	0	0	0	6	3	2	0	0	0	5	8	3	0	0	0	11
12:30 PM	10	2	0	0	0	12	3	0	0	0	0	3	13	2	0	0	0	15
12:45 PM	5	0	0	0	0	5	3	0	0	0	0	3	8	0	0	0	0	8
1:00 PM	4	0	0	0	0	4	7	0	0	0	1	8	11	0	0	0	1	12
1:15 PM	4	0	0	0	0	4	3	0	0	0	0	3	7	0	0	0	0	7
1:30 PM	7	0	0	0	0	7	4	1	0	0	1	6	11	1	0	0	1	13
1:45 PM	9	3	0	0	0	12	2	0	0	0	0	2	11	3	0	0	0	14

DATA PROVIDED BY:

NATIONAL DATA AND SURVEYING SERVICES
 1535 S. LA CIENEGA BOULEVARD
 LOS ANGELES, CALIFORNIA 90035
 PH: (323) 782-0090
 WWW.NDSADATA.COM

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: HIRSCH/GREEN TRANSPORTATION CONSULTING, INC.
PROJECT: CHEVAL BLANC HOTEL - BEVERLY HILLS
DATE: MONDAY, MAY 20, 2019
PERIOD: 24-HOUR
INTERSECTION: N/S ALLEY (ONE-WAY SB)
E/W: SANTA MONICA BOULEVARD (S)

15 MINUTE (START TIME)	EASTBOUND RIGHT TURN ENTRY						WESTBOUND LEFT TURN ENTRY						TOTAL ENTRY					
	AUTOS	DELIVERY	GARBAGE	SEMI	MC	TOTAL	AUTOS	DELIVERY	GARBAGE	SEMI	MC	TOTAL	AUTOS	DELIVERY	GARBAGE	SEMI	MC	TOTAL
2:00 PM	11	0	0	0	0	11	5	0	0	0	0	5	16	0	0	0	0	16
2:15 PM	10	0	0	0	0	10	1	1	0	0	0	2	11	1	0	0	0	12
2:30 PM	6	1	0	0	0	7	3	1	0	0	0	4	9	2	0	0	0	11
2:45 PM	5	1	0	0	0	6	3	0	0	0	0	3	8	1	0	0	0	9
3:00 PM	4	0	0	0	1	5	1	1	0	0	0	2	5	1	0	0	1	7
3:15 PM	2	2	0	0	0	4	1	0	0	0	0	1	3	2	0	0	0	5
3:30 PM	3	0	0	0	0	3	2	1	0	0	0	3	5	1	0	0	0	6
3:45 PM	2	0	0	0	0	2	2	0	0	0	0	2	4	0	0	0	0	4
4:00 PM	4	2	0	0	0	6	2	0	0	0	0	2	6	2	0	0	0	8
4:15 PM	9	0	0	0	0	9	2	0	0	0	0	2	11	0	0	0	0	11
4:30 PM	8	0	0	0	0	8	3	1	0	0	0	4	11	1	0	0	0	12
4:45 PM	4	1	0	0	0	5	1	0	0	0	0	1	5	1	0	0	0	6
5:00 PM	7	0	0	0	0	7	2	0	0	0	0	2	9	0	0	0	0	9
5:15 PM	4	0	0	0	0	4	3	0	0	0	0	3	7	0	0	0	0	7
5:30 PM	11	1	0	0	0	12	1	0	0	0	0	1	12	1	0	0	0	13
5:45 PM	5	0	0	0	0	5	2	0	0	0	0	2	7	0	0	0	0	7
6:00 PM	1	0	0	0	0	1	1	0	0	0	0	1	2	0	0	0	0	2
6:15 PM	3	0	0	0	0	3	0	0	0	0	0	0	3	0	0	0	0	3
6:30 PM	5	0	0	0	0	5	3	0	0	0	0	3	8	0	0	0	0	8
6:45 PM	2	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	2
7:00 PM	2	0	0	0	0	2	1	0	0	0	0	1	3	0	0	0	0	3
7:15 PM	1	0	0	0	0	1	1	0	0	0	0	1	2	0	0	0	0	2
7:30 PM	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	0	0	3
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1
8:15 PM	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	1
9:00 PM	1	0	0	0	0	1	2	0	0	0	0	2	3	0	0	0	0	3
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1
9:45 PM	1	0	0	0	0	1	1	0	0	0	0	1	2	0	0	0	0	2
10:00 PM	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	1
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	3	0	0	0	0	3	0	0	0	0	0	0	3	0	0	0	0	3
10:45 PM	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1
11:00 PM	4	0	0	0	0	4	0	0	0	0	0	0	4	0	0	0	0	4
11:15 PM	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	2

TOTALS	EASTBOUND RIGHT TURN ENTRY						WESTBOUND LEFT TURN ENTRY						TOTAL ENTRY					
	AUTOS	DELIVERY	GARBAGE	SEMI	MC	TOTAL	AUTOS	DELIVERY	GARBAGE	SEMI	MC	TOTAL	AUTOS	DELIVERY	GARBAGE	SEMI	MC	TOTAL
AM	143	12	0	0	1	156	80	4	3	0	0	87	223	16	3	0	1	243
MIDDAY	114	15	0	0	0	129	57	7	0	0	2	66	171	22	0	0	2	195
PM	123	8	0	0	1	132	50	5	0	0	0	55	173	13	0	0	1	187
DAILY	380	35	0	0	2	417	187	16	3	0	2	208	567	51	3	0	4	625

DATA PROVIDED BY:

NATIONAL DATA AND SURVEYING SERVICES
 1535 S. LA CIENEGA BOULEVARD
 LOS ANGELES, CALIFORNIA 90035
 PH: (323) 782-0090
 WWW.NDSADATA.COM

Tuesday May 21, 2019

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: HIRSCH/GREEN TRANSPORTATION CONSULTING, INC.
PROJECT: CHEVAL BLANC HOTEL - BEVERLY HILLS
DATE: TUESDAY, MAY 21, 2019
PERIOD: 24-HOUR
INTERSECTION: N/S ALLEY (ONE-WAY SB)
E/W SANTA MONICA BOULEVARD (S)

15 MINUTE (START TIME)	EASTBOUND RIGHT TURN ENTRY						WESTBOUND LEFT TURN ENTRY						TOTAL ENTRY					
	AUTOS	DELIVERY	GARBAGE	SEMI	MC	TOTAL	AUTOS	DELIVERY	GARBAGE	SEMI	MC	TOTAL	AUTOS	DELIVERY	GARBAGE	SEMI	MC	TOTAL
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1
2:00 AM	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1
2:15 AM	2	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	2
2:30 AM	6	0	0	0	0	6	1	0	0	0	0	1	7	0	0	0	0	7
2:45 AM	3	0	0	0	0	3	1	0	0	0	0	1	4	0	0	0	0	4
3:00 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	0	1
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	0	1
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	1
4:15 AM	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1
4:30 AM	2	0	0	0	0	2	0	0	1	0	0	1	2	0	1	0	0	3
4:45 AM	10	1	0	0	0	11	1	0	0	0	0	1	11	1	0	0	0	12
5:00 AM	5	0	0	0	0	5	1	0	0	0	0	1	6	0	0	0	0	6
5:15 AM	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	1
5:30 AM	6	0	0	0	0	6	1	2	0	0	0	3	7	2	0	0	0	9
5:45 AM	3	0	0	0	0	3	0	2	0	0	0	2	3	2	0	0	0	5
6:00 AM	6	0	0	0	0	6	2	1	0	0	0	3	8	1	0	0	0	9
6:15 AM	2	1	0	0	0	3	0	0	0	0	0	0	2	1	0	0	0	3
6:30 AM	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1
6:45 AM	6	1	0	0	0	7	2	0	0	0	0	2	8	1	0	0	0	9
7:00 AM	4	0	0	0	0	4	2	1	0	0	0	3	6	1	0	0	0	7
7:15 AM	6	1	0	0	0	7	2	0	1	0	0	3	8	1	1	0	0	10
7:30 AM	5	0	0	0	0	5	11	0	0	0	0	11	16	0	0	0	0	16
7:45 AM	8	1	0	0	0	9	9	1	0	0	0	10	17	2	0	0	0	19
8:00 AM	6	0	0	0	0	6	4	0	0	0	0	4	10	0	0	0	0	10
8:15 AM	9	1	0	0	0	10	3	0	0	0	0	3	12	1	0	0	0	13
8:30 AM	12	0	0	0	0	12	3	0	1	0	0	4	15	0	1	0	0	16
8:45 AM	14	0	1	0	0	15	12	1	0	0	0	13	26	1	1	0	0	28
9:00 AM	16	2	0	0	0	18	10	0	0	0	0	10	26	2	0	0	0	28
9:15 AM	10	0	0	0	0	10	20	2	0	0	0	22	30	2	0	0	0	32
9:30 AM	11	2	0	0	0	13	11	0	0	0	0	11	22	2	0	0	0	24
9:45 AM	16	2	0	0	0	18	6	0	0	0	0	6	22	2	0	0	0	24
10:00 AM	12	1	0	0	0	13	4	1	0	0	0	5	16	2	0	0	0	18
10:15 AM	14	1	0	0	0	15	9	0	0	0	0	9	23	1	0	0	0	24
10:30 AM	7	0	0	0	0	7	3	0	0	0	0	3	10	0	0	0	0	10
10:45 AM	11	3	0	0	0	14	7	0	0	0	0	7	18	3	0	0	0	21
11:00 AM	9	1	0	0	0	10	5	1	0	0	0	6	14	2	0	0	0	16
11:15 AM	10	2	0	0	0	12	2	0	0	0	0	2	12	2	0	0	0	14
11:30 AM	7	0	0	0	0	7	3	1	0	0	0	4	10	1	0	0	0	11
11:45 AM	17	0	0	0	0	17	2	1	0	0	0	3	19	1	0	0	0	20
12:00 PM	11	2	0	0	0	13	1	0	0	0	0	1	12	2	0	0	0	14
12:15 PM	8	3	0	0	0	11	3	1	0	0	0	4	11	4	0	0	0	15
12:30 PM	6	0	0	0	0	6	4	0	0	0	0	4	10	0	0	0	0	10
12:45 PM	7	0	0	0	0	7	4	0	0	0	0	4	11	0	0	0	0	11
1:00 PM	5	2	0	0	0	7	2	2	0	0	0	4	7	4	0	0	0	11
1:15 PM	5	2	0	0	0	7	9	0	0	0	0	9	14	2	0	0	0	16
1:30 PM	10	1	0	0	0	11	3	1	0	0	0	4	13	2	0	0	0	15
1:45 PM	3	1	0	0	0	4	4	1	0	0	0	5	7	2	0	0	0	9

DATA PROVIDED BY:

NATIONAL DATA AND SURVEYING SERVICES
 1535 S. LA CIENEGA BOULEVARD
 LOS ANGELES, CALIFORNIA 90035
 PH: (323) 782-0090
 WWW.NDSADATA.COM

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: HIRSCH/GREEN TRANSPORTATION CONSULTING, INC.
PROJECT: CHEVAL BLANC HOTEL - BEVERLY HILLS
DATE: TUESDAY, MAY 21, 2019
PERIOD: 24-HOUR
INTERSECTION: N/S ALLEY (ONE-WAY SB)
E/W: SANTA MONICA BOULEVARD (S)

15 MINUTE (START TIME)	EASTBOUND RIGHT TURN ENTRY						WESTBOUND LEFT TURN ENTRY						TOTAL ENTRY					
	AUTOS	DELIVERY	GARBAGE	SEMI	MC	TOTAL	AUTOS	DELIVERY	GARBAGE	SEMI	MC	TOTAL	AUTOS	DELIVERY	GARBAGE	SEMI	MC	TOTAL
2:00 PM	11	0	0	0	0	11	3	0	0	0	0	3	14	0	0	0	0	14
2:15 PM	16	1	0	0	0	17	1	1	0	0	0	2	17	2	0	0	0	19
2:30 PM	7	0	0	0	0	7	2	0	0	0	0	2	9	0	0	0	0	9
2:45 PM	10	1	0	0	0	11	7	0	0	0	0	7	17	1	0	0	0	18
3:00 PM	7	1	0	0	0	8	1	0	0	0	0	1	8	1	0	0	0	9
3:15 PM	9	1	0	0	0	10	2	0	0	0	0	2	11	1	0	0	0	12
3:30 PM	6	0	0	0	0	6	4	2	0	0	0	6	10	2	0	0	0	12
3:45 PM	8	2	0	0	0	10	5	0	0	0	0	5	13	2	0	0	0	15
4:00 PM	7	0	0	0	0	7	1	0	0	0	0	1	8	0	0	0	0	8
4:15 PM	9	0	0	0	0	9	1	1	0	0	0	2	10	1	0	0	0	11
4:30 PM	9	1	0	0	0	10	2	0	0	0	0	2	11	1	0	0	0	12
4:45 PM	6	0	0	0	0	6	5	1	0	0	0	6	11	1	0	0	0	12
5:00 PM	8	0	0	0	0	8	1	0	0	0	0	1	9	0	0	0	0	9
5:15 PM	8	0	0	0	0	8	3	0	0	0	0	3	11	0	0	0	0	11
5:30 PM	6	0	0	0	0	6	2	0	0	0	0	2	8	0	0	0	0	8
5:45 PM	8	0	0	0	0	8	3	0	0	0	0	3	11	0	0	0	0	11
6:00 PM	2	1	0	0	0	3	1	0	0	0	0	1	3	1	0	0	0	4
6:15 PM	5	0	0	0	0	5	3	0	0	0	0	3	8	0	0	0	0	8
6:30 PM	10	0	0	0	0	10	3	0	0	0	0	3	13	0	0	0	0	13
6:45 PM	13	0	0	0	0	13	1	0	0	0	0	1	14	0	0	0	0	14
7:00 PM	3	0	0	0	0	3	0	0	0	0	0	0	3	0	0	0	0	3
7:15 PM	1	0	0	0	0	1	2	0	0	0	0	2	3	0	0	0	0	3
7:30 PM	1	0	0	0	0	1	1	0	0	0	0	1	2	0	0	0	0	2
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	3	0	0	0	0	3	1	0	0	0	0	1	4	0	0	0	0	4
8:15 PM	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	1
8:30 PM	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1
9:30 PM	3	0	0	0	0	3	0	0	0	0	0	0	3	0	0	0	0	3
9:45 PM	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1
10:00 PM	2	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	2
10:15 PM	3	0	0	0	0	3	0	0	0	0	0	0	3	0	0	0	0	3
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	2	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	2
11:15 PM	3	0	0	0	0	3	0	1	0	0	0	1	3	1	0	0	0	4
11:30 PM	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1
11:45 PM	1	1	0	0	0	2	0	0	0	0	0	0	1	1	0	0	0	2

TOTALS	EASTBOUND RIGHT TURN ENTRY						WESTBOUND LEFT TURN ENTRY						TOTAL ENTRY					
	AUTOS	DELIVERY	GARBAGE	SEMI	MC	TOTAL	AUTOS	DELIVERY	GARBAGE	SEMI	MC	TOTAL	AUTOS	DELIVERY	GARBAGE	SEMI	MC	TOTAL
AM	172	12	1	0	0	185	104	12	3	0	0	119	276	24	4	0	0	304
MIDDAY	142	19	0	0	0	161	65	9	0	0	0	74	207	28	0	0	0	235
PM	191	9	0	0	0	200	56	6	0	0	0	62	247	15	0	0	0	262
DAILY	505	40	1	0	0	546	225	27	3	0	0	255	730	67	4	0	0	801

DATA PROVIDED BY:

NATIONAL DATA AND SURVEYING SERVICES
 1535 S. LA CIENEGA BOULEVARD
 LOS ANGELES, CALIFORNIA 90035
 PH: (323) 782-0090
 WWW.NDSDATA.COM

Wednesday May 22, 2019

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: HIRSCH/GREEN TRANSPORTATION CONSULTING, INC.
PROJECT: CHEVAL BLANC HOTEL - BEVERLY HILLS
DATE: WEDNESDAY, MAY 22, 2019
PERIOD: 24-HOUR
INTERSECTION: N/S ALLEY (ONE-WAY SB)
E/W SANTA MONICA BOULEVARD (S)

15 MINUTE (START TIME)	EASTBOUND RIGHT TURN ENTRY						WESTBOUND LEFT TURN ENTRY						TOTAL ENTRY					
	AUTOS	DELIVERY	GARBAGE	SEMI	MC	TOTAL	AUTOS	DELIVERY	GARBAGE	SEMI	MC	TOTAL	AUTOS	DELIVERY	GARBAGE	SEMI	MC	TOTAL
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	0	1
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1
2:00 AM	3	0	0	0	0	3	1	0	0	0	0	1	4	0	0	0	0	4
2:15 AM	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1
2:30 AM	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	2
2:45 AM	1	0	0	0	0	1	1	0	0	0	0	1	2	0	0	0	0	2
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	1	0	0	1	0	2	0	0	0	0	0	0	1	0	0	1	0	2
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	3	0	0	0	0	3	0	0	1	0	0	1	3	0	1	0	0	4
4:30 AM	3	0	0	0	0	3	0	0	0	0	0	0	3	0	0	0	0	3
4:45 AM	6	0	0	0	0	6	0	0	0	0	0	0	6	0	0	0	0	6
5:00 AM	4	0	0	0	0	4	2	0	0	0	0	2	6	0	0	0	0	6
5:15 AM	2	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	2
5:30 AM	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1
5:45 AM	3	0	0	0	0	3	1	0	0	0	0	1	4	0	0	0	0	4
6:00 AM	6	2	0	0	0	8	0	2	0	0	0	2	6	4	0	0	0	10
6:15 AM	3	1	0	0	0	4	0	0	1	0	0	1	3	1	1	0	0	5
6:30 AM	2	1	1	0	0	4	0	0	0	0	0	0	2	1	1	0	0	4
6:45 AM	1	0	0	0	0	1	2	0	0	0	0	2	3	0	0	0	0	3
7:00 AM	4	0	0	0	0	4	2	0	0	0	0	2	6	0	0	0	0	6
7:15 AM	2	1	0	0	0	3	0	1	0	0	0	1	2	2	0	0	0	4
7:30 AM	2	1	0	0	0	3	7	1	0	0	0	8	9	2	0	0	0	11
7:45 AM	8	0	0	0	0	8	8	0	0	0	0	8	16	0	0	0	0	16
8:00 AM	4	0	0	0	0	4	4	0	0	0	0	4	8	0	0	0	0	8
8:15 AM	16	1	0	0	0	17	4	0	0	0	0	4	20	1	0	0	0	21
8:30 AM	6	0	0	0	0	6	3	0	0	0	0	3	9	0	0	0	0	9
8:45 AM	14	1	0	0	0	15	10	1	0	0	0	11	24	2	0	0	0	26
9:00 AM	19	1	0	0	0	20	14	0	0	0	0	14	33	1	0	0	0	34
9:15 AM	11	1	0	0	0	12	14	0	0	0	0	14	25	1	0	0	0	26
9:30 AM	9	2	0	0	0	11	12	0	0	0	0	12	21	2	0	0	0	23
9:45 AM	10	2	0	0	0	12	6	0	0	0	0	6	16	2	0	0	0	18
10:00 AM	13	2	0	0	0	15	2	2	0	0	0	4	15	4	0	0	0	19
10:15 AM	15	1	0	0	0	16	6	3	0	0	0	9	21	4	0	0	0	25
10:30 AM	15	0	0	0	0	15	1	0	0	0	0	1	16	0	0	0	0	16
10:45 AM	5	3	0	0	0	8	2	0	0	0	0	2	7	3	0	0	0	10
11:00 AM	9	1	0	0	0	10	3	0	0	0	0	3	12	1	0	0	0	13
11:15 AM	16	0	0	0	0	16	5	1	0	0	0	6	21	1	0	0	0	22
11:30 AM	14	0	0	0	0	14	5	2	0	0	0	7	19	2	0	0	0	21
11:45 AM	8	1	0	0	0	9	6	0	0	0	0	6	14	1	0	0	0	15
12:00 PM	13	4	0	0	0	17	2	1	0	0	0	3	15	5	0	0	0	20
12:15 PM	2	0	0	0	0	2	2	0	0	0	0	2	4	0	0	0	0	4
12:30 PM	5	0	0	0	0	5	4	1	0	0	0	5	9	1	0	0	0	10
12:45 PM	6	1	0	0	0	7	5	0	0	0	0	5	11	1	0	0	0	12
1:00 PM	12	1	0	0	1	14	4	0	0	0	0	4	16	1	0	0	1	18
1:15 PM	7	1	0	0	0	8	3	0	0	0	0	3	10	1	0	0	0	11
1:30 PM	10	0	0	0	0	10	7	0	0	0	0	7	17	0	0	0	0	17
1:45 PM	7	0	0	0	0	7	4	2	0	0	0	6	11	2	0	0	0	13

DATA PROVIDED BY:

NATIONAL DATA AND SURVEYING SERVICES
 1535 S. LA CIENEGA BOULEVARD
 LOS ANGELES, CALIFORNIA 90035
 PH: (323) 782-0090
 WWW.NDSADATA.COM

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: HIRSCH/GREEN TRANSPORTATION CONSULTING, INC.
PROJECT: CHEVAL BLANC HOTEL - BEVERLY HILLS
DATE: WEDNESDAY, MAY 22, 2019
PERIOD: 24-HOUR
INTERSECTION: N/S ALLEY (ONE-WAY SB)
E/W: SANTA MONICA BOULEVARD (S)

15 MINUTE (START TIME)	EASTBOUND RIGHT TURN ENTRY						WESTBOUND LEFT TURN ENTRY						TOTAL ENTRY					
	AUTOS	DELIVERY	GARBAGE	SEMI	MC	TOTAL	AUTOS	DELIVERY	GARBAGE	SEMI	MC	TOTAL	AUTOS	DELIVERY	GARBAGE	SEMI	MC	TOTAL
2:00 PM	4	4	0	0	0	8	2	0	0	0	0	2	6	4	0	0	0	10
2:15 PM	4	0	0	0	0	4	3	0	0	0	0	3	7	0	0	0	0	7
2:30 PM	12	1	0	0	0	13	4	1	0	0	0	5	16	2	0	0	0	18
2:45 PM	8	0	0	0	0	8	8	0	0	0	0	8	16	0	0	0	0	16
3:00 PM	3	1	0	0	0	4	3	0	0	0	0	3	6	1	0	0	0	7
3:15 PM	4	1	0	0	0	5	2	1	0	0	0	3	6	2	0	0	0	8
3:30 PM	5	1	0	0	0	6	3	0	0	0	0	3	8	1	0	0	0	9
3:45 PM	7	1	0	0	0	8	3	0	0	0	0	3	10	1	0	0	0	11
4:00 PM	7	2	0	0	0	9	1	0	0	0	0	1	8	2	0	0	0	10
4:15 PM	2	0	0	0	0	2	2	0	0	0	0	2	4	0	0	0	0	4
4:30 PM	3	2	0	0	0	5	1	1	0	0	0	2	4	3	0	0	0	7
4:45 PM	6	2	0	0	0	8	3	0	0	0	0	3	9	2	0	0	0	11
5:00 PM	5	0	0	0	0	5	1	0	0	0	0	1	6	0	0	0	0	6
5:15 PM	2	0	0	0	0	2	2	0	0	0	0	2	4	0	0	0	0	4
5:30 PM	3	0	0	0	0	3	2	0	0	0	0	2	5	0	0	0	0	5
5:45 PM	7	0	0	0	0	7	0	0	0	0	0	0	7	0	0	0	0	7
6:00 PM	5	1	0	0	0	6	1	0	0	0	0	1	6	1	0	0	0	7
6:15 PM	5	0	0	0	0	5	1	0	0	0	0	1	6	0	0	0	0	6
6:30 PM	9	0	0	0	0	9	1	0	0	0	0	1	10	0	0	0	0	10
6:45 PM	8	0	0	0	0	8	2	0	0	0	0	2	10	0	0	0	0	10
7:00 PM	2	0	0	0	0	2	2	0	0	0	0	2	4	0	0	0	0	4
7:15 PM	2	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	2
7:30 PM	1	0	0	0	0	1	1	0	0	0	0	1	2	0	0	0	0	2
7:45 PM	2	0	0	0	0	2	2	0	0	0	0	2	4	0	0	0	0	4
8:00 PM	2	2	0	0	0	4	0	0	0	0	0	0	2	2	0	0	0	4
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	1	0	0	0	1	1	0	0	0	0	1	1	1	0	0	0	2
8:45 PM	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	2
9:00 PM	1	0	0	0	0	1	0	1	0	0	0	1	1	1	0	0	0	2
9:15 PM	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1
9:30 PM	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1
9:45 PM	2	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	2
10:00 PM	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1
10:15 PM	2	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	2
10:30 PM	2	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	2
10:45 PM	2	0	0	0	0	2	1	0	0	0	0	1	3	0	0	0	0	3
11:00 PM	1	0	0	0	0	1	1	0	0	0	0	1	2	0	0	0	0	2
11:15 PM	1	0	0	0	0	1	1	0	0	0	0	1	2	0	0	0	0	2
11:30 PM	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1
11:45 PM	0	0	0	0	0	0	1	1	0	0	0	2	1	1	0	0	0	2

TOTALS	EASTBOUND RIGHT TURN ENTRY						WESTBOUND LEFT TURN ENTRY						TOTAL ENTRY					
	AUTOS	DELIVERY	GARBAGE	SEMI	MC	TOTAL	AUTOS	DELIVERY	GARBAGE	SEMI	MC	TOTAL	AUTOS	DELIVERY	GARBAGE	SEMI	MC	TOTAL
AM	145	15	1	1	0	162	93	6	2	0	0	101	238	21	3	1	0	263
MIDDAY	157	15	0	0	1	173	61	12	0	0	0	73	218	27	0	0	1	246
PM	133	19	0	0	0	152	57	5	0	0	0	62	190	24	0	0	0	214
DAILY	435	49	1	1	1	487	211	23	2	0	0	236	646	72	3	1	1	723

DATA PROVIDED BY:

NATIONAL DATA AND SURVEYING SERVICES
 1535 S. LA CIENEGA BOULEVARD
 LOS ANGELES, CALIFORNIA 90035
 PH: (323) 782-0090
 WWW.NDSDATA.COM

Thursday May 23, 2019

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: HIRSCH/GREEN TRANSPORTATION CONSULTING, INC.
PROJECT: CHEVAL BLANC HOTEL - BEVERLY HILLS
DATE: THURSDAY, MAY 23, 2019
PERIOD: 24-HOUR
INTERSECTION: N/S ALLEY (ONE-WAY SB)
E/W SANTA MONICA BOULEVARD (S)

15 MINUTE (START TIME)	EASTBOUND RIGHT TURN ENTRY						WESTBOUND LEFT TURN ENTRY						TOTAL ENTRY					
	AUTOS	DELIVERY	GARBAGE	SEMI	MC	TOTAL	AUTOS	DELIVERY	GARBAGE	SEMI	MC	TOTAL	AUTOS	DELIVERY	GARBAGE	SEMI	MC	TOTAL
12:00 AM	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	0	1
12:45 AM	2	1	0	0	0	3	0	0	0	0	0	0	2	1	0	0	0	3
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	1	0	0	0	1	1	0	0	0	0	1	1	1	0	0	0	2
2:15 AM	1	0	0	0	0	1	1	0	0	0	0	1	2	0	0	0	0	2
2:30 AM	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	1
2:45 AM	1	0	0	0	0	1	2	0	0	0	0	2	3	0	0	0	0	3
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1
3:30 AM	1	0	0	0	0	1	0	1	0	0	0	1	1	1	0	0	0	2
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	1	0	0	0	0	1	1	0	0	0	0	1	2	0	0	0	0	2
4:15 AM	6	0	0	0	0	6	0	0	0	0	0	0	6	0	0	0	0	6
4:30 AM	1	0	0	0	0	1	0	0	1	0	0	1	1	0	1	0	0	2
4:45 AM	5	0	0	0	0	5	0	0	0	0	0	0	5	0	0	0	0	5
5:00 AM	2	0	0	0	0	2	1	1	0	0	0	2	3	1	0	0	0	4
5:15 AM	1	0	0	0	0	1	1	1	0	0	0	2	2	1	0	0	0	3
5:30 AM	4	0	0	0	0	4	1	0	0	0	0	1	5	0	0	0	0	5
5:45 AM	2	1	0	0	0	3	2	0	0	0	0	2	4	1	0	0	0	5
6:00 AM	1	0	0	0	0	1	0	1	0	0	0	1	1	1	0	0	0	2
6:15 AM	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1
6:30 AM	4	0	0	0	0	4	2	0	0	0	0	2	6	0	0	0	0	6
6:45 AM	1	0	0	0	0	1	1	0	1	0	0	2	2	0	1	0	0	3
7:00 AM	7	0	0	0	0	7	1	0	0	0	0	1	8	0	0	0	0	8
7:15 AM	4	0	0	0	0	4	1	1	0	0	0	2	5	1	0	0	0	6
7:30 AM	3	0	0	0	0	3	9	0	0	0	0	9	12	0	0	0	0	12
7:45 AM	5	0	0	0	0	5	6	1	0	0	0	7	11	1	0	0	0	12
8:00 AM	6	0	0	0	0	6	4	0	0	0	0	4	10	0	0	0	0	10
8:15 AM	9	1	0	0	0	10	5	0	0	0	0	5	14	1	0	0	0	15
8:30 AM	15	0	0	0	0	15	4	0	0	0	0	4	19	0	0	0	0	19
8:45 AM	18	2	0	0	0	20	7	0	0	0	0	7	25	2	0	0	0	27
9:00 AM	17	0	0	0	0	17	13	0	0	0	0	13	30	0	0	0	0	30
9:15 AM	11	1	0	0	0	12	15	1	0	0	0	16	26	2	0	0	0	28
9:30 AM	10	0	0	0	0	10	8	0	0	0	0	8	18	0	0	0	0	18
9:45 AM	6	1	0	0	0	7	6	0	0	0	0	6	12	1	0	0	0	13
10:00 AM	11	2	0	0	0	13	6	2	0	0	0	8	17	4	0	0	0	21
10:15 AM	10	1	0	0	0	11	9	1	0	0	0	10	19	2	0	0	0	21
10:30 AM	10	3	0	0	0	13	6	0	0	0	0	6	16	3	0	0	0	19
10:45 AM	14	0	0	0	0	14	7	0	0	0	0	7	21	0	0	0	0	21
11:00 AM	11	1	0	0	0	12	5	3	0	0	0	8	16	4	0	0	0	20
11:15 AM	13	2	0	0	0	15	3	1	0	0	0	4	16	3	0	0	0	19
11:30 AM	12	0	0	0	0	12	7	1	0	0	0	8	19	1	0	0	0	20
11:45 AM	9	2	0	0	0	11	8	1	0	0	0	9	17	3	0	0	0	20
12:00 PM	16	2	0	0	0	18	2	0	0	0	0	2	18	2	0	0	0	20
12:15 PM	4	0	0	0	0	4	5	1	0	0	0	6	9	1	0	0	0	10
12:30 PM	7	2	0	0	0	9	2	0	0	0	0	2	9	2	0	0	0	11
12:45 PM	8	0	0	0	0	8	7	1	0	0	0	8	15	1	0	0	0	16
1:00 PM	12	1	0	0	0	13	2	0	0	0	0	2	14	1	0	0	0	15
1:15 PM	13	1	0	0	0	14	5	0	0	0	0	5	18	1	0	0	0	19
1:30 PM	13	1	0	0	0	14	6	0	0	0	0	6	19	1	0	0	0	20
1:45 PM	10	2	0	0	0	12	1	0	0	0	0	1	11	2	0	0	0	13

DATA PROVIDED BY:

NATIONAL DATA AND SURVEYING SERVICES
 1535 S. LA CIENEGA BOULEVARD
 LOS ANGELES, CALIFORNIA 90035
 PH: (323) 782-0090
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INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: HIRSCH/GREEN TRANSPORTATION CONSULTING, INC.
PROJECT: CHEVAL BLANC HOTEL - BEVERLY HILLS
DATE: THURSDAY, MAY 23, 2019
PERIOD: 24-HOUR
INTERSECTION: N/S ALLEY (ONE-WAY SB)
E/W: SANTA MONICA BOULEVARD (S)

15 MINUTE (START TIME)	EASTBOUND RIGHT TURN ENTRY						WESTBOUND LEFT TURN ENTRY						TOTAL ENTRY					
	AUTOS	DELIVERY	GARBAGE	SEMI	MC	TOTAL	AUTOS	DELIVERY	GARBAGE	SEMI	MC	TOTAL	AUTOS	DELIVERY	GARBAGE	SEMI	MC	TOTAL
2:00 PM	13	0	0	0	0	13	4	0	0	0	0	4	17	0	0	0	0	17
2:15 PM	5	1	0	0	0	6	1	1	0	0	0	2	6	2	0	0	0	8
2:30 PM	6	0	0	0	0	6	1	0	0	0	0	1	7	0	0	0	0	7
2:45 PM	12	1	0	0	0	13	7	0	0	0	0	7	19	1	0	0	0	20
3:00 PM	8	1	0	0	0	9	3	1	0	0	0	4	11	2	0	0	0	13
3:15 PM	10	1	0	0	0	11	2	1	0	0	0	3	12	2	0	0	0	14
3:30 PM	11	1	0	0	0	12	3	1	0	0	0	4	14	2	0	0	0	16
3:45 PM	6	0	0	0	0	6	3	0	0	0	0	3	9	0	0	0	0	9
4:00 PM	9	0	0	0	0	9	1	0	0	0	0	1	10	0	0	0	0	10
4:15 PM	7	1	0	0	0	8	1	0	0	0	0	1	8	1	0	0	0	9
4:30 PM	6	0	0	0	0	6	1	0	0	0	0	1	7	0	0	0	0	7
4:45 PM	5	0	0	0	0	5	2	0	0	0	0	2	7	0	0	0	0	7
5:00 PM	7	0	0	0	0	7	3	0	0	0	0	3	10	0	0	0	0	10
5:15 PM	8	1	0	0	0	9	1	0	0	0	0	1	9	1	0	0	0	10
5:30 PM	4	0	0	0	0	4	3	0	0	0	0	3	7	0	0	0	0	7
5:45 PM	10	2	0	0	0	12	5	0	0	0	0	5	15	2	0	0	0	17
6:00 PM	3	0	0	0	0	3	2	0	0	0	0	2	5	0	0	0	0	5
6:15 PM	4	0	0	0	0	4	1	0	0	0	0	1	5	0	0	0	0	5
6:30 PM	4	0	0	0	0	4	2	0	0	0	0	2	6	0	0	0	0	6
6:45 PM	15	0	0	0	0	15	4	0	0	0	0	4	19	0	0	0	0	19
7:00 PM	3	0	0	0	0	3	0	0	0	0	0	0	3	0	0	0	0	3
7:15 PM	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1
7:30 PM	1	1	0	0	0	2	1	0	0	0	0	1	2	1	0	0	0	3
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	1	0	0	0	0	1	1	0	0	0	0	1	2	0	0	0	0	2
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	2
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	1	1	0	0	0	2	1	1	0	0	0	2
9:30 PM	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	3	0	0	0	0	3	0	0	0	0	0	0	3	0	0	0	0	3
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	1

TOTALS	EASTBOUND RIGHT TURN ENTRY						WESTBOUND LEFT TURN ENTRY						TOTAL ENTRY					
	AUTOS	DELIVERY	GARBAGE	SEMI	MC	TOTAL	AUTOS	DELIVERY	GARBAGE	SEMI	MC	TOTAL	AUTOS	DELIVERY	GARBAGE	SEMI	MC	TOTAL
AM	148	8	0	0	0	156	93	8	2	0	0	103	241	16	2	0	0	259
MIDDAY	173	20	0	0	0	193	81	11	0	0	0	92	254	31	0	0	0	285
PM	164	10	0	0	0	174	56	5	0	0	0	61	220	15	0	0	0	235
DAILY	485	38	0	0	0	523	230	24	2	0	0	256	715	62	2	0	0	779

DATA PROVIDED BY:

NATIONAL DATA AND SURVEYING SERVICES
 1535 S. LA CIENEGA BOULEVARD
 LOS ANGELES, CALIFORNIA 90035
 PH: (323) 782-0090
 WWW.NDSDATA.COM

Friday May 24, 2019

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: HIRSCH/GREEN TRANSPORTATION CONSULTING, INC.
PROJECT: CHEVAL BLANC HOTEL - BEVERLY HILLS
DATE: FRIDAY, MAY 24, 2019
PERIOD: 24-HOUR
INTERSECTION: N/S ALLEY (ONE-WAY SB)
E/W SANTA MONICA BOULEVARD (S)

15 MINUTE (START TIME)	EASTBOUND RIGHT TURN ENTRY						WESTBOUND LEFT TURN ENTRY						TOTAL ENTRY					
	AUTOS	DELIVERY	GARBAGE	SEMI	MC	TOTAL	AUTOS	DELIVERY	GARBAGE	SEMI	MC	TOTAL	AUTOS	DELIVERY	GARBAGE	SEMI	MC	TOTAL
12:00 AM	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1
12:15 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1
1:00 AM	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	1
2:15 AM	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	1
2:30 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	0	1
2:45 AM	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1
3:00 AM	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	1
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	1
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	1	0	0	0	0	1	1	0	0	0	0	1	2	0	0	0	0	2
4:15 AM	1	0	0	0	0	1	1	0	0	0	0	1	2	0	0	0	0	2
4:30 AM	1	0	0	0	0	1	0	0	1	0	0	1	1	0	1	0	0	2
4:45 AM	2	0	0	0	0	2	1	0	0	0	0	1	3	0	0	0	0	3
5:00 AM	7	0	0	0	0	7	0	0	0	0	0	0	7	0	0	0	0	7
5:15 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	0	1
5:30 AM	2	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	2
5:45 AM	1	0	0	0	0	1	1	0	0	0	0	1	2	0	0	0	0	2
6:00 AM	3	1	0	0	0	4	4	0	0	0	0	4	7	1	0	0	0	8
6:15 AM	0	0	0	0	0	0	5	0	1	0	0	6	5	0	1	0	0	6
6:30 AM	3	0	0	0	0	3	1	1	0	0	0	2	4	1	0	0	0	5
6:45 AM	2	0	0	0	0	2	1	0	0	0	0	1	3	0	0	0	0	3
7:00 AM	3	0	0	0	0	3	2	0	0	0	0	2	5	0	0	0	0	5
7:15 AM	5	0	0	0	0	5	1	0	0	0	0	1	6	0	0	0	0	6
7:30 AM	6	0	0	0	0	6	5	0	0	0	0	5	11	0	0	0	0	11
7:45 AM	15	0	0	0	0	15	3	0	0	0	0	3	18	0	0	0	0	18
8:00 AM	6	0	0	0	0	6	4	1	0	0	0	5	10	1	0	0	0	11
8:15 AM	13	1	0	0	0	14	3	0	0	0	0	3	16	1	0	0	0	17
8:30 AM	9	0	0	0	1	10	6	0	0	0	0	6	15	0	0	0	1	16
8:45 AM	17	2	0	0	1	20	9	0	0	0	0	9	26	2	0	0	1	29
9:00 AM	17	0	0	0	0	17	19	0	0	0	1	20	36	0	0	0	1	37
9:15 AM	13	1	0	0	0	14	11	0	0	0	0	11	24	1	0	0	0	25
9:30 AM	9	1	0	0	0	10	11	1	0	0	0	12	20	2	0	0	0	22
9:45 AM	8	0	0	0	0	8	8	1	0	0	0	9	16	1	0	0	0	17
10:00 AM	12	0	0	0	0	12	3	0	0	0	0	3	15	0	0	0	0	15
10:15 AM	8	2	0	0	0	10	2	2	0	0	0	4	10	4	0	0	0	14
10:30 AM	9	2	0	0	0	11	6	0	0	0	0	6	15	2	0	0	0	17
10:45 AM	10	1	0	0	0	11	2	2	0	0	1	5	12	3	0	0	1	16
11:00 AM	9	1	0	0	0	10	2	0	0	0	0	2	11	1	0	0	0	12
11:15 AM	11	1	0	0	0	12	3	0	0	0	0	3	14	1	0	0	0	15
11:30 AM	9	0	0	0	0	9	8	0	0	0	0	8	17	0	0	0	0	17
11:45 AM	9	2	0	0	0	11	5	1	0	0	0	6	14	3	0	0	0	17
12:00 PM	9	1	0	0	0	10	1	2	0	0	0	3	10	3	0	0	0	13
12:15 PM	7	0	0	0	0	7	9	0	0	0	0	9	16	0	0	0	0	16
12:30 PM	14	1	0	0	0	15	3	0	0	0	0	3	17	1	0	0	0	18
12:45 PM	7	1	0	0	0	8	3	0	0	0	0	3	10	1	0	0	0	11
1:00 PM	25	2	0	0	0	27	3	0	0	0	0	3	28	2	0	0	0	30
1:15 PM	6	0	0	0	0	6	3	0	0	0	0	3	9	0	0	0	0	9
1:30 PM	16	0	0	0	0	16	5	0	0	0	0	5	21	0	0	0	0	21
1:45 PM	6	0	0	0	0	6	9	0	0	0	0	9	15	0	0	0	0	15

DATA PROVIDED BY:

NATIONAL DATA AND SURVEYING SERVICES
 1535 S. LA CIENEGA BOULEVARD
 LOS ANGELES, CALIFORNIA 90035
 PH: (323) 782-0090
 WWW.NDSADATA.COM

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: HIRSCH/GREEN TRANSPORTATION CONSULTING, INC.
PROJECT: CHEVAL BLANC HOTEL - BEVERLY HILLS
DATE: FRIDAY, MAY 24, 2019
PERIOD: 24-HOUR
INTERSECTION: N/S ALLEY (ONE-WAY SB)
E/W: SANTA MONICA BOULEVARD (S)

15 MINUTE (START TIME)	EASTBOUND RIGHT TURN ENTRY						WESTBOUND LEFT TURN ENTRY						TOTAL ENTRY					
	AUTOS	DELIVERY	GARBAGE	SEMI	MC	TOTAL	AUTOS	DELIVERY	GARBAGE	SEMI	MC	TOTAL	AUTOS	DELIVERY	GARBAGE	SEMI	MC	TOTAL
2:00 PM	8	4	0	0	0	12	1	0	0	0	0	1	9	4	0	0	0	13
2:15 PM	9	0	0	0	0	9	1	0	0	0	0	1	10	0	0	0	0	10
2:30 PM	11	0	0	0	0	11	3	0	0	0	0	3	14	0	0	0	0	14
2:45 PM	5	0	0	0	0	5	3	0	0	0	0	3	8	0	0	0	0	8
3:00 PM	10	2	0	0	0	12	7	0	0	0	0	7	17	2	0	0	0	19
3:15 PM	10	0	0	0	0	10	3	0	0	0	0	3	13	0	0	0	0	13
3:30 PM	12	1	0	0	0	13	3	1	0	0	0	4	15	2	0	0	0	17
3:45 PM	7	0	0	0	0	7	7	0	0	0	0	7	14	0	0	0	0	14
4:00 PM	6	1	0	0	0	7	3	0	0	0	0	3	9	1	0	0	0	10
4:15 PM	6	0	0	0	0	6	0	0	0	0	0	0	6	0	0	0	0	6
4:30 PM	5	0	0	0	0	5	1	0	0	0	0	1	6	0	0	0	0	6
4:45 PM	4	0	0	0	0	4	3	0	0	0	1	4	7	0	0	0	1	8
5:00 PM	6	0	0	0	0	6	3	1	0	0	0	4	9	1	0	0	0	10
5:15 PM	5	1	0	0	0	6	1	0	0	0	0	1	6	1	0	0	0	7
5:30 PM	7	0	0	0	0	7	1	0	0	0	0	1	8	0	0	0	0	8
5:45 PM	8	0	0	0	0	8	1	0	0	0	0	1	9	0	0	0	0	9
6:00 PM	5	0	0	0	0	5	2	0	0	0	0	2	7	0	0	0	0	7
6:15 PM	6	0	0	0	0	6	1	0	0	0	0	1	7	0	0	0	0	7
6:30 PM	2	0	0	0	0	2	2	0	0	0	0	2	4	0	0	0	0	4
6:45 PM	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	1
7:00 PM	2	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	2
7:15 PM	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	2
7:30 PM	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1
7:45 PM	1	0	0	0	0	1	2	0	0	0	0	2	3	0	0	0	0	3
8:00 PM	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1
8:15 PM	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	2	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	2
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	3	0	0	0	0	3	0	0	0	0	0	0	3	0	0	0	0	3
10:45 PM	3	0	0	0	0	3	0	0	0	0	0	0	3	0	0	0	0	3
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

TOTALS	EASTBOUND RIGHT TURN ENTRY						WESTBOUND LEFT TURN ENTRY						TOTAL ENTRY					
	AUTOS	DELIVERY	GARBAGE	SEMI	MC	TOTAL	AUTOS	DELIVERY	GARBAGE	SEMI	MC	TOTAL	AUTOS	DELIVERY	GARBAGE	SEMI	MC	TOTAL
AM	148	7	0	0	2	157	101	6	2	0	1	110	249	13	2	0	3	267
MIDDAY	167	14	0	0	0	181	67	7	0	0	1	75	234	21	0	0	1	256
PM	147	9	0	0	0	156	51	2	0	0	1	54	198	11	0	0	1	210
DAILY	462	30	0	0	2	494	219	15	2	0	3	239	681	45	2	0	5	733

DATA PROVIDED BY:

NATIONAL DATA AND SURVEYING SERVICES
 1535 S. LA CIENEGA BOULEVARD
 LOS ANGELES, CALIFORNIA 90035
 PH: (323) 782-0090
 WWW.NDSDATA.COM

SATURDAY COUNTS

Saturday May 11, 2019

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: HIRSCH/GREEN TRANSPORTATION CONSULTING, INC.
PROJECT: CHEVAL BLANC HOTEL - BEVERLY HILLS
DATE: SATURDAY, MAY 11, 2019
PERIOD: 24-HOUR
INTERSECTION: N/S ALLEY (ONE-WAY SB)
E/W SANTA MONICA BOULEVARD (S)

15 MINUTE (START TIME)	EASTBOUND RIGHT TURN ENTRY						WESTBOUND LEFT TURN ENTRY						TOTAL ENTRY					
	AUTOS	DELIVERY	GARBAGE	SEMI	MC	TOTAL	AUTOS	DELIVERY	GARBAGE	SEMI	MC	TOTAL	AUTOS	DELIVERY	GARBAGE	SEMI	MC	TOTAL
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1
4:30 AM	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	2
4:45 AM	4	0	0	0	0	4	0	0	0	0	0	4	4	0	0	0	0	4
5:00 AM	1	0	0	0	0	1	1	0	0	0	0	1	2	0	0	0	0	2
5:15 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	0	1
5:30 AM	2	1	0	0	0	3	0	0	1	0	0	1	2	1	1	0	0	4
5:45 AM	0	0	0	0	0	0	1	0	1	0	0	2	1	0	1	0	0	2
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	2	0	0	0	0	2	1	0	0	0	0	1	3	0	0	0	0	3
6:30 AM	2	0	0	0	0	2	1	0	0	0	0	1	3	0	0	0	0	3
6:45 AM	2	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	2
7:00 AM	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	2
7:15 AM	1	0	1	0	0	2	2	0	0	0	0	2	3	0	1	0	0	4
7:30 AM	5	0	0	0	0	5	3	0	0	0	0	3	8	0	0	0	0	8
7:45 AM	3	0	0	0	0	3	4	0	0	0	0	4	7	0	0	0	0	7
8:00 AM	5	0	0	0	0	5	1	1	0	0	0	2	6	1	0	0	0	7
8:15 AM	4	0	0	0	0	4	3	0	0	0	0	3	7	0	0	0	0	7
8:30 AM	6	0	0	0	0	6	6	0	0	0	0	6	12	0	0	0	0	12
8:45 AM	9	0	0	0	0	9	15	0	0	0	0	15	24	0	0	0	0	24
9:00 AM	19	0	0	0	0	19	11	0	0	0	0	11	30	0	0	0	0	30
9:15 AM	9	0	0	0	0	9	15	1	0	0	0	16	24	1	0	0	0	25
9:30 AM	12	0	0	0	0	12	9	0	0	0	0	9	21	0	0	0	0	21
9:45 AM	8	0	0	0	0	8	5	0	0	0	0	5	13	0	0	0	0	13
10:00 AM	7	0	0	0	0	7	3	0	0	0	0	3	10	0	0	0	0	10
10:15 AM	6	1	0	0	0	7	5	0	0	0	0	5	11	1	0	0	0	12
10:30 AM	2	3	0	0	0	5	8	0	0	0	0	8	10	3	0	0	0	13
10:45 AM	5	0	0	0	0	5	7	0	0	0	0	7	12	0	0	0	0	12
11:00 AM	6	1	0	0	0	7	2	0	0	0	0	2	8	1	0	0	0	9
11:15 AM	8	0	0	0	0	8	5	0	0	0	0	5	13	0	0	0	0	13
11:30 AM	11	0	0	1	0	12	5	0	0	0	0	5	16	0	0	1	0	17
11:45 AM	8	0	0	0	0	8	3	1	0	0	0	4	11	1	0	0	0	12
12:00 PM	14	0	0	0	0	14	4	0	0	0	0	4	18	0	0	0	0	18
12:15 PM	9	0	0	0	0	9	5	1	0	0	0	6	14	1	0	0	0	15
12:30 PM	14	1	0	0	0	15	3	0	0	0	0	3	17	1	0	0	0	18
12:45 PM	5	0	0	0	0	5	2	0	0	0	0	2	7	0	0	0	0	7
1:00 PM	9	0	0	0	0	9	2	0	0	0	0	2	11	0	0	0	0	11
1:15 PM	9	0	0	0	0	9	6	0	0	0	0	6	15	0	0	0	0	15
1:30 PM	6	0	0	0	0	6	2	0	0	0	0	2	8	0	0	0	0	8
1:45 PM	5	0	0	0	0	5	4	1	0	0	0	5	9	1	0	0	0	10

DATA PROVIDED BY:

NATIONAL DATA AND SURVEYING SERVICES
 1535 S. LA CIENEGA BOULEVARD
 LOS ANGELES, CALIFORNIA 90035
 PH: (323) 782-0090
 WWW.NDSADATA.COM

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: HIRSCH/GREEN TRANSPORTATION CONSULTING, INC.
PROJECT: CHEVAL BLANC HOTEL - BEVERLY HILLS
DATE: SATURDAY, MAY 11, 2019
PERIOD: 24-HOUR
INTERSECTION: N/S ALLEY (ONE-WAY SB)
E/W: SANTA MONICA BOULEVARD (S)

15 MINUTE (START TIME)	EASTBOUND RIGHT TURN ENTRY						WESTBOUND LEFT TURN ENTRY						TOTAL ENTRY					
	AUTOS	DELIVERY	GARBAGE	SEMI	MC	TOTAL	AUTOS	DELIVERY	GARBAGE	SEMI	MC	TOTAL	AUTOS	DELIVERY	GARBAGE	SEMI	MC	TOTAL
2:00 PM	8	0	0	0	0	8	3	0	0	0	0	3	11	0	0	0	0	11
2:15 PM	5	0	0	0	0	5	3	0	0	0	0	3	8	0	0	0	0	8
2:30 PM	13	0	0	0	0	13	4	1	0	0	0	5	17	1	0	0	0	18
2:45 PM	12	0	0	0	0	12	2	0	0	0	0	2	14	0	0	0	0	14
3:00 PM	9	0	0	0	0	9	4	0	0	0	0	4	13	0	0	0	0	13
3:15 PM	7	1	0	0	0	8	2	1	0	0	0	3	9	2	0	0	0	11
3:30 PM	9	1	0	0	0	10	5	0	0	0	0	5	14	1	0	0	0	15
3:45 PM	18	0	0	0	0	18	2	0	0	0	0	2	20	0	0	0	0	20
4:00 PM	6	0	0	0	0	6	0	1	0	0	0	1	6	1	0	0	0	7
4:15 PM	5	0	0	0	0	5	3	0	0	0	0	3	8	0	0	0	0	8
4:30 PM	12	0	0	0	0	12	2	0	0	0	0	2	14	0	0	0	0	14
4:45 PM	12	0	0	0	0	12	0	0	0	0	0	0	12	0	0	0	0	12
5:00 PM	11	0	0	0	0	11	1	0	0	0	0	1	12	0	0	0	0	12
5:15 PM	9	0	0	0	0	9	5	0	0	0	0	5	14	0	0	0	0	14
5:30 PM	6	0	0	0	0	6	4	0	0	0	0	4	10	0	0	0	0	10
5:45 PM	3	0	0	0	0	3	4	0	0	0	0	4	7	0	0	0	0	7
6:00 PM	1	0	0	0	0	1	1	0	0	0	0	1	2	0	0	0	0	2
6:15 PM	4	0	0	0	0	4	1	0	0	0	0	1	5	0	0	0	0	5
6:30 PM	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	2
6:45 PM	2	0	0	0	0	2	1	0	0	0	0	1	3	0	0	0	0	3
7:00 PM	2	0	0	0	0	2	2	0	0	0	0	2	4	0	0	0	0	4
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	3	0	0	0	0	3	1	0	0	0	0	1	4	0	0	0	0	4
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	1	0	0	0	0	1	1	0	0	0	0	1	2	0	0	0	0	2
8:15 PM	2	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	2
8:30 PM	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1
8:45 PM	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1
9:30 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1
11:15 PM	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1
11:30 PM	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1
11:45 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	0	1

TOTALS	EASTBOUND RIGHT TURN ENTRY						WESTBOUND LEFT TURN ENTRY						TOTAL ENTRY					
	AUTOS	DELIVERY	GARBAGE	SEMI	MC	TOTAL	AUTOS	DELIVERY	GARBAGE	SEMI	MC	TOTAL	AUTOS	DELIVERY	GARBAGE	SEMI	MC	TOTAL
AM	95	1	1	0	0	97	82	3	2	0	0	87	177	4	3	0	0	184
MIDDAY	124	6	0	1	0	131	66	3	0	0	0	69	190	9	0	1	0	200
PM	165	4	0	0	0	169	53	4	0	0	0	57	218	8	0	0	0	226
DAILY	384	11	1	1	0	397	201	10	2	0	0	213	585	21	3	1	0	610

DATA PROVIDED BY:

NATIONAL DATA AND SURVEYING SERVICES
 1535 S. LA CIENEGA BOULEVARD
 LOS ANGELES, CALIFORNIA 90035
 PH: (323) 782-0090
 WWW.NDSADATA.COM

Saturday May 18, 2019

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: HIRSCH/GREEN TRANSPORTATION CONSULTING, INC.
PROJECT: CHEVAL BLANC HOTEL - BEVERLY HILLS
DATE: SATURDAY, MAY 18, 2019
PERIOD: 24-HOUR
INTERSECTION: N/S ALLEY (ONE-WAY SB)
E/W: SANTA MONICA BOULEVARD (S)

15 MINUTE (START TIME)	EASTBOUND RIGHT TURN ENTRY						WESTBOUND LEFT TURN ENTRY						TOTAL ENTRY					
	AUTOS	DELIVERY	GARBAGE	SEMI	MC	TOTAL	AUTOS	DELIVERY	GARBAGE	SEMI	MC	TOTAL	AUTOS	DELIVERY	GARBAGE	SEMI	MC	TOTAL
12:00 AM	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	0	1
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1
2:30 AM	2	0	0	0	0	2	1	0	0	0	0	1	3	0	0	0	0	3
2:45 AM	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	1
3:45 AM	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	1
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1
4:30 AM	2	0	0	0	0	2	2	0	1	0	0	3	4	0	1	0	0	5
4:45 AM	4	0	0	0	0	4	0	1	0	0	0	1	4	1	0	0	0	5
5:00 AM	3	0	0	0	0	3	2	0	0	0	0	2	5	0	0	0	0	5
5:15 AM	3	0	0	0	0	3	0	0	0	0	0	0	3	0	0	0	0	3
5:30 AM	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1
5:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	0	1
6:00 AM	2	0	0	0	0	2	2	0	0	0	0	2	4	0	0	0	0	4
6:15 AM	2	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	2
6:30 AM	2	0	0	0	0	2	1	0	0	0	0	1	3	0	0	0	0	3
6:45 AM	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1
7:00 AM	1	0	0	0	0	1	1	1	0	0	0	2	2	1	0	0	0	3
7:15 AM	2	1	0	0	0	3	1	0	0	0	0	1	3	1	0	0	0	4
7:30 AM	4	0	0	0	0	4	0	0	0	0	0	0	4	0	0	0	0	4
7:45 AM	1	0	0	0	0	1	1	0	0	0	0	1	2	0	0	0	0	2
8:00 AM	4	0	1	0	0	5	1	0	0	0	0	1	5	0	1	0	0	6
8:15 AM	7	0	0	0	0	7	1	0	0	0	0	1	8	0	0	0	0	8
8:30 AM	9	0	0	0	0	9	5	0	0	0	0	5	14	0	0	0	0	14
8:45 AM	12	1	0	0	0	13	12	0	0	0	0	12	24	1	0	0	0	25
9:00 AM	19	0	0	0	0	19	8	0	0	0	0	8	27	0	0	0	0	27
9:15 AM	18	1	0	0	0	19	3	0	0	0	0	3	21	1	0	0	0	22
9:30 AM	14	0	0	0	0	14	6	1	0	0	0	7	20	1	0	0	0	21
9:45 AM	3	0	0	0	0	3	2	0	0	0	0	2	5	0	0	0	0	5
10:00 AM	7	0	0	0	0	7	5	0	0	0	0	5	12	0	0	0	0	12
10:15 AM	9	2	0	0	0	11	3	0	0	0	0	3	12	2	0	0	0	14
10:30 AM	7	0	0	0	0	7	5	0	0	0	0	5	12	0	0	0	0	12
10:45 AM	10	1	0	0	0	11	4	0	0	0	0	4	14	1	0	0	0	15
11:00 AM	9	0	0	0	0	9	3	0	0	0	0	3	12	0	0	0	0	12
11:15 AM	8	0	0	0	0	8	2	0	0	0	0	2	10	0	0	0	0	10
11:30 AM	10	0	0	0	0	10	2	0	0	0	0	2	12	0	0	0	0	12
11:45 AM	5	2	0	0	0	7	2	0	0	0	0	2	7	2	0	0	0	9
12:00 PM	8	0	0	0	0	8	3	0	0	0	0	3	11	0	0	0	0	11
12:15 PM	14	0	0	0	0	14	2	0	0	0	0	2	16	0	0	0	0	16
12:30 PM	6	0	0	0	0	6	4	0	0	0	0	4	10	0	0	0	0	10
12:45 PM	13	2	0	0	0	15	8	0	0	0	0	8	21	2	0	0	0	23
1:00 PM	5	0	0	0	0	5	5	0	0	0	0	5	10	0	0	0	0	10
1:15 PM	5	1	0	0	0	6	2	0	0	0	0	2	7	1	0	0	0	8
1:30 PM	8	0	0	0	0	8	10	0	0	0	0	10	18	0	0	0	0	18
1:45 PM	10	1	0	0	0	11	6	0	0	0	0	6	16	1	0	0	0	17

DATA PROVIDED BY:

NATIONAL DATA AND SURVEYING SERVICES
 1535 S. LA CIENEGA BOULEVARD
 LOS ANGELES, CALIFORNIA 90035
 PH: (323) 782-0090
 WWW.NDSADATA.COM

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: HIRSCH/GREEN TRANSPORTATION CONSULTING, INC.
PROJECT: CHEVAL BLANC HOTEL - BEVERLY HILLS
DATE: SATURDAY, MAY 18, 2019
PERIOD: 24-HOUR
INTERSECTION: N/S ALLEY (ONE-WAY SB)
E/W: SANTA MONICA BOULEVARD (S)

15 MINUTE (START TIME)	EASTBOUND RIGHT TURN ENTRY						WESTBOUND LEFT TURN ENTRY						TOTAL ENTRY					
	AUTOS	DELIVERY	GARBAGE	SEMI	MC	TOTAL	AUTOS	DELIVERY	GARBAGE	SEMI	MC	TOTAL	AUTOS	DELIVERY	GARBAGE	SEMI	MC	TOTAL
2:00 PM	11	0	0	0	0	11	6	0	0	0	0	6	17	0	0	0	0	17
2:15 PM	13	0	0	0	0	13	2	1	0	0	0	3	15	1	0	0	0	16
2:30 PM	7	0	0	0	0	7	3	1	0	0	0	4	10	1	0	0	0	11
2:45 PM	7	0	0	0	0	7	6	0	0	0	0	6	13	0	0	0	0	13
3:00 PM	11	1	0	0	0	12	5	0	0	0	0	5	16	1	0	0	0	17
3:15 PM	8	0	0	0	0	8	2	0	0	0	0	2	10	0	0	0	0	10
3:30 PM	6	1	0	0	0	7	3	0	0	0	0	3	9	1	0	0	0	10
3:45 PM	5	0	0	0	0	5	3	0	0	0	0	3	8	0	0	0	0	8
4:00 PM	5	0	0	0	0	5	1	0	0	0	0	1	6	0	0	0	0	6
4:15 PM	8	0	0	0	0	8	3	0	0	0	0	3	11	0	0	0	0	11
4:30 PM	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1
4:45 PM	6	1	0	0	0	7	2	0	0	0	0	2	8	1	0	0	0	9
5:00 PM	5	0	0	0	0	5	0	0	0	0	0	0	5	0	0	0	0	5
5:15 PM	3	0	0	0	0	3	3	0	0	0	0	3	6	0	0	0	0	6
5:30 PM	6	0	0	0	0	6	1	0	0	0	0	1	7	0	0	0	0	7
5:45 PM	7	0	0	0	0	7	1	0	0	0	0	1	8	0	0	0	0	8
6:00 PM	6	0	0	0	0	6	2	0	0	0	0	2	8	0	0	0	0	8
6:15 PM	4	1	0	0	0	5	1	0	0	0	0	1	5	1	0	0	0	6
6:30 PM	3	0	0	0	0	3	1	0	0	0	0	1	4	0	0	0	0	4
6:45 PM	1	0	0	0	0	1	1	0	0	0	0	1	2	0	0	0	0	2
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1
7:30 PM	1	0	0	0	0	1	1	0	0	0	0	1	2	0	0	0	0	2
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	1	0	0	0	0	1	1	0	0	0	0	1	2	0	0	0	0	2
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1
8:45 PM	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	2	0	0	0	0	2	0	1	0	0	0	1	2	1	0	0	0	3
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	2	0	0	0	0	2	0	1	0	0	0	1	2	1	0	0	0	3
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	1

TOTALS	EASTBOUND RIGHT TURN ENTRY						WESTBOUND LEFT TURN ENTRY						TOTAL ENTRY					
	AUTOS	DELIVERY	GARBAGE	SEMI	MC	TOTAL	AUTOS	DELIVERY	GARBAGE	SEMI	MC	TOTAL	AUTOS	DELIVERY	GARBAGE	SEMI	MC	TOTAL
AM	120	3	1	0	0	124	51	4	2	0	0	57	171	7	3	0	0	181
MIDDAY	134	9	0	0	0	143	66	0	0	0	0	66	200	9	0	0	0	209
PM	133	4	0	0	0	137	49	4	0	0	0	53	182	8	0	0	0	190
DAILY	387	16	1	0	0	404	166	8	2	0	0	176	553	24	3	0	0	580

DATA PROVIDED BY:

NATIONAL DATA AND SURVEYING SERVICES
 1535 S. LA CIENEGA BOULEVARD
 LOS ANGELES, CALIFORNIA 90035
 PH: (323) 782-0090
 WWW.NDSADATA.COM

SUNDAY COUNTS

Sunday May 12, 2019

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: HIRSCH/GREEN TRANSPORTATION CONSULTING, INC.
PROJECT: CHEVAL BLANC HOTEL - BEVERLY HILLS
DATE: SUNDAY, MAY 12, 2019
PERIOD: 24-HOUR
INTERSECTION: N/S ALLEY (ONE-WAY SB)
E/W: SANTA MONICA BOULEVARD (S)

15 MINUTE (START TIME)	EASTBOUND RIGHT TURN ENTRY						WESTBOUND LEFT TURN ENTRY						TOTAL ENTRY					
	AUTOS	DELIVERY	GARBAGE	SEMI	MC	TOTAL	AUTOS	DELIVERY	GARBAGE	SEMI	MC	TOTAL	AUTOS	DELIVERY	GARBAGE	SEMI	MC	TOTAL
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	1	0	0	0	0	1	1	0	0	0	0	1	2	0	0	0	0	2
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	1
5:45 AM	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	1
6:00 AM	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1
6:45 AM	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1
7:00 AM	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1
8:15 AM	2	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	2
8:30 AM	2	0	0	0	0	2	1	0	0	0	0	1	3	0	0	0	0	3
8:45 AM	3	0	0	0	0	3	2	0	0	0	0	2	5	0	0	0	0	5
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	1	0	0	0	0	1	2	0	0	0	0	2	3	0	0	0	0	3
9:30 AM	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1
9:45 AM	2	0	0	0	0	2	1	0	0	0	0	1	3	0	0	0	0	3
10:00 AM	3	0	0	0	0	3	2	0	0	0	0	2	5	0	0	0	0	5
10:15 AM	3	0	0	0	0	3	1	0	0	0	0	1	4	0	0	0	0	4
10:30 AM	5	0	0	0	0	5	2	0	0	0	0	2	7	0	0	0	0	7
10:45 AM	3	0	0	0	0	3	9	0	0	0	0	9	12	0	0	0	0	12
11:00 AM	3	0	0	0	0	3	5	0	0	0	0	5	8	0	0	0	0	8
11:15 AM	4	0	0	0	0	4	9	0	0	0	0	9	13	0	0	0	0	13
11:30 AM	7	0	0	0	0	7	4	0	0	0	0	4	11	0	0	0	0	11
11:45 AM	7	0	0	0	0	7	3	0	0	0	0	3	10	0	0	0	0	10
12:00 PM	4	1	0	0	0	5	2	0	0	0	0	2	6	1	0	0	0	7
12:15 PM	4	0	0	0	0	4	2	0	0	0	0	2	6	0	0	0	0	6
12:30 PM	5	0	0	0	0	5	1	0	0	0	0	1	6	0	0	0	0	6
12:45 PM	3	0	0	0	0	3	2	0	0	0	0	2	5	0	0	0	0	5
1:00 PM	5	0	0	0	0	5	1	0	0	0	0	1	6	0	0	0	0	6
1:15 PM	3	0	0	0	0	3	1	0	0	0	0	1	4	0	0	0	0	4
1:30 PM	2	0	0	0	0	2	2	0	0	0	0	2	4	0	0	0	0	4
1:45 PM	2	0	0	0	0	2	2	0	0	0	0	2	4	0	0	0	0	4

DATA PROVIDED BY:

NATIONAL DATA AND SURVEYING SERVICES
 1535 S. LA CIENEGA BOULEVARD
 LOS ANGELES, CALIFORNIA 90035
 PH: (323) 782-0090
 WWW.NDSADATA.COM

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: HIRSCH/GREEN TRANSPORTATION CONSULTING, INC.
PROJECT: CHEVAL BLANC HOTEL - BEVERLY HILLS
DATE: SUNDAY, MAY 12, 2019
PERIOD: 24-HOUR
INTERSECTION: N/S ALLEY (ONE-WAY SB)
E/W: SANTA MONICA BOULEVARD (S)

15 MINUTE (START TIME)	EASTBOUND RIGHT TURN ENTRY						WESTBOUND LEFT TURN ENTRY						TOTAL ENTRY					
	AUTOS	DELIVERY	GARBAGE	SEMI	MC	TOTAL	AUTOS	DELIVERY	GARBAGE	SEMI	MC	TOTAL	AUTOS	DELIVERY	GARBAGE	SEMI	MC	TOTAL
2:00 PM	5	0	0	0	0	5	2	0	0	0	0	2	7	0	0	0	0	7
2:15 PM	11	0	0	0	0	11	3	0	0	0	0	3	14	0	0	0	0	14
2:30 PM	8	0	0	0	0	8	3	0	0	0	0	3	11	0	0	0	0	11
2:45 PM	5	0	0	0	0	5	2	0	0	0	0	2	7	0	0	0	0	7
3:00 PM	2	0	0	0	0	2	2	0	0	0	0	2	4	0	0	0	0	4
3:15 PM	5	0	0	0	0	5	0	0	0	0	0	0	5	0	0	0	0	5
3:30 PM	5	0	0	0	0	5	1	0	0	0	0	1	6	0	0	0	0	6
3:45 PM	6	0	0	0	0	6	2	0	0	0	0	2	8	0	0	0	0	8
4:00 PM	9	0	0	0	0	9	4	0	0	0	0	4	13	0	0	0	0	13
4:15 PM	6	0	0	0	0	6	1	0	0	0	0	1	7	0	0	0	0	7
4:30 PM	5	0	0	0	0	5	3	0	0	0	0	3	8	0	0	0	0	8
4:45 PM	5	0	0	0	0	5	1	0	0	0	0	1	6	0	0	0	0	6
5:00 PM	3	0	0	0	0	3	1	0	0	0	0	1	4	0	0	0	0	4
5:15 PM	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	1
5:30 PM	2	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	2
5:45 PM	4	0	0	0	0	4	3	0	0	0	0	3	7	0	0	0	0	7
6:00 PM	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	2	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	2
6:45 PM	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	2	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	2
7:30 PM	2	0	0	0	0	2	1	0	0	0	0	1	3	0	0	0	0	3
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	1
8:15 PM	2	0	0	0	0	2	1	0	0	0	0	1	3	0	0	0	0	3
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	1	0	0	0	0	1	1	0	0	0	0	1	2	0	0	0	0	2
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1
9:30 PM	2	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	2
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	2	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	2
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	1
11:00 PM	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

TOTALS	EASTBOUND RIGHT TURN ENTRY						WESTBOUND LEFT TURN ENTRY						TOTAL ENTRY					
	AUTOS	DELIVERY	GARBAGE	SEMI	MC	TOTAL	AUTOS	DELIVERY	GARBAGE	SEMI	MC	TOTAL	AUTOS	DELIVERY	GARBAGE	SEMI	MC	TOTAL
AM	18	0	0	0	0	18	9	1	0	0	0	10	27	1	0	0	0	28
MIDDAY	63	1	0	0	0	64	48	0	0	0	0	48	111	1	0	0	0	112
PM	98	0	0	0	0	98	34	0	0	0	0	34	132	0	0	0	0	132
DAILY	179	1	0	0	0	180	91	1	0	0	0	92	270	2	0	0	0	272

DATA PROVIDED BY:

NATIONAL DATA AND SURVEYING SERVICES
 1535 S. LA CIENEGA BOULEVARD
 LOS ANGELES, CALIFORNIA 90035
 PH: (323) 782-0090
 WWW.NDSADATA.COM

Sunday May 19, 2019

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: HIRSCH/GREEN TRANSPORTATION CONSULTING, INC.
PROJECT: CHEVAL BLANC HOTEL - BEVERLY HILLS
DATE: SUNDAY, MAY 19, 2019
PERIOD: 24-HOUR
INTERSECTION: N/S ALLEY (ONE-WAY SB)
E/W: SANTA MONICA BOULEVARD (S)

15 MINUTE (START TIME)	EASTBOUND RIGHT TURN ENTRY						WESTBOUND LEFT TURN ENTRY						TOTAL ENTRY					
	AUTOS	DELIVERY	GARBAGE	SEMI	MC	TOTAL	AUTOS	DELIVERY	GARBAGE	SEMI	MC	TOTAL	AUTOS	DELIVERY	GARBAGE	SEMI	MC	TOTAL
12:00 AM	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1
12:15 AM	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	2
4:45 AM	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1
5:00 AM	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	1
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	2	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	2
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1
7:30 AM	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	1	0	0	0	0	1	1	0	0	0	0	1	2	0	0	0	0	2
8:30 AM	4	0	0	0	0	4	1	0	0	0	0	1	5	0	0	0	0	5
8:45 AM	3	0	0	0	0	3	2	0	0	0	0	2	5	0	0	0	0	5
9:00 AM	2	0	0	0	0	2	0	1	0	0	0	1	2	1	0	0	0	3
9:15 AM	1	0	0	0	0	1	2	0	0	0	0	2	3	0	0	0	0	3
9:30 AM	1	0	0	0	0	1	1	0	0	0	0	1	2	0	0	0	0	2
9:45 AM	4	0	0	0	0	4	2	0	0	0	0	2	6	0	0	0	0	6
10:00 AM	1	0	0	0	0	1	5	0	0	0	0	5	6	0	0	0	0	6
10:15 AM	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	1
10:30 AM	6	0	0	0	0	6	2	0	0	0	0	2	8	0	0	0	0	8
10:45 AM	7	0	0	0	0	7	3	0	0	0	0	3	10	0	0	0	0	10
11:00 AM	5	0	0	0	0	5	5	0	0	0	0	5	10	0	0	0	0	10
11:15 AM	9	0	0	0	0	9	4	0	0	0	0	4	13	0	0	0	0	13
11:30 AM	4	0	0	0	0	4	2	0	0	0	0	2	6	0	0	0	0	6
11:45 AM	9	0	0	0	0	9	4	0	0	0	0	4	13	0	0	0	0	13
12:00 PM	4	0	0	0	0	4	0	0	0	0	0	0	4	0	0	0	0	4
12:15 PM	3	0	0	0	0	3	2	0	0	0	0	2	5	0	0	0	0	5
12:30 PM	7	0	0	0	0	7	3	0	0	0	0	3	10	0	0	0	0	10
12:45 PM	4	0	0	0	0	4	0	0	0	0	0	0	4	0	0	0	0	4
1:00 PM	4	0	0	0	0	4	1	0	0	0	0	1	5	0	0	0	0	5
1:15 PM	3	0	0	0	0	3	1	0	0	0	0	1	4	0	0	0	0	4
1:30 PM	1	0	0	0	0	1	3	0	0	0	0	3	4	0	0	0	0	4
1:45 PM	5	0	0	0	0	5	2	0	0	0	0	2	7	0	0	0	0	7

DATA PROVIDED BY:

NATIONAL DATA AND SURVEYING SERVICES
 1535 S. LA CIENEGA BOULEVARD
 LOS ANGELES, CALIFORNIA 90035
 PH: (323) 782-0090
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INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: HIRSCH/GREEN TRANSPORTATION CONSULTING, INC.
PROJECT: CHEVAL BLANC HOTEL - BEVERLY HILLS
DATE: SUNDAY, MAY 19, 2019
PERIOD: 24-HOUR
INTERSECTION: N/S ALLEY (ONE-WAY SB)
E/W: SANTA MONICA BOULEVARD (S)

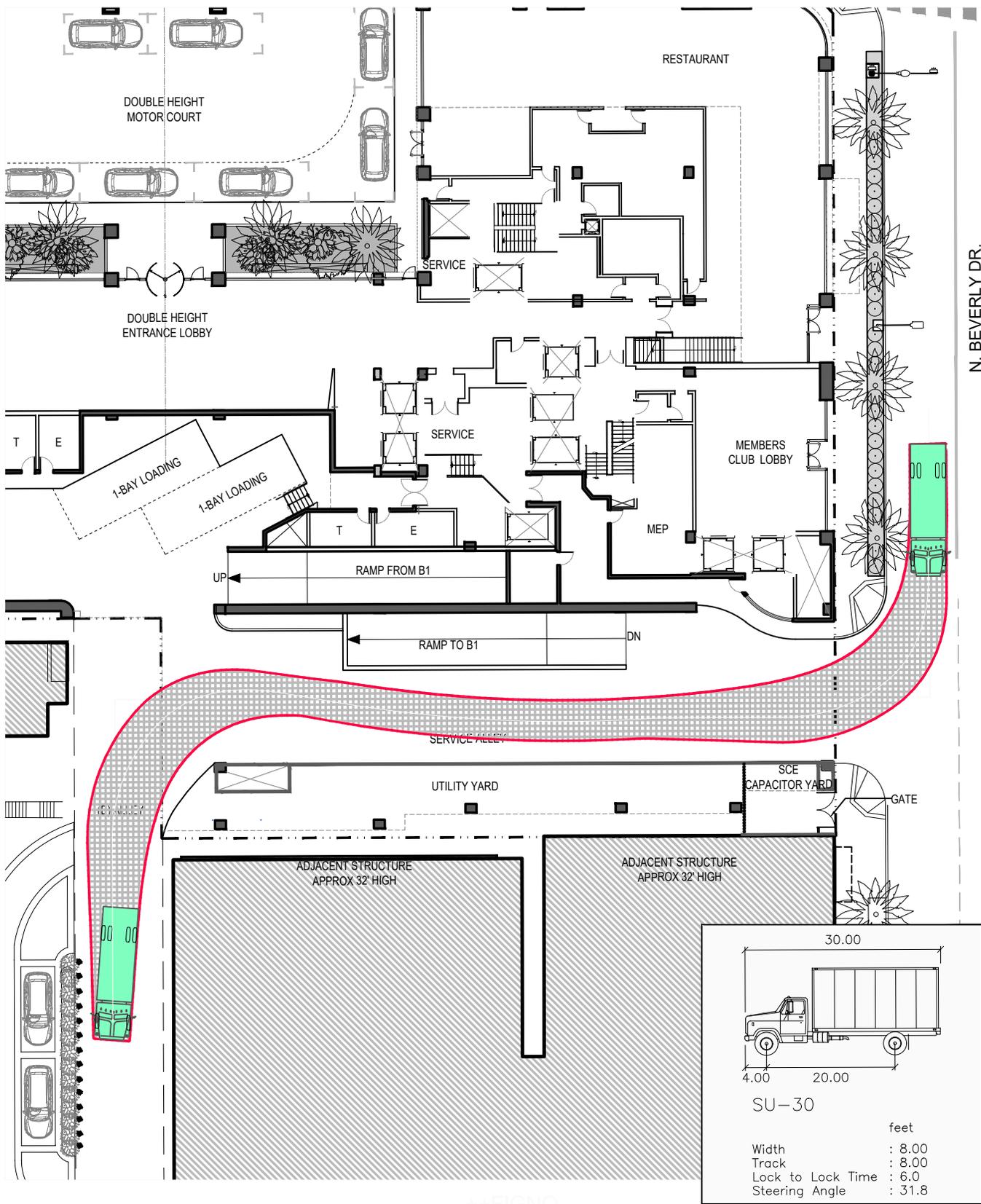
15 MINUTE (START TIME)	EASTBOUND RIGHT TURN ENTRY						WESTBOUND LEFT TURN ENTRY						TOTAL ENTRY					
	AUTOS	DELIVERY	GARBAGE	SEMI	MC	TOTAL	AUTOS	DELIVERY	GARBAGE	SEMI	MC	TOTAL	AUTOS	DELIVERY	GARBAGE	SEMI	MC	TOTAL
2:00 PM	6	0	0	0	0	6	0	1	0	0	0	1	6	1	0	0	0	7
2:15 PM	5	1	0	0	0	6	0	0	0	0	0	0	5	1	0	0	0	6
2:30 PM	5	0	0	0	0	5	1	0	0	0	0	1	6	0	0	0	0	6
2:45 PM	9	0	0	0	0	9	1	0	0	0	0	1	10	0	0	0	0	10
3:00 PM	3	1	0	0	0	4	1	0	0	0	0	1	4	1	0	0	0	5
3:15 PM	6	0	0	0	0	6	3	0	0	0	0	3	9	0	0	0	0	9
3:30 PM	9	0	0	0	0	9	3	0	0	0	0	3	12	0	0	0	0	12
3:45 PM	6	0	0	0	0	6	2	0	0	0	0	2	8	0	0	0	0	8
4:00 PM	6	0	0	0	0	6	3	0	0	0	0	3	9	0	0	0	0	9
4:15 PM	2	0	0	0	0	2	1	0	0	0	0	1	3	0	0	0	0	3
4:30 PM	3	0	0	0	0	3	3	0	0	0	0	3	6	0	0	0	0	6
4:45 PM	3	0	0	0	0	3	0	0	0	0	0	0	3	0	0	0	0	3
5:00 PM	6	0	0	0	0	6	0	0	0	0	0	0	6	0	0	0	0	6
5:15 PM	2	0	0	0	0	2	1	0	0	0	0	1	3	0	0	0	0	3
5:30 PM	5	0	0	0	0	5	1	0	0	0	0	1	6	0	0	0	0	6
5:45 PM	2	0	0	0	0	2	1	0	0	0	0	1	3	0	0	0	0	3
6:00 PM	4	0	0	0	0	4	0	0	0	0	0	0	4	0	0	0	0	4
6:15 PM	1	0	0	0	0	1	1	0	0	0	0	1	2	0	0	0	0	2
6:30 PM	1	0	0	0	0	1	1	0	0	0	0	1	2	0	0	0	0	2
6:45 PM	2	0	0	0	0	2	2	0	0	0	0	2	4	0	0	0	0	4
7:00 PM	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1
7:15 PM	4	0	0	0	0	4	1	0	0	0	0	1	5	0	0	0	0	5
7:30 PM	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1
7:45 PM	2	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	2
8:00 PM	2	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	2
8:15 PM	1	1	0	0	0	2	0	0	0	0	0	0	1	1	0	0	0	2
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	2	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	2
10:30 PM	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1
10:45 PM	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1
11:00 PM	2	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	2
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1

TOTALS	EASTBOUND RIGHT TURN ENTRY						WESTBOUND LEFT TURN ENTRY						TOTAL ENTRY					
	AUTOS	DELIVERY	GARBAGE	SEMI	MC	TOTAL	AUTOS	DELIVERY	GARBAGE	SEMI	MC	TOTAL	AUTOS	DELIVERY	GARBAGE	SEMI	MC	TOTAL
AM	24	1	0	0	0	25	12	1	0	0	0	13	36	2	0	0	0	38
MIDDAY	72	0	0	0	0	72	38	0	0	0	0	38	110	0	0	0	0	110
PM	105	3	0	0	0	108	26	1	0	0	0	27	131	4	0	0	0	135
DAILY	201	4	0	0	0	205	76	2	0	0	0	78	277	6	0	0	0	283

DATA PROVIDED BY:

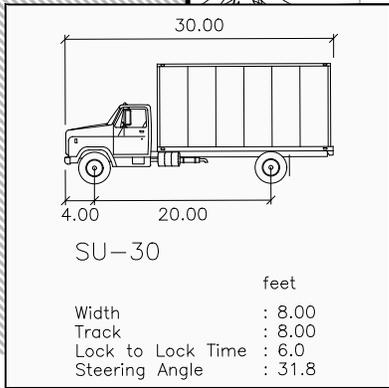
NATIONAL DATA AND SURVEYING SERVICES
 1535 S. LA CIENEGA BOULEVARD
 LOS ANGELES, CALIFORNIA 90035
 PH: (323) 782-0090
 WWW.NDSADATA.COM

RELOCATED ALLEY VEHICULAR ACCESS TURNING MOVEMENT DIAGRAMS



N. BEVERLY DR.

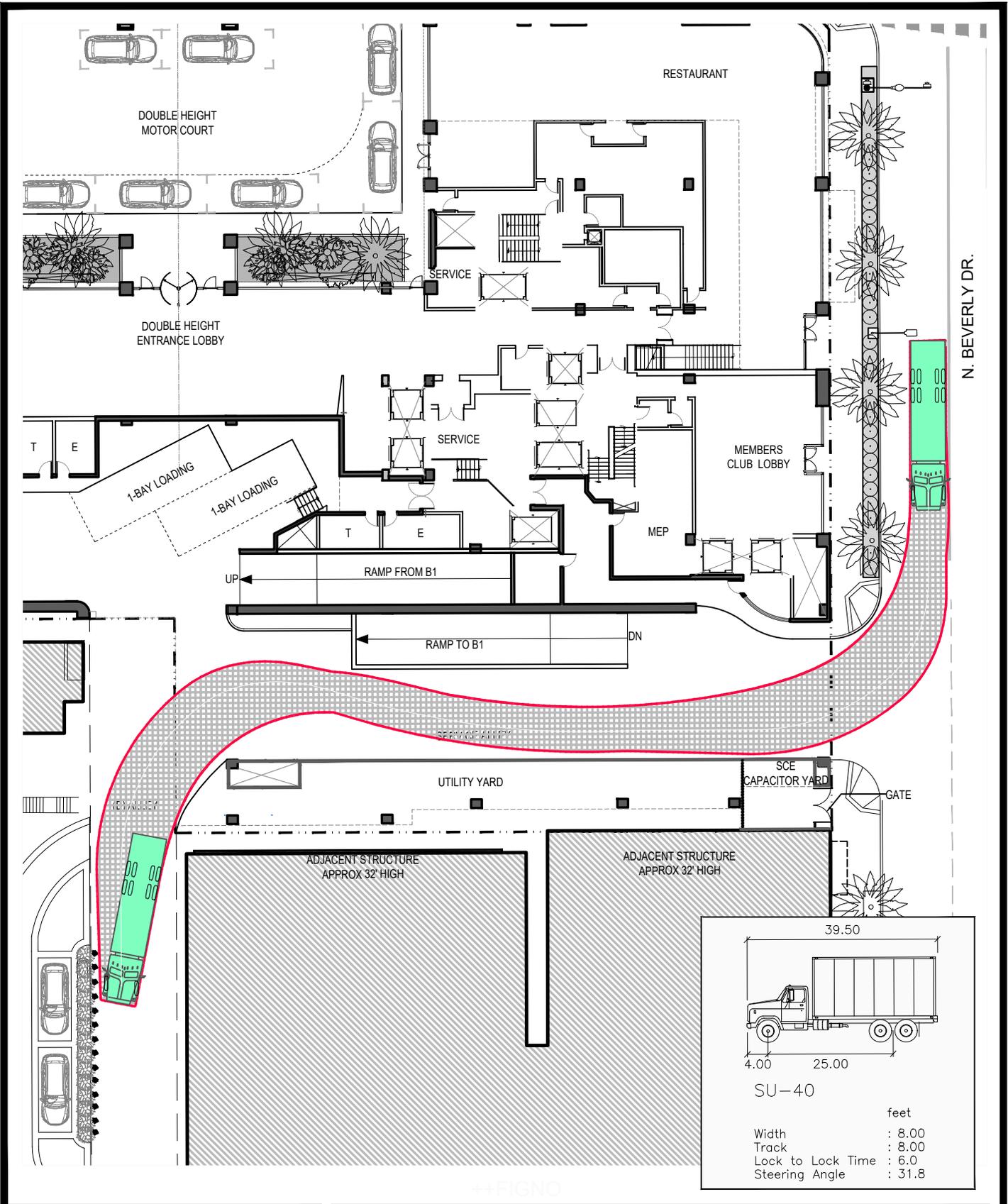
H-FIGNO



VEHICLE ACCESS (ALLEY)
SINGLE-UNIT (SU-30) DELIVERY TRUCK



Note - plan backgrounds of street planting and interior building layouts do not reflect recent changes reflected in submission. See project drawings for current plans.



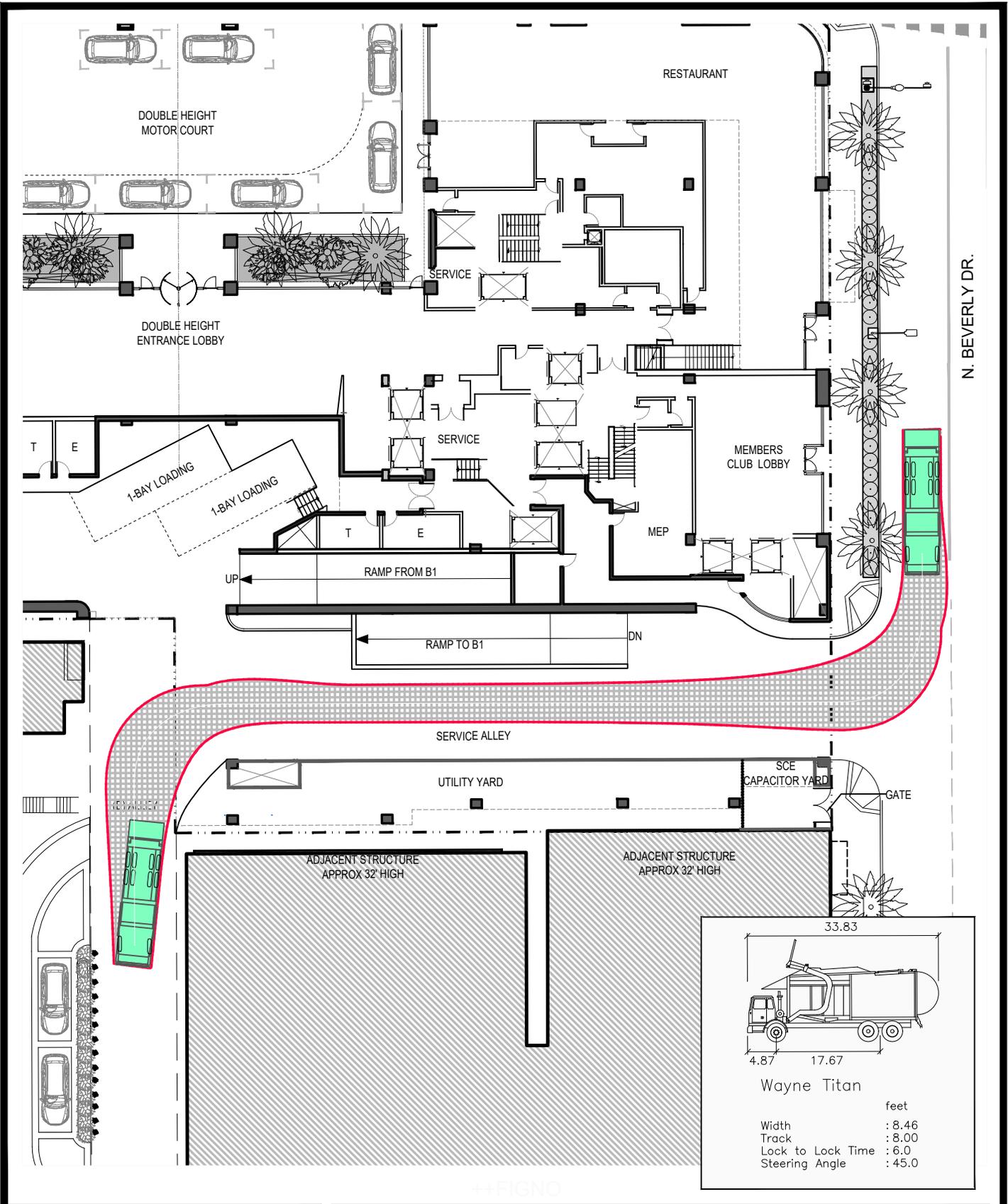
FIGNO

VEHICLE ACCESS (ALLEY)
SINGLE-UNIT (SU-40) DELIVERY TRUCK



Hirsch/Green Transportation Consulting, Inc.

Note - plan backgrounds of street planting and interior building layouts do not reflect recent changes reflected in submission. See project drawings for current plans.



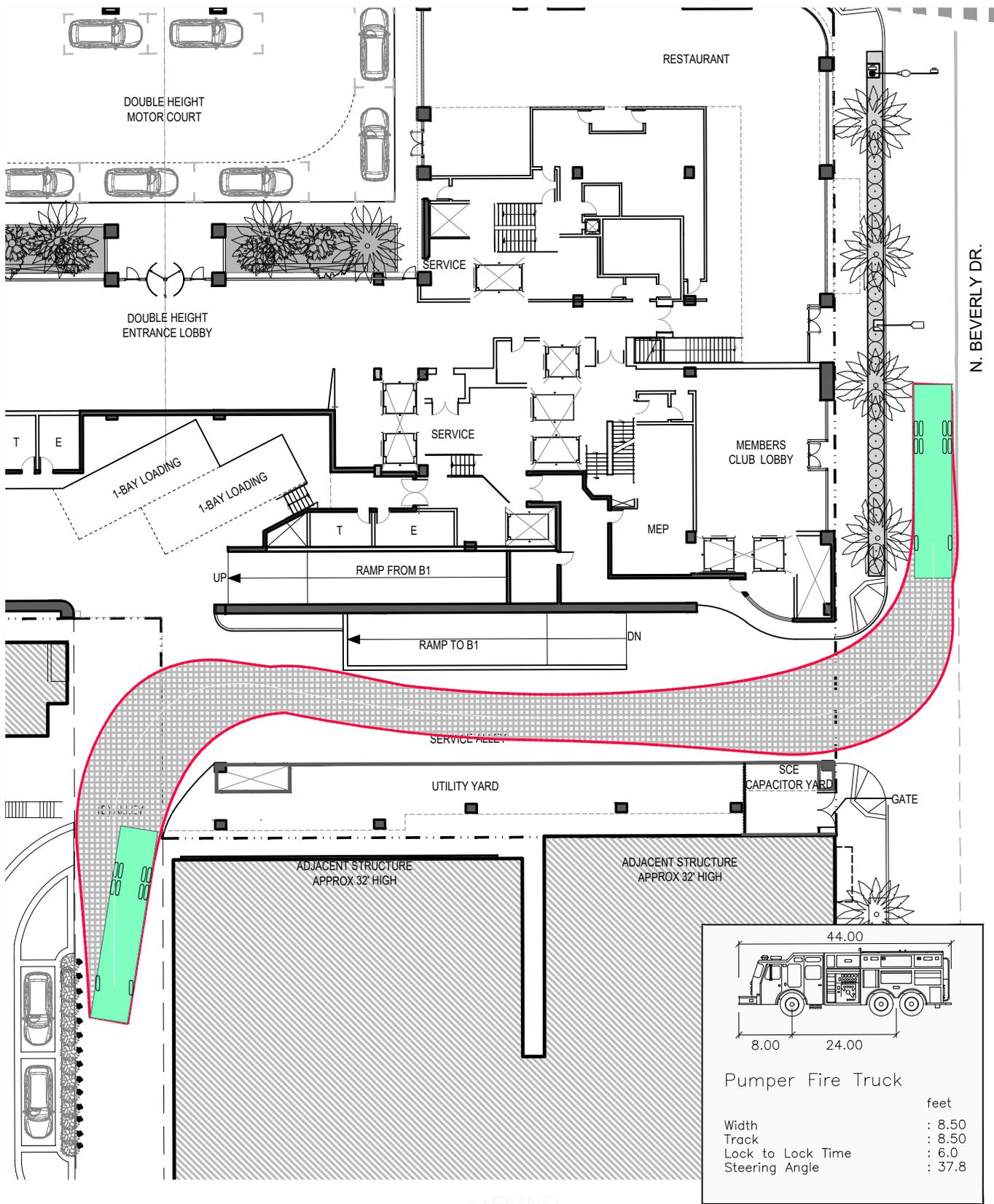
FIGNO

VEHICLE ACCESS (ALLEY) GARBAGE TRUCK



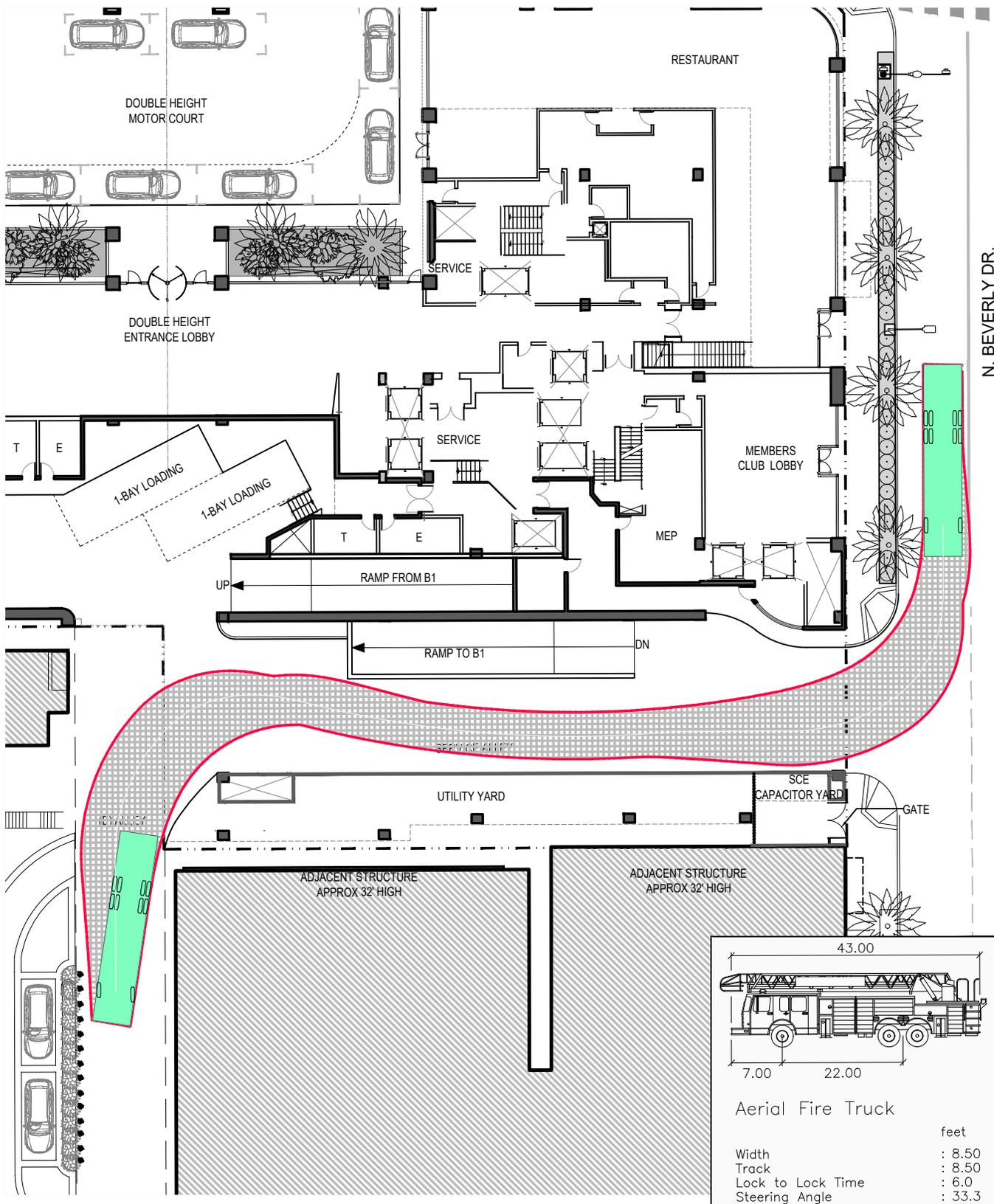
Hirsch/Green Transportation Consulting, Inc.

Note - plan backgrounds of street planting and interior building layouts do not reflect recent changes reflected in submission. See project drawings for current plans.



VEHICLE ACCESS (ALLEY)
PUMPER FIRE TRUCK

Note - plan backgrounds of street planting and interior building layouts do not reflect recent changes reflected in submission. See project drawings for current plans.



N. BEVERLY DR.

#FIGNO

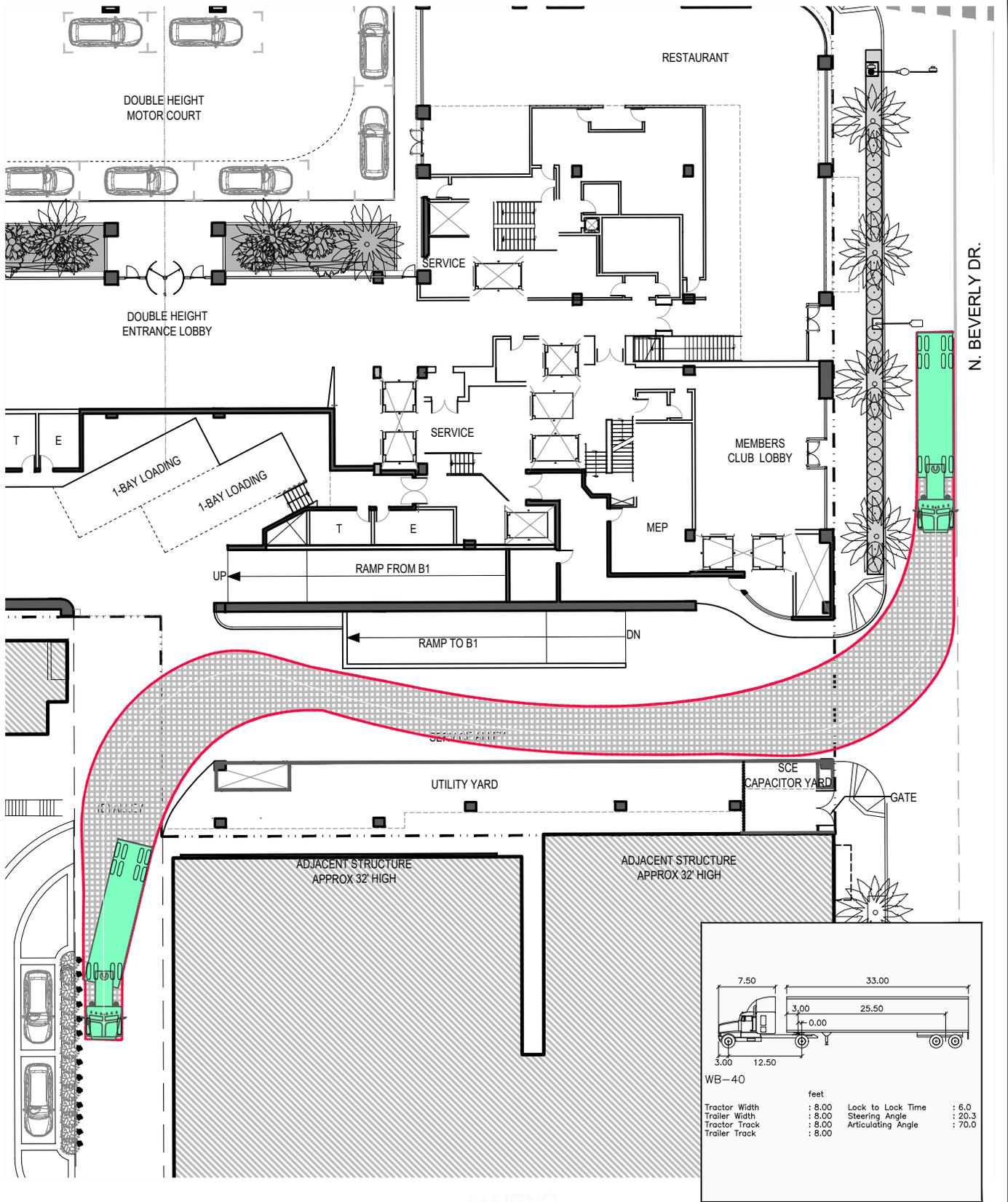
43.00	
7.00	22.00
Aerial Fire Truck	
	feet
Width	: 8.50
Track	: 8.50
Lock to Lock Time	: 6.0
Steering Angle	: 33.3



Hirsch/Green Transportation Consulting, Inc.

VEHICLE ACCESS (ALLEY)
AERIAL FIRE TRUCK

Note - plan backgrounds of street planting and interior building layouts do not reflect recent changes reflected in submission. See project drawings for current plans.

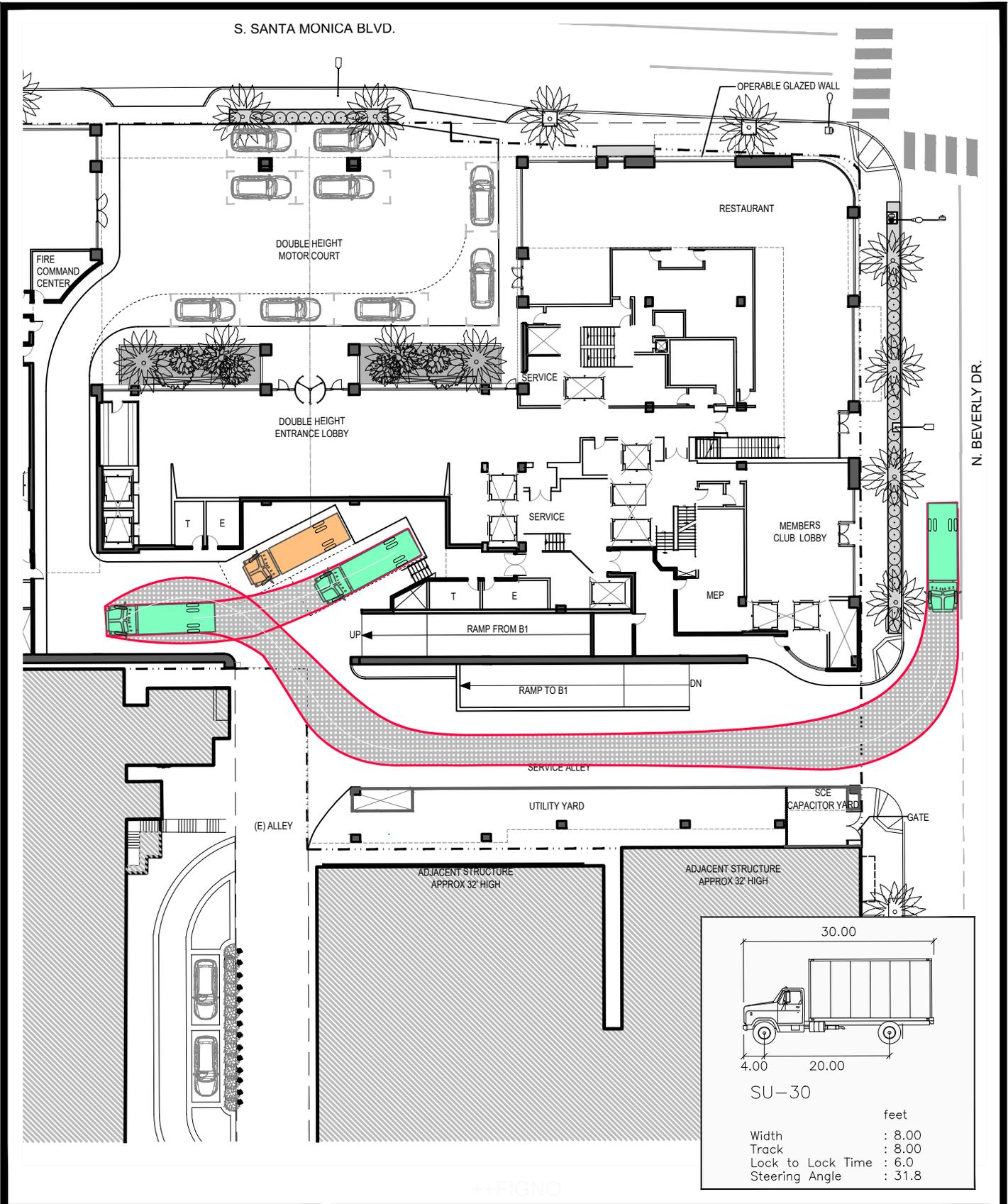


Hirsch/Green Transportation Consulting, Inc.

VEHICLE ACCESS (ALLEY)
SEMI TRACTOR-TRAILER (WB-40)

Note - plan backgrounds of street planting and interior building layouts do not reflect recent changes reflected in submission. See project drawings for current plans.

PROPOSED PROJECT LOADING BAY VEHICULAR ACCESS DIAGRAMS

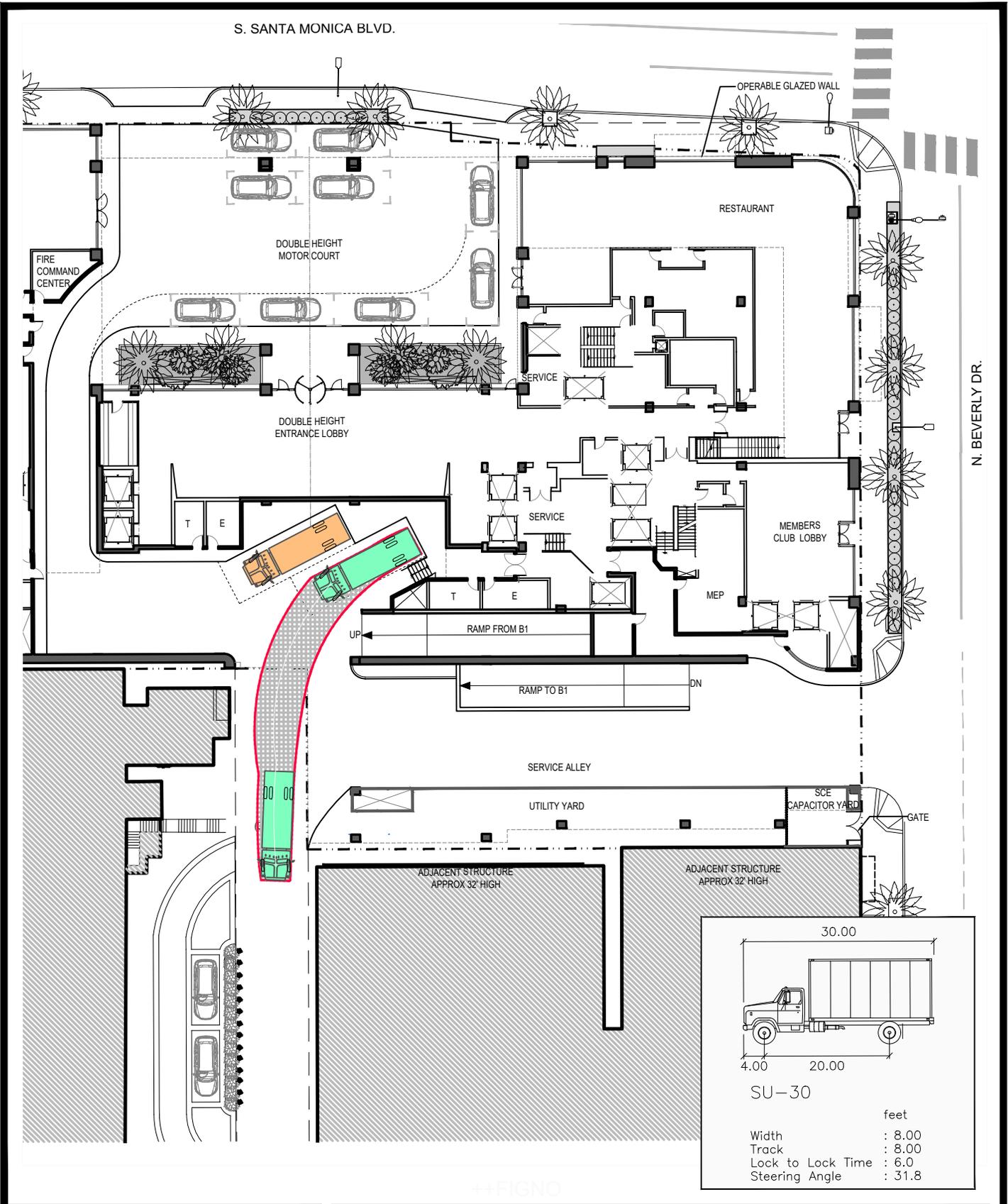


VEHICLE ACCESS (LOADING BAY #1 ENTRY)
SINGLE-UNIT (SU-30) DELIVERY TRUCK



Hirsch/Green Transportation Consulting, Inc.

Note - plan backgrounds of street planting and interior building layouts do not reflect recent changes reflected in submission. See project drawings for current plans.

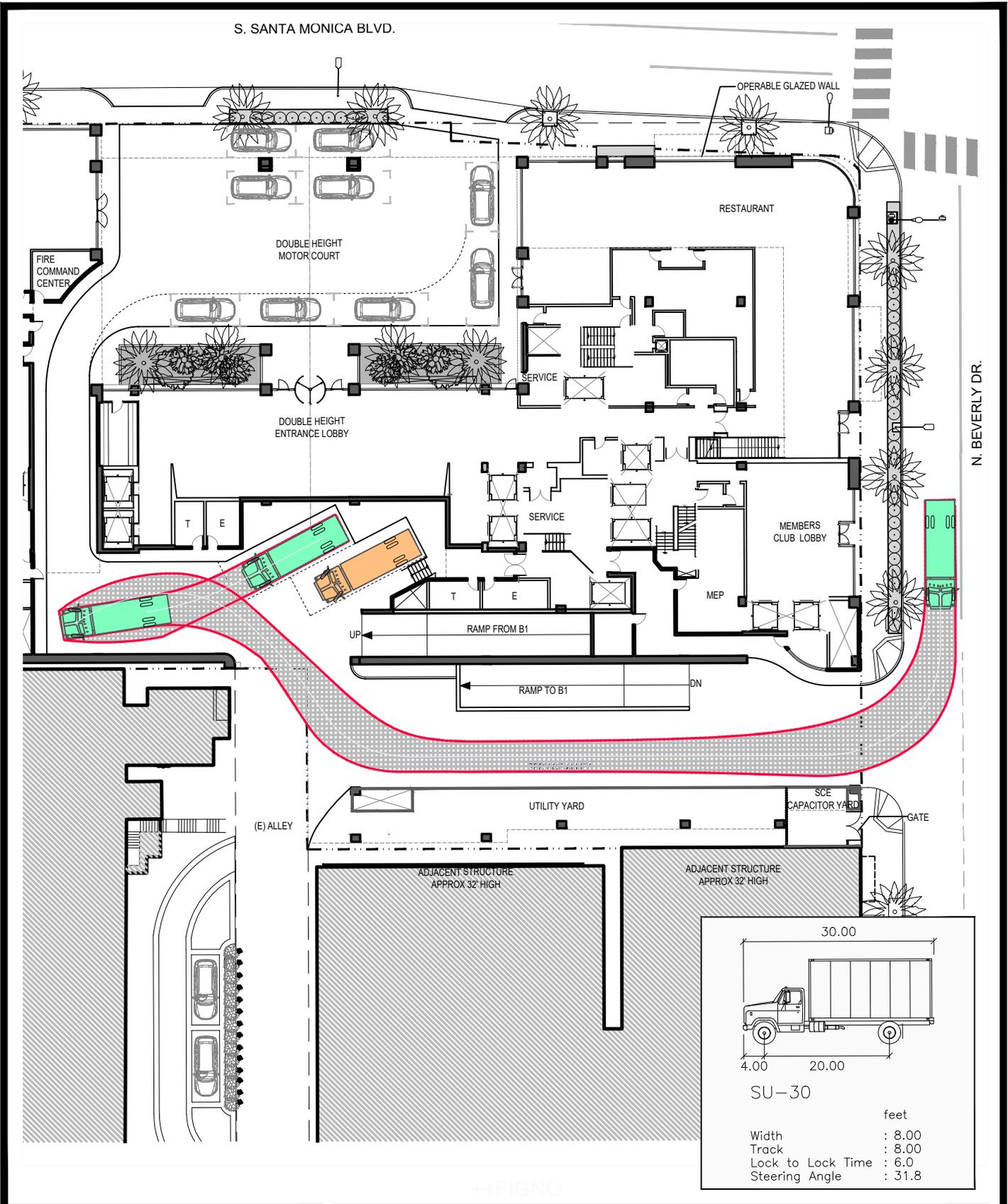


VEHICLE ACCESS (LOADING BAY #1 EXIT)
SINGLE-UNIT (SU-30) DELIVERY TRUCK

Note - plan backgrounds of street planting and interior building layouts do not reflect recent changes reflected in submission. See project drawings for current plans.



Hirsch/Green Transportation Consulting, Inc.

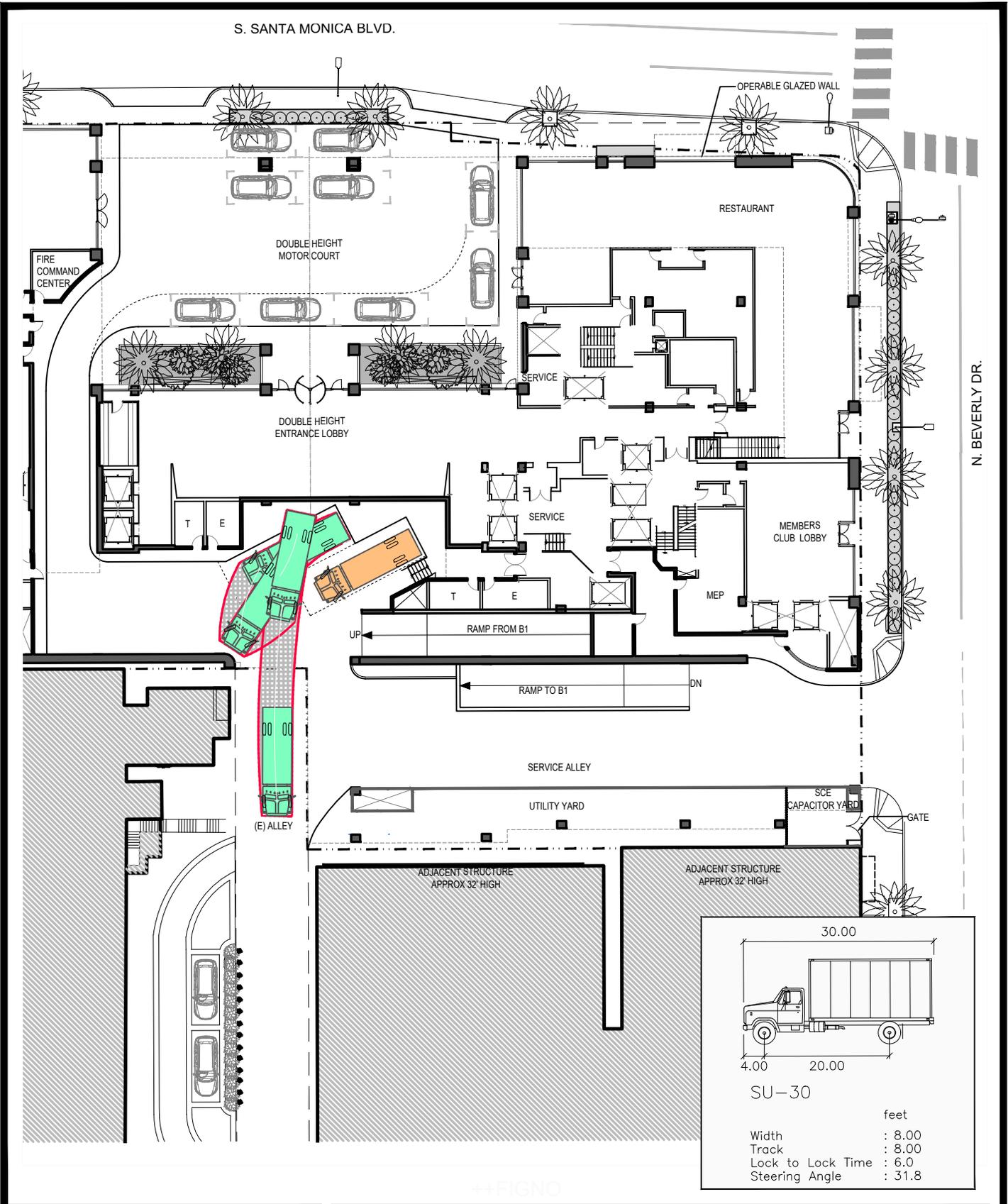


VEHICLE ACCESS (LOADING BAY #2 ENTRY)
SINGLE-UNIT (SU-30) DELIVERY TRUCK



Hirsch/Green Transportation Consulting, Inc.

Note - plan backgrounds of street planting and interior building layouts do not reflect recent changes reflected in submission. See project drawings for current plans.

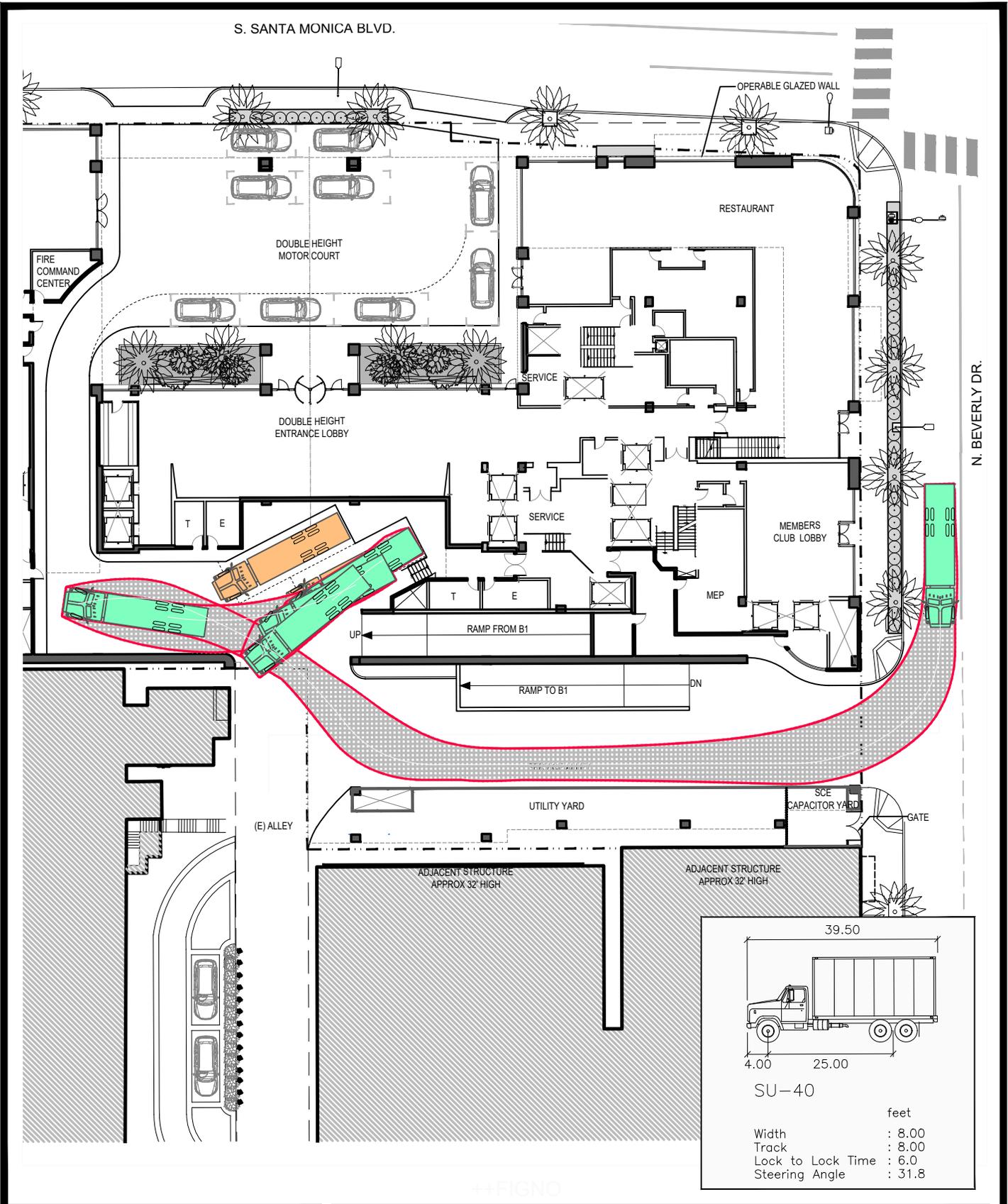


VEHICLE ACCESS (LOADING BAY #2 EXIT)
SINGLE-UNIT (SU-30) DELIVERY TRUCK



Hirsch/Green Transportation Consulting, Inc.

Note - plan backgrounds of street planting and interior building layouts do not reflect recent changes reflected in submission. See project drawings for current plans.

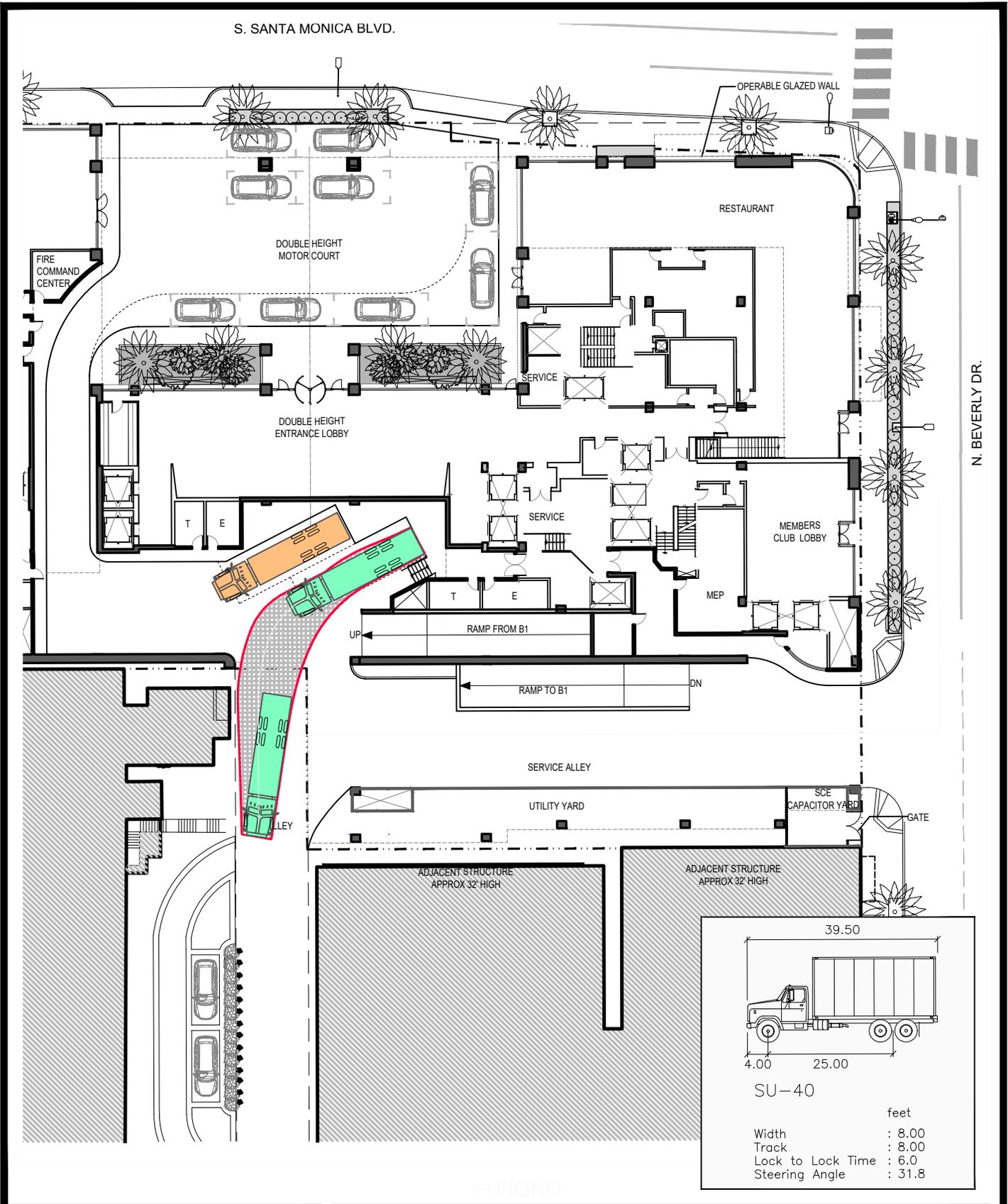


VEHICLE ACCESS (LOADING BAY #1 ENTRY)
SINGLE-UNIT (SU-40) DELIVERY TRUCK

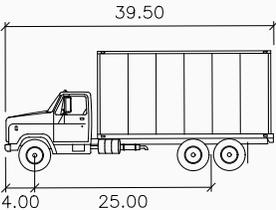


Hirsch/Green Transportation Consulting, Inc.

Note - plan backgrounds of street planting and interior building layouts do not reflect recent changes reflected in submission. See project drawings for current plans.



**VEHICLE ACCESS (LOADING BAY #1 EXIT)
SINGLE-UNIT (SU-40) DELIVERY TRUCK**



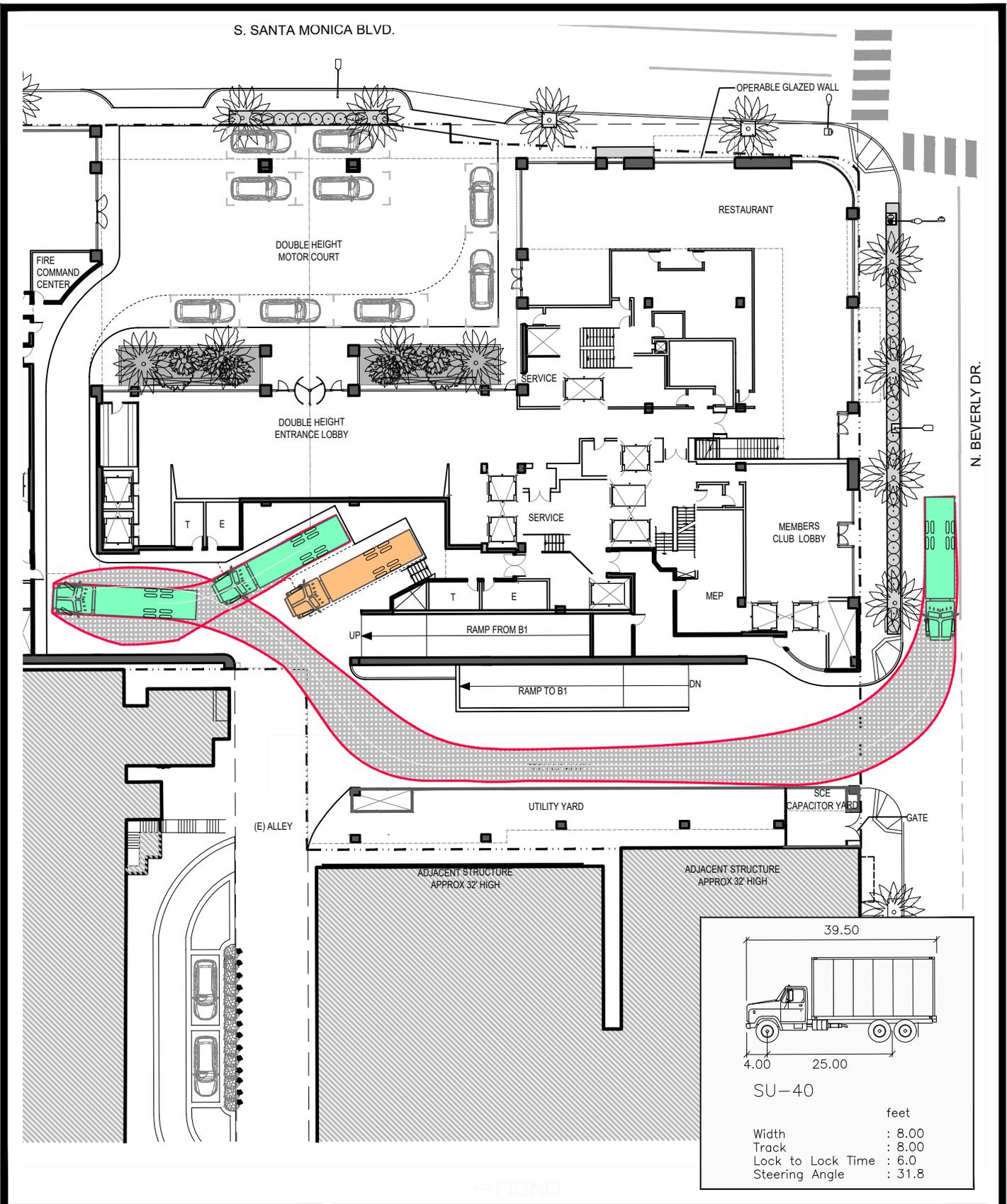
SU-40

	feet
Width	: 8.00
Track	: 8.00
Lock to Lock Time	: 6.0
Steering Angle	: 31.8



Hirsch/Green Transportation Consulting, Inc.

Note - plan backgrounds of street planting and interior building layouts do not reflect recent changes reflected in submission. See project drawings for current plans.

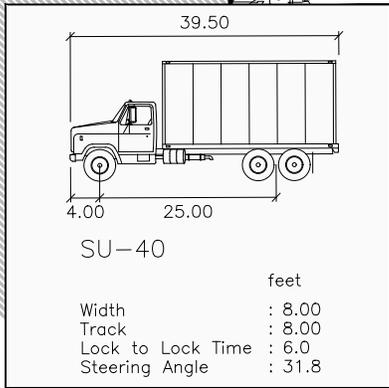
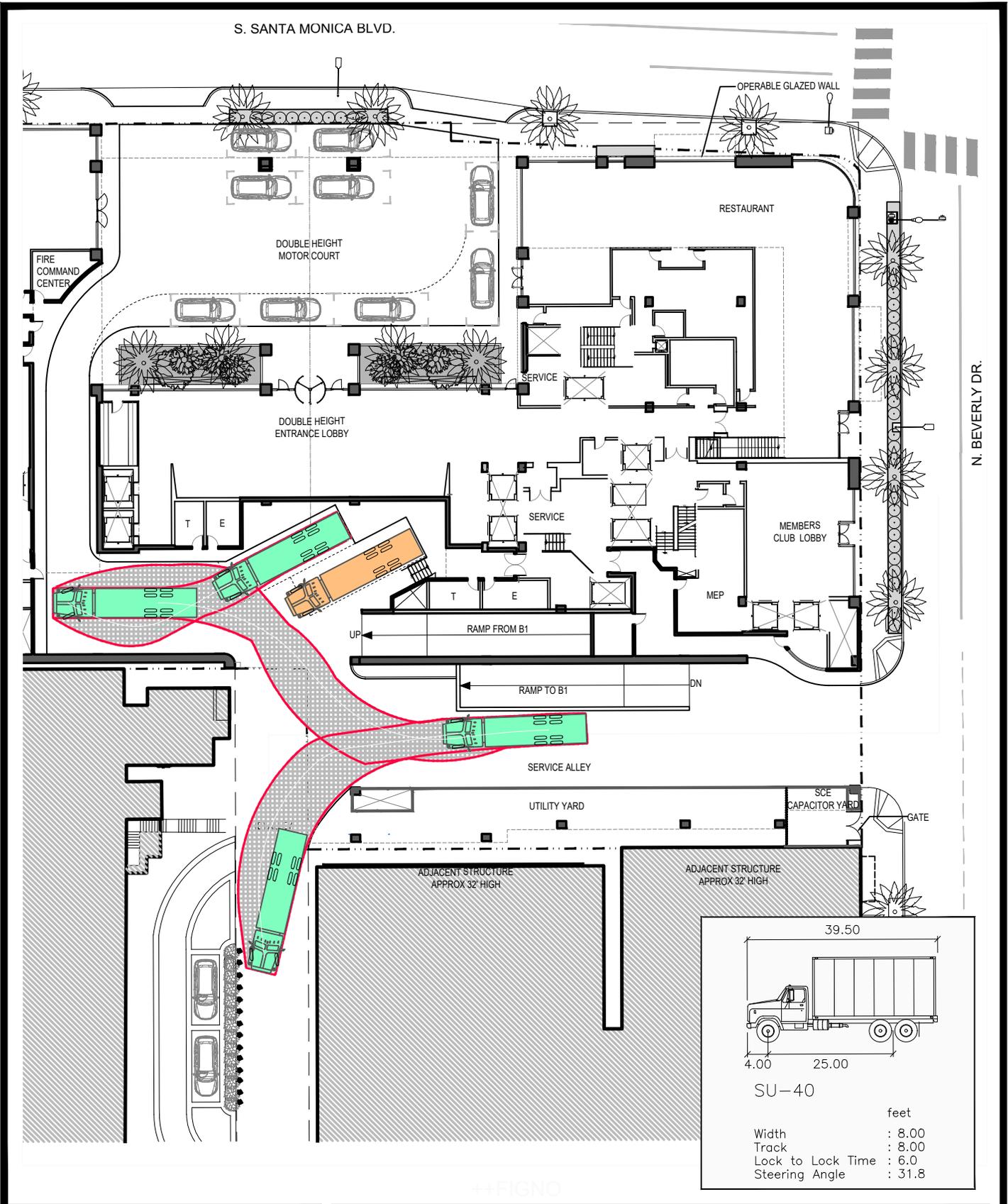


VEHICLE ACCESS (LOADING BAY #2 ENTRY)
SINGLE-UNIT (SU-40) DELIVERY TRUCK



Hirsch/Green Transportation Consulting, Inc.

Note - plan backgrounds of street planting and interior building layouts do not reflect recent changes reflected in submission. See project drawings for current plans.



**VEHICLE ACCESS (LOADING BAY #2 EXIT)
SINGLE-UNIT (SU-40) DELIVERY TRUCK**



Hirsch/Green Transportation Consulting, Inc.

Note - plan backgrounds of street planting and interior building layouts do not reflect recent changes reflected in submission. See project drawings for current plans.