

# TRAFFIC IMPACT ANALYSIS FOR A PROPOSED CONDOMINIUM COMPLEX

Located at 2055 Avenue of the Stars  
in the City of Los Angeles



Prepared for:  
The Related Companies

Prepared by:  
Overland Traffic Consultants, Inc.  
25876 The Old Road #307  
Santa Clarita, California 91381  
(661) 799-8423

August 2005

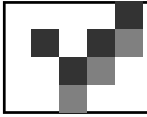
TRAFFIC IMPACT ANALYSIS FOR A  
PROPOSED RESIDENTIAL DEVELOPMENT

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## **EXECUTIVE SUMMARY**

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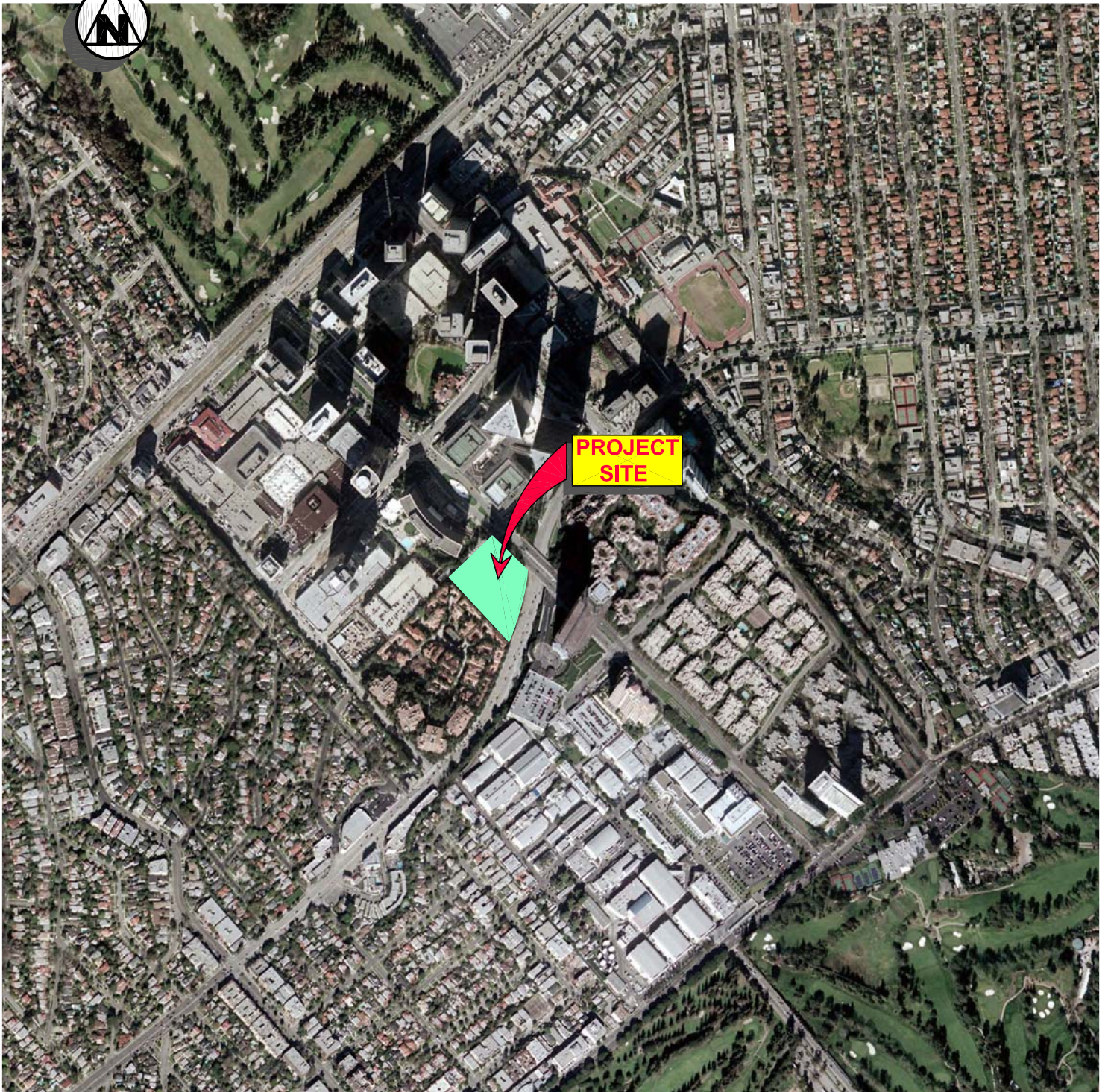
The project being proposed is the construction of a high-rise residential condominium and restaurant project with additional ancillary commercial uses. The project is located at 2055 Avenue of the Stars in the Century City Specific Plan area in the City of Los Angeles as shown in the following aerial photograph. The project site is currently occupied with the St. Regis hotel which was closed in the first quarter of 2005.

The project development consists of removing the 297-room hotel and ancillary uses (meeting rooms, ballroom, restaurant and lounge) and constructing a high-rise condominium tower with 147 units, a 7,000 square foot quality restaurant with up to 27,000 square feet of retail specialty shops or up to 43,000 square feet of private club use with limited membership.

Prior to selecting the commercial use that would occupy the non-residential space, traffic generating calculations were prepared to determine the appropriate mixed of floor area and use to achieve a trip neutral project (i.e., a project that would generate less traffic and with similar traffic flow patterns). As a result, two development options are being considered for the additional commercial space that satisfy the trip neutral objective: option A is the construction of 27,000 square feet of specialty retail space, and option B is the development of up to 43,000 square feet for a private club use.

It is estimated that the high-rise residential and restaurant project with development option A (specialty retail) would generate 600 less daily vehicle trips and 74 fewer morning trips and 21 fewer afternoon trips. The high-rise and restaurant project with development option B (private club) is estimated to generate 40 less daily trips with 6 fewer morning and 7 fewer afternoon trips.

The focus of this traffic study is to evaluate the potential traffic impact created by the development of the project. Based on the analysis in this study, it has been determined that the change in traffic flow generated by the proposed residential/commercial project will not significantly impact the traffic flow at any of the study intersections. Therefore, traffic mitigation measures have not been recommended for the development of this project.



6/22/2005

## PROJECT SETTING



Overland Traffic Consultants, Inc.

25876 The Old Road #307, Santa Clarita, CA 91381  
(661)799-8423 v, (661)799-8456 f, [OTC@overlandtraffic.com](mailto:OTC@overlandtraffic.com)



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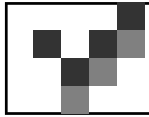
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## **CHAPTER 1**

## **INTRODUCTION**

As part of the environmental review for the residential/commercial project, the potential traffic impact of the development has been evaluated using the City of Los Angeles' intersection Critical Movement Analysis (CMA) method. The CMA method calculates the operating conditions of each individual study intersection using a ratio of peak hour traffic volume to the intersection's capacity. Any change to the intersection's peak hour operating condition caused by an increase/decrease in traffic volume can be quantified (i.e., traffic impact) using this analysis method.

Potential traffic impacts caused by a development project that exceed limits established by the City of Los Angeles as specified in the West Los Angeles Transportation Improvement and Mitigation Specific Plan (WLATIMP) are deemed significant traffic impacts. All significantly impacted intersections are then evaluated for possible traffic mitigation measures. Non-significant traffic impacts that do not exceed the significant thresholds but add to the ambient traffic growth (i.e., cumulative traffic impacts) are mitigated by the traffic impact fee program adopted in the WLATIMP ordinance.

Pursuant to the City of Los Angeles traffic impact guidelines, the following steps have been taken to develop the future traffic volume estimate:

- (a) Traffic counts (2001 base) plus ambient growth (added 6 %) to 2005 base study year (2001 base counts used because of current construction activity);
- (b) Base year 2005 plus ambient growth to 2009 (added additional 6 %);
- (c) Traffic in (b) plus related projects (future "without project" scenario);
- (d) Traffic in (c) plus the proposed project traffic (future "with project" scenario);
- (e) Traffic in (d) plus recommended traffic mitigation, if necessary.

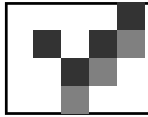




A CMA analysis of the existing baseline and future traffic conditions analysis has been completed at those locations expected to have the highest potential for significant traffic impacts. Morning and afternoon peak hour conditions have been evaluated at nineteen key intersections selected by LADOT for review. Low volume intersections or intersections with minimal project traffic are not included in the significance test. It should be noted that future traffic conditions include the reconstruction of Santa Monica Boulevard currently under construction and the development of 66 other land development projects in the general vicinity of the project site.

The intersections studied in this study are:

1. Avenue of the Stars & Santa Monica Boulevard (n)
2. Avenue of the Stars & Santa Monica Boulevard (s)
3. Avenue of the Stars & Constellation Boulevard
4. Avenue of the Stars & Olympic Boulevard-westbound ramp
5. Avenue of the Stars & Olympic Boulevard-eastbound ramp
6. Avenue of the Stars & Galaxy Way
7. Avenue of the Stars & Empyrean Way
8. Avenue of the Stars & Pico Boulevard
9. Santa Monica Boulevard (s) & Century Park West
10. Constellation Boulevard & Century Park West
11. Olympic Boulevard & Century Park West
12. Santa Monica Boulevard (n) & Century Park East
13. Santa Monica Boulevard (s) & Century Park East
14. Constellation Boulevard & Century Park East
15. Olympic Boulevard & Century Park East
16. Pico Boulevard and Century Park East
17. Pico Boulevard and Motor Avenue
18. Pico Boulevard and Beverly Glen Boulevard
19. Pico Boulevard and Overland Avenue



## CHAPTER 2

## PROJECT DESCRIPTION

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The project is the construction of 147 condominiums and a 7,000 square foot quality restaurant with either 27,000 square feet of specialty retail shops (option A) or up to 43,000 square feet of private club use to be limited to residents and 1,500 outside members (option B). As part of the project, the existing full service St. Regis hotel with 297-rooms and ancillary facilities (meeting rooms, ballroom, restaurant and lounge) will be removed. The project is located at 2055 Avenue of the Stars as shown on Figure 1.

Access to the residential and guest parking will be provided via the existing signalized driveway on Avenue of the Stars opposite the westbound Olympic Boulevard ramps. Residential and guest parking is being provided on three levels of parking below the residential tower with a minimum of 2 parking spaces for each unit and a ½ guest space per unit. On-site valet service will be provided for all residents and guests from a new valet service area in front of the high-rise tower with direct access to the residential parking garage.

Access to an off-site parking garage is also available via the existing Avenue of the Stars signalized driveway described above or via MGM Drive. All commercial parking will be provided in this existing off-site parking garage located just west of the site. Valet parking for the commercial patrons will be provided from a separate vehicle drop-off/pick-up area located just to the west of the residential drop-off/pick-up service area. The off-site parking garage contains approximately 3,000 parking spaces of which 447 parking spaces are covenanted to the project site. The concept site plan for the project is shown in Figure 2.

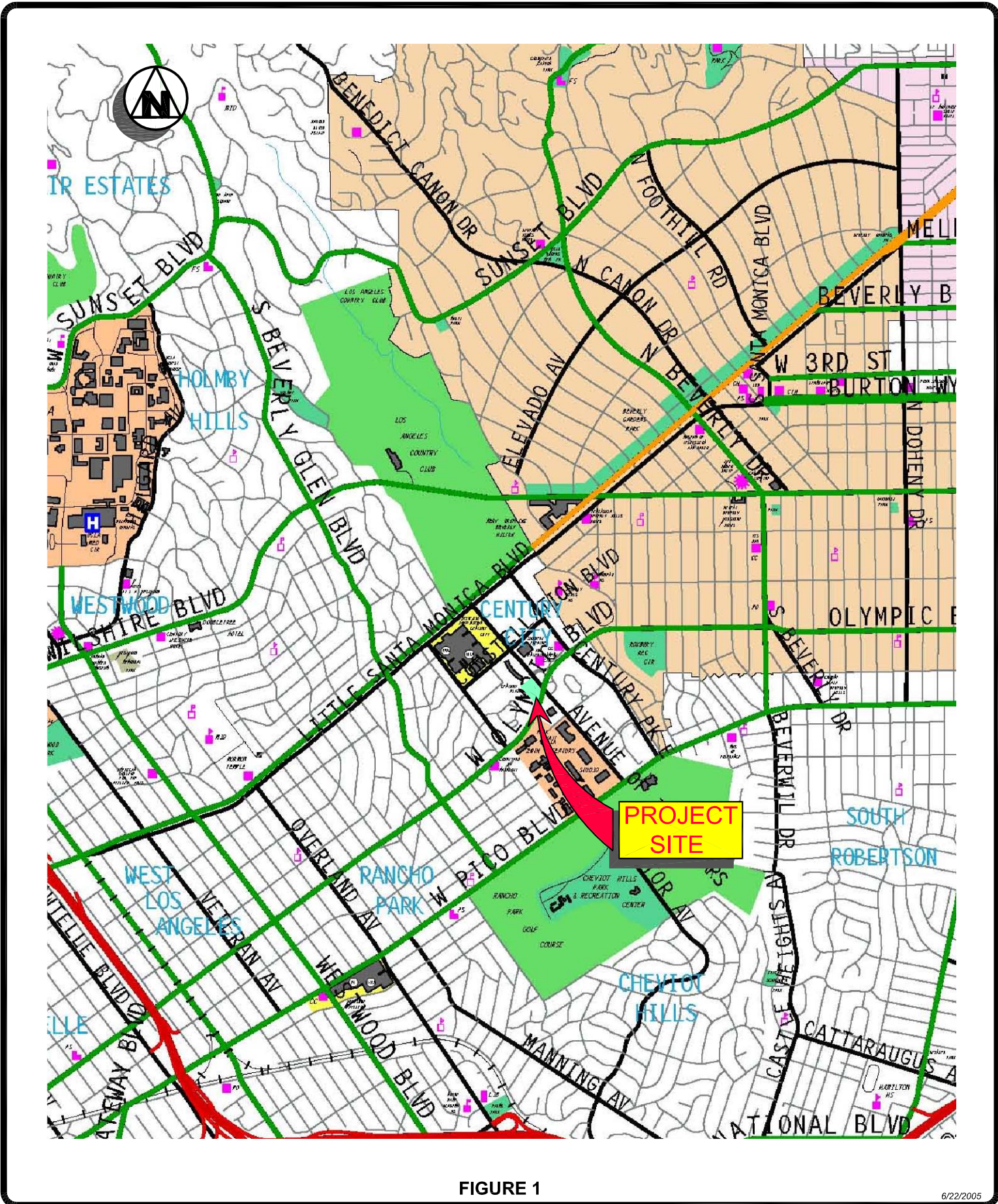


FIGURE 1

6/22/2005

PROJECT SITE LOCATION

Overland Traffic Consultants, Inc.  
 25876 The Old Road #307, Santa Clarita, CA 91381  
 (661)799-8423 v, (661)799-8456 f, OTC@overlandtraffic.com

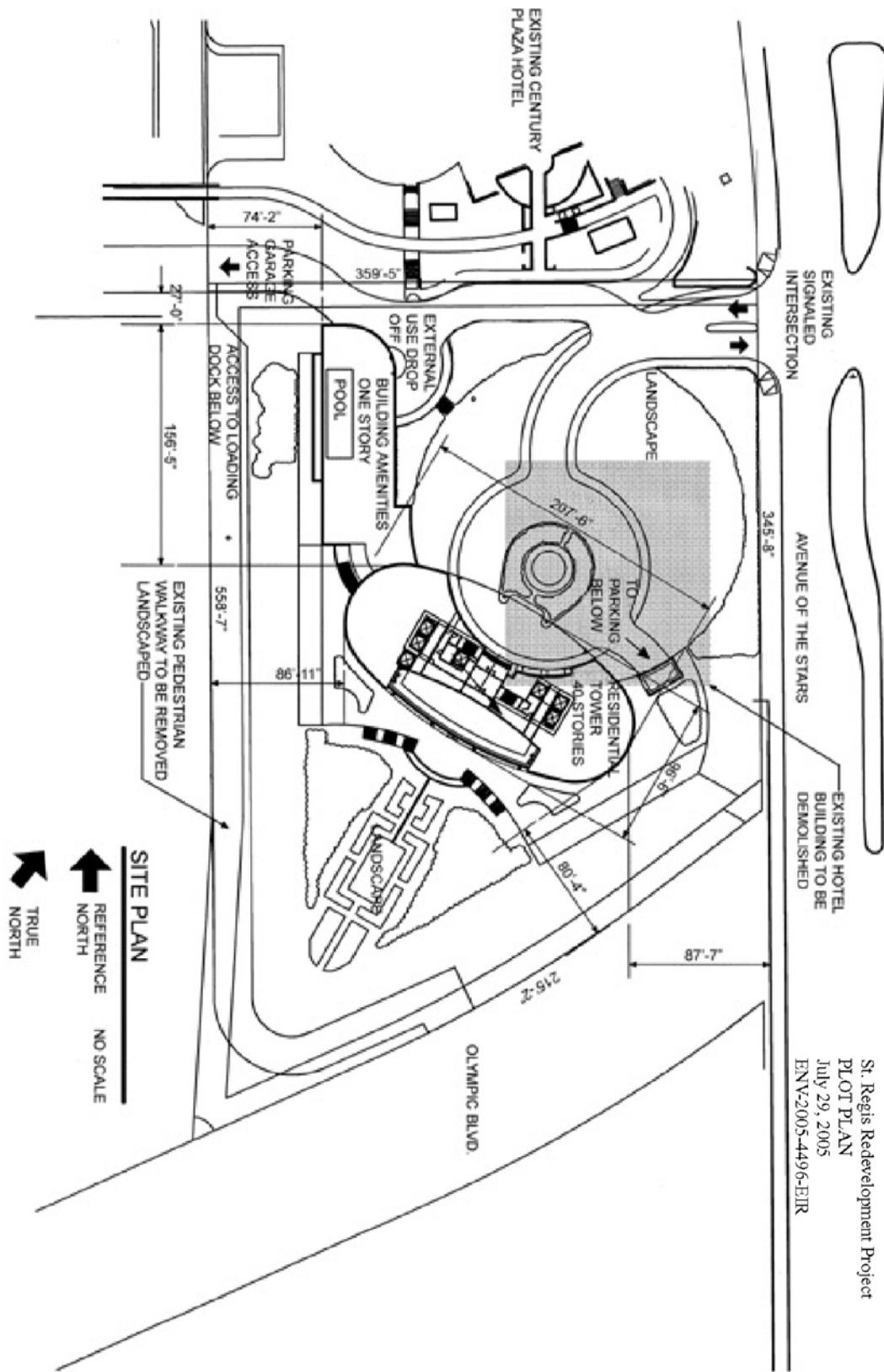


FIGURE 2

5/25/2004

PROJECT SITE LAYOUT


**Overland Traffic Consultants, Inc.**  
 25876 The Old Road #307, Santa Clarita, CA 91381  
 (661)799-8423 v, (661)799-8456 f, OTC@overlandtraffic.com



## CHAPTER 3

## ENVIRONMENTAL SETTING

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The project is located in the West Los Angeles Community Plan area bounded by Centinela Avenue on the west, Wilshire/Santa Monica Boulevards on the north, National/Pico/Exposition Boulevards on the south and Robertson Boulevard on the east. The West Los Angeles Community plan area contains 4,565 square acres consisting of 1.74 percent of the land in Los Angeles. Low density residential land comprises the majority of the residential land use, with commercial strip development along major corridors such as Wilshire Boulevard, Santa Monica Boulevard, Westwood Boulevard and in the Century City Specific Plan area. The Century City shopping center and Westside Pavilion are the major shopping centers in the area. Appendix A contains the West Los Angeles Community Plan area land use information, Century City North and West Los Angeles Transportation Improvement Mitigation Specific Plans areas.

In addition to collecting traffic volume data, field surveys were conducted in the study area to determine the roadway and intersection geometry and traffic signal operations. Future intersection configurations for Santa Monica Boulevard were provided by the City of Los Angeles. Figure 3 illustrates the study locations, type of intersection traffic control and lane configurations for the future project impact analysis. A brief description of the effected roadway facilities is provided below with the street plans of the roadways, city street standards and the West Los Angeles Community Plan Highway Circulation Map provided in Appendix B.

### Freeway and Street Characteristics

Freeways serving the project are the Santa Monica Freeway (I - 10) and the San Diego Freeway (I-405) which are both approximately 2 miles south and west, respectively. Project access to the 405 Freeway is primarily provided via Santa Monica Boulevard with partial ramps at Tennessee Avenue south of Olympic Boulevard. This north-south freeway provides access through the San Fernando Valley and West Los Angeles to Orange County with an average daily traffic volume of approximately 310,000 vehicles per day measured at Santa Monica Boulevard.

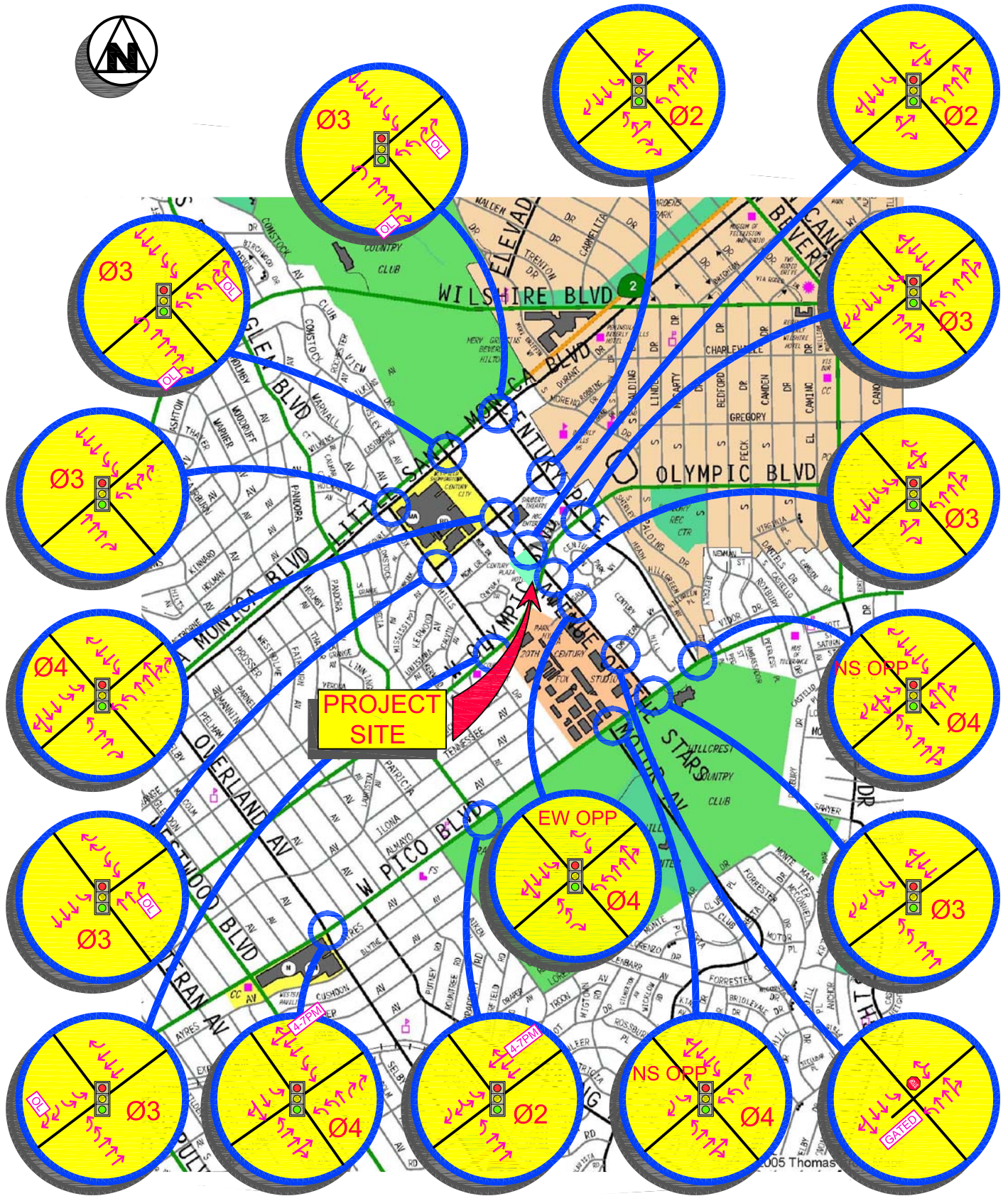


FIGURE 3

11/20/2005

**STUDY INTERSECTION CHARACTERISTICS**

 **Overland Traffic Consultants, Inc.**

27201 Tourney Road, #206, Santa Clarita, CA 91355  
(661)799-8423 v, (661)799-8456 f, OTC@overlandtraffic.com



Project access to the Santa Monica Freeway is primarily provided Overland Avenue and Robertson Boulevard. This east-west freeway provides access between the City of Santa Monica and downtown Los Angeles with an average traffic volume of 270,000 vehicles per day measured at Overland Avenue.

Major east-west streets providing access to the Century City area include Olympic Boulevard, Santa Monica Boulevard and Pico Boulevard. Key north-south streets serving the study area include Overland Avenue, Beverly Glen Boulevard, Motor Avenue and Avenue of the Stars.

Santa Monica Boulevard is designated a major class I highway and a state highway (SR 2). Santa Monica Boulevard is currently under reconstruction between the 405-Freeway and the City of Beverly Hills. The reconstruction will join the existing north and south roadways and provide 3 - 4 lanes in each direction, landscaped medians and frontage roads for access to local streets.

Olympic Boulevard is designated a major class I highway and grade separated from Avenue of the Stars. East-west ramp access between Avenue of the Stars and Olympic Boulevard is provided. The existing project driveway on Avenue of the Stars is located opposite the westbound Olympic Boulevard on-off ramp. During peak hours, Olympic Boulevard provides 3 lanes in the peak direction.

Pico Boulevard, a major east-west class II highway provides 3 lanes during peak hours with 2 lanes and metered parking during off-peak hours.

Overland Avenue is a 2-lane collector street north of Pico Boulevard and a major highway class II south of Pico Boulevard providing 2 lanes in each direction and direct access to the Santa Monica Freeway.

Beverly Glen Boulevard runs from Pico Boulevard northerly to the San Fernando Valley and is designated a major highway class II with 2 lanes in each direction.



Motor Avenue south of Pico Avenue to Manning Avenue is designated a collector street and a secondary major highway south of Manning Avenue. The roadway provides 1 lane in each direction south of Monte Mar Drive with 2 lanes northbound and 1-2 southbound north of Monte Mar Drive.

Avenue of the Stars is designated a major highway through Century City with 3 lanes in each direction. Additional internal access streets within Century City include Constellation Boulevard, Century Park East and Century Park West, all designated secondary highways.

### Transit Service

Local public transportation in the study area is provided by the Metropolitan Transportation Authority (Metro), the City of Los Angeles Department of Transportation Commuter Express service, and local Culver City Bus and Santa Monica's Big Blue Bus routes. Regional express service is also provided by the Santa Clarita Transit and the Antelope Valley Transit Authority.

Routes serving Century City include Metro routes 4 & 304, 28 & 328 and 16 & 316. Other local lines serving the Century City area are provided by the Santa Monica's Big Blue Bus with routes 5, 7 and 13 with Culver City providing line 3. LADOT provides the commuter express lines 573 and 574 with regional commuter lines 797 and 792 by the Santa Clarita Transit and route 786 provided by the Antelope Valley Transit Authority. The transit lines are illustrated in Appendix C.



Traffic Generation

Traffic-generating characteristics of many land uses have been surveyed by the Institute of Transportation Engineers (ITE) and published in the Trip Generation handbook, 7<sup>th</sup> Edition. This publication of traffic generation data is the industry standard for estimating traffic generation for different land uses. The project traffic estimates, however, have been calculated pursuant to the Century City North Specific Plan (CCNSP) and the West LA Transportation Improvement Mitigation Specific Plan (WLATIMP) trip factors. It should be noted that the prior editions of the ITE Trip Generation handbook were used to develop the trip factors contained in both ordinances.

Daily trip factors are provided in the CCNSP ordinance and afternoon peak hour traffic factors are provided in the WLATIMP ordinance as contained in Appendix D. For uses not listed in the Specific Plan ordinances and for the morning peak hour trips, the ITE 7<sup>th</sup> Edition Trip Generation database was used. Furthermore, traffic estimates for the private club were developed in consultation with LADOT because of its unique blend of private uses that are not listed in either of the Specific Plan ordinances or the ITE trip generation database. Worksheets showing the calculation of the traffic estimates for the private health club and internal trip linkages between uses are contained in Appendix D.

In addition, peak hour surveys for 2 high-rise towers on Wilshire Boulevard near Westwood were conducted to determine local trip making characteristics for high-rise condominium developments near the project site. The survey results show that actual high-rise trip generation by a comparative LA high-rise tower are lower than the trip generation rates contained in the ITE high-rise condominium database. Notwithstanding the local data, the higher ITE high-rise trip rates were used to calculate the project trips. The trip generation survey results are also included in Appendix D.



On the basis of the LADOT approved trip generation rates contained in Table 1, estimates of the project's traffic volume were calculated. With the current mix of residential and commercial uses, the proposed project with either development option would be expected to generate less traffic than the prior full service St. Regis hotel. As previously stated, the project was designed to generate less traffic than the prior use. Table 2 shows the detailed trip estimates for each component of the project.

Table 1  
Project Trip Generation Rates

<u>Land Use</u>	<u>Daily</u>	<u>AM Peak Hour</u>			<u>PM Peak Hour</u>		
		<u>Total</u>	<u>In</u>	<u>Out</u>	<u>Total</u>	<u>In</u>	<u>Out</u>
High-rise Condo (per unit)	7.55	0.34	0.06	0.28	0.38	0.24	0.14
Restaurant (per 1,000 sf)	45	0.81	0.49	0.32	7.39	0.24	0.14
Specialty Retail (per 1,000 sf)	35	1.33	0.80	0.53	5.0	2.20	2.80
Hotel (per room)	10	0.56	0.34	0.22	0.76	0.37	0.39

Table 2  
Estimated Project Traffic Generation

<u>Proposed Land Use</u>	<u>Daily Traffic</u>	<u>AM Peak Hour</u>			<u>PM Peak Hour</u>		
		<u>Total</u>	<u>In</u>	<u>Out</u>	<u>Total</u>	<u>In</u>	<u>Out</u>
Option A:							
147 unit condominium	1,110	50	10	40	56	35	21
7,000 s.f. Restaurant	315	6	4	2	52	35	17
27,000 s.f. Specialty Retail	945	36	22	14	135	59	76
Less internal Trips	-	-	-	-	- 38	-19	-19
<u>Less 297 room Hotel</u>	<u>-2,970</u>	<u>-166</u>	<u>-101</u>	<u>- 65</u>	<u>-226</u>	<u>-111</u>	<u>-115</u>
Net Trips Option A	- 600	-74	-65	-9	-21	-1	-20
Option B:							
147 unit condominium	1,110	50	10	40	56	35	21
7,000 s.f. Restaurant	315	6	4	2	52	35	17
43,000 s.f. Private Club	1,505	104	52	52	111	55	56
<u>Less 297 room Hotel</u>	<u>-2,970</u>	<u>-166</u>	<u>-101</u>	<u>- 65</u>	<u>-226</u>	<u>-111</u>	<u>-115</u>
Net Trips Option B	- 40	-6	-35	29	-7	-14	-21



### Traffic Distribution

A primary factor affecting trip direction is the spatial distribution of population and employment centers which would generate project trip origins and destinations. The estimated project directional trip distribution is also based the study area roadway network, traffic flow patterns in and out of Century City and consistency with previously approved traffic studies for Century City.

Figure 4 illustrates the estimated area wide project traffic distribution percentages. Figure 5 shows the estimated project traffic percentages at the selected study intersections. Using the traffic assignment at each intersection and the estimated peak hour traffic volume as provided in the Table 2, peak hour traffic volumes at each study location have been calculated and are shown in Figures 6(a) and (b), for development options A and B, respectively. This estimated assignment of the project traffic flow provides the information necessary to analyze the potential traffic impacts generated by the project at the study intersections.

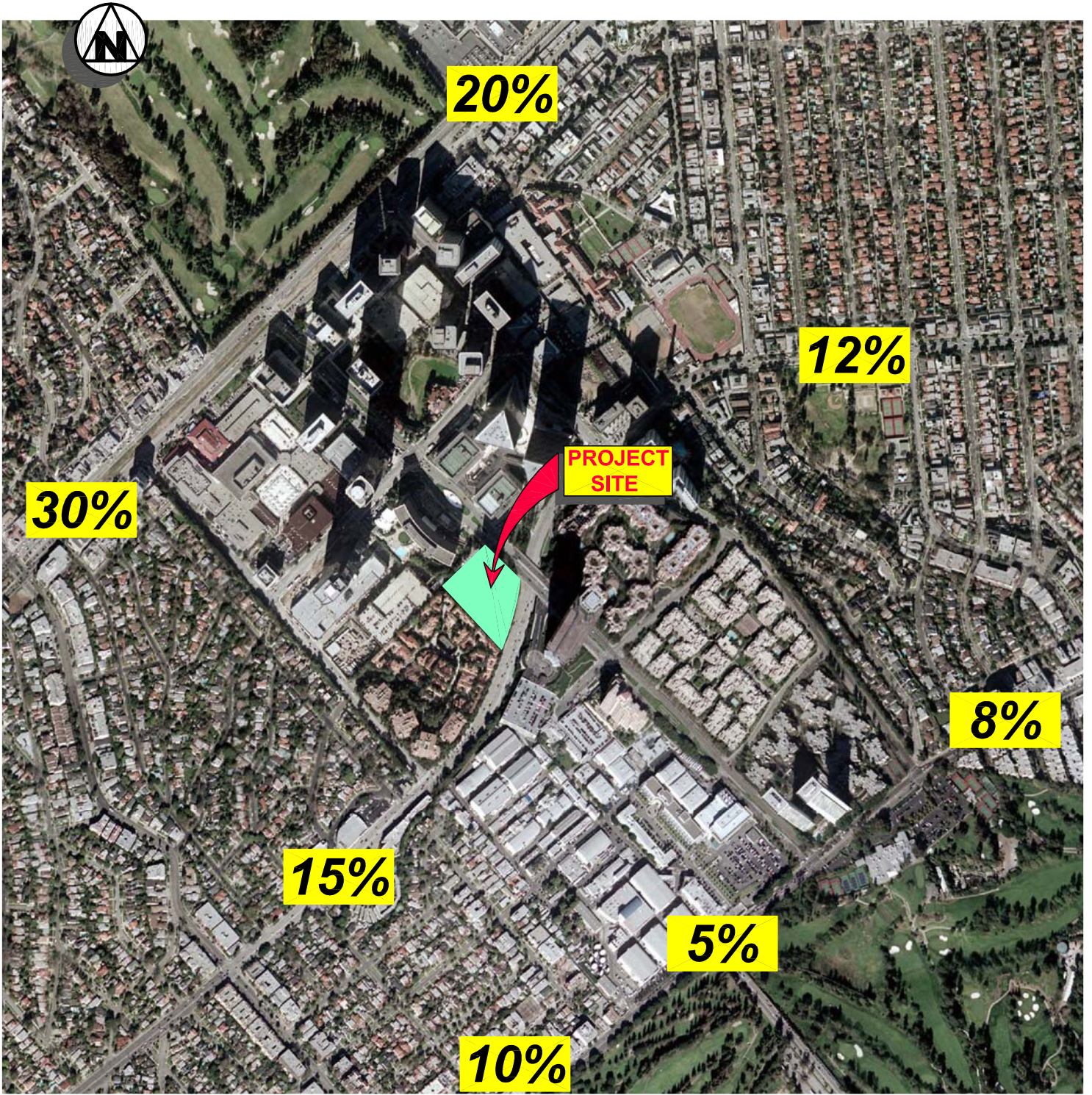
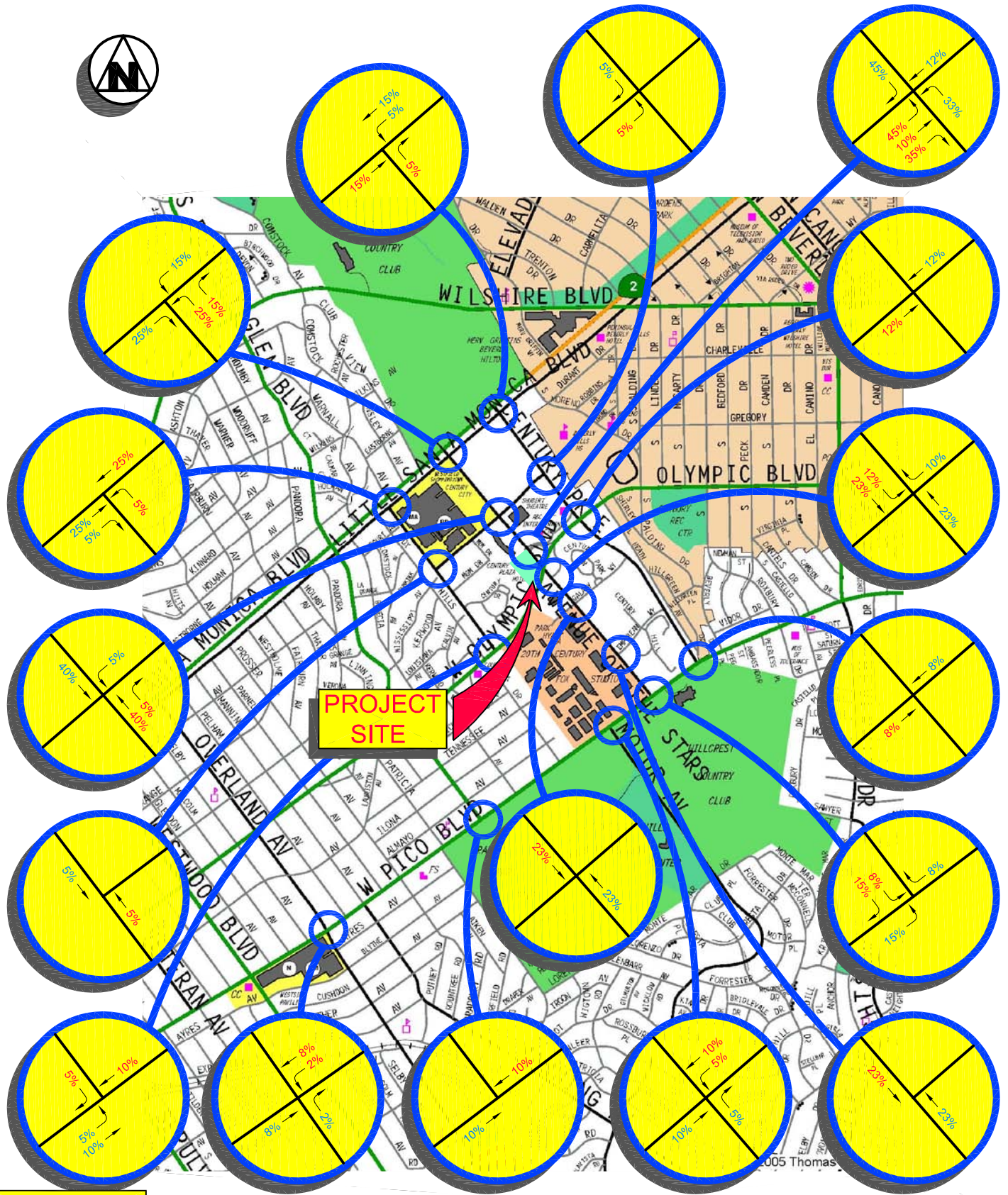


FIGURE 4

7/12/2005

**PROJECT DISTRIBUTION PERCENTAGES**


**Overland Traffic Consultants, Inc.**  
 25876 The Old Road #307, Santa Clarita, CA 91381  
 (661)799-8423 v, (661)799-8456 f, [OTC@overlandtraffic.com](mailto:OTC@overlandtraffic.com)



**LEGEND**  
 XX INBOUND  
 XX OUTBOUND

**FIGURE 5**

8/14/2005

**PROJECT TRAFFIC ASSIGNMENT PERCENTAGES**

**Overland Traffic Consultants, Inc.**  
 25876 The Old Road #307, Santa Clarita, CA 91381  
 (661)799-8423 v, (661)799-8456 f, OTC@overlandtraffic.com

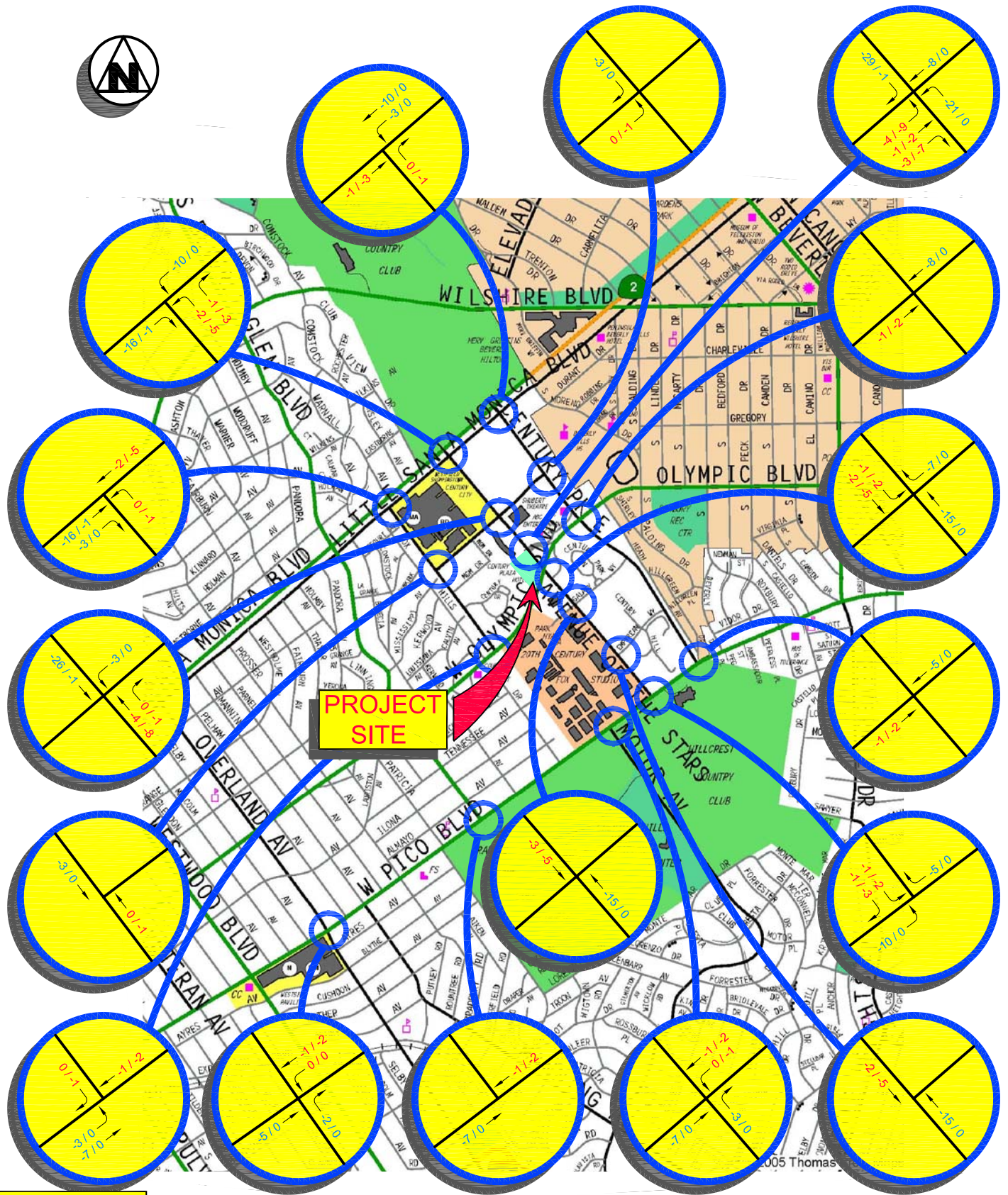
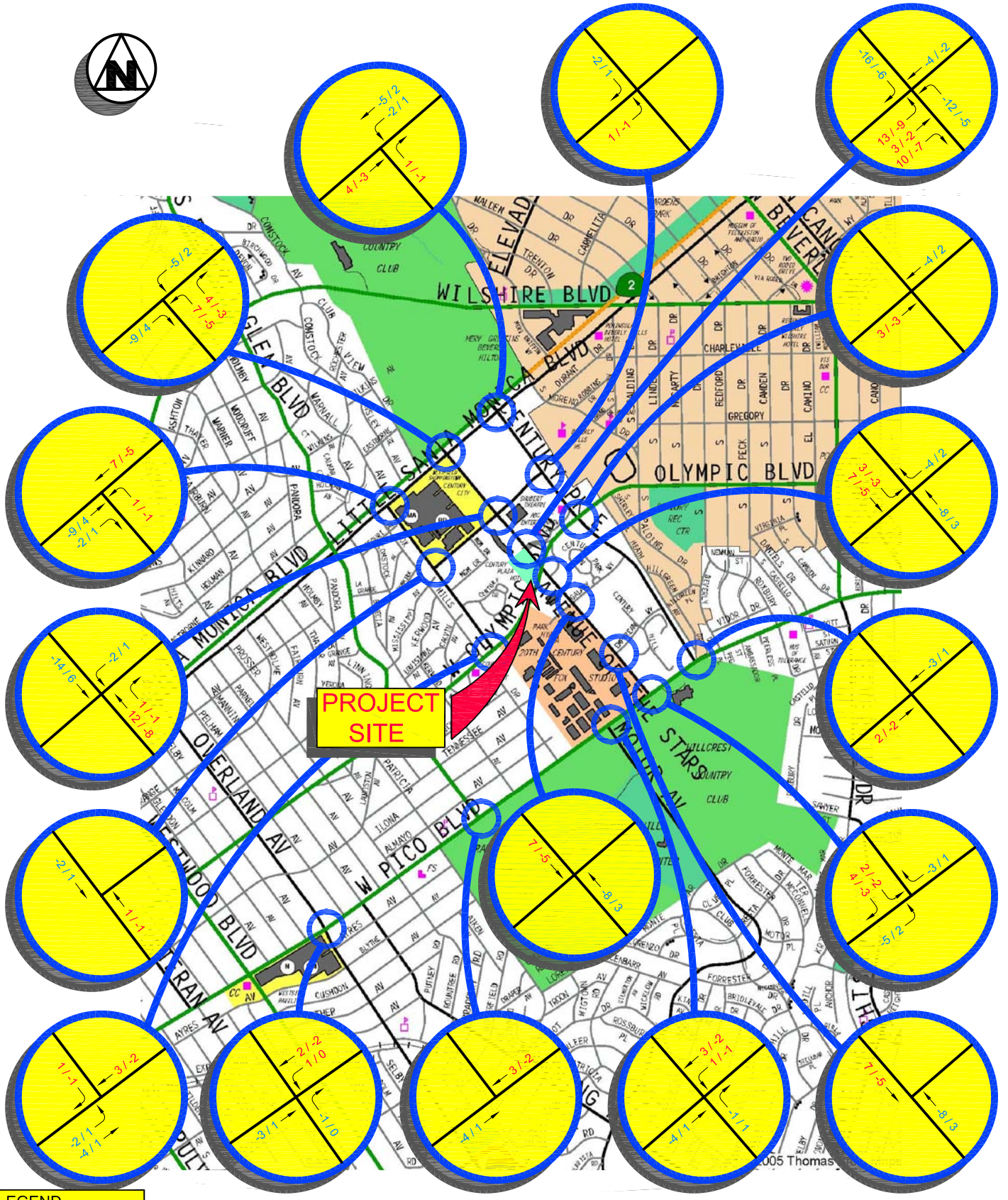


FIGURE 6(a)

11/20/2005

**PROJECT TRIPS (OPTION A)  
AM / PM PEAK HOUR**

 **Overland Traffic Consultants, Inc.**  
 27201 Tourney Road, #206, Santa Clarita, CA 91355  
 (661)799-8423 v, (661)799-8456 f, OTC@overlandtraffic.com



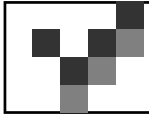
**LEGEND**  
XX INBOUND  
XX OUTBOUND

FIGURE 6(b)

11/20/2005

**PROJECT TRIPS (OPTION B)  
AM / PM PEAK HOUR**

 **Overland Traffic Consultants, Inc.**  
27201 Tourney Road, #206, Santa Clarita, CA 91355  
(661)799-8423 v, (661)799-8456 f, OTC@overlandtraffic.com



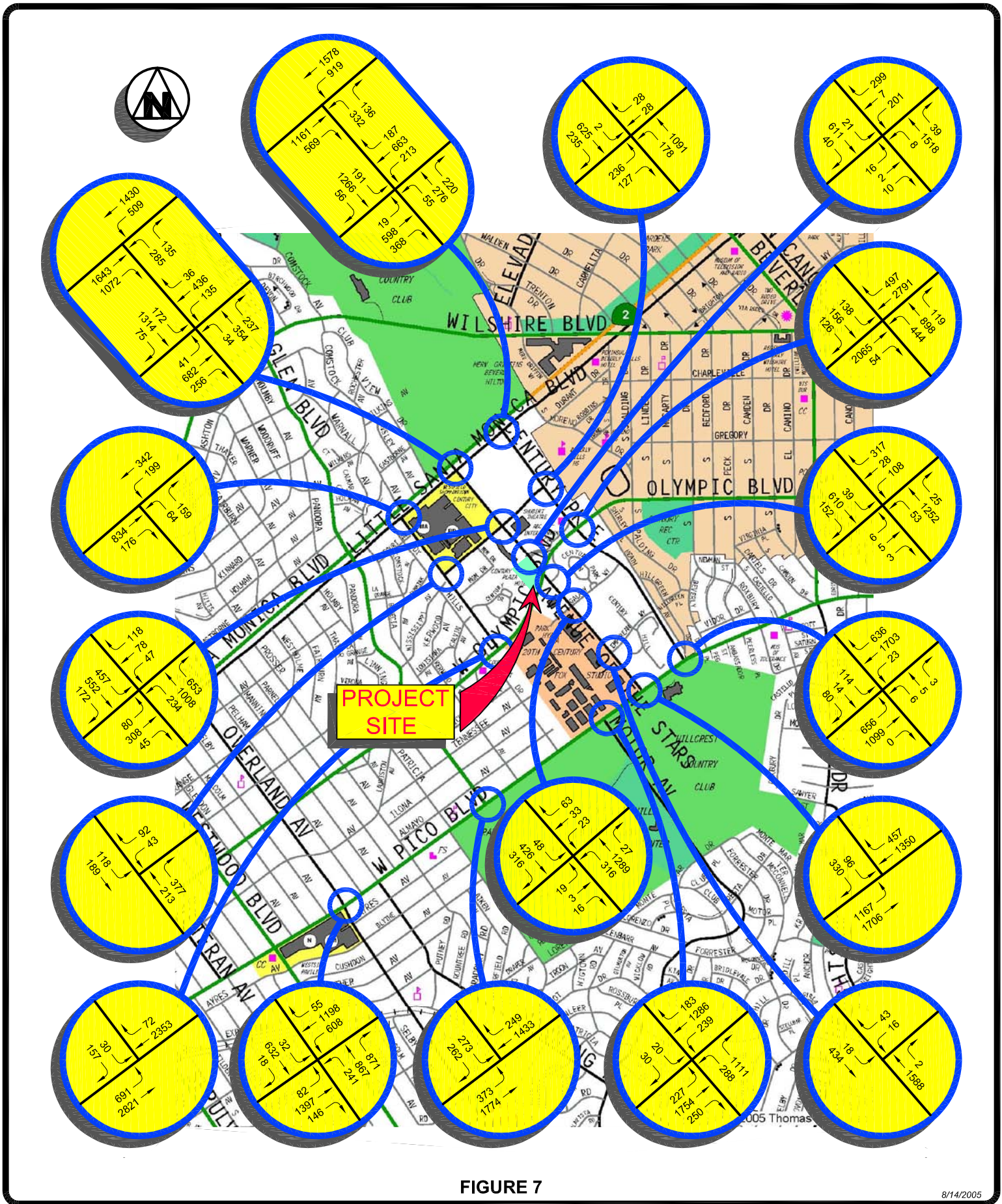
Analysis of Existing Traffic Conditions

New traffic counts could not be collected due to changes in local traffic patterns from the reconstruction of Santa Monica Boulevard between the City of Beverly Hills and the 405 Freeway. Traffic volume data used in the following peak hour intersectional analysis were based on traffic counts collected in 2001 as provided by LADOT. Base counts were factored up to the current 2005 study year by applying a 6% growth factor to establish a baseline traffic volume. Base 2005 peak hour traffic volumes are illustrated in Figures 7 and 8 for the AM and PM rush hour.

The traffic conditions analysis was then conducted using the Critical Movement Analysis (CMA) method. All study intersections were evaluated using this methodology pursuant to the criteria established by the City of Los Angeles Department of Transportation. The baseline peak hour traffic counts were used along with intersection lane configurations and traffic controls to determine the intersection's operating condition prior to the reconstruction of the Santa Monica Boulevard project.

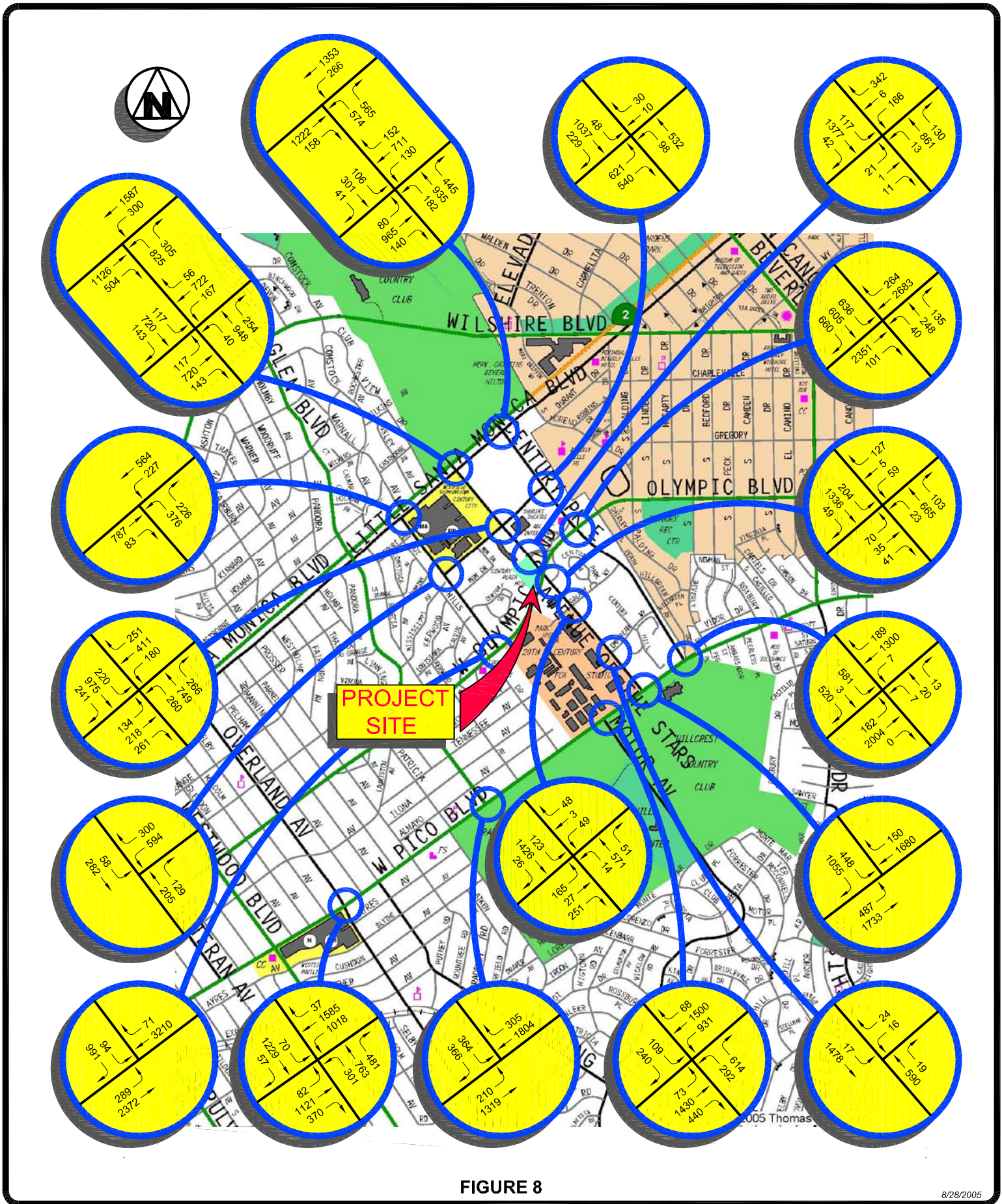
The CMA procedure uses a ratio of the intersection's traffic volume to its capacity for rating an intersection's congestion level. The highest combinations of conflicting traffic volume (V) divided by the capacity (C) value represents the intersection V/C ratio. Intersection capacity represents the maximum volume of vehicles which has a reasonable expectation of passing through an intersection in one hour under typical traffic flow conditions. This volume-to-capacity (V/C) ratio defines the proportion of an hour necessary to accommodate all the traffic moving through the intersection assuming all approaches were operating at full capacity. CMA ratios provide an ideal means for quantifying intersection operating characteristics. For example, if an intersection has a CMA value of 0.70, the intersection is operating at 70% capacity with 30% unused capacity. Once the volume-to-capacity ratio (i.e., CMA value) has been calculated, operating characteristics are assigned a level of service grade (A through F) to estimate the level of congestion and stability of the traffic flow. The term "Level of Service" (LOS) is used by traffic engineers to describe the quality of traffic flow. Definitions of the LOS grades are shown in Table 3.





**BASE (2005) TRAFFIC CONDITIONS  
AM PEAK HOUR**

**Overland Traffic Consultants, Inc.**  
 25876 The Old Road #307, Santa Clarita, CA 91381  
 (661)799-8423 v, (661)799-8456 f, OTC@overlandtraffic.com



8/28/2005

**BASE (2005) TRAFFIC CONDITIONS  
PM PEAK HOUR**

**Overland Traffic Consultants, Inc.**  
 25876 The Old Road #307, Santa Clarita, CA 91381  
 (661)799-8423 v, (661)799-8456 f, OTC@overlandtraffic.com

Table 3  
Level of Service Definitions

<u>LOS</u>	<u>V/C Ratio</u>	<u>Operating Conditions</u>
A	0.00 – 0.60	At LOS A, there are no cycles that are fully loaded, and few are even close to loaded. No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication. Typically, the approach appears quite open, turning movements are easily made, and nearly all drivers find freedom of operation.
B	>0.60 – 0.70	LOS B represents stable operation. An occasional approach phase is fully utilized and a substantial number are approaching full use. Many drivers begin to feel somewhat restricted with platoons of vehicles.
C	>0.70 – 0.80	In LOS C stable operation continues. Full signal cycle loading is still intermittent, but more frequent. Occasionally drivers may have to wait through more than one red signal indication, and back-ups may develop behind turning vehicles.
D	>0.80 – 0.90	LOS D encompasses a zone of increasing restriction, approaching instability. Delays to approaching vehicles may be substantial during short peaks within the peak period, but enough cycles with lower demand occur to permit periodic clearance of developing queues, thus preventing excessive back-ups.
E	>0.90 – 1.00	LOS E represents the most vehicles that any particular intersection approach can accommodate. At capacity (V/C = 1.00) there may be long queues of vehicles waiting upstream of the intersection and delays may be great (up to several signal cycles).
F	>1.00	LOS F represents jammed conditions. Back-ups from location downstream or on the cross street may restrict or prevent movement of vehicles out of the approach under consideration; hence, volumes carried are not predictable. V/C values are highly variable, because full utilization of the approach may be prevented by outside conditions.



By applying the capacity procedures to the intersection data, the CMA values and the corresponding Levels of Service (LOS) for existing traffic conditions were calculated at each intersection. The LOS values are summarized in Table 4. Supporting capacity worksheets are contained in Appendix F of this report.

Table 4  
Level of Service for Existing Conditions

<u>No.</u>	<u>Intersection</u>	<u>AM Peak Hour</u>		<u>PM Peak Hour</u>	
		<u>CMA</u>	<u>LOS</u>	<u>CMA</u>	<u>LOS</u>
1.	Ave. of the Stars & Santa Monica Bd. (n)	0.849	D	0.775	C
2.	Ave. of the Stars & Santa Monica Bd. (s)	0.523	A	0.559	A
3.	Ave. of the Stars & Constellation Bd.	0.704	C	0.620	B
4.	Ave. of the Stars & Olympic Bd. WB	0.470	A	0.467	A
5.	Ave. of the Stars & Olympic Bd. EB	0.377	A	0.358	A
6.	Ave. of the Stars & Galaxy Way	0.311	A	0.478	A
7.	Ave. of the Stars & Empyrean Way	0.405	A	0.355	A
8.	Ave. of the Stars & Pico Bd.	0.810	D	0.829	D
9.	Santa Monica Bd. (s) & Century Park West	0.328	A	0.404	A
10.	Constellation Bd. & Century Park West	0.264	A	0.242	A
11.	Olympic Bd. & Century Park West	0.729	C	1.089	F
12.	Santa Monica Bd. (n) & Century Park East	0.772	C	0.698	B
13.	Santa Monica Bd. (s) & Century Park East	0.656	B	0.661	B
14.	Constellation Bd. & Century Park East	0.375	A	0.600	A
15.	Olympic Bd. & Century Park East	0.768	C	0.809	D
16.	Pico Boulevard and Century Park East	0.655	B	0.664	B
17.	Pico Boulevard and Motor Avenue	1.295	F	1.286	F
18.	Pico Boulevard and Beverly Glen Boulevard	0.745	C	0.671	B
19.	Pico Boulevard and Overland Avenue	1.171	F	1.274	F



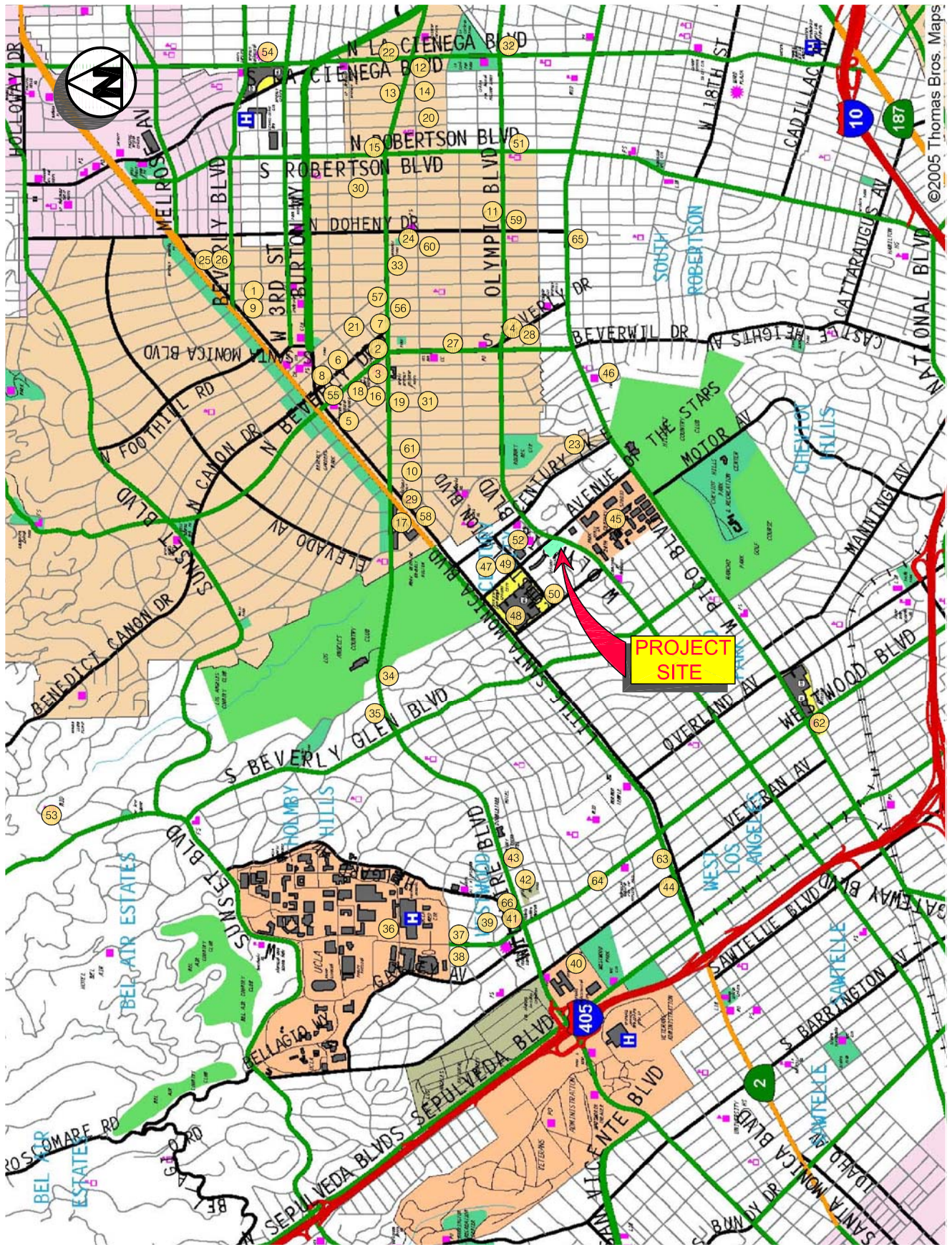
### Analysis of Future Traffic Conditions

Future traffic volume projections have been developed to analyze the traffic conditions after completion of other planned land developments including the proposed project. Pursuant to the City of Los Angeles traffic impact guidelines, the following steps have been taken to develop the future traffic volume estimate:

- (a) Existing traffic + ambient growth to 2009 study year (added 6 percent total);
- (b) Traffic in (a) + related projects (without project scenario);
- (c) Traffic in (b) + the proposed project traffic (with project scenario);
- (d) Traffic in (c) + the proposed traffic & mitigation, if necessary.

The future cumulative analysis includes other development projects located within the study area that are either under construction or planned. As part of this analysis, development lists were obtained from the City of Los Angeles Department of Transportation and the City of Beverly Hills. The list identifies those projects that could produce additional traffic at the study intersections by the future study year 2009. It should be noted that this project, or any actions taken by the City regarding this project, does not have a direct bearing on these other proposed related projects.

The locations of 66 related projects are shown in Figure 9 and described in Table 5. Estimates of the peak hour trips generated by the other developments were calculated by applying ITE trip generation rates to evaluate future traffic conditions with the related projects. The potential changes in traffic from the related projects are shown in the worksheets contained in Appendix E.



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FIGURE 9

7/28/2005

RELATED PROJECT LOCATIONS

Overland Traffic Consultants, Inc.

25876 The Old Road #307, Santa Clarita, CA 91381  
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Table 5  
Related Projects Descriptions

<u>No.</u>	<u>Size</u>	<u>Type</u>	<u>Location</u>
1.	14,811 s.f.	religious Inst.	9261 Alden Drive
2.	Mixed - Use	hotel/condos/commercial	240 N. Beverly Drive
3.	41,500 s.f.	office	265 N. Beverly Drive
4.	9,325 s.f.	church	432 S. Beverly Drive
5.	1,750 s.f.	retail	456 N. Camden Drive
6.	11,900 s.f.	retail	338 N. Canon Drive
7.	Mixed-Use	residential/retail	9355-9373 Wilshire Bd.
8.	34,000 s.f.	cultural center	469 N. Crescent Drive
9.	53,000 s.f.	automotive	400 Foothill Bd.
10.	76 units	congregate care	129 S. Linden Drive
11.	39,700 s.f.	automotive	9001 Olympic Bd.
12.	19,000 s.f.	office	8536 Wilshire Bd.
13.	41,500 s.f.	mixed-use	8600 Wilshire Bd.
14.	37 unit	apartment	8601 Wilshire Bd.
15.	85,000 s.f.	medical office	8767 Wilshire Bd.
16.	30,000 s.f.	gym	9601 Wilshire Bd.
17.	90,000 s.f.	retail	9844 Wilshire Bd.
18.	4,550 s.f.	retail	326 N. Rodeo Drive
19.	20 units	condominiums	9590 Wilshire Bd.
	12,000 s.f.	retail	
20.	16 unit	condominiums	216 N. Arnaz Drive
21.	80 unit	congregate care	201 N. Crescent Drive
22.	11 units	condominiums	155 N. Hamilton Drive
23.	9 units	condominiums	552 Hillgreen Drive
24.	11 units	condominiums	140 S. Oakhurst Drive
25.	38 units	condominiums	450 N. Palm Drive
26.	13 units	condominiums	437 N. Palm Drive
27.	23 units	condominiums	261 Reeves Drive
28.	1 unit	apartment	428 Smithwood Drive
29.	4 units	condominiums	133 Spalding Drive
30.	3 units	condominiums	115 N. Swall Drive
31.	40 units	condominiums	125 S. Camden Drive
32.	11,085 s.f.	retail	1016 La Cienega Bd.
33.	52 units	condominiums	9200 Wilshire Bd.
	14,000 s.f.	retail/restaurant	



Table 5 (cont'd)  
Related Projects Descriptions

<u>No.</u>	<u>Size</u>	<u>Type</u>	<u>Location</u>
34.	35 Units	condominiums	1200 South Club View Dr.
35.	19 units	apartments	NWC Wilshire Bd./Devon Ave.
36.	2,000 units 296,700 s.f. 1,500 spaces 101,900 s.f. 95,000 s.f. 166,000 s.f. 1,710,000 s.f.	beds NW Phase II parking physics & astronomy bldg. Research Center, thermal storage Nanosystems Institute Health Center Replacement Remaining 2002 LRDP growth	UCLA Campus
37.	106 seats	theater	10886 Le Conte Ave.
38.	15,000 s.f. 2,993 s.f. 74,000 s.f. 1,135 seats	retail restaurant medical office theater	900 South Broxton Ave.
39.	115,000 s.f. 350 units	retail apartments	1020 Glendon Ave.
40.	937,000 s.f.	office	11000 Wilshire Bd.
41.	19 units 6,100 s.f.	apartments retail	10852 Lindbrook Ave.
42.	93 units	condominiums	10840 Wilshire Bd.
43.	119 units Less 66 rooms	condominiums hotel	10776 Wilshire Bd.
44.	6 fueling positions	gas station with mart	10991 Santa Monica Bd.
45.	360,000 s.f.	studio expansion	10201 Pico Bd.
46.	14,800 s.f.	high school expansion	9760 Pico Bd.
47.	508,600 s.f.	office	Constellation Bd. & Ave. of the Stars
48.	71,000 s.f.	retail	10250 Santa Monica Bd.
49.	483 units	condominiums	10131 Constellation Bd.
50.	791,000 s.f.	office	10270 Constellation Bd.
51.	84 student 216 student	day care private school K-8	1062 Robertson Bd.
52.	825,812 s.f.	restaurant/retail	2000 Avenue of the Stars
53.	122,000 s.f.	private school expansion	700 N. Faring Road
54.	65 units 181 units 20,000 s.f.	condominiums assisted living retail less theaters	Third Street & La Cienega Bd.





Table 5 (cont'd)  
Related Projects Descriptions

<u>No.</u>	<u>Size</u>	<u>Type</u>	<u>Location</u>
55.	78,000 s.f.	retail	438 N. Beverly Drive
	12,000 s.f.	office	
56.	44,896 s.f.	medical use	245 N. Canon Drive
57.	88 units	condominiums	191 N. Crescent Drive
	40,000 s.f.	retail	
58.	42 room	hotel	150 Lasky Drive
59.	9,000 s.f.	synagogue	9090 Olympic Bd.
	10,000 s.f.	private school	
60.	66 students	screening room	150 E. Camino Drive
61.	204 room	hotel	9730 Wilshire Bd.
62.	relocation/expansion	theater	10800 Pico Bd.
63.	36 units	apartments	10901 Santa Monica Bd.
	8,485 s.f.	retail	
64.	3,750 s.f.	convenience store less drug store	1465 Westwood Bd.
65.	42,000 s.f.	private school	9051 Pico Bd.
66.	42 room	hotel	10844 Lindbrook Ave.

The potential traffic impact of the total traffic growth has been calculated by adding the baseline traffic volume, the ambient growth factor and traffic from other development projects. Future cumulative "without project" peak hour traffic volume estimates are shown in Figures 10 and 11 for the morning and afternoon, respectively. The future level of service traffic conditions with the ambient traffic growth plus other development traffic are shown in Table 6.

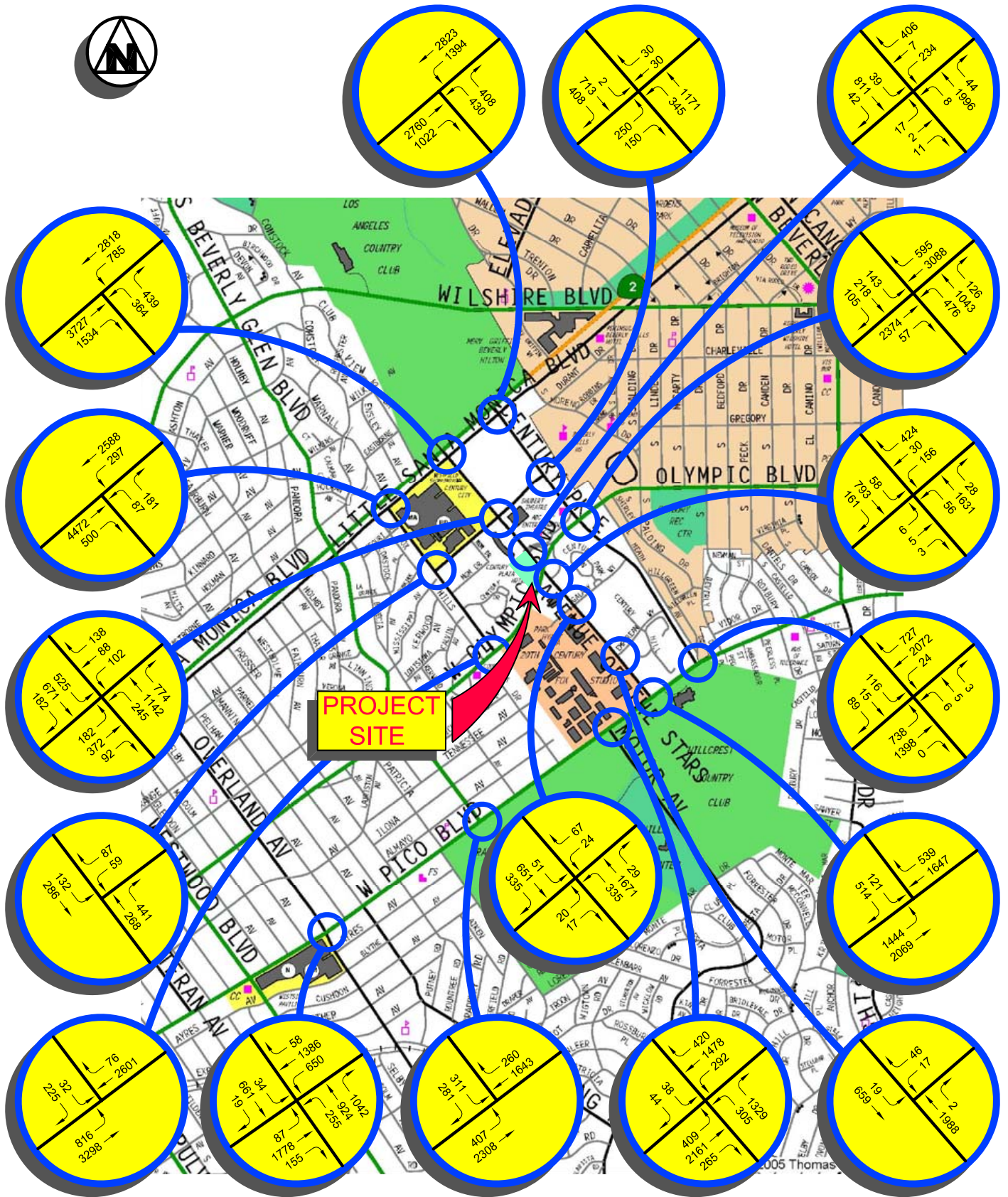


FIGURE 10

11/15/2005

**FUTURE (2009) TRAFFIC VOLUMES  
WITHOUT PROJECT  
AM PEAK HOUR**

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(661)799-8423 v, (661)799-8456 f, OTC@overlandtraffic.com

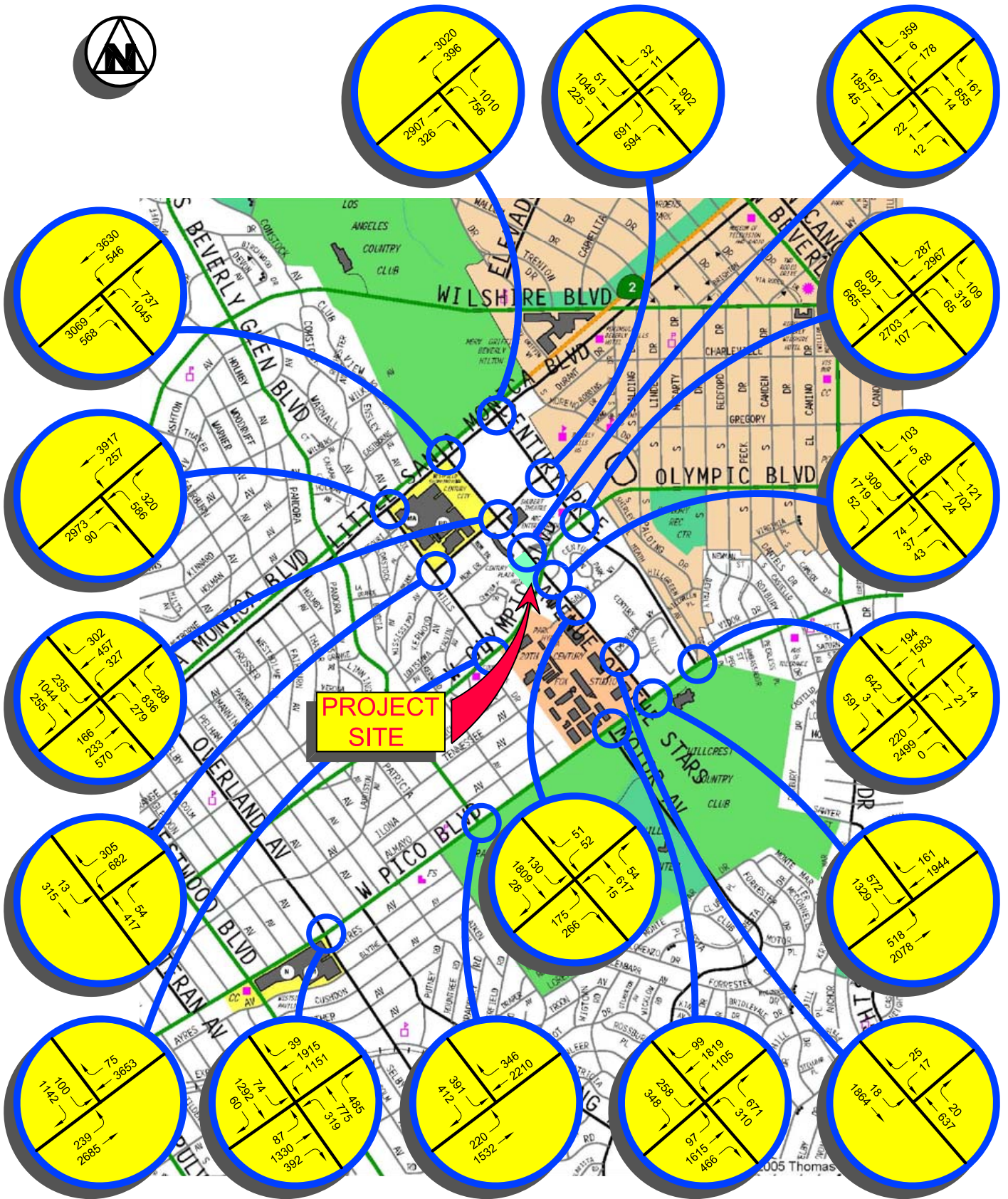


FIGURE 11

11/15/2005

**FUTURE (2009) TRAFFIC VOLUMES  
WITHOUT PROJECT  
PM PEAK HOUR**

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(661)799-8423 v, (661)799-8456 f, OTC@overlandtraffic.com



Table 6  
Future Traffic Conditions Without Project

<u>No.</u>	<u>Intersection</u>	<u>Peak Hour</u>	<u>Base</u>		<u>Future Without Project</u>	
			<u>CMA</u>	<u>LOS</u>	<u>CMA</u>	<u>LOS</u>
1.	Avenue of the Stars & Santa Monica Bd.	AM	N/A	-	1.279	F
		PM	N/A	-	0.993	E
2.	Avenue of the Stars & Constellation Bd.	AM	0.704	C	0.691	B
		PM	0.620	B	0.978	E
3.	Avenue of the Stars & Olympic Bd. WB	AM	0.470	A	0.663	B
		PM	0.467	A	0.586	A
4.	Avenue of the Stars & Olympic Bd. EB.	AM	0.377	A	0.528	A
		PM	0.358	A	0.447	A
5.	Avenue of the Stars & Galaxy Way	AM	0.311	A	0.410	A
		PM	0.478	A	0.582	A
6.	Avenue of the Stars & Empyrean Way	AM	0.405	A	0.497	A
		PM	0.355	A	0.442	A
7.	Avenue of the Stars & Pico Bd.	AM	0.810	D	1.015	F
		PM	0.829	D	1.005	F
8.	Santa Monica Bd. & Century Park West	AM	N/A	-	1.123	F
		PM	N/A	-	1.028	F
9.	Constellation Bd. & Century Park West	AM	0.264	A	0.335	A
		PM	0.242	A	0.319	A
10.	Olympic Bd. & Century Park West	AM	0.729	C	0.836	D
		PM	1.089	F	1.242	F
11.	Santa Monica Bd. & Century Park East	AM	N/A	-	1.155	F
		PM	N/A	-	0.854	D
12.	Constellation Bd. & Century Park East	AM	0.375	A	0.530	A
		PM	0.600	A	0.666	B
13.	Olympic Bd. & Century Park East	AM	0.768	C	0.875	D
		PM	0.809	D	0.932	E
14.	Pico Bd. & Century Park East	AM	0.655	B	0.756	C
		PM	0.664	B	0.814	D
15.	Pico Bd. & Motor Ave.	AM	1.295	F	1.589	F
		PM	1.286	F	1.511	F
16.	Pico Bd. & Beverly Glen Bd.	AM	0.745	C	0.855	D
		PM	0.671	B	0.793	C
17.	Pico Bd. & Overland Ave.	AM	1.171	F	1.325	F
		PM	1.274	F	1.397	F



The traffic impact of project's traffic volume has been calculated by adding the project volume to the above without project traffic estimates. Comparing the changes in the traffic conditions between the without and with project traffic volume scenarios provides the data to determine if the project traffic volume creates a significant traffic impact which would require traffic mitigation at any of the study intersections. According to the traffic impact standards adopted by LADOT for the environmental assessment and approved for this study, a traffic impact is considered significant if the related increase in the CMA value equals or exceeds the thresholds shown in the table below.

<u>LOS</u>	<u>Final CMA Value</u>	<u>Increase in CMA Value</u>
C	0.71 - 0.80	+ 0.04
D	0.81 - 0.90	+ 0.02
E, F	> 0.90	+ 0.01 or more

The estimated project impact values using these procedures are shown below in Table 7 for development option A and Table 8 for option B. As shown, none of the study intersections are impacted by either project c volume using the significant impact criteria established by the City of Los Angeles Department of Transportation. It should be noted that the impact analysis does not consider any changes to the intersection configuration except for the reconstruction of the Santa Monica Boulevard study intersections. Future cumulative "with project" peak hour traffic volumes for both development options are shown in Figures 12 and 13 for the morning and afternoon, respectively.



Table 7  
 Future Traffic Conditions With Project (Option A)

No.	Intersection	Peak Hour	Future Without Project		Future With Option A		
			CMA	LOS	CMA	LOS	Impact
1.	Avenue of the Stars & Santa Monica Bd.	AM	1.279	F	1.264	F	-0.015
		PM	0.993	E	0.992	E	-0.001
2.	Avenue of the Stars & Constellation Bd.	AM	0.691	B	0.691	B	N/C
		PM	0.978	E	0.978	E	N/C
3.	Avenue of the Stars & Olympic Bd. WB	AM	0.663	B	0.671	B	+0.008
		PM	0.586	A	0.622	B	+0.036
4.	Avenue of the Stars & Olympic Bd. EB.	AM	0.528	A	0.521	A	-0.007
		PM	0.447	A	0.446	A	-0.001
5.	Avenue of the Stars & Galaxy Way	AM	0.410	A	0.406	A	-0.004
		PM	0.582	A	0.581	A	-0.001
6.	Avenue of the Stars & Empyrean Way	AM	0.497	A	0.493	A	-0.004
		PM	0.442	A	0.441	A	-0.001
7.	Avenue of the Stars & Pico Bd.	AM	1.015	F	1.010	F	-0.005
		PM	1.005	F	1.004	F	-0.001
8.	Santa Monica Bd. & Century Park West	AM	1.123	F	1.120	F	-0.003
		PM	1.028	F	1.027	F	-0.001
9.	Constellation Bd. & Century Park West	AM	0.335	A	0.335	A	N/C
		PM	0.319	A	0.319	A	N/C
10.	Olympic Bd. & Century Park West	AM	0.836	D	0.834	D	-0.002
		PM	1.242	F	1.241	F	-0.001
11.	Santa Monica Bd. & Century Park East	AM	1.155	F	1.154	F	-0.001
		PM	0.854	D	0.854	D	N/C
12.	Constellation Bd. & Century Park East	AM	0.530	A	0.530	A	N/C
		PM	0.666	B	0.665	B	-0.001
13.	Olympic Bd. & Century Park East	AM	0.875	D	0.874	D	-0.001
		PM	0.932	E	0.932	E	N/C
14.	Pico Bd. & Century Park East	AM	0.756	C	0.756	C	N/C
		PM	0.814	D	0.814	D	N/C
15.	Pico Bd. & Motor Ave.	AM	1.589	F	1.585	F	-0.004
		PM	1.511	F	1.510	F	-0.001
16.	Pico Bd. & Beverly Glen Bd.	AM	0.855	D	0.855	D	N/C
		PM	0.793	C	0.792	C	-0.001
17.	Pico Bd. & Overland Ave.	AM	1.325	F	1.324	F	-0.001
		PM	1.397	F	1.397	F	N/C



Table 8  
 Future Traffic Conditions With Project (Option B)

No.	Intersection	Peak Hour	Future Without Project		Future With Option B		
			CMA	LOS	CMA	LOS	Impact
1.	Avenue of the Stars & Santa Monica Bd.	AM	1.279	F	1.271	F	-0.008
		PM	0.993	E	0.992	E	-0.001
2.	Avenue of the Stars & Constellation Bd.	AM	0.691	B	0.689	B	-0.002
		PM	0.978	E	0.980	E	+0.002
3.	Avenue of the Stars & Olympic Bd. WB	AM	0.663	B	0.684	B	+0.021
		PM	0.586	A	0.625	B	+0.039
4.	Avenue of the Stars & Olympic Bd. EB.	AM	0.528	A	0.526	A	-0.002
		PM	0.447	A	0.447	A	N/C
5.	Avenue of the Stars & Galaxy Way	AM	0.410	A	0.408	A	-0.002
		PM	0.582	A	0.581	A	-0.001
6.	Avenue of the Stars & Empyrean Way	AM	0.497	A	0.495	A	-0.002
		PM	0.442	A	0.441	A	-0.001
7.	Avenue of the Stars & Pico Bd.	AM	1.015	F	1.014	F	-0.001
		PM	1.005	F	1.005	F	N/C
8.	Santa Monica Bd. & Century Park West	AM	1.123	F	1.121	F	-0.002
		PM	1.028	F	1.027	F	-0.001
9.	Constellation Bd. & Century Park West	AM	0.335	A	0.335	A	N/C
		PM	0.319	A	0.319	A	N/C
10.	Olympic Bd. & Century Park West	AM	0.836	D	0.834	D	-0.002
		PM	1.242	F	1.241	F	-0.001
11.	Santa Monica Bd. & Century Park East	AM	1.155	F	1.155	F	N/C
		PM	0.854	D	0.854	D	N/C
12.	Constellation Bd. & Century Park East	AM	0.530	A	0.530	A	N/C
		PM	0.666	B	0.665	B	-0.001
13.	Olympic Bd. & Century Park East	AM	0.875	D	0.874	D	-0.001
		PM	0.932	E	0.931	E	-0.001
14.	Pico Bd. & Century Park East	AM	0.756	C	0.756	C	N/C
		PM	0.814	D	0.814	D	N/C
15.	Pico Bd. & Motor Ave.	AM	1.589	F	1.587	F	-0.002
		PM	1.511	F	1.511	F	N/C
16.	Pico Bd. & Beverly Glen Bd.	AM	0.855	D	0.856	D	+0.001
		PM	0.793	C	0.792	C	-0.001
17.	Pico Bd. & Overland Ave.	AM	1.325	F	1.325	F	N/C
		PM	1.397	F	1.398	F	+0.001

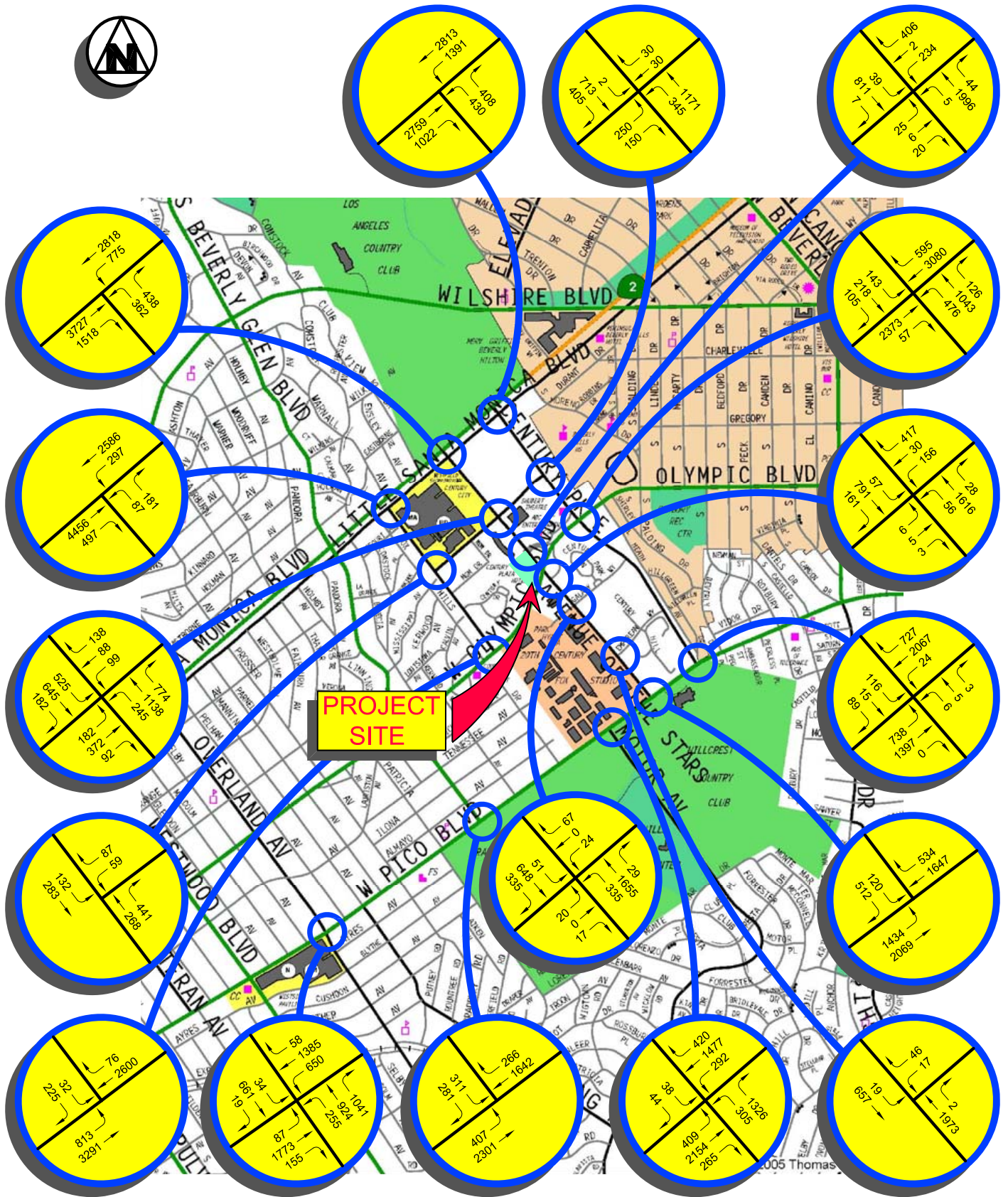


FIGURE 12(a)

8/28/2005

**FUTURE (2009) TRAFFIC VOLUMES  
WITH PROJECT (OPTION A)  
AM PEAK HOUR**

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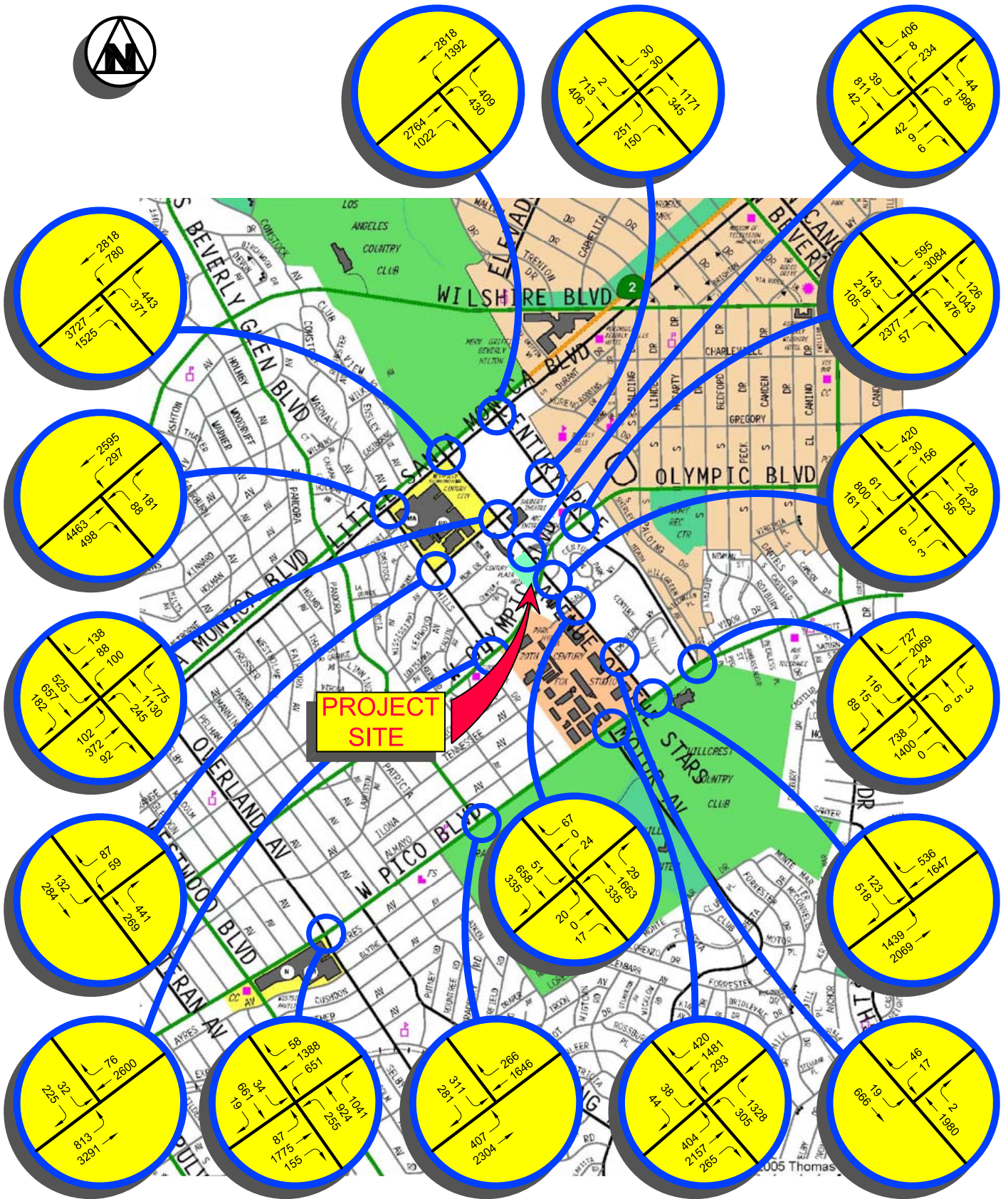


FIGURE 12(b)

8/28/2005

**FUTURE (2009) TRAFFIC VOLUMES  
WITH PROJECT (OPTION B)  
AM PEAK HOUR**

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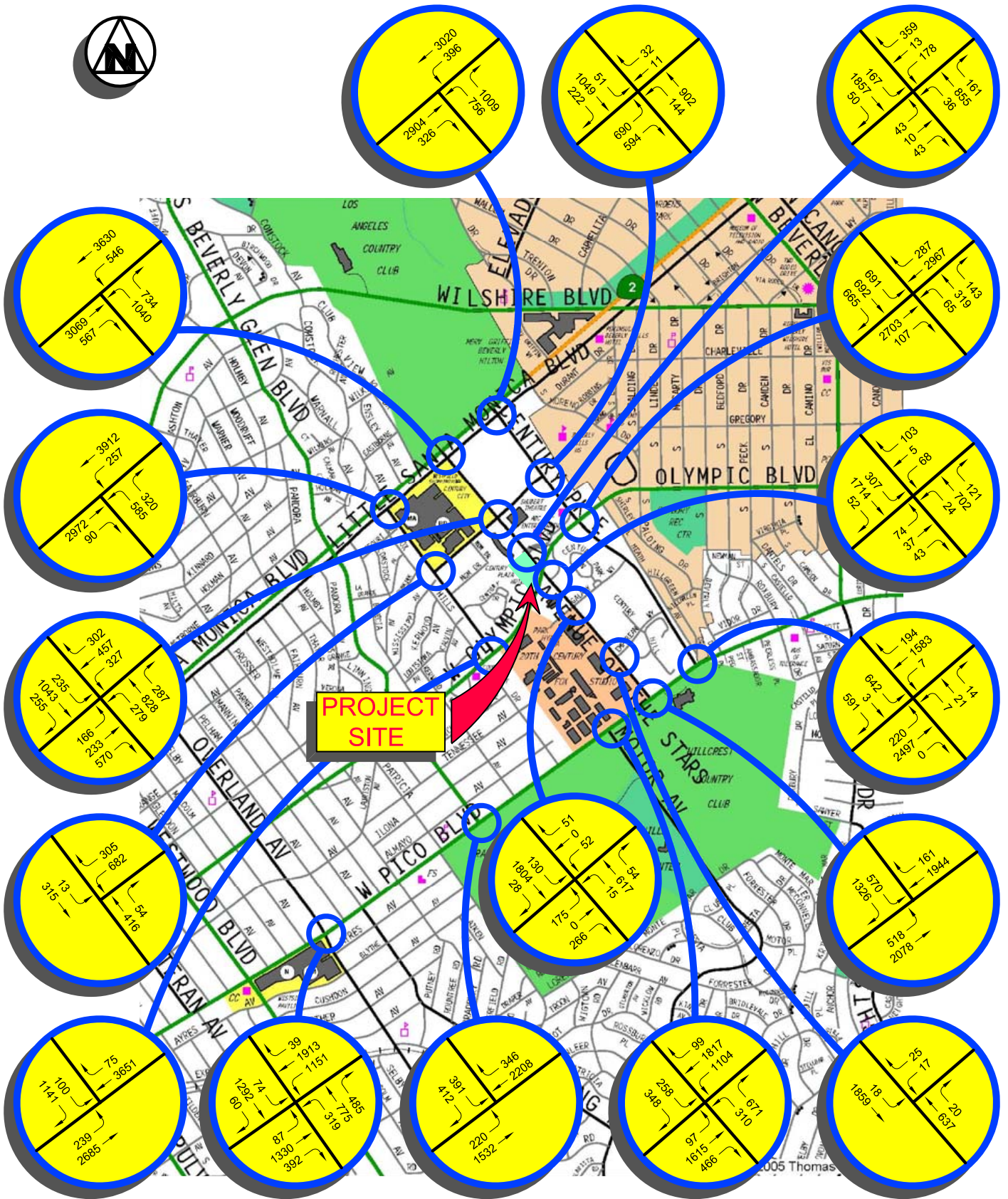


FIGURE 13(a)

8/28/2005

**FUTURE (2009) TRAFFIC VOLUMES  
WITH PROJECT (OPTION A)  
PM PEAK HOUR**

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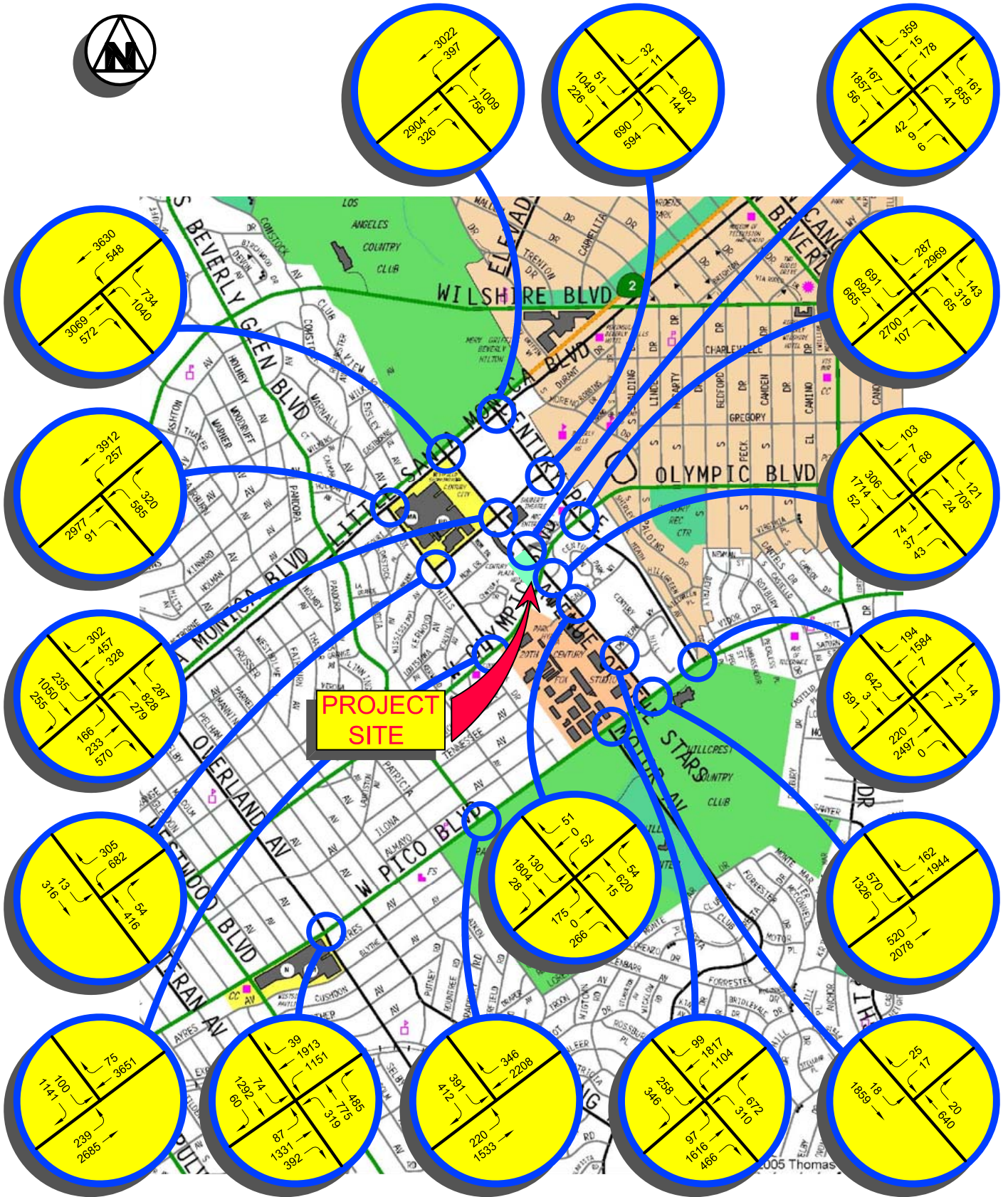


FIGURE 13(b)

8/28/2005

**FUTURE (2009) TRAFFIC VOLUMES  
WITH PROJECT (OPTION B)  
PM PEAK HOUR**

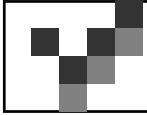
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### Congestion Management Program Review

The Congestion Management program (CMP) was adopted to regulate and monitor regional traffic growth and transportation improvement programs. The CMP designates a transportation network which includes all state highways and some arterials within the County of Los Angeles. If the level of service standard deteriorates on the CMP network, then local jurisdiction must prepare a deficiency plan to be in conformance with the LA County CMP. The intent of the CMP is to provide information to decision makers to assist in the allocation of transportation funds through the State Transportation Improvement Program (STIP) process.

A CMP traffic impact analysis is required if a project will add 150 or more trips to the freeway, in either direction during either the AM or PM weekday peak hour. An analysis is also required at all CMP monitoring intersection where a project would add 50 or more peak hour trips. The two nearest CMP intersections are Wilshire Boulevard and Beverly Glen Boulevard and Santa Monica Boulevard and Wilshire Boulevard. The project is a trip neutral project and as shown in Figures 6(a) and (b), therefore, the project peak hour traffic volume does not exceed the CMP limits. Based on this information, no additional CMP intersection or freeway analysis is necessary.



**Overland Traffic Consultants, Inc.**

## **CHAPTER 6**

## **MITIGATION MEASURES**

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The analysis contained in this study has determined that the change in traffic volume generated by the residential/commercial project will not significantly impact the traffic flow at any of the study intersections. Therefore, project traffic mitigation measures are not necessary.